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ACC

10000/136/457

10000/136/457

TRANSPORTATION  
JAN. 1945 - SEPT. 1946

5805/CC

Q. M. C. Form 353 (Old No. 400)  
Revised July 25, 1942

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|------------------|-------------------|----------|--------------------|----------------------------------------------------|
| + 311            | Ltr 2621/94/EC CC | 7 Sep 46 | US & Br Embs; AFSA | Effect of Peace Treaty on It<br>Railroad Situation |

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Instructions.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

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| 303              | Memo AFHQ               | 3 Dec 45  | All Concern  | European Transport Organization         |
| 303a             | Ltr CAO/246 Duff        | 3 Dec 45  | CC           | Passenger Rolling Stock                 |
| 303b             | Cbl 344 HQ ALCON        | 17 Jan 46 | AFHQ         | Coal for Italian Railways               |
| 304              | Ltr ES/15.07 Stone      | 18 Jan 46 | De Gasperi   | Recov. of Vehicles of Fasc. armed Fd    |
| 305              | Ltr 322/22/Tn.1 Stone   | 18 Jan 46 | SAC AFHQ     | Transf Rolling stock fm Italy to France |
| 306              | Cbl G/7707 Brit Emb Bel | 19 Jan 46 | ALCON XIII   | Coal for Swiss traffic in Italy         |
| 307              | Ltr 7025/EC Lush        | 23 Feb 46 | AC           | Transport needs of Liaison Grps         |
| 308              | Memo CAO/246 Duff       | 1 Mar 46  | CC           | Transf. of Rolling Stock out of Italy   |
| 309              | Cbl 77                  | 15 Mar 46 | Ind & Util   | Ita St RR move coal Poland- Italy       |
| 310              | Cbl ECON. 377 ACABRIT   | 22 Mar 46 | Min For Affs | Transit of Polish goods thru Austria    |

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| SERIAL<br>NUMBER | FROM -                  | DATE      | TO -                       | SYNOPSIS                                                                     |
|------------------|-------------------------|-----------|----------------------------|------------------------------------------------------------------------------|
| 283              | Cbl AFHQ, FX-39498      | 29 Aug 45 | FBS, AC, PSo               | Disposal of Class C-1 tires to AC/IG                                         |
| 284              | Cbl MTOUSA, FX - 39961  | 31 Aug 45 | CANLC, PBS, AC             | Release of US Vehicles to AC for IG                                          |
| 285              | Cbl AC Ind 4582         | 31 Aug 45 | AFHQ                       | Disposal of Class C-1 tires to AC/IG                                         |
| 286              | Cbl AFHQ F-40340        | 1 Sept 45 | AC                         | Disposal of Class C-1 tires to AC/IG                                         |
| 287              | Memo, Lannin            | 3 Sept 45 | CC                         | Dereqn & conversation of civil cars                                          |
| 288              | Cbl MTOUSA, FX-41880    | 8 Sep 45  | PBS, AC                    | T'fer trucks & trailers ex FBS to IG                                         |
| 289              | NSC/3519, Zirolli       | 10 Sep 45 | Mof Marine                 | Damage to Sard pass, ferry MOGENIGO                                          |
| 290              | Parri, 601              | 11 Sep 45 | Stone                      | Damage to MOGENIGO; request other boats to be made available Sard-Rome line. |
| 291              | Ven Reg RXII/AIM/191    | 15 Sep 45 | AC                         | Handback of vehicles going smoothly                                          |
| 292              | Cbl FAHQ F 45194        | 22 Sep 45 | AC                         | Tires to Ital Govt as excess                                                 |
| 293              | Ltr AC/5095/Com Ro Sec  | 25 Sep 45 | CC                         | Sale of tires to Ita Govt                                                    |
| 294              | Ltr 612/278/Tn 3 Stone  | 28 Sep 45 | Parri                      | Docking of vessel "Mocenigo"                                                 |
| 295              | Ltr Parri, n.44291.11.1 | 1 Oct 45  | Stone                      | Conditions under which Ita Govt could organize rail, sea & road transports.  |
| 296              | Ltr ES/8.06, Denamore   | 5 Oct 45  | Stone                      | Allocation of vehicals to San Marino                                         |
| 297              | Cbl AFHQ FX 47636       | 6 Oct 45  | Br Mil Mission to Brussels | Names of 2 Representatives to ECITC Conf in Brussels on 10 October.          |
| 433              |                         |           |                            |                                                                              |
| 298              | Ltr Lush 540/16/Tn 1    | 7 Oct 45  | MMIA Ld Fas                | Return of Ital Army M.T.                                                     |
| 299              | Ltr Lush AC/62/62/Tn5   | 17 Oct 45 | MMIA Ld F S/C              | Return of Ital Army M.T.                                                     |
| 300              | Ltr Lannin              | 19 Oct 45 | WMDD Maj Drew              | Release of 80 Trucks to ARI                                                  |
| 301              | Ltr 486/57/Tn.3 Stone   | Oct 45    | Parri                      | Return of control of movement                                                |
| 302              | Ltr 5805/93/EC Lush     | 30 Nov 45 | Trans S/C                  | Train service Rome - Milan                                                   |
| 302a             | Ltr 322/15/Tn 1 CC      | Nov 45    | SAC AGHQ                   | Withdrw. Passngr. Stock from Italy                                           |

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| 265              | 5820/74/EC, Lush          | 8 Aug 45  | VP Boon          | T <sup>o</sup> fer of vehicles to IG & AC - AC refusal, to accept 4,000 trucks. |
| 266              | Cbl MTOUSA, FX-33940      | 9 Aug 45  | 5, PBS, AAF, etc | Conservation of POL, tires, vehicles.                                           |
| 267              | Cbl AC Boon, 3442         | 10 Aug 45 | AFHQ             | Trucks for electric rehabilitation.                                             |
| 268              | Parri, 581-10169<br>1.3.3 | 11 Aug 45 | Stone            | Recovery of vehicles offascist armed forces.                                    |
| 269              | Cbl Troopers, 66894CA2B   | 13 Aug 45 | AFHQ, AC         | European Inland Transport Conference.                                           |
| 270              | Cbl AFHQ, F-35890         | 16 Aug 45 | AC               | Conservation of POL, tires, vehicles.                                           |
| 271              | Cbl AFHQ, FX-36252        | 17 Aug 45 | AC, 5, PBS       | Sale of vehicles to IG.                                                         |
| 272              | Cbl AFHQ, FX-36222        | 17 Aug 45 | Mil Formtas      | Jeep withdrawals. (for Far East).                                               |
| 273              | Cbl AFHQ, FX-36491        | 18 Aug 45 | AC, 5, PBS       | Sale of vehicles to IG.                                                         |
| 274              | Cbl MTOUSA, FX-36580      | 18 Aug 45 | PBS, 5, AC, etc  | Declaration to ANLC surplus vehicles.                                           |
| 275              | WMD/74/240, Stone         | 21 Aug 45 | ARI              | ARI request for trucks for ENSI.                                                |
| + 276            | SAC (45) 15               | 21 Aug 45 |                  | Policy for Ital Civil Aviation.                                                 |
| 277              | Cbl CCS, CAL-1477         | 22 Aug 45 | AFHQ, AC, BCS    | Vehicles beyond econ repair for mil.<br>Transfer of 4000 cargo vehicles to AC.  |
| 278              | Memo, Densmore            | 24 Aug 45 | Walton           | Transfer 4000 cargo vehicles to AC.                                             |
| - 279            | SAC (45) 4th Meeting      | 24 Aug 45 | (Min. 7)         | Policy for Ital civil aviation.                                                 |
| 280              | Cbl MTOUSA, FX-38194      | 25 Aug 45 | AGWAR, PBS, AC   | Disposal of Class C-1 tires to AC.                                              |
| 280a             | G4/41/A, CO 2675 Regt     | 25 Aug 45 | CC               | Transport for AC Liaison Gps in North.                                          |
| 281              | Cbl AFHQ, C-14383         | 25 Aug 45 | AC               | Sale of US automotive maintenance equipment to IG.                              |
| 282              | Cbl MTOUSA, C-14655       | 26 Aug 45 | AC, 5, PBS, PSO. | Release of US vehicles to AC for IG.                                            |

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| 251              | Cbl AC Tpn, 1996        | 17 Jul 45 | RCS, SCAOs       | AC Tpn reports in Phase II & redeploy-<br>ment of AC trucks in regions.                                                      |
| 252              | Cbl AC Tpn, 2068        | 18 Jul 45 | RCS, SCAOs       | AC Tpn reports in Phase II & redeploy-<br>ment of AC trucks in regions.                                                      |
| 253              | AO/5146/12/Com, Stone   | 19 Jul 45 | Parri            | Ineffective use of petrol & motor-ve-<br>hicles generally in IG territory viewed<br>seriously; imports of POL may be stopped |
| 433              |                         |           |                  |                                                                                                                              |
| 254              | AFSC/39/AIR, Stone      | 23 Jul 45 | SACMED           | Italian Civil Aviation.                                                                                                      |
| 254a             | Cbl Lomb Reg, 1550      | 24 Jul 45 | AC Commerce      | Tires & tubes with in Lombardia Reg.                                                                                         |
| 254b             | Cbl Lomb Reg, 1552      | 24 Jul 45 | AC Tpn S/C       | Lease operation to estab firms, AC Tpn                                                                                       |
| 255              | 467/12/Tn.3, Stone      | 25 Jul 45 | AFHQ S-5         | Tpn for imports into Switzerland.                                                                                            |
| 255a             | Cbl AFHQ, FX-27975      | 25 Jul 45 | AC, AFIRS        | <b>T'fer of vehicles to IG &amp; Aloom.</b>                                                                                  |
| 256              | 467/11/Tn.3, Stone      | 25 Jul 45 | de Salis         | Tpn for imports into Switzerland.                                                                                            |
| 256a             | Ltr AFSC/39/AIR         | 25 Jul 45 | SACMED           | Italian civil aviation                                                                                                       |
| 257              | Cbl AC Tn S/C, 2533     | 25 Jul 45 | Lomb Reg         | AC Trucks-lease opn to estab firms.                                                                                          |
| 258              | Cbl CG MTOUSA, FL-28600 | 26 Jul 45 | FXI, 5, AAP, AEO | Mission of ordnance service.                                                                                                 |
| 259              | 14492/PS, Ballance      | 27 Jul 45 | Commerce         | Press release - Misuse of POL.                                                                                               |
| 260              | 100/85/Tn.5, Gross      | 30 Jul 45 | Parri            | Tn for Bari CG.RR.                                                                                                           |
| 261              | Cbl 5 Army, 7610        | 31 Jul 45 | MTOUSA, MBIA, AC | T'fer of vehicles to IG & Aloom.                                                                                             |
| 261a             | AFHQ, G-5: 300.4-7      | 31 Jul 45 | AC               | Tpn for imports into Switzerland.                                                                                            |
| 262              | Cbl AC Econ, 2905       | 1 Aug 45  | AFHQ, AFIRS      | T'fer of vehicles to IG & Aloom.                                                                                             |
| 263              | 5146/12/Commerce        | 4 Aug 45  | AFHQ             | Misuse of POL by Italians; IG to cla-<br>mp down, need Allied cooperation.                                                   |
| 264              | 870/54/Tn.1, Stone      | 5 Aug 45  | Parri            | It membership in Prov Organ for Eu-<br>ropean Inland Transport (POKIT).                                                      |

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| 237              | 362/7/Tn.5, Talbot                   | 7 Jun 45             | BMA Tripolit.                     | Truck transfer, Tripolitania to Italy.                                       |
| 238              | Cbl AFHQ, LAC-1207                   | 12 Jun 45            | CCS                               | CA Truck requirements for Italy.                                             |
| 239              | AFHQ G-5: 581                        | 14 Jun 45            | AC - Stearns                      | Requests for Sp Flights, VIP. (Upjohn)                                       |
| 240              | Cbl AFHQ LAC-1209                    | 15 Jun 45            | CCS                               | Truck requirements for It - justification                                    |
| 241              | Cbl 15, CAS-622                      | 18 Jun 45            | SCAOs, RGA                        | Highway tariff rates.                                                        |
| 242              | Cbl 15 AG, CAS-649<br>8752/EO, Stone | 2 Jul 45<br>3 Jul 45 | RC Tpn Os<br>Air C-in-C           | Re-deployment of Alcom vehicles mtg.<br>Airplane for exclusive use of Alcom. |
| 243              | 467/4/Tn.3, Stone                    | 3 Jul 45             | M. de Salis                       | Use of W. It ports for import foodstuffs & materials into Switzerland.       |
| 244              | Cbl AFHQ, F-15374                    | 30 Jun 45            | AC                                | Discontinuance of MRS control of It railway services - turnover to AC, 15/9. |
| 244a             | AFHQ AG 091.6/209 GAP-0              | 1 Jul 45             |                                   | Tpn of Ital Svc Personnel.                                                   |
| 245              | Cbl AFHQ, F-17384<br>(CCS CAL-1428)  | 4 Jul 45             | AC                                | Charges for trucks for civil affairs use turned over to foreign govts.       |
| 246              | Cbl AFHQ, FX-18043<br>(CG MTOUSA)    | 5 Jul 45             | AC, PES, 5, AAF<br>ARS, 15, AAFSC | US installations relieved of motor maintenance resp to AC/AMG.               |
| 247              | 468/8/Tn 3, Stone                    | 6 Jul 45             | Parri                             | Forecast of transfer to IG of Tpn SCs resp for control of It tpt & traffic.  |
| 247a             | MAAP/S75/8/AIR, Bevans               | 6 Jul 45             | CC                                | Airplane for exclusive use of Alcom.                                         |
| 248              | Ltr, Stone                           | 7 Jul 45             | Land Forces                       | Ital Military Vehicles - return of.                                          |
| 249              | CC 5805, Stearns                     | 9 Jul 45             | AFHQ G-5                          | Delay in return of Special Plane.                                            |
| 250              | Cbl PES, PERRASE)8347                | 11 Jul 45            | MTOUSA, AC                        | T'fer of vehicles to IG & Alcom.                                             |
| 250a             | Cbl MTOUSA, FX-21394                 | 12 Jul 45            | PES, AC, 5, ARS                   | T'fer of vehicles to IG & Alcom.                                             |
| 250b             | Cbl MTOUSA, FX-21781                 | 13 Jul 45            | 5, PES, AC, AAF                   | T'fer of vehicles to UNRRA & AC/IG.                                          |

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| 222              | CC 5805, Larmin        | 26 Apr 45 | VP Econ Sec                | Pre-war Ital civil aviation.                                                 |
| 222a             | Cbl Mideast OET/07628  | 26 Apr 45 | AFHQ & AC                  | Eritrean trucks for Italy. Families.                                         |
| 223              | Cbl 15 A/G, G4-55      | 27 Apr 45 | AFHQ & AC                  | Transport urgently needed for moving civil supplies in lib areas NW & NE It. |
| 224              | Cbl AC Tpt 6441        | 29 Apr 45 | AFHQ 15 A/G                | Transport urgently needed for moving civil supplies in lib areas NW & NE It. |
| 224a             | Cbl AFHQ, FX-69029     | 1 May 45  | 15AC, Amies, AC            | PWB broadcasts to save transport food                                        |
| 225              | Ltr 4036/13/EC Lush    | 2 May 45  | Gen de Sevin               | Survey of French rolling stock in North impossible at this time.             |
| 225a             | 208/135//EC, Stearns   | 3 May 45  | Estab Sec                  | Report on HQ AC Taxis                                                        |
| 226              | Ltr G-4/101/6/1, Stone | 4 May 45  | AFHQ G-5                   | Allied Commission transport needs.                                           |
| 227              | 5818/35/EC, Stone      | 5 May 45  | Spofford                   | Surplus trucks from Eritrea.                                                 |
| 228              | Ltr Quayle             | 14 May 45 | Arnoldy                    | Associazione Invalidi to operate the "Espero" exclusive of COCENA.           |
| 229              | Cbl AFHQ FX-75707      | 15 May 45 | 15, 5, 8, PPS, 1, 2, 3, AC | Employment of captured enemy transport - regulations.                        |
| 230              | Cbl AC Tpn, 7910       | 17 May 45 | RCs N, 15, Eni-lia         | Employment of captured enemy transport; Regs submit rpt on numbers in.       |
| 231              | Cbl AFHQ, FX-77474     | 18 May 45 | ME, AC, RMA Brit.          | Surplus trucks fr Eritrea.                                                   |
| 232              | ES/15.07, McKinley     | 21 May 45 | CC                         | Allocation of 1700 trucks.                                                   |
| 233              | ES/15.07, McKinley     | 28 May 45 | CC                         | Allocation of 1700 trucks.                                                   |
| 234              | G-5: 581, AFHQ         | 29 May 45 | Stearns, Q.                | Special forms for request Sp Flight:                                         |
| 234a             | Cbl AFHQ F-86563       | 2 Jun 45  | AC                         | Surplus trucks from Eritrea.                                                 |
| 235              | AC/11/8/Tn5, Stone     | 4 Jun 45  | Orebaugh                   | Transport for Republic SAN MARINO.                                           |
| 236              | Cbl AC Tpn 9243        | 6 Jun 45  | Lombardia                  | Captured enemy transport.                                                    |

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| 209           | 45001/7/AC, Wyndham        | 15 Mar 45 | CC                | A/Pres requests comments on It Min Fr Affrs on tpt being allocated to It fr "materiel available after end war". INCL: Aide Memoire, 20 Feb 45. |
| 210           | 45001/7/40, Wyndham        | 15 Mar 45 | CC                | Request comments on alleged allocation by Dr MWT of 1500 lorries to It. INCL: Aide Memoire, 20 Feb 45.                                         |
| 211           | AC/5146/12/Commerce, Stone | 20 Mar 45 | Bononi            | Ineffective use of petrol and motor-vehicles generally in IG territory viewed seriously; imports of gas may stop                               |
| 212           | Ltr, Macmillan             | 20 Mar 45 | Sig. Prunas       | Answer to two Aide Memoires-209 & 210)                                                                                                         |
| - 213         | 8752/31/EC, Stone          | 28 Mar 45 | Air CinC-Med      | Airplane for exclusive use of Alcom.                                                                                                           |
| 213a          | 11307, Bononi              | 29 Mar 45 | Stone             | Orders given repress abusive use oil.                                                                                                          |
| 214           | CC 5805, Stone             | 3 Apr 45  | Econ Sec          | Request details for distribution of 1700 trucks now arriving in Italy.                                                                         |
| 215           | ES/15.07, Antolini         | 5 Apr 45  | CC                | Distribution of 1700 trks in Italy.                                                                                                            |
| 215a          | 65/20/1, A/CA Eritrea      | 11 Apr 45 | Lush              | Surplus trucks from Eritrea.                                                                                                                   |
| 216           | Cbl AC Tpn SC, 5295        | 13 Apr 45 | 15A/G, AFHQ, etc. | AC-controlled mil MT for north during Phase 1.                                                                                                 |
| 43            |                            |           |                   |                                                                                                                                                |
| 216a          | 4036/1/EC, Rively          | 16 Apr 45 | French Rep        | French RR Rolling Stock.                                                                                                                       |
| - 216b        | Memo, Stone                | 20 Apr 45 | Econ, Air S/C     | Pre-war Ital civil aviation.                                                                                                                   |
| - 217         | Memo, Air Forces S/C       | 21 Apr 45 | CC                | Pre-war Ital civil aviation                                                                                                                    |
| 218           | Cbl AC ExC, 5915           | 23 Apr 45 | EMA Eritrea       | Surplus trucks from Eritrea.                                                                                                                   |
| - 218a        | Ltr COS, MAAF 452.01       | 23 Apr 45 | Stone             | Airplane for exclusive use of Alcom.                                                                                                           |
| 219           | 5818/18/EC, Stone          | 23 Apr 45 | Spofford          | Surplus trucks from Eritrea.                                                                                                                   |
| - 220         | ES/12.08, Antolini         | 24 Apr 45 | CC                | Pre-war Ital civil aviation.                                                                                                                   |
| - 221         | ES/12.08, Stone            | 25 Apr 45 | Alex Kirk         | Pre-war Ital civil aviation.                                                                                                                   |

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| 193              | 15.54/ES, Stone                  | 18 Jan 45 | Bonomi                 | AC ready help ENAC plan.                                                                                                                           |
| 193a             | Macmillan's PA                   | 19 Jan 45 | CC                     | Carrandini offered trucks in London.                                                                                                               |
| 194              | Ltr, Cerabona                    | 20 Jan 45 | Stone                  | Rome-Naples train runs again.                                                                                                                      |
| 195              | Ltr Stone CC-5805                | 22 Jan 45 | Cerabona               | Rome-Naples train runs again.                                                                                                                      |
| 196              | Cbl AFHQ FX-17652                | 30 Jan 45 | AGWAR, TROOPERS,<br>AC | Recommend auth be granted to sell<br>mil vehicles and maintenance parts<br>to Ital Govt for controlled use in<br>movement essential civil supplies |
| 197              | Cbl CCS, FAN 487                 | 31 Jan 45 | SACMED                 | New CCS Directive to AC. Combined<br>US/UK mil auth will be resp provide<br>supplies nec for restore tpn, etc..                                    |
| 198              | Memo US Consulate<br>Palermo (?) |           |                        | Speculators' activities on ship-<br>ping Palermo - Civitavecchia.                                                                                  |
| 199              | Ltr Bonomi<br>125/XXXVI          | 9 Feb 45  | Stone                  | Shipping Sardinia-Mainland, shd<br>be restored for economic purposes.                                                                              |
| 200              | Cbl AFHQ FX-25720                | 13 Feb 45 | AC (Air Forces)        | Not possible yet authorize deve-<br>lopment of It Civ air transport.                                                                               |
| 201              | Pres/45001/AC<br>Wyndham         | 14 Feb 45 | CC                     | Carrandini <u>not</u> offered trucks in<br>London; War Office & CCAC conside-<br>ring meeting SAC's demands 3000.                                  |
| 202              | 540/20/TH/1 Lush                 | 17 Feb 45 | AFHQ G-5               | Formation of Motor Tpt Brigade.                                                                                                                    |
| 203              | ES/6.01, Stone                   | 21 Feb 45 | Bonomi                 | Shipping Sardinia-Mainland.                                                                                                                        |
| 204              | AC/TH/102/1 Stone                | 21 Feb 45 | AFHQ                   | WE & composition of It GT Compa-<br>nies for AC approved by AC.                                                                                    |
| 204a             | Cbl Carrandini, Lond.            | 22 Feb 45 | IFA, It Govt           | 1500 lorries for Mac; 500 for IG.                                                                                                                  |
| 205              | Est Memo 2, AC                   | 3 Mar 45  |                        | Etab of Motor Tpt Gp, AC (It<br>Army Personnel).                                                                                                   |
| 206              | CC 5805, Stone                   | 10 Mar 45 | COS AFHQ               | Report-recommendations on COGENA                                                                                                                   |
| 207              | DO Ltr, Stone                    | 10 Mar 45 | Morgan, COS AFHQ       | Report-recommendations on COGENA                                                                                                                   |
| 208              | Cbl AFHQ, FX-41777<br>LAC-1048.  | 11 Mar 45 | CCS                    | Trucks for Italy (fr Persian<br>Gulf Command-)                                                                                                     |

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CAMERA DI COMMERCIO DI BERGAMO

PROGETTO  
PER LA NUOVA LINEA  
FERROVIARIA DELLO STELVIO

STAMPATO  
DALL'ISTITUTO ITALIANO D'ARTI GRAFICHE - BERGAMO  
1946

CAMERA DI COMMERCIO DI BERGAMO

PROGETTO  
PER LA NUOVA LINEA  
FERROVIARIA DELLO STELVIO

4323



STAMPATO  
DALL'ISTITUTO ITALIANO D'ARTI GRAFICHE - BERGAMO  
1945

55605/12

CAMERA DI COMMERCIO DI BERGAMO

PROGETTO  
PER LA NUOVA LINEA  
FERROVIARIA DELLO STELVIO

STAMPATO  
DALL'ISTITUTO ITALIANO D'ARTI GRAFICHE - BERGAMO  
1945

## FERROVIA DELLO STELVIO

*Presentiamo alcune note preliminari sulla progettata Ferrovia dello Stelvio.*

*Abbiamo voluto essere brevissimi perchè pensiamo che soprattutto la visione della planimetria allegata dovrebbe convincere della necessità dell'opera.*

### **A) Precedenti diplomatici.**

Nel trattato di pace di S. Germano del 20-9-1920 concluso da un Governo democratico con altri Governi democratici, si era cercato di facilitare i rapporti tra le varie nazioni, di avvicinarle per quanto possibile, anche se erano state nemiche, prevedendo tra le altre cose il miglioramento della rete ferroviaria, con la costruzione di un nuovo valico alpino tra il S. Gottardo ed il Brennero e la sistemazione di un altro valico.

Un apposito articolo del trattato diceva precisamente questo:

« Entro un periodo di cinque anni dall'entrata in vigore del presente trattato, l'Italia potrà chiedere la costruzione ed il miglioramento sul territorio austriaco delle nuove linee transalpine del Colle di Reschen e del Passo di Predil. Le spese di costruzione ed il miglioramento saranno sborsate dall'Italia a meno che l'Austria non intenda pagare i lavori. Un arbitro designato dal Consiglio della Società delle Nazioni, alla scadenza del termine che sarà stabilito dal Consiglio stesso, valuterà la parte di spesa di costruzione e di miglioramento che l'Austria dovrà rimborsare all'Italia in ragione dell'aumento dei redditi che risulterà dai predetti lavori nell'esercizio della rete austriaca ».

Il problema aveva avuto già dei precedenti.

Chi sia stato l'uomo di stato italiano ispiratore di detto articolo, non si sa con precisione. Pare si tratti del sen. Silvio Crespi. Certo aveva scelto il momento giusto per sollevare il problema. Con soddisfazione rileviamo che il Governo si era preoccupato del problema e che aveva cercato di avviarlo ad una soluzione, e la soluzione doveva essere prevista molto rapida se per un problema così importante furono lasciati soli cinque anni per deciderlo.

## THE STELVIO RAILWAY

*Herewith a few preliminary notes about the plan for the Stelvio Railway.*

*We have wanted to be very brief thinking that above all a glance at the attached plans would be more than enough to convince anyone of the necessity for this project.*

### A) Diplomatic precedents.

In the Peace Treaty of S. Germano dated 20-9-1920 which was brought to an end by one democratic Government in agreement with other democratic Governments, it was attempted to bring about a plan to facilitate communications with the various Nations, to bring them together as much as possible even if previously they may have been at war with one another, foreseeing above all other things, an improvement in the railway network, by constructing a new passage over the Alps between S. Gottardo and the Brenner, and the renewal of yet other passages.

An extract of the Treaty goes as follows:

« Within five years from the date of this Treaty, Italy will be able to demand the construction and the improvement of the new Transalpine railway lines of the Colle di Reschen and of the Passo di Predil, both situated on Austrian Territory. The expense for the construction and improvement that Austria will have to repay to Italy, reason, the increase in the income tax that will be a result of the aforesaid work being done within the Austrian network of railways ».

This problem had already had precedents.

It is not precisely known who it is of the Italian State, who inspired the mentioned article. It seems to have been Sen. Silvio Crespi. He had most certainly chosen the right moment to raise such a problem. With satisfaction we observe that the Government was interested in the problem and had done it's best to direct it towards a solution, which solution it was foreseen would have to be very speedy if for such an important problem only five years were given in which to form a decision about it.

Il problema però raduna intorno a sé interessi ancora più vasti di quanto non sia previsto nel trattato di S. Germano: infatti nel trattato furono previsti solo gli interessi dell'Italia e dell'Austria, non tenendo conto di quelli della Germania, e questo anche perché il trattato riguardava l'Italia e l'Austria.

Nel trattato colla Germania non vi è alcun accenno alle comunicazioni ferroviarie che si potevano creare tra le due Nazioni.

Il fascismo in un primo tempo sembrò interessarsi della questione e la avvocò a sé proibendo tutte le iniziative private e sciogliendo i comitati sorti nelle varie provincie. Poi abbandonò d'un tratto il progetto.

È assolutamente necessario che il problema della più rapida comunicazione Genova-Milano-Monaco di Baviera-Lipsia-Berlino e Monaco di Baviera-Praga venga ripreso in esame, che venga studiato sotto tutti gli aspetti e portato ad una soluzione.

## B) Attualità del problema.

Al problema sono interessati:

La Germania in generale e la Baviera in particolare.

L'Austria per il Tirolo,

L'Italia in generale e la Lombardia e la Liguria in particolare.

Il momento giusto per bene impostare il problema è quello attuale. La Germania ha perso la guerra, il suo militarismo è liquidato e con esso è perito il nazismo e le velleità di comandare il mondo colla violenza.

È il momento in cui le persone di buon senso tedesche devono pensare per il futuro, cercare di risorgere stabilendo e mantenendo i buoni rapporti con tutti, creando e sviluppando i commerci e le industrie di pace, creando le linee di traffico migliori per facilitare i trasporti delle materie prime che anno in abbondanza, e facilitare i rapporti colle Nazioni vicine. L'Austria trovasi nelle stesse condizioni della Germania.

L'Italia non ha tanto il problema dell'esportazione, quanto quello dell'importazione e del transito. Far affluire all'agricoltura e alle industrie della Lombardia le materie prime ed i fertilizzanti a prezzi più bassi possibile in modo che queste a loro volta possano produrre e mandare i prodotti lavorati a più buon prezzo all'interno ed all'estero dando così possibilità di lavoro in Italia al maggior numero possibile di italiani, favorendo le industrie e l'agricoltura, non con dazi protettivi e con l'illusione della autarchia, ma attuando le opere ed i lavori di carattere generale che direttamente o indirettamente arrecano vantaggi a tutto il popolo, vantaggi basati su leggi economiche eterne e non su leggi fittizie.

Interessa sommamente gli Alleati in quanto con una linea così centrale ed

The problem was however to attract a greater interest than that which had been foreseen at the time of the Treaty of St. Germain: in fact, in the Treaty itself only the interest of Italy and Austria were foreseen, and no thought at all to Germany, reason for this being because the Treaty involved only Italy and Austria.

In the Treaty with Germany there is not the slightest hint of railway communications that could be developed between the two nations.

The Fascist Government did at one time seem to take an interest in the matter, monopolizing the whole thing and forbidding all private enterprise, breaking up Committees that had been formed in various provinces. Then suddenly it abandoned the project.

It is absolutely necessary that the problem of speedier communications Genoa-Milan-Munich of Bavaria Leipzig-Berlin and Munich of Bavaria-Prague, be taken up and examined, that it be examined under all points of view, and a possible solution be found.

#### B)

Those interested in the problem are:

Germany in general and in particular Bavaria,  
Austria for the Tyrol  
Italy in general and particularly Lombardy and Liguria.

The right time for the setting up of this project is the present. Germany has lost the war, her militarism has been defeated and with that have been crushed, nazism and the threat of ruling the world by violence.

It is the time when all right-thinking German citizens must look to the future, must seek to re-organize and maintain good relations with all, creating and developing commerce and industries of peace, building better traffic facilities for transport of the various raw materials that they have in quantity, and facilitate trade exchanges with the Nations that are their neighbours.

For Italy the problem of exportation is not so important as that of importation and of transport. To enable the Agricultural and Industrial centres of Lombardy to have fertilizing and raw materials at the lowest possible prices, so that these in their turn can produce and send low priced products to the interior and overseas, thus giving a possibility of work in Italy to a greater number of Italians, favouring the Industries and Agriculture not with high duties or with any hint to «Autarchia» which means in other words a self depending Government but by putting out jobs of general character that will directly or indirectly further the interest of the people, interest based on sound economical laws and not on imaginary or fictitious ones.

a traffico molto intenso possono avviare da Genova al centro dell'Europa lungo tutto il confine della Cecoslovacchia-Polonia ad una distanza media di 180 km. da questo confine tutti i prodotti occorrenti per la ricostruzione dell'Europa e per rifornirne gli importanti mercati.

Interessa specialmente la Cecoslovacchia perchè può far affluire al porto di Genova i suoi prodotti con una via rapida breve e caricarli sempre in qualsiasi stagione.

La costruzione della ferrovia Milano-Monaco di Baviera risolverebbe in Italia il problema della disoccupazione specialmente nel periodo di tempo occorrente alla ricostruzione delle industrie ed alla ripresa generale dei traffici. In questo periodo è necessario eseguire lavori dove si possono impiegare quantità enormi di lavoratori col minimo consumo di materie prime.

Se si escludono le industrie italiane che lavorano quasi esclusivamente per l'estero lavorando materie prime italiane o straniere, questi lavori sono quelli che praticamente sono più redditizi per la Nazione.

L'importo dell'opera è rappresentato per il 90% dal costo della mano d'opera e per il 10% di materie prime, carbone, ferro, dinamite, ecc., che in parte si devono importare; il lavoro si sviluppa in estensione su molti Km. Solo in Italia la nuova linea ferroviaria da costruire si sviluppa per oltre 250 Km. e si può calcolare di impiegare più di 25.000 operai per dieci anni.

Si stanno mettendo le basi per una pace, che speriamo sia eterna; si devono mettere nei trattati molti articoli per liquidare il passato e per impedire la guerra in avvenire, poco male se metteranno degli articoli riguardanti un'opera di pace che deve servire ad assopire gli odi passati ed allacciare rapporti nuovi e ricostruire quanto è andato distrutto.

È assolutamente necessario, in questo periodo dove è più facile concludere, invitare gli Alleati, a far entrare nelle opere che dovrebbero servire a mantenere la pace questa grande opera; a stabilire nei trattati di pace che di comune accordo i tre governi maggiormente interessati nella costruzione della ferrovia, Italia, Austria, Germania (Baviera), debbono accordarsi e predisporre delle Commissioni per la scelta del tracciato della nuova linea ferroviaria, per stabilire in linea di massima il costo delle opere, stabilire le percentuali di suddivisione della spesa tra i vari Governi interessati, fissare le epoche d'inizio dei lavori, o, in mancanza di questo, stabilire degli impegni tra i Governi interessati.

Quando uno dei Governi interessati si fa parte diligente per costruire il tratto che spetta sul suo territorio anche gli altri Governi dovranno dar mano alla costruzione del loro tratto; oppure l'Italia si farà parte diligente per costruire la ferrovia nel territorio Austriaco e Tedesco, ed i Governi Austriaco e Tedesco rimborseranno all'Italia la loro quota come verrà fissata.

Queste dovrebbero essere le basi che il Governo Italiano dovrebbe cercare di ottenere.

It is of great interest for the Allies in as much as with such a railway line in such a central position and with so much traffic they can send from Genoa to the centre of Europe along all the Czechoslovakian border to a distance of about 180 km. from the above said border, all the products necessary for the construction of Europe and to provide all the most important markets with the goods they need.

It is of special interest to Czechoslovakia because it gives that country the possibility of sending products to the port of Genoa by a more brief and rapid means and also enabling the loading of these products in any season whatsoever.

The building of the railway, Milan-Munich of Bavaria would, in Italy solve the unemployment problem, specially in the period of time which is needed for reconstruction of Industries and for general reinstatement of traffic.

In this period it is necessary to accomplish works where large numbers of labourers can be used and where a minimum of raw materials is needed.

If we exclude the Italian Industries working almost exclusively for countries abroad, using Italian and foreign raw materials, these are the works that render most profit to the Nation.

The import of the work is represented by 90% of man-labour and 10% of use of raw materials, coal, iron, dynamite, the most part of these imported from abroad, the work would be extended over many kilometres. In Italy alone the new railway line would be developed in an area of over 250 km. and with the employment of about 25,000 labourers for a period of about ten years.

The foundations are being laid for a peace, which we hope may be lasting; in the Peace Treaties many articles will have to be inserted to cancel the past and to form as impediment to any future wars.

It is of the utmost importance at the present time, when it is easier to come to agreements, to invite the Allied Nations, to enter this deserving project among those that will serve to maintain peace, to establish in the Peace Treaty that the three Nations most interested in the building of this railway i.e. Italy, Austria and Germany (Bavaria) organize Committees to choose the plans for the new railway line, make an approximate estimate of the cost of the work, to calculate the percentage of the expenses that will have to be divided between the various interested governments, to fix an approximate date on which to initiate the project or failing this, to obtain a species of pledge from the Governments involved.

When one of the interested Governments takes on the responsibility of building that part of the railroad that will cross its own territory the other Governments must then also start work on their own section; or as an alternative Italy will take the responsibility of constructing the railroad that will pass through the Austrian and German territory and the Austrian and German Governments will at a later date refund to Italy their part of the price that will be fixed.

These should be the basis the Italian Government should try to obtain.

### C) Scelta del miglior tracciato.

Sul tracciato si è molto discusso specialmente in Italia per l'attraversamento delle Alpi.

Senza voler comunque entrare a fondo nel problema ci permettiamo far presente che dopo moltissime discussioni il tracciato che più si è imposto è certamente quello di Milano-Bergamo-Alta Valtellina-Stelvio-Passo di Resia.

Questo risulta dai vari ordini del giorno votati dalle varie provincie e tra le altre dalle Autorità delle provincie di Genova, Milano, Sondrio. Anche l'Istituto Geografico Italiano nella sua seduta del 10-9-27 si è pronunziato favorevolmente sulla scelta del tracciato di Bergamo.

In ogni caso nella scelta è necessario tener conto di due coefficienti:

- 1) il minor percorso per congiungere i centri principali,
- 2) il minor costo di costruzione e manutenzione,
- 3) il maggior vantaggio economico dell'opera.

Più il percorso è breve e più diminuisce il costo, sia di costruzione che di manutenzione.

Più il percorso si svolge in montagna più diventa costoso.

Si tratta di fissare il percorso che risponde meglio a questi due requisiti.

*Il percorso migliore è certamente quello che passa da Bergamo, è più corto di 50 Km. di qualsiasi altro tracciato; è anche quello che presenta il minor percorso in montagna.*

Infatti le varie linee di collegamento esistenti o progettate tra Milano e Monaco di Baviera hanno le seguenti lunghezze:

|                         |         |
|-------------------------|---------|
| Via Gottardo .....      | Km. 620 |
| » Brennero .....        | » 600   |
| » Greina .....          | » 520   |
| » Spluga .....          | » 525   |
| » Sondrio-Stelvio ..... | » 470   |
| » Bergamo .....         | » 422   |

Il tracciato di Bergamo ha 92 Km. di pianura e 330 di montagna; gli altri tracciati hanno Km. 80 di pianura ed il rimanente in montagna.

Il tracciato proposto godrebbe anche di pendenze non eccessive perchè come massimo sale a m. 1200 di altezza ed il dislivello viene superato su un percorso di molti Km., tanto che la pendenza massima è del 14 per mille. Gli altri percorsi hanno o prevedono pendenze maggiori e gallerie elicoidali.

### C) Choice of the best track over which to lay the railroad.

Much has been discussed especially in Italy about the crossing of the Alps.

Without however going into details over the problem we will only say that after much discussion the direction it was decided best to follow for the laying down of the railroad was that of Milan-Bergamo-Valtellina-Stelvio-Passo di Rosia.

This decision was the result of information gathered from various Provinces and from Officials in the Provinces of Genoa, Milan, Sondrio.

The Italian Geographical Institute at a meeting held on the 10-9-27 was also favourable towards choosing the Bergamo plan.

In any case it is necessary to keep in mind the following:

- 1) the shortest way in which to join the principal centres,
- 2) the least cost for the construction and maintenance of this railroad,
- 3) the best economical advantage of the work.

The shorter the distance the less will be the cost for the construction and maintenance, or, more the line has to cross over mountainous districts, and more expense there will be.

*The best plan is certainly that which will pass through Bergamo, being 50 km. less, and having less mountains to cross than any other plan laid out.*

In fact the various railroads existing or in project between Milan and Munich of Bavaria as to distance are as follows:

|                         |         |
|-------------------------|---------|
| Via Gottardo .....      | Km. 620 |
| " Brenner .....         | " 600   |
| " Greina .....          | " 520   |
| " Spluge .....          | " 525   |
| " Sondrio-Stelvio ..... | " 470   |
| " Bergamo .....         | " 422   |

The railroad that would be planned to pass through Bergamo would go over 92 km. of flat country and 330 km. mountainous region, while in all the other plans the railroad would pass over 80 km. of flatland, the remaining kilometres all over mountains.

This railway is of great importance, it would be the backbone of European traffic, and would join Genoa-Milan-Munich-Leipzig-Berlin-Stettinus.

L'importanza della linea ferroviaria è enorme; questa dovrebbe essere la spina dorsale del traffico europeo; dovrebbe collegare Genova-Milano-Monaco-Lipsia-Berlino-Stettino.

La linea dovrebbe essere tutta a quattro binari, solo nei tratti di maggior costo dovrebbe essere a due binari, come segue:

- a due binari Genova-Arquata Scrivia;
- a quattro Arquata Scrivia-Voghera-Milano-Bergamo;
- a due binari Bergamo-Garmisch;
- a quattro la rimanente parte fino a Berlino.

A questa linea dovrebbero allacciarsi tutte le altre linee di collegamento.

L'importanza pratica della ferrovia verrà studiata dalla direzione delle ferrovie italiane ed i dati si possono dedurre dalla quantità di merci che transitavano negli anni di miglior traffico da Milano-Monaco di Baviera, che partivano da Genova, da tutta la Liguria, da Bergamo, Cremona, Crema, dirette a Monaco di Baviera.

Queste quantità di merci dovrebbero essere soggette ad un forte coefficiente di aumento dovuto: a) ai maggiori traffici che dovrebbero esistere nel dopoguerra; b) alla maggiore quantità di merci che dovrebbero affluire ai porti Liguri provenienti dalla Germania, merci che per la lunghezza e l'insufficienza delle linee ferroviarie esistenti affluiscono attualmente ai porti nordici; c) alle merci che dall'America e dall'Inghilterra dovrebbero affluire a Genova dirette nell'Europa centrale necessarie per le opere di ricostruzione e per il rifornimento di questi importanti mercati.

Il traffico viaggiatori su questa linea dovrebbe essere intensissimo, certamente più intenso di qualsiasi altra linea di valico internazionale.

In quattro ore si farebbe il tragitto Milano-Monaco di Baviera; in otto ore Milano-Lipsia, in dieci ore Milano-Berlino, in dodici ore Genova-Berlino.

La Polonia, è solo a 150 Km. da Berlino, a soli 180 da Lipsia.

ING. GIACOMO PAGANONI

The railway would have four tracks, only in sections where the cost would be excessive would there be two tracks, such as follows:

Genoa-Arquata Scrivia, two tracks  
Arquata Scrivia-Voghera-Milan-Bergamo, four tracks;  
Bergamo-Garmisch, two tracks;  
all the remaining distance to Berlin would have four tracks.

To this railway line all other communications railways would be attached.

The practical importance of this railroad will be examined by the «Direzione della Ferrovie Italiane» and information gathered as to the quantity of goods that during the years when traffic was more intense, were loaded and sent from Milan-Munich of Bavaria that went from Genoa and throughout all Liguria, and goods that from Bergamo, Cremona, Crema were sent to Munich of Bavaria.

These quantities of goods would have a noticeable increase owing to: a) increase of traffic which should exist in the post-war period; b) the greater quantities of goods that should arrive at Genoa port, coming from Germany, goods that at the present time due to the inefficiency and insufficiency of existing railways are sent to Northern ports; c) goods that coming from America and England should pass through Genoa directed towards central Europe, goods and raw materials that will be necessary for the reconstruction and re-stocking of these important markets.

Passenger-traffic on this railroad would also be heavier, certainly much more than on any other international line of communication.

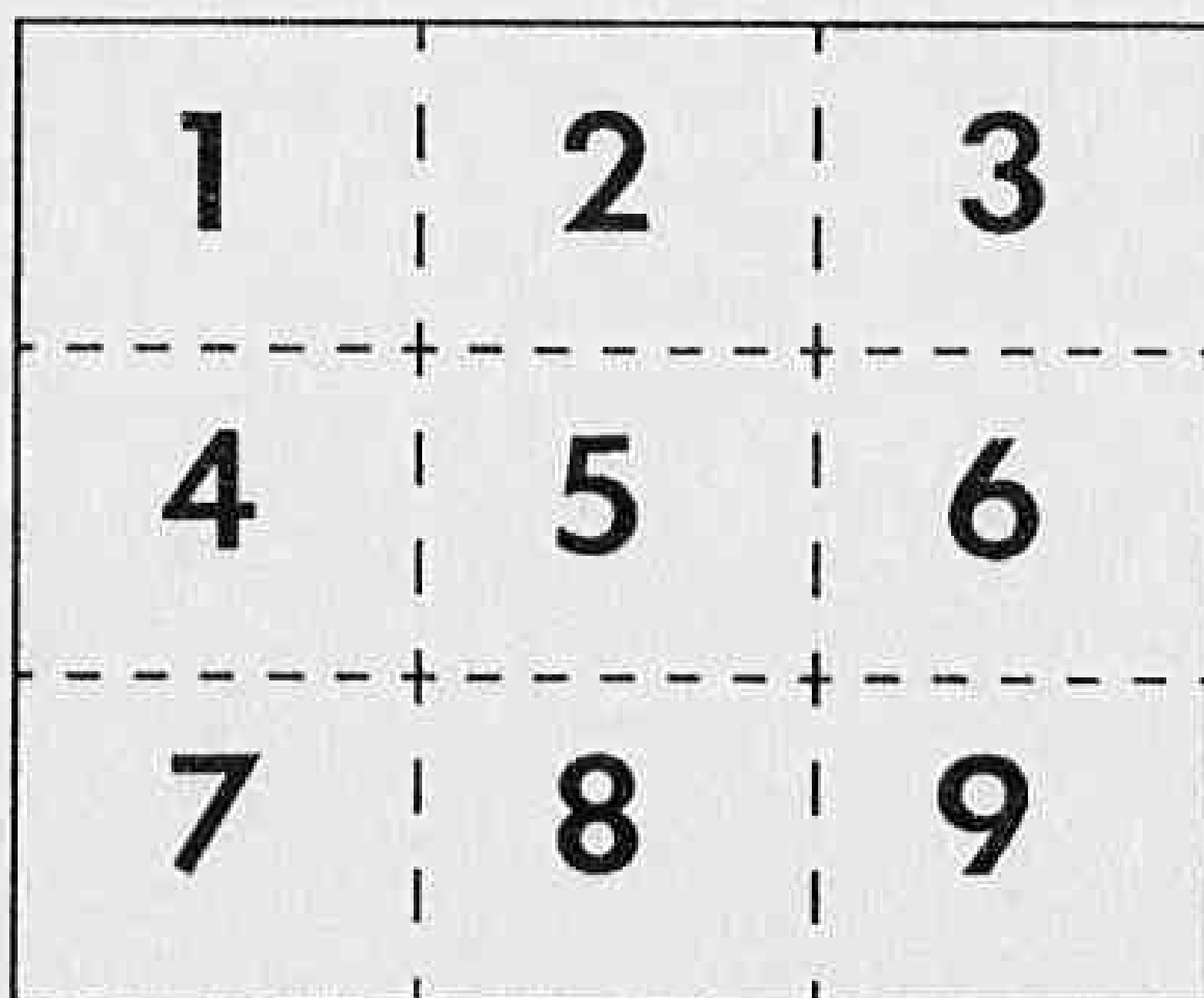
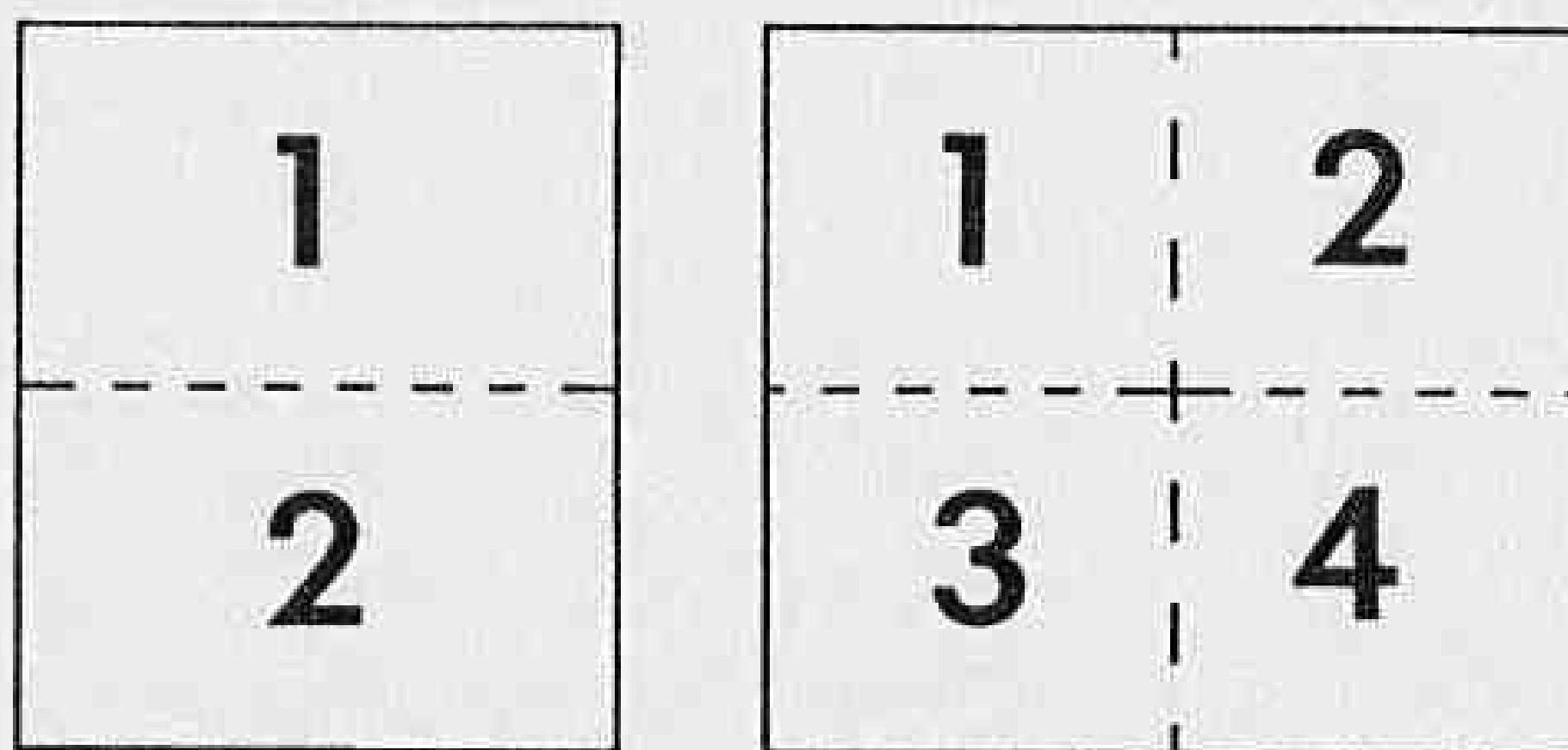
In four hours one could travel from Milan-Munich of Bavaria, in eight hours from Milan-Leipzig, in ten hours from Milan-Berlin, and in twelve hours from Genoa to Berlin.

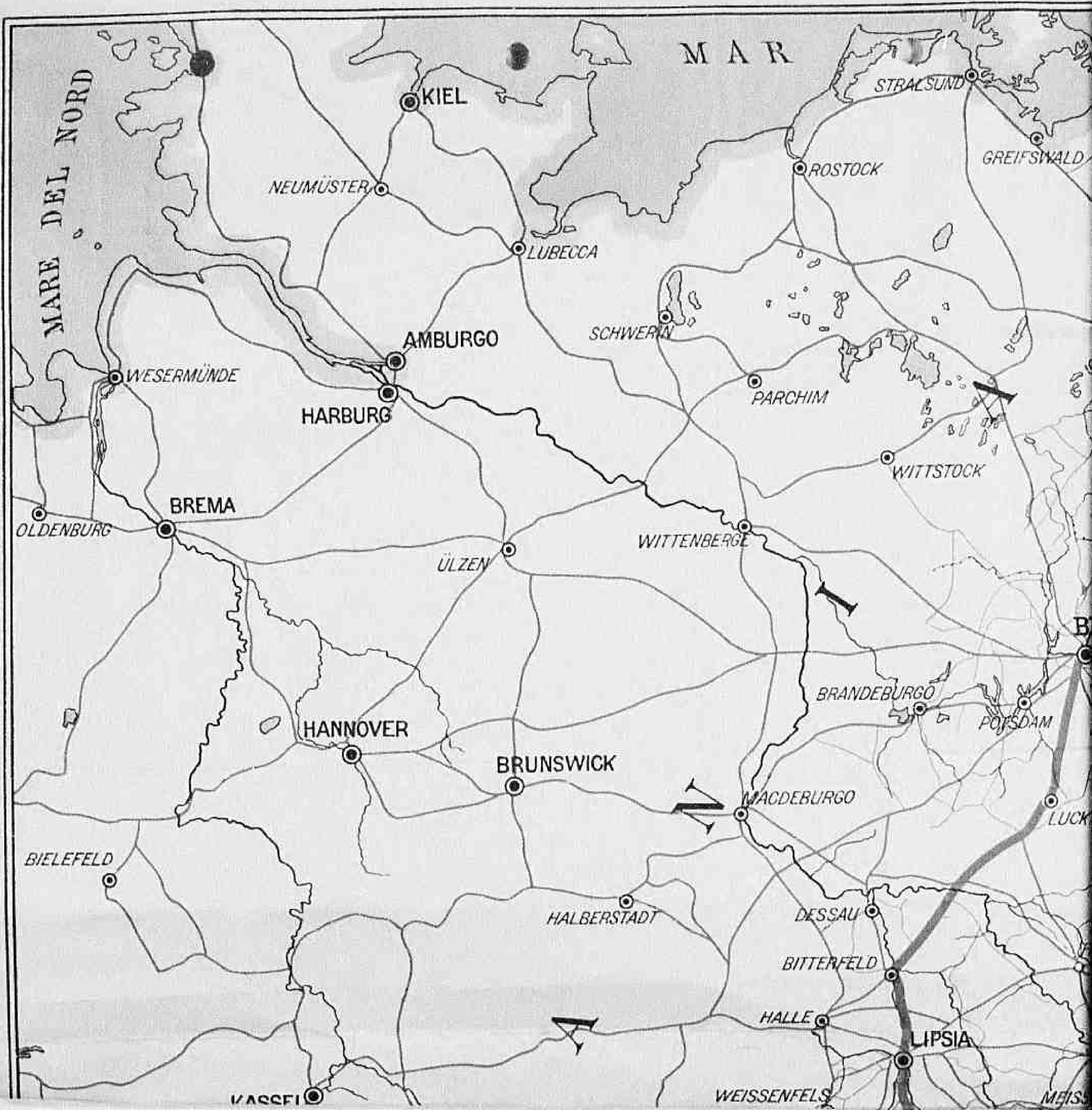
Poland is only 150 km. from Berlin, and only 180 km. from Austria.

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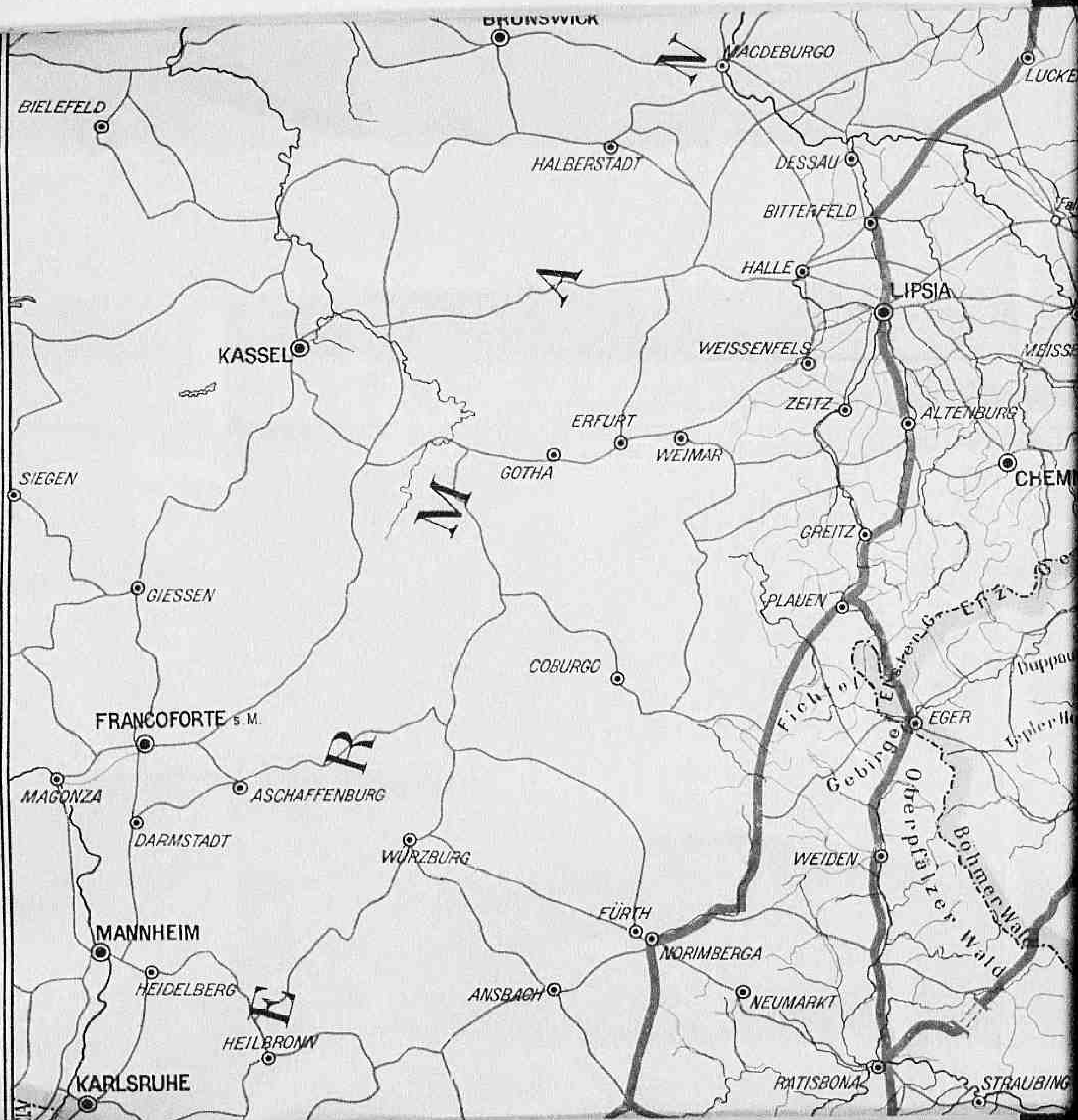
MAPS AND CHARTS TOO LARGE TO FILM  
ON ONE EXPOSURE ARE FILMED CLOCKWISE  
BEGINNING IN THE UPPER LEFT CORNER,  
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.

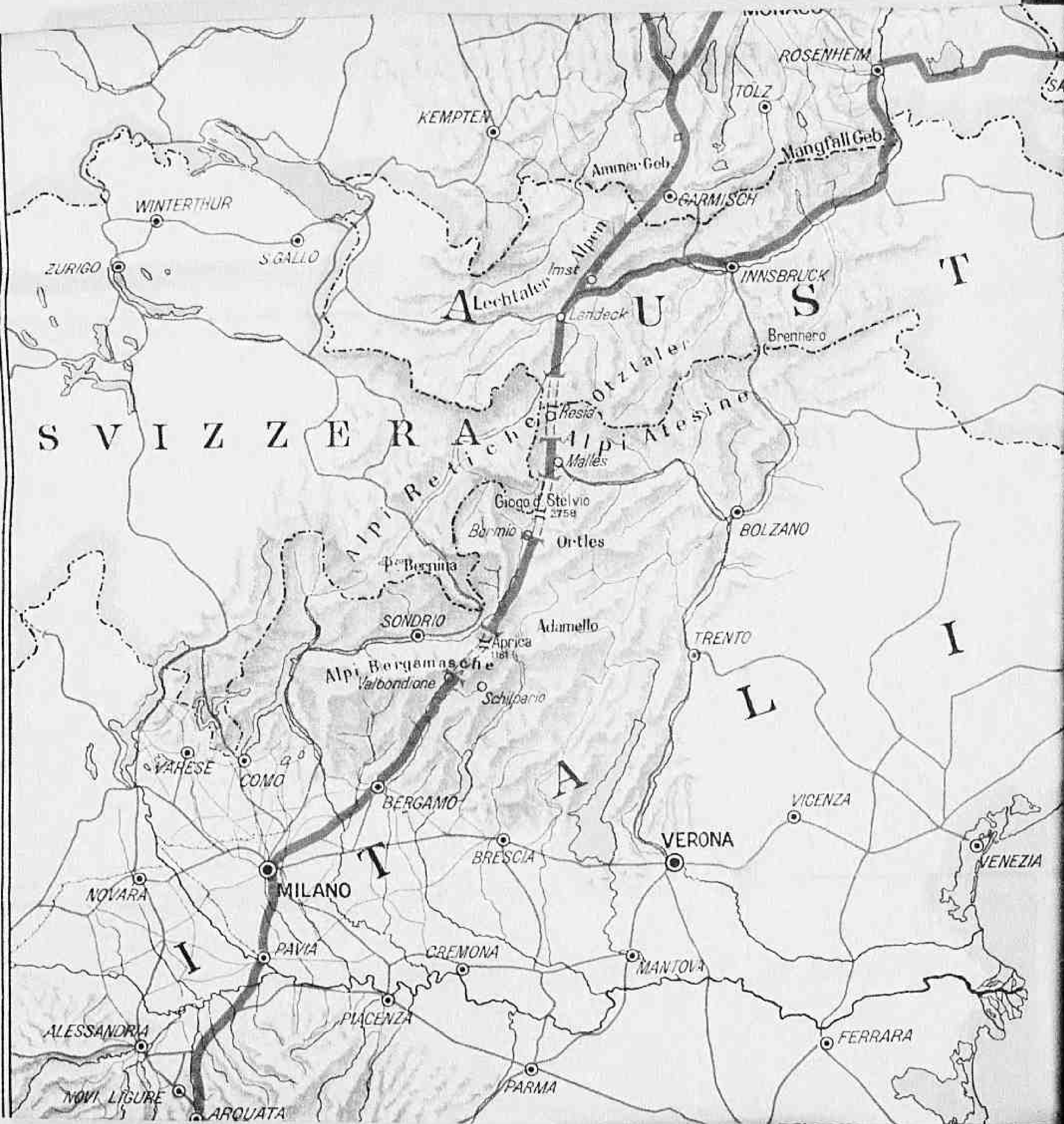


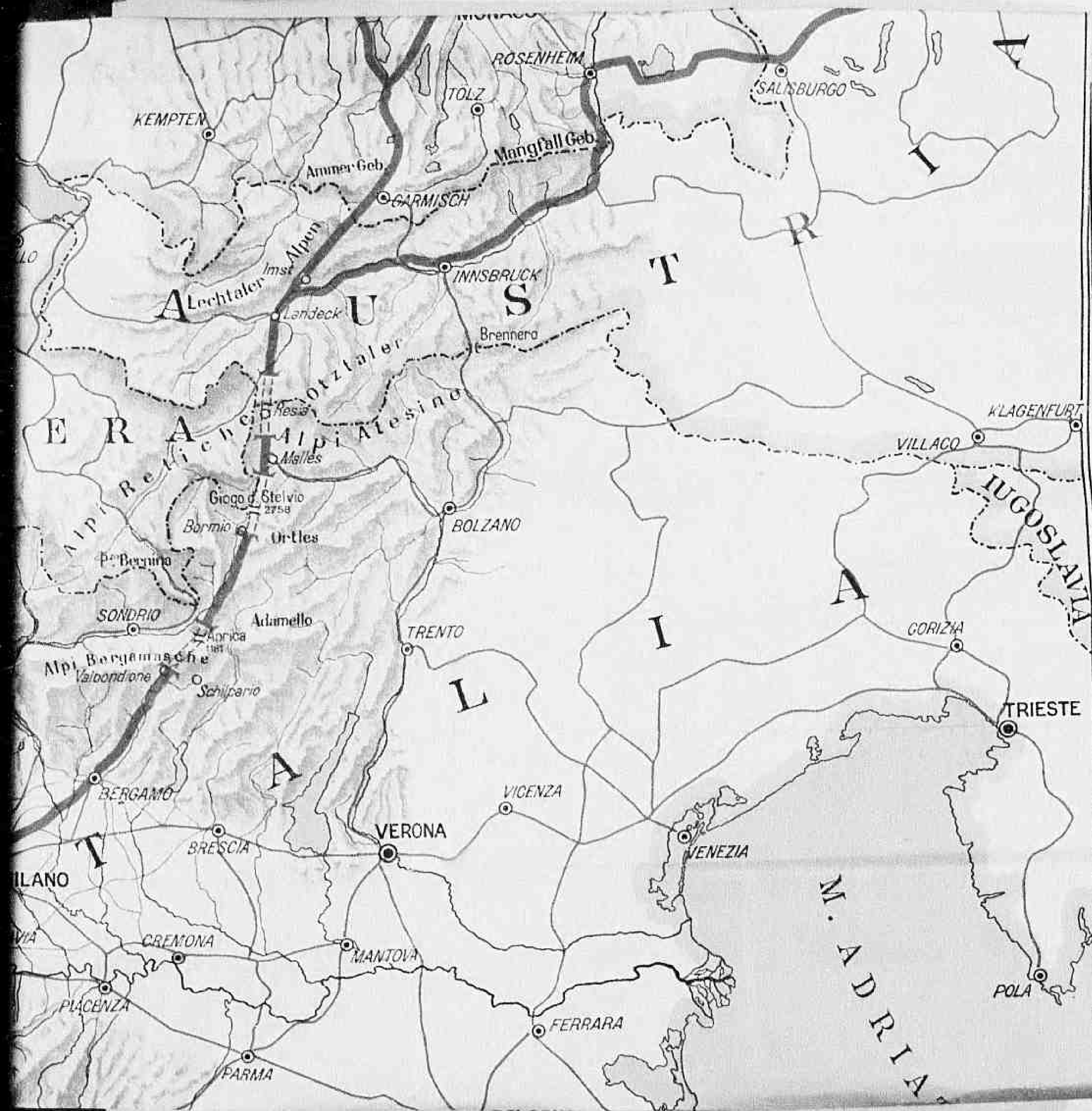
















Scala 1:1.500.000



CROSS REFERENCE SHEET

See 48 in 5807/CO

4321

5805/CO

311

I N C O M I N G P L S A E

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ECON 000

Message Centre No: H/1032

Date/Time of Origin: 221415H

Date Time Rec'd: MAR 23 0930

Precedence: ROUTINE

FROM: ALCERIT VIENNA

TO: ALCOOP ROME FOR MINISTRY FOR FOREIGN AFFAIRS ROME.

UNCLASSIFIED:

Refers my cable H.19 Polish undersecretary for Foreign trade has informed me that terms of agreement concerning transit of Polish goods through Austria will be finally settled today. Nevertheless agreement will be signed only after approval of Polish and Austrian Government and is meant to be of temporary duration until transit agreements will be reached between Austria on one side and Italy and Jugoslavia respectively on the other. Polish-Austrian agreement foresees that Poland will be liable for charges connected with transit through Austria and that some charges will be paid exclusively in coal through cession to Austria of quota of total coal amount assigned to state of destination. In case of Italy quota should to 18% to which must be added similar quota of 10% for transit through Czechoslovakia. Amount of Polish coal which coal be reach Italy would be diminished therefore to nearly 43,000 tons monthly. Polish delegation excludes any increase in Italian coal quota for the present year. And points out difficulty of coal exportation through Baltic ports as a result of strained situation of north-bound Railway traffic. Polish-Austrian agreement foresees traffic only through Railway Lines Bamber and S. Candido Thurns line being overcharged by Allied Military traffic. Please wire eventually instructions if intervention by the Austrian Government is considered convenient.

43

5805/12

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43

AC DIST

ACTION: ECON 2

INFO: CHIEF COMMISSIONER

INDY & UTIL (FUEL) 2

TPTN 2

FINANCE 2

FILE 2

PLCAT

77  
MARCH 15 1945

H/723  
MARCH 16 0998

IMMEDIATE

BOITO ORMOA ROSEN

ORMOA BOITO C/O BRITISH MILITARY MISSION TO BELGIUM/INFORM/BUROTHAI  
LONDON FOR ORMOA REAR ALLIED COMMISSION IN SUBCOMMISSION ALLIED  
COMMISSION COAL SECTION

UNCLASSIFIED/

Italian state railways desire move 720000 tons coal Poland-Italy  
Via Czechoslovakia and Austria, movement to continue over 12 months.  
Route can be via Bohemia-Prerov-Breslaw at rate 2 trains daily plus  
additional train every 4 day all 1600 tons gross weight or via Bohemia  
Olomouc-Praha-Horní -Dvůriska at rate 4 daily trains of 900 tons gross  
weight. Former route not possible if Extra traffic to Czechoslovakia  
and Austria through Adriatic Ports is maintained in accordance with  
bid but route through Horní-Dvůriska would permit use electrified  
lines Via Linz and Salzburg, Innsbruck and Brenner and is recommended.  
Italy to provide wagons at rate 3 trains of 45 wagons daily.

AC DIST

INFO ACTION - TPTN 30 2  
INDUSTRY & UTIL 2  
INFO - CHIEF COMMISSIONER  
BOOK SEC 2  
FILE 2  
FLOAT

432

309

C O P Y

MAR 5 1946

ALLIED FORCE HEADQUARTERS  
CAO Office

CAO/246

MEMORANDUM FOR: Chief Commissioner, Allied Commission

SUBJECT: Transfer of Rolling Stock out of ITALY

1. Reference your 322/22/Tn. 1 of 18 Jan 46.

2. I am surprised at the continuance of correspondence on this subject. In my letter CAO/246 of 3 Dec 45 I stated that a thorough investigation into the provision from other countries of rolling stock for MEDLOC and other military services had already been undertaken without success. I said, moreover, that the continued reduction in military requirements would enable Italian rolling stock to be progressively returned to civil use. There is nothing I can usefully add to these statements.

3. The provision of rail transportation facilities for Allied military purposes remains a duty of the Italian Government under the rights reserved to the Supreme Allied Commander. These rights will be maintained, though every effort has been, and will continue to be, made to minimize the effects of military requirements on Italian economy.

4. As regards the more general question of priority for military traffic, I would agree that this priority was no longer absolutely essential if I were satisfied that the Italian State Railways were in a position to guarantee a reasonable transit time for the movement of military traffic. I am not, however, satisfied of this and, in fact, I am convinced that, in the present low state of efficiency of Italian railway operation, unacceptable delays and losses to military traffic would result from the cancellation of the existing priority instructions. Therefore, under existing conditions in which I see little hope for a change in the immediate future, priority for Allied military traffic must continue in order that our military mission in ITALY can be carried out with the least possible delay and interruption.

5. It is relevant to note that the percentage of military traffic to total traffic has already declined from 70% to 30% since June last. The major part of such military traffic results directly from redeployment and the closing down of military installations, both of which operations are vital elements of our mission in ITALY. The speedy accomplishment of these tasks is no less important now than it has been in the past. The restriction of this traffic proposed in the draft directive attached to your letter, would only serve to postpone the reduction of military forces and the closing of military establishments in this country and would prolong for several months military demands on Italian transportation. I consider, therefore, that increased efficiency of railway operation and better control of the acceptance of civil traffic would be more effective in assisting Italian economy than minor reductions in, and further delay to, the rapidly decreasing military traffic requirements.

6. I regret my inability to agree to your proposals which I appreciate are designed to ease the difficult economic situation in this country. I am,

the provision from other countries of rolling stock for military and other military services had already been undertaken without success. I said, moreover, that the continued reduction in military requirements would enable Italian rolling stock to be progressively returned to civil use. There is nothing I can usefully add to these statements.

3. The provision of rail transportation facilities for Allied military purposes remains a duty of the Italian Government under the rights reserved to the Supreme Allied Commander. These rights will be maintained, though every effort has been, and will continue to be, made to minimize the effects of military requirements on Italian economy.

4. As regards the more general question of priority for military traffic, I would agree that this priority was no longer absolutely essential if I were satisfied that the Italian State Railways were in a position to guarantee a reasonable transit time for the movement of military traffic. I am not, however, satisfied of this and, in fact, I am convinced that, in the present low state of efficiency of Italian railway operation, unacceptable delays and losses to military traffic would result from the cancellation of the existing priority instructions. Therefore, under existing conditions in which I see little hope for a change in the immediate future, priority for Allied military traffic must continue in order that our military mission in ITALY can be carried out with the least possible delay and interruption.

5. It is relevant to note that the percentage of military traffic to total traffic has already declined from 70% to 30% since June last. The major part of such military traffic results directly from redeployment and the closing down of military installations, both of which operations are vital elements of our mission in ITALY. The speedy accomplishment of these tasks is no less important now than it has been in the past. The restriction of this traffic proposed in the draft directive attached to your letter, would only serve to postpone the reduction of military forces and the closing of military establishments in this country and would prolong for several months military demands on Italian transportation. I consider, therefore, that increased efficiency of railway operation and better control of the acceptance of civil traffic would be more effective in assisting Italian economy than minor reductions in, and further delay to, the rapidly decreasing military traffic requirements.

6. I regret my inability to agree to your proposals which I appreciate are designed to ease the difficult economic situation in this country. I am, however, satisfied that Italian civil interests will be best served by facilitating the fastest possible reduction of Allied military commitments in ITALY. Existing policy on matters of military rail transportation has this reduction as its principal object.

1 Mar 46  
/w

/s/ A. C. Duff  
/t/ A. C. DUFF

Major General  
Chief Administrative Officer

302

REF 25 REC

PERSONAL.

MEMORANDUM

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner.

\*\*\*\*\*

Ref: 7025/EC.

23 February 1946.

I personally was present throughout a two-day session of the War Establishment Committee, AFHQ, and for no demand did I press more strongly or more insistently than for that made to cover the transport needs of the Liaison Groups. As a result, I consider that we were as generously treated as we could possibly hope to be, having regard to the desperate shortage of transport which exists, but at the same time, our new allotment represents a decrease on present holdings.

The total allotment to the Liaison Groups made by the WS Committee was: Staff Cars - 7; PU's or Jeeps - 36; Trucks 15-out - 7.

I have given such thought as to how this can best be sub-allotted and having weighed everyone's claims, I have decided it shall be divided as follows:-

| Liaison Group. | Staff Car. | PU/Jeep. | 15 cwt. |
|----------------|------------|----------|---------|
| NAPLES         | 1          | 3        | -       |
| BARI           | 1          | 1        | -       |
| BOLOGNA        | 1          | 2        | 1       |
| LIGURIA        | 1          | 5        | 1       |
| PIEMONTE       | 1          | 5        | 1       |
| LOMBARDIA      | 1          | 9        | 2       |
| VENEZIA        | -          | 7        | 1       |
| BOLZANO        | 1          | 4        | 1       |

432

This allows 1 Staff Car to each CEO or 10 of the rank of Lt. Col. and 1 PU or Jeep to every other officer.

Civilian cars may be held against the allotment either of Staff Cars, PU's or Jeeps, and I have instructed G-4(E) to carry out a complete survey of our vehicles and to advise which shall be kept and which discarded.

This brings up the other side of the picture, namely, the getting rid of surplus vehicles. Now that we have a fixed WS we must work to it and make it cover our needs. All vehicles in excess must therefore be either deacquired or returned to Vehicle Parks. Detailed instructions will be issued by G-4(E) in due course, but when they are issued I shall expect you to carry out the programme speedily and in good faith.

I am not prepared to overlook any attempt to retain vehicles to which we are not entitled within the WE.

I consider that we were as generously treated as we could possibly hope to be, having regard to the desperate shortage of transport which exists, but at the same time, our new allotment represents a decrease on present holdings.

The total allotment to the Liaison Groups made by the WE Committee was: Staff Cars - 7; PU's or Jeeps - 36; Trucks 15-cvt - 7.

I have given much thought as to how this can best be sub-allotted and having weighed everyone's claims, I have decided it shall be divided as follows:-

| Liaison Group. | Staff Car. | PU/Jeep. | 15 cvt. |
|----------------|------------|----------|---------|
| NAPLES         | 1          | 3        | -       |
| BARI           | 1          | 1        | -       |
| BOLOGNA        | 1          | 2        | 4       |
| LIGURIA        | 1          | 5        | 1       |
| PIEMONTE       | 1          | 5        | 1       |
| LOMBARDIA      | 1          | 9        | 2       |
| VENEZIA        | -          | 7        | 1       |
| BOLZANO        | 1          | 4        | 1       |

This allows 1 Staff Car to each CLO or LO of the rank of Lt. Col. and 1 PU or Jeep to every other officer.

Civilian cars may be held against the allotment either of Staff Cars, PU's or Jeeps, and I have instructed G-4(B) to carry out a complete survey of our vehicles and to advise which shall be kept and which discarded.

This brings up the other side of the picture, namely, the getting rid of surplus vehicles. Now that we have a fixed WE we must work to it and make it cover our needs. All vehicles in excess must therefore be either derequisitioned or returned to Vehicle Parks. Detailed instructions will be issued by G-4(B) in due course, but when they are issued I shall expect you to carry out the programme speedily and in good faith.

I am not prepared to overlook any attempt to retain vehicles to which we are not entitled within the WE.

Finally, I want to say a word about care and maintenance. The change-over will involve a decrease in quantity but an increase in quality. Thereafter, every effort must be made to keep vehicles on the road because we must realize that replacement of cars will be almost impossible in the future. The vehicles must do what they can. I fully realize that our vehicles are not 100% serviceable, but the answer is to treat them as if they were our own cars, and to give them that personal attention which we should if they were our own property. Please tell your officers of this. Do not let them run the cars to death; insist on them personally doing all they can to keep their cars in a road-worthy condition and ensure yourself that they are used for the purpose for which they are provided.

#### DISTRIBUTION:

AC CLO'S NAMES, BARI, BOLOGNA, LIGURIA, PIEMONTE,  
LOMBARDIA, VENEZIA, BOLZANO.

Ex. Officer(B) - 6  
G-4(B) - 3  
Ex. Officer(A) - 4

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W S LUSH

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JAN 191145 R

JAN 200930

PRIORITY

BRITISH EMBASSY BELGRADE FROM MILITARY ATTACHE

ALCON XIII CORPS FOR ACTIT

INFO: AFHQ

RESTRICTED.

1. Your 344 of 17th January. Your paras 2 and 4 Swiss Legation State that there already exists coal in Italy which by agreement with Italian State railway is to be used for Swiss traffic in Italy. Presume therefore that this covers proposed haulage from Morgan line to Swiss frontier.
  2. Your 140 of 10 January your para 3. Swiss Legation is telegraphing to firm of Francesco Parisi Trieste which accepts all Swiss goods on Morgan line instructing them to contact HQ XIII Corps and AFHQ arrange technical details first and following consignments. Your para 4 reply of legation that no Italian rolling stock is needed since they will use either Yugoslav or French rolling stock now in Yugoslav or French by Yugoslav State railways. Any French rolling stock so used will not be returning to Yugoslavia.
- 5805/10

AC DIST.

ACTION: EPTN 2

INFO: CHIEF COMMISSIONER

COMMERCE

ECON 2

FILE 2

FLOAT

RESTRICTED

306

Ref. 322/22/Tn.1

15.60  
18 January 1946

SUBJECT: Transfer of Rolling Stock out of Italy

TO: Supreme Allied Commander, AFHQ  
(Attn: Chief Administrative Officer)

1. Reference is made to your letter GAO/245 of 3 December regarding the transfer of passenger rolling stock from Italy to France. (304)

2. It is appreciated that the stock which was transferred from Medios Route B to Route A represented no additional demand on Italian railway facilities. The fact remains, however, that if the stock required for the TOULON/ DIERPPE service had been provided by France, or some country other than Italy, these coaches could have been released for internal use in Italy, where there is dire need for such stock. It is not possible to disregard the fact that Italy is being deprived of urgently required rolling stock for use in other countries by decision of the British War Office.

3. Programs now are being formulated for the restoration of the civilian economy of Italy to be supported by United Nations funds to the extent of several hundred million dollars. These funds have been provided by the respective United Nations Governments for this specific purpose and not for the purpose of maintaining military establishments in this country nor for effecting military movements within it or elsewhere. The programs include the restoration of Italy's rail transport system, damage to which, arising out of the war, has been enormous. The number of railway cars, regardless of state of repair, has been reduced by 55%, passenger coaches by 31% and baggage cars by 75% as compared with 1939 stock. The materials for replacing these must in the main be purchased abroad with the funds mentioned above or out of Italy's exceedingly slim foreign exchange resources or such foreign credits as she may be able to secure. It is submitted that Italy's indigenous resources must be utilized to the full and not diverted to military use before United Nations funds or Italy's foreign credits are used for such purpose.

432: 4. This consideration brings up a larger aspect of this question, namely, whether military requirements in this theater should now enjoy the absolute priority which, under operational conditions, was clearly necessary. At present the movement of military traffic has top priority. It is now suggested for consideration, whether, seven months after the war has finished, such absolute military priority should apply. It would seem that the time has come to give to the restoration of Italian economy at least as much priority as to military requirements.

(305) see 304

- 2 -

5. It is considered by this HQ that the present degree of absolute military priority should be revised in such a way as to give greater freedom of action in the Italian economy and to provide at least equal priority to civilian requirements. If you agree with this point of view you may wish to issue a directive in the lines of the draft attached. Reference is made in this connection to the letters of this Commission of 14 December (ES/20.00) on the subjects: "Military Exports from Italy, Mainland and Islands" and "Coordination of Military Procurement in Italy with Allied Civilian Supply Program".

6. At the same time, it is requested that this particular question of transfer of rolling stock from Italy to France should be reconsidered on the above lines.

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

Enclosure:  
Draft Directive.

*Copies to:*

*Am Embassy*

*Br Embassy*

4324

NOV 15 1942

NOV 15 1942

305

DRAFT

ALLIED FORCE HEADQUARTERS

APO 312

ADMINISTRATIVE MEMORANDUM }  
NUMBER }

January 1946

Priority of Military Railway Movement in Italy

1. While military operations were in progress in this country, it was clearly necessary for military requirements to have absolute priority over all other needs. The time has now come, however, when other factors must be considered and for this principle of absolute military priority to be revised.

2. An objective of Allied policy is to give every assistance to the Italian Government in its task of rehabilitation and reconstruction of Italy. Thus it becomes a duty of all military commanders to ensure that there is the minimum interference with the restoration of the Italian economy. To this end, it should no longer be considered axiomatic that military requirements have absolute priority in territory which has been returned to the Italian Government.

3. In future the movement of all military traffic is no longer to be regarded as necessarily of top priority. Instead, the movement of military traffic will be subjected to careful review and only that traffic essential to operational needs will in future normally be considered of a higher priority than the movement of essential civil supplies. Thus essential civilian supplies would obtain a higher movement priority than those military movements pertaining to normal stock maintenance, troops in transit to home stations, leave trains and other non-operational movements.

431

H

ES/15.07

18 January 1946

My dear Mr. Prime Minister:

I would ask you to refer to the letter No. 581-10169, sent to me on 11 August 1945 by your predecessor in office. In this letter Professor Parri asked me, on political and economic grounds, to intervene with the military authorities, to prevent the recovery by the Italian Army of ex-Italian Army vehicles then in the hands of private organizations in the North.

Largely as a result of this request, the Allied Commission sponsored an arrangement which was entered into in October between the Minister of Transport and the Minister of War. Under the terms of this agreement, the Italian Army agreed to waive their undoubted right to recover these vehicles, and to leave them in the hands of the organizations which were operating them. In return, the Minister of Transport agreed to reimburse the Italian Army with an equivalent number of vehicles, on a tonnage basis, from the stock of vehicles handed over ex-Allied sources and after reconditioning. It was further provided that the first batch of 153 vehicles would be made available to the War Ministry during the month of October, the balance of some 1600 to be similarly transferred at the rate of 500 per month commencing 1 November.

This arrangement has not, in fact, been carried out. It was not till the end of November that the first batch of 153 vehicles was available for transfer, and to date, despite frequent enquiries, there has been no further information as to when any more will be forthcoming, this in spite of the fact that over 14,000 Allied vehicles have been handed over to the Italian Government.

In an effort to clear up this matter, the Minister of Transport was invited to a meeting at this Headquarters on 7 January, and was requested to give a firm estimate of when the balance of these vehicles could be made available to the Italian Army. It now appears, however, that the ex-Allied vehicles were not handed over to the Ministry of Transport as such, but to the organization APAR, which was at that time part of the Ministry. At a later date, however, APAR apparently became part of the Ministry of Reconstruction, and, on the abolition of this Ministry at the end of the year, an autonomous body subject to no Ministry. On these grounds, the Minister of Transport has stated that this matter is now outside his orbit.

304

Page 2.

The Allied Commission, despite the fact that control of the Italian Army has been returned to the Italian Government, is unwilling to see the Army left short of vehicles, which will react on its efficiency, and does not consider that the reasonable arrangement which it sponsored should fail to be completed owing to some technical detail of internal organization within your Government. Moreover, until the Italian Army receives the additional vehicles which are due to them, the Carabinieri will not have their full quota, so that the non-fulfillment of the arrangement to which I have referred may contribute to a question of internal safety.

I would therefore strongly suggest, Mr. President, that you direct ARAP, since this organization is apparently now responsible only to you, to proceed without delay to complete the handover of vehicles to the Ministry of War, as originally agreed by the Minister of Transport when ARAP was a part of his Ministry. I shall be glad to hear that you have taken action along these lines.

Yours very truly,

W. Henry StoneHENRY W. STONE  
Rear Admiral, USNR  
Chief CommissionerDr. Alcide De Gasperi  
President of the Council of Ministers  
Italian Government  
ROME

4311

304

ACFT HQ ALCON

17 1415 JAN 46

- (1) BRITISH EMBASSY BELGRADE MILITARY ATTACHE (2) AFHQ  
(3) 13 CORPS

344

RESTRICTED

PARA ONE PD YOUR ONE FIVE SIX OF ONE FIVE JANUARY PD

PARA TWO PD IT IS NOT REQUIRED THAT TRAINS ENTER ITALY  
WITH COAL TO FIRE ITALIAN LOCOMOTIVES PD COAL SHOULD BE  
MADE AVAILABLE TO ITALIAN RAILWAYS FROM SWISS SOURCES PD  
PARA THREE PD HAULAGE THROUGH ITALY WILL BE BY ITALIAN  
LOCOMOTIVES PD

PARA FOUR PD ITALIAN STATE RAILWAY REQUIRES FOR HAULAGE  
BETWEEN MORGAN LINE AND SWISS FRONTIER FOUR TONS COAL FOR  
EACH ONE ZERO ZERO TONS FREIGHT HAULED AND ONE <sup>AND A</sup> HALF <sup>TONS</sup> COAL  
FOR EACH ONE ZERO ZERO TONS OF RETURN EMPTY STOCKS PD

COPY TO : COMMERCE S/C FOREIGN TRADE  
ECONOMIC SECTION  
RAIL DIVISION (TN4)

4310

PRIORITY  
TRANSPORTATION AND SHIPPING S/C

G.J. LEONE  
CWO U.S.A.  
ASST. ADJUTANT

336

3036

ALLIED FORCE HEADQUARTERS  
C.A.O. Office

CAO/246

SUBJECT: Passenger Rolling Stock

TO : The Chief Commissioner, Hq Allied Commission

1. Your letter 322/15/In dated 15 Nov 45, regarding the transfer of five sets of passenger stock from ITALY to FRANCE has been received.
2. The sets of passenger stock in question were in fact five of those already in use on the route MILAN-CALAIS and referred to in paragraph 3 of your letter. These five sets have merely been transferred from one MEDLOC route to another and no additional rolling stock has, in fact, been taken out of civilian use.
3. The decision to transfer Italian rolling stock to meet part of the requirements of MEDLOC route A, between TULON and DIEPPE, was taken only after all other possible sources of supply had been thoroughly investigated by the War Office in conjunction with the U.S. authorities in Europe. The remaining five sets in use on the route were obtained from GERMANY and represent the maximum contribution of rolling stock, suitable for winter use, which was obtainable from this and other European sources.
4. This matter was considered at the War Office on a high level and the conclusion reached that no other stock could be obtained. The only alternative to the actual transfer of the stock was its continued use on route B (MILAN-CALAIS) for the carriage of troops to and from the Middle East. As this would have involved the transit of these troops through ITALY and a greatly increased use of Italian stock for MEDLOC feeder services within ITALY, this Headquarters represented to the War Office that transfer was the preferable solution since it involved no additional demands on Italian rolling stock. This Headquarters was, therefore, ordered by the War Office to transfer the five sets of Italian stock to MEDLOC route A.
5. The need for additional civilian services within ITALY is fully appreciated by this Headquarters and action to this end has already been initiated. Reductions in exclusively military services are being made and the institution of combined military/civil passenger services is probable before the end of the year. With the opening, with AUSTRIAN rolling stock, of MEDLOC C route between VILLACH and CALAIS during December, and progressive reductions in MEDLOC traffic, it is hoped to release a number of sets of both MEDLOC and MEDLOC feeder stock within the next three months.

/s/ A.C. DUFF  
Major-General  
Chief Administrative Officer

343 Oct 45

(303) a

RESTRICTEDALLIED FORCE HEADQUARTERS  
APO 512

GWT/WD

DEC 5 RHT

AG 500 WETH-0

3 December 1945

SUBJECT: Establishment of European Central Inland Transport Organization.

TO: All Concerned.

1. The "European Central Inland Transport Organization" (ECITO) has been established by international agreement to coordinate the international movement of traffic in EUROPE by rail, road and inland waterways and to advise on the allocation and distribution of transport equipment and material. Its objective is so to assist the rehabilitation of inland transportation within EUROPE that normal peacetime movement of traffic can be resumed as rapidly as possible.

2. To this end, ECITO has established Divisional Offices in all those Allied countries which are signatories to the international agreement. In ex-enemy countries and in those countries in which overall control of transport remains with the Allied military authorities, ECITO is establishing Branch Offices of its "Office for Relations with Military and Occupation Authorities" (ORMOA).

3. a. A Branch Office of ORMOA to be known as ECITO (ORMOA) (ITALY) is being established in ROME under the direction of the Divisional Officer ECITO (ORMOA) (ITALY).

b. The terms of reference and main functions of the Divisional Officer, as laid down by the Deputy Director General, ORMOA, ECITO are set out in Appendix "A" to this letter.

c. The office of the Divisional Officer is located in the MINISTERO DELLE COMUNICAZIONI, Piazza Della Croce Rossa, ROME. Correspondence will be addressed to the Divisional Officer, ECITO (ORMOA) (ITALY), c/o Headquarters Allied Commission, ITALY, APO 394.

4. In order to fulfill the functions for which ECITO has been established, it is necessary that all members of the organization, including ORMOA, be afforded freedom of movement and certain supplies and services.

5. Fully accredited ECITO personnel stationed in ITALY will require military permits for entry into AUSTRIA or GERMANY, or the Province of VENETIA GIULIA. These will be obtainable from G-2 (ST) Section, Allied Force Headquarters, or from Public Safety Sub-Commission, Headquarters, Allied Commission, ITALY. Personnel stationed in other countries requiring to

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RESTRICTED

RESTRICTED

Ltr, AFHQ, AG 500 MATN-O,  
4th 3 December 45 (Cont'd)

enter ITALY will be required to be in possession of an Italian entry visa, obtainable from Italian Embassies or Consulates abroad. For those countries in which the Italian Government is not yet represented the Allied Forces Permit System remains in force.

6. Details of supplies and services which Allied military authorities are authorized to provide to ECITO personnel will be issued separately through US and British channels.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

1 Incl  
Appendix "A"

DISTRIBUTION:

Plus  
60 - MATN

*C. W. Christenberry*  
C. W. CHRISTENBERRY  
Colonel, AGP  
Adjutant General

RESTRICTED

RESTRICTEDAPPENDIX "A" to AFHQ Ltr  
G-500 M&TN-O, dtd 3 Dec  
45TERMS OF REFERENCE OF DIVISIONAL OFFICER, ECITO (ORMOA) (ITALY)

1. The main functions of the Divisional Officer, Office for Relations with Military and Occupation Authorities, ECITO (ITALY) as laid down by the Deputy Director General, ORMOA, ECITO are as follows:

- a. To keep the Deputy Director General informed of the transport situation in ITALY, and to submit such recommendations as may be required.
- b. To coordinate and advise the appropriate authorities upon all international road and rail problems in which ITALY is concerned.
- c. To coordinate and advise the appropriate authorities upon the problems involved in wagon exchange, so far as ITALY is concerned.
- d. To institute a periodical census of rolling-stock.
- e. To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.
- f. To coordinate and advise upon the questions of repair and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities of the Allied military forces or the Allied Commission.
- g. To coordinate and advise the authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority whom, in the light of detailed study of the local conditions, he may consider appropriate.
- h. To coordinate and consolidate the essential requirements of transportation equipment of the Italian Government. This work will be undertaken through the Allied military authorities or Allied Commission.

2. The Divisional Officer is only authorized to deal with the Allied military authorities or the Allied Commission, ITALY. All dealings with the Italian Government or Italian transportation agencies will be through the Allied military authorities or the Allied Commission, as may be the more appropriate, except in such cases as the Allied military authorities or the Allied Commission may give specific permission for him to deal direct with Italian Government or Italian transportation agencies.

431  
Inclosure Number 1RESTRICTED

322/15/Tn 1

15 November 1945

SUBJECT: Withdrawal of Passenger Rolling Stock from Italy

TO : Supreme Allied Commander, AFHQ

1. During recent discussion with G-4 (mov & Tn) AFHQ on the question of providing accommodation on existing military trains, or on newly-created military trains, for 'privileged' civilian passengers, it was indicated that first priority in military requirements for the use of Italian passenger rolling stock was accorded to the MEMLOC routes. It also emerged that AFHQ were proposing to withdraw a number of sets of Italian passenger rolling stock from Italy, in order to augment the present service on the route Toulon-Dieppe, used for troops in transit from Mid-East to U.K.

2. There were before the war in Italy 8,162 passenger coaches, whereas the number now in the country serviceable is estimated at 2,137, this number being at the moment allocated as between military and civil requirements in the ratio of 524 to 1,613. Moreover, 75% of these serviceable coaches are in urgent need of extensive repairs. To run a reasonable skeleton civilian service in Italy would require an additional 300 coaches. It will be seen from the above figures that the passenger stock now available already falls considerably short of current requirements in Italy, and box cars have in many cases to be used for the conveyance of passengers.

3. The stock allocated for military requirements includes sixteen sets of stock used on the route Milan-Calais. As, however, the great majority of troops who travel over this route are on their way to or from Italy, this can justifiably be regarded as a fair demand on the Italian economy.

4. On the other hand, no such argument can be advanced in the case of the proposed use of Italian rolling stock on the Toulon-Dieppe route, and it appears that Italy is being expected to make contributions in rolling stock far beyond its powers, for the conveyance of troops who have seen no service in Italy. By contrast, it is known, for example, that passenger services in France are far more normal than they will be for a very long period in Italy.

5. It is requested therefore that immediate steps be taken to prevent this transfer of already insufficient rolling stock out of the country.

431

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

## HEADQUARTERS ALLIED COMMIS' N

APO 394

Office of the Executive Commissioner

Ref: 5805/93/EE.30 Nov 1945.SUBJECT: Train Service ~~ROME~~ - MILAN.TO : Director, Transportation  
Sub-Commission.

I refer to your 322/17/Tn 1 of 27 Nov 45.

1. I am grateful to you for your clear explanation of the undesirability of putting on a *litterina* from ~~ROME~~ to MILAN. I made the suggestion because during the winter months travel by air is always in doubt, by road it adds to the wear and tear on cars and tyres, and because the normal rail service involves 2 days in the train for the journey both ways.

2. However, I agree that it is undesirable to put on a *litterina* service but it may be necessary to ask for a special journey to be arranged from time to time and I should be glad if this could be borne in mind.

3. If the difficulties preclude such a service being put on for Allied officers, then I would suggest that Italian Government officials accept the same position. I was urged to make the suggestion by the fact that an Assistant Under-Secretary of the Ministry of Transport recently arrived in the North by such a service from ~~ROME~~.

4. There should be, of course, no discrimination.

MSL/JG.

M. B. DASH  
Brigadier,  
Executive Commissioner.Copy to: Economic Section  
Supply Group  
Movement Division  
Rail Division

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469/57/Tn.3.

October 1945

My dear Mr. Prime Minister

I am grateful for your letter under reference 44291/II.I of the 1st Oct.

In general I agree with your proposals and the organization you suggest. I consider it opportune for me to emphasize two points before the details of the scheme are discussed.

Firstly, the proposals in your letter and the handing over from Allied Commission of the control of movement in no way affects the present disposition and control of Italian shipping. This matter, as you are aware, is being dealt with separately.

Secondly, Allied Military requirements will continue to take priority over all other movement and no military move will be postponed unless agreement has been obtained from the necessary Allied Military Authority.

As the time is now ripe for the setting up of your proposed technical committee will you please inform its President that he should get in touch with the Transportation Sub-Commission of Allied Commission to work out the details as early as possible.

Yours very truly

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral USNR  
Chief Commissioner

Professor Ferruccio Parri  
The President of the Council of Ministers  
Italian Government  
Rome

(3-1)

JL/hjp

19 October 1945

SUBJECT: Release of 80 trucks to American Relief for Italy

TO : War Materials Disposal Division, Eo Lombardia Region  
(Attn: Major Drew)

Following a conversation with Colonel Campbell, I informed Miss Sandra Masprone, Acting Executive Director of American Relief for Italy, that you would make the above release of 80 trucks. It will be appreciated if this turnover can be made to either Miss Masprone or a representative she will send.

J. LANNIN  
Lieut, USAR  
Aide to Adm. Stone

cc: American Relief for Italy

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
Office of the Executive Commissioner

G3F/ep

OCT 17 1945

Ref: AC/62/62/Tn5

October 1945.

SUBJECT: Return of Italian Army M.T.

TO : Land Forces Sub-Commission, A.C. (MMIA)

1. Reference your letter Q/5/10 dated 8 October 1945.
2. Reference your para. 1 (a), it has been ascertained that these vehicles are now being released by air stores to Captain O'Donnell, MMIA, reference signal Q736, dated 27 September 1945.

Reference your para. 1 (b), every effort will be made by the Transportation Sub-Commission, Roads Division to have the 153 vehicles delivered as quickly as possible.

Reference your para. 1 (c), our agreement to deliver 500 vehicles per month, fully reconditioned, was based on the estimated capacity of Italian Ministry of Transport workshops, and civilian workshops under contract. Before saying that this figure may be increased, the matter must be discussed further with the responsible Italian authorities.

Reference your para. 2 (a), lists of Italian Army vehicles now being operated by AMG are in the course of preparation and will be forwarded to MMIA not later than 17 October 1945.

Your para. 2 (b) and (c) are agreed.

3. Due to the fact that Doctor La Malfa, the Italian Minister of Transport, has been absent from Rome for the past few days and is not expected to return until Wednesday, 17 October 1945, it has been impossible for the Transportation Sub-Commission, Roads Division to settle all details. However, a meeting has been arranged with the Minister of Transport for 18 October, at which time final details will be discussed and agreed. You will be advised accordingly. It is the considered opinion of Transportation Sub-Commission, Roads Division that delivery of vehicles can commence by 29 October 1945.

M. S. LUSH

Brigadier  
Executive Commissioner

285  
299

OCT 11 REC'D

FDGB/lrv

Ref. 540/16/Tn 1

October 1945

SUBJECT: Return of Italian Army M.T.

TO : Land Forces Sub-Commission (W.M.I.A.)

1. In reply to your 8/5/10 of 19 September 1945, it is noted that you agree, subject to certain conditions, to the principle that the Italian Army shall be reimbursed with vehicles equivalent to those now in the hands of civilian owners, partisans, etc., and that these latter vehicles shall be left in the hands of their present operators.

2. The previous you mention in Paragraph 2 of your above-quoted letter appear reasonable, but the following comments are made on the various conditions as listed by you:

(a) It is only possible to list those vehicles which are known by A.C./A.M.G. to be in existence. Particulars are now being collected, and a complete list of all such known vehicles will be forwarded to you as soon as possible. There will no doubt be other Italian Army vehicles of which there is no record, and it is understood that you realize this fact and accept this position. For your advance information, the figures so far available are as follows:

|                  |      |                                        |
|------------------|------|----------------------------------------|
| Lombardia Region | 219  | } Details now available.               |
| 13 Corps Area    | 18   |                                        |
| Venezia Region   | 1622 | - Details not yet available.           |
| Piemonte Region  | }    | Numbers and details not yet available. |
| Liguria Region   |      |                                        |

(b) It is understood that this condition refers to two lists of vehicles, totalling 41 vehicles as follows:

4301 (1) 31 vehicles, said to be nearing completion in workshops in Turin on 15 August, and mentioned in your letter 8/5/10 of 15 August, 1945, to AFHQ (not to ALCOM). Regional Transportation Officer, Piemonte Region, has now been instructed to freeze these vehicles if they are still in the factory, or to trace their present whereabouts if they have been issued, in either case so that they may be handed over to the Italian Army as requested.

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- 2 -

(2) 10 vehicles, particulars of which were given in your 8/5/10 of 25 August to AFM, copy sent to this Headquarters under same reference of 3 September. With regard to these 10 vehicles, instructions are being sent to the Regional Commissioner, Piemonte Region, directing him to arrange delivery forthwith to the MMIA, L.O. at Turin as requested by you.

(c) Agreed. No comment. Instructions are being sent accordingly to the Regional Commissioners concerned.

(d) The arrangements which have already been made for the hand-over of 80 vehicles to the Italian Government do not include any for the hand-over of spare parts. An additional number of vehicles, however, is being handed over for cannibalization and consequent production of spare parts. Other spare parts may be handed over if they are declared surplus from theatre stocks.

The same arrangements as above will apply in the case of ex 80 vehicles transferred by the Ministry of Transport to the Italian Army, and it is understood that these arrangements will satisfy your condition (d).

(e) It is understood that this condition refers to a total of 153 vehicles, as listed by you in your letter 8/5/10 of 31 August addressed to Chief Commissioner. It is agreed that an equivalent number of vehicles, making up the same tonnage as is represented by these 153 vehicles, will be turned over forthwith to the Italian Army, as soon as the necessary arrangements can be made; it is estimated that this will take about two weeks from the date of this letter. With regard to your desire that these vehicles should be turned over as first priority from reconstructed vehicles, this is being taken up with the Italian Ministry of Transport, who is now responsible for allocation.

(f) Program of delivery dates of vehicles and spare parts (or vehicles for cannibalization) will be forwarded to you as soon as possible. Meanwhile, a preliminary discussion has taken place between this Sub-Commission and the Minister of Transport; the latter has agreed in principle to the scheme which you have accepted with the reservations noted.

Vehicles ex-allied sources are now being handed over to the Italian Government, starting 21 September 1945, and representing a 20,000 to 30,000 ton lift. It is anticipated that this turn-over will be completed by 31 October. Vehicles must be reconditioned after handing over and the speed with which this can be carried out

43

298

- 3 -

is a limiting factor. If such reconditioning is not carried out, vehicles can be handed over to the Italian Army as fast as they are taken over from the Allies. As reconditioned vehicles have been promised, however, it is not possible to quote a firm figure of more than 500 reconditioned vehicles a month starting 1 November 1945. If the Italian Army is prepared to assist in reconditioning vehicles, some three times this number of vehicles requiring reconditioning could be handed over in addition. It is hoped in practice that the figure of 500 reconditioned vehicles per month can in fact be improved upon.

3. Will you please confirm that you are in agreement with the above.

/s/ M.S. L. J. H.

Brigadier  
Executive Commissioner

4307

cc: Economic Section  
Transportation Sub-Commission



298

~~RESTRICTED~~PX 47635  
OCT 061509AG 303  
OCT 071300A  
PRIORITYAPHQ SIGNED MCNAREY SITE PHQDM  
BRITISH MIL MISSION TO BELGIUM BRUSSELS INFO ALCON ROME

RESTRICTED

Subject is ECITG Conference in BRUSSELS 10th October discuss  
International passenger trains. Following representatives this  
theatre will attend 1 colonel BUCHANAN Deputy Director Tptn SC  
ALFRED COMMISSION 2 Doctor FAVARA Italian State Railways. Etc  
BRUSSELS 9th October please arrange accommodation.

Dist

Info-Action - Tn SC 2  
Info - Chief Commissioner  
Exec Commr 2  
Econ Sec 2  
Est Sec  
File 2 Float

430

430  
297

~~RESTRICTED~~

- 19015

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
Office of the Executive Commissioner

Ref: 8752/30

3 October 1945

SUBJECT: French Military Aviation in Italy

TO : G-5 Section,  
A.F.M.C.

1. A request has recently been made by the French Representative of the Allied Commission to Italy that a regular French Military Air Courier Service may be run once a week to Rome, and that in addition, a light aircraft may be kept at Rome for use by the French authorities in Italy. Both requests are made with a view to facilitating the task of the French missions in Italy and relieving Anglo-American Air Transport of French commitments.
2. French aircraft have in fact been running to Italy periodically but it is now desired to regularize the situation in order that adequate arrangements may be made for obtaining petrol and oil lubricants and establishing a small French Air Force Maintenance detachment on one of the Rome airfields, for preference Ciampino.
3. From the point of view of the Allied Commission there is no objection to acceding to the French request. It is recommended that approval be given and instructions issued with regard to provision of petrol and accommodation for the proposed servicing party.

For the Chief Commissioner:

/s/ W. G. BUSH  
Brigadier  
Executive Commissioner

430

Copy to: Air Forces Sub Commission.  
Office of the French Representative to Allied Commission.

302  
Surplus

AFHQ CITE FIELD

8882

30 NOVEMBER 1945

R 1118Z

CONFIDENTIAL PD

YOUR FOX FIVE FOUR EIGHT FOUR SIX OF TWO EIGHT NOVEMBER PD  
 PAREN TO AFHQ CITE FIELD FROM IN ALBON FROM ADMIRAL EDWIN CITE AGSCC PAREN  
 PARA THREE OF CHIEF OF STAFFS LETTER ONE NINE SEPTEMBER STATED NO INTERIM  
 POLICY CONSIDERED NECESSARY BY CHARLIE CHARLIE SUGAR IN VIEW OF PEACE TREATY  
 NEGOTIATIONS THEN IN PROGRESS IN LONDON PD SINCE THESE NEGOTIATIONS CMA SO FAR  
 AS IS KNOWN HERE CMA DID NOT RESOLVE THIS QUESTION I STRONGLY RECOMMEND THAT  
 QUESTION OF ESTABLISHING CIVIL AVIATION POLICY FOR ITALY BE REOPENED WITH CHARLIE  
 CHARLIE SUGAR WITH THE RECOMMENDATION THAT ITALIAN CIVIL AVIATION BE PERMITTED  
 ALONG LINES DISCUSSED AT SAC'S CONFERENCE TWENTY THREE AUGUST PD  
 PARA TWO PD YOU MAY WISH TO CONSIDER INCLUDING IN SIGNAL ALTERNATIVE SUGGESTION  
 THAT IF CHARLIE CHARLIE SUGAR NOT OPPOSED TO RESUMPTION OF CIVIL AVIATION CMA THE  
 QUESTION OF POLICY MIGHT BE LEFT FOR DETERMINATION OF CONDITIONS THROUGH DIPLOMACY  
 CMA WHICH I CONSIDER FEASIBLE CMA IN VIEW OF THE DISCUSSIONS WHICH WERE SUPPOSED  
 TO HAVE TAKEN PLACE ON THIS SUBJECT AT LONDON PD  
 430 PARA THREE PD IF YOUR SIGNAL TO CHARLIE CHARLIE SUGAR DISPATCHED AS A RESULT OF TWO  
 THREE AUGUST MEETING DID NOT SO STATE CMA CONSIDER IT ADVISABLE THAT CHARLIE CHARLIE  
 SUGAR BE INFORMED OF THE CURRENT DIRECTIVE GIVEN IN YOUR FOX XRAY TWO FIVE TWO SEVEN  
 ZERO DATED THIRTEEN FEBRUARY SINCE THE PRESENT PROHIBITION DOES NOT SEEM TO BE FULLY  
 RECOGNIZED IN WASHINGTON AND MAY NOT BE IN LONDON

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Exec Comm  
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Chief Commissioner  
 222

WILLIAM W. STONE  
 Rear Admiral, USN

5805/10  
 200/10

AFM 015 PH030

6682

30 NOVEMBER 1945

ROUTINE

CONFIDENTIAL PD

FROM REX FIVE FOUR EIGHT FOUR SIX OF TWO EIGHT NOVEMBER PD  
 PAGES TO AFM 015 PH030 FROM JET ALONG FROM ADMIRAL STANN CITE ASSOC PAPER  
 PARA THREE OF CHIEF OF STAFFS LETTER ONE NINE SEPTEMBER STATED NO INTERIM  
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 ZERO DATED THIRTEEN FEBRUARY SINCE THE PRESENT PROHIBITION DOES NOT SEEM TO BE FULLY  
 RECOGNIZED IN WASHINGTON AND MAY NOT BE IN LONDON

Chief Commissioner

223

 ELLERY W. STONE  
 Rear Admiral, USNR

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 CC Files

*ppare*

322/15/Tn 1

15 ~~30~~ November 1945

SUBJECT : Withdrawal of Passenger Rolling Stock from Italy.

To : Supreme Allied Commander, AGHQ

1. During recent discussion with G-4 (Mov & Tn) AFHQ on the question of providing accommodation on existing military trains, or on newly-created military trains, for 'privileged' civilian passengers, it was indicated that first priority in military requirements for the use of Italian passenger rolling stock was accorded to the MEDLOC routes. It also emerged that AFHQ were proposing to withdraw a number of sets of Italian passenger rolling stock from Italy, in order to augment the present service on the route Toulon-Dieppe, used for troops in transit from Mid-East to U.K.

2. There were before the war in Italy 8,162 passenger coaches whereas the number now in the country serviceable is estimated at 2,137, this number being at the moment allocated as between military and civil requirements in the ratio of 524 to 1,613. Moreover, 75% of these serviceable coaches are in urgent need of extensive repairs. To run a reasonable skeleton civilian service in Italy, would require an additional 300 coaches. It will be seen from the above figures that the passenger stock now available already falls considerably short of current requirements in Italy, and box cars have in many cases to be used for the convenience of passengers.

3. The stock allocated for military requirements includes sixteen sets of stock used on the route Milan-Calaio. As, however, the great majority of troops who travel over this route are on their way to or from Italy, this can justifiably be regarded as a fair demand on the Italian economy.

4. On the other hand, no such argument can be advanced in the case of the proposed use of Italian rolling stock on the Toulon-Dieppe route, and it appears that Italy is being expected to make contributions in rolling stock for beyond its powers, for the convenience of troops who have seen no service in Italy. By contrast it is known, for example, that passenger services in France are far more normal than they will be for a very long period in Italy.

5. It is requested therefore that immediate steps be taken to prevent this transfer of already insufficient rolling stock out of the country.

cc: DMRS  
Supply Group, Economic Section

ELLERY W. STONE  
Real Admiral, USMR  
Chief Commissioner

302

5805/cc

AFSC/39/AIR

25 July 1945.

SUBJECT: Italian Civil Aviation.

TO: Supreme Allied Commander, Mediterranean Theater,  
APO 512, U.S. Army.

1. Now that the war in Europe is over it is requested that consideration be given to amending the directive issued by you in your FY 25720 of 13 February 1945, copy to MAAF. That directive stated that Civil Aviation was not to be discussed with the Italians on the grounds that it would be impossible to find resources either in equipment or in suitable trained personnel without detriment to the war effort; and that until further notice the Italians should confine their air transport activities to the use of such aircraft of the Italian Air Force as may be approved for this purpose by the Air Forces Sub-Commission.

2. Under the direction of the Air Forces Sub-Commission, the Italian Air Force is now operating an Air Courier Service throughout Italy and to Sicily and Sardinia for the purpose of transporting Allied Commission, Allied, and Italian Government personnel on official business. Each ministry of the Italian Government reimburses the Italian Air Ministry on an interdepartmental basis for passage furnished.

3. The future of Civil Aviation in Italy is, of course, not known at present, but several groups of individuals and firms, at least one of which operated pre-war air transport, are extremely interested in making plans providing a policy is laid down by the Allies. I have recommended in my memorandum "Future Policy Toward Italy", CC 1001 of 23 June 1945, that civil aviation domestically and in the Mediterranean should be encouraged.

4. A number of aircraft factories and considerable materials are available in Northern Italy at the present time. An attempt has been made to keep these factories busy by authorizing completion of unfinished transport/bomber aircraft, modified for use by the Italian Air Force Courier Services, and by the modification and repair of the similar aircraft based in southern and central Italy. Facilities remain for considerable increase in the output of these factories. A policy regarding civil aviation, if at all favorable, will surely result in reduction of unemployment in the aircraft industry and provide Italy with improved transport facilities when the Allies depart.

AFSC/39/AIR

29 July 1945.

Subject: Italian Civil Aviation.  
-----

5. An Allied Interim Policy without prejudice to anything the Peace Terms may lay down is recommended, and it is suggested that a letter substantially as follows be sent to the Italian Government:

"(a) If it is the desire of the Italian Government to prepare for future Italian Civil Aviation, the following interim policy which is published without prejudice to the provisions of the peace treaty, is for your information. This policy does not imply in any way, however, that action may be taken to commence operation of Civil Air Transport until further specific approval is obtained.

"(b) Your preparations should include the following provisions:

(1) For the present, at least, Civil Air Transport routes are to be restricted to the mainland of Italy, to Sardinia and Sicily, and the water routes thereto, using only those airfields approved by the Allies.

(2) Governmental control of the air transport operation insofar as safety and economic stability are concerned is essential.

(3) The designs and specifications of the civil aircraft to be used must be approved, for the present, by the Allies. Military types, or those quickly convertible to military types are not considered suitable.

"(c) If desired, a limited amount of factory space and material can probably be allotted to the manufacture of civil type aircraft in Italy. Decision upon this question depends upon the availability of facilities over and above that required for the overall rehabilitation of Italy or for Allied military purposes."

429

/s/ ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

cc : HQ, NAAF, CMC (Attn: AVNBaker)  
G-5, AFHQ  
Chief Commissioner  
Ex. Commissioner  
Air Force S/C  
Spare.

DCK/vp

ALLIED FORCE HEADQUARTERS  
APO 512

23 November 1945

AG 360.4 GEG-0

SUBJECT: French Military Aviation in Italy.

TO: Chief Commissioner  
Allied Commission  
APO 394

1. Reference is made to your letters, file 8752/EC, subject as above, dated 8 October and 12 October 1945.

2. Subject to the provisions contained in the following paragraphs, approval in principle is given for the establishment of a French Military Air Courier Service to operate between France and Rome and for the operation in Italy of a French light aircraft. The services of both will be limited to use by military personnel and by civilians sponsored by a government department or agency.

3. The consent of the Italian Government to the French proposals should be obtained by the French authorities.

4. The necessary administrative and technical details in connection with this project should be taken up through appropriate Air Force channels.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

*C. W. Christensen*  
C. W. CHRISTENSEN  
Colonel, AGD  
Adjutant General

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AFHQ CITE FBHQ

8882

30 NOVEMBER 1945

ROUTINE

CONFIDENTIAL PD

YOUR FOX FIVE FOUR EIGHT FOUR SIX OF TWO EIGHT NOVEMBER PD

PAGES TO AFHQ CITE FBHQ FROM HQ ALCON FROM ADMIRAL STONE CITE ACSCG PAREN

PARA THREE OF BRIEF OF STAFFS LETTER ONE NINE SEPTEMBER STATED AN INTERIM POLICY CONSIDERED NECESSARY BY CHARLIE CHARLIE SUGAR IN VIEW OF PEACE TREATY NEGOTIATIONS THEN IN PROGRESS IN LONDON PD SINCE THESE NEGOTIATIONS CMA SO FAR AS IS KNOWN HERE CMA DID NOT RESOLVE THIS QUESTION I STRONGLY RECOMMEND THAT QUESTION OF ESTABLISHING CIVIL AVIATION POLICY FOR ITALY BE RESUMED WITH CHARLIE CHARLIE SUGAR WITH THE RECOMMENDATION THAT ITALIAN CIVIL AVIATION BE PERMITTED ALONG LINES DISCUSSED AT SACS CONFERENCE TWENTY THREE AUGUST PD

PARA TWO PD YOU MAY WISH TO CONSIDER INCLUDING IN SIGNAL ALTERNATIVE SUGGESTION THAT IF CHARLIE CHARLIE SUGAR NOT OPPOSED TO RESUMPTION OF CIVIL AVIATION CMA THE QUESTION OF POLICY MIGHT BE LEFT FOR DETERMINATION OF CONDITIONS THROUGH NEGOTIATIONS CMA WHICH I CONSIDER FEASIBLE CMA IN VIEW OF THE DISCUSSIONS WHICH WERE SUPPOSED TO HAVE TAKEN PLACE ON THIS SUBJECT AT LONDON PD

PARA THREE PD IF YOUR SIGNAL TO CHARLIE CHARLIE SUGAR DISPATCHED AS A RESULT OF TWO THREE AUGUST MEETING DID NOT SO STATE CMA CONSIDER IT ADVISABLE THAT CHARLIE CHARLIE SUGAR BE INFORMED OF THE CURRENT DIRECTIVE GIVEN IN YOUR FOX MAY TWO FIVE TWO SEVEN

ALLIED FORCE HEADQUARTERS  
C.A.O. Office

CAO/246

SUBJECT: Passenger Rolling Stock

TO : The Chief Commissioner, Hq Allied Commission

1. Your letter 322/15/Tn dated 15 Nov 45, regarding the transfer of five sets of passenger stock from ITALY to FRANCE has been received.

2. The sets of passenger stock in question were in fact five of those already in use on the route MILAN-CALAIS and referred to in paragraph 3 of your letter. These five sets have merely been transferred from one MEDLOC route to another and no additional rolling stock has, in fact, been taken out of civilian use.

3. The decision to transfer Italian rolling stock to meet part of the requirements of MEDLOC route A, between Toulon and Dieppe, was taken only after all other possible sources of supply had been thoroughly investigated by the War Office in conjunction with the U.S. authorities in Europe. The remaining five sets in use on the route were obtained from GERMANY and represent the maximum contribution of rolling stock, suitable for winter use, which was obtainable from this and other European sources.

4. This matter was considered at the War Office on a high level and the conclusion reached that no other stock could be obtained. The only alternative to the actual transfer of the stock was its continued use on route B (MILAN-CALAIS) for the carriage of troops to and from the Middle East. As this would have involved the transit of these troops through ITALY and a greatly increased use of Italian stock for MEDLOC feeder services within ITALY, this Headquarters represented to the War Office that transfer was the preferable solution since it involved no additional demands on Italian rolling stock. This Headquarters was, therefore, ordered by the War Office to transfer the five sets of Italian stock to MEDLOC route A.

5. The need for additional civilian services within ITALY is fully appreciated by this Headquarters and action to this end has already been initiated. Reductions in exclusively military services are being made and the institution of combined military/civil passenger services is probable before the end of the year. With the opening, with AUSTRIAN rolling stock, of MEDLOC C route between VILLACH and CALAIS during December, and progressive reductions in MEDLOC traffic, it is hoped to release a number of sets of both MEDLOC and MEDLOC feeder stock within the next three months.

/s/ A.C. DUFF  
Major-General  
Chief Administrative Officer

3. Dec. 46

Surplus  
5805/00

( Copy)

ALLIED FORCE HEADQUARTERS  
CAC Office

CAO/246

MEMORANDUM FOR: Chief Commissioner, Allied Commission

SUBJECT : Transfer of Rolling Stock out of ITALY

1. Reference your 322/22/M. 1 of 18 Jan 46.

2. I am surprised at the continuance of correspondence on this subject. In my letter CAO/246 of 3 Dec 45 I stated that a thorough investigation into the provision from other countries of rolling stock for MEDLOC and other military services had already been undertaken without success. I said, moreover, that the continued reduction in military requirements would enable Italian rolling stock to be progressively returned to civil use. There is nothing I can usefully add to these statements.

3. The provision of rail transportation facilities for Allied military purposes remains a duty of the Italian Government under the rights reserved to the Supreme Allied Commander. These rights will be maintained, though every effort has been, and will continue to be, made to minimize the effects of military requirements on Italian economy.

4. As regards the more general question of priority for military traffic, I would agree that this priority was no longer absolutely essential if I were satisfied that the Italian State Railways were in a position to guarantee a reasonable transit time for the movement of military traffic. I am not, however, satisfied of this and, in fact, I am convinced that, in the present low state of efficiency of Italian railway operation, unacceptable delays and losses to military traffic would result from the cancellation of the existing priority instructions. Therefore, under existing conditions in which I see little hope for a change in the immediate future, priority for Allied military traffic must continue in order that our military mission in ITALY can be carried out with the least possible delay and interruption.

5. It is relevant to note that the percentage of military traffic to total traffic has already declined from 70% to 30% since June last. The major part of such military traffic results directly from red ployment and the closing down of military installations, both of which operations are vital elements of our mission in ITALY. The speedy accomplishment of these tasks is no less important now than it has been in the past. The restriction of this traffic proposed in the draft directive attached to your letter, would only serve to postpone the reduction of military forces and the closing of military establishments in this country and would prolong for several months military demands on Italian transportation. I consider, therefore, that increased efficiency of railway operation and better control of the acceptance of civil traffic would be more effective in assisting Italian economy than minor reductions in, and further delay to, the rapidly decreasing military traffic requirements.

6. I regret my inability to agree to your proposals which I appreciate are designed to ease the difficult economic situation in this country. I am, however, satisfied that Italian civil interests will be best served by the continuation of the present policy.

3. The provision of rail transportation facilities for Allied military purposes remains a duty of the Italian Government under the rights reserved to the Supreme Allied Commander. These rights will be maintained, though every effort has been, and will continue to be, made to minimize the effects of military requirements on Italian economy.

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6. I regret my inability to agree to your proposals which I appreciate are designed to ease the difficult economic situation in this country. I am, however, satisfied that Italian civil interests will be best served by facilitating the fastest possible reduction of Allied military commitments in Italy. Existing policy on matters of military rail transportation has this reduction as its principal object.

1 Mar 46  
/w

/s/ A. C. Duff  
/t/ A. C. Duff

Major General  
Chief Administrative Officer

Surplus

5805/20

( Copy )

ALLIED FORCE HEADQUARTERS  
CIC Office

CAC/246

MEMORANDUM FOR: Chief Commissioner, Allied Commission

SUBJECT : Transfer of Rolling Stock out of ITALY

1. Reference your 322/22/Tn. 1 of 18 Jan 46.

2. I am surprised at the continuance of correspondence on this subject. In my letter CAC/246 of 3 Dec 45 I stated that a thorough investigation into the provision from other countries of rolling stock for MEDLOC and other military services had already been undertaken without success. I said, moreover, that the continued reduction in military requirements would enable Italian rolling stock to be progressively returned to civil use. There is nothing I can usefully add to these statements.

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/s/ A. C. Duff  
/t/ A. C. Duff

Major General  
Chief Administrative Officer

1 Mar 46  
/ws

( Copy )

ALLIED FORCE HEADQUARTERS  
CAO Office

CAO/246

MEMORANDUM FOR: Chief Commissioner, Allied Commission

SUBJECT : Transfer of Rolling Stock out of ITALY

1. Reference your 322/22/Tn. 1 of 18 Jan 46.

2. I am surprised at the continuance of correspondence on this subject. In my letter CAO/246 of 3 Dec 45 I stated that a thorough investigation into the provision from other countries of rolling stock for MEDLOC and other military services had already been undertaken without success. I said, moreover, that the continued reduction in military requirements would enable Italian rolling stock to be progressively returned to civil use. There is nothing I can usefully add to these statements.

3. The provision of rail transportation facilities for Allied military purposes remains a duty of the Italian Government under the rights reserved to the Supreme Allied Commander. These rights will be maintained, though every effort has been, and will continue to be, made to minimize the effects of military requirements on Italian economy.

4. As regards the more general question of priority for military traffic, I would agree that this priority was no longer absolutely essential if I were satisfied that the Italian State Railways were in a position to guarantee a reasonable transit time for the movement of military traffic. I am not, however, satisfied of this and, in fact, I am convinced that, in the present low state of efficiency of Italian railway operation, unacceptable delays and losses to military traffic would result from the cancellation of the existing priority instructions. Therefore, under existing conditions in which I see little hope for a change in the immediate future, priority for Allied military traffic must continue in order that our military mission in ITALY can be carried out with the least possible delay and interruption.

5. It is relevant to note that the percentage of military traffic to total traffic has already declined from 70% to 30% since June last. The major part of such military traffic results directly from red ployment and the closing down of military installations, both of which operations are vital elements of our mission in ITALY. The speedy accomplishment of these tasks is no less important now than it has been in the past. The restriction of this traffic proposed in the draft directive attached to your letter, would only serve to postpone the reduction of military forces and the closing of military establishments in this country and would prolong for several months military demands on Italian transportation. I consider, therefore, that increased efficiency of railway operation and better control of the acceptance of civil traffic would be more effective in assisting Italian economy than minor reductions in, and further delay to, the rapidly decreasing military traffic requirements.

6. I regret my inability to agree to your proposals which I appreciate are designed to ease the difficult economic situation in this country. I am, however, satisfied that Italian civil interests will be best served by facilitating the fastest possible reduction of Allied military commitments in

rolling stock to be progressively returned to civil use. There is nothing I can usefully add to these statements.

3. The provision of rail transportation facilities for Allied military purposes remains a duty of the Italian Government under the rights reserved to the Supreme Allied Commander. These rights will be maintained, though every effort has been, and will continue to be, made to minimize the effects of military requirements on Italian economy.

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6. I regret my inability to agree to your proposals which I appreciate are designed to ease the difficult economic situation in this country. I am, however, satisfied that Italian civil interests will be best served by facilitating the fastest possible reduction of Allied military commitments in Italy. Existing policy on matters of military rail transportation has this reduction as its principal object.

/s/ A. C. Duff  
/t/ A. C. Duff

Major General  
Chief Administrative Officer

1 Mar 46  
/w

*M. Lamm*  
*Please make arrangements to get them in Paris*  
*5. 6. 10*

HEADQUARTERS ALLIED COMMISSION  
 ECONOMIC SECTION  
 APO 394

*File IV*

IDD/sc

5 Oct. 1945

Tel: 267

REF: ES/8.08

SUBJECT: Allocation of Vehicles, San Marino Republic

TO: Admiral Ellery W. Stone, Chief Commissioner

1. On 3 September Mario Morescalchi, Consul General, Republic of San Marino, in following up a request of 28 August, asked the Allied Commission to make arrangements whereby the Republic could retain four Allied trucks which had been turned over to the Republic at the time of liberation.

2. These trucks were a part of those which the military directed that the Allied Commission turn over to the Italian Government, and in the course of such turn-over the trucks have been taken from the Republic and turned over to the Italian Government. I did not interfere, as they were very old and very war-weary, and, in my opinion, of no particular value to the Republic, since we were unable to obtain repair parts and since the trucks had become non-runners.

3. On 25 September I wrote a note to the Consul General, stating that at his convenience I would discuss the matter with him. To date I have received no word from the Consul General and have been unable to tell him of a plan I have in mind which will take care of their needs.

4. Lt. Lamm tells me that you expect to see the Consul General within the next few days. I suggest that you bring the matter up, telling the Consul General that the Allied Commission has eight 1 1/2-ton Dodge trucks, now except for having been used here in Rome, which trucks we are to turn over to the Italian Government. I have confirmed with the Minister of Transport that six of these trucks can be turned over by AC to the Italian Government, according to our regular procedure, and that the Italian Government will in turn make the trucks available for the Republic San Marino. The Minister of Transport indicated to me that the Italian Government probably would not make any charge for the trucks. This, however, is a matter for the Italian Government and the Republic. We are in position to deliver the trucks to the Republic, and I anticipate that I can get a six-months supply of emergency repairs for each truck.

*1004-1*  
*5805/EC*

296

- 2 -

5. The Minister of Transport, Italian Government, suggested that I arrange with the Consul General of the Republic for a meeting between the Minister, myself and the Consul General in the Minister's office, whereby final arrangements can be made for turning over from Allied Commission to the Italian Government and from the Italian Government to the Republic.

6. I thought perhaps you would like to give this information to the Consul General and if the arrangements are satisfactory direct me to proceed.

*L. D. Denmore*

L. D. DENMORE,  
Colonel, FA  
Chief Staff Officer

429

296

~~SECRET~~

128

Translation

OCT 8 RECD

CC 1050

CC FILES

The President of the Council of Ministers

N. 14491/11.1

Rome, 1st October 1945

My dear Admiral,

(24/7)

In your letter n. 618/IN dated 6/7/45, you asked whether the Italian Government was able to organize railroad, sea and road transports, establishing an order of priority, and then controlling their execution, to see that it corresponds to the established program.

After considering this question, I am of the opinion that the Italian Government can assume this task on the following conditions.

1) the administrations concerned should be given full freedom to dispose of the means of transport, thus avoiding interferences with the various organizations, in the distribution as well as in the technical use of the means;

2) the fixed programs shouldn't be modified by regulations directly issued by local allied organizations to face sudden requirements not foreseen in the transport plans;

3) a permanent technical committee should be established in the Ministry of Transports, with the representatives of the F.S., Merchant Marine, General Inspectorship of the M.C.T.C. and Enac; with the following task:

a) to take in consideration the requests for transport drafted by the various Ministries and establish an order of priority in agreement with the Administrations concerned;

b) issue, in accordance with the available means, a monthly plan for railroad, sea and ordinary transports, coordinating them, so as to obtain the greatest possible efficiency, with the smallest possible waste;

c) control the carrying out of the program, asking such modifications as may be thought necessary because of the situation or unforeseen requirements.

Of course, the Allied Authorities should also submit their requests for transport to the above mentioned committees, and priority would be given to such military transports as couldn't be postponed, as well as to those destined to the alimentary needs of the civilian population.

To this end, the Allied Commission might appoint a representative to the Committee, if it deemed it advisable.

This organization, whose general features are mentioned, would enable us to take in consideration the transport of goods such as wine, oranges and lemons, fuel and minerals of national production, etc., which are of a vital importance for regional and collective economy.

Admiral Stone  
Chief Commissioner  
Allied Commission

See 307

- 2 -

In fact, the responsible organisms of the Government must be entrusted with figuring out the requirements of such transports, because of the consequences of this problem, not only in the economic field, but also, and above all, because of the particular consequences of the present unemployment in the political field.

If you agree to the above mentioned proposals, it will be possible to proceed to the appointing of the the technical Committee, whose President would be put in relation with the organism appointed by the Allied Commission.

Waiting for you answer, I remain,

Yours very truly,

s. Ferruccio Parri

trans e/o

EO DIST - 2 October 45

Action : Econ Sec (2)

Info : Chief Commr  
Exec Commr

423

295

612/278/Tn 3

28 September 1945

290

My dear Mr. Prime Minister,

In reply to your letter, I write to inform you that it is not intended to dry dock the "Lazzaro Mocenigo" immediately, and this vessel will continue on its present service Civitavecchia - Olbia for a short time until docking facilities are available. This vessel suffered only minor damage in the mine explosion.

The situation at Civitavecchia is now normal and, after diverting ships and destroyers, all refugees in the camp had been embarked by the afternoon of 15 September. One of the ships sailed without a full complement.

Should the number of refugees increase in the near future, additional ships will be diverted to Civitavecchia to deal with any large influx of refugees, and every effort will be made to ensure that returning Sardinians are not delayed at Civitavecchia.

The "Città di Alessandria" is at present in use bringing back Italian military personnel from France, and it is doubtful if the Allied Shipping Authorities would agree to this vessel being taken off her present service.

Yours very truly

ELLERY W. STONE,  
Rear Admiral, USNR  
Chief Commissioner.

Prof. Ferruccio Parri  
President Italian Council of Ministers,  
Italian Government,  
R o m e

423

294

580 571

OCT 1 RECD

HEADQUARTERS ALLIED COMMISSION  
APO 394  
ECONOMIC SECTION

GFD/is

Ref: AC/5095/Commerce

25 September 1945

## MEMORANDUM.

TO: Office of the Chief Commissioner,  
HQ A.C.

292

1. AFHQ cable ref. F 45194 dated 22 September 1945, refers.

2. The Tire Section of the Commerce Sub-Commission has written numerous letters of inquiry to AFHQ regarding the possibility of selling large quantities of class C-1 (salvage) tires to the Italian Government. After repeated routine inquiries by the Tire Section, AFHQ finally stated in their T-12 dated 10 September 1945 to this Headquarters that 41,889 salvage tires were available for sale to the Italian Government if they were interested. Before contacting the Italian Ministry, Commerce Sub-Commission required additional information such as percentage of sizes, location, and cost. AFHQ replied in cable reference para. 1 above. This information was passed to the Italian Ministry of Industry and Commerce, Dr. Lubrano on 09.00 hrs, 24 September '45. Negotiation will continue as rapidly as information is submitted by the Italian Government.

4284

293

copy to:  
Economic Section, HQ A.C.

E. B. McKinley D.

E.B. MCKINLEY  
Brigadier General, USA  
Acting Vice President

5805-1

6424

FOR ACTION AFHQ FOR PHOENIX

6424

2 October 45

PRIORITY

UNCLASSIFIED .

(292)

attached

SUBJECT IS CD 1 TIRES.

OCT - 1945

1. YOUR CABLE F/45194, F/46171 AND LETTER TD 12 DATED 10 SEPT. 1945 REFERS.
2. PRIOR TO THE RECEIPT OF YOUR CABLE F/46171 ARRANGEMENTS HAD BEEN COMPLETED WITH ITALIAN GOVT. AND A WRITTEN ACCEPTANCE DATED 27 SEPT. 1945 HAD BEEN RECEIVED FROM THE ITALIAN MINISTRY OF INDUSTRY AND COMMERCE REGARDING THE PROPOSAL SET FORTH IN YOUR CABLE F/45194. AS THE NEED FOR TIRES IN ITALY IS SO CRITICAL, IT WOULD BE MOST EMBARRASSING TO CANCEL OFFER. REQUEST THAT YOU RECONSIDER YOUR CABLE F/46171 AND ALLOW AT LEAST THIS TRANSACTION TO GO THROUGH.

Copy to Economic Section, HQ A.C.

Commerce S/C  
518  
(Lt. G.F. DIVINE)

G. J. LEONE  
CWO, USA  
Asst Adjutant

C O P Y

428

570015  
10/10/45  
10/10/45

RESTRICTED

F 46171  
SEP 281232A

F/9315

SEP 281545A  
IMPORTANT

AFHQ SIGNED SACRED SITE FHGG  
ALCOM ROME

292

RESTRICTED

Tires. Disregard prices quoted in our F 45194. All prices  
for surplus property established by ANLC.

Dist

Action - Commerce SC  
Info - Chief Commissioner  
Econ Sec  
File 2 Float

RESTRICTED

428

292

785015

RESTRICTED

F 45194

SEP 222012A

AFHQ SIGNED SACRED CITE FHGEG

ALCOM ROME

F/8720

SEP 231030A

ROUTINE

RESTRICTED

1. US Army class C-1 tires quantity 41889 stated by our T-12 of 10 September to be excess to theater stocks. AC has been advised that MTOUSA would recommend to War Dept disposal to Italian Govt if required.

2. Answers to your AC/5095/COM of 18 September follow: read in 3 columns

| SIZE      | PERCENTAGE<br>BY SIZES, | APPRX COST PER TIRE<br>IN LIRE |
|-----------|-------------------------|--------------------------------|
| 750 by 20 | 80                      | 200                            |
| 900 by 16 | 10                      | 200                            |
| 600 by 16 | 5                       | 100                            |
| Misc      | 5                       | 100                            |

3. Location tires is OC P Dump 4 L 89 near LEGHORN.

4. Advise immediately whether Italian Govt desires to purchase.

428:

2nd 293

Dist

Action - Commerce SC  
Info - Chief Commr  
Econ Sect 2  
File 2 Fleet

292

RESTRICTED

RESTRICTED

R111/ADM/191  
15/10/45P-7830  
15/10/45  
ROUTINENO AMB VEHICLE REVISION  
ADVISORY

RESTRICTED.

Reference your signal 5102 of 14 September 45.

Programme of handing back of vehicles well in hand. Due to certain provinces handing back to American and others to British sources and to elusiveness of communications to outlying provinces not able to state actual numbers. Numbers will be reported at earliest date.

DIST

ACTION EST DKS  
INFO CHIEF COMMISSIONER  
RE COMMISSIONER 2  
FILE 2  
FLOAT

428

RESTRICTED

291

5-8-05/10

244.138

SEP 1 1945

EE 1040

Translation

The President of the Council of Ministers

601

Rome, 11 September 1945

Admiral Ellery W. Stone  
Chief of the Allied CommissionR O M E

Dear Admiral,

the motorboat 'Mocenigo', employed to transport passengers from Civitavecchia to Olbia, was damaged on September 8th by the explosion of a mine. To repair it will take about a month.

The situation of transports for Sardinia appears to be very serious, for an average of about 500 repatriated soldiers arrive every day to Civitavecchia, and want to proceed to the island. Action must be taken to prevent an ever increasing number of people from gathering in a half destroyed town.

As a first step, the Navy Department destined the torpedo boat 'Gozombano' and the 'Ibia' for passenger transport, but such means only solve a small part of the problem. To dispose of another motor ship of sufficient capacity, it would be necessary to withdraw it temporarily from other lines which are already functioning with Sardinia and Sicily. I beg you, my dear Admiral, to ask for the motor-ship 'Citta' di Alessandria' to be handed back.

The transport service between the peninsula and Sardinia is most important, at the present time, not only from the economic point of view, but also from the social and political point of view, for hundreds of thousands of repatriated soldiers and refugees try to go back to their normal place of residence and work, and we must make every possible effort for the flowing of this mass to be regulated with the greatest care and discipline. I trust in your friendly comprehension for the requirements of our life, and hope you will see this request is kindly considered by the competent authorities.

Yours very truly,

S. Ferruccio Parri

428

trans. e/c

EC DIST

11 SEP 45

ACTION :

ECON SEC (2)  
(Fin Sec)

INFO

CHIEF COMMR  
EXEC COMMR  
NAVY SC

240

SEP 12 1945

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3519  
10 September 1945.

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Ministry of Marine, Rome.  
Subject: Sardinian Passenger Ferry MOCEMIGO, Damage of.

1. According to a brief report received by the Navy Sub-Commission, the Sardinian passenger ferry MOCEMIGO recently was damaged by an underwater explosion near berth number 3 at Civitavecchia. The explosion occurred at the time MOCEMIGO was raising her anchor and apparently was caused by an undetected mine or bomb which was resting near the anchor.

2. It is understood that the Capitaneria di Porto, Civitavecchia has requested assistance from the Ministry of Marine in Rome for the purpose of investigating to determine whether other bombs or mines exist in the same area. However, in the event that the Ministry of Marine has not received a complete report of the explosion from the Capitaneria di Porto, it is requested that an immediate and full investigation be made of the matter and that all necessary precautions be taken to prevent a similar occurrence in the future.

*See also 289*  
H. W. TROTT,  
REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

428 Copy to:  
Chief Commissioner, AC.  
Economic Section, AC.  
Transportation S/C, AC.

*289*

*5808/104*

RESTRICTED

FX 41880  
SEP 081431Z7/6956  
SEP 081620Z  
ROUTINEMTOUSA SIGNED COMBINED CITE MADM  
JRS INFO ALGON

RESTRICTED.

Transfer of trucks and trailers is subject. JRS 10214, not to AC, refers.  
Letter being dispatched to AC, copy to JRS, giving AC direct order to  
execute shipping tickets whereby 550 trucks 2 and 1/2 ton, and additional 200 trucks  
2 and 1/2 ton, 200 trucks and 1/2 ton and 100 trailers 1 ton cargo plus service and  
maintenance may be cleared from JRS records and charged to the Italian Government  
by AC chief accountant. This letter will clarify to AC property responsibility  
with regard to these vehicles and enable prompt execution of shipping tickets.  
If action not complete by 18 August notify this headquarters.

Only exception appears to be 4 trucks 1 and 1/2 ton as replacement from  
British stocks transferred to JRS to cover loss by British. These trucks released  
to JRS south on 8 July on release number VR 3186. 3 vehicles picked up 18  
August and 1 on 19 August from 9 Vehicle Park CAPUA. As to trailers 1 ton cargo,  
the AC have acknowledged possession. Not understood is discrepancy on 38 of

428 last 200-2 and 1/2 ton trucks released by JRS to AC at AVENSA.

DIST

INFO-ACTION: Tn SC 2  
INFO: Chief Commissioner  
Econ Sec 2  
Finance SC  
File 2  
Float

DECEMBER

785

5805/16

12 Sept 45

TO: Chief Commissioner

Reference Executive Commissioner's note on my memorandum of 3 Sept 45, attached.

My memorandum was directed to AFHQ's cable of August 16:

- (1) Directing strict rationing of transport, which would be covered by our 25% cut.
- (2) Compliance with pooling order which would mean the elimination, as far as possible, of the daily dispatched vehicles.

I would suggest that the assignment or daily dispatch be limited to:

- a. Chief Commissioner
- b. Executive Commissioner
- c. Deputy Executive Commissioner
- d. Vice Presidents of Sections
- e. Any general officers not included in a. to d. above
- f. Any exceptions which would be approved by yourself.

No. 2 above may allow us to cut even more than 25%.

423  
287 File *hw*

*J. L. Lammie*  
J.L.

580515

F.L. Lanning

JL/hd

Could this be done?

3 September 1945

MEMORANDUM :

SEP - 8 1945

## The De-Requisitioning and Conservation of Civilian Cars

AFHQ cable of August 16, 1945, requesting a report by 10 September as to action taken to effect strict rationing and pooling of AC transport.

Some time ago, on Chief Commissioner's order, assigned vehicles were limited to vice-presidents and directors of sub-commissions, the intent and purpose of which order was to cut down the number of requisitioned vehicles required for this headquarters. At the present time there are about 30 assigned vehicles and about 40 daily dispatched vehicles (which is the same as assigned for all intents and purposes).

This number can be considerably reduced if we will strictly follow the directive in the cable referred to above. To satisfy the large number of requests for daily dispatched vehicles, we could set up a service similar to the taxi service, which would make cars available for periods of more than one-half hour and trips within 50 miles of Rome.

John Lanning  
J. L.

Chief Commissioner

4214

Then had a long discussion with the officers who direct this business and a deduction will be made. The main object is to reduce consumption in POK & tyres. The August consumption (s/conservation) down by 5000 gallons & we are reducing (over)

58085

RESTRICTED

F 40340

SEPT 011915

F/6189

SPET 012100

ROUTINE

AFHQ SIGNED SACRED CITE FBEGG

AICCN ROME

RESTRICTED.

Sale of tires. Reference your 4582 of 31.

Para 1. Action to obtain 40000 C-1 tires in FX 39498 is to be taken by AC directly with ANIC ROME and not with this HQ.

Para 2 Procedure to obtain US surplus equipment as a part of AC supply program has been advised the AC (see CLEVELAND progress report number 3).

Para 3. Your have been notified of status LAG sirgram 94 and no assurances regarding delivery can be given by this HQ in view termination responsibility for civil supply this date.

DIST

ACTION INDUSTRY SC 2  
INFO CHIEF COMMISSIONER  
ECON SEC 2  
FILE 2  
ELOCAT

427

286

~~RESTRICTED~~

AFHQ FOR G-5

4582

31 August 1945

ROUTINE

RESTRICTED PD

SUBJECT IS TIRE CLASS CHARLIE DASH ONE PD

PARA TO AFHQ FOR GEORGE DASH FIVE FROM ALCON CITE ACIDT PARAPARA ONE PD REFERENCE FOR XRAY THREE NINE FOUR NINE EIGHT DATED TWO NINE  
AUGUST FOUR FIVE PD

PARA TWO PD RUBBER DIVISION INDUSTRY SUBCOMMISSION ALCON WILL ACCEPT ALL  
FOUR ZERO ZERO ZERO ZERO TIRES MENTIONED PROVIDED THAT COMPLETE ASSURANCE IS  
GIVEN BY AME FOX HOW QUEEN THAT REQUISITION LOVE AME CHARLIE AIRGRAM NINE  
FOUR FOR TIRE REPAIR MATERIAL IS COMPLETELY FILLED IN THE NEAR FUTURE PD  
PARA THREE PD IN THIS MANNER THESE TIRES CAN BE REPAIRED AND MADE AVAILABLE  
TO CIVILIANS THROUGH AUTHORIZED DISTRIBUTION AGENCIES PD TIRES AND REPAIR  
MATERIAL TO BE EVENTUALLY CHARGED UP TO ITALIAN GOVERNMENT PD  
PARA FOUR PD ALL LANDED COST PRICES MUST BE FURNISHED

Copy to:  
Economic Section

INDUSTRY S/C

599

R. B. KILLOCK, Capt.

NICHOLAS FLOMBING  
CWO, USA  
ASST. ADJUTANT

421

285

286

785015

**RESTRICTED**FX 39961  
AUG 311644BF/6037  
AUG 312005B  
ROUTINEMTOUSA SIGNED CONCERNED CITE NAORD FOR QANLC  
HOME AREA, PENBASE, INFO PENBOTH, ALCON

RESTRICTED.

Answering MTOGLC 93 for QANLC (not to all addresses), 20000 tons of lift regardless of size of vehicles will be turned over to AC direct and not thru ANLC. 1800 vehicles being turned to AC by 5TH ARMY to apply against total lift. This corrects erroneous understanding created by JBS - 9850.

For PENBASE: This corrects FX-37872 also.

DISCINFO-ACTION: Tn 3C 2  
INFO: Chief Commissioner  
Econ Sec 2  
File 2  
Float

427

~~RESTRICTED~~

284

m 15035

**RESTRICTED**FX 39498  
RUC 291935B3/5857  
RUC 500730B  
ROUTINE

ATTN: SIGNED COMMISSION CITE NAORD

FENDASE INTO PENNSOUTH, ALCON FOR INDUSTRY AND COMMERCE SUBCOMMISSION

RESTRICTED.

Disposition GLASS C-1 tires, refer RBS 9552, is as follows:

Cable AGUAR from COMMERCE, W-55731, declares 40000 each C-1 tires as surplus to WAR DEPARTMENT needs. Tires to be declared as surplus to INLC, in accordance with MTCUSA Circular 92 current series. ALIC to arrange sale through ALLIED COMMISSION.

RUC

INFO-ACTION: Industry SC 2  
Commerce 40  
INFO: Chief Commissioner  
Econ Sec 2  
File 2  
Floor

427

283

~~RESTRICTED~~

m/5085

O 14655  
AUGUST 26/1000Z

P/5965  
AUGUST 26/1145Z  
ROUTINE

INFOUSA

AISOM ROME

INFO: FIFTH ARMY FERRARESE PERISCOTH

UNCLASSIFIED.

Approval in CAL 1477 dated 22 August to release sufficient vehicles to produce 20 thousand tons of roadworthy lift regardless of size of vehicles is subject. Request information be obtained from Italian Government to indicate breakdown to type of lift desired. How proportion of tonnage desired in each of the following categories; proportion of tonnage in each category should coincide roughly with the broad estimates of percentage availability shown in column 2; light passenger vehicles similar to 1/4 ton and 3/4 ton C and R, 5 percent; light cargo vehicles such as 3/4 ton WC and 1 1/2 ton cargo, 15 percent; heavy cargo vehicles 2 1/2 ton capacity and above, 4 percent; tractor-trailer combinations, 10 percent; trailers 1/4 ton and 1 ton cargo, 23 percent; dump trucks, 5 percent; ambulances, 3/4 ton, 2 percent. Submit above by 10 September.

As required and subject to availability up to 50 percent above authorized tonnage is allowed in unserviceable vehicles to permit cannibalization to produce roadworthy lift.

You will continue to take over and guard these vehicles when delivered by PERISCOTH as agreed nearad 4011 dated 21 August current.

Related subject: CAL 1477 also authorizes release against above commitment, vehicles of all sizes. Instructions in paragraph 2, IX 96580 which limit type vehicle to 2-1/2 ton and larger capacity is superseded.

DEPT  
OVER

O 14323  
 MSG 250346Z

\*/4044  
 MSG 251433Z  
 PRIORITY

AFHQ

ALICE ROME

UNCLASSIFIED

Sale of US automotive maintenance equipment to Italian Govt.

1. The ALLIED COMMISSION will accomplish shipping ticket for the following equipment on loan from PSC.

| <u>Item lines</u><br><u>as in MAC ATTACH 112</u> | <u>Quantity</u> |
|--------------------------------------------------|-----------------|
| 15                                               | 24              |
| 17                                               | 24              |
| 18                                               | 48              |
| 19                                               | 24              |
| 20                                               | 24              |
| 21                                               | 147             |
| 22                                               | 16              |

2. These shipping tickets will be signed by representatives of Italian Govt authorized to receive this equipment and will be transmitted in triplicate to PSC for auditing and billing.

3. Sale of equipment to Italian Govt must be effected prior to 1 September.

4. To PSC; PSC will forward completed shipping tickets to Chief Accountant, ALLIED COMMISSION, in accord with previous instructions.

Sinf

Action - Finance CC  
 Info - Chief Commissioner  
 Econ Section 2  
 Records Div. Tn 2. File 2. Float

58061-9089

7112

HEADQUARTERS  
2675TH REGIMENT  
ALLIED COMMISSION (OVERHEAD)  
APO 394

GMP/TJA/ac

GM/41/A

25 August 1945

MEMORANDUM

SUBJECT: Transportation for Liaison Groups.

TO : Chief Commissioner, Headquarters Allied Commission.

1. With the inactivation of A.M.G. Regions in Northern Italy, this Headquarters will be faced with the problem of providing adequate transportation facilities for American and British officers who will form A.C. Liaison teams in these areas.

2. After careful study of the entire subject, it is recommended that the following plan be considered to provide this transportation to the complete satisfaction of the officers concerned and also to ensure the maintenance of proper accounting procedure to account for the vehicles.

3. In order to efficiently administer proper echelons of maintenance, operational control and accountability for the U.S. War Department vehicles of the 2675th Regiment, it is recommended that a separation be made at this time to provide American War Department vehicles for American officers and British War Department vehicles for British officers in all of the A.C. Liaison Groups. Approval of this plan will enable A.C. to dispose of all irregularly requisitioned vehicles in the North and will provide officers with more suitable vehicles from the standpoint of serviceability and durability.

4. The G-4 (A) Section, Headquarters, MTOUSA, recommended a similar plan in May 1945 which called for American War Department vehicles for American officers and British vehicles for British officers in A.C., but plan was never approved by Allied Commission. This subject has been one of considerable discussion with MTOUSA authorities, and if it were initiated in Liaison Groups to begin with, it is known that Headquarters, MTOUSA, would favorably consider it.

5. The G-4 (A) Section this Headquarters, is in a position to provide a sufficient number of American War Department vehicles for American officers in the Liaison category, and G-4 (B) would easily accomplish same since the T/O for all Liaison Groups totals 156 (one hundred fifty six) officers in all. At present G-4 (A) War Department figures include 271 (two hundred seventy one) passenger carrying vehicles, 122 (one hundred twenty two) 3/4 ton W/C, and British W/D includes 149 (one hundred forty nine)

280a Fly

Memo, Hq, 2675th Regiment, A.C., dtd 25 August 45, file G4/41/A, sub:  
Transportation for Liaison Groups.

passenger carriers plus 174 (one hundred seventy four) - 15 cwt -. This does not include requisitioned vehicles.

6. With hostilities at an end in both Theaters of Operations, accountability for all War Department equipment (mainly vehicles) is being stressed to the "enth" degree. Experiences in the past two years of AMG/AC operations have proven the difficulty of maintaining proper accountability for American vehicles in use by British officers. Many vehicles still remain unaccounted for, and these cases will require many hours of investigation. Approval of this plan will enable American and British authorities to apply their own Army Regulations dealing with the subject of accountability. The Theater Commander has stressed accountability to the extent that several reports are required periodically to ensure proper supply discipline.

7. The redeployment program in this Theater will leave Northern Italy without adequate maintenance shops to care for War Department vehicles, and in this consideration it is recommended that Captain J.L. Zorra be transferred from Piemonte Region to Advanced Headquarters, Milano, and placed in charge of a maintenance shop which will service American vehicles from all Liaison Groups in the area. Maintenance for British vehicles, to be in accordance with G-4 (B) instructions, do not conflict with American procedure in any way. Then, if an officer from any Liaison Group were reassigned or redeployed, vehicles would be turned in to Capt. Zorra by an American officer and the property records cleared with a minimum of administrative details. As the personnel of the Allied Commission is reduced, so will our T/E be reduced, and the clearing of property records with as little delay as possible, will be of valuable benefit to the 2675th Regt.

8. The adoption of this plan in the Liaison Groups will help considerably to facilitate the clearing of responsible officers of property accountability. It will also enable vehicles to get the best maintenance available and thus ensure serviceability.

9. Your consideration of the above plan will be greatly appreciated.

G. M. PARKIN  
Colonel, Infantry  
Commanding

PX 38194

AUG 250919B

**RESTRICTED**

F/5429

AUG 270900B

ROUTINE

SIGNED MCNARNEY CITE NAORD

ACTION AGWAR INFO FENBASE, AICOM

**RESTRICTED.**

On hand approximately 40,000 tires class C-1, ALLIED COMMISSION has indicated need of 25,000 to be repaired through local facilities with probable future additional requirement. Request authorization to release above 25,000 and any additional requirements submitted by ALLIED COMMISSION. If authorization granted advise procedure to transfer also, furnish price list of all sizes of tires in C-1 condition; otherwise furnish desired disposition.

**DEST**

INFO-ACTION: Econ Sec 2

INFO: Chief Commissioner

Regulation Div

Commerce SC

Industry SC 2

Ta SC 2

File 2

Float

425

B

See

383

~~RESTRICTED~~

280

58067/2

HEADQUARTERS ALLIED COMMISSION  
Economic Section  
INTER-OFFICE MEMORANDUM

LDD/SC

Tel: 267

24 August 1945

Ref: /ES

SUBJECT: Transfer of 4,000 Cargo Vehicles to Allied Commission.

TO : Col. C. W. Walton  
Chief Supply Division

1. Reference is made to CAL 1477 of 22 July 1945 which refers to LAC 1279 and letter AG 151/830-3.

2. The Chief Commissioner asks that I inform him the significance of this message and its affect on Allied Commission.

3. Will you provide me an explanation for the Chief Commissioner and may the matter be considered urgent?

FOR THE ACTING VICE PRESIDENT:

L. O. DEMBOWIE  
Colonel, FA

4264

278

785015

1876

AUG 22 2030

8/1925

AUG 23 0915

ROUTINE

WAR FROM CCS GLEB UCAG

AIRBORNE FOR FRODO INFO ALCON, AND UK BASE SECTION FOR CABINET SECRETARIES

UNCLASSIFIED.

(This is CAL 1477. Refer LAC 1279 and letter AG 451/820-0)

Estimate of vehicles beyond economical repair for military purposes.

Approval CAL 1406 to transfer 4000 cargo vehicles of acceptable substitutes to ALLIED COMMISSION ITALY, against items 1 and 2 requisition MRS 293 Ordnance, is approval to release sufficient vehicles to produce 20000 tons of roadworthy lift regardless of size of vehicles. MILLORING.

INFO-ACTION HQ BR 2  
INFO CHIEF COMMISSIONER  
ACON SEC  
TN SC 2  
FILE & VIGAT 3

4208

277

WED/74/240

21 August 1945

Subject: ARI Request for Trucks for ENDSI

To: American Relief for Italy, Inc.  
(Attention: Deputy Chairman)

In reply to your letter dated 28 July 45.

1. It is regretted that there is at present no possibility of obtaining the release of German or Italian military trucks for your purpose, as these are all being held for the time being to fulfil military commitments.
2. There are however, at a Vehicle Park close to IGEEA MARTINA, a number of Italian civilian lorries which will be made available to Allied Commission in the near future.
3. It is proposed to loan ENDSI eighty lorries from this source.
4. Immediately the lorries become available you will be notified.

*/s/ Emory W. Stone*EMORY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

426

Copy to: Supply Division, Economic Section  
Ente Nazionale Distribuzione Soccorsi  
in Italia (ENDSI)

275

# RESTRICTED

PX 36500

AUG 182116Z

7/4451

AUG 191100Z

PRIORITY

MOTORIA SIGNED CONDENSED CITY MARCH

PERHAPS DED 5TH ANGE, LAXOC/REG, PERHAPS, AUG, UNDER ROAD, ALONG, ROAD,  
(INFORMATION FOR INFO)

RESTRICTED.

1. Authority contained in WAR DEPARTMENT cable PX-48999 to declare surplus to  
AMLC as soon as possible vehicles as listed below:

221 motorcycle 310; 5214 truck 1/4 ton; 416 ambulance 3/4 ton; 3131 truck  
3/4 ton WC; 1128 truck 1 1/2 ton 4 x 4 cargo; 301 truck 1 1/2 ton 6 x 6 P and C;  
817 truck 1 1/2 ton 4 x 4 dump; 3579 truck 2 1/2 ton 6 x 6 cargo; 7417 trailer  
1 ton 2 wheel cargo.

2. Above vehicles with lease remaining military life to be release to AMLC  
in "as is" condition after, requirement for 20000 ton lift for Italian Government  
has been filled from lowest category vehicles in "as is" condition of 21/2 tons  
and large capacity. Vehicles for Italian Government to be released direct to  
ALLIED COMMISSION/Italian Government on signed, priced shipping ticket in duplicate  
to Chief Accountant ALCOM with copy to this headquarters.

420 3. UNRRA commitment for 15000 ton lift mentioned in paragraph 1E (2) of  
PX-28600 is cancelled as UNRRA will obtain balance of their requirements through  
AMLC.

4. Provisions of paragraph 1E in PX-28600 do not apply to vehicles declared  
surplus to AMLC or transferred to Italian Government.

274 5. Declare only those spare parts which are surplus in accordance with

# ~~RESTRICTED~~

- 2 -

(PX 36580 cont'd)

~~RESTRICTED~~

SE-9B-1-9.

6. HERBASE is authorized to call on other major commands for necessary vehicles to fill requirement in paragraph 1. Target date to complete turn-over is 31 October 1945. Request a able reply by 30 August 1945 stating schedule of release of vehicles authorized surplus in paragraph 1 and separate schedule on 20000 ton lift for Italian Government.

RISE

ACTION: 2675 Regt  
INFO: Chief Commissioner  
Ext Sec  
Exec Sec  
Tn SC 2  
G-4(A)  
UNSCA  
File 2  
Float

(M/C note: No record ref quoted E-48999)

420:

~~RESTRICTED~~

274

**RESTRICTED**FX 36491  
AUG 181901BF/1425  
AUG 190930B  
PRIORITYAFHQ SIGNED SACRED CITE PHONG  
ALCOM ROME INFO 5TH ARMY, PENBASE

RESTRICTED.

Sale of vehicles to Italian Government. Further to our FX-36252, para 4.  
Vehicles are located as follows:

GENOA 210, MILAN 150, VERONA 1000, MODENA 920, MANTOVA 150, total 1830.

DISTACTION: Tn SC 2  
INFO: Chief Commissioner  
Econ Sec  
File 2  
Float

426

273

58085

**SECRET**

FX36222

AUG 170029B

7/4159

AUG 171600B

ROUTINE

AFHQ STAINED SACRED CITE HIGGT

ACTION (1) MAIN BTA (2) GREENHILL (3) DISTONE (4) DISTWO (5) DISTTHREE (6) FAZE  
 (7) BTNA (8) MAIN XIIICORPS (9) 2 PL DIV (10) ALCOM (11) MAIN POLCORPS (12)  
 6 SA ARMD DIV INFO (13) MISSPOL MAIN POLCORPS (14) MIDEAST (15) UNIDET MAIN  
 (16) REAR BTA

**SECRET.**

Subject is jeep withdrawals and further our FX 74786 of 13 May not to all.

1. Revised instructions regarding provision jeeps and trailers for FAR EAST now hostilities ceased have not yet been received from TROOPERS.

2. Pending receipt TROOPERS instructions no further jeeps or trailers will be withdrawn and withdrawals ordered and still outstanding are cancelled.

3. Future policy these vehs will depend on TROOPERS instructions and still possible withdrawal policy shown signal under reference will be resumed. Further information will be notified earliest and if vehs not now required for FAR EAST releases of conditioned jeeps and held in FREEDOM stocks may be authorized to meet all base (?) requirements. Emphasize no firm future policy can be made until receipt TROOPERS instructions.

4. Above also answers following signals not to all.

(A) DISTWO SD 2/3571 (B) REAR 6 SA ARMD DIV Q4874 (C) BTA SD 3916 all of 15

August.

426

**DISC**

(M/C Note: No trace of quoted reference)

ACTION: G-4(B) 2

INFO: Chief Commissioner

Est Sec

G-4 (A)

File 2

Float

272

## R E S T R I C T E D

Originator's Ref: FX 36252

M/C No. F/4167

Aug 171211B

Rec'd: Aug 17141CB

From: AFRQ SIGNED SACHED CITE FHGEG

Prec: PRIORITY

To: ALCOM ROME INFO 5 ARMY, PENBASE

## RESTRICTED.

1. Ref our T-2 July 18 and your 547/13/TN 1 July 31 Subject Sale of Vehicles to Italian Govt.

2. Your letter para 2. Question as to whether vehicles additional to 20,000 ton lift may be turned over for cannibalization is not yet firm. Ruling is awaited from CCS.

3. No information yet received from you regarding rate of acceptance of vehicles or results of meeting mentioned in para 2 of your letter under reference. Please advise earliest.

4. 1800 vehicles are already available in Northern Italy for sale to Italian Govt. 1100 of these are at Verona; remainder at Milan, Genoa, Mantova and Modena. Many are non runners and will need reconditioning. These are the first installment of 4000 trucks.

5. Please state earliest whether Italian Govt are prepared to take them over and supply guards. It is necessary that these be taken over by 22 August owing to necessity for withdrawing military guards. Suggest Italian representatives should go up forthwith to inspect and take over.

120

See 273

## Dist

Action - Tn SC 2

Info - Chief Commr

Econ Sec

File 2

Float

RESTRICTED

P 35890  
ADD 160941B8/4088  
AD 161445  
ROUTINEAFHQ BROWN BAGGED SITE PHOTOS  
HQ ALCON

SEP - 8 1965

RESTRICTED.

Extremely tight situation on vehicle and tire production in SE as well as critical POL situation has been brought to attention of this theater by FAR DEPT cable. In order to conserve these items it is directed that the following action be taken and a report made to this HQ not later than 10 September of action accomplished: 1 - check to see that instructions published in AD 850-35 relative to vehicle pooling are strictly complied with. 2 - carefully supervise the employment of vehicles at all times to insure that unnecessary trips are avoided and improper use by personnel in all categories is eliminated as much as possible. 3 - effect strict rationing of vehicles allowing units to retain only those vehicles necessary to accomplish their current operational mission. 4 - insure that all vehicles not specifically required for current activities including CPM and requisitioned vehicles are disposed of in accordance with existing procedures. 5 - devise and put into effect such methods and programs as will promote the conservation of these items.

DIST

ACTION 64 A  
INFO CHIEF COMMISSIONER  
SEC SEC  
FILE 2  
FLOAT

426

266

287

270

~~SECRET~~  
~~SECRET~~  
~~SECRET~~

785015

**CONFIDENTIAL**

66894 CA2(B)

MSG 131010A

7/3244

MSG 141145B

IMMEDIATE

TROOPERS

FREEDOM INFO ACT

CONFIDENTIAL

Subject is LANCASTER House European Inland Transport Conference which resumed work 22 August.

1. Foreign Office assume Control Commission's representation can assured by U KINGDOM U STATES SOVIET and French delegates as representatives of controlling powers but that ITALY is in special position and that Italian transport interests should be properly watched.

2. Grateful if you will consider advisability of appointing a British officer who would be available to advise UNITED KINGDOM delegation of matters regarding transport in ITALY and if so detail such officer to report to the War Office CA2(B) by 20 August.

3. UNITED STATES delegates to conference are simultaneously asking that a U STATES officer shall similarly be available to advise them.

Dist

Info-Action - Tn SC 2

Info - Chief Commissioner

Est Sect

Econ Sec

File 2

Fleat

423

~~CONFIDENTIAL~~

AFHQ CITE PHOEN

2442

10 August 1945

ROUTINE

UNCLASSIFIED PD

SUBJECT IS TRUCKS FOR ELECTRICAL REHABILITATION PD

PARA TO AFHQ CITE KKK PHOEN FROM HQ ALGER CITE AG200 PARAPARA ONE PD REF YOUR FOR THREE TWO FIVE SEVEN ZERO DATED 21  
AUGUST PDPARA TWO PD TRUCKS FOR ELECTRICAL REHABILITATION BEING SOUGHT  
FROM TWO SOURCES ONE FIRST ITALIAN MINISTRY OF TRANSPORT ONE  
SECOND ENTE NAZIONALE AUTOTRASPORTI COSE ONE CIVILIAN TRUCK  
POOL PD4239 PARA THREE PD NEGOTIATIONS HAVE BEEN DONE BY THE ITALIAN  
MINISTRY OF PUBLIC WORKS AND BY ELECTRIC COMPANIES ONE BOTH  
OF WHOM REPORT ACTIONS TO PUBLIC WORKS SUBCOMMISSION WHICH IN  
TURN GIVES ADVICE AND ANY POSSIBLE ASSISTANCE PD  
PARA FOUR PD ON TWENTY JULY PUBLIC WORKS MINISTRY REPORTED ALL  
OF ONE EIGHT ZERO ZERO TRUCKS RECEIVED BY TRANSPORT MINISTRY  
WERE UNAVAILABLE FOR ELECTRICAL REHABILITATION PD

MORE

ECONOMIC SECTION

406

P. A. [unclear]  
B.I. [unclear], Brig.  
Deputy Vice-Pres.NICHOLAS PIONBINO  
CWO, USA  
Assistant Adjutant

m/5089

- 2 -

PARA FIVE PD CHIEF TRANSPORTATION SUBCOMMISSION PERSONALLY  
MENTIONED MATTER TO TRANSPORT MINISTER WHO PROMISED EIGHT TRUCKS  
AVAILABLE PD PUBLIC WORKS MINISTRY WILL SETTLE DETAILS AND  
HOPE FIVE OUT OF EIGHT TRUCKS TO BE AVAILABLE SOON PD  
PARA SIX PD NEGOTIATIONS UNDER WAY BETWEEN ENTE NATIONALE  
AUTOTRASPORTI NIS COSE AND TERMI ELECTRIC COMPANY FOR ONE  
MONTH FOR FOUR TRUCKS PD TRANSPORTATION SUBCOMMISSION ASSURED  
THAT TRUCKS WOULD BE FURNISHED PD NIS ON ONE SIX JULY PROMISE  
MADE THAT TRUCKS WOULD BE AVAILABLE PD THEIR AVAILABILITY  
RECORDS UNTIL THREE ONE JULY BY TERMI CHAMBER OF COMMERCE PD  
TERMI REPRESENTATIVE NOW WORKING OUT DETAILS WITH ENTE  
NATIONALE AND EACH DAY TRUCKS EXPECTED ON MEET

END

4238

Copy to:  
Chief Commissioner  
Transportation B/C  
P.W. & U. B/C ✓

267

**CONFIDENTIAL**FX 33940  
AUG 092040BW/3331  
AUG 101130  
ROUTINE

MTOUSA SIGNED COMPENMED CITE NAGDS

5TH ARMY PBS AAF/MTO ROME AREA MTOUSA REPCO ABC UTC HCAF  
WRSI ABC DELEGATE NAMES WSA INFO PENSOUTH ALLIED COMMISSION

CONFIDENTIAL.

Extremely tight situation on vehicle and tire production in zi as well as critical POL situation has been brought to attention of this Theater by WAR DEPARTMENT cable.

In order to conserve these items, it is directed that the following action be taken by all commands:

1. Check to see that instructions published in AR 850-15 relative to vehicle pooling are strictly complied with.
2. Carefully supervise the employment of vehicles at all times to insure that unnecessary trips are avoided and improper use by personnel in all Categories is eliminated as much as possible.
3. Effect strict rationing of vehicles allowing units to retain only those vehicles necessary to accomplish their current operational missions.
4. Insure that all vehicles not specifically required for current activities, including GEM and requisitioned vehicles, be turned in to appropriate ordnance depots without delay.
5. Devise and put into effect such methods and programs as will promote the conservation of these items.

INTO-ACTION  
INFO

DIST  
EST SEC  
CHIEF COMMISSIONER  
ECCH SEC  
TH SC 2  
G4 A  
2675 REGT  
TR OPER CRP  
FILE 2  
PLOCAT

~~CONFIDENTIAL~~

A. J. REED

C. Com

Ref: 5820/74/30.

8 August 1945.

SUBJECT: Refusal of Transport offered by AFHQ.

TO : A/Vice President,  
Economic Section.

1. The Chief Commissioner has read EX 27975 of 25 July and ALCOM 2905 of 1 August 1945.

2. The Chief Commissioner considers that the initial refusal of the 4,000 trucks offered by AFHQ was a mistake both from the psychological and practical point of view and in view of the policy involved should certainly have been referred to him for approval. Whatever the FOC situation was at the time of offer there was always the chance that it might improve (as indeed has occurred) and to refuse a generous gesture from AFHQ and lock 4,000 handsome trucks in the mouth was, as has been proved, unwise.

M. S. LUSH

Brigadier,  
Executive Commissioner.

MEL/JC.

425

5805/12

265

870/54/Tn 1

5 August 1945

My dear Mr. Prime Minister:

The matter of Italian membership in the Provisional Organization for European Inland Transport has been thoroughly discussed with the Italian Minister of Transport. The Allied Commission has fully reviewed this subject and is of the opinion that it will be to the advantage of the Italian Government to be a member of POEIT.

We are prepared to ask Allied Force Headquarters to authorize the establishment of a temporary Regional Office of POEIT in Italy with the understanding that Italy will seek membership in POEIT at the appropriate time.

We respectfully request that you make known to us the reaction of your government on this subject.

Yours very truly,

Is/ Ellery W. Stone

ELLELY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

4251  
Professor Ferruccio Parri  
The President of the Council of Ministers  
Italian Government  
Rome

264

5805/100

Chief CommissionerHEADQUARTERS ALLIED COMMISSION  
APO 394  
ECONOMIC SECTION

JRC/ee

Ref. AC/5146/12/Commerce

4 August 1945

SUBJECT : Misuse of Petrol

TO : A.F.H.Q. G-5 Section.

1. This H.Q. has had occasion to call to the attention of the Italian Government many instances of flagrant misuse of petrol over a period of months and, with a view to enforcing more energetic action, a letter was sent to the new Prime Minister recently under signature of the Chief Commissioner together with a full report on the situation. A copy of both letter and report are attached for your information. (Attachment A)

2. It is well known that supplies of petrol are abundant on the Black Market and it is believed that the main sources of leakage are as follows:-

- (a) Deliberate interference with pipe lines.
- (b) Stealing from Rail and Road Tank cars in transit.
- (c) Illegal acquisition from W.D. Petrol points and dumps.
- (d) Sale by drivers of W.D. vehicles of quantities drawn from tanks and spare cans.

3. Whilst the Italian Government admit that there has been considerable laxity of control over the circulation of traffic in general they have frequently pointed out in reply that an important contributory factor to the evasion of existing regulations is the ease with which petrol supplies can be acquired illegally.

4. In response to the Chief Commissioner's letter a Press announcement has been made to the effect that intensive measures are to be taken to suppress abuses by

- 2 -

energetic Police action - a copy of a translation of this announcement is also attached for your information. (Attachment B).

5. Much may be achieved if the promised drive is indeed enforced, but, at the same time, it is felt that maximum results can only be expected by the introduction of a more stringent control on the part of Allied authorities aimed at drying up the sources of supply at present open to Black Marketeers.

6. It is suggested, therefore, that in view of the Italian Government response to this latest appeal, the possibility of tightening up control generally at all Allied bulk supply and distribution points should be carefully investigated and that any additional measures which may contribute towards the elimination of leakage be implemented and enforced.

7. It is understood that part of the Italian Government programme is to organise more efficient Road Patrols and in this connection it is pointed out that difficulties are likely to be encountered owing to the number of vehicles, both military and civilian type in circulation, bearing number plates or other identification marks believed not to conform with existing military regulations. Examples of these are as follows:-

|        |                         |
|--------|-------------------------|
| RAAC   | Polish Relations        |
| AFHQ   | Italian Liaison officer |
| MTUSA  | POLAD                   |
| P.W.B. | B.E. (British Embassy)  |
| A.C.I. | U.S. Navy               |

8. It is suggested that arrangements might be made for C.M.P. personnel to be attached to such Road Patrols as are organised with a view to checking up on the authenticity of such vehicles and further, that this H.Q.

429

./.

263

- 3 -

should be informed as to what markings are required by current regulations on legitimate military vehicles of civilian type so that this information may be passed on to the Italian Police.

For the Chief Commissioner :

(sgd) L. D. DENEFORD

H. B. McKINLEY  
Brigadier General, USA  
Acting Vice President

Attachments : A & B as per paras 1 and 4

Copy to : Chief Commissioner office (with attachment B)  
: Executive Commissioner office (with attach. B)  
: Public Safety S/C ( " " B)  
: Pet. Sec. AFHQ, RAAC ( " " B)  
: Commerce S/C (POL) (without attachments)

4252

263

( C o p y )

TRANSLATION

## MINISTRY OF INTERIOR

## PRESS COMMUNICATION

The Allies make notice that the strict discipline prescribed in rationing fuel is systematically trespassed by users of vehicles, besides the working hours for which it has been assigned.

Notice is made also that on holidays a great number of vehicles were used for sea-side or country resorts. This fact means that fuel is either stolen by the employees or bought at the black market.

The economic and moral prejudice owing to this fact is obvious.

That is why the Ministry of Interior has taken disposition for strict control on vehicles and will retire any license from those using vehicles out of the bounds of their authority.

People circulating on holidays are, evidently in a/m case except in cases of obvious necessity.

The licenses will also be retired from vehicles not placing their circulating permits in front of the car.

Vehicles without circulating permits will be requisitioned.

4251

263

ALLIED FORCE HEADQUARTERS  
G-4 Section  
AFM 513

CC FILES

AUG 6 REC

G-5: 389.4-7

31 JULY 1945

SUBJECT: Conference for Imports into Switzerland.

TO: Headquarters, Allied Commission, AFM 894.

1. Reference is made to your letter No. 467/13/12.5 of 25 July 45.

2. The points set out in para. 3 of your letter are under examination at this Headquarters.

3. The question of resumption of essential imports has been referred to the Political Advisors who have as yet received no directives on the subject from the Foreign Office or State Department.

A. L. HADFIELD,  
Brigadier General, G.S.C.,  
Assistant Chief of Staff, G-5.

4244

(ORIGINAL WITH ECON SEC  
COPY RETAINED BY EX COMM)

261a

5805/ce

7510  
JULY 141025B

P 2013  
JULY 141030B  
PRIORITY

5 ARMY  
ON HIGHWAY INFO NMTA, ALCON

UNCLASSIFIED

Re: your cable RI 26569, dated 22 July, relative turnover of Italian origin vehicles to NMTA and ALCON. Program now underway at installations controlled by Army. Italian civilian and military vehicles are being segregated into 2 groups for turnover to AMC-5 ARMY and NMTA, and a number of vehicles have already been evacuated to NMTA. Release of civilian vehicles to AMC-5 ARMY to begin shortly, and all Fiat passenger cars in Army collection points are now being evacuated by AMC. All vehicles are evacuated in present mechanical condition to be made serviceable by receiving agency as Army does not have personnel nor workshop facilities for servicing. Responsible officers are receiving vehicles. Turnover being accomplished in accordance with procedure in your letter, file 15386.1/163 LOC-0, dated 22 June 1945.

Dist

Info-Action - Room Sec (2)  
Land Forces (2)  
AMC

Info - Tptn 20 2  
Chief Commissioner  
File 2  
Fleet

261

JUL 30 1945

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

GS/ep

Ref: AC/100/85/Tn5

30 July 1945.

My dear Professor Parri:

I have received your telegram reference number 21461N27353 dated 27 July 1945.

Our Senior Transportation Officer at Bari spoke to the Capo Compartimento of the Italian State Railways in Bari on 27 July requesting him to release 12 trucks to the Prefect for use in transporting Carabinieri. The Capo Compartimento agreed to provide the trucks and the Senior Transportation Officer informed the Prefect accordingly.

It was confirmed on the morning of 28 July with the Deputy Director General of the Italian State Railways in Rome, that provision of the 12 trucks was approved. The Prefect is now satisfied that adequate transportation has been put at his disposal.

It is hoped that these arrangements will enable the patrol service to be continued to your satisfaction.

Very truly yours,

G. G. CROSS Jr.  
Chief,  
Roads DivisionProfessor Ferruccio Parri,  
The Minister of the Interior,  
Rome.cc: Chief Commissioner  
Executive Commissioner  
Economic Section  
Civil Affairs Section  
Public Safety  
Transportation S/C (Tn1 and Tn3)

Seen by CC

760

HEADQUARTERS ALLIED COMMISSION  
Public Safety Sub-Commission  
APO 394

JUL 30 RECD

Tel : 77800

27 July 1945

AC/14132/73

SUBJECT : Press Communication -  
Misuse of POL.

TO : Commerce Sub-Commission  
(attn: Capt. Cowling).

1. Transmitted herewith for information is a copy of a communication (translation) issued to the press by the Ministry of Interior with regard to the use of vehicles for improper purposes, and the display of circulating permits on the front of vehicles.

Major Wm. C. Ballance.

JOHN F. CHAPMAN  
Colonel, JAGD  
Director.

WCB/aa

1 Enclosure

424

Copy : ~~Refugee, AFHQ, SAAC,~~  
~~Economic Section,~~  
Chief Commissioner's Office,  
File AC/14407/7/1/23.

259

See

5805-1

TRANSLATION

## MINISTRY OF INTERIOR

## PRESS COMMUNICATION

The Allies make notice that the strict discipline prescribed in rationing fuel is systematically trespassed by users of vehicles, besides the working hours for which it has been assigned.

Notice is made also that on holidays a great number of vehicles were used for sea-side or country resorts. This fact means that fuel is either stolen by the employees or bought at the black market.

The economic and moral prejudice owing to this fact is obvious.

That is why the Ministry of Interior has taken disposition for strict control on vehicles and will retire any license from those using vehicles out of the bounds of their authority.

People circulating on holidays are, evidently in a/m case except in cases of obvious necessity.

The licenses will also be retired from vehicles not placing their circulating permits in front of the car.

Vehicles without circulating permits will be requisitioned.

# RESTRICTED

EX 28600  
JULY 262119B

P/1441  
JULY 270850B  
PRIORITY

AFHQ SIGNED (CG STOUSSA GITE MAGDS)

CG PBS, CG 5 ARMY, CG AAF/MTO, CG ABC, INFO: CG SENSOUTH, UNBRA  
ROMS, ALCOM

## RESTRICTED

1. For clarification and emphasis, the mission of ordnance service is indicated below, listed in order of priority:

- A. Repair to combat serviceable standards and process for overseas shipment those vehicles required for directly(?) redeployed(?) units.
- B. Maintain all vehicles required for the use of UNITED STATES forces in the theater at a minimum standard of roadability.
- C. Repair to combat serviceable standard all general and special purpose vehicles of whatever type can be economically repaired (except obsolete types and types declared surplus by the War Dept prior to March 30, 1946.)
- D. Process any vehicles covered by 'C' above for overseas shipment as may be directed by War Dept shipping orders.
- E. Repair to training serviceable standards any vehicles economically repairable exclusive of categories above

424

~~RESTRICTED~~

# RESTRICTED

- 2 -

for which a definite commitment may be raised. The present commitment consists of:

- (1) 7,5000 lift tons required for UNRRA by 30 September.
- (2) 15,00 additional estimated lift tons for UNRRA by 31 December (provided UNRRA will not accept lower standards.

2. In determining the number of trucks to meet the lift ton (or?) commitments under 1 E, vehicles under 5 ton capacity tentatively will be calculated at 150 percent of rated capacity.

For CG FENBASS: submit without delay a plan to carry out the mission as outlined above. The plan should consider, if required:

- A. The use of ordnance maintenance facilities on a multi-shift basis.
- B. A broader use of civil contracts.
4. Any of the above provisions in conflict with redeployment circular number 6 and MTOUSA Ordnance Operations Bulletin number 3 take precedence.

424

## Dist

Info-Action - UNRRA

2675 Regt

Info - Chief Commissioner

Econ Sec

Est Sec

Tn SC2

G 4 A

File 2

Float

~~RESTRICTED~~

JUL 26 RECD

IN CLEARIN CLEAR

LOMBARDIA REGION ACTPT ADV FOR POLETTI  
INFO SCAO FIVE ARMY

2533

25 JULY 1945

ROUTINE

IN CLEAR PD

PARA ONE PD SUBJECT IS ALCON TRUCKS PD

PAREN TO LOMBARDIA REGION ACTPT ADV FOR POLETTI INFO SCAO FIVE  
ARMY FROM ALCON HEADQUARTERS CITE ACTPT PAREN

PARA TWO PD TRUCK POOLS WILL BE OPERATED AS HERETOFORE AND STEPS  
WILL NOT REPEAT NOT BE TAKEN TO LEASE OPERATION OF VEHICLES TO  
PRIVATE FIRMS PD

COPIES TO CHIEF COMMISSIONER  
DIRECTOR TRANSPORTATION SUB-COMM/  
ECONOMIC SECTION

424

TRANSPORTATION SUB-COMM/  
ROAD DIVISION

NICHOLAS PIOMBINO  
CWO USA  
ASSIST/ ADJUT/

566

467/11/Te.3

25 July 1945

Dear Monsieur de Salis,

Reference is made to your letter 45.9.A7 dated 6th July 1945.

At the conference held in Berne on 29 and 30 June 1945 Brigadier A.F. de Phe Philippe stated in connection with the proposed import of traffic destined for Switzerland through the ports of Genoa and Savona that adequate port and rail capacity would exist as soon as the port of Genoa was open to shipping. The port of Genoa is still not open, and I am not able even to forecast the date when shipping can be accepted.

However, I understand that this question has been raised by your Government on the highest diplomatic level with the Foreign Office in London. I am therefore requesting Allied Force Headquarters to arrange an early meeting at which this question and other matters raised at the Berne Conference may be discussed. It seems quite clearly to be a case for diplomatic decision and the diplomatic representatives at the proposed conference should be empowered to make these decisions.

I will advise you further on receipt of news from Allied Force Headquarters.

Very truly yours,

/s/ ELLERY W. Stone

Copy to Pol Ad (Br)

ELLERY W. STONE  
Rear Admiral, USNR,  
Chief Commissioner.

256  
Monsieur de Salis,  
Chargé d'Affaires,  
Swiss Legation.

EC. - personally  
Ecan Sec.  
Should be added  
to explain  
EW

EX 27975  
JULY 25/1749B

V/1273  
JULY 25/2130E  
ROUTINE

RECEIVED  
AHEAD SIGNED/CITE FROM

ALCOH FOR PUBLIC WORKS AND UTILITIES

INFO: AELPS RAAC

RESTRICTED.

1. Minute 80 of Allied Force Local Resources (Italian) Board Electric Power Committee meeting dated 21 July refers.
2. Reference to lack of adequate transport not understood. Our T-11 dated 28 June informed you that the supply of 4000 trucks to the Italian Government, subject to availability, from theatre stocks had been approved. Your 200/56/TM.1 dated 3 July declined to accept them pending adjustment of the Pol supply and pointed out that existing road transport was operating far below capacity. Our T-2 dated 18 July offered the 4000 vehicles again.
3. In these circumstances this HQ cannot accept your statement that the limiting factor to speeding up interconnection of Southern and Central ITALY is lack of transport

4211

Return to  
Chief Commissioner

262  
ACTION : PUBLIC WORKS SO  
INFO : CHIEF COMMISSIONER  
ECOM SEC  
TM SO (2)  
COMMISSION SO  
FILE (2)  
FLOAT

~~RESTRICTED~~

25Ja

5805/12

467/12/Tn.3

25 July 1945

SUBJECT. Conference for imports into Switzerland.

TO. G-5, A.F.H.C.

1. On 29th and 30th June 1945 a conference was held at Berne, Switzerland, between representatives of Allied Force Headquarters, and Supreme Headquarters, Allied Expeditionary Force, and representatives of the Swiss Federal Council.

2. The subjects discussed were:-

- (a) Repatriation of displaced persons from and through Switzerland
- (b) Allied military movement through Switzerland
- (c) Resumption of Swiss import and export traffic through Italy and the ports of Genoa and Savona.

In addition, the Swiss authorities asked that urgent consideration be given by the Allies to the following points:-

- (a) The relaxation of the present ban on the movement of Swiss nationals by road and rail between Italy and Switzerland. The Swiss Government could not take the responsibility of admitting Allied military movement through Switzerland while the border remains closed for the passage of its own civilians
- (b) The resumption of direct postal facilities between Switzerland and Italy.

3. Brigadier A.T. de Rho Philipe, D.C.M.G. (Mov & Tn) represented A.F.H.C. at this conference.

423

255

See 26/12/47

785015

2

4. I understand that the question of resumption of essential imports into Switzerland through the ports of Genoa and Savona, thence by rail, has been raised by the Swiss Federal Council on the highest diplomatic level through the Foreign Office in London.

5. In order that satisfactory decisions may be reached on all questions, and as it is apparent that the decision must be a diplomatic one, it is requested that an early conference be called by you with diplomatic representatives of the Governments concerned. These representatives should be empowered to take final decisions at the proposed conference.

6. Will you please advise me of your decision in this matter.

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR,  
Chief Commissioner.

Copy to Pol Ad (Br)

133

255

**RESTRICTED**

JUL 25 RECD

1552  
JUL 24 1200BF/105A  
JUL 24 1845B  
ROUTINELOMBARDIA REGION ACTPT ADV FOR POLETTI SIGNED HARRIS  
ALCOM ROME ACTPT, INFO LOMBARDIA REGION FOR FITZGERALD

RESTRICTED.

1. Subject is ALCOM trucks.
2. LOMBARDIA desires to lease operation for vehicles to established firms. Present set up of truck pools not adapted to operation military vehicles without additional officers and personnel.
3. Concur in their recommendation. Please rush satisfactory contract adaptable all Regions.

Sir:

Mr. Grose has answered  
this saying, "Truck pools  
will be operated as before,  
no contracts will be  
written."

DISTACTION: Tn SC 2  
INFO: Chief Commissioner  
Egon See  
File 2  
Float~~RESTRICTED~~

2546

58051-10

# RESTRICTED

1550

JUL 24 1200B

7/1059

JUL 24 1845B

ROUTINE

LOMBARDIA REGION COMMERCE FOR POLETTI SIGNED CRUMP  
ALCOM ROME ACCOE

RESTRICTED.

Subject is tires and tubes.

1. Release up to the 15 July are automobile tires 1500 and tubes 1925. Of truck tires 7446 and tubes 8719. These released include those to EMILIA, LIGURIA, PIEMONTE, and VENEZIA.

2. Stock on hand 16 July in LOMBARDIA: Automobile tires PIRELLI 553 MICHELIN 161, and tubes PIRELLI 534, MICHELIN 183. Truck tires, PIRELLI 203, MICHELIN 12, and tubes PIRELLI 647, MICHELIN 43.

3. Small quantities of plantation rubber have just been found and a complete report will follow.

4. Due to an emergency on entering newly acquired territory authority for release were made in consultation with G-4 IV CORPS and the Director of Commerce Sub-Commission HQ. ALLIED COMMISSION to get trucks out on the road to move food and automobiles required by AMG.

4234

DIST

ACTION: Commerce SC  
INFO: Chief Commissioner  
Econ Sec  
File 2  
Float

~~RESTRICTED~~

254a

CC File

19 July 1945

Ref. AD/5145/12/Commerce

My dear Mr. Prime Minister,

On 20 March 1945 I found it necessary to write to Prime Minister Bonomi drawing his attention to the lack of effective control in Italian Government territory over the use of petrol and motor vehicles generally.

It is reported to me that the abuses to which reference was made have not been checked in spite of repeated instructions issued by the Ministry of the Interior to all Prefects insisting that severe police action must be taken. The situation to date is set out in the attached statement, to which I would like to draw your personal attention.

It is perfectly true, as claimed by the Ministry of Industry and Commerce, that a great proportion of the petrol used for irregular purposes originates from the black market and is illegally acquired from Allied stocks. This aspect of the matter is being presented to competent Allied authorities. It is equally true, however, that where there are no receivers there is no incentive to theft; the circulation of considerable numbers of unauthorized and unnecessary vehicles undoubtedly provides such an incentive in the case of petrol.

Owing to the continuance of the war in the Far East, the number of tankers which can be spared for bringing supplies to this Theater is strictly limited, and it will probably be necessary to cut down the number still further in the immediate future.

See 729

253

785015

- 2 -

This means it is essential that every drop of petrol which is brought in must be put to good and effective use. I should be glad, therefore, to have your personal assurance that no further time will be lost over instituting those measures of rigid control which alone can prevent serious wastage.

Yours very truly,

/s/ Ellery W. Stone

ELLERY W. STONE,  
Rear Admiral, USNR,  
Chief Commissioner.

Professor Ferruccio Parri,  
The President of the Council of Ministers,  
Italian Government,  
Rome.

Copies to:

Petsee AFHQ, KATC

Public Safety, S/C

Transportation S/C

253

MISUSE OF POL IN ITALIAN GOVERNMENT TERRITORY

1. Action to eliminate the misuse of POL first started as far back as April 1944 following a complaint made by the Commander in Chief, Allied Armies in Italy regarding the rapid extension of civilian motoring.
2. At that time a system of Civilian Petrol Rationing based on Circulation Permits issued to approved vehicles had been operating only for a short time and instructions were sent to all Regional Commissioners to institute Road Blocks in collaboration with Italian Police with a view to cutting out unauthorized circulation of vehicles. The measures it was desired to institute were made known to Italian Government through Public Safety Sub-commission and their cooperation requested.
3. Following the handing over to Italian administration of additional areas during ensuing months it became evident that the controls instituted were being freely evaded with the result that a steady Black Market in petrol had developed.
4. The situation was again drawn to the attention of the Italian Government at the beginning of November 1944, particular emphasis being laid on the excessive number of small trucks employed in unauthorized passenger traffic in Rome area. An assurance was received from the Ministry of Communications dated 6 November 1944 that steps were being taken to institute regular controlled passenger services following which decisive measures would be taken to eliminate pirate trucks.
5. Plans were in fact studied between Motor Transportation Division of Lazio Umbria Region and Home Comptrolments authorities acting under orders from Ministry of Communications, but progressed very slowly. On 29 January 1945 Ministry of Communications confirmed that preparations had reached the point where intensive police measures could and would be instituted commencing on February 10th.
6. No outward signs of such activity were noticed in the form of reduced traffic although it became evident from frequent articles in the Press that negotiations were still proceeding in the face of great hostility on the part of truck owners and that indefinite delay over the introduction of effective discipline might be expected.
7. Further letters were written to the Ministry of Interior through Public Safety Sub-commission, dated 12 and 28 March and 6 April, and to Prime Minister Bonomi, dated 28 March, under signature of the Chief Commissioner. In this correspondence the main theme was still the activities of passenger trucks in Rome but attention was also drawn to other abuses such as theatre traffic, trucks carrying passengers to Racing Meets Villa Glori, road motor racing contests, and deliberate breaking of the pipe lines between Naples and Rome.

2. At that time a system of Civilian Petrol Rationing based on Circulation Permits issued to approved vehicles had been operating only for a short time and instructions were sent to all Regional Commissioners to institute Road Blocks in collaboration with Italian Police with a view to cutting out unauthorized circulation of vehicles. The measures if it was desired to institute were made known to Italian Government through Public Safety Sub-commission and their cooperation requested.

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8. The only reaction appears to have been on paper. In his acknowledgment, dated 29 March, of the Chief Commissioner's letter Mr. Prime Minister Bonomi stated that orders had been given to the police to 'exercise the strictest surveillance to repress abuses' and circulars were indeed sent out to all Prefects by the Ministry of the Interior, dated 24 March and 7 April.

- 2 -

9. In spite of the above assurances there has been no evidence to date of any serious attempt to institute road blocks on any scale although it was confirmed by the Ministry of the Interior towards the middle of April that day and night pipe line patrols were being organized immediately by the Questura of Rome and Naples.

10. At the end of May, Commerce Sub-commission was approached by the Ministry of Industry and Commerce for a supplementary allocation of patrol to Naples Police for the purpose of organizing said patrols but by this time losses had reached such a point (estimated by Petsec at 9/10,000 barrels per month) that the pipe line had been taken out as the only possible remedy against further loss and was no longer operative.

11. Evidence of complete absence of effective control has continued to accumulate. The following is a statement sent by Ministry of Interior showing numbers of vehicles impounded during the months of April and May:

|          | <u>April</u> | <u>May</u> |
|----------|--------------|------------|
| Salerno  | 2            | -          |
| Castania | 9            | 8          |
| Bari     | -            | 2          |
| Florence | -            | 5          |
| Rome     | -            | <u>23</u>  |
|          | 11           | 43         |

These figures in respect of such an extended area speak for themselves.

12. As regards control over unauthorized passenger trucks in Rome, a copy of a letter written from Rome Prefecture to Ministry of Interior, dated 31 May, was passed to Commerce Sub-commission by Ministry of Industry and Commerce. The last paragraph of this letter reads as follows:-

(Translation)

"The Chief of the Rome Municipal Police informs me that, with the object of avoiding public disturbances, he has thought it opportune to suspend as from 31st May the measures in force for checking and controlling the said passenger services."

This decision apparently followed continued and active threats made by truck owners whom it was not proposed to license for passenger traffic to sabotage those vehicles which were so licensed.

13. During the month of April, a series of road checks on the activities of trucks running under official control of R.M.C. were carried out by officers from Transportation Sub-commission. Twenty-nine cases of serious abuse were noted during a period of three days and brought to the attention of the Min-

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|----------|-------|-----|
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| Catania  | 9     | 8   |
| Bari     | -     | 2   |
| Florence | -     | 5   |
| Rome     | -     | 20  |
|          | 11    | 43  |

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This decision apparently followed continued and active threats made by truck owners whom it was not proposed to license for passenger traffic to sabotage those vehicles which were so licensed.

13. During the month of April, a series of road checks on the activities of trucks running under official control of IMAC were carried out by officers from Transportation Sub-commission. Twenty-nine cases of serious abuses were noted during a period of three days and brought to the attention of the Ministry of Communications (responsible for IMAC) by Transportation Sub-commission with a request that severe action be taken against the offenders. It is understood that prosecutions have been instituted in some cases but that judgment has not been given owing to long legal delays. Transportation Sub-commission are still pressing for a final report on all cases.

14. During the month of May, approval was given to an Italian Government proposal to prolong the validity of circulation permits from 4 to 6 months in order to allow local authorities ample time in which to carry out thorough screening operations. It has always been contended by the Italian Government in this connection that the original 4-month period of validity did not allow

- 3 -

time for satisfactory screening and that this explained to a great extent the excessive circulation of private vehicles. A circular to all issuing offices was sent out by Ministry of Industry and Commerce, dated 1 June 1945 (Circular No. 53) and this contained specific instructions that the number of permits issued must be reduced. This warning was inserted as worded by Commerce Sub-commission and, when approving the change, it was made clear to the Ministry of Industry and Commerce that its continuance was dependent on results achieved in the field of elimination of abuse. (AC 5067 of 7 May 1945).

15. Since the beginning of May further letters written to the Italian Government dealing with abuses include the following:

- a) 7 May 45 - Public Safety Sub-commission to Ministry of Interior citing further cases of trucks transporting passengers to trotting races.
- b) 11 May 45 - AC 5146/12 to Ministry Industry and Commerce suggesting that it may be necessary to consider reducing the bulk allocation if action is not taken. An extract from "Il Globo", dated 21 April 45, giving a full account of FOI Black Market procedure was attached to this letter.
- c) 21 June 1945 - Commerce Sub-commission to Ministry of Industry and Commerce citing a case of a truck stopped on Highway 2 between Florence and Rome. The driver claimed to be returning from Florence to Rome from an official haul on behalf of ENAC but could produce no documents to substantiate his statement neither could he explain why his truck was fitted with wall-built seats and loaded to capacity with wall-dressed Italian civilians.
- d) 29 June 45 - Commerce Sub-commission to Ministry of Industry and Commerce replying to a request for an increased allocation for June. This letter resumed the whole situation to date and drew attention to further abuse in the form of trucks and private cars running to the sea-shore in the evenings and on Sundays and also to the great increase in inter-provincial private traffic. Reference was also made to the necessity for revising the priorities system with a view to making possible the allocation of greater supplies to distributive services than heretofore. Copies of this letter were transmitted to Ministry of Interior and Ministry of Communications through Public Safety Sub-commission and Transportation Sub-commission respectively.
- e) 6 July 45 - Commerce Sub-commission to Ministry of Industry and Commerce asking for information regarding authority for institution of long distance bus services from Florence and Rome-Milan and

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- b) 11 May 45 - 10/1146/12 to Ministry Industry and Commerce suggesting that it may be necessary to consider reducing the bulk allocation if action is not taken. An extract from "Il Globo", dated 21 April 45, giving a full account of FOL Black Market procedure was attached to this letter.
- c) 21 June 1945 - Commerce Sub-commission to Ministry of Industry and Commerce citing a case of a truck stopped on Highway 2 between Florence and Rome. The driver claimed to be returning from Florence to Rome from an official haul on behalf of RMAC but could produce no documents to substantiate his statement neither could he explain why his truck was fitted with self-built seats and loaded to capacity with well-dressed Italian civilians.
- d) 29 June 45 - Commerce Sub-commission to Ministry of Industry and Commerce replying to a request for an increased allocation for June. This letter resumed the whole situation to date and drew attention to further abuse in the form of trucks and private cars running to the sea-shore in the evenings and on Sundays and also to the great increase in inter-provincial private traffic. Reference was also made to the necessity for revising the priorities system with a view to making possible the allocation of greater supplies to distributive services than heretofore. Copies of this letter were transmitted to Ministry of Interior and Ministry of Communications through Public Safety Sub-commission and Transportation Sub-commission respectively.
- e) 6 July 45 - Commerce Sub-commission to Ministry of Industry and Commerce asking for information regarding authority for institution of long distance bus services Rome-Florence and Rome-Milan and source of FOL supplies. It was pointed out that 3 large buses were seen by an AC officer entering Florence in convoy well fully loaded with civilian passengers.

16. During this same period, a further circular has been sent by the Ministry of Interior, dated 11 May, to all Prefects again insisting that severe police control be instituted and a similar circular, dated 14 May, to all Rome police forces by the Rome Quersere. The effect of the latter is

- 4 -

seen in the quotation set out in para 12. In both circulaire specific orders are given that cars will not circulate on Sundays and public holidays for pleasure purposes. It is sufficient to go to any beach or any pleasure resort on any Sunday to see how this order is enforced.

17. During the whole of the period covered by the above report, the representatives of the Ministry of Industry and Commerce - Liquid Fuels Division - have been kept well informed by Commerce Sub-commission regarding all developments and have displayed willingness to cooperate whenever it has been necessary to call on them to make special arrangements for petrol supplies to special services in which AG have been interested. It is felt, however, that their efforts to allocate, to the best advantage, the bulk supplies made available to the Italian Government are being seriously impeded by the complete absence of effective police control over circulation. Even if improved screening is achieved as a result of the action set out under para 14, full results in the form of reduced and better regulated traffic can only be expected following the removal from circulation by police action of those vehicles now known to be circulating illegally and unnecessarily.

RESTRICTEDRESTRICTED

A M G VENEZIA REGION INFO G-FIVE AFHQ CMA G-FIVE FIFTEEN  
 ARMY GROUP CMA SCAG FIVE ARMY CMA SCAG FOURTH CORPS

2068

18 JULY 1945

P R I O R I T Y

RESTRICTED PD

PARA ONE PD REFERENCE MEETING AT FIVE ARMY TPTN SECTION ELEVEN  
 JULY ON ALCON TPT REQUIREMENTS IN PHASE TWO AND REDEPLOYMENT OF  
 ALCON TRUCKS IN REGIONS PD

PARA TWO TO A-M G VENEZIA REGION FOR REGIONAL TRANSPORTATION OFFICER  
INFO GEORGE DASH FIVE AFHQ CMA GEORGE DASH FIVE CMA ONE FIVE ARMY  
GROUP CMA SCAG FIVE ARMY CMA SCAG FOURTH CORPS FROM ALCON  
HEADQUARTERS CITE ACTPT PARUS

PARA TWO PD COMMENCING FIVE AUGUST ALCON MILITARY TPT UNITS WILL  
 BE DISBANDED AND TRUCKS ALLOTTED TO REGIONS FOR ORGANIZATION IN AAC  
 TRUCK POOLS AS FOLLOWS PD LIGURIA TWO HUNDRED THIRTY CMA FIEDEMONT  
 TWO HUNDRED THIRTY CMA LOMBARDIA ONE HUNDRED CMA VENEZIA THREE  
 HUNDRED EIGHTY AND EMILIA THREE HUNDRED TWENTY PD THESE NUMBERS  
 INCLUDE ONE HUNDRED FIFTY EACH TO LIGURIA AND VENEZIA REGIONS AND  
 ONE HUNDRED FORTY TO EMILIA REGION WHICH WILL ARRIVE ON DATES GIVEN  
 IN OUR ALCON SLANT AIRS GEORGE SLANT TWO HUNDRED SLANT ONE THREE  
 DATED FIVE JULY PD

423 PARA THREE PD REFERENCE SIGNAL FOUR HUNDRED SIXTY ONE DATED TWO  
 THREE JUNE PD OF ABOVE TOTALS ALLOTTED TO EACH REGION TRUCKS ARE  
 TO BE AT DISPOSAL DOG PD PETER PD AND ROGER PD SUBCOMMISSION

TRANSPORTATION SUBCOM/

ROADS DIVISION

556

257

2068

18 JULY 1945

2

FOR MOVEMENT OF REFUGEES IN NUMBERS AND AT LOCATIONS AS FOLLOWS PD  
GENOA THIRTY CMA TORIN THIRTY CMA MILAN SIXTY CMA VENEZIA ONE HUNDRED  
THIRTY CMA PADUA SIXTY AND BOLOGNA ONE HUNDRED TWENTY PD  
PARA FOUR PD REPORT SOONEST PLANNED LOCATIONS OF TRUCK POOLS AND  
NUMBER OF TRUCKS IN EACH TO ABSORB BALANCE OF TRUCKS ALLOTTED TO  
YOUR REGION AFTER PROVIDING TRUCKS FOR REFUGEES GIVEN IN PARA THREE  
PD STATE LOCATION AND ADDRESS IN EACH CASE TO WHICH CONVOYS WILL  
REPORT AND NAME OF OFFICER WHO WILL SIGN SHIPPING TICKETS PD THIS  
INFORMATION URGENTLY REQUIRED PD  
PARA FIVE PD EMPHASIZED THAT TRUCKS TO BE ALLOTTED FOR REFUGEES  
WILL BE PROVIDED FROM APO POOLS DAILY NOT REPEAT NOT HANDED OVER  
TO DGC PD AND PETER PD AND ROGER PD SUBCOMMISSION STAFF PD

423 COPY TO PBT/SEC/AFHQ NAAC  
ECONOMIC SECTION  
COMMERCE S/C (POL SEC.)  
TECH S/C (THREE)  
TRUCK OPERATING GROUP

TRANSPORTATION SUBCOM/

ROADS DIVISION

NICHOLAS PIGMBING  
CWO USA  
ADJUT/ ASSIST/

266

252

A M G LIGURIA, PIEDMONT, LOMBARDIA, EMILIA REGIONS INFO AFHQ FOR G-FIVE  
G-FIVE FIFTEEN ARMY GROUP, SCAO FIVE ARMY, SCAO FOUR CORPS

1996

17 JULY 1946

P R I O R I T Y

R E S T R I C T E D

PARA ONE PD REFERENCE MEETING AT FIVE ARMY TPT SECTION ELEVEN JULY ON ALCOM  
TPT REQUIREMENTS IN PHASE TWO AND REEMPLOYMENT OF ALCOM TRUCKS IN REGIONS PD  
PARA TO AMG LIGURIA, PIEDMONT, LOMBARDIA, EMILIA REGIONS FOR REGIONAL TPTN  
OFFICERS INFO AFHQ FOR G-FIVE, G-FIVE FIFTEEN ARMY GROUP, SCAO FIVE ARMY, SCAO  
FOUR CORPS FROM ALCOM HEADQUARTERS CITE ACTPT PARA

PARA TWO PD COMMENCING FIVE AUGUST ALL MILITARY TPT UNITS WILL BE DISBANDED AND  
TRUCKS ALLOTTED TO REGIONS FOR ORGANIZATION IN AMG TRUCK POOLS AS FOLLOWS PD  
LIGURIA TWO HUNDRED THIRTY, PIEDMONT TWO HUNDRED THIRTY CMA LOMBARDIA ONE HUNDRED CMA  
VENEZIA THREE HUNDRED EIGHTY AND EMILIA THREE HUNDRED TWENTY PD THESE NUMBERS INCLUDE  
ONE HUNDRED FIFTY EACH TO LIGURIA AND VENEZIA REGIONS AND ONE HUNDRED FORTY TO EMILIA  
REGION WHICH WILL ARRIVE ON DATES GIVEN IN OUR AC SLANT MC SLANT TWO HUNDRED SLANT  
THIRTEEN DATED FIVE JULY PD

PARA THREE PD REFERENCE SIGNAL FOUR HUNDRED SIXTY ONE DATED TWENTY THREE JUNE PD  
OF ABOVE TOTALS ALLOTTED TO EACH REGION TRUCKS ARE TO BE AT DISPOSAL D PD P PD AND  
R PD SUB-COMMISSION FOR MOVEMENT OF REFUGEES IN NUMBERS AND AT LOCATIONS AS FOLLOWS PD  
GENOA THIRTY CMA TURIN THIRTY CMA MILAN SIXTY CMA VERONA ONE HUNDRED TWENTY CMA PADUA  
SIXTY CMA BOLOGNA ONE HUNDRED TWENTY PD

556

TRANSPORTATION SUB-COMM/  
ROADS DIVISION

251

5

FA 21751

JULY 131136

3/9493  
JULY 131530  
ROUTINE

AFM, BRUNEI CG MPOUA CITY MASHI

5TH ARMY PENTAGON INFO PENINSULA, ALCON, AAFSC/ATC

CONFIDENTIAL.

Planning to transfer to USRA and ALLIED COMMISSION vehicles access to theater needs which are uneconomically repairable to combat serviceable condition for redeployment purposes but which are or can be made suitable for training, local haul, administrative or similar purposes. Exclusive of Sedans this covers all passenger and cargo carrying general purpose vehicles not listed as critical in SP 38-1-9. Quantities involved on main types follow:

| Item                          | July | August | September |
|-------------------------------|------|--------|-----------|
| Ambulance 3/4 ton             | 56   | 8      | 8         |
| Truck 1/4 ton                 | 746  | 129    | 38        |
| Truck 2-1/2 ton cargo         | 1420 | 426    | 157       |
| Truck 3/4 ton weapons carrier | 1320 | 15     | 122       |
| Trailer 1 ton cargo           | 1500 | 208    | 240       |
| Truck 10 ton 6x6 golo         | 9    | 10     | -         |

All trucks, 1-1/2 ton, 4x4, are in first priority for release. They should be segregated as soon as possible without prejudice to military requirements using other vehicles as substitutes where authorization for 1-1/2 ton exists. Quantities of vehicles used as substitutes may be deducted from totals shown above.

War Department classifications are (1) excellent, (2) good, (3) fair, (4) poor. Categories listed below. Generally only fair and poor apply for contemplated transfers as indicated.

1-3, used-reconditioned, fair; 2-4, used-reconditioned, poor; 0-3, used usable without repair, fair; 0-4, used usable without repair, poor; B-3 usable, fair; B-4 unusable, poor; 1, of no further value for use as originally intended but

5-808/1-1

250h

Figure 2

of possible value other than as scrap.

INFO-ACTION: ESH SEC  
INFO: CHIEF COMMISSIONER  
ECON SEC  
FM SEC  
G-6 (A)  
FIELD  
FOAT

422

250 h

# RESTRICTED

FX 21394  
JUL 121611BE/9404  
JUL 122135B  
ROUTINEAFHQ SIGNED CG MTOUSA CITE MAGDS  
CG PBS, INFO ALC OM, 5TH ARMY, A.B.C. RAAC, PENSOUTH

RESTRICTED.

Transfer of vehicles to ALCOM/Italian Government is subject. Reference PBS 8347 of 11 July.

Charges for vehicles transferred to ALCOM for Italian Government will cover all vehicles delivered. The condition of the vehicle at the time of the original delivery will determine the sale price. Coordinate price with ordnance MTOUSA. Credit for vehicles salvaged will only be granted for vehicles turned in to USA depots. The credits for salvaged vehicles will be based on the condition of the vehicle at time it is turned in. No further vehicles will be accepted for salvage. If ALCOM does not forward signed shipping tickets promptly, the original tally out may be considered as the basis for the charge to be submitted to the Chief Accountant ALCOM.

For 5TH ARMY, RCMR AREA and A.B.C. PL ALC OM vehicles will no longer be accepted as salvage.

DIST

ACTION: Tn SC 2  
INFO: Chief Commissioner  
Econ Sec  
File 2  
Float~~RESTRICTED~~

CONFIDENTIAL

PERBASE 8347  
JULY 11/1947

8/7306  
JULY 12/0900P  
PRIORITY

PERBASE CITE HPORP HPORP

HPORP

INFO: ALCON FOR TAYLOR

CONFIDENTIAL.

subject is transfer of vehicles to Italian Government and ALCON. References are;

- (1) letter, HPORP, file AG451/712 D-O, dated 15 May 1945,
- (2) letter, HPORP, file AG 451/162 D-O, 451 dated 23 May 1945
- (3) letter, this Headquarters, file AG451, dated 3 July 1945.

For third reference, HPORP was requested to take action re failure of ALCON to return signed shipping tickets covering transfer of vehicles up to 2 June 1945. Imperative that shipping tickets be returned for following reasons;

- (1) in order to clear PERBASE vehicle records.
- (2) informally understood that additional trucks are being salvaged which will cause a change in original credit shipping tickets.

(3) Italian Government will have had free use vehicles referred to in 2 above since credit must be given for all vehicles salvaged up to date of transfer. Request this headquarters be advised as to action taken regarding third reference above

See 250a  
INFO-ACTION :  
INFO :

LIST  
TO SC (2)  
CHIEF COMMISSIONER  
ECCH 40  
FILE (2)  
FLOAT

HEADQUARTERS  
JUL 12 1945

CONFIDENTIAL

250

250a  
JL

CC 1051

JUL 16 1945

J.O. to CC 5695

CC 5805

1st Ind.

RE ALLIED COMMISSION, OFFICE OF CHIEF COMMISSIONER, APO 394  
9 JULY 1945.

TO: G-5 AFHQ, APO 512, U. S. Army.  
(Attn: Major SEAGRAVE)

1. The delay in submission of the report you requested by telephone, was occasioned by the fact that Colonel FISKE, almost immediately upon return from the trip in question, was sent again to the North. He has just now returned and the report in question can be given.

2. Accordingly it is reported that the delay was occasioned by mechanical failure of the aircraft, necessitating revision of schedules, and alternative means of transport for trip in outlying areas. Difficulties of communication, and uncertainty as to when the aircraft would again be available, resulted in some additional delay beyond the net time required for mechanical repairs.

For the Chief Commissioner:

*L. W. Stearns*  
L. W. STEARNS

Major, AGD  
SC to CC

G-5: 581

2nd Ind.

NPS/irf

ALLIED FORCE HEADQUARTERS, G-5 Section, APO 512, 13 July 1945.

TO: Headquarters, Allied Commission  
(Attn: Major Stearns)  
APO 394.

1. Reference basic correspondence and 1st Ind., correct procedure would have been immediate notification to this Headquarters of the difficulties encountered in order that another Special Plane might have been substituted in order to meet the schedule.

2. Under the circumstances, it is not clear that a Special Plane was in fact justified.

425

*Norman P. Seagrave*  
NORMAN P. SEAGRAVE,  
Major, G.S.C.  
Executive Officer

249

~~CONFIDENTIAL~~S.O.T. Chief  
Commissioner

159

H969

ALLIED FORCES HEADQUARTERS

G-5 Section

APO 512

JUL 8 1945

CC 1730

6 July 1945

G-5: 581

SUBJECT: Delay in return of Special Plane.

TO : Chief Commissioner, Allied Commission, APO 394.  
(Attn: Major STEPHENS).

1. The special plane allotted to Mr. HOPKINSON and Colonel FLEMING on 20 June for a period of 3 days was not returned on the day specified, nor for 3 days thereafter.
2. It is understood that the plane was out of order for 2 days, and thus holding it an equivalent time to complete the mission was justified.
3. The Office of the Chief of Staff has requested a report stating the reasons for the retention of the plane beyond the net period of 3 days.
4. This office asked for the submission of such a report by telephone calls on or about 27 June and 2 July. It is now requested that a statement be submitted without delay.

8 JUL 1945

*John W. R. Steffen*  
CHARLES E. STEFFEN Major, USA  
Brigadier General, G-5.  
Assistant Chief of Staff, G-5.

422

~~CONFIDENTIAL~~

2 copies made

MILAN OFFICE  
ALLIED COMMISSION  
APO 394

JUL 21 1945

19 July 1945

Memo

To : Headquarters, Allied Commission  
(Attn: Major Stearns)

I take very definite exception to the statement contained in Paragraph 2, 2nd Indorsement, and submit that there is nothing in this report, or in any of the facts in connection with the use of this airplane which would in any way justify this statement.

7

NORMAN E. FISKE  
Colonel  
Deputy Executive Commissioner

I am sure Mr. Hopkinson would  
also make this statement.

File:  
422? Maj Seagrave indicated he  
did not expect any reply.

(249)

5805/11

EWS/hjp  
7 July 1945

SUBJECT: Italian Military Vehicles

TO : Land Forces Sub-Commission, Nq., A.C.

I am informed that Colonel Kerr has made an agreement with the Economic Section that the Transportation Sub-Commission would have local civil contractors return Italian military vehicles in their possession to the Italian War Ministry. In furtherance of this agreement, the War Ministry was instructed by MMIA not to repossess these vehicles directly but to await action by the Transportation Sub-Commission. To expedite their return, you may advise the War Ministry that they are at liberty to repossess these vehicles as directed by AFHQ Circular #5, 1945.

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissionercc: Ex Comm  
Econ Sec

422

248

Sam to LWS

5805/1-11

468/8/Tn 3

6 July 1945

My dear Mr. Prime Minister:

I should like to invite your attention to the following points in connection with the Italian transport systems and the traffic they carry.

As the demand for transport exceeds the supply, the Allied Commission have organizations, first, for deciding the priority of the various commodities, and secondly, for seeing that those traffics given priority are carried by the best means -- rail, road or sea. In practice, both functions are carried out by the Transportation Subcommittee, which is part of the Economic Section of the Allied Commission.

It is felt that the Italian Government should be prepared to take on these two duties and that they should keep up the control referred to until such time as the supply of transport in Italy equals the demand: unless such control is exercised there is always the danger of essential foodstuffs being neglected for more profitable goods: this, in turn, would tend to cause unrest among the people. The actual date when the responsibility passes from the Allied Commission to the Italian Government will have to be decided by the Supreme Allied Commander in this Theater.

I will not trouble you with details at this stage, but suggest that when you have considered the principles involved you should nominate a suitable official for further discussion with the Economic Section of the Allied Commission.

Yours very truly,

W. L. Stone  
MILERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

4233  
Professor Ferruccio Parri  
The President of the Council of Ministers  
Italian Government  
Rome

247

5805/CC

**CONFIDENTIAL**FX 18043  
JUL 052254BN/8316  
JUL 060845B  
PRIORITY

AMHQ SIGNED CG MPOUSA CITE RAGD

ALCOM HOME, PENNSA, 5TH ARMY, AF/MTG, AFSC/MTG, AIRLATIO BASE CORRAL, 15TH ARMY GROUP

CONFIDENTIAL.

Effective 15 July 1945, all addressees, if affected, except 5TH ARMY, are relieved of motor maintenance responsibilities to the AC/AMS and all Allied relief agencies and missions except the American Red Cross. HEADQUARTERS ALLIED COMMISSION must assume full maintenance and supply responsibility. reference letter, AMHQ, dated 13 May 1945, file AG 537/177 GDS-O, subject: Organization of truck transport and maintenance group (AG). ALLIED COMMISSION must be prepared to expand maintenance to include NORTHERN ITALY when 5TH ARMY leaves that area.

DIST

ACTION: Truck Op Gp  
INFO: Chief Commissioner  
Econ Sec  
Est Sec  
Tn S/C 2  
File 2  
Float

4214 L

**CONFIDENTIAL**

246

58057/22

RESTRICTED

F 17984  
JULY 4/1933RE/8113  
JULY 5/08308  
ROUTINE, AFTER SIGNED SACRED CITY INGER  
ALCOH ROBE

RESTRICTED.

Trucks Civil Affairs. LAC 1222 refers. Following is paraphrase CAL 1428.  
Approval given for recipient government to be charged for value of trucks  
at the time such trucks were placed in Civil Affairs use, together with maintenance  
charges prior to transfer of title or ownership. Charges are not to be made on  
bases of value of trucks at time of transfer of title or ownership, if such trucks  
have previously been employed for Civil Affairs use.

LEAF

ACTION : REQUISITION DIV

INFO : CHIEF COMMISSIONER  
ROOM SEC  
FILE (2)  
FLOAT

4214

245

RESTRICTED

5805/11

RESTRICTEDALLIED FORCE HEADQUARTERS  
APO 512

JUL 1 1945

RHF/cwm

*Chief Commissioner*

1 July 1945

AG 091.6/209 GAP-O

SUBJECT: Transportation of Italian Service Personnel

TO : All Concerned

1. Owing to shortage of transport the greatest difficulty is being found in moving Italian Army personnel when proceeding on leave, duty or demobilization. Moreover British and American drivers are often unwilling to give lifts to Italian Army personnel, so that the difficulty of their reaching their homes and returning on time to their units is considerable. Lack of leave is the main cause of absence in the Italian Army.

2. In view of the fact that a considerable amount of Allied transport is constantly moving empty, it is considered that Italian personnel could be moved by local arrangements with Allied commanding officers.

3. It is requested, therefore, that you instruct unit commanders that they should, if approached by Italian commanding officers, give every assistance to facilitating the movement of properly authorized Italian Army personnel, when such assistance will not interfere with the mission of the transportation concerned.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

/s/ C. W. Christenberry  
C. W. CHRISTENBERRY  
Colonel, AGD  
Adjutant General

Reproduced by Hq 2675th Regt,  
ALCCM (Ovhd), APO 394, 10 Jul 45.

IXOA

(1 Jul 45)

1st Ind  
HEADQUARTERS, ALLIED COMMISSION, OFFICE OF THE VICE-PRESIDENT, ESTABLISHMENT  
SECTION, APO 394, U. S. Army, 10 July 1945.

TO: All Regional Commissioners, SCAO's AMG 5th & 8th Armies, ALCCM Liaison  
Officers, Commissioners Naples, Ancona & Livorno Communes.

421 For your information, guidance, and compliance whenever possible.

BY COMMAND OF REAR ADMIRAL STONE:

*C. M. Parkin*

C. M. PARKIN  
Colonel, Infantry  
Actg Vice-President

RESTRICTED

244a

F15374  
JUN 30 1892B

CONFIDENTIAL

E/7590  
JUN 01 0830B  
ROUTINEARMY SIGNED SACRED CITE PHOEB  
ALCOM ROBE*Return to cc's office*

CONFIDENTIAL.

## Railway services.

1. It has been recommended that MRS Control operation of Italian railway services be discontinued 15 September and that railway operations and equipment maintenance on American L of C be turned over to Italian state railway sufficiently in advance to conform redeployment MRS units.
2. It is proposed that concurrent with closing out MRS command, supervision over civilian operation become function ALLIED COMMISSION.
3. Tentative program redeployment U S steam and diesel locomotives and railway cars construction. Proposed by MRS that all equipment be applied against outstanding ALLIED COMMISSION requisition.
4. Request comment.

DISTACTION: Econ Sec 2  
INFO: Chief Commissioner  
Ex Commissioner 2  
Tn S/C 2  
File 2  
Float

4215

244

CONFIDENTIAL

5805/100

467/4/Tn.3

3 July 1945

Dear Monsieur de Salis.

I have before me your memorandum dated 21st June 1945, concerning the use of ports in Northern Italy for the importation of foodstuffs and materials into Switzerland.

This matter has already been discussed between A.F.H.O. and this Headquarters. You will be interested to learn that the whole question was being examined at a meeting between representatives of A.F.H.O. and the Swiss Government at a conference in Bern on 28th June 1945. The result of this conference is not yet known.

Very truly yours

Copy to Pol Ad (Br)

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

421

Monsieur de Salis,  
Chargé d'Affaires,  
Swiss Legation.

243

5805100

RESTRICTED

OAS/649  
JULY 021325BE/7773  
JULY 021730B  
ROUTINE

15TH ARMY GRP  
AMG EMILIA, AMG LIGURIA, AMG PIEDMONT, LOMBARDIA, AMG VENEZIA,  
AMG XIII CORPS (ALL FOR TPTN OFFICERS, INFO: ALCOM FOR ACTPT, AMG  
5TH ARMY, AMG 8TH ARMY, AMG LOMBARDIA REGION FOR TALBOT.

RESTRICTED.

1. ALCOM signal NR 739 refers.
2. Please repeat information G5 these Headquarters.
3. Transportation officers will hold themselves in readiness to attend conference regarding redeployment ALCOM vehicles. All data concerning local movements and future commitments including movement refugees should be collected. Time and place of meeting will be determined later.

4. For XIII CORPS ALCOM wire asked for total effective lift civilian trucks by Provinces, is lift sufficient to meet disease and unrest program, if not what part could be met by civilian trucks and are civilian trucks available for continuous employment.

DIST

INFO-ACTION - TN SC 2  
INFO - CHIEF COMMISSIONER  
ECOM 3 EC  
DISPER  
CAS  
FILE 2  
FLOAT

421

241a

**RESTRICTED**

CAS/622

JUNE 18/1930B

E/5597

JUNE 18/1930B

ROUTINE

HQ 15TH ARMY GROUP

ACTION: AMO FIVE ARMY, AMO EIGHTH ARMY, AMO XIII CORPS  
COMMISSIONERS LIGURIA, PIEMONTE, LOMBARDIA, VENEZIA, EMILIA, ALCOM

INFO: REGIONAL

**RESTRICTED.**

1. Subject is highway tariff rates.
2. Pursuant to article 3, General Order 42 the schedule attached thereto is being changed to agree with Appendix A, table of rates issued by ENAC.
3. Issue of new schedule will be made direct to all addressees by ALCOM.
4. Please direct all concerned to post General Order 42 with its new schedule of rates immediately upon receipt and vigorously prosecute any infractions

DIST

INFO-ACTION : TM SC (2)

INFO : CHIEF COMMISSIONER  
ECOM SEC  
CA SEC  
FILE (2)  
FLOAT

421

**RESTRICTED**

## RESTRICTED

FX 93332  
JUNE 150001

R/5030  
JUNE 151030  
ROUTINE

AFHQ SIGNED ALEXANDER CITE FHGEG  
ALL LAG ADDRESSES INFO ALGOM ROME

RESTRICTED.

This is LAG 1209. Ref LAG airgram 108.

Original 550 US vehicles have now been operating for 1 year, as a result of which approximately 200 of them are beyond repair or have been salvaged without replacement. Transport Group AG is accordingly well below operating strength demanded by civil commitment in north ITALY.

2. 200 trucks 2½ ton, 6 x 6 cargo, (Class B) have been sent to ALGOM from US theatre stocks to enable them to meet this commitment.

3. Request authority to sell 200 US 6D 2½ ton trucks to Italian Government in accord with CAL 1329. Replacement is not required.

4. This lift is included in LAG 1207, para 1 A (2).

5. Vehicles beyond repair from the original 550 ex British stocks have already been replaced.

DIST

INFO-ACTION - TN 3/C 2  
INFO - CHIEF COMMISSIONER  
ECOM SEC  
REQ BR  
FILE 2  
PLCAT

RESTRICTED

421

240

5-8 051

**SECRET**FX 91949  
JUN 12 1735BE/4612  
JUN 13 1410  
ROUTINEAPHQ SIGNED ALEXANDER CITE PRGEO  
ACTION ALL LAC REFERRED TO FOR INFO: ALCOM ROME.**SECRET.**

This is LAC 1207.

Civil Affairs truck requirements, ITALY. CAL 1308 and CAL 1336  
refer.

1. Tonnage lift requirement, above existing approvals:
  - A. Central and southern ITALY and Islands.
    1. 10000 tons as stated category "A" requirement now being discussed WASHINGTON. This subject to reductions for lift estimated for industries and activities changed to Category "B" by APHQ and CCAC.
    2. 1000 tons as replace vehicles salvaged from original 1100 vehicles transferred from USA/UK stocks. (CAL 1336 refers).
    3. Northwest ITALY. Present estimated requirements nil. Believe existing approvals sufficient.
    4. Northeast ITALY. 3000 tons, (subject to readjustment on completion survey).
  - B. Total 24000 tons.
2. Use of captured enemy vehicles and economically unrepairable Allied vehicles not considered in foregoing estimates. Information will be reported as soon as available. Present information indicates captured enemy vehicles will not exceed German forces own maintenance needs.
3. Statement in CAL 1336 ref USA Military responsibility not clearly understood.

421

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~~SECRET~~

5805/c

**SECRET**

Foregoing requirement is combined USA/UK responsibility. Assume procurement will be allocated by CG/8.

4. Answers to CAL 1136 follow:

A. Total estimated lift requirement is 37187 tons, subject to reduction in para 1 A (1) plus 325 jeeps and 400 motor cycles. (Responsibility undetermined, see para 3). See however para 5 for manner in which lift calculated.

B. Total lift already imported or made available: From USA sources, read in 2 columns:

| UNITS                                                                                        | ESTIMATED ACTUAL LIFT IN TONS |
|----------------------------------------------------------------------------------------------|-------------------------------|
| 20 - 1 1/2 ton trucks from Turkish stockpile AIDAST                                          | 450                           |
| 550 each 2 1/2 ton 6 x 6 trucks (Approved for sale to Italian Government) 350 now operable ) | 2062                          |
| 1700 each trucks 1 1/2 tons approved in CAL 954 (29 still being delivered )                  | 1835                          |
| 235 each truck 1/4 ton                                                                       | 211                           |

Total ex USA sources, 5337. From UK sources.

|                                                                                   |      |
|-----------------------------------------------------------------------------------|------|
| 550 each lorries 3 ton (approved for sale to Italian Government 350 now operable) | 1650 |
|-----------------------------------------------------------------------------------|------|

Total ex USA and UK stocks, 7987.

42 C. Total approved but not fully delivered: From USA

| UNITS                                                                     | ESTIMATED ACTUAL LIFT IN TONS |
|---------------------------------------------------------------------------|-------------------------------|
| 1100 each truck 1 1/2 ton reconditioned (576 already delivered)           | 2475                          |
| <del>260 each trucks 1 1/2 ton reconditioned</del>                        | <del>2600</del>               |
| <del>500 each truck 1 1/2 ton reconditioned (507 already delivered)</del> | <del>2475</del>               |

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**SECRET**

Page 3

**SECRET**UNITSESTIMATED ACTUAL LIFT IN TONS

|                                   |      |
|-----------------------------------|------|
| 260 each trucks 10 ton secondhand | 2600 |
| 500 each trucks 1 1/2 ton new     | 1125 |
| 200 each motor cycles             | NIL  |

Total 3700. All above on approved shipping programme, MTCUSA, Italian Area, Part 1 - 6, Page 1.

## B. Not covered by CCAC approval:

1. 24000 tons lift, as limited para 1 A. (1) and 1 C plus 30 control vehicles and 100 motorcycles.

2. Vehicles have been requested for 20000 tons of this lift, 50% (3) in 1 to 4 ton and 50% in 5 to 7 ton vehicles. 1 1/2 to 3 ton vehicles in the theatre considered suitable for most of this requirement. There will be quantities of still useable vehicles, both USA and British, in theater. Questionable how far economical to repair many of them to meet operational needs in view their condition. Considered unjustifiable import new or rebuilt equipment with this source at hand. Recommended that maximum use be made of vehicles not economically repairable for military service to meet civil requirements under both Category "A" and "B" rehabilitation programmes. This will necessitate provision of spare parts in adequate quantity. Should be possible for Italian Industry to rebuild these vehicles and to produce many of the spare parts. It may be necessary to consider importing spare parts to extent to which cannot be made available by cannibalisation or (for lack of fuel or similar causes) products by industry, but even this more economical than importing new vehicles; and such demands for spare parts would only be made after all local facilities investigated and tried.

5. Reference paras 4 B and C above, it is pointed out however that in calculating these actual estimated lifts a factor of 1.5 has been used for USA 1 1/2 and 2 and 3 ton trucks. Previous demands and approvals

138  
L

PAGE 4**SECRET**

based on rated capacity. Lift of USA 10 tons and British 3 ton trucks calculated at actual rated capacity.

DISC

INFO - COM - MR G/S 2

INFO - CHIEF COMMISSIONER

ECON SEC

HQA BR

FILE 2

FLOAT

4201

(38)

~~SECRET~~

## HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

JUN 8 1945

Ref: AG/362/7/TH.5

7 June 1945.

SUBJECT: Truck Transfer, Tripolitania to Italy.

TO : Headquarters,  
British Military Administration,  
Tripolitania, M.E.F.

Reference your 45/B/30 of 18 April 1945.

1. The Transportation Sub-Commission of this Headquarters which arranged the transfer of the vehicles to which you refer has no knowledge of the proposed trade arrangements you mention.
2. In view of the fact that we have very many vehicles standing idle here for lack of spares it is not possible to inaugurate an export programme of spare parts until Italian production can satisfy local requirements.
3. As regards your paragraph 3, attached is copy of a memorandum from our Legal Sub-Commission indicating points that require clarification. May we have your comments.
4. Before any firm agreement can be reached the Italian Government must be consulted. This will be done immediately upon receipt of a contract proposal which clarifies the legal points indicated in the enclosure.
5. I must apologise for the delay in replying to your letter.

For the Chief Commissioner:

E. Talbot

✓  
Brigadier,  
Executive Commissioner.Incl. 1.  
Comment of Legal Advisor.

237

(2) 1088

AND LOMBARDIA REGION FOR BRIGADIER LUSH

(00 9243

6 June 1945

PRIORITY

RESTRICTED PD

PARA ONE PD REFERENCE YOUR SIGNAL ONE ZERO EIGHT SEVEN DATED ZERO TWO  
RECEIVED ZERO FIVE PD

PARA TWO AMB LOMBARDIA REGION FOR BRIGADIER LUSH FROM HQ ALCON GIVE ACTED PARISH  
PARA TWO PD MISTER TAYLOR CHA DIRECTOR TRANSPORTATION AND COMMISSION ATTENDED  
MEETING AT ONE FIVE AMY GENT FLORENCE FOUR JUNE TO DISCUSS ~~THE~~ CAPTURED ENEMY  
TRANSPORT SITUATION PD STATED AT MEETING THAT ALL SERVICEABLE TRUCKS BEING USED  
FOR MOVEMENT GERMAN PETER ORCE ~~WILLIAM~~ WILLIAM TO CONCENTRATION AREAS AND OTHER  
MILITARY COMMITMENTS CHA INCLUDING HAULAGE CIVILIAN SUPPLIES PD BORN FOUR ZERO  
ZERO ZERO HEADLINED VEHICLES IN PARIS VENICE PD

PARA THREE PD NO ENEMY TRANSPORT IS TO BE HANDLED OVER TO AMB FOR AT LEAST  
SIX BOXES PD ARMIES WILL DECIDE NUMBERS TO BE RETAINED FOR MILITARY USAGE AND  
420000 WILL BE REPORTED TO AMHQ FOR HANDOVER TO AMB AND ALLOWED TO TRUCK POOLS  
IN NORTH PD MISTER TAYLOR REPORTS NO FURTHER ACTION POSSIBLE AT THIS STAGE PD

Copy to:

Chief Commissioner  
Executive Commissioner  
Economic Section  
Transportation S/C

Transportation S/C

566

NICHOLAS FLORESINO  
CWO U.S.A.  
Assist Adjutant

236

5805/100

EWS/dfo

AC/11/6/345

4 June 1945

Mr. Walter W. Orehough  
American Consul  
American Consulate  
Florence, Italy

Dear Sir:

In reply to your letter 379.7, 1244/45, enclosing copy of letter from the Republic of San Marino, we wish to advise that for the last several months the Allied Commission has made available through its Truck Pool in Ascoli, sufficient trucks to meet at least the minimum requirements of this Republic.

There are at present four (4) War Department trucks in San Marino and it is the intention of the Allied Commission to do what it can to prevent this Republic from being without truck transportation.

It is regretted that nothing can be done by this Commission to furnish passenger cars.

Very truly yours,

1st Deputy

KELLEY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

5805/cw

426

735

RESTRICTED

F 86563  
JUN 021912BE/3406  
JUN 030930B  
ROUTINEAFHQ SIGNED SACRED CITE FUGRO  
ALCOM ROME

RESTRICTED.

231

Vehicles from ERITREA. Following is paraphrase of MIDEAST signal in reply to our EX 77474 of 18 May to MIDEAST, repeated ALCOM.

A. Your para 2. Agreed to consider transport charges drivers and families as normal repatriation charge which will be accepted by MIDEAST and included in general costs of repatriating Italians.

B. Your para 3. Accurate nominal rolls cannot be sent until Italian engineers have inspected and passed vehicles. Draft rolls in preparation and security and med vetting in hand AK.

420

C. Your para 5. ERITREA cannot offer more vehicles till known standard of mechanical fitness required by engineers. When known will make every effort to get more vehicles. ERITREA offer 100 taxis fit for public service with drivers. Will you accept on same general conditions if passed by engineers? End paraphrase.

580/100

Clearance of engineers by this HQ held up pending receipt from SC of applications for MTA requested by our F 75001 of 13 May. Expedite. Request recommendation as to acceptance taxis in para C above.

DIST

ACTION: Tn 2

Disper

INFO: Chief Commissioner

Econ

CAS

File

234a

ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

NFS/cjn

MAY 31 RECD  
C.C. 1733  
7632

G-5: 581

29 May 1945

SUBJECT: Special Flights.

TO : Headquarters, Allied Commission, APO 394.  
(Attn: Maj. Stearns)  
Maj. Quayle)

1. In order to formalize the procedure for allocating special aircraft for trips, the SACB has asked G-5 to submit requests on a form such as those attached.
2. To facilitate processing here, it is requested you use the same form in submitting applications to us.
3. Where time does not permit the transmittal of a form by courier, all necessary information should be supplied by phone.
4. It is understood that you are exercising strict surveillance of the number and necessity of these applications.

Incl:

Forms-subj: "Request for Use of  
VIP Flight".

HEADQUARTERS  
30 MAY 1945

WORMAN P. SEAGRAVE,  
Major, G.I.C.,  
Executive Officer.

420

Keep these handy, please  
with other blank forms

234

(Copy retained by E.C.)

5-805/CC

MAY 28 1945  
20 1630

Tel. 546

HEADQUARTERS ALLIED COMMISSION  
APO 394  
ECONOMIC SECTION  
SUPPLY DIVISION*Napa Steams*  
*Where are these*  
*plans?*

ES/15.07

28 May 1945

SUBJECT : Allocation of Trucks *Eny*

TO : Chief Commissioner

Reference my ES/15.07, dated 21 May 1945.

Question: In which Regions are they (1700 trucks)  
working? Sicily, Apulia, etc..  
I wish to have a specific reply.Answer: The above-mentioned 1700 trucks are allocated  
as follows:

- a) 2nd Truck Bn. consisting of 400 vehicles (8 truck companies
- 
- of 50 vehicles each)

|                      |     |
|----------------------|-----|
| 1 Co. at Chiaravalle | 50  |
| 2 Cos. " Osimo       | 100 |
| 1 Co. " Pollenza     | 50  |
| 2 Cos. " Teramo      | 100 |
| 1 Co. " Ascoli       | 50  |
| 1 Co. " Giulianova   | 50  |

Total 400

420

- b) 3rd Truck Bn. consisting of 400 vehicles (8 truck companies
- 
- of 50 vehicles each)

|                        |     |
|------------------------|-----|
| 2 Cos. at Florence     | 100 |
| 1 Co. " Leghorn        | 50  |
| 3 Cos. " Modena        | 150 |
| 2 Cos. " Civitavecchia | 100 |

Total 400

233

- 2 -

|                                   |            |
|-----------------------------------|------------|
| Total brought forward             | 800        |
| c) 221st GT Co. at Leghorn        | 140        |
| d) 222nd GT Co. at Terni          | 140        |
| e) 223rd GT Co. at Trani          | 140        |
| f) Motor Transport Hq., Rome      | 8          |
| g) Motor Maintenance School, Rome | 12         |
| h) ATAG Co., Rome                 | 150        |
| i) Civitavecchia                  | 1          |
| j) Warehouse, Rome                | 169        |
| k) As yet not arrived             | <u>140</u> |
| Grand Total                       | 1700       |

*E.B. McKinley*  
E.B. MCKINLEY  
Brigadier General, U.S.A.  
Deputy Vice President

4201

233

Tel. 546

HEADQUARTERS ALLIED COMMISSION  
APO 394ECONOMIC SECTION  
SUPPLY DIVISIONMAY 22 RECD  
CC 1735

ES/15.07

21 May 1945

SUBJECT : Allocation of Trucks

TO : Chief Commissioner

Reference inquiry of the Chief Commissioner to General McKinley.

1. Question: What is the allocation of the 1700 trucks by regions?

Answer: No allocation has been made by regions.

2. Question: What is the allocation by regions of later shipments?

Answer: No allocation has been made.

3. Approximately 1300 of the 1700 trucks have been formed into motor transport companies and the Motor Transport Group. These trucks are continually shifted from one region to another based on operational requirements. Approximately 500 additional trucks will be assembled and will also be formed into motor transport companies. One hundred and odd trucks have not yet been shipped from the U.S. so far as we know. It is tentatively planned to use 2,000 trucks from the next shipment to bring the Motor Transport Group up to full strength and turn the balance of these trucks over to the Italian Government, or use them for replacements of unroadworthy vehicles in the Motor Transport Group.

4. It is believed that the trucks turned over to the Italian Government should be operated by INT as a subsidiary of the Italian Railway so that the motor transport operations will be coordinated with rail transport rather than operated in competition with it.

E. B. MCKINLEY  
Brigadier General, U.S.A.  
Deputy Vice President

In which regions  
are they working?  
Sicily, Apulia, etc.  
I must have specific reply

**CONFIDENTIAL**FX 77474  
MAY 181057W/1351  
MAY 190900  
ROUTINEFREEDOM SIGNED ALEXANDER CITE HEGEG  
MIDEAST INFO AIGOM ROME, BEMA ERITREA

CONFIDENTIAL.

Transfer of vehicles and personnel to ITALY from ERITREA. Ref your letter 11156/337/73 of 16th April and REF/CST/07628 of 26th April and MOVE 2/12132 of 13th May.

Para 1. Proposal discussed with Brig MCCARTHY and following agreed. Eritrean vehicles, trailers and accompanying personnel to be shipped to ITALY subject to following conditions and considerations:

(a). Not intended to requisition vehicles. They will be operated according to rate and order of RMC.

(b). AFHQ to despatch 3 qualified Italian motor engineers to ERITREA to inspect vehicles before shipment to ensure each in good running order with scale of spares sufficient to operate 25000 miles without engine replacement or major overhaul with tyres having 5000 mile life and one spare tyre. Awaiting nomination of inquiries by Italian Government. Will advise particulars soonest.

(c). Request each driver/owner to sign certificate with penalty clause that vehicle is in condition specified above. Italian motor engineers will give BMA-ERITREA clearance that each vehicle acceptable.

(d). At least one driver per vehicle to travel on ship with vehicle.

Para 2. Ref your OCT/1173 of 13th May. Consider transport charges for drivers and personnel should be settled by REF and reported to War Office with request that War Office instruct AIGOM how charge is to be handled against Italian Government.

Para 3. Request nominal rolls by fastest means as per our FX 65060 of 24th April

CONFIDENTIAL

Page 2

Cont.

stating if possible in which locality owner wishes employment.

Para 4. Brigadier MCCARTHY is possession of ENAC traffic rates for information owners in ERITREA.

Para 5. Understand approximately 300 vehicles plus trailers presently available. Desire to receive such further numbers as are offered and conform to requirements of para 1 above.

Para 6. Request earliest convenient shipment to HEBL. Approx total tonnage involved 1975 long tons net.

Para 7. Agreed M and TN.

DIST

|             |                    |
|-------------|--------------------|
| INFO-ACTION | TH SC (2)          |
| "           | DISPER             |
| INFO        | A/PRESIDENT        |
|             | CHIEF COMMISSIONER |
|             | C A SEC            |
|             | ECON SEC           |
|             | FILE               |

4194

CONFIDENTIAL

231

AMG LIGURIA, PIEMONTE, LOMBARDIA, VENEZIE REGIONS FOR INFO  
15 ARMY GROUP, EMILIA REGION

7910

17 May 1945

ROUTINE

RESTRICTED PD

PARA ONE PD SUBJECT IS CAPTURED ENEMY TRANSPORT PD

PARIN TO AMG LIGURIA, COMA PIEMONTE CMA LOMBARDIA CMA VENEZIE REGIONS FOR INFO TO ONE  
FIVE ARMY GROUP CMA EMILIA REGION FROM HQ ALCON CITE ACTPT PARIN

PARA TWO PD AMHQ DIRECT THAT MAXIMUM USE BE MADE OF CAPTURED ENEMY TRANSPORT AS  
FOLLOWS PD QUOTE ONE FOR MAINTENANCE ENEMY FORCES AFTER FULL USE OF HORSE DRAWN  
TRANSPORT HAD BEEN MADE PD TWO FOR MEETING CIVIL SUPPLY REQUIREMENTS THROUGH ALCON.  
PD RECORDS OF ALL VEHICLES SO HANDLED OVER WILL BE KEPT PD THERE ALL CAPTURED ITALIAN  
CIVILIAN VEHICLES IN HANDS OF SURRENDERED GERMAN FORCES WHICH HAVE NOT BEEN PROPERLY  
REQUISITIONED AND PAID FOR WILL BE COLLECTED AND GUARDED PD SUCH TRANSPORT WILL BE  
TURNED OVER TO ALCON AGAINST RECEIPTS PD ITALIAN MILITARY VEHICLES WILL BE HANDLED OVER  
TO AMIA REFERENCE PARA NINE CHARLIE OF BASIC DIRECTIVE AND AMHQ CIRCULAR NUMBER FIVE  
DATED ELEVEN APRIL CURRENT UNQUOTE PD

PARA THREE PD ARMIES AND DISTRICTS HAVE BEEN NOTIFIED PD AMG ABOVE REGIONS WILL  
COMPLY AND REPORT TO THIS HQ QUOTE NUMBERS OF VEHICLES HANDLED OVER BY ARMIES PD

Transportation S/C

419

566

NICHOLAS FIORBINO  
CWO, USA  
Assistant Adjutant

Copy to : Land Forces S/C  
Economic Section  
Transportation S/C (3) Tm  
Tm3

73

58015  
(copy in file)

## RESTRICTED

FX 75707

MAY 151117B

E/970

MAY 161000B

ROUTINE

AFHQ SIGNED SACRED CITE ENQAL

ACTION 15 ARMY OF INFO 5 ARMY, 8 ARMY, JBS, DISTONE, DISTRO, DISTHKE, ALCON

RESTRICTED.

Subject is captured enemy transport.

To avoid misunderstanding attention is directed to this HQ letter AG 386.9/163L-0 dated 22 April para 9(b) and 9(f) intention of which is that maximum use be made of enemy transport as follows.

1. For maintenance enemy forces after full use of horse drawn transport had been made.

2. For meeting civil supply requirements through AG. Records of all vehicles so handed over will be kept.

3. All captured Italian civilian vehicles in hands of surrendered German forces which have not been properly requisitioned and paid for will be collected and guarded.

Such transport will be turned over to AG against receipts. Italian military vehicles

will be handed over to MIA ref para 9 c of basic directive and AFHQ Circular No 5 dated 11 April current.

DET

INFO-ACTION: Tn S/C 2

L. Forces S/C 2

INFO: A/President

Chief Commissioner

Room Sec

File 2

Float

~~RESTRICTED~~

JAQ/njp

14 May 1945

TO: Office of the Executive Commissioner, Hq A.C.  
(Attn: Captain Arnoldy)

Reference attached correspondence the Chief Commissioner directs that the following action be taken:

a. A letter to be sent to G-5 AFHQ recommending that the "National Association" be permitted to direct and administer the "ESPERO" exclusively of COGHNA, as requested in the President's letter of April 27th, and

b. That a letter be sent to Sig. Trellini telling him that we are recommending his proposal which has our sympathy, and that therefore for the time being a personal interview would be unnecessary.

*J. A. Quayle*

J. A. QUAYLE  
Major, E. A.  
Staff Officer to CG

*Letter 1987/c of 27 April  
from Associazione Nazionale  
Fra Mutilati Ed Invalidi di Guerra  
returned to Capt. Arnoldy.*

*5805/c*

419

228

## HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 5218/35/20.

5 May 1945.

Dear Chuck,

This is in reply to your letter of 29 April concerning the trucks from Eritrea. I must apologise to you on behalf of the Transportation Sub Commission for some rather muddled staff work.

Brigadier McCarthy is now in Rome and the matter is being taken up with him, and your Section will be advised of the result of the discussions.

Yours sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

Brigadier General Charles M. Spofford, CBE,  
Assistant Chief of Staff,  
G-5 Section,  
AFHQ.

Copy to: Economic Section.

227

SECRET.

## HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 394

Ref: G-4/101/6/1.

4 May 1945.

SUBJECT: Transportation Requirements - Allied Commission.

TO : Allied Force Headquarters.  
Attn: G-5 Section.

1. Reference is made to conference at AFHQ on 12 April 1945 when it was arranged that detailed survey of transport requirements of this Commission should be sent to Brigadier Henn, drawn up on a joint Anglo-American basis.

2. Enclosed are four copies of such detailed survey and the suggested needs of this Commission on the complete occupation of Italy.

3. I would like to emphasize that the important time for these vehicles is at the beginning of the occupation, and though the policy of requisitioning, which has been approved, will assist materially, I am afraid that the impressed vehicles will not stand up to the heavy work which they will have to do if my officers are to function adequately.

4. For this I do most strongly urge that these impressed vehicles be replaced at the earliest possible time by good WD vehicles.

5. This will have the added advantage of our then being able to make mobile the many civilian officials who will be working with us.

ELMER W. STONE  
Rear Admiral, USNR  
Chief Commissioner

419

5805/100

not retained  
for CC files.

226

Tel Ext 341

HEADQUARTERS ALLIED COMMISSION,  
AND 394,  
Office of the Executive Commissioner

LWS/el

Ref: 208/135/EC

3 May 1945

SUBJECT: Report on H&amp;A AC Taxis

TO : Establishment Section

1. Reference the attached correspondence and, in particular, letter from the Ministry of Foreign Affairs addressed to Major Quayle, Staff Officer to the Chief Commissioner, the report on this subject, as turned in by the Supergarage has been passed on to the Office of the Chief Commissioner and returned by them with the comment: "Most unsatisfactory."

2. While certain basic questions are answered, the Office of the Chief Commissioner directs that a careful, detailed report with definite recommendations as to the possible solution of this problem be made as soon as possible. In this respect the report should include complete information on the following points:

- a. Whether or not the taxis should be derequisitioned and steps taken to put them on a definite rental basis, this to include the necessary technical command channels and approvals that would be required.
- b. The problem of payment of claims in connection with routine depreciation, etc., of the cabs; the compensation (if any) that is given to owners when their cars are cannibalized as in the case of Sig. Giuseppe Carrieri.
- c. The system of control, etc., that is employed by RAAC and their control (if any) over the taxicabs that are in free circulation and available for public service at the present time (a factor which is in no little way one of the basic causes of the current wave of the dissatisfaction).

Ltr HQ AC, 208/135/EC, to Hqs. Sec.,  
1 May 45. sub Rpt on Hq AC Taxis

- d. The system employed by FNB, which appears to be viewed with considerable favor by the majority of the present drivers in the employment of AC, and what steps it would be necessary to take in order to install such a system in this Headquarters.

5. This entire matter has become a particular sore subject with the Office of the Chief Commissioner, and it is directed that the Headquarters Commandant and any other senior officers involved (such as G-4) take a direct personal interest in its solution.

Major L. W. STEARNS

Chief Staff Officer  
To Executive Commissioner

419  
Tony,  
Have another idea...  
Why not toss the ball to  
Mr. C. Hildner and have it cost  
decent motivation in payments  
from the over-contacts from  
dealers — this is real sore  
point to AC drivers — as they have  
to keep up payments from their  
\$205 for a day T. Q.

1056/13/70.

3rd May 1945.

In continuation of this office memorandum 1056/13/70 of April 1945, in reply to your letter No. 2,071 of April 1945, I am writing to give you further information on this matter.

The Chief Commissioner directs me to inform you that your request that in Northern Italy this Commission should take steps to identify all French rolling stock has been given careful consideration. It is really a matter of available personnel. This Commission's limited staff will be fully engaged in supervising the repair and operation of rail tracks, and it will be almost impossible for them to find time to make a census of French rail trucks, especially when it is remembered that the rail trucks found in the North will belong to many nations, including France, Poland and the Italian countries.

You will agree, I think, that logically the census, when it is made, should be international, and the organization set up in London last autumn, called the "European Central Inland Transport Organization", will doubtless have some policy, based on Europe as a whole, which will take care of each nation's rolling stock interests.

I very much regret that we cannot be more helpful at the moment.

M. S. LUSH

Le General de Division Aerienne  
X. de Sevin,  
French Representative,  
Headquarters,  
Allied Commission.

4191

225

5805/45

SECRET

TX 69029

MAY 011954B

2/9450

MAY 031005B

ROUTINE

AFSA SIGNED BARRED CITE PHONG

ACTION 15 JUNE GROUP, 5 MAY, 8 MAY INFO ALCAH ROME

SECRET.

1. PDB prepared grant facilities for radio and press appeals to truck owners in northern ITALY to assemble hidden vehicles and register them earliest with ASG for food distribution.

2. Details should be arranged locally between AAC and PDB FLORENCE and MILAN. PDB representative MILAN is Mr GARDI.

3. To guard against unwillingness to register for fear of requisition appeals should state:

- a. Speed essential.
- b. Conditions offered.
- c. Intention to employ trucks in pools and not to requisition save in emergency.
4. Similar instructions being issued through AG and PDB channels.

AFSA Adm Memo 59 of 1944 para 7 refers.

1817

SECRET

INFO-ACTION: Econ Sec

INFO: 4/President

Chief Commissioner

Food 3/5 2

Tn 3/6 2

SECRET.

1. PAB prepared grant facilities for radio and press appeals to truck owners in northern ITALY to assemble hidden vehicles and register them earliest with AMG for food distribution.

2. Details should be arranged locally between AMG and PAB FLORENCE and MILAN. PAB representative MILAN is Mr. GNAUDI.

3. To guard against unwillingness to register for fear of requisition appeals should state:

- a. Speed essential.
  - b. Conditions offered.
  - c. Intention to employ trucks in pools and not to requisition save in Emergency.
- AFHQ Adm Memo 59 of 1944 para 7 refers. .
4. Similar instructions being issued through AC and PAB channels.

1817

DIA

INFO-ACTION: Econ Sec

INFO: S/President

Chief Commissioner

Food S/C 2

Tn S/C 2

ICE

File 2

Float

5805/12

2244

APR 30 1945

AFHQ FOR G-5 FOR INFO 15 ARMY GROUP

6441

29 APRIL 1945

ROUTINE

SECRET PD

*FIVE* PARA ONE PD REFERENCE ONE FIVE ARMY GROUP SIGNAL GEORGE FOUR DASH FIVE  
SIX DATED TWO SEVEN APRIL PD

FAREN TO AFHQ FOR GEORGE FIVE FOR INFO FIFTEENTH ARMY GROUP FROM HQ  
ALCOM CINE ACTPT FAREN

PARA TWO PD ESSENTIAL THAT TWO TRUCK BATTALION AND TWO TWO ONE AND TWO  
TWO TWO ITALIAN TRANSPORT COMPANIES ALCOM ARE RETAINED TO MEET ESSENTIAL  
PRIORITY HAULAGE IN ANCONA CMAFLORENCE AND LEGHORN PD LIST PREVIOUSLY  
PROVIDED BY SIX EIGHT ZERO TRUCKS NOW LOANED TO ONE FIVE ARMY GROUP WAS  
TWO ZERO FOUR ZERO TONS PD LIST OF TWO TRUCK BATTALION AND TWO TWO ONE  
AND TWO TWO TWO COYS IS ONLY ONE ONE TWO ZERO TONS PD DEFICIENCY OF LIFT  
WILL BE TAKEN UP BY OPENING OF ORTONA TO ANCONA LINE ONE FIVE WAY AND  
LEGHORN TO FLORENCE LINE ALREADY OPEN PD

PARA THREE PD TWO TWO THREE CMA TWO TWO FOUR CMA TWO FIVE AND TWO TWO  
SIX ITALIAN TRANSPORT COYS AND THREE TRUCK BATTALION WILL BECOME AVAILABLE  
FOR NORTH ON ACTIVATION PD ACTIVATION OF THREE TRUCK BATTALION EXPECTED  
TO COMMENCE MID MAY PD NO DATES KNOWN FOR FORMATION OF FOUR NEW ITALIAN  
TRANSPORT COYS OTHER THAN THOSE STATED IS LIMA LETTER SUGAR DOG SLANT  
THAT DATED ONE FOUR APRIL PD

PARA FOUR PD EQUIVALENT LIFT OF ONE AND HALF TON TRUCKS OF

(CONTINUED)

THREE THREE BATTALION AND FOUR ITALIAN TRANSPORT COYS TO  
 FIVE EIGHT SIX ARMY THREE FOR VARIOUS PD EACH ONE TWO HALF  
 TON. TROOP SIX IS TWO TON PD

PAGE FIVE PD EMPHASIZED THAT HEAVY EQUIPMENT CANNOT  
 BE SENT BY AIR INTO NORTH AND OPERATE EFFECTIVELY UNLESS  
 LAB AND WORKSHOP EQUIPMENT IS AVAILABLE AND REPAIR PARTS ARRIVE  
 FROM SOUTH OCEAN PD

List

Recd Sec

President

Chief Commissioner ✓

Exec Comm

To SC 3

M.I. Group

4181

224

Transportation S/C

206

*C. Humphreys*  
*L. W. L.*

NICHOLAS DIOMARIO  
 TWO U.S.A.  
 As 1st Adjutant

**SECRET**

64-55  
APR 27 1948

D/8936  
APR 28 0700B  
ROUTINE

15 ARMY GP  
AFHQ INFO ALCOM

**SECRET**

Rapid advance of Armies is creating and will continue to create serious transport problem in moving civil supplies to liberated areas northwest and northeast ITALY. Only firm commitment trucks for this purpose is 650 made available by ALCOM all of which will be made available by 1 May. This number must be increased sufficient to meet anticipated need and placed at our disposal earliest possible and held ready to call forward as need arises. Estimate total of 2000 trucks required for civil supply movement in northwest ITALY alone. Reference is made to 8th ARMY signal Q 4861 dated 26 April copy to you regarding civil supply transport requirement its portion northeast ITALY. Armies cannot supply transport for lifting civil supplies while operations continue. Request advice maximum number trucks in addition to the 650 Allied Commission truck we can count upon and approximate dates will be available.

Dist

418

Info-Action - Eoon See  
Info - A/President  
Chief Commissioner  
Exec Comm  
Tn SC 2  
File 2  
Front

**SECRET**

M/C Note - No record Q 486.

WHEEL

D/9198  
 ATT 3018003  
 ROUTINE

AFHQ INFO HQ ALGOS FOR TN AND DISTRICTAL

Britishers vehicle to ITALY. Refer your PX 63060 WH 070 of 24. Consider most undesirable raise possibly false hopes in WHITSEA till policy of accepting drivers and families settled in principle. Essential know also terms of service or hire which proposed to offer. See para 5 our letter 11156/337/GA of 16 April. Urge acceptance in principle of drivers and families who would be self supporting and in whose hands life of vehicles will be prolonged.

四七

Info-Action - Bishop & Rep  
" " Tr AG 2  
Info - A/President  
Chief Commissioner  
GA Sec  
Econ Sec  
File

418

222

CONFIDENTIAL

Ref: 5818/18/20.

23 April 1945.

My dear Chuck,

The Acting Chief Administrator of Eritrea has addressed a DO letter to Maurice Lush which, in his absence in London, has been opened. In this letter the Acting Chief Administrator makes it very clear that he is prepared to send us 300 owner driven mixed Italian vehicles of over 3 tons carrying capacity, each equipped with a spare tyre, but says that he has had no success in getting a satisfactory reply to a signal from Mid East to AFHQ, copy of which is enclosed.

I understand that one of the reasons for delay in this matter is the request from Eritrea that the families of the drivers be shipped with the trucks. From the DO letter to Maurice Lush it is evident that this is only in the nature of a "try off", and that we could get the trucks without the families if we want them. As you know, we very definitely do want them, and I am writing to you in the hope that you will be able to arrange their being called forward.

My Economic Section recommends that they be formed into a Truck Company, headed by an Italian leader capable of handling the Company as a unit, and that the trucks be shipped with this leader, their owner drivers, plus 200 driver mechanics, as early as possible.

I would be most grateful for anything you could do to help us in this matter.

Yours sincerely,

EST. 10-14-45 Stone

HARRY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

418

Brigadier General C.E. Spafford, GHS,  
Assistant Chief of Staff,  
G-3 Section, AFHQ.

Copy to: Economic Section.

CC File

6.6

BRITISH MILITARY ADMINISTRATION CENTRAL

5915

25 April 1945

PRIORITY

2156

RESTRICTED TO

SUBJECT IS YOUR MESSAGE OFFICIAL SIX FIVE DASH TWO ZERO DASH ONE DASH  
SEVEN APRIL REPARATION TREATY MEDICAL TREATMENT TO

PARISH TO BRITISH MILITARY ADMINISTRATION CENTRAL FROM HQ AGCOM FROM LASH  
CITE AGAIN PARISH

THAT THINGS HAVE DEVELOPED IN ITALY TO I AM TAKING THE MATTER UP  
IMMEDIATELY

See 219

215

418

Office of ex. Commissioner

300

Major F. Talbot  
Major.

5-8057/CC

218

Q

6.6

Ref. 40364/20.

Tel. 478808

16 April 1945

SUBJECT: French Railroad Rolling Stock.

TO : Office of the French Representative,  
HQ Allied Commission.

1. Reference is made to your letter of 15 April 1945 addressed to the Chief Commissioner regarding the possibility of securing an inventory of French railroad rolling stock which was referred to this office for reply.

2. This matter is being referred to the appropriate authorities and upon receipt of definite information we shall immediately communicate with you.

10/15  
+ Chief Staff Officer,  
To Executive Commissioner.

209

225

58057/20

216

(1) 15 ARMY GROUP INFO (2) AFHQ (3) 8 ARMY (4) 5 ARMY (5) 4 CORPS  
(6) TOSCANA REGION (7) UMBRIA MARCHE REGION (8) EMILIA REGION

5295

13 APRIL 1945

OPERATIONAL PRIORITY  
TO (1) & (2)  
PRIORITY REMAINING

SECRET PD

PARA ONE PD SUBJECT ALGOM CONTROLLED MILITARY MOTOR TRANSPORT  
FOR NORTH DURING PHASE ONE PD

PARA TWO PD REFERENCE DISCUSSION COL SIEFT AND LIEUTENANT  
COLONEL STEWART DATED ONE ONE APRIL PD

PARER TO FIFTEEN ARMY GROUP FOR INFOR AFHQ ONE EIGHT ARMY  
ONE FIFTH ARMY ONE FOURTH CORPS ONE TOSCANA REGION ONE UMBRIA  
MARCHE REGION ONE EMILIA REGION FROM HQ ALGOM SITE ACFT IS NEW

PARA THREE PD SIX QUEEN MINT TRUCK COYS OF APPROXIMATE FOUR ZERO  
VEHICLES EACH OF ONE TRUCK BATTALION WILL BE AVAILABLE BY  
TOSCANA REGION AT FOUR EIGHT HOURS NOTICE FROM TWO ZERO APRIL PD  
ONE ZERO ZERO ZERO AND ONE ZERO ZERO TWO GENERAL TRANSPORT COYS  
OF ONE TWO ZERO TRUCKS EACH AVAILABLE FOUR EIGHT HOURS NOTICE  
TWO THREE APRIL AND ONE ZERO ZERO FOUR GENERAL TRANSPORT COY  
OF ONE TWO ZERO TRUCKS AVAILABLE ONE MAY ALL IN ANCONA MACERATA  
AREA PD IN ADDITION ONE ZERO ZERO ONE GENERAL TRANSPORT COY OF  
ONE TWO ZERO TRUCKS NOW WITH EIGHT ARMY PD THIS WILL GIVE  
EQUIVALENT LIFT SIX ZERO ZERO ARMY THREE TONNERS BY TWO FIVE

418

216

5295

13 APRIL 1945

(CONTINUATION)

APRIL AND SEVEN TWO ZERO BY ONE MAY PD  
PARA FOUR PD REQUESTED ONE FIVE ARMY GROUP CALL FORWARD THESE  
VEHICLES VIA NOW QUEEN ALCON ROAD PD MAJORITY VEHICLES ENGAGED  
HIGH PRIORITY CIVIL TRAFFIC AND REQUEST VEHICLES ONLY CALLED  
FORWARD AS OPERATIONALLY REQUIRED PD VEHICLES DETAINED IN  
PARA THREE ARE TOTAL MOTOR TRANSPORT AVAILABLE FROM ALCON RESOURCES  
FOR ARMY AREAS ON ONE MAY PD

PARA FIVE PD AS AND WHEN ONE FIVE ARMY GROUP OR SUBORDINATE  
FORMATIONS DESIRE TO CALL FORWARD REGIONAL PERSONNEL DURING  
PHASE ONE IT WILL BE NECESSARY FOR ONE FIVE ARMY GROUP OR  
SUBORDINATE FORMATIONS TO PROVIDE TRANSPORT REQUIRED IN EXCESS  
OF REGIONAL DOMESTIC VEHICLES TO LIFT PERSONNEL AND STORES PD  
THIS COMMITMENT RELATIVELY SMALL PD PERSONNEL FOR NORTH WEST  
REGIONS WILL BE CONCENTRATED TOSCANA AREA AND FOR VENETIA REGION  
IN EMILIA PD

PARA SIX PD MOTOR TRANSPORT UNITS DO NOT REPEAT NOT HAVE DRIVER  
INCREMENTS PD

4184

76

5

5295

13 APRIL 1945

(CONTINUATION)

PARA SEVEN PD IT IS UNDERSTOOD TRUCKS DETAINED PARA THREE ABOVE INCLUDING ONE ZERO ZERO ONE GENERAL TRANSPORT COY WILL COME UNDER COMMAND ONE FIVE ARMY GROUP OR FORMATION TO WHOM ONE FIVE ARMY GROUP DELEGATE RESPONSIBILITY DURING PHASE ONE BUT THEY ALL REPEAT ALL RETURN ALCON CONTROL PHASE TWO PD RECOMMEND THAT DURING PHASE ONE THESE VEHICLES ARE USED ON CIVIL HAUL IN THOSE AREAS SO FAR AS POSSIBLE WHERE THEY ARE LIKELY TO BE REQUIRED IN PHASE TWO PD THIS WILL RESULT IN MINIMAL DISLOCATION IN MEETING ESSENTIAL CIVIL REQUIREMENTS DURING CHANGE FROM PHASE ONE TO PHASE TWO PD

PARA EIGHT PD MUST EMPHASIZE THAT TRANSPORT REFERRED TO IN THIS SIGNAL IS ENTIRE ALCON AVAILABILITY FOR ALL COMMITMENTS OF ONE FIVE ARMY GROUP INCLUDING REPEAT INCLUDING FIVE ARMY ONE EIGHT ARMY AND FOUR CORPS PD

Copy to:  
 (1) Chief Commissioner  
 (2) Executive Commissioner  
 (3) Economic Section  
 (4) Transportation S/C (3 copies)  
 (5) M.F. Group A.C. (I.A.P.)

APPROVED



M. S. THOMAS,  
Colonel,

Deputy Director

Transportation Sub-Com

ECONOMIC SECTION

NICHOLAS PLOMBINO

CWO U.S.A.

Assist Adjutant




BRITISH MILITARY ADMINISTRATION  
ERITREA

Ref/No. 65/20/1

11 Apr 45

Dear Maurice,

We have been having some difficulty over surplus lorries which have been lying idle and unused in Eritrea for a very long time, so I thought I would write to you direct in the hopes that you can arrange something.

2. I enclose copy of the original signal on the subject which, as you see, went to G5 AFHQ. On 13th March AFHQ replied, stating that the matter was with the Allied Commission for study and comment. On 1st April signalled intimating their desire to withhold a final decision until the vehicles and spares position was investigated by a Mr Broetzkoos who arrived last week with authority from AFHQ to enquire into the position. Unfortunately he appears to know practically nothing and we have taken the opportunity of putting him in possession of complete details. He has written a short report which is being sent to CAB GHQ for onward transmission to AFHQ.

3. The main point seems to me to be that we have these potentially useful vehicles which, according to all reports, are badly needed in Italy, sitting here doing nothing. As they are privately owned, we feel it would be best for the Commission or the Italian Government to hire them from the owner-drivers; and for the latter to take their families with them - (a) to ensure goodwill, and (b) to move some of our surplus population (for whom, as you know, we have to pay large sums in relief).

4. If you say that these lorries are required in Italy, I will take the next step, if you agree, and will try and send a competent officer with an Italian technical adviser to arrange details at your Headquarters. If the lorries are not required in Italy, would you please signal to that effect, so that we can make other arrangements - there are other parties deeply interested, and I am sure you will agree that it is tragic for useful vehicles these days to be unemployed.

Yours

/S/ Gerald

Brigadier M.S. LUSH, MC  
Allied Control Commission  
ITALY.Copy to : Colonel J.P.P. Mac Laren,  
C.A.B., GHQ MEF

215a

C O P Y

14.2. 45

From MIDEAST  
To G5 AFHQ  
Inf REMA ERITREA

OET/87779(.) CONFIDENTIAL (.)

ONE (.) ERITREA HAVE AT PRESENT APPROX 300 OWNER DRIVERS MIXED ITALIAN VEHICLES OF OVER 3 TONS CARRYING CAPACITY SURPLUS TO THEIR REQUIREMENTS WHICH COULD BE COLLECTED WITHIN ONE MONTH (.) MORE MIGHT BE MADE AVAILABLE LATER (.) EACH WOULD BE EQUIPPED WITH ONE SPARE TYRE AND WOULD PROBABLY DO ANOTHER 30000 MILES (.) CANNOT BE USED IN MIDEAST OWING LACK OF SPARES AND DIFFICULTY ARRANGING PERMITS FOR ITALIAN DRIVERS (.) COULD YOU USE IN BACKWARD AREAS (.)

TWO (.) SUGGEST BEST ARRANGEMENT WOULD BE FIRST THAT DRIVERS ACCOMPANY VEH. IN MT STORESHIPS FROM MASSAWA SECOND THAT FAMILIES ACCOMPANY DRIVERS THIRD THAT YOU ENGAGE OWNER DRIVERS IN PRIVATE CAPACITY RATHER THAN REQUISITION IF YOU DESIRE MAXIMUM NO. OF VEHICLES (.) IF YOU APPROVE IN

417 PRINCIPLE WOULD WELCOME SUGGESTIONS OF REPRESENTATIVE FOR DISCUSSION (.) WILL THEN APPROACH MOVEMENTS AND OTHER AUTHORITIES CONCERNED (.)

215a

CC 1155  
APR 7 RECD

## HEADQUARTERS ALLIED COMMISSION

APO 394

Tel: 558

ECONOMIC SECTION

CWA/emg

ES/15.07

5 April 1945

SUBJECT: Import of U. S. Trucks

TO : Chief Commissioner  
Through: Acting Executive Commissioner.

1. Reference your CC 5805, dated 3 April 1945.

2. All the 1700 trucks now arriving in Italy will go to the Motor Transport Group for operation, the lift to be under the direction of Transportation Sub-Commission. They will be used as a part of the formation of 10 OT companies and 24 OM Truck companies and will be operated mainly in North Italy; 1194 trucks have arrived to date, of which 196 have been assembled in Rome and 160 in Naples, making a total of 356 assembled. 120 of these assembled trucks have been turned over to the British side in connection with the formation of the OT Company, while 70 trucks are being used for training purposes.

*A. R. Antolini*  
A. R. ANTOLINI  
Acting Vice President  
Economic Section

cc: HQ. Motor Transport Group  
(Telephone conversation Maj. Pepper/Capt. Atkins refers)

417 2/47

✓  
(Copy retained by E & C)

(215)

CC 5805

3 April 1945.

SUBJECT: Import of U.S. trucks.

TO : Vice President, Economic Section  
(THRU: Executive Commissioner)

1. Will you kindly advise me of the details for distribution of the 1700 trucks now arriving in Italy.

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

cc: Ex. Commr.  
CC FILES

See 215

417

5805/cc

214

APR 6 RECD

Translation

The President of the Council of Ministers  
 Minister of the Interior  
 n. 11307

Rome, 29 March 1945

Dear Admiral,

(21)

CE 5805

fully appreciating the value of your  
 observations a propos of the use of force on the part  
 of civilians, I ordered all police organs to exercise  
 the strictest surveillance to repress abuses.

Truly yours,

B. I. Bonomi

Admiral Ellery A. Stone  
 Chief Commissioner  
 Allied Commission  
R o m e

E.O. DIST - 6 APR 45.

ACTION: EXON SEC  
 INFO : CHIEF COMMR.  
 : EXEC COMMR.  
 : C.A. SEC

5805/CC

4173

e.c.

(213a)

COPY

20th March, 1945.

201  
210  
WAS

I have received two Aide-Memoires from your Ministry dated 20th February about

- (1) second-hand lorries for Italy from Britain;
- (2) vehicles which may be available to Italy after the war.

It is not clear from the first Aide-Memoir on what programme the 1500 lorries which, according to Count Carandini, might be handed over, could figure. But in any case for the time being there is no chance of any second-hand lorries being supplied to Italy except on military programmes. Any civilian demands would carry too low a priority for any lorries whether new or second-hand to be supplied to Italy during the present squeeze on all transport. I do not, therefore, yet see any alternative to Italy's requirements for lorries being dealt with, except through Allied Military channels.

I should be glad at any time to discuss with you either of the subjects raised in the two Aide-Memoires and I look forward to seeing the plan referred to in the second Aide-Memoire.

5805/11

417

Harold Macmillan

Signor Frusca

212

20 March 1945

Ref. N/5146/12/Comsec

My dear Mr. Prime Minister,

I would like to draw your attention to the lack of effective control in Italian Government Territory over the use of petrol and of motor-vehicles generally.

It is reported that a particularly flagrant case occurred on the 25th of February when motorcycle races were held on the Rome - Ostia road and were attended by a number of spectators who arrived in buses and private cars. Numerous buses and private cars are also to be found outside the Villa Glori race track whenever there is a meeting there.

I am also informed that large numbers of vehicles are being used for unauthorized purposes including passenger transportation in Rome, using Black Market petrol which they are able to obtain and use with impunity.

It is difficult to believe that these abuses can be taking place without the knowledge of the Italian Authorities and it is quite evident that, if petrol can be spared for purposes of this kind which have no bearing whatever on the war effort, it is possible to reduce substantially the quantities of petrol being supplied by the Allies for essential purposes.

I would be glad therefore if you would have this matter looked into and let me know what steps the Italian Government proposes to take to secure, in future, a more effective and rigid control over the use of motor vehicles of all categories and to ensure that petrol, imported by the Allies and involving considerable shipping, is not wasted.

Yours very truly

J. E. Ellery, W. Stone

ELDERY W. STONE  
Rear Admiral, USN  
Chief Consul-General

His Excellency L. BONOMI  
President of the Council of Ministers  
Italian Government,  
Rome.

5-8-45/100

417

211

## HEADQUARTERS ALLIED COMMISSION

Office of the President

APO 394

CC 709  
MAR 16 1945

45001/7/40.

15th March, 1945.

TO:-

Chief Commissioner.  
(Copy to Ex. Commissioner).

FROM:-

Office of the Acting President.

The Acting President would be grateful for the comments of the Commission on the enclosed Aide Memoire which he has received from the Italian Ministry for Foreign Affairs, according to which the British Ministry of War Transport may provide 1500 second-hand lorries for Italy.

I am afraid that Count Carandini's interventions in London on this subject have so far only succeeded in complicating things (see my minute of the 14th February).

John Wyndham

212

4172

Minute for Files

No reply needed. Mr Wyndham is drafting reply pointing out the correct method of obtaining transport.

I. A. Quayle  
20.3.45.

210

COPY.

MINISTERO DEGLI AFFARI ESTERI

To the kind attention of the Rt.Hon.H.Macmillan.

A I D E M E M O I R E

The Italian Embassy in London have been told that 1500 second hand lorries could possibly be handed over to Italy by the "War transport."

The A.C., with reference to our aide-memoire 42/00622 of the 19th of January 1945, informed unofficially that they had no objection to Count Carandini dealing with the matter.

The Italian Government, however, would be grateful if they could have an official answer from the A.C., giving their favourable advice and authorising Count Carandini to bring about final negotiations.

Rome, the 20th of February 1945

4179

210

INCL

## HEADQUARTERS ALLIED COMMISSION

Office of the President

A P O 394

CC 700  
MAR 16 1945

45001/7/AC.

15th March, 1945.

TO:- Chief Commissioner.  
(Copy to Ex. Commissioner).FROM:- Office of the Acting President.

The Acting President would be grateful for the comments of the Commission on the enclosed Aide Memoire which he has received from the Italian Ministry for Foreign Affairs, on the question of lorries and other means of transport being allocated to Italy from "the materials which will be available after the end of the war."

John Wyndham.

4173

209

5805/100

COPY.

MINISTERO DEGLI AFFARI ESTERI

To the kind attention of the Rt.Hon.H.Macmillan.

AIDE MEMOIRE

The Italian Embassy in London, have been informed by a high-ranking personality of the British Government about the possibility that lorries and/or other means of transport could be allocated to Italy, from the materials which will be available after the end of the war.

It was therefore suggested that Italy should propose a plan of her minimum requirements, in order to obtain since this moment a share of these materials, before they are allocated to other countries, equally interested to the distribution of said materials.

The Italian Government deems necessary to point out that the situation of their means of transport is already extremely bad and in the next future it will become even worse. Therefore, they will take steps to outline such a plan, that in due time will be submitted to the attention of the proper Authorities.

In the meantime, the Italian Government would appreciate if the British Authorities could kindly do their utmost to facilitate the favourable conclusion of this very important matter, framing this proposed allocation in the distribution of the transport materials that will eventually be available after the war is over.

Rome, the 20th of February 1945.

416

209, NCL

**RESTRICTED**FX 41777  
MAR 111831AD/4803  
MAR 120700A  
ROUTINE

AFHQ SIGNED ALEXANDER CITE FROM FROM FROM  
AGWAR FOR OCS FOR CCAC REPEATED FOR INFORMATION CENTRAL DISTRICT U K BASE  
SECTION (LONDON) FOR CABINET SECRETARIAT, ALCON HOME

RESTRICTED.

Trucks for ITALY. This is LAC 1048.

Reference CAL 1197, P26392 of 24 February from IGC to AGWAR, FX 31527 of 22  
February to AGWAR (not repeated to all).

1. Desired to advise of proposed action relative to 6000 tons vehicle lift requested in LAC airmail 95 and approved by CAL 1197.
2. 4000 ton lift being called forward as authorized by approved shipping program SPILLS C14 (19 February 45).
3. Call forward for balance 2000 tons lift will be withheld pending decision as to availability of 500 trucks in PERSIAN GULF COMMAND to apply on a ton for ton basis against this requisition.
4. If 500 PERSIAN GULF 4 ton vehicles are available requisition will be filled. If not available the remaining 1000 tons lift listed on approved shipping program ~~410~~ be called forward and additional 1000 ton lift will be required to complete requisition.

LIST

INFO-ACTION: Requisition Br 2  
INFO: A/President  
Chief Commissioner  
Econ Sec  
Tn S/C  
File 2  
Flot

HEADQUARTERS

17 MAR 45

208

785015

RECEIVED

HEADQUARTERS  
ALLIED COMMISSION  
APO 394

MAR 6 1945

ESTABLISHMENT MEMORANDUM

NUMBER

2)

ESTABLISHMENT OF MOTOR TRANSPORT GROUP  
ALLIED COMMISSION (ITALIAN ARMY PERSONNEL)

3 March 1945.

1. Pending approval of a definitive organization, there is established this date, Motor Transport Group, Allied Commission (Italian Army Personnel), for the purpose of operation and supervision of maintenance of the motor transport units allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 400/454 D-O, Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 2675th Regiment, Allied Control Commission (Ovma)".

(b) Reference letter, Hq AAI, dated 30 Oct 44, to Army Sub-Commission, Allied Control Commission, subject: "1st Truck Battalion, 2675th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion".

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.712/234 D-O, Hq NATOUSA, to CG PBE, dated 7 Feb 45, subject: "Supply of US-TH Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/149 D-O, Hq NATOUSA, to CG PBE, dated 18 Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Ovma)".

4167

1. Pending approval of a definitive organization, there is established this date, Motor Transport Group, Allied Commission (Italian Army Personnel), for the purpose of operation and supervision of maintenance of the motor transport units allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 400/434 D-O, Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 2675th Regiment, Allied Control Commission (Ovhd)".

(b) Reference letter, Hq AAI, dated 30 Oct 44, to Army Sub-Commission, Allied Control Commission, subject: "1st Truck Battalion, 2675th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion".

416!

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.711/234 D-O, Hq NATOUSA, to CG PEG, dated 7 Feb 45, subject: "Supply of US-III Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/140 C-O, Hq NATOUSA, to CG PEG, dated 18 Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Ovhd)".

(c) Reference G-5: 322-68 AFHQ to Hq ALCOM, dated 19 Feb 45, subject same as b (1) (a) above.

(d) Reference AG 400/308 D-O, Hq NATOUSA to Deputy President ALCOM, dated 19 Feb 45, subject: "Tools and Equipment for Additional Civil Truck Companies".

(2) Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel) will assist Establishment Section, Hq ALCOM and the 2675th Regiment, whose function and responsibility it is to complete the activation of the 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel).

- 1 -  
RECEIVED

205

SECRET

Establishment Memo #6, this No. dtd 7 March 45 (Cont'd):

3. Functions and Responsibilities of the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. The Motor Transport Group, Allied Commission (Italian Army Personnel) is a field activity of the Allied Commission. Its Commanding Officer will report to the Chief Commissioner of the Allied Commission in a status comparable to that of a Regional Commissioner. Allied Commission/Allied Military Government. The following offices of the Allied Commission will perform for the Chief Commissioner the following listed staff functions in connection with the administration and operation of the Motor Transport Group, Allied Commission (Italian Army Personnel).

(1) Transportation Sub-Commission.

- (a) Designation of loads to be carried.
- (b) Procurement of civilian supply and spares, for other than MD vehicles.
- (c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 2075th Regiment, Allied Commission (Ordnance).

- (a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

- (a) Discipline and administration of British Army Personnel.

(4) G-4 American.

- (a) Ordnance supplies and MD material and spares.

(5) G-4 British.

- (a) British supplies and MD material and spares.

3. Designation of Headquarters Personnel for the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. Colonel J. J. GAMES (O-15340), LtJ, USA, is hereby assigned as Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel).

4. Relationship of Motor Transport Group, Allied Commission (Italian Army Personnel) with Allied Commission Regions and Staffs.

- a. Units based in an Army Zone.

## (1) Transportation Sub-Commission.

- (a) Designation of loads to be carried.
- (b) Procurement of civilian supply and spares, for other than WD vehicles.
- (c) Technical advice to effect efficient operation and maintenance of vehicles.

## (2) Commanding Officer, 2675th Regiment, Allied Commission (Ovnd).

- (a) Discipline and administration of U. S. Army Personnel.

## (3) G-1 British.

- (1) Discipline and administration of British Army Personnel.

## (4) G-4 American.

- (a) American supplies and WD material and spares.

## (5) G-4 British.

- (a) British supplies and WD material and spares.

## 3. Designation of Headquarters Personnel for the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. Colonel J. J. GARNES (O-15340), Inf, USA, is hereby assigned as Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel).

## 4. Relationship of Motor Transport Group, Allied Commission (Italian Army Personnel) with Allied Commission Regions and Armies.

## a. Units based in an Army Zone.

- (1) Truck units of the Motor Transport Group, Allied Commission (Italian Army Personnel) when based in an Army Zone will be attached to the Army under G-5 control.

## b. Units based in Allied Commission/Allied Military Government Regions.

- (1) Requests for loads to be carried for regions will be made by Regions to the Motor Transport Group, Allied Commission (Italian Army Personnel) Liaison Officer, who will process such requests as directed by the Transportation Sub-Commission, Hq Allied Commission.

- 2 -  
RECEIVED

R E S T R I C T E D

Establishment Memo #2, this H., dtd 3 March 45 (Cont'd):

## c. General.

- (1) Units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will conform with disciplinary and administrative orders of the areas in which they operate.
- (2) Accommodations for units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will be arranged for by the Commanding Officer through G-5 Section of the Army Headquarters or through Regional Commissioners concerned.

BY COMMAND OF REAR ADMIRAL STONE:

NORBLIN E. FISKE  
Colonel

Deputy Executive Commissioner

OFFICIAL:



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

DISTRIBUTION:

"A"

4163 Including Op III  
Less Serial 84.

COPY

COPY

SECRET

FROM : London

Via F.O. &amp; Brit. Gov.

TO : Rome

Three D

Summary

DATE: 22nd February 1945

No. 101. In addition to the 1500 lorries asked for by MACMILLAN, THE ALLIED AUTHORITIES CONCERNED HAVE ASSIGNED TO ITALY the 500 lorries asked for by me.

The total therefore is 2000 motor vehicles with a carrying capacity of 6000 tons. They are not new ones. Their dispatch from the U.S.A. will be -----during March.

Although intended for civil use, this assignment is being made on the basis of the so-called programme of military supplies and is therefore not subject to delay.

I am moreover informed that discussions are going on in ROME regarding purchases under programme B.I.C. material intended for Reconstruction, ----- not immediately put into effect. I am assured by the office concerned that it would not be useless if a general scheme of ----- or of our needs were to be presented here meanwhile. According to what I have heard, an Italian Commission should come to LONDON about that programme.

CARANDINI

See (204) memo

4163

~~SECRET~~

(204a)

5805/CC

SECRETSECRET

21 February 1945

AC/TB/102/1

SUBJECT : Italian General Transport  
Companies for the Allied Commission.

TO : A.F.H.Q., 100-212.

Reference your AG 091.711/057 GCT-O dated 3 Feb. '45,  
as amended by your letter, same reference dated 4th Feb. '45.

1. The War Establishments and composition of a Motor Transport Company for Allied Commission, as proposed and amended by you, are agreed by Allied Commission.

2. It is considered, however, that the Workshops Serial 3 should only be implemented by civilians as an extreme measure if suitable military personnel cannot be found. The difficulty of moving civilians from place to place, and administering them would seem to be great. It may, however, be possible to provide training for a certain number of military Workshop personnel for these units at the proposed Brigade Motor Maintenance School.

3. The question has been discussed with the Land Forces Sub-Commission (LMA) who are in agreement with the above.

APPROVED

*James J. Carnes*  
James J. Carnes  
Colonel, Inf.  
Director Roads Division.

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner.

416

Copy to:

MAIA G  
MAIA S & T  
Economic Section

204

ES/6.01

21 February 1948

My dear Mr. Prime Minister.

In reply to your letter No. 125/XXVI of 9th February 1948, forwarding copy of a letter from the Sassari Section of the Liberal Party.

A ferry service for carrying passengers and cargo was established between Cagliari and Torre Annunziata at the end of December and has since been functioning satisfactorily. The vessel allocated to this service is the S. G. Abbazia.

Cagliari was chosen as the Sardinian terminal of this service, because there was a large demand for movement of personnel and stores from this area to the mainland and the port was organised to handle the traffic. Olbia was not considered suitable because draft limitations restrict the type of ship which can be used, and because the bulk of the traffic ex Olbia for which top priority has been given by the Italian authorities is livestock. In the meantime a regular livestock ferry has also been established between Cagliari and Civitavecchia.

It is desired to transfer the Sardinian terminal of this livestock ferry to Olbia as soon as a suitable ship can be found and adapted for carrying livestock. The present vessels allocated to this service are too large to enter Olbia. They are normally engaged on military traffic, and have been loaned by the shipping authorities pending the finding of a vessel of suitable draft.

Arrangements have been made in Sardinia whereby train services from and to the northern provinces connect with the presently established personnel and cargo ferry at Cagliari. Availability of suitable shipping is such that it is unlikely that an additional passenger ship can be allocated for the Olbia - Civitavecchia ferry at present though this matter will be taken up and pursued with the

416

203

ES/6.01

Mediterranean Shipping Board. I would mention that the latter body have approved in the establishment of a passenger ferry service from Palermo to the Mainland but so far have not found it possible to allocate a suitable vessel for this traffic due to higher priority military needs for this type of shipping.

Yours very truly,

/s/ Elmer W. Stone

ELMER W. STONE  
Rear Admiral, USNR  
Chief Commissioner

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

416

203

## HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

540/20/TN 1

17 Feb. 1945

SUBJECT: Formation of Motor Transport Brigade.

TO : AFHQ, C-5, Attention: Colonel Butterworth.

1. Reference is made to meetings at AFHQ and to conversations between Colonel Butterworth and Cernes. Civilian trucks are now being imported into this country and formed into Q and GT Companies. It is considered essential to set up a full organization to control and maintain these trucks and that this should be done at an early date. The attached Appendix A is a chart giving a summary of what is proposed.

2. AFHQ approval has already been received for all the operating companies listed on the chart, i.e., 24 American Q Companies and 10 British GT Companies; a number of these companies have existed for some time. Approval has also been given for the three Truck Battalion Headquarters on the American side and the first Truck Battalion Headquarters already exists.

3. It is recommended that a proper maintenance setup should be authorized as indicated on the chart in order that the Brigade may be self-supporting and responsible for all echelon maintenance of its own vehicles.

4. The supervisory units as shown are considered necessary in order to weld the organization into an efficient whole.

5. Appendix B shows the grades and ratings of officers and En/Ofs needed on the American side and also for the joint American and British Headquarters and Truck Maintenance Group; the latter two establishments are based on the American TO, but the personnel supplied should be both American and British.

6. On the British side this leaves the British-Italian truck group and the two GT columns to be approved.

7. Appendix C shows the additional requirements for personnel in order to establish the proposed setup. It will be

tions between Colonels Duttenworth and Cernes. Civilian trucks are now being imported into this country and formed into Q and GT Companies. It is considered essential to set up a full organization to control and maintain these trucks and that this should be done at an early date. The attached Appendix A is a chart giving a survey of what is proposed.

2. AFHQ approval has already been received for all the operating companies listed on the chart, i.e., 24 American Q Companies and 10 British GT Companies; a number of these companies have existed for some time. Approval has also been given for the three Truck Battalion Headquarters on the American side and the first Truck Battalion Headquarters already exists.

3. It is recommended that a proper maintenance setup should be authorized as indicated on the chart in order that the Brigade may be self-supporting and responsible for all echelon maintenance of its own vehicles.

4. The supervisory units as shown are considered necessary in order to weld the organization into an efficient whole.

5. Appendix B shows the grades and ratings of officers and EM/CNs needed on the American side and also for the joint American and British Headquarters and Truck Maintenance Group; the latter two establishments are based on the American IO, but the personnel supplied should be both American and British.

6. On the British side this leaves the British-Italian truck group and the two CI columns to be approved.

7. Appendix C shows the additional requirements for personnel in order to establish the proposed setup. It will be noticed that there will be required 79 officers (A or B), 54 officers (C), 341 EM/CNs and 1,312 Italian soldiers.

8. It is requested that authority be given for these proposals at an early date in order that a start may be made in setting up the organization.

9. In this connection, it is proposed to assign four officers and one sergeant from the Transportation Sub-Commission who will be the nucleus of the new Truck Brigade Headquarters and who will start immediately on its work.

For the Chief Commissioner: **M. S. LUSH**

BRIGADIER,  
Executive Commissioner.

HEADQUARTERS ALLIED COMMISSION  
Office of the President  
APO 394

FEB 15 1945  
CC #35

PRES/45001/AC.

14th February 1945.

Chief Commissioner.  
(Copy to:- Chief of Staff.  
Political Section).

In my minute to you of 19th January I referred to a conversation which the Italian Ambassador in London had had with Mr Macmillan at this Headquarters on the 3rd January in which Count Carandini had said that he had been promised by the British Ministry of War Transport 500 trucks for Italy.

2. It has now been learned from the Foreign Office that Count Carandini had misunderstood what he had been told. No such promise had been made. It has been explained to him that there is no chance of any second hand lorries being supplied to Italy, except on military programmes. Any civilian demand would carry too low a priority for any lorries whether new or second hand to be supplied to Italy during the present squeeze on all transport.

3. The War Office and C.C.A.C. are, however, considering availabilities to meet SACMED's demand for 5,000 lorries for Italy in addition to the much higher demand from SHAF for Civil Affairs North West Europe.

John Wyndham  
Personal Assistant.

4101

201

Translation

FEB 18 1940  
CC 407

The President of the Council of Ministers  
n. 123/KC XVI

Rome, 5 February 1940

Dear Admiral,

I take the liberty of drawing your personal attention on the subject mentioned in the enclosed copy of the Sassari section of the Liberal Party, about the communications between the Continent and Sardinia.

I shall be most grateful if you can send me an answer on this subject.

I remain,

Yours very truly,

S. I. Bonomi

Admiral Henry H. Stone  
Chief Commissioner  
Allied Commission  
R o m e

See 203

5805/CC3

4154

Water Communication - (Shipping)

S.I.

199

Translation

FEB 13 RECD

COPY

ITALIAN LIBERAL PARTY  
Genovese Section  
-----  
Provincial Direction

Genovese, 30 December 1944

To M. A. the President of the Council  
of Ministers

R O M E

The Genovese Provincial Section of the Italian Liberal Party fully agreeing with the deliberation of the Genovese Provincial Committee for liberation, asking for the re-establishment of the communications between Genovese and the Continent, because of the geographic conditions of the island and the general economic requirements of all islands, points out that there are no longer any obstacles to the re-establishment of the Olbia-Civitavecchia line, for in both harbors, the damages caused by the war have already been repaired.

On the other hand, while to unblock the communications with the continent it would be natural to rehabilitate the shortest line, we point out that these communications must take place with the Capital, which practically concentrates all commercial and administrative relations, as well as the bulk of the traffic.

Keeping this in mind, we must point out that the Olbia-Civitavecchia line is 12 miles long, i.e. 21 km., while the Cagliari - Naples one is 207 miles long, i.e. 334 km., i.e. three longer.

To this distance, to reach the Capital, we must add the railroad distance Rome-Civitavecchia which is of 41 km., while there are 21 km. between Genovese and Naples. - The journey by Civitavecchia is only of 12,2 km., while that through Naples is of 79,2 km., i.e. three longer, the cost and loss of time being obviously much greater.

As there are no regular ship-passenger services, people can only rely on very expensive and uncertain means of transport, which can be obtained neither easily, nor quickly. With such means, people would be compelled to use one of the ordinary roads, instead of the railroad, thus lengthening the distance of another 22 km., for the new total distance is of 230 km. by road while it is only of 21 km. by railroad. The Civitavecchia-Naples road would shorten the distance, for there are only 71 km. by road, while there are 81 km. by railway. The railway line is already functioning.

4154

The Sassari Provincial section of the Italian Liberal Party fully agreeing with the deliberation of the Sassari Provincial Committee for liberation, asking for the re-establishment of the communications between Sardinia and the Continent, because of the geographic conditions of the island and the general economic requirements of all Sards, points out that there are no longer any obstacles to the re-establishment of the Olbia-Civitavecchia line, for in both directions, the damage caused by the war has already been repaired.

On the other hand, while to unblock the communications with the continent it would be natural to rehabilitate the shortest line, we point out that these communications must take place with the capital, which practically concentrates all commercial and administrative relations, as well as all the traffic.

Keeping this in mind, we must point out that the Olbia-Civitavecchia line is 12 miles long, i.e. 251, km while the Cagliari - Sardinia line is 207 miles long, i.e. 194, km, i.e. twice longer.

No this distance, to reach the capital, we must add the railroad distance Olbia-Civitavecchia which is of 41 km, while there are 21 km between Olbia and Cagliari. - The journey by Civitavecchia is only of 12,1 km, while that through Cagliari is of 70,1 km, i.e. twice longer, the cost and loss of time being obviously much greater.

As there are no regular bus-trip service, people can only rely on very expensive and uncertain means of transport, which can be obtained neither easily, nor quickly. With such means, people would be compelled to take use of the ordinary road, instead of the railroad, thus increasing the distance of another 22 km. For the bus-trip distance is of 25 km by road while it is only of 21 km by railroad. The Civitavecchia-Olbia road would shorten the distance, for there are only 11 km by road, while there are 21 km by railway. The railway line is already functioning.

We must also stress the fact that the goods which might be exported from the island are for the most part to the northern area, as cork, wheat, a large quantity of olive oil, many to be shipped, while foodstuffs such as lamb and cheese are also for the greatest part in the central and northern part of the island.

It must be remembered that the longer the distance means the traffic much slower, and the lack of adequate means would make it very for the foodstuffs to go bad.

We therefore ask for action to be taken in the interest of the island and of the nation, and we decide to communicate the present order of the day to the Allied Authorities, to H. E. the High Commissioner, to the President of the Council, to the Ministry of Communications, and to the Commissioner for Alimentation.

For the Provincial section

S. Murato

e.o.

FEB 13 RECD

CC 407

HEADQUARTERS ALLIED COMMISSION  
AND 594

Office of the Chief of Staff

\*\*\*\*\*

Tel: 451

12 February 1945

Ref: 8763/20/008

SUBJECT: Communications.

TO : Economic Section.

Attached letter 125/XXXVI dated 9 February 1945 and enclosure from Prime Minister BONOME are passed to you for appropriate action and preparation of reply for signature of the Chief Commissioner.

*JCB*  
Chief Staff Officer,  
To the Chief of Staff.

4154

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Incl:  
as above

C.O.S.

Sir,

Reference attached.

This matter was represented to you by RC. Sicily (see his letter at Folio 22). The allegations contained therein are at present under investigation by Economic Section as instructed by you at COS meeting (see Folio 25).

No action M 12/2 <sup>Lgt. 4</sup> 12/2  
4157 Return to cde office.

CO5 - first sec me  
JMS  
CL

~~TOP SECRET~~

Report from outside sources received by  
the United States Consulate, Palermo.

Information secured from various reliable sources  
has confirmed that Allied Commission has made tonnage  
assignments on the Italian steamship "Gaeta", based on  
standards of partiality. The ship's route is Palermo  
- Torre Annunziata - Civitavecchia and its cargo is  
1000 tons of wine.

It is reliably reported that at least 50% of the  
tonnage was obtained by the intervention of women, 250  
tons of this went to Giuseppe CAUDULLO who sold it at  
from 16 - 30 lire per kg. The bulk was sold at about  
25 lire, however.

Out of the 250 tons assigned to Caudullo, he  
utilized only 15 for his own merchandise. The rest was  
sold at the above prices which brought a profit of  
6,000,000 lire for Caudullo and Countess MAIORCA, his  
partner. A share of the profit was given to one CASSARINO,  
a partner of Caudullo, who receives only a small part of  
the returns, however.

Caudullo is a citrus fruit exporter of Catania who  
has never been trusted in his native town due to his bad  
commercial reputation. He has not only never concluded  
any important negotiations, but has debts amounting to  
600,000 lire. In fact, he himself has stated that he had  
to come to Palermo to go into business, because he could  
not continue in Catania.

Mrs. Rosetta CARONIA also obtained an assignment of  
200 tons from A.C. officers realizing a profit of 1,000,000  
lire.

It has not been possible to ascertain who has benefited  
from the assignments procured by Mrs. Caronia, and it is  
more than probable that she received assignments greater  
than 200 tons.

Other individuals have received assignments in the  
same way, it is reported.

Thus: 250 tons for Mrs. Maiorca  
200 " " " Caronia  
450 " Total

-2-

Other small assignments added to the above total will certainly result in 500 tons at least, which is half of the total tonnage.

These assignments are detrimental to the legal businessmen and to the consumer who eventually carries the weight of the speculation.

\*\*\*\*\*

Tonnage assignments for export shipping are obtained through the recommendation of Allied Commission officers' lady friends, Countess Luisa Maiorca, and Mrs. Rosetta Caronia. Telephone communications made by A.C. officers to COGENA, which administrates all available shipping, are sufficient to secure desired reservations (export permits).

Thus, through the intervention of their "partners", Countess Maiorca and Mrs. Caronia, Caudullo of Catania, and one PALUMBO have succeeded in obtaining 200 or 300 ton assignments for each trip. This tonnage, which is sold at a profit to other firms, which in turn sell it at 20-26 lire per kg determines a return of 5-6 million lire for the above-mentioned women for each shipment from Sicily.

Mrs. Caronia also deals in truck and automobile permits. She is the friend of Lt. Col. RUSSELL A. SNOOK, US A.C. Public Security Commissioner, and enjoys his "protection". Countess Maiorca enjoys the "protection" of Major DRING, British.

The following information has been obtained:

SHIPS:

M.V. ASSUDTA MARIA - 60 tons were assigned to Palumbo which were sold at a profit of one million lire, with a 50% cut for Mrs. Caronia.

GAETA - 250 tons assigned to Caudullo through the Countess Maiorca, were sold to MARINO, SCORDATO, BECCARO and others with a profit of 6 million lire, which sum was divided in two and then deposited in the Commercial Bank under the name of VENTURELLI Clementina. Since it was rumored that an investigation was being conducted on Caudullo's activity, difficulties promptly settled by an A.C. Major, arose between him and the ship's captain. This major is H. DRING, A.C. Regional Supply Officer (British). It is believed that an 80,000 lire watch was offered to an A.C.

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officer during a recent banquet to A.C. personnel.

GAETA - Contrary to the custom of assigning the tonnage to PALUMBO, 200 tons were assigned directly to Mrs. Caronia on one occasion. Legally, Mrs. Caronia is not authorized to receive such assignments because she is not registered in the Chamber of Commerce as an exporter. The tonnage permit was sold to the AMOROSO firm at a profit of 5 million lire. Mrs. Caronia also obtained a truck permit for the AMOROSO firm.

GAETA - 100 tons were obtained by the S.I.E.P.A.S. firm through an officer of the U.S. Navy, friend of Atty. CAVALIO. The firm which has not requested the tonnage in turn sold it to Reg. BOZZA and others. The profits were divided between Atty. CAVALIO and the firm.

The above negotiations have aroused high discontent among all honest exporters who realize that they will not be able to work unless they wish to entrust themselves to the protection and exploitation of these ladies and the A.C. officers who obtain assignments from COGENA, in Rome and Palermo. The names of Mrs. Caronia and Countess Maioren have never been mentioned in the lists of those who received assignments, but those of their partners PALUMBO and CAUDULLO are.

Although the latter method appears to relieve the officers of any further responsibility in the matter, the A.C. officers and the Allied Government have been compromised in the eyes of the civilian population and as a consequence, the prestige of Allied Authorities and military personnel has suffered seriously.

\*\*\*\*\*

#### GAETA CARGO

The Italian steamship "Gaeta" which was scheduled to leave Palermo for Torre Annunziata and Civitavecchia on December 28th carried a cargo of 1000 tons of wine.

This tonnage was assigned chiefly to speculators who profited on the sale of their assignments (export permits).

According to Nino LA DUCA, Maritime Exportation Agent of Catania, the situation on December 19th was as follows:

Cargo Utilized.....No. 600 tons  
Non-Utilized cargo due to lack of  
merchandise....." 400 "  
Consequently, 400 tons of cargo was left  
to be speculated upon.

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-4-

It is reported that Countess Lucia MAIORCA confided the following to Giuseppe CAUDULLO, of Catania, in the Impero Restaurant at Marsale. Caudullo is her friend and partner in business.

"Don't worry, because you will receive the assignment. I guarantee you this. The "Gaeta" will not leave without your cargo."

Mrs. Maiorca referred to the cargo on the "Gaeta" which was then in the port of Palermo. Caudullo did obtain a tonnage assignment on the "Gaeta" and went to Marsala to sell his permit at 8 lire per kg.

These statements were made by Calcedonio INGRASSIA, of Castelvetro, an exporter of wines, who has made business deals with Caudullo.

Caudullo also sold to one GRASSO, Dr. ZERILLI, wine producer, and Rez. RIGANO, dealer in wines, salted-products. etc.

415

(98)

SECRETExtract

FROM: AGWAR FROM THE COMBINED CHIEFS OF STAFF (BOOK MESSAGE)

TO: ALEXANDER FOR ACTION

REF. NO. THIS MESSAGE: WX 29633

31 January 1945

PAN 487

DIRECTIVE FROM COMBINED CHIEFS OF STAFF

Per File 5805/CC

Transport

5. For the duration of combined operations, the combined US-UK military authorities will be responsible for providing:

+ + + +

- (c) Those supplies necessary for the restoration of such of the Italian power systems and transportation and communication facilities as will further the military effort against GERMANY and JAPAN.

To the extent contemplated by this Paragraph 5, essential civilian supplies cannot be divorced from the military supply programme and ITALY must be treated as a whole. It is understood that the date of termination of combined military responsibility for providing supplies as set out above will be decided by the Combined Chiefs of Staff on your recommendation.

5805/CC

4151

~~SECRET~~

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EWS/hjp

22 January 1945

cc 5805

Dear Sig. Cerabona:

Thank you very much for your letter of the 20th January. I am so sorry that owing to my absence from Rome it was not received in time to enable me to be present at the inauguration of the train service to Naples.

With sincere congratulations for the work which the railroad men have done and with best wishes for the future,

Very truly yours,

19/ ELLERY W. STONE

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

Avv. Francesco Cerabona  
The Minister of Transport  
Italian Government  
Rome

4150

cc: CofS

FILES A ✓

5-805/CC

194  
Dear Sig. Cerabona:

Thank you very much for your letter of the 20th January. I am so sorry that owing to my absence from Rome it was not received in time to enable me to be present at the inauguration of the train service to Naples.

With sincere congratulations for the work which the railroad men have done and with best wishes for the future,

Very truly yours,

12/1 Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

Avv. Francesco Cerabona  
The Minister of Transport  
Italian Government  
Rome

415)

cc: CofS

FILES A ✓

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5-805/CC

Translation

The Minister of Transports

Rome, 20 January 1942

Dear Admiral,

With the reorganization of the travellers service between Rome and Naples, the populations of South Italy and Sicily will again be able to communicate with the capital.

This event, which has a great material advantage, has a high spiritual significance.

All this is due to the work and to the benedictory will of the Allies, who, with the eager collaboration of the Italian railway-workers, try with every means to rehabilitate the devastated railways.

I want to express my gratitude and shall be most happy to see you on Monday 22nd at the starting of the first train for Naples.

Truly yours,

S. Francesco Cerbone

Admiral Henry W. Stone  
Chief Commissioner of the Allied Commission  
R O M E

414

c.c.

DISTRIBUTION AC 21 Jan  
ACTION: Economic Sec  
INFO: Chief Commr  
G. S

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See 195

5805/cc



L. MINISTRO DEI TRASPORTI

Roma, li 20 Gennaio 1945

Caro Ammiraglio,

con il ripristino del servizio viaggiatori fra Roma e Napoli, le popolazioni del Mezzogiorno d'Italia e della Sicilia saranno riallacciate alla Capitale.

Questo avvenimento, che rappresenta un grande vantaggio materiale, ha, oltre tutto, un alto significato spirituale.

Tutto ciò è dovuto alla fervida opera ed alla tenace volontà degli Alleati, che, con l'appassionato concorso dei ferrovieri italiani, cercano, con tutti i mezzi, di dare vita alle nostre devastate ferrovie.

Nell'esprimerLe i sensi della mia profonda gratitudine, sarò ben lieto se potrò avere il piacere di ossequiarLe Lunedì 22 corrente alla partenza del primo treno per Napoli.

Suo sinceramente

414

Ammiraglio Ellery W. Stone  
Comissario Capo della Commissione Alleata  
R O M A

C O P Y

45001/7/AC

19th January, 1945.

The Chief Commissioner:

When Count Carrandini called upon Mr Macmillan at this Headquarters on the 3rd January, he said that he had been promised by the British Ministry of War Transport 500 trucks for Italy.

2. The Transport Sub-Commission have no knowledge of this undertaking.

3. Mr Macmillan has asked me to enquire whether you or the Chief of Staff, or the Political Section, know anything of this matter? He would suggest that the British Foreign Office might be asked to find out the facts and what progress Count Carrandini is making towards obtaining and shipping the trucks.

See (201)  
Personal Assistant.

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Copies to:- Chief of Staff,  
Mr. Hopkinson, Political Section.

5805/CC

193a

A file

1534783

18 January 45.

My dear Mr. Prime Minister:

As a result of many months of discussion and planning by your Government, in collaboration with the Allied Commission, I understand that the Ente Nazionale Autotrasporti di Cosa plan for the control of load-carrying road transport is to be placed in effect on 1 February 1945.

The Allied Commission considers it of the utmost importance that all civil road transport be utilized to the fullest extent throughout Italy at the earliest possible moment. I hope that everything possible will be done to make this utilization control effective as of the date mentioned.

The Commission stands ready to help in any way it can to make the ENAC plan successful. I understand that the required assistance has been the subject of a number of recent discussions between members of your Government and the Economic Section and the Transportation Sub-Commission of Allied Commission. It should be emphasized that it will be extremely difficult to secure from the military services even the minimum requirements of gasoline until it is demonstrated that the control of road transport is actually in effect, rather than being still a plan for the future.

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

4140  
H.E. Ivanoe Bonomi  
Prime Minister  
Italian Government  
Rome

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Econ Sec Files ( 2 )  
Transportation S/C Files (1)  
Executive Director, Econ Sec (1)

## LIST OF PAPERS

Office of the  
Chief Commissioner

ALLIED COMMISSION

File under No. 955 U.N.R.R.A.~~SECRET~~

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| SERIAL<br>NUMBER | FROM—            | DATE      | TO—  | SYNOPSIS                                                           |
|------------------|------------------|-----------|------|--------------------------------------------------------------------|
| 50               | CHL AC FOOD 6794 | 21 Nov 44 | AFHQ | No food supplies can be loaned to UNRRA due food deterioration str |
| 51               | CHL AC COS 7309  | 1 Dec 44  | AFHQ | No food supplies can be loaned to UNRRA, telcom . . .              |

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~~SECRET~~

