Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC 10000|148|208 200/TN/1

GENERAL TRANSPORTATION

Ap 1944 - June 1946

1379

Declassified E.O. 12356 Section 3.3/NND No. 785021

ct.482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vt

AC/200/Tn.1

24 June 1946.

Subject : Travel Permit to Prague.

To : Director, Public Safety Sub-Commission
HQ, AC.

1. The Italian State Railways had under their direction a Commercial Agency in Czechoslovakia that was closed by the German authorities after September 8, 1943. They have had no information about this agency since.

2. The Director General of the Italian State Railways desires to send Mr. Bonnasser, Station-master, to Prague to liquidate the outstanding accounts; to settle other questions and to contact Czechoslovakian State Railway authorities to reestablish friendly relationship between the two administrations.

3. The Italian State Railways would like for Mr.Bonnasser to leave Rome for Czechoslovakia in July 1946 and to remain there approximately 15 days.

4. It is requested that the travel permit be issued to Mr. Bonnasser. Application in duplicate is attached hereto.

WALTER P. SCOGGINS
Lt.Colonel, QMC
Director.

1.- Incl.
Applic. in dup.

3716

250

1380

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION :

FROM : MINISTRY OF TRANSPORT ,
State Railways Direction General,
Commerce and Communications Sec .

REF.No. : C.P.417/82679 18 June 1946 .

SUBJECT : Travel Permit .

TO : Transportation and Shipping Branch,
HQ. AC. Rome .

The Administration of State Railways had under their direction a Commercial Agency in Czechoslovakia closed by German authorities after September 8th 1943.This office has had no information about the a/m agency since then.

The Director General of State Railways intends to send Mr.Francesco Bonmassar,Station-master,to Prague with the task of liquidating the outstanding accounts and settling other questions(furniture,lists of fares etc.).Further,this office wishes to contact Czechoslovakian State Railway Administration and to reestablish a friendly relationship between the two Administrations.The a/m representative Mr.Francesco Bonmassar is expected to leave for Czechoslovakia in July 1946,and to stay there about a fortnight.

The Public Safety Sub-Commission informed us that a letter from you,explaining the necessity of the intended trip,would assist in issuing the travel permit needed,therefore, we apply to you to forward such a letter,accompanied by the enclosed application,to the Public Safety S/C.

(Sgd) Illegible,

Director General.

3709

1381

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO COMMERCIALE E
DEL TRAFFICO

OGGETTO

Permessi di viaggio

ALLEGATI N. -2-

Roma, li 18 GIU. 1946 194

N° C.P.417/82679

Al N° del

SOTTOCOMMISSIONE TRASPORTI C.A.

S E D E

L'Amministrazione delle Ferrovie dello Stato aveva, come è noto, una propria Agenzia Commerciale in Cecoslovacchia, la quale venne chiusa dalla Autorità tedesche dopo l'8 settembre 1943 e di cui non si è più saputa la sorte.

Per liquidare le varie questioni lasciate in pendenza dall'ufficio suddetto (mobilio, materiale tariffario ecc.) e per riallacciare, con la presa di contatto diretto, le nostre passate buone relazioni con quell'Amministrazione ferroviaria, questa Direzione Generale intenderebbe di inviare in missione a Praga nel luglio p.v. e per la durata di circa quindici giorni il Capo Stazione P.le Bonmassar Francesco del nostro Servizio Commerciale e del Traffico.

Dato che la Sottocommissione Pubblica Sicurezza ha comunicato che una lettera di raccomandazione di codesta Sottocommissione che spiegasse la necessità di tale viaggio sarebbe di grande appoggio per la domanda di permesso, si prega preparare una lettera in tal senso inoltrandola assieme agli allegati alla predetta Sottocommissione Pubblica Sicurezza.

Ringraziando

IL DIRETTORE GENERALE

Ing. Zanardelli

"Q" (MOVEMENTS)
LIAISON OFFICE, ROME
19 JUN 1946
Date

3708

1382

Declassified E.O. 12356 Section 3.3/NND No. 785021

/bn

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AC/200/Tn.1

20 June 1946

Subject : Release Order of Aluminium Scrap.

To : C.C.M. Branch
Lombardia Liaison Group
Allied Commission.

Att: Major T.I. Roworth.

1. Reference your letters AC-M/CCM/20AL/65/1521, dated 2 May 1946, and AC-M/20AL/65/1599, dated 14 May 1946, subject as above.

2. Attached is a copy of a letter from Transportation Department, Italian State Railways, giving information requested.

By Command of Rear Admiral Stone:

3707

A.H. STREET
Lt. Colonel
Deputy Director.

F/C-E

200

Via Veneto

TRANSPORTATION DEPT.ISR.

17 June 1946
M.323/38712/364/1778

SUBJECT:Research of wagons.

To : HQ. Allied Commission - A.P.O.794
Transportation and Shipping Branch,
(Attn.Lt.Col.A.H.Street)

Reference your letter AC/200/Tn 1 dated 17 May last.

Wagons,whose numbers are given hereunder,containing aluminium blocks ex Campo di Trens, have arrived at Leghorn S.Marco 3 September 1945 and were unloaded by Allied Command Depot 5-L-55.

Wagons : 486557 = 3835 = 8894 = 25647 = 173829 = 32278 = 9970 = 56089 = 2144 = 17287 = 17528 = 63634 = 36506 = 335628 = 499728 = 98080 = 44410934 = 727621 = 27650 = 499960 =.

The Chief of Tn.Dept.
Sgd.Biondi

3706

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

13841

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

OGGETTO

Ricerca carri.-

ALLEGATI N.

Roma, lì 17 GIU 1946 194

N° M.323/38712/364/1778

Al N° del

Lt Colonel A.H.STRET
HEADQUARTEIS ALLIED COMMISSION
A P O 794
TRANSPORTATION AND SHIPPNY BRANCH

3705

Con riferimento alla nota AC/200/Tn 1 del 17 maggio s.m. informasi che i carri, di cui si riporta in calce il numero di servizio, contenenti pani di alluminio, provenienti da Campo di Trens, risultano arrivati a Livorno S.Marco il giorno 3 settembre s.a. e scaricati dal Deposito Comando Alleato 5 L 55.
Carri: 486557 = 3835 = 8894 = 25647 = I73829 = 32278 = 9970 = 56089 = 2I44 = I7287 = I7528 = 63634 = 36506 = 335628 = 499728 = 98080 = 499960 = 444I0934 = 72762I = 27650.=

IL CAPO DEL SERVIZIO MOVIMENTO

Mar.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

E.S. File N°: E5/18.05

C5U.

FROM: Interministerial Price Committee
Presidency of Council of the Ministers.

TO: Ministry of Transportation
General Inspectorate of Civil Motoring
and Transport Trusts.

and for inf: Presidency of Council of the Ministers,
Ministry of Industry and Commerce,
General Direction of Home Trade.
Ministry of Public Works
Allied Commission - Economic Section -

3704

THEIR FILE N°: 1703 11 May 1946

REFERRING NOTE N°: 6755 of 7 April 1946

SUBJECT: Revision of Sardinian Tramway Co. rates.

With reference to the a/m note, we herewith inform you that this Committee has confirmed the following augment of prices authorized by the Prefect of Cagliari in favour of the Tramway Co:

a) Augment to 5 lire the price of urban lines for the only distance of San Benedetto-Sant'Avendrace;

b) 5 lire ticket on the line of Bonaria which give you the right to travel over the other lines until a line head.

For the President
The Delegated Minister
Cronchi

200

1.5.94 (7)

Presidenza del Consiglio dei Ministri

COMITATO INTERMINISTERIALE DEI PREZZI

I703

Prot. N.° Allegati

Ministero Trasporti-Ispett. Gen. Motorizzazione Civile e Trasporti in Concessione
e per conoscenza:
Alla Presidenza del Consiglio dei Ministri
Al Ministero dell'Industria e Commercio-Dir. Gen. Commercio Interno
Al Ministero dei Lavori Pubblici 3703
Alla Commissione Alleata-Sez. Economica- ROMA
6755

Risposta a Foglio N.° del

Revisione tariffe Società Tramvie della Sardegna.

OGGETTO

In relazione al foglio sopra indicato, questo Comitato ratifica i seguenti aumenti autorizzati dal Prefetto di Cagliari in favore della Società Tramvie di Cagliari:

a) - Aumento a L.5 (cinque) della tariffa delle linee urbana esercitata in unico tratto nel percorso San Benedetto-Sant'Avendrace;

b) - biglietto di corrispondenza di L.5 (cinque) sulla linea di Bonaria che darà diritto a percorrere l'altra linea fino ad uno dei capilinea.

p. IL PRESIDENTE
IL MINISTRO DELEGATO

NAP/O.G.

Declassified E.O. 12356 Section 3.3/NND No. 759021

COMITATO INTERMINISTERIALE DEI PREZZI

6755

Prot. N.° I703 Allegati

Risposta a foglio del 7 agosto 1947

Revisione tariffe Società Tramvie della Sardegna.

OGGETTO

In relazione al foglio sopra indicato, questo Comitato ratifica i seguenti aumenti autorizzati dal Prefetto di Cagliari in favore della Società Tramvie di Cagliari:

a) - Aumento a L.5 (cinque) della tariffa della linea urbana esercitata in unico tratto nel percorso San Benedetto-Sant'Avendrace;

b) - biglietto di corrispondenza di L.5 (cinque) sulla linea di Bonaria che darà diritto a percorrere l'altra linea fino ad uno dei capilinea.

p. IL PRESIDENTE
IL MINISTRO DELEGATO

NAP/O.C.

Declassified E.O. 12356 Section 3.3/NND No. 759021

1388

Declassified E.O. 12356 Section 3.3/NND No. 785021

MAY 13 1946

TRANSLATION :

FROM : MINISTRY OF TRANSPORT ,
Insp.Gen.of Civ.Motorization.

REF.No. : 7390 24 April 1946.

SUBJECT : Passenger Fares - Public Transport Services. 3702

TO : Transportation and Shipping Branch,
HQ.AC. Rome.

With reference to your letter No.AC/200/95/Tn 1, of March 23rd, 1946, we submit the following:

1. Fares for railways, tramways and inland waterways vary according to different services.

2. It is impossible to state the respective fares owing to the great variety.

3. The above fares do not exceed as a rule, those foreseen for passengers by the State Railways Administration (Fares reckoned per Km.)

4. Fares for transportation within town areas differ from those going beyond or operating outside towns; average tramway fare is Lire 4 or 5 for the journey.

5. This Ministry, in concert with the Interministerial Committee for Prices, has recently granted an increase in fares for the a/m transport services, keeping in view the difference between town and country transportations.

The ratio of fare increase is, when compared with fares effective since 31 December 1942, as follows:

a) For:
Railways, tramways, filobuses, funicular railways, aerial ropeways and inland waterways (all outside town areas):

For 1st & 2nd class passengers .....up to 700 %
(The same for goods and luggage)
For 3rd class passengers ..... " " 600 %
For workers' weekly & monthly tickets .... " " 450 %

b) For:
Bus, tram, filobuses and other services including inland waterways (all within town areas):

For ordinary transp. &season-tickets .....up to 600 %
For workers' season-tickets ..... " " 450 %

It is emphasized that all of the a/m fares are

Declassified E.O. 12356 Section 3.3/NND No. 785001

With reference to your letter No.AC/200/95/Tn 1, of March 23rd, 1946, we submit the following:

1. Fares for railways, tramways and inland waterways vary according to different services.

2. It is impossible to state the respective fares owing to the great variety.

3. The above fares do not exceed as a rule, those foreseen for passengers by the State Railways Administration (Fares reckoned per Km.)

4. Fares for transportation within town areas differ from those going beyond or operating outside towns; average tramway fare is Lire 4 or 5 for the journey.

5. This Ministry, in concert with the Interministerial Committee for Prices, has recently granted an increase in fares for the a/m transport services, keeping in view the difference between town and country transportations.

The ratio of fare increase is, when compared with fares effective since 31 December 1942, as follows:

a) For:
Railways, tramways, filobuses, funicular railways, aerial ropeways and inland waterways (all outside town areas):

For 1st & 2nd class passengers .....up to 700 %
(The same for goods and luggage)
For 3rd class passengers ..... " " 600 %
For workers' weekly & monthly tickets .... " " 450 %

b) For:
Bus, tram, filobuses and other services including inland waterways (all within town areas):

For ordinary transp. season-tickets .....up to 600 %
For workers' season-tickets ..... " " 450 %

It is emphasized that all of the a/m fares are expressed by "Lire" of round figures.

..... 2/

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Fares for public bus lines, plying in the country, are fixed by the universal schedule issued by this Ministry on 7 September 1944 (Decree No.344), limiting the fares to various amounts between Lire 1.15 and Lire 2.8 for each passenger for 1 Km.

Fares depend on the condition of the roads, daily average route, and on road worthiness of vehicles operated.

This tariff may be increased by 30 % if the daily average route exceeds 150 Km. thus requiring transport service personnel to be billetted during the trip.

Rate for luggage is Lire .025 for each Kg. per Km., plus extra rates for luggage exceeding ten Kg.

By the Decree No.1821, of 18 May 1945, the a/m rate has been increased by 80 % for passenger transport and to .05 Lire for luggage, excluding the already existing 30 % increase for long routes.

All of the a/m fares have been increased again by 20 % in accordance with Decree No. 5093, of 18 April 1946, the increases thus totalling 100 % when compared with those foreseen for passengers by Decree No.344, of 7 September 1944.

This decision is being considered by the State Control Office.

(Sgd) Illegible ,

Director General.

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

I.G.M. 239

Roma, 2 APR 1946 19

Ministero dei Trasporti

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al la SEDE CENTRALE COMMISSIONE ALLEA
TA=SEZIONE TRASPORTI E NAVIGAZIONE=
A.P.O. 394

Div. SERV. 5° = UFF. 4°
Prot. N.° 7130 Allegati
Ag. 13.1

Risposta al Foglio N.° AC 200/95/TN 1
del 28 marzo 1946

OGGETTO Tariffe viaggiatori delle aziende esercenti pubblici trasporti in concessione.

In riferimento alla richiesta sopradistinta, si rende noto quanto segue:

1°) Le tariffe praticate sui servizi di trasporti ferroviari, tramviari, di navigazione interna, esercitate in regime di concessione, variano da azienda ad azienda.

2°) Data la molteplice diversità delle tariffe, non è possibile comunicarne gli importi corrispondenti.

3°) In linea generale, le tariffe in questione non superano quelle previste per viaggiatore-Km. dalla Amministrazione delle Ferrovie dello Stato.

4°) Esiste, comunque, una differenziazione delle tariffe praticate dalle Aziende, a seconda che trattasi di servizi di trasporti urbani ovvero di servizi estraurbani; per quanto riguarda le tramvie urbane, la tariffa media si può calcolare dalla 4 alla 5 lire per ogni corsa.

5°) Recentemente, questo Ministero, di concerto con il Comitato Interministeriale dei Prezzi, ha concesso alle aziende di cui trattasi la autorizzazione di massima ad aumentare le tariffe, già in vigore al 31.12.42, distinguendo fra i servizi di trasporto urbani e quelli estraurbani, nella seguente misura:

a) per le aziende esercenti ferrovie, tramvie, filovie extraurb

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Div. SEGR. 5° = UFF. 4°
Prot. N. 1390 Allegati
Ag. 13.1

Risposta al Foglio N. AC 200/95/TN 1
del 28 marzo 1946

OGGETTO Tariffe viaggiatori del e aziende esercenti pubblici trasporti in concessione.

In riferimento alla richiesta sopradistinta, si rende noto quanto segue:

1°) Le tariffe praticate sui servizi di trasporti ferroviari, tramviari, di navigazione interna, esercitate in regime di concessione, variano da azienda ad azienda.

2°) Data la molteplice diversità delle tariffe, non è possibile comunicarne gli importi corrispondenti.

3°) In linea generale, le tariffe in questione non superano quelle previste per viaggiatore-Km. dalla Amministrazione delle Ferrovie dello Stato.

4°) Esiste, comunque, una differenziazione delle tariffe praticate dalle Aziende, a seconda che trattasi di servizi di trasporti urbani ovvero di servizi estraurbani; per quanto riguarda le tramvie urbane, la tariffa media si può calcolare dalla 4 alla 5 lire per ogni corsa.

59) Recentemente, questo Ministero, di concerto con il Comitato Interministeriale dei Prezzi, ha concesso alle aziende di cui trattasi la autorizzazione di massima ad aumentare le tariffe, già in vigore al 31.12.42, distinguendo fra i servizi di trasporto urbani e quelli estraurbani, nella seguente misura:

a) per le aziende esercenti ferrovie, tramvie, filovie estraurbane, funicolari, funivie e servizi di navigazione interna estraurbani: sino al 700% per i viaggiatori di 1° e 2° classe, nonchè per le merci e

A/a ./.

Declassified E.O. 12356 Section 3.3/NND No. 759021

bagagli; sino al 600% per i viaggiatori di 3° classe; sino al 450% per gli abbonamenti operai settimanali o mensili.

b) per le aziende esercenti servizi autofilotramviari urbani, di navigazione interna urbana e similari: sino al 600% per corse ordinarie e abbonamenti normali; sino al 450% per i biglietti ed abbonamenti operai.

Si precisa che le tariffe risultanti dalle suddette maggiorazioni sono da intendersi arrotondate alla lira.

Per quanto riguarda le tariffe di pubblici autoservizi di linea, è in vigore la tabella unica nazionale istituita con D.L.L. 7 settembre 1944, n. 344 che stabilisce dei limiti massimi, i quali vanno da £.2.80 a £. 1.15 per viaggiatore-Km., a seconda delle caratteristiche delle strade percorse, della percorrenza media giornaliera di ogni vettura e della potenza degli automezzi impiegati.

Tali tariffe possono, tuttavia, essere aumentate fino ad un massimo del 30% per gli autoservizi con percorrenza media giornaliera superiore a 150 Km. che comportino il pernottamento fuori sede del personale addetto; per il trasporto dei bagagli, la tariffa da applicare è di lire 0,025 per Kg.Km con tassazione di 10 in 10 kg.

Successivamente, con D.M. 18.5.45, n. 1821, i suddetti limiti di tariffa sono stati maggiorati dell'80% per il trasporto di viaggiatori e da £. 0,025 al £. 0,05 per Kg-Km. per il trasporto dei bagagli, fermo restando l'aumento del 30% per le linee con pernottamento fuori sede.

Infine con D.M. 18.4. c.a. n. 5093, in corso di registrazione alla Corte dei Conti, le tariffe viaggiatori di cui trattasi sono state ancora aumentate del 20%, tanto da raggiungere un aumento complessivo del 100% rispetto al sopracitato D.L.L. 7.9.44, n. 344.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

narie e abbonamenti normali; sino al 450% per i biglietti ed abbonamenti operai.

Si precisa che le tariffe risultanti dalle suddette maggiorazioni sono da intendersi arrotondate alla lira.

Per quanto riguarda le tariffe di pubblici autoservizi di linea, è in vigore la tabella unica nazionale istituita con D.L.L. 7 settembre 1944, n. 344 che stabilisce dei limiti massimi, i quali vanno da £.2.80 a £. 1.15 per viaggiatore-Km., a seconda delle caratteristiche delle strade percorse, della percorrenza media giornaliera di ogni vettura e della potenza degli automezzi impiegati.

Tali tariffe possono, tuttavia, essere aumentate fino ad un massimo del 80% per gli autoservizi con percorrenza media giornaliera superiore a 150 Km. che comportino il pernottamento fuori sede del personale addetto; per il trasporto dei bagagli, la tariffa da applicarsi è di lire 0,025 per Kg.Km con tassazione di 10 in 10 kg.

Successivamente, con D.M. 18.5.45, n. 1821, i suddetti limiti di tariffa sono stati maggiorati dell'80% per il trasporto di viaggiatori e da £. 0,025 al £. 0,05 per Kg-Km. per il trasporto dei bagagli, fermo restando l'aumento del 80% per le linee con permottamento fuori sede.

Infine con D.M. 18.4. c.a. n. 5093, in corso di registrazione alla Corte dei Conti, le tariffe viaggiatori di cui trattasi sono state ancora aumentate del 20%, tanto da raggiungere un aumento complessivo del 100% rispetto al sopracitato DL.L. 7.9.44, n. 344.

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

1396

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext.470

HEADQUARTERS ALLIED COMMISSION /vr
APC 794
Transportation and Shipping Branch

AC/200/Tn.1

17 May 1946.

Subject: Unblocking of Aluminium Scrap.

To : Ministry of Transport
Italian State Railways
Italian Government
Rome.

3698

1. Reference attached copy of letter from ARAR/URMIT Ref.Nº 17719 dated 7 January 1946.

2. Can you please inform this office what happened to the wagons and contents, on arrival at Leghorn.

3. An early reply will be appreciated.

A.H. STREET
Lt.Colonel
Deputy Director.

CAPTURED ENEMY MATERIALS BRANCH
MILAN OFFICE
at
HQ LOMBARDIA LIAISON GROUP
ALLIED COMMISSION
Apo 394

AC-M/CEM/20AL/65/1599
bg

14 May 1946

SUBJECT : Release Order of Aluminium Scrap

TO : Tn.Sub Commission (Rails) AC HQ Rome.

3699

1. Reference your letter AC/200/Tn.1 dated 9 May 1946.

2. Copy and translation of letter No.17719 dated 7 January 1946 from ARAR/URMIT are herewith enclosed.

T.I.ROWORTH
Major RE
O. i/c Milan Office
CEM Branch
HQ Allied Commission

2 Encs.

Declassified E.O. 12356 Section 3.3/NND No. 785021

AC-A/CEM/20AL/65/1999
bg

14 May 1946

SUBJECT : Release Order of Aluminium Scrap

TO : Tn.Sub Commission (Rails) AC HQ Rome. 3699

1. Reference your letter AC/200/Tn.1 dated 9 May 1946.

2. Copy and translation of letter No.17719 dated 7 January 1946 from ARAR/URMIT are herewith enclosed.

T.I.ROWORTH
Major RE
O. i/c Milan Office
CEM Branch
HQ Allied Commission

2 Encs.

Declassified E.O. 12356 Section 3.3/NND No. 785014

1399

Declassified E.O. 12356 Section 3.3/NND No. 785021

A.R.A.R. - U.R.M.I.T.

TO

CEM Branch
Econmmic Section HQ. AC.
Milan

Milan 7 January 1945

Subject : Unblocking of Aluminium scrap
AC.M.CEM/126/20.1.

3697

With reference to the Release Order No 126/20.1 concerning railway-waggons containing aluminium scrap, We inform you of the following :

The railway-waggons in question have been sent from Campo di Trens to Leghorn as per order of the Allied Command. They left Bolzano together with the train No 9483 on the 29th of August under armed escort.

For your guidance, we inform you that the train was composed of 21 waggons, the numbers of which are given below. On those waggons was also loaded the contents of other 4 waggons, which were not in running conditions.

Being therefore impossible to handle the matter in question, the 4 copies of above mentioned release order are returned herewith.

Waggons n. 486557 - 3835 - 8894 - 25647 - 173829 - 32278
9970 - 56089 - 2144 - 17287 - 17528 - 63634 - 36506
16282 - 335629 - 19761 - 723253 - 499728 - 98080
499950 - 44410934.

A.R.A.R. - U.R.M.I.T.

Translation LC/ Folio .....

1401

Declassified E.O. 12356 Section 3.3/NND No. 785021

AZIENDA RILIEVO ALIENAZIONE RESIDUATI A.R.A.R.

Ufficio Ricupero Materiali Impianti Tedeschi U.R.M.I.T.

Milano 7 Gennaio 1946

3696

A C.E.M. Branch, Economic Section
HQ AC
Milan

Ns.Rif.UC/MO/ds/17719

SUBJECT : SBLOCCO PANI
D'ALLUMINIO AC-M/CEM/I26/20.1

Riferendoci all'ordine di sblocco No.AC-M/CEM/I26/20.1 relativo a carri ferroviari carichi di pani d'alluminio, Vi comunichiamo quanto segue:
I carri in questione sono stati spediti da Campo di Trens a Li = vorno per ordine del Comando Alleato, da Bolzano detti carri sono partiti col treno 9483 del giorno 29 Agosto, che ha avuto scorta armata.

A maggior precisazione possiamo informarvi che il treno era costituito di 21 carri, di cui si riporta in calce il numero di servizio, sui quali fu ripartito il carico di altri 4 non in dondizioni di poter viaggiare.

Non essendo quindi possibile svolgere la pratica in questione Vi restituiamo allegato le quattro copie originali di sblocco.

Carri : 486557 - 3835 - 8894 - 25647 - 173829 - 32278 - 9970 - 56089 - 2114 - 17287 - 17528 - 63634 - 36506 - 16282 - 335628 - 19761 - 723253 - 499728 - 98080 - 499960 - 44410934.

A.R.A.R. + UR.M.I.T.

Allegati N.4

Copy bg

[401]

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT:

No	Date	To	REMARKS	From
	March 1946	Lt. Col. Scoggins Transportation Branch	1. Please inform me on the status of the clearance of air travel rates with Minister of Transport. 2. Col. Buchanan had this in hand. Maj. Gilday, in Air Forces Sub-Commission, tel. 449, can also give you this information for CHARLES W. WALTON Colonel AC Acting Vice President	Economic Section.

200

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Use other side

1402

Declassified E.O. 12356 Section 3.3/NND No. 785021

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No	Date	To	REMARKS	From

DO NOT WRITE BELOW THIS LINE

1403

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Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

BH/fm

AC/200/Tn.1

9 May 1946

3694

Subject : Release Order of Aluminium Scrap.

To : C.E.M Branch.
HQ. Lombardia Liaison Group.

1. Reference your AC-M/CEM/20AL/65/1521 dated 2 May 1946.

2. This office is not in possession of copy of translation of letter No 17719 dated 7 January 1946 from ARAR/URMIT.

FILE

A.H.STREET
Lt.Colonel
Deputy Director.

CAPTURED ENEMY MATERIALS BRANCH
MILAN OFFICE
at
HQ LOMBARDIA LIAISON GROUP
ALLIED COMMISSION
APO 394

AC-M/CEM/20AL/65/1521 2 May 1946. 3693

SUBJECT : Release Order of Aluminium Scrap-

TO : Tn. Sub Commission (Rails) AC HQ Rome -

Reference is made to our letter AC-M/CEM/126/20.1/697 dated 30 January 1946.

1. Could this HQ, please have a reply on this matter.

Donald M. CHAPMAN Sr.
Major Q.M.C.
for Director CEM Branch
HQ Allied Commission

1 encl.

aa/

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT : Release Order of Aluminium Scrap-

TO : Tn. Sub Commission (Rails) AC HQ Rome -

Reference is made to our letter AC-M/CEM/ 126/20.1/697 dated 30 January 1946.

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Donald M. CHAPMAN Sr.
Major Q.M.C.
for Director CEM Branch
HQ Allied Commission

1 encl.

aa/

Declassified E.O. 12356 Section 3.3/NND No. 785021

CAPTURED ENEMY MATERIALS BRANCH
MILAN OFFICE
at
HQ LOMBARDIA LIAISON GROUP
ALLIED COMMISSION
APO 394

AC-M/CEM/126/20.1/697 30 January 1946.

SUBJECT : Release Order of Aluminium Scrap

TO : Tn. Sub Commission (Rails) A.C.HQ Rome.

Referring to letter Tm.A.2/53 dated 21 Jan 46 copy to your office, from Transportation (Br.) Main, C.M.F. enclosed please find copy translation of letter No 17719 dated 7 January 46 from ARAR/URMIT to which the former letter refers.

We are endeavouring to locate this material and your assistance in this matter will be appreciated.

T.I. ROWORTH
Major RE
O. i/c Milan Office
CEM Branch
HQ Allied Commission

Enc.

Declassified E.O. 12356 Section 3.3/NND No. 785031

1407

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TIV.

GPTAA 03 8235 CORRONYPE
APRIL 2320Z

H/2335
APRIL250730

ROUTINE

GDBE

CG PBTOASE LEGHORN,LEFO; ATIS CASERTA ,ALDOA ROME,AND UDINE, ASF FOR SERVINTER NAPLES , WAR OFFICE FOR CIVIL AFFAIRS LONDON,13TH CORPS FOR AMG VENICE.

UNCLASSIFIED:

3691

Reference cables C4770 Cite BRSUP ,BPGDS dated 10 April and C498 SIM CITE BRSUP , BF BPGDS dated 17 April . Due to late reply in reference cables to GPTAA 03 7638 dated 4 April cargo of Bellbille Illinois coal and low grade strip coal not available at this time for civilian supply against requisition AA 72 . Due to strike , coal shipments are suspended. You will be advised of any future availabilities of coal for civilian supply. It is noted that no coal for US Army is required for June .

AC DIST

INFO ACTION - GDE U 2

INFO - CHIEF COMMISSIONER

ECON

TH

FILE 2

FLOAT

HEADQUARTERS
25 APR 1946

200

1408

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Tipo - Ship

ALLIED FORCE LABOUR AND WAGES COMMITTEE
A.F.L.W.C.

REF: AFLWC/A/22

Postal Address:
c/o Labour Branch (Br),
HQ, Rome Area Allied Command,
A.P.O. 794 - U.S. Army.

15th April 1946

Subject: Allied Force Labour & Wages Committee - Agenda.

To: Distribution 'A'.

The FIFTH Meeting of the Labour and Wages Committee will be held at 09.30 hours on THURSDAY, 25th April 1946, in the Conference Room of the Labour Branch (Br), H.Q., Rome Area Allied Command, ROME, to consider the following Agenda:-

1. Minutes of the FOURTH Meeting of the Committee held on 26th March 1946. 3699

2. Minutes of the SEVENTH Meeting of the XIII Corps Local Sub-Committee, held on 8th April 1946 (copy attached).

3. Social Insurance benefits for civilians employed by individual members of the Allied Armed Forces.

4. Representative 3 District will request the Committee to consider whether civilians, other than those of Italian nationality, employed by Polish Units in the Naples Area may be entitled to receive all bonuses and benefits as authorized for Italian employees in A.F.H.Q. Administrative Memoranda.

5. Any other business.

6. To set a date for the next meeting.

William E. Davy

William E. DAVY, Major,
Secretary (Br),
ALLIED FORCE LABOUR & WAGES COMMITTEE.

Copy No 1

Rear HQ 13 Corps

LA/CIV/41

9 April 46

ALLIED FORCE LABOUR AND WAGES COMMITTEE

13 CORPS LOCAL SUB-COMMITTEE

The SEVENTH Meeting of the 13 Corps Local Sub-Committee of the Allied Force 3689 Labour and Wages Committee was held at Rear HQ 13 Corps on 8 April 46.

PRESENT

CHAIRMAN	- Lt.Col. F.N. HOLDEN, AAG 13 Corps
REPRESENTATIVES OF	
AMG 13 Corps	- Capt. N.A. Holsten
88 (US) Div	- 2/Lt. E.E. Paul
HQ DAF	- S/Comdr. E. Bowman
NCIC Trieste	- Comdr (S) F. Clements
'Q' Rear 13 Corps	- Major E.A.B. Fitzgerald
RE (Wks) Rear 13 Corps	- Major W.R. Cathrow
ST Rear 13 Corps	- Major W.G. Gerrard
2901 Civil Labour Unit	- Capt. W. Drysdale
2920 Civil Labour Unit	- Major H.T. Cutbush
SECRETARY	- Capt. A. Chaplin, Labour Branch 13 Corps

1. The minutes of the SIXTH Meeting, held on 12 Mar 46, were approved.

2.(a) The Sub-Committee then proceeded to examine the Comparison Tables (Appendices 'A', 'B', and 'C' to these minutes) showing Allied Force and Civilian Rates of Pay at present in effect in TRIESTE province.

(b) The Chairman pointed out that it was not necessary or desirable to pay exactly the same rates as in civilian industry, but that Allied Forces had responsibilities as good employers.

Capt. HOLSTEN verified the accuracy of the civilian rates. He also stated that there was comparatively little difference between civilian rates in TRIESTE, GORIZIA and POLA. It might be desirable to include the whole of VENEZIA GIULIA in any proposed increase. 'Contingenza' in TRIESTE was due for review on 1 April 46 and was still being examined. It was likely to remain the same.

Major CUTBUSH stated that civilian rates paid in ZONE B were based on the MILAN Agreement and at present Allied Force rates were in line with civilian industry there. Differences in GORIZIA were in fact approximately one half of those obtaining in TRIESTE. It would be desirable to keep GORIZIA rates static to act as a buffer between TRIESTE rates and ZONE B rates. Labour was in good supply in TRIESTE and unemployment was likely to increase on 10 April 46 with the further unblocking of Italian industry. Hotel rates in private industry took into consideration the provision of all meals. New civilian hotel rates in TRIESTE were still the subject of

Declassified E.O. 12356 Section 3.3/NND No. 785021

CHAIRMAN	- Lt.Col. F.A. BOLTON, ADL 13 Corps
REPRESENTATIVES OF	
AMG 13 Corps	- Capt. N.A. Holsten
88 (US) Div	- 2/Lt. E.N. Paul
HQ DAF	- A/Comdr. L. Bowman
NOIC Trieste	- Comdr (S) F. Clements
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/contd. ..... 'The Chairman

Declassified E.O. 12356 Section 3.3/NND No. 785021

The Chairman reminded the Sub-Committee that Allied Force employees in the provinces of PADUA, ROVIGO and VICENZA which came under 13 Corps administration with effect from 1 Mar 46, were still being paid 217 Area rates. Two rates did already exist in the Corps area. Authority had not yet been received from C.O AFHQ for the 100 lire increase in the Sub-Committee's powers as recommended at the last meeting.

(c) It was agreed that the differential between Allied Force and Civilian wage rates called for a further increase in Cost of Living Bonus in TRIESTE province.

(d) Under authority of AFHQ Admin Memo No.25, dated 18 April 45, the following increases of Cost of Living Bonus in TRIESTE province were approved. The increase to date from the commencement of the first pay period after receipt of authority for 100 lire increase in the Sub-Committee's powers, recommended at the previous meeting.

DAILY PAID WORKERS.

(i) Adults

Basic Wage	Authorised Increase Male and Female
Up to and including 120 lire	75 lire
From 121 to 125 lire	72 "
" 126 " 130 "	70 "
" 131 " 135 "	67 "
" 136 " 165 "	65 "
" 166 " 170 "	62 "
" 171 " 175 "	60 "
" 176 " 180 "	57 "
" 181 lire and above	55 "

(ii) Juveniles 40 lire

MONTHLY PAID WORKERS.
(Admin, Office and Clerical Grades)

(i) Adults

Basic Wage	Authorised Increase Male and Female
Up to and including 3000 lire	1950 lire
From 3001 to 3100 lire	1920 "
" 3101 " 3200 "	1870 "
" 3201 " 3300 "	1820 "
" 3301 " 3400 "	1770 "
" 3401 " 3500 "	1720 "
" 3501 " 5000 "	1690 "
" 5001 " 5100 "	1620 "
" 5101 " 5200 "	1570 "
" 5201 " 5300 "	1520 "
" 5301 " 5400 "	1470 "
" 5401 lire and above	1430 "

(ii) Juveniles 1040 lire

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recommended at the previous meeting.

DAILY PAID WORKERS.

(i) Adults

Basic Wage	Authorised Increase Male and Female
Up to and including 120 lire	75 lire
From 121 to 125 lire	72 "
" 126 " 130 "	70 "
" 131 " 135 "	67 "
" 136 " 165 "	65 "
" 166 " 170 "	62 "
" 171 " 175 "	60 "
" 176 " 180 "	57 "
" 181 lire and above	55 "

(ii) Juveniles 40 lire

MONTHLY PAID WORKERS.
(Admin, Office and Clerical Grades)

(i) Adults

Basic Wage	Authorised Increase Male and Female
Up to and including 3000 lire	1950 lire
From 3001 to 3100 lire	1920 "
" 3101 " 3200 "	1870 "
" 3201 " 3300 "	1820 "
" 3301 " 3400 "	1770 "
" 3401 " 3500 "	1720 "
" 3501 " 5000 "	1690 "
" 5001 " 5100 "	1620 "
" 5101 " 5200 "	1570 "
" 5201 " 5300 "	1520 "
" 5301 " 5400 "	1470 "
" 5401 lire and above	1430 "

(ii) Juveniles 1040 lire

/contd. ....MONTHLY PAID WORKERS.

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MONTHLY PAID WORKERS
(Mess, Club and Hotel Grades)

As local civilian rates were still under negotiation the Sub-Committee approved in principle maximum increases to the following scale. When civilian rates were fixed, however, this scale would be subject to review and to possible reduction by an Acting Sub-Committee consisting of representatives of :

NOIC Trieste
AMG 13 Corps
'Q' Branch Rear HQ 13 Corps
Labour Branch Rear HQ 13 Corps
2920 Civil Labour Unit

3688

(i) Adults

Basic Wage	Authorised Increase Male and Female
Up to and including 3600 lire	1325 lire
From 3601 to 3700 lire	1275 "
" 3701 " 3800 "	1225 "
" 3801 " 4900 "	1175 "
" 4901 " 5000 "	1125 "
" 5001 " 5100 "	1075 "
" 5101 " 5200 "	1025 "
" 5201 lire and above	955 "

(ii) Juveniles 390 lire

3. ANY OTHER BUSINESS

(a) It was agreed that the 13 Corps Sub-Committee representative be instructed to make representations at the next meeting of the Allied Force Labour and Wages Committee for revision of the present scale of Travelling Allowances for civilian employees which are deemed to be inadequate. Capt. HOLSTEIN quoted a copy of the Italian Government scale of allowances which provide, in the case of a driver, 306 lire for a whole day compared with the Allied Force's 125 lire.

(b) In view of the high rate of unemployment in VENEZIA GIULIA, it was agreed that Allied Forces should not employ workers who do not possess the green card issued by the Ufficio di Lavoro, with the exception of certain specialists, where the approval of the Labour Control Officer would be required.

(c) The Rome Committee had given instructions for explanation of the situation regarding representation of 88 (US) Div on that Committee. 88 (US) Div were represented on the 13 Corps Sub-Committee which dealt with wages policy, etc., in the area occupied by the Division. The decisions of the Sub-Committee were forwarded to the Allied Force Labour and Wages Committee for approval, and therefore no advantage would be obtained by direct representation at Rome. The 88 (US) Div representative stated that he was satisfied by the present system of representation on the 13 Corps Local Sub-Committee and that membership of the Rome Committee would serve no useful

Declassified E.O. 12356 Section 3.3/NND No. 785021

(i) Adults

Basic Wage	Authorised Increase Male and Female
Up to and including 3600 lire	1325 lire
From 3601 to 3700 lire	1275 "
" 3701 " 3800 "	1225 "
" 3801 " 4900 "	1175 "
" 4901 " 5000 "	1125 "
" 5001 " 5100 "	1075 "
" 5101 " 5200 "	1025 "
" 5201 lire and above	955 "

(ii) Juveniles 390 lire

5. ANY OTHER BUSINESS

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(Sgd.) A. CHAPLIN Captain
S/Captain
Secretary

a/13/10

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPARISON TABLE OF ALLIED FORCE AND CIVILIAN RATES OF PAY - TRIESTE PROVINCE

Daily paid employees

GRADE	Male or Female	ALLIED FORCE RATE: Basic Min. Max.	Cost of Living Bonus Min. Max.	Take Home Min. Max.	MINIMUM RATE OF PAY IN ITALIAN INDUSTRY: Basic Pay	Contingency	Supplementary Contingency	Family allowance	Take H
Artisans									
Bricklayer		90 - 120	220	310 - 340	192	170	25	40	427
Carpenter		90 - 120	220	310 - 340	192	170	25	40	427
Driver-Mechanic		95 - 125	220 - 217	315 - 342	200	170	25	40	435
Joiner		95 - 125	220 - 217	315 - 342	168	170	25	40	403
Fitter or Mech (MT)		100 - 135	220 - 212	320 - 347	168	170	25	40	403
Tailor	M	105 - 125	220 - 217	325 - 342	168	170	25	40	403
					AVERAGE DIFFERENTIAL - ARTISANS				
Unskilled	M	85	220	305	156	170	25	40	391
Unskilled	F	72	175	247	100 - 25	170	25	40	335 - 2
Juvenile under 18		45	79	124	120 - 60	77 - 60	-	-	197 - 2

NOTES : (1) No deductions made in Venezia Giulia for Insurance.
(2) Only minimum rates for Italian Industry shown - Maximum rates are unlimited.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'A'

MPARISON TABLE OF ALLIED FORCE AND CIVILIAN RATES OF PAY - TRIESTE PROVINCE

Daily paid employees

ALLIED FORCE RATE			MINIMUM RATE OF PAY IN ITALIAN INDUSTRY					DIFFERENTIAL
Basic Min. Max.	Cost of Living Bonus Min. Max.	Take Home Min. Max.	Basic Pay	Contin-gency	Supple-mentary Contin-gency	Family allow-ance	Take Home	
90 - 120	220	310 - 340	192	170	25	40	427	MINUS 117 - 87
90 - 120	220	310 - 340	192	170	25	40	427	MINUS 117 - 87
95 - 125	220 - 217	315 - 342	200	170	25	40	435	MINUS 120 - 93
95 - 125	220 - 217	315 - 342	168	170	25	40	403	MINUS 86 - 61
100 - 135	220 - 212	320 - 347	168	170	25	40	403	MINUS 83 - 56
105 - 125	220 - 217	325 - 342	168	170	25	40	403	MINUS 78 - 61
AVERAGE DIFFERENTIAL - ARTISANS								MINUS 100 - 74
85	220	305	156	170	25	40	391	MINUS 66
72	175	247	100 - 25	170	25	40	335 - 25	MINUS 88 - 25
45	79	124	120 - 60	77 - 60	-	-	199 - 20	MINUS 75 - 20

(1) No deductions made in Venezia Giulia for Insurance.
(2) Only minimum rates for Italian Industry shown - Maximum rates are unlimited.

1417

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMPARISON TABLE OF ALLIED FORCE AND CIVILIAN RATES OF PAY - TRIESTE PROVINCE

Admin., Office and Clerical Grades - Monthly paid employees

GRADE	Male or Female	ALLIED FORCE RATE			MINIMUM RATE OF PAY IN ITALIAN INDUSTRY				
		Basic Min. Max.	Cost of Living Bonus min. Max.	Take Home Min. Max.	Basic Pay	Contingency	Supplementary Contingency	Family allowance	Take Home
Accountant	M	2200-5400	6240-5760	8440-11160	8500	4420	650	1196	14760
Clerk	M	2200-3600	6240-5980	8440-9580	5250	4420	650	1196	11516
Junior Admin. Asst.	M	2200-5400	6240-5760	8440-11160	7000	4420	650	1196	13266
Typist	M	2000-3600	6240-5980	8240-9580	4000	4420	650	1196	10266
							AVERAGE DIFFERENTIAL		
Senior Admin. Asst.	F	3060-5780	4520-4030	7580-9810	8500	4420	650	1196	14766
Junio Admin. Asst.	F	1870-4590	4550-4290	6420-8880	6100	4420	650	1196	12366
Clerk	F	1870-3060	4550-4520	6420-7580	4530	4420	650	1196	10796
Typist	F	2000-3600	4550-4290	6550-7890	3240	4420	650	1196	9506

AVERAGE DIFFERENTIAL

1418

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'B'

PARISON TABLE OF ALLIED FORCE AND CIVILIAN RATES OF PAY - TRIESTE PROVINCE

Admin., Office and Clerical Grades - Monthly paid employees

ALLIED FORCE RATE			MINIMUM RATE OF PAY IN ITALIAN INDUSTRY					DIFFERENTIAL
Basic Min. Max.	Cost of Living Bonus min. Max.	Take Home Min. Max.	Basic Pay	Contingency	Supplementary Contingency	Family allowance	Take Home	
2200-5400	6240-5760	8440-11160	8500	4420	650	1196	14760	MINUS 6326 - 3606
2200-3600	6240-5980	8440-9580	5250	4420	650	1196	11516	MINUS 3076 - 1936
2200-5400	6240-5760	8440-11160	7000	4420	650	1196	13266	MINUS 4826 - 2106
2000-3600	6240-5980	8240-9580	4000	4420	650	1196	10266	MINUS 2026 - 686
					AVERAGE DIFFERENTIAL			MINUS 4063.5-2083.5
3060-5780	4520-4030	7580-9810	8500	4420	650	1196	14766	MINUS 7186 - 4956
1870-4590	4550-4290	6420-8880	6100	4420	650	1196	12366	MINUS 5946 - 3486
1870-3060	4550-4520	6420-7580	4530	4420	650	1196	10796	MINUS 4376 - 3216
2000-3600	4550-4290	6550-7390	3240	4420	650	1196	9506	MINUS 2956 - 1616
					AVERAGE DIFFERENTIAL			MINUS 5116 - 3318.5

1412

Declassified E.O. 12356 Section 3.3/NND No. 785021

HQ ALLIED COMMISSION FEB 24 1946 ORDER OF CONTROL SECTION

Apper

COMPARISON TABLE OF ALLIED FORCE AND CIVILIAN RATES OF PAY - TRIESTE PROVINCE

Hotel, Mess and Club Grades - Monthly paid employees

GRADE	Male or Female	ALLIED FORCE RATE Basic Min. Max.	Cost of Living Bonus min. max.	Take Home Min. Max.	MINIMUM RATE OF PAY IN ITALIAN INDUSTRY Basic Pay	Contingency	Supplementary Contingency	Family allowance	Take Home
MESS AND CLUB									
Cook	M	2700-4000	6175-6025 less 900	7975-9125	4000	5000		1196	10196
Waiter	M	2700-3700	6175-6125 less 900	7975-8925	4800	5000		1196	10996
Waitress	F	2200-3100	4245 less 900	5545-6445	2700	3100		1196	6996
Orderly	M	2500-3000	6175 less 900	7775-8275	2400	5000		1196	8596
							AVERAGE DIFFERENTIAL		
HOTEL									
Cook	M	2700-4400	6175-6025 less 900	7975-9525	4500	5000		1196	10696
Waiter	M	2700-4400	6175-6025 less 900	7975-9525	4800	5000		1196	10996
Porter	M	2500-3300	6175 less 900	7775-8575	2700	5000		1196	8896
Waitress	F	2200-3100	4245 less 900	5545-6445	2700	3100		1196	6996
							AVERAGE DIFFERENTIAL		MINUS

Old rates prior to Trieste Agreement are still in force as no agreement has yet been reached for rates for Hotel, Mess and Club grades.

1420

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'C'

COMPARISON TABLE OF ALLIED FORCE AND CIVILIAN RATES OF PAY - TRIESTE PROVINCE

Hotel, Mess and Club Grades - Monthly paid employees

ALLIED FORCE RATE			MINIMUM RATE OF PAY IN ITALIAN INDUSTRY					DIFFERENTIAL
Basic Min. Max.	Cost of Living Bonus min. max.	Take Home Min. Max.	Basic Pay	Contin-gency	Supple-mentary Contin-gency	Family allow-ance	Take Home	
2700-4000	6175-6025 less 900	7975-9125	4000	5000		1196	10196	MINUS 2221 - 1071
2700-3700	6175-6125 less 900	7975-8925	4800	5000		1196	10996	MINUS 3021 - 2071
2200-3100	4245 less 900	5545-6445	2700	3100		1196	6996	MINUS 1451 - 551
2500-3000	6175 less 900	7775-8275	2400	5000		1196	8596	MINUS 821 - 321
			AVERAGE DIFFERENTIAL					MINUS 1878.5-1003.5
2700-4400	6175-6025 less 900	7975-9525	4500	5000		1196	10696	MINUS 2721 - 1171
2700-4400	6175-6025 less 900	7975-9525	4800	5000		1196	10996	MINUS 3021 - 1471
2500-3300	6175 less 900	7775-8575	2700	5000		1196	8896	MINUS 1121 - 321
2200-3100	4245 less 900	5545-6445	2700	3100		1196	6996	MINUS 1451 - 551
			AVERAGE DIFFERENTIAL				MINUS	2078.5-878.5

Old rates prior to Trieste Agreement are still in force as no agreement has yet been reached for rates for Hotel, Mess and Club grades.

1421

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

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SUBJECT:

3086

No	Date	To	REMARKS	From
	March 1946	Lt. Col. Scoggins Transportation Branch.	Please be sure that we are kept abreast of the arrangements pending, proposed, or made for transport of coal to Italy from European sources such as Ruhr, Poland, Checoslovakia, etc.	Economic Section

CHARLES W. WALTON
Colonel AC
Acting Vice President

200

PAGE .....

Use other side

1421

Declassified E.O. 12356 Section 3.3/NNL No. 785021

Page .....

No	Date	To	REMARKS	From

DO NOT WRITE BELOW THIS LINE

1423

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

FROM: Interministerial Price Committee

TO: Ministry of Transportation
General Inspectorate of Civil Meterization Trust- Rome -

and for inf: Ministry of Industry and Commerce
General Direction of Home Trade
Allied Commission- Economic Section- Rome -
Ministry of Public Works-General Inspectorate of Electricity, Water and Gas
Presidency of Council of the Ministers Cabinet- Rome -

their file N°: 2136 3e March 1946 3685

SUBJECT: Revision of S.T.E.R.E.R. rates

1) Reference is made to our letter N°:15.186 of 14 December, 1945.

2) We wish to inform you that the Interministerial Prices Committee decided, at its meeting of 23 March 1946, to authorize the Società Tramvie e Ferrovie Elettriche di Roma (S.T.E.F.E.R.) to apply the following increases on the present rates for suburban lines and railways.

	3rd class			1st class
Castelli line, from	1,20 lire	to	1,50 lire per Km.	
Roma - Fiuggi	" 1,20 "	"	1,50 " " "	from 1,80 lire to 2,40 lire
Roma - Lido	" 0,75 "	"	1,00 " " "	

3) A 30% increase on present rates has been authorized for the transport of goods, providing the Firm does not, with this increase, exceed the rate per ton kilometer charged by the State Railways, which must be considered as the maximum rate.

4) The Ministry of Transport is requested to issue the necessary provisions authorizing the above increases and communicate same to this Committee.

for the President
the Appointed Minister
sgd.

200

Declassified E.O. 12356 Section 3.3/NND No. 785021

30/3

4

COMITATO INTERMINISTERIALE DEI PREZZI

30 3 1946

Ministero dell'Industria
e del Commercio

Prot. N.° 2136 Allegati

OGGETTO: Revisione tariffe S.E.F.E.R.

=MINISTERO DEI TRASPORTI
Ispettorato Gen.Motoriz. Civ. Trasporti in Concessione
e.p.c. = ROMA =
= MINISTERO IND. E COMM.- Direzione Gen.Comm.Interno
= COMMISSIONE ALLEATA - Sezione Economica
= MINISTERO LAVORI PUBBLICI -Ispettorato Gen. Elettricità Acqua Gas
= R O M A =
= PRESIDENZA CONSIGLIO DEI MINISTRI
Gabinetto
= R O M A =

1) Si fa riferimento alla lettera n. 15.186 del 14 dicembre 1945.

2) Si comunica che il Comitato Interministeriale dei Prezzi, nella riunione del 23 marzo 1946, ha deciso di autorizzare la Società Tramvie e Ferrovie Elettriche di Roma (S.E.F.E.R.) ad applicare i seguenti aumenti sulle attuali tariffe per i servizi extraurbani e ferroviari.

	classe 3ª	classe 1ª
Rete Castelli	da L.1,20 a L.1,50 per Km.viag.	
Roma-Fiuggi	da " 1,20 a L.1.80 " "	da L. 1,80 a L.2,40
" Lido	da " 0,75 a L. 1.00 " "	

3) Per il trasporto delle merci è stato autorizzato l'aumento del 30% sulle attuali tariffe semprechè, con tale maggiorazione, l'Azienda non venga a superare il prezzo per tonnellata di-lometro praticato dalle Ferrovie dello Stato che deve considerarsi come limite massimo.

4) Si prega codesto Ministero di emanare il relativo provvedimento di autorizzazione nelle forme prescritte, dandone comunicazione a questo Comitato.

p. IL PRESIDENTE

Declassified E.O. 12356 Section 3.3/NND No. 760001

= COMMISSIONE ALLEATA - Sezione Economica
= MINISTERO LAVORI PUBBLICI -Ispettorato Gen. Elettricità Acqua Gas
= R O M A =
= PRESIDENZA CONSIGLIO DEI MINISTRI Gabinetto
= R O M A =

Prot. N° 2136 Allegati

Oggetto. Revisione tariffe S.E.R.

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2) Si comunica che il Comitato Interministeriale dei Prezzi, nella riunione del 23 marzo 1946, ha deciso di autorizzare la Società Tramvie e Ferrovie Elettriche di Roma (S.T.E.F.E.R.) ad applicare i seguenti aumenti sulle attuali tariffe per i servizi extraurbani e ferroviari.

	classe 3ª	classe 1ª
Rete Castelli	da L.1,20 a L.1,50 per Km.viag.	
Roma-Fiuggi	da " 1,30 a L.1,80	da L. 1,80 a L.2,40
" Lido	da " 0,75 a L. 1,00	" "

3) Per il trasporto delle merci è stato autorizzato l'aumento del 30% sulle attuali tariffe semprechè, con tale maggiorazione, l'Azienda non venga a superare il prezzo per tonnellata chilometro praticato dalle Ferrovie dello Stato che deve considerarsi come limite massimo.

4) Si prega codesto Ministero di emanare il relativo provvedimento di autorizzazione nelle forme prescritte, dandone comunicazione a questo Comitato.

p. IL PRESIDENTE
il Ministro Delegato

NOT./M

Declassified E.O. 12356 Section 3.3/NND No. 759021

1427

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED COMMISSION
APR 1 1946

1428

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext.482 HEADQUARTERS ALLIED COMMISSION AHS/vr.
APO 394
Transportation and Shipping Branch

AC/200/97/Tn.1 5 April 46.

3683

Subject : Passenger Fares.

To : Ministry of Transport
Italian Government
Rome.

1. Reference our letter AC/200/95/Tn.1 of 23rd March.

2. It will be appreciated if the information requested be supplied without delay.

WALTER P. SCOGGINS
Lt.Colonel, QMC.
Director.

FILE

Copy to : Acting Vice President
Economic Section with copy of AC/200/95/Tn1 of 23rd March.

Phoned for on 5.4.46
Copied by SH

1429

Declassified E.O. 12356 Section 3.3/NND No. 785021

E.S.O.

ES FILE 18.05

TRANSLATION

FROM : Interministerial Price Committee

TO : Ministry of Transportation

& for info: Economic Section A.C.

Presidency of the Council

North Italy Price Committee

THEIR FILE: No. 533 7th March 1946.

SUBJECT : revision of rates of public services for transports in concession.

3682

ENTRATA

1.) Refers letter No. 1728/1007 dated 11th February 1946, as a/m subject.

2.) We herewith inform you that the Interministerial Price Committee, in his meeting held on 1st March 46, has examined the Scheme of D.L.L. disposed by this Amministration, which foresees that the Ministry of Transportation will be authorized to augment the rates of public services for transports in concession, as well urban as extra urban.

3.) This Committee is on the opinion that there are not particular reasons to modify the actual system of revision of rates for general public services, pointing out on the other hand the suitibility of not weakening the theory of uniformity in matters concerning prices.

4.) It is however decided to authorize this Ministry to issue dispositions of general character to the extra-urban Societies of Transports in concession (railway, tramway, trolley-bus, extra-urban rope railway, and extra-urban interr navy line services), to grant the following augments of rates, refering to the rates in force on 31.12.42.:

a) for passenger of 1st and 2nd class, for goods and baggages until 700%
b) for passenger of 3rd class, until 600%
c) for workers subscriptions (weekly, monthly subscriptions etc) until 450%

The prices resulting by these augments will be rounded at 1 lire.

./. 250

1430

Declassified E.O. 12356 Section 3.3/NND No. 785021

5.) For the urban motor-car, trolley-bus, tramway and similar services, as modify of circular No. 2 of this Committee, it has been decided that the Provincial Price Committees could consent augments for the a/m services in the following maximum measures:

a) until 600% on the rates in force on 31.12.42, for single course and ordinary subscriptions;
b) until 450% of the rates in force on 31.12.42 for tickets and subscriptions for workers.

In this sense, this Committee will issue the instructions concerning to the Provincial Price Committees.

6.) The applications of augments superior at the a/m maximums as well for the urban services as for the extra-urbans will be submitted to the examination of this Committee, following the rules contained in the circular No. 2 dated 14.4.45.

7.) The Interministerial Price Committee has furthermore recommended that this Ministry would take care that waggons of 3rd class will not be used for the 1st and 2nd class services.

8.) The authorizations till now issued by the competent authorities regarding the augments over the a/m limits, remain in force.

9.) We beg this Ministry to issue the relative authorizing decree in due form, referring the augments to the Managing Societies for transportation of public and goods on extra-urban public services, as of para 4, and to inform this Committee.

For the President
The Delegated Minister
Cronchi.

MAR 21 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

COMITATO INTERMINISTERIALE DEI PREZZI

Roma, 18/5 (1)

Ministero dell'Industria e del Commercio

= MINISTERO TRASPORTI - Ispettorato Ge. Motorizzazione Civile e Trasporti in cessione
= MINISTERO IND. E COMMERCIO - Dir.Gen. Industria e Miniere
= COMMISSIONE ALLEATA - Sez.Economica
= PRESIDENZA DEL CONSIGLIO DEI MINISTRI G.
= COMITATO PREZZI ALTA ITALIA = ROMA =
= MILANO =

e.p.c.

Prot. N.° 533 Allegati

Risposta al foglio N.°

del

OGGETTO: Revisione tariffe pubblici servizi di Trasporto in concessione -

3681

I - Si fa riferimento alla lettera n. I726/I007 dell'II febbraio u.s. relativa all'oggetto.

2 - Si comunica che il Comitato Interministeriale dei Prezzi, nella riunione del I° marzo u.s. ha esaminato lo schema di D.L.L. predisposto da codesta Amministrazione, con il quale si prevede la facoltà del Ministero dei Trasporti di autorizzare aumenti dei prezzi dei pubblici servizi di trasporto in concessione, sia urbani che estraurbani.

3 - Il Comitato non ha ritenuto che vi siano particolari ragioni per modificare l'attuale sistema di revisione dei prezzi dei pubblici servizi in genere, ravvisando invece la opportunità di non infirmare il concetto della unità di indirizzo in materia di prezzi.

4 - Si è peraltro deciso di autorizzare codesto Ministero ad emanare disposizioni di carattere generale alle dipendenti Aziende di trasporto in concessione estraurbane (ferrovie, tramvie e filovie estraurbane, funicolari, funivie e servizi di navigazione interne estraurbane) per la concessione di aumenti tariffari nella seguente misura massima rispetto alle tariffe in vigore al 3I.I2.I942.

a) sino al 700% per i viaggiatori di I° e 2° classe e per le merci e bagagli;

b) fino al 600% per i viaggiatori di 3° classe;

c) fino al 450% per gli abbonamenti operai (settimanali, mensili ecc.).

= COMMISSIONE ARMATA = SEZ.ECONOMICA
= PRESIDENZA DEL CONSIGLIO DEI MINISTRI G.
= COMITATO PREZZI ALTA ITALIA = ROMA =
= MILANO =

Prot. N° 533 Allegati — Rispetto al foglio N° — del

OGGETTO : Revisione tariffe pubblici servizi di Trasporto in concessione -

3681

I - Si fa riferimento alla lettera n. I728/I007 dell'II febbraio u.s. relativa all'oggetto.

2 - Si comunica che il Comitato Interministeriale dei Prezzi, nella riunione del I° marzo u.s. ha esaminato lo schema di D.L.L. predisposto da codesta Amministrazione, con il quale si prevede la facoltà del Ministero dei Trasporti di autorizzare aumenti dei prezzi dei pubblici servizi di trasporto in concessione, sia urbani che estraurbani.

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a) sino al 700% per i viaggiatori di I° e 2° classe e per le merci e bagagli;

b) fino al 600% per i viaggiatori di 3° classe;

c) fino al 450% per gli abbonamenti operai (settimanali, mensili ecc.).

I prezzi risultanti da tali maggiorazioni saranno arrotondati alla lira.

./.

569

Declassified E.O. 12356 Section 3.3/NND No. 775021

Ministero dell'Industria e del Commercio

Roma, ____ 19

Al

Prot. N.° ____ Allegati ____

Risposta al Foglio N.° ____ del ____

OGGETTO

3680

5 - Per i servizi autofilotramviari urbani e similari a modifica della circolare n. 2 di questo Comitato, è stato deciso che i Comitati Provinciali dei Prezzi potranno consentire aumenti per i servizi di cui sopra nelle seguenti misure massime:

a) sino al 600% sulle tariffe in vigore al 31.12.1942 per le corse ordinarie e per gli abbonamenti normali;

b) sino al massimo del 450% delle tariffe al 31.12.1942 per i biglietti e gli abbonamenti operai.

In tal senso questo Comitato emanerà le conseguenti istruzioni ai Comitati Provinciali dei Prezzi.

6 - Le richieste di aumenti superiori ai massimi sopra stabiliti sia per i servizi urbani che per quelli extraurbani saranno sottoposte all'esame di questo Comitato, secondo le norme contenute nella circolare n. 2 del 14.4.1945.

7 - Il Comitato Interministeriale dei Prezzi ha infine raccomandato che codesto Ministero svolga la necessaria vigilanza al fine di evitare che ventture di 3° classe siano adibite al servizio di 1° e 2° classe.

8 - Restano in vigore le autorizzazioni finora consentite dalle competenti autorità oltre i limiti sopra indicati.

9 - Si prega codesto Ministero di emanare il relativo provvedimento di autorizzazione nelle forme prescritte, per quanto attiene

Declassified E.O. 12356 Section 3.3/NND No. 785021

Prot. N.º _____ Allegati _____ Risposta al Foglio N.º _____ del _____

OGGETTO _____

3680

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8 - Restano in vigore le autorizzazioni finora consentite dalle competenti autorità oltre i limiti sopra indicati.

9 - Si prega codesto Ministero di emanare il relativo provvedimento di autorizzazione nelle forme prescritte, per quanto attiene

./.

Declassified E.O. 12356 Sec. 3.3/NND No. 780021

Ministero dell'Industria
e del Commercio

Roma, ____ 19

Al ____

Prot. N.° ____ Allegati ____

Risposta al Foglio N.° ____
del ____

OGGETTO ____

- 3 -

3679

agli aumenti da concedersi alle Aziende esercenti trasporto di persone e cose sui pubblici servizi in concessione estraurbani, di cui al punto 4, informandone questo Comitato.

p. IL PRESIDENTE
IL MINISTRO DELEGATO

NO/AF

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

Prot. N.° _____ Allegati _____ Risposta al Foglio N.° _____ del _____

OGGETTO _____

3679

agli aumenti da concedersi alle Aziende esercenti trasporto di persone e cose sui pubblici servizi in concessione extraurbani, di cui al punto 4, informandone questo Comitato.

p. IL PRESIDENTE
IL MINISTRO DELEGATO

NC/AF

Declassified E.O. 12356 Section 3.3/NND No. 785021

1437

Declassified E.O. 12356 Section 3.3/NND No. 785021

TN.

I N C O M I N G M E S S A G E
Headquarters Allied Commission

Originator's Reference: WCL 24871
Date/Time of Origin: MAR 150025Z

Message Centre No: 6/708
Date Time Rec'd MAR 1946
Precedence: ROUTINE

FROM: WAR FROM CCS GEE CCAC

TO: ALCOM TROOPERS ALLIED COMMISSION FOR ACTION FOR CLAC

INFO: ATHC OR FHGE AND WAR OFFICE FOR STAC SECRETARIAT

3678

UNCLASSIFIED.

THIS IS CCL 410.

REFER MOC 436

140,000,000 DOLLS IS DEPOSITED IN THE TREASURY DEPARTMENT FOR TROOP PAY ACCOUNT.
135,000,000 DOLLARS TRANSFERRED TO CES. FOR TRANSMITTAL TO PROCUREMENT AGENCIES
AGAINST YE REQUISITIONS. UNUSED BALANCE OF 3,576,058 DOLLARS 70 CENTS UNTIL WILL
BE BEING RETURNED TO TREASURY. TOTAL BALANCE REMAINING 28,576,058.70 CENTS.
CANCELLATIONS WILL INCREASE THIS AMOUNT TO SOME EXTENT.

AC DIST

ACTION DIRECTION: ECON SECTION 18
CSC 6
SUPPLY GROUP
PROCH BR
REQUISITION BR 10

ADVANCE COPIES TO: COMMERCE SC 2
FINANCE SC
FOOD & AGR SC 2
IND & UTIL SC 2
COAL DIV
TN SC 2

INFO: CHIEF COMMISSIONER
EXEC COMMISSIONER 2
CC BR EMB
CA US EMB
FILE

HEADQUARTERS
15 MAR 1946

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

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: WCL 24871 Message Centre No: H/747

Date Time of Origin: MAR 150025 Z Date Time Rec'd: MAR 160930 A

Precedence: ROUTINE

FROM: WAR FROM CCU CITE CCAC

3677

TO : ALCOM ROME AFHQ FOR FHGEG AND WAR OFFICE FOR SLAO SECRETARIAT TROOPERS.

UNCLASSIFIED.

This is COM 410. Refer MOC 436.

Para 1. 140,000,000 dollars deposited in the treasury department for troop pay account. 115,000,000 dollars transferred to GEA for transmittal to procurement agencies against YT requisitions. Unused balanced of 3,576,058.70 dollars still with fca being returned to treasury. Total balance remaining 28,576,058.70 dollars cancellations will increase this amount to some extent.

AC DIST.

ACTION DIRECTION - ECON SECTION (12)
CSO (6)
SUPPLY OPNS-V.G/UDINE (6)

ADVANCE COPIES TO - COMMERCE SC 2
FINANCE SC
FOOD & AGRIC SC 2
IND & UTIL SC 3
TN BR 2

INFO - CHIEF COMMISSIONER
EXEC COMMISSIONER 2
CC RR EMB
CA US EMB

Declassified E.O. 12356 Section 3.3/NND No. 785021

TO : ALCOM ROME AFHQ FOR FHGEC AND WAR OFFICE FOR SLAO SECRETARIAT TROOPERS.

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

UNCLASSIFIED.

This is COM 410. Refer MOC 436.

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^^^^^^^^^^^^^^^^^^^^^^^^

AC DIST.

^^^^^^^^^^^^^^^^^^^^

ACTION DIRECTION - ECON SECTION (12)
CSO (6)
SUPPLY OPNS-V.G/UDINE (6)

ADVANCE COPIES TO - COMMERCE SC 2
FINANCE SC
FOOD & AGRIC SC 2
IND & UTIL SC 3
TN BR 2

INFO - CHIEF COMMISSIONER
EXEC COMMISSIONER 2
CC BR EMB
CA US EMB
UNRRA (6)
FILE

^^^^^

HEADQUARTERS
15 MAR 1945
C.

200

Declassified E.O. 12356 Section 3.3/NND No. 785021

O U T G O I N G M E S S A G E
HEADQUARTERS ALLIED COMMISSION

FROM : HQ ALCOA 16 MARCH 46

TO : (1) AGWAR FOR CCS FOR CCAC FOR CLAC
(2) WAROF (LONDON) FOR SLAC SECRETARIAT (3) AFHQ FHGEG 3676

Ref No : 1943 UNCLASSIFIED

This is MOC 532

1. Para 4 of COM 393 and MOC 497 refer.

2. Preliminary information discloses that this is not Arsa coal. Do not take an, action pending further details from this HQ.

Copy to : Economic Section.

Precedence : ROUTINE

Office of origin : COMMERCE (FOREIGN TRADE) BRANCH

Tel. No. : 478192

Originator's Signature : (Capt. G.A.P.ROTHE.)

DISTRIBUTION

ACTION DIRECTION - ECON SECTION 12
CSO 6
SUPPLY OPNS - V.G./UDIKE 6

ADVANCE COPIES TO - .COMMERCE SC 2 & INFO - CHIEF COMMISSIONER
FINANCE SC EXEC COMMISSIONER 2
FOOD & AGRIC SC 2 CO PR EMB
LAB & UTIL SC 2 CA US EMB

Declassified E.O. 12356 Section 3.3/NND No. 785021

(2) MAROT (LONDON) FOR [illegible]

UNCLASSIFIED

Ref No : 1943

This is MOC 532

1. Para 4 of COM 393 and MOC 497 refer.

2. Preliminary informations discloses that this is not Arsa coal. Do not take an action pending further details from this Eq.

Copy to : Economic Section.

Precedence : ROUTINE

Office of origin : COMMERCE (FOREIGN TRADE) BRANCH

Tel. No. : 478192

Originator's Signature : (Capt. G.A.P.ROUTH)

DISTRIBUTION

ACTION DIRECTION - ECON SECTION 12
CSO 6
SUPPLY OPNS - V.G./ULINE 6

ADVANCE COPIES TO - .COMMERCE SC 2 * INFO - CHIEF COMMISSIONER
FINANCE SC
EXEC COMMISSIONER 2
FOOD & AGRIC SC 2
CG BR EMB
IND & UTIL SC 2
CA US EMB
TM BR 2
UNRRA 6
FILE

200/

Declassified E.O. 12356 Section 3.3/NND No. 785001

Ext.482 HEADQUARTERS ALLIED COMMISSION WPS/vr.
APO 394
Transportation and Shipping Branch

AC/200/96/Tn.1.

Subject : Services for Non-Military Organizations.

To : Ministry of Transport
Italian Government
Rome.

3875

Ministry of Marine
Italian Government
Rome.

1. It has been found that stores belonging to various Relief Organizations have been handled through Military channels at ports and railways.

2. For example, traffic has been handed on behalf of the Yugoslaw, Suiss and Italian Red Cross Organizations. These organizations are not a military commitment and it would appear that they are engaged either in relief duties for the Italian people and therefore a responsibility of the Italian Government, or on relief duty for their own nationals.

3. Relief organizations, other than British Red Cross Society, must be responsible for their own movement arrangements, and commitments cannot be undertaken by British Army.

4. On addition, stores of the following organizations have been handled:

"Greek War Relief Association"
"Adriatic Commission Red Cross"
"War Relief Service Y.C.W.C."
"The European Commission"
"Greek Repatriation Commission"
"U.N.R.R.A. Red Cross"

5. These organizations must also make their own arrangements.

6. It is requested that the appropriate agencies under your Ministry be informed accordingly.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministry of Marine
Italian Government
Rome.

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"The European Commission"
"Greek Repatriation Commission"
"S.H.D.S.I. Red Cross"

5. These organizations must also make their own arrangements.

6. It is requested that the appropriate agencies under your ministry be informed accordingly.

WALTER P.SCOGGINS
Lt.Colonel QMC.
Director.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1444

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Services Provided for Non-Military Organisations.

3674

No	Date	To	REMARKS	From
1	22 Mar	Q. Movements Min. of Com. Bldg.	1. Confirming conversation Capt. Hazelton-Lt.Col. Soggins the attached letter from C-5 Section, AFHQ, dated 12 March, above subject, is forwarded for any action you deem necessary as it appears to me as this is a matter pertaining to your organization. 2. If there is anything that you wish us to do in the matter, please advise. WALTER T. SOGGINS Lt.Colonel QMC Director.	Trans. & Ship. Branch
2.	27 Mar.	Tn.& Ship. Branch	Contents of this letter has been brought to attention of "Q" Movements GHQ. They confirm that these relief organisations can no longer receive assistance from the Military for transportation of supplies. It is therefore requested that they be advised as per para 5 of attached letter. J.H. HAZELTON, Capt. R.E. Staff Capt. Q (M)	Q (Mov)L.O.

PAGE ....

Use other side

1445

Declassified E.O. 12356 Section 3.3/NND No. 785021

Page .....

No	Date	To	REMARKS	From

DO NOT WRITE BELOW THIS LINE

446

Declassified E.O. 12356 Section 3.3/NND No. 785021

4787

AILLIED FORCE HEADQUARTERS
G-5 Section
APO 512

12 March 1946.

Ref: R-13

SUBJECT: Services Provided for Non-Military Organisations.

TO : Headquarters, Allied Commission, APO 394,
(Attn: Transportation Sub-Commission)

1. It is found that stores belonging to various Relief Organisations have been handled through military channels at ports and railways.

2. For example, traffic has been handled on behalf of the Jugoslav, Swiss, and Italian Red Cross organisations. These organisations are not a military commitment and it would appear that they are engaged either in relief duties for the Italian people and therefore a responsibility of the Italian Government, or on relief duty for their own nationals.

3. It is requested that the appropriate authorities be informed that Relief Organisations, other than ERCS, must be responsible for their own movement arrangements, and that commitments cannot be undertaken by the British Army.

4. In addition, stores of the following organisations have been handled:

"Greek War Relief Association"
"Adriatic Commission Red Cross"
"War Relief Service Y.C.W.C."
"The European Commission"
"Greek Repatriation Commission"
"E.N.D.S.I. Red Cross"

5. These organisations must also make their own arrangements and it is requested that their respective Headquarters, or the Italian Government, responsible for their organisations be informed accordingly

By command of Lieutenant General MORGAN:

A. L. HAMBLEN
Brigadier General, GSC,
Assistant Chief of Staff, G-5.

Copies to: G2-your 6747/ G2 dated 7 Mar 46
refer:
FA(B)
Liaison Section
UNRRA

Declassified E.O. 12356 Section 3.3/NND No. 785021

MAR 14 1946

12/3
9

245

1448

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext.482 HEADQUARTERS ALLIED COMMISSION WPS/fm
APO 394
TRANSPORTATION AND SHIPPING BRANCH

AC/200/95/Tn.1 23 March 46

SUBJECT : Passenger Fares.

3672

TO : Ministry of Transport.
Italian Government
Rome.

1. Will you please advise the present authorised passenger fares for Railways:

1st Class
2nd Class
3rd Class

and various special fares.

2. Tramways.
Passenger fares.

3. Bus fares long and short distance.

4. It is assumed that these rates are the same for all the various systems.

FILE

WALTER P.SCOGGINS
Lt. Colonel, QMC.
Director

1449

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSLATION

ES FILE 18.05

FROM : Interministerial Price Committee

TO : Ministry of Transportation

& for info: ~~Min~~ Economic Section A.C.

Presidency of the Council

SUBJECT : Urban tramway of Palermo and Trapani.

THEIR FILE: No. 768 7 March 1946.

1. Refers to letter No. 3869 dated 28 February 1946 from this Ministry.

2. We herewith inform you that the Interministerial Price Committee, following the suggestion of the High Commissioner for Sicily, has authorized the Societh Siciliana Trasporti 3671 Managing Company of the Urban Tramway Lines of Palermo and Trapani, to apply an augment of one lire on the actual tickets of the Tramway of Palermo and Trapani, as to the Tramway Line Palermo-Mondello, and an augment of one lire on the Sunday-tickets.

3. Will your Ministry please issue the relative authorization in due form, forwarding it for information to this Committee.

For The President

Gronchi.

for completion Bank
for information. This is a
matter of Price Control in
which the Italian Govt
has been assisted
Econ Sec for info.

CLIFFORD N. SMITH
Lt. Col., AGD

DECLASSIFICATION

FROM : International Prize Commission

TO : Secretary of Treasury

SUBJECT : Urgent transmittal of Declaration 1.

Transmittal of the Document

DATE: 7th. 1918

1. Referre to letter No. 3061 dated 28 February 1918 from this office.

2. We herewith return you the International Prize Commission, Volume One consisting the collection of the U.S. Department of Treasury Rules and Regulations governing the importation of the Liberty Loan bonds, to be used in connection with the Liberty Loan Campaign.

3. Will you kindly transmit to us the Declaration No. 1 of the Commission, to be used in connection with the Liberty Loan Campaign.

Very truly yours,

Secretary.

MAR 1 0 1945
HQ ... SEC. DOC.
Declassified E.O. 12356 Section 3.3/NND No. 785091

1451

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext.428

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

WFS/fm

21 March 46

AC/200/94/Tn.1

SUBJECT : Fares on Naples Tramways

TO : Vice President
Civil Affairs Section
HQ. AC.

1. Reference letter C/2231 of 12th March from the Chief Liaison Officer, Naples, and your note attached, dated 15 March.

2. There is no obligation on the part of the Municipal tramways to grant free transportation for troops.

3. The Rome Municipality has agreed as a concession to allow NCOs and Men to travel at half fare; but this is purely a local arrangement.

3670

4. If it is desired that NCOs and men in Naples, should enjoy the same privilege local arrangements must be made.

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director

1452

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

7HS/21

AC/200/93/Tn.1

13 March 1946

Subject : Contraband Control in Genoa.

To. : Ispettorato Funzionamento Porti
Ministero della Marina
(Direzione Marina Mercantile)

1. Reference your 1293/C.I. of 5 March, on the subject of contraband control from Allied vessels in the Port of Genoa.

2. It is suggested that you should raise this question with the representatives of Allied Shipping Authorities at the next meeting of the proposed Italian Shipping Board, which it is expected will meet shortly in Rome.

3669

WALTER P. DOWLING
Lt. Colonel, AUS
Director.

Copy to : HQT(N) Italian Area - Rome.
NBA Naples.
"G" (Sec) Liaison Office, Rome.

Col Buchanan to see
Comm
1 Naval Mapping

V

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Roma. 5 Marzo *1946*

U.Q.A.C.
G-II TRANSPORTATION AND SHIPPING
Sub-Commission
(Attn. Major Haraman)
ROMA

Divisione *Sez.*
Prot. N.° 1293/G.II *Allegati*

Risposta al Foglio del
Div. *Sez.* *N.°*

OGGETTO Contrabbando nel porto di Genova.

3668

Per conoscenza di codesta A.C. si trascrive quanto segnalato dalla Capitaneria di porto di Genova in merito ad una riunione testè tenuta allo scopo di esaminare la possibilità di reprimere il contrabbando di tabacchi, di coloniali ed altre merci, che in larga scala si verifica in quel porto da bordo delle navi alleate:

""Il 23 corrente è stata tenuta una riunione presso il Colon= "nello TURNER Coles, Chief Liaison Officier A.C. Liguria Region, "alla quale sono intervenuti i Consoli Americano e Britannico, i "rappresentanti del M.W.T., della U.S.A., della U.K.R.R.A.; lo scri= "vente, due Ufficiali superiori di Finanza, un Ufficiale superiore "del Comando Marina ed altri Ufficiali alleati.

"Scopo della riunione era quello di esaminare la possibilità "di reprimere il contrabbando di tabacchi, di coloniali e di al= "tre merci che su larga scala viene esercitato nel porto di Ge= "nova da bordo di navi alleate. E' stato fra l'altro deplorato "che le navi in arrivo, mentre ancora sostano fuori del porto in "attesa di entrare, vengono circondate da numerose barche di pe= "scatori i quali, senza che i Comandi delle navi facciano alcun "tentativo per impedirlo, acquistano quantitativi di tabacchi ed "altro che poi indisturbati sbarcano alla Foce o a Boccadasse, "ove dette barche normalmente stazionano.

"Da parte degli Ufficiali di Finanza è stato chiesto se gli "alleati intendano consentire l'applicazione integrale della "legge doganale che prevede la visita a bordo delle navi in ar= "rivo e il suggellamento dei tabacchi e coloniali eccedenti il "consumo dell'equipaggio durante la sosta nei porti, condizione "questa indispensabile agli effetti della repressione del con= "trabbando. Da parte invece dei rappresentanti del M.W.T. e della

Declassified E.O. 12356 Section 3.3/NND No. 745031

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Divisione Sez.
Prot. N° 1293/G.II Allegati

Il TRANSPORTATION AND SHIPPING
Sub-Commission
(Attn. Major Laraman)
R O M A

Risposta al Foglio del
Div. Sez. N°

OGGETTO Contrabbando nel porto di Genova.

3668

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./.

Declassified E.O. 12356 Section 3.3/NND No. 785031

"7.3.A.,è stata riaffermata l'inapplicabilità della legge do=
"ganale italiana sulle navi alleate essendo ancora gli equi=
"paggi delle navi stesse sottoposti alla legge militare di
"guerra e godendo essi in conseguenza dei particolari privile=
"gi previsti da tale legge.

" Gli Ufficiali di Finanza hanno allora precisato che in
"questa condizione non si può prevenire e reprimere il lamen=
"tato abuso. La Finanza ha pure opposto deficienza di mezzi e
"di personale.

"La conclusione di questo scambio di vedute è riassunta
"nella decisione presa dal Col.TURNER di prospettare alla A.C.
"una delle seguenti soluzioni:

a) abolizione di qualsiasi privilegio,agli effetti della legge doganale italiana, a favore delle navi alleate.
b) organizzazione di un servizio di polizia militare alleata avente giurisdizione sulle navi e sul personale allati; servizio che dovrebbe svolgersi in cooperazione colle Autorità italiane.

"In attesa che una decisione venga presa dalle Autorità
"alleate di Roma, il Col.TURNER ha raccomandato un maggior
"sorveglianza da parte della Guardia di Finanza ed ha assicu=
"rato il suo interessamento perchè vengano aumentati i mezzi
" e il personale occorrenti a questo scopo - F.to Ruffini -""

Enrico Lauricella
Colonn.di Porto Ispettore

Declassified E.O. 12356 Section 3.3/NND No. 785021

1456

Declassified E.O. 12356 Section 3.3/NND No. 785021

OUTGOING MESSAGE
HEADQUARTERS ALLIED COMMISSION

FROM : HQ ALCOM 9.3.1946

TO : AGWAR FOR CCS FOR CCAC FOR CLAC WAROF LONDON FOR SLAC SECRETARIAT AFHQ FHGEG

Ref.No: 1724 UNCALSSIFIED

This is MOC 530.

Subject is Anthracite Coal for the Manufacture of Electrode Paste. 3667

Essential for the Italian steel industry. Without it the manufacture of steel will be greatly curtailed by the inability to use electric furnaces. To continue working electric furnaces a minimum of 6.000 tons of uniform size is required immediately preferably washed chestnuts or peas.

Precedence : PRIORITY

Office of origin : Ind & Util Br.

Tel.No. : 303

Originator's Signature : Col.H.M. WALKER

DISTRIBUTION

ACTION DIRECTION: Econ Sec 18
(CSO (6))
(Supply Gr.)
(Program Br.)
(Requisition Br10)

ADVANCE COPIES TO: Commerce SC 2
Finance SC
Food & Agric SC 2
Ind Util SC 2
Coal Div 1
Trn SC 2

INFO : Chief Commissioner
Exec Comm 2
CC BR EMB
CA US EMB
File

250

T 457

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originators Reference: WCL 23529 — Message Centre: H/425
Date Time of Origin: MAR.092136Z — Date Time Rec'd: MAR.101030A
Precedence: ROUTINE

FROM: WAR CCS CITE CCAC

TO : ALLIED COMMISSION FOR ACTION FOR CLAC INFO: AFHQ FOR FHGEG AND WAR OFFICE FOR SLAO SECRETARIAT.

3666

UNCLASSIFIED.

This is COM 409 . Refer MOC 415, COM 379.

Italian interim army and carabinieri.

Contrary to information available to us at the time COM 379 was prepared, pepper is an RCL item and request for allocation has been made to the conbined food board.

You will be advised when action taken.

AC DISTRIBUTION

ACTION DIRECTION
ECON SECTION 18
CSO (6)
SUPPLY GROUP
PROGRAM BR
REQUISITION BR (10)

ADVANCE COPIES TO
COMMERCE SC 2
FINANCE SC
FOOD & AGRIC SC 2
IND & UTIL SC 2
COAL DIV
TN SC 2

INFO
CHIEF COMMISSIONER
EXEC COMMISSIONER 2
CC BR AMB
CA US EMB
FILE

10 MAR 1945

2001

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

HEADQUARTERS ALLIED COMMISSION

^^^^

Originator's Reference: C 27917 Message Centre No: H/215

Date Time of Origin: MAR 051600 A Date Time Rec'd: MAR 060900

Precedence: IMMEDIATE 3665

FROM: AFHQ FROM G-5

TO : ALCOM ROME

INFO: TROOPERS LONDON BAS WASHINGTON

^^^^^^^^^^^^^^^^^^^^^^^^^^^^^^

UNCLASSIFIED.

Reference War Office Sig. 04851 (OA 18) undated. Request you furnish information required in above Sig to this HQ by 8 March.

^^^^^^^^^^^^^^^^^^^^^^

AC DIST.

^^^^^^^^^^^^^^^^^^^^

ACTION DIRECTION: ECONCM SECTION 18

CCO 6

SUPPLY GROUP

PROGRAM BR

REQUISITION BR 10

ADVANCE COPIES TO: COMMERCE SC 2

FINANCE SC

FOOD & AGRIC SC 2

IND & UTIL SC 2

COAL DIV

Declassified E.O. 12356 Section 3.3/NND No. 735091

TO : ALCON ROME

INFO: TROOPERS LONDON BAS WASHINGTON

UNCLASSIFIED.

Reference War Office Sig. 04551 (OA 18) undated. Request you furnish information required in above Sig to this HQ by 8 March.

AC DIST.

ACTION DIRECTION: ECONOM SECTION 18
CSO 6
SUPPLY GROUP
PROGRAM BR
REQUISITION BR 10

ADVANCE COPIES TO: COMMERCE SC 2
FINANCE SC
FOOD & AGRIC SC 2
IND & UTIL SC 2
COAL DIV
TN SC 2

INFO: CHIEF COMMISSIONER
EXEC COMMISSIONER 2
SC BR EMB
OA WS EMB
FILE

HEADQUARTERS MAR 1946

200/

Declassified E.O. 12356 Section 3.3/NND No. 785021

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

HEADQUARTERS ALLIED COMMISSION

^^^^

Originator's Reference:

Date Time of Origin: MAR 081810 Z

Message Centre No: H/387

Date Time Rec'd: MAR 09 0604

Precedence: ROUTINE

FROM: UGBE

TO : JJMT ATTN SACMED

INFO: TAG WAS H DC WAROF FOR CIVIL AFFAIRS LONDON ALCOM ROME

AMC UDINE MAIN XIII CORPS JJCS IMI

^^^^^^^^^^^^^^^^^^^^^^^^

UNCLASSIFIED.

Coal requirements Venezia Giulia and Udine, reference C 23178 dated 15 February. The following has been SEF UP in long tons bases on earliest availability marked Hocu F Q Roman 4 TTOG AA 72: 5500, coal steam : 8500, coal household and 8500, coal gas. Approved program part L 61 applies. This HQS will advice when shipments are made.

^^^^^^^^^^^^^^^^^^^^^^^^

AC DIST.

^^^^^^^^^^^^^^^^^^^^

ACTION DIRECTION - ECON SEC 18
CSO 6
SUPPLY GROUP
PROGRAM BR
REQUISITION BR 10

ADVANCE COPIES TO - COMMERCE SC 2
FINANCE SC
FOOD & AGRIC SC 2
IND & UTIL SC 2
COAL DIV
TN SC 2

INFO - CHIEF COMMISSIONER
EXEC COMMISSIONER 2

HEADQUARTERS
10 MAR 1946

Declassified E.O. 12356 Section 3.3/NND No. 785021

FROM : UGBE

TO : JJKT ATTN SACMED

INFO: TAG WAS H DC WAROF FOR CIVIL AFFAIRS LONDON ALCOM ROME
AMC UDINE MAIN XIII CORPS JJOS IMI

^^^^^^^^^^^^^^^^^^^^^^^^

UNCLASSIFIED.

Coal requirements Venezia Giulia and Udine, reference C 23178 dated 15 February. The following has been SET UP in long tons bases on earliest availability marked Hocu F QW Roman 4 TTOG AA 72: 5500, coal steam : 8500, coal household and 8500, coal gas. Approved program part L 61 applies. This HQS will advice when shipments are made.

^^^^^^^^^^^^^^^^^^^^^^^^

AC DIST.
^^^^^^^^^^^^^^^^^^^^

ACTION DIRECTION - ECON SEC 18
CSC 6
SUPPLY GROUP
PROGRAM BR
REQUISITION BR 10

ADVANCE COPIES TO - COMMERCE SC 2
FINANCE SC
FOOD & AGRIC SC 2
IND & UTIL SC 2
COAL DIV
TN SC 2

INFO - CHIEF COMMISSIONER
EXEC COMMISSIONER 2
CC BR EMB
CA US EMB
FILE

^^^^^

HEADQUARTERS
10 MAR 1946

201

Declassified E.O. 12356 Section 3.3/NND No. 785021

1462

Declassified E.O. 12356 Section 3.3/NND No. 785021

The meeting about the Polish coal will be held on Monday afternoon at 1600 hrs. instead of this morning.

(Ref. Economic Section letter RD/1512/10 dated 7 February).

1463

Declassified E.O. 12356 Section 3.3/NND No. 785021

UNITED NATIONS RELIEF AND REHABILITATION ADMINISTRATION
Italian Mission

Tel. 550

Ref. SD/15.12/0
SD/20.15

7 February 1946

SUBJECT: Polish Coal for Italy

TO : Sub Bureau of Supply Operations
Division of Internal Transport (Lt.Col. Bordano)
Division of Ports and Shipping (Mr. Crocks)
Transportation S/C, AC, (Col. Buchanan)
Division of Fuels, UNRRA
Commerce S/C AC

1. There are currently two distinct but inter-related questions concerning the procurement and transportation of coal from Poland to Italy.

3662

a. The procurement of 720,000 tons from Poland for Italy is the subject of negotiations between Italy and Poland on a commercial basis.

b. Coal (quantity unspecified) which the Polish Government is offering to UNRRA and which is the subject of cable No. 49 from UNRRA, London, to UNRRA, Rome (copy attached).

2. As the securing of coal from Poland requires close coordination of the above addressees, it is requested that each of them attend a meeting on this matter to be held in the A.C. building, in the office of the Acting Vice President on 9 February 1946, at 1000 hours.

3. It is suggested that Transportation S/C arrange for appropriate representatives at this meeting from the Italian Ministry of Transport and the USA, and that Commerce (Foreign Trade) S/C arrange for representatives from the Ministry of Foreign Affairs.

Harlan Cleveland

HARLAN CLEVELAND
Deputy Chief of Mission

Shall we make arr. for 2 Representatives from the USSR. [illegible]

{ Engr. Corsi (Ministry of Transport)
Engr. Simonini (Simonini Service) } will attend.

Sp'ke Simonini Mario p.m. 7 Feb. She will arrange for someone to represent the Ministry, port: Ing Marini.
7 Feb.

2001

from Min of Trp. will call Ing Marini in Rome.

1464

Declassified E.O. 12356 Section 3.3/NND No. 785021

CABLE CONTROL N. 00220

REC'D UN/ROME 9.1.46 TIME 0.900

ACTION BUREAU OF R&D (3)
SUBJECT S/2/006
Chief of Mission (2)
BUREAU OF F&A (2)
BUREAU OF R&D (1)
CASERTA
CABLE CONTROL
CAIRO

3661

FROM : LONDON
TO : UNRRA ROMM 49 9.1.46 TIME 14,40

ADDRESSED BELGRADE 36 ROME 49 REPEATED WASHN 245 POLISH GOVERNMENT AS SYMBOL OF ITS WILL PARTICIPATE IN ECONOMIC REHABILITATION UNITED NATIONS IS PUTTING COAL AT UNRRAS DISPOSAL BUT NO TRANSPORT FACILITIES FOR MOVEMENT PLEASE ADVISE ANY POSSIBILITIES YOU HAVE OF SENDING TRANSPORT TO SILESIA TO FETCH COAL STATING WEEKLY RATE.

U N R R A

STM/

T/Ltr 8 HQ ES/5.07

G.H.Q., C.M.F.

SUBJECT: Disposal of Fixed Assets in Italian Territory

6752/10/Q2

7. Mar 46

TO:
Rear HQ 13 Corps (30 copies)
HQ 2 District (30 copies)
HQ 3 District (30 copies)

3660

1. This HQ letter 6752/Q(Maint) dated 25 Aug 45 is cancelled and with effect from the receipt of this letter, the attached instructions will apply to the disposal of fixed assets, except as detailed in para 2 below.

2. Pending clarification of certain outstanding issues between the War Office and the U.S. War Dept., the procedure detailed in respect of assets containing a US lend lease element will not apply. Should therefore any asset be found to contain stores of US lend lease origin, the details will be reported to this HQ for further instructions.

J.A.J. FIELD, Lieut-Colonel,
for Major-General,
MGA.

Copy to:

HQ BTA
HQ Allied Commission (10)
C-in-C Med
Flag Officer Italy and Liaison ROME
HQ RAF/MEDME
Air HQ Italy (10 copies)
MMA
MGA
A
Q(AE)
Q(Mov)
Tn(Maint) ROME
Works

Declassified E.O. 12356 Section 3.3/NND No. 785021

HQ 3 District (30 copies)

3660

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J.A.J. FIELD, Lieut-Colonel,
for Major-General,
MGA.

Copy to:

HQ BTA
HQ Allied Commission (10)
G-in-C Med
Flag Officer Italy and Liaison ROME
HQ RAF/MEDME
Air HQ Italy (10 copies)
MMLA
MGA
A
Q(AE)
Q(Mov)
Tn(Main) ROME
Works
G-5
G-4(A)
Claims and Hirings (25 copies)
ST
FA(B)
FA Air HQ Italy
UNRRA Caserta (6 copies)
War Diary
File 6752/Q2

200/

Declassified E.O. 12356 Section 3.3/NND No. 785021

6752/10/92

PROCEDURE FOR THE DISPOSAL OF FIXED ASSETS IN REAL ESTATE IN ITALIAN TERRITORY, WHICH IS TO BE DEREQUISITIONED OR OTHERWISE PASS OUT OF BRITISH OCCUPATION

DEFINITION

1. The term "Fixed asset" will be assumed to cover:-

(a) Any installation constructed by the British Armed Forces, either directly or by the employment of a contractor.

(b) Any appreciable quantity of stores which have been incorporated in a building either for the rehabilitation or for the adaptation of the building, in order that it might be used by the British for war purposes.

(c) Plant and tools installed therein.

NOTE: Throughout this instruction the term "Real Estate" covers both land and buildings.

3659

2. Fixed assets in real estate which is surplus to theatre requirements will be regarded as globally surplus and disposed of in accordance with these instructions, except that:-

(a) Items which have been reported through Service channels as in short supply may be removed under Area/Service arrangements, unless in the opinion of the Area Com removal would materially reduce the overall importance of the property to the Italian economy. In these circumstances he may, at his discretion, arrange for such items to be left in situ.

(b) The stores listed at Appendix 'A' have been reported by the War Office as in global short supply. In no circumstances will any item on this list be disposed of without reference to this HQ.

(c) Hutting and other constructional stores may still be removed for the improvement of military accommodation.

DECLARATION OF SURPLUS REAL ESTATE

3. Corps and District HQ are authorised to proceed with the disposal of all fixed assets in accommodation sites and camps with a capacity of less than 400. Larger camps and storage or workshop space used by GHQ installations or by the RN or RAF will be referred to this HQ before disposal action is taken.

4. Real estate incorporating fixed assets required by British official organisations will be regarded as occupations on a tenant basis. British requisitions will continue in force and where appropriate, charges will be made for the occupation

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) Any appreciable quantity of stores which have been incorporated in a building either for the rehabilitation or for the adaptation of the building, in order that it might be used by the British for war purposes.

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NOTE: Throughout this instruction the term "Real Estate" covers both land and buildings.

2. Fixed assets in real estate which is surplus to theatre requirements will be regarded as globally surplus and disposed of in accordance with these instructions, except that:-

(a) Items which have been reported through Service channels as in short supply may be removed under area/service arrangements, unless in the opinion of the Area Comd removal would materially reduce the overall importance of the property to the Italian economy. In these circumstances he may, at his discretion, arrange for such items to be left in situ.

(b) The stores listed at Appendix 'A' have been reported by the War Office as in global short supply. In no circumstances will any item on this list be disposed of without reference to this HQ.

(c) Hutting and other constructional stores may still be removed for the improvement of military accommodation.

DECLARATION OF SURPLUS REAL ESTATE

3. Corps and District HQ are authorised to proceed with the disposal of all fixed assets in accommodation sites and camps with a capacity of less than 400. Larger camps and storage or workshop space used by GHQ installations or by the RN or RAF will be referred to this HQ before disposal action is taken.

4. Real estate incorporating fixed assets required by British official organisations will be regarded as occupations on a tenant basis. British requisitions will continue in force and where appropriate, charges will be made for the occupation.

DISPOSAL

5. Fixed assets of a type likely to be of use to UNRRA will first be offered to that Organisation either for use in ITALY or elsewhere, as they see fit.

6./.....2

Declassified E.O. 12356 Section 3.3/NND No. 785021

6. The Corps or District HQ concerned will notify the UNRRA Mission attached to AFHQ as and when suitable assets become available, asking UNRRA to indicate within 14 days whether they wish to take them over.

7. If UNRRA wish to acquire an asset they will be required to designate an agent authorised to complete the transaction on their behalf.

8. All other fixed assets (including those refused by UNRRA) will be handed over to the Italian Government, without any negotiation of price or immediate financial settlement. 3658

9. With the exception of UNRRA, no disposals of fixed assets will be made to any individuals, local authorities or corporations, and the Italian Government will be expected to accept all such assets made available, whatever their nature or condition.

METHOD OF HANDING OVER TO UNRRA

10. As soon as UNRRA have indicated that they are desirous of taking over a fixed asset, the transfer will be completed as follows:-

(a) The property will be inspected and an inventory made of all fixed assets. Special note will be taken of any items of US Lend lease origin.

(b) If it is established that the assets contain items of US Lend Lease origin, the inventory will be priced and the value of the asset assessed on a basis of cost less physical depreciation. In this assessment account will be taken of:-

(i) Both military and local labour charges.

(ii) The value of all imported and locally produced stores.

(c) The designated UNRRA agent will be required to sign an interim receipt for the property in accordance with the certificate at Appendix 'B'.

(d) The priced inventory together with the estimated value of the asset and interim receipt will be forwarded to the Director of Hirings GHQ CMF.

(e) On receipt of priced inventory and estimated value of the asset the D of Hirings GHQ will approach the US Army Navy Liquidation Commission and agree what proportion of the estimated value is due to the US.

(f) As soon as the US ANLC have agreed the portion of the estimated value which is due to the US the D of Hirings GHQ will approach the designated UNRRA agent and obtain a final receipt in accordance with Appendix 'C'.

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be handed over to the [illegible]
price or immediate financial settlement.

9. With the exception of UNRRA, no disposals of fixed assets will be made to any individuals, local authorities or corporations, and the Italian Government will be expected to accept all such assets made available, whatever their nature or condition.

METHOD OF HANDING OVER TO UNRRA

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(b) If it is established that the assets contain items of US Lend Lease origin, the inventory will be priced and the value of the asset assessed on a basis of cost less physical depreciation. In this assessment account will be taken of:-

(i) Both military and local labour charges.

(ii) The value of all imported and locally produced stores.

(c) The designated UNRRA agent will be required to sign an interim receipt for the property in accordance with the certificate at Appendix 'B'.

(d) The priced inventory together with the estimated value of the asset and interim receipt will be forwarded to the Director of Hirings GHQ CMF.

(e) On receipt of priced inventory and estimated value of the asset the D of Hirings GHQ will approach the US Army Navy Liquidation Commission and agree what proportion of the estimated value is due to the US.

(f) As soon as the US ANLC have agreed the portion of the estimated value which is due to the US the D of Hirings GHQ will approach the designated UNRRA agent and obtain a final receipt in accordance with Appendix 'C'.

(g) It will be made clear to UNRRA that the US portion of the estimated value will be subject to normal US disposal procedure and the US may require immediate reimbursement.

(h) The British portion of the estimated value will be agreed with the designated UNRRA agent. If the UNRRA agent is unwilling to accept the British estimated value be will be required to complete Part II of the receipt at Appendix 'C'.

11...../3

Declassified E.O. 12356 Section 3.3/NND No. 785021

11. If no items of US Lend Lease origin can be identified in the fixed assets, the inventory will be priced and the estimated value assessed in accordance with para 10(b) above and the designated UNRRA agent will be required to complete the receipt at Appendix 'C' Parts I and II as necessary. Completed receipts, supported by priced inventories and estimated values will be forwarded to the Director of Hirings CHQ CMF.

12. Fixed assets required by UNRRA will be transferred to their designated agent as quickly as possible. In no circumstances will transfers be delayed on account of negotiations with CANLC or failure on the part of UNRRA to accept the estimated value of the asset.

3657

METHOD OF HANDING OVER TO THE ITALIAN GOVERNMENT

13. The Italian Government have nominated the AZIENDA RILIEVO ALIENAZIONE RESIDUATE as their agent for all disposals.

14. Representatives of the Italian state organisation responsible for disposals are located at various places throughout ITALY. Details are given in Appendix 'D'.

15. Transfers will be completed as follows:-

(a) The property will be inspected and an inventory made of all fixed assets. Special note will be made of any items of US Lend Lease origin.

(b) The inventory will be priced and the value of the asset assessed on a basis of cost less physical depreciation. In this assessment account will be taken of:-

(i) Military Labour
(ii) Local labour
(iii) Military stores of British origin.
(iv) Military stores of US Lend Lease origin.
(v) Stores which have been procured locally.

(c) There will be no negotiation with Italian representatives on the question of price and any inventory handed to them will be unpriced.

(d) The Italian representative will be required to complete a receipt in accordance with Appendix 'E'. If the Italian representative makes a claim that any part of the value of the asset represents materials or labour supplied by the Italian Government, the extent of this claim in terms of money will be noted on the receipt.

(e) On completion of the transaction the signed receipt together with priced inventory and estimated value under the five sub-headings in para 15(b) above will be forwarded to the Director of Hirings CHQ CMF.

16. On receipt of records as in 15(e) above the Director of Hirings will examine them and ascertain whether any US Lend Lease stores are involved. Where Lend Lease stores are involved he will forward one

Declassified E.O. 12356 Section 3.3/NND No. 785021

METHOD OF HANDING OVER TO THE ITALIAN GOVERNMENT

13. The Italian Government have nominated the AZIENDA RILLEVO ALIENAZIONE RESIDERATE as their agent for all disposals.

14. Representatives of the Italian state organisation responsible for disposals are located at various places throughout ITALY. Details are given in Appendix 'D'.

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(b) The inventory will be priced and the value of the asset assessed on a basis of cost less physical depreciation. In this assessment account will be taken of:-

(i) Military Labour
(ii) Local labour
(iii) Military stores of British origin.
(iv) Military stores of US Lend Lease origin.
(v) Stores which have been procured locally.

(c) There will be no negotiation with Italian representatives on the question of price and any inventory handed to them will be unpriced.

(d) The Italian representative will be required to complete a receipt in accordance with Appendix 'E'. If the Italian representative makes a claim that any part of the value of the asset represents materials or labour supplied by the Italian Government, the extent of this claim in terms of money will be noted on the receipt.

(e) On completion of the transaction the signed receipt together with priced inventory and estimated value under the five sub-headings in para 15(b) above will be forwarded to the Director of Hirings GHQ CMF.

16. On receipt of records as in 15(e) above the Director of Hirings will examine them and ascertain whether any US Lend Lease stores are involved. Where Lend Lease stores are involved he will forward one copy of the receipt, signed by the Italian Government representative, to the office of the Army Navy Liquidation Commission accompanied by a detailed list of the US stores involved, for any action necessary.

FIXED ASSETS/.....4

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FIXED ASSETS INSTALLED FOR CIVIL AFFAIRS PURPOSES

17. Fixed assets created purely for Civil Affairs Purposes are excluded from the above instructions, as they will form the subject of a separate charge against the Italian Government.

PERMANENT WAY AND OTHER RAILWAY FIXED ASSETS

18. Permanent way and Railway fixed assets are divided into two parts:-

(a) Fixed assets incorporated in the Italian State Railway system.

(b) Fixed assets forming part of a military depot or installation.

3656

19. Fixed assets incorporated in the Italian State Railway System have already been recorded as a charge against the Italian Government and no further disposal action is necessary.

20. Fixed assets incorporated in military depots and installations will be disposed of in accordance with these instructions, as part of the depot or installation.

SIGNALS FIXED ASSETS

21. Separate action has already been initiated by this HQ for the disposal of Signals Fixed Assets incorporated in the Italian Telecommunications network. These instructions will therefore only apply to Signals fixed Assets installed in requisitioned property.

DISPOSALS RECORDS AND REPORTS

22. In accordance with the above instructions the full records of all completed disposals will be forwarded to the Director of Hirings GHQ who will be responsible for maintaining these and such other records as are necessary.

23. The Director of Hirings will render monthly reports in triplicate to 'Q' Branch GHQ based on the records received from Corps and Districts. The reports will be in two parts:-

(a) Disposals to UNRRA using proforma at Appendix 'F'.

(b) Disposals to Italian Government using proforma at Appendix 'G'.

RESPONSIBILITY

24. Except where stated otherwise, the responsibility for carrying out all the above instructions rests with the local Area Commander acting through the local Hirings Officer and/or Town Major and advised where necessary by his CRE or other RE officer attached to his HQ.

25. Where the fixed assets have been installed or used by the RN, RAF, RE Transportation or Signals, or includes stores peculiar to those services, disposal action will be carried out in conjunction

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(b) Fixed assets forming part of a military depot or installation.

19. Fixed assets incorporated in the Italian State Railway System have already been recorded as a charge against the Italian Government and no further disposal action is necessary.

20. Fixed assets incorporated in military depots and installations will be disposed of in accordance with these instructions, as part of the depot or installation.

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(a) Disposals to UNRRA using proforma at Appendix 'F'.

(b) Disposals to Italian Government using proforma at Appendix 'G'.

RESPONSIBILITY

24. Except where stated otherwise, the responsibility for carrying out all the above instructions rests with the local Area Commander acting through the local Hirings Officer and/or Town Major and advised where necessary by his CRE or other RE officer attached to his HQ.

25. Where the fixed assets have been installed or used by the RN, RAF, RE Transportation or Signals, or includes stores peculiar to those services, disposal action will be carried out in conjunction with a rep of the interested service.

26. In so far as the RN is concerned disposal of such assets will be executed in conjunction with the Flag Officer, Italy and Liaison ROME.

27. D.W. GHQ CMF will issue from time to time directives for estimating the value of RE stores included in fixed assets.

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APPENDIX 'A'
to 6752/10/Q.2 dated 7 Mar 46

3655

STORES REPORTED BY THE WAR OFFICE AS BEING IN GLOBAL SHORT SUPPLY

1. WX 0222 Machine grinding crankshaft 11 CDC
2. WX 0223 Machine grinding crankshaft 400/440 AC
3. Jerrican Plants and container plants generally (and their spares).
4. Machines milling universal.

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'B'
to 6752/10/Q.2
dated 7 Mar 46.

INTERIM RECEIPT FOR FIXED ASSETS TRANSFERRED TO UNRRA 3654

1. On behalf of UNRRA I acknowledge receipt of the following property

(Brief description of the property.)

2. I admit that in or on this property the fixed assets detailed in the attached inventory are installed.

3. Subject to agreement as to price I am prepared on behalf of UNRRA to take over through the normal US channels those items indicated as being of US Lend Lease origin.

4. I am prepared on behalf of UNRRA to take over all British items, in accordance with normal British procedure.

Date. Signed on behalf of UNRRA

Witnessed on behalf of

HQMD_____Area/Sub Area

Date. Signed_____

NOTE:- To be completed in triplicate and disposed of as follows:-

Copy 1. To be retained by UNRRA

Copies 2 and 3 To be sent to Director of Hirings CHQ.

Declassified E.O. 12356 Section 3.3/NND No. 785031

property

(Brief description of the property.)

2. I admit that in or on this property the fixed assets detailed in the attached inventory are installed.

3. Subject to agreement as to price I am prepared on behalf of UNRRA to take over through the normal US channels those items indicated as being of US Lend Lease origin.

4. I am prepared on behalf of UNRRA to take over all British items, in accordance with normal British procedure.

Date. Signed on behalf of UNRRA

Witnessed on behalf of

Dend_____Area/Sub Area

Date. Signed_____

NOTE:- To be completed in triplicate and Disposed of as follows:-

Copy 1. To be retained by UNRRA

Copies 2 and 3 To be sent to Director of Hirings CHQ.

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'C' to

6752/10/Q.2 dated...7....Mar 46

FINAL RECEIPT FOR FIXED ASSETS TRANSFERRED TO UNRRA

3853

PART I

On behalf of UNRRA

I acknowledge that I have taken over the fixed assets detailed in the attached inventory and installed on the following property.

(Brief description of property)

2. I know that the items marked on the inventory as being of US Lend Lease origin and valued at.....will be subject to normal US disposal procedure for which the US may require immediate reimbursement.

3. I am/I am not prepared to accept the British fixed assets at the valuation shown on the inventory (but am prepared to accept them at the value shown in Part II of this receipt.)

Date. Signed----------

On behalf of UNRRA

Witnessed on behalf of Comd------

Area/Sub Area

Date. Signed----------

PART II

For the following reasons I do not consider that the fixed assets installed on the property described above and detailed in the attached inventory are worth more than the sum of.....to the UNRRA organisation

REASONS

Declassified E.O. 12356 Section 3.3/NND No. 785021

On behalf of UNRRA

I acknowledge that I have taken over the fixed assets detailed in the attached inventory and installed on the following property.

(Brief description of property)

2. I know that the items marked on the inventory as being of US Lend Lease origin and valued at.....will be subject to normal US disposal procedure for which the US may require immediate reinbursement.

3. I am/I am not prepared to accept the British fixed assets at the valuation shown on the inventory (but am prepared to accept them at the value shown in Part II of this receipt.)

Date. Signed----------

On behalf of UNRRA

Witnessed on behalf of Cmd------

Area/Sub Area

Date. Signed----------

PART II

For the following reasons I do not consider that the fixed assets installed on the property described above and detailed in the attached inventory are worth more than the sum of.....to the UNRRA organisation

REASONS

Date. Signed.....

On behalf of UNRRA.

NOTE:- To be completed in triplicate and disposed of as follows:

Copy 1. Retained by UNRRA
Copies 2 and 3. Sent to Director of Hirings GHQ.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'D' to 6752/10/Q2
dated 7 Mar 46

LOCATIONS OF OFFICES OF THE AZIENDA RILLEVO ALIENAZIONE RESIDERATE

(ARAR) (Branch of Italian Ministry of Transport)

3652

Senior Italian Official responsible for Disposals:

Engineer G.B. SOLARI (Tel No. 863551 ext 9355)
Director of Supply Service Italian State Railways
c/o Ministry of Transport,
Piazza Croce Rossa ROME

Town	Sub Agents	Address
ROME	Alberto di Ferranti	Via Sanbucuccio No. 9
"	Umberto Lombardi	
MILAN	Amedeo Cuttica	Via Dogana No. 1
	Mario Muti	
	Zorcastio Somerasc	
	Amleto Mazzani	
	Francesca Pozzoli	
	Angelo Pozzoni	
LECHORN	Cesare Carli	Via Mameli Fresso Palazzo P.S.S.
FLORENCE	Renec Terasi	Presso Capo Compartimento F.F.S.S.
NAPLES	Alberto Rivera	Via C.S. Felice
	Vincenzo Falcomata	Palazzo Finanzo
BARI	Ernesto de Martino	Via Carlo Rossetti Palazzina Piccola Velocita

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'E'
to 6752/10/02 dated 7 Mar 46

RECEIPT FOR FIXED ASSETS TRANSFERRED TO THE ITALIAN GOVERNMENT

On behalf of the Italian Government

3651

1. I acknowledge that I have taken over the fixed assets detailed in the attached inventory and installed on the following property.

(brief description of property)

2. I know that items marked on the inventory as being of US origin are being handed over to the Italian Government on a care, use and maintenance basis only and that the financial arrangements concerning their ultimate disposal is a matter for negotiation between the Italian Government and the US authorities concerned.

3. I know that the value of the British element of this fixed asset will be notified to the Italian Government at a later date and will be taken into account in any ultimate overall financial settlement with ITALY.

Signed.....

Date

On behalf of the Italian Government.

Witnessed on behalf of the

Cmd.....Area/Sub-Area.

Date

Signed.....

NOTE:- To be completed in triplicate and disposed of as follows:-

Copy 1. To be retained by Italian Government agent.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3021

1. I acknowledge that I have taken over the fixed assets detailed in the attached inventory and installed on the following property.

(brief description of property)

2. I know that items marked on the inventory as being of US origin are being handed over to the Italian Government on a care, use and maintenance basis only and that the financial arrangements concerning their ultimate disposal is a matter for negotiation between the Italian Government and the US authorities concerned.

3. I know that the value of the British element of this fixed asset will be notified to the Italian Government at a later date and will be taken into account in any ultimate overall financial settlement with ITALY.

Signed.....

Date

On behalf of the Italian Government.

Witnessed on behalf of the

Comd.....Area/Sub-Area.

Date

Signed.....

NOTE:- To be completed in triplicate and disposed of as follows:-

Copy 1. To be retained by Italian Government agent.

Copies 2 and 3. To be sent to Director of Hirings CHQ.

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1483

Declassified E.O. 12356 Section 3.3/NND No. 785021

3650

APPENDIX 'F'
to 6752/10/C

LIST OF BRITISH FIXED ASSETS DISPOSED TO UNRRA

MONTH OF 194

No.	Name and Location	Date Handed Over	Valuation Based on Cost less depreciation	Lend Lease Element	including an labour or ma

1484

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APPENDIX 'F'
to 6752/10/Q.2 dated 7 Mar 46

LIST OF BRITISH FIXED ASSETS DISPOSED TO UNRRA

MONTH OF 194

cation	Date Handed Over	Valuation Based on Cost less depreciation	Lend Lease Element	REMARKS including any Italian Claim for labour or materials.

1485

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30 of 39

APPENDIX 'G'
to 6752/10/Q

LIST OF FIXED ASSETS HANDED OVER TO THE ITALIAN GOVERNMENT

MONTH OF 194

No	Name and Location	Date Handed Over	Approximate Valuation based on cost less depreciation	Lend Lease Element	inc for

1486

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX 'G'
to 6752/10/Q2 dated 7 Mar 46

LIST OF FIXED ASSETS HANDED OVER TO THE ITALIAN GOVERNMENT

MONTH OF 194

cation	Date Handed Over	Approximate Valuation based on cost less depreciation	Lend Lease Element	REMARKS including any Italian claim for local labour or materials

148/1

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Q (Movements)
GHQ CMF
Tel : Frecdom 751.

Mov 3/332/1

5 Mar 46.

WORKING INSTRUCTION NO 36

Combined Military/Civilian Passenger Train Services.

3648

Working Instruction 36 dated 8 Dec 45 refers.

1. The following amendments will be made to Appendix of above mentioned Working Instruction.

(a) Amend ROME arrival time to 2000.

(b) Civilian portion terminates and joins at MESTRE not TREVISO.

N. SELTON, Lt-Col.
for Brigadier,
DQMG (M).

Distribution : As for Working Instruction No 36 dated 8 Dec 45.

250/

1488

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HQ ACTFT ALCOM 17 30 11/3/46

JOINT ECONOMIC COMMITTEE TRIESTE

INFO ALCOM PLC VENICE

UNCLASSIFIED

1751

3647

YOUR SIGNAL JIG BABY CHARLIE SLANT FOUR OF EIGHT MARCH IS SUBJECT PD ALCOM PORT LIAISON OFFICER VENICE ADVISES THAT THE TWO SHIPS HAVE UNLOADED UNAUTHORIZED COAL CARGO AND SHIPS RETURNED TO JUGOSLAVS PD

200/

PRIORITY

TRANSP. & ASHIPP BRANCH

G. J. LEONE
CWO USA
ASST. ADJUTANT

432

1489

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: JEC/4
Date/Time of Origin: MAR 081230 A

Message Centre No: H/333
Date Time Rec'd: MAR 081430
Precedence: IMPORTANT

FROM: JOINT ECONOMIC COMMITTEE
TO : ALCOM FOR TRANSPORTATION

RESTRICTED

RESTRICTED.

3646

Subject of Jugoslav operated ships by Allied authorities Jugoslav delegates joint economic committee complain M/V ZVIR property of CAPT PAULETTI of FIUME impounded at zattera near VENICE by Allied Officers and instructed to sail for POLA or BARI without agreement Jugoslav authorities likewise motor sailing vessel labor at PORTO MAGHERA property of CAPT APPOLONI PIRANO. Both ships are from Jugoslav occupied VENEZIA GIULIA and should not be impounded and redirected by Italian or Allied Officials even though both were egaged in unauthorized coal deal. Please arrange with commerce branch unload and impound coal but release ships to owners at once. Confirm action taken immediately to permit us inform jugoslav delegates.

ACTION

RESTRICTED

AC DIST

ACTION TRANSPORTATION SC 2
INFO CHIEF COMMISSIONER
INDUSTRY & C 2
ECON SEC 2
F SAFETY SC
FILE 2
FLOAT

HEADQUARTERS
8 MAR 1945
A.

1400

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

WPS/ler

15 February 1946

AC/208/92/Tn.1

3645

SUBJECT : Closing of Transportation Office in Naples.

TO : Commissioner, Naples Commune, AMG
APO 394.

1. Confirming conversation Lt. Col. Scoggins - Captain Ramsey in Naples on 8 February 1946, it is desired to close out the functions and office of the AC Transportation Officer at Naples not later that 28 February 1946.

2. This action is in line with the existing policy of closing out all AC transportation functions in Italy and returning such functions to the Italian Government at the earliest practicable date.

By Command of Brigadier LUSH :

WALTER P. SCOGGINS
Lt. Colonel, GSC
Chief, Admin. Div.

1491

Declassified E.O. 12356 Section 3.3/NND No. 785021

CFB/mb

File

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 514

14 December 1945

200/88/Tn.1.

SUBJECT : Appraisal of Transportation

TO : Food & Agriculture Sub-Commission

3641

Reference your 51-2/FA of 11 December.

1. Please find attached two Appendices 'A' Rail and 'B' Road, giving the information requested in the above letter.

C.F. Berridge

C.F. BERRIDGE.
Major, R.E.
Chief, Movements Division

Copy to Rail/Road Branch
Mov Div.

88

APPENDIX 'A'

RAIL SECTION

1. Main railway lines not yet operating, with estimated date for their opening

(a) La Spezia - Genoa	Line 50	15 Jan '46
(b) Arezzo - Florence	Line 65	April '46
(c) Rome - Pescara	Line 88	1 May '46
(d) Bologna - Venice	Line 85	not before 1 Feb '46

2. Line capacity of these lines where line capacity is the limiting factor.

The only lines in this category are :

(a) Bologna - Verona
(c) Bologna - Piacenza

Line capacities are :

(a) 9 trains per day each way each of 440 net tons
(b) 12 Trains per day each way each of 425 net tons

3643

3. Approx number of usuable freight cars in Italy today compered to numbers pre-war

VEHICLES	South of Pisa-Rimini line			North of Pisa-Rimini line			TOTAL		
	1936	1939	1945	1936	1939	1945	1936	1939	1945
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Flats	3.986	4.700	3.120	5.379	7.080	2.021	9.965	11.780	5.141
Box cars	28.461	21.819	12.102	30.698	31.527	8.203	51.139	52.546	20.305
H.S. gond cars	21.708	18.762	11.020	32.559	34.217	15.064	54.267	52.262	26.084
Poz (bogies flats)	756	769	590	1.131	1.149	478	1.888	1.918	1.068
Refrigerators	1.263	1.840	821	1.893	2.760	1.112	3.556	4.600	1.933
Tank cars	694	628	1.350	1.041	1.017	1.281	1.735	1.675	2.631
Special cars	1.508	960	310	2.259	1.017	246	3.767	1.977	556

4. Total freight cars in Italy today used for civilian loadings as compered with Military loadings

Months	No.of cars Military	Approx Percentage	No.of cars Civil	Approx Percentage
(*) July (5th only)	31.537	43	41.243	57
August	59.153	39	92.442	61
September	48.765	31	108.363	69
October	44.499	25	130.217	75
November (1st - 15th)	17.810	23	59.014	77

(*) Figures for North not available. Other months include North and South figures.

5. Civilian freight moved during past six months divided into food and other products

METRIC TONS PERIOD : MAY - OCTOBER 1945

Month	Total tonnage moved	Cereals	Olive oil	All other Foodstuffs	Other freight	Remarks
May	287.600	63.198	1.968	88.187	134.247	Commodities included in

Declassified E.O. 12356 Section 3.3/NND No. 759021

Line capacities are :

(a) 9 trains per day each way each of 440 net tons
(b) 12 Trains per day each way each of 425 net tons

3845

3. Approx number of usuable freight cars in Italy today compared to numbers pre-war

VEHICLES	South of Pisa-Rimini line			North of Pisa-Rimini line			TOTAL		
	1936	1939	1945	1936	1939	1945	1936	1939	1945
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Flats	3.986	4.700	3.120	5.379	7.080	2.021	9.965	11.780	5.141
Box cars	28.461	21.819	12.102	30.698	31.527	8.203	51.139	52.546	20.305
H.S. gond cars	21.708	18.762	11.020	32.559	34.217	15.064	54.267	52.262	26.084
Poz (bogies flats)	756	769	590	1.131	1.149	478	1.888	1.918	1.068
Refrigeretors	1.263	1.840	821	1.893	2.760	1.112	3.556	4.600	1.933
Tank cars	694	628	1.350	1.041	1.017	1.281	1.735	1.675	2.631
Special cars	1.508	960	310	2.259	1.017	246	3.767	1.977	556

4. Total freight cars in Italy today used for civilian loadings as compared with Military loadings

Months	No.of cars Military	Approx Percentage	No.of cars Civil	Approx Percentage
(*) July (5th only)	31.537	43	41.243	57
August	59.153	39	92.442	61
September	48.765	31	108.363	69
October	44.499	25	130.217	75
November (1st - 15th)	17.810	23	59.014	77

(*) Figures for North not available. Other months include North and South figures.

5. Civilian freight moved during past six months divided into food and other products

METRIC TONS PERIOD : MAY - OCTOBER 1945

Month	Total tonnage moved	Cereals	Olive oil	All other Foodstuffs	Other freight	Remarks
May	287.600	63.198	1.968	88.187	134.247	Commodities included in "other freight" Tonnage : Coal - Sense-Fertilizer Charcoal-Live stock-Sulphur-all others
June	257.721	68.965	1.052	59.735	127.969	
July	280.824	71.045	485	52.430	156.864	
August	399.522	50.169	696	75.294	273.363	
September	380.504	39.187	972	73.634	266.711	
October	425.612	47.314	1.398	96.168	280.732	
TOTALS	2.031.783	339.878	6.571	445.448	1.239.886	

The above figures are for Central and Southern Italy. Figures for the North are not available.

Declassified E.O. 12356 Section 3.3/NND No. 763021

APPENDIX 'D'

GENERAL ROAD TRANSPORT SITUATION IN ITALY

1. The essential road transport requirements of the community are, for the most part, adequately met. Long journeys are discouraged to conserve fuel and prevent irregularities, such as illegal trips, which are comparatively easy due to lack of effective police control.

2. The governing factor at present is shortage of P.O.L. and, as a result of this, less than 50% of available tonnage can be utilised. It is not anticipated that this position will improve in the ensuing months.

3. The following shows the total allocations of P.O.L. for the month of December 1945 for all purposes :-

	Petrol	Kerosene	Diesel	Lubs	Methane gas
Italian Government Territory	67.300	30.800	57.600	4.671	-
A.M.G. Areas	44.273	21.156	31.013	3.285	13.060 (*)
Totals	111.573	51.956	88.613	7.956	13.060

(*) Equiv. of 2.077.000 c.m.

Above figures in barrels of 159 litres and are the highest yet made. They include all uses, inclusive of automotive, the quantities being allocated between users by Italian Government in their area and A.M.G. authorities in the North.

4. Tonnages moved in Italian Government Territory for the month of September and October were 267.758 tons and 324.088 tons respectively.

5. The numbers of trucks registered and operating in Italy on 30 September '45 and those at the disposal of the Government i.e. operated by them in Government Truck Pools are as follows :-

	No registered	No available	Tonnage lift available
Italian vehicles	63.715	55.976	106.993
Ex-Allied vehicles	4.653	3.016	7.539
	68.368	58.992	114.532

The total available lift for 1939 as stated by the Italian Government was 245.000 tons. The present available lift should increase as more new vehicles of Italian manufacture are put on the road.

6. Particulars of Allied trucks transferred to the Italian Government are as follows :-

Army Surplus Vehicles

(a)	6 - 10 tons inclusive (trucks)		84
(b)	1½ - 5 tons inclusive (trucks)		7.653
(c)	½ - 1 tons inclusive (trucks)		5.062
		Total	12.799
(d)	Trailers	Total	3.285

Note : Approximately 70% of these trucks were runners as transferred. This percentage will be revised upward as repair and maintenance operations progress.

Imported Vehicles

(a) 10 ton (trucks) 255

Declassified E.O. 12356 Section 3.3/NND No. 785021

for all purposes :-

	Petrol	Kerosene	Diesel	Lubs	Methane gas
Italian Government Territory	67.300	30.800	57.600	4.671	-
A.M.G. Areas	44.273	21.156	31.013	3.285	13.060 (*)
Totals	111.573	51.956	88.613	7.956	13.060

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(c)	½ - 1 tons inclusive (trucks)	5.062
	Total	12.799
(d)	Trailers Total	3.285

Note : Approximately 70% of these trucks were runners as transferred. This percentage will be revised upward as repair and maintenance operations progress.

Imported Vehicles

(a)	10 ton	(trucks)	255
(b)	1½ "	(trucks)	3.470
(c)	½ "	(trucks)	235
		Total	3.960
		Total Trucks	16.960
		Total Trailers	3.285

7. It is considered that the present available facilities would be sufficient to handle any Port and rail clearances that are likely to arise.

Declassified E.O. 12356 Section 3.3/NND No. 765021

SITUATION OF LINES AND PLANTS

LINES AND PLANTS	South of Pisa–Rimini line			North of Pisa–Rimini line			TOTAL			REMARKS
	1936	1939	1945	1936	1939	1945	1936	1939	1945	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
Total length of lines operated Km.	9.660	9.693	7.379	7.230	7.287	3.285	16.890	16.980	10.664	
Double track lines operated . »	1.840	1.848	510	2.601	2.607	508	4.442	4.455	1.018	
Station yard tracks operated »	2.175	2.230	1.760	3.850	3.938	3.108	6.025	6.168	4.868	
Electric traction lines operated . . . . . »	1.024	2.048	918	2.218	2.793	1.000	3.242	4.841	1.918	
Iron bridges > 3 meters serviceable . . . . . N.	2.006	1.981	1.921	1.307	1.294	1.234	3.313	3.275	3.155	
as above . . . . . Km.	48	49	40	40	40	32	88	89	72	
Masonry bridges > 3 meters serviceable . . . . . N.	5.836	5.906	5.848	4.952	4.988	3.400	10.788	10.894	9.248	
as above . . . . . Km.	131	134	129	113	114	82	244	248	211	
Tunnels serviceable . . . . . »	503	504	476	407	415	413	910	919	889	
Telegraph lines . . . . . »	21.445	25.000	16.690	23.300	25.500	18.500	44.945	50.500	35.190	
» » serviceable points . . . . . N.	3.800	4.000	1.774	3.671	3.890	2.700	7.471	7.890	4.474	
Telephone lines. . . . . Km.	16.357	24.100	19.980	19.400	29.500	20.500	35.757	53.600	40.480	
» » serviceable points . . . . . N.	5.506	8.030	4.901	6.800	9.150	6.400	12.306	17.180	11.301	
Automatic block serviceable. Km.	247	255	8	150	144	45	397	399	53	
Semi-automatic block serviceable . . . . . »	664	837	540	1.965	2.400	770	2.629	3.237	1.310	
Block points serviceable . . »	167	247	113	578	643	216	745	890	329	
Levels for central switching apparatuses serviceable:										
Electric leves . . . . . »	2.118	4.063	3.645	4.078	4.855	1.500	6.196	8.918 (1)	5.145	(1) On 30 June 1943 the number of electric levels operated totalled 14.551.
Other types . . . . . »	5.227	4.942	1.700	11.527	12.772	3.600	16.754	17.714 (2)	5.300	(2) On the same date the number of these levels totalled 19.748.

Rome, 15th July 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

SITUATION OF ROLLING STOCK

VEHICLES	South of Pisa–Rimini line			North of Pisa–Rimini line			TOTAL			REMARKS
	1936	1939	1945	1936	1939	1945	1936	1939	1945	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
Flats	3.980	4.700	3.120	5.379	7.080	2.021	9.965	11.780	5.141	
Box cars	28.461	21.819	12.102	30.698	31.527	8.203	51.139	52.546	20.305	
H. S. gond cars	21.708	18.762	11.020	32.559	34.217	15.064	54.267	52.262	26.084	
Poz (bogies flats)	756	769	590	1.131	1.149	478	1.888	1.918	1.068	
Refrigerators	1.263	1.840	821	1.893	2.760	1.112	3.556	4.600	1.933	
Tank cars	694	628	1.350	1.041	1.017	1.281	1.735	1.675	2.631	
Special cars	1.508	950	310	2.259	1.017	246	3.767	1.977	556	
Coaches	2.462	2.822	512	3.793	4.227	842	6.255	7.049	1.354	
Luggage vans	1.597	3.585	402	2.391	2.373	607	3.988	3.958	1.007	
Dining cars	23	32	1	30	48	7	53	80	8	
Sleeping cars	46	42	3	61	70	28	80	112	31	
Auto-rail cars	65	431	353	120	273	179	185	704	532	
Electric rail cars	43	82	66	29	76	42	72	158	108	
Electric train sets	—	4	4	6	10	2	6	14	6	
Coal burning locomotives:										
type A (for passenger train)	862	754	500	1.100	1.080	662	1.962	1.837	1.162	
» B (for through freight train)	485	323	270	670	587	280	1.155	910	550	
» C (for mixed trains)	317	290	170	488	482	190	805	772	360	
for shunting	365	310	155	400	396	135	765	706	390	
Diesel switching engines (carrelli Badoni)	30	60	25	45	67	39	75	127	64	
Electric locomotives	380	463	140	209	853	564	1.289	1.316	704	
Number of electric locos, in order, for running, which cannot be operated due to lack of power or other reasons	—	—	20	—	—	92	—	—	112	
Estimated output of Steam										

The figures shown on the columns at left include rolling stocks and locomotives under repair at I.S.R. and private Shops.

The figures shown on the columns 3-6 and 9 do not include rolling stocks and locomotives scheduled to be repaired for reconstruction purposes or to be scrapped. The quantities of these vehicles and locos, on the whole railway system, are as follows:

Flats	2.400
Box cars	9.200
H.S. gond cars	15.124
Poz	580
Refrigerators	860
Tank cars	1.050
Special cars	310
Coaches	2.255
Luggage vans	1.150
Dining cars	6
Sleeping cars	11 plus 18 wooden body coaches unserviceable
Coal burning locomotives type A	498
» » » » B	376
» » » » C	370
for shunting	306
Electric locomotives	555

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Refrigerators	1.263	1.840	821	1.393	2.760	1.112	3.556	4.600	1.933	Refrigerators 566
Tank cars	694	628	1.350	1.041	1.017	1.281	1.735	1.675	2.631	Tank cars 1.050
Special cars	1.508	950	310	2.259	1.017	246	3.767	1.977	556	Special cars 310
Coaches	2.462	2.822	512	3.793	4.227	842	6.255	7.049	1.354	Coaches 2.255
Luggage vans	1.597	3.585	402	2.391	2.373	607	3.988	3.958	1.007	Luggage vans 1.129
Dining cars	23	32	1	30	48	7	53	80	8	Dining cars 6
Sleeping cars	46	42	3	61	70	28	80	112	31	Sleeping cars 13 plus 15 wooden body coaches unserviceable
Auto-rail cars	65	431	353	120	273	179	185	704	532	
Electric rail cars	43	82	66	29	76	42	72	158	108	
Electric train sets	—	4	4	6	10	2	6	14	6	
Coal burning locomotives:										
type A (for passenger train)	862	754	500	1.100	1.080	662	1.962	1.837	1.162	Coal burning locomotives type A 468
» B (for through freight train)	485	323	270	670	587	280	1.155	910	550	» » » » B 376
» C (for mixed trains)	317	290	170	488	482	190	805	772	360	» » » » C 320
for shunting	365	310	155	400	396	135	765	706	390	for shunting 106
Diesel switching engines (carrelli Badoni)	30	60	25	45	67	39	75	127	64	
Electric locomotives	380	463	140	209	853	564	1.289	1.316	704	Electric locomotives 535
Number of electric locos, in order, for running, which cannot be operated due to lack of power or other reasons	—	—	20	—	—	92	—	—	112	
Estimated output of Steam Locos Shops, including Roundhouse Shops	200	178	900	480	400	420	680	578	(1)1.320	(1) (2) Including locomotives produced by private workshops, totalling 594 coal burning locos and 308 electric locos.
As above, for electric locos.	—	40	290	159	191	510	159	231	(2) 720	
Estimated output of Cars Workshops:										
Number of cars repairs	9.963	10.809	19.500	8.796	10.851	10.500	18.729	21.660	30.000	The figures shown on columns 1,2,4,5,7 and 8, concerning the estimated output of Cars Workshops, including private ones, indicate the work actually made during the corresponding years, don't show the maximum output that might have been achieved if necessary.
» coaches »	2.623	3.049	1.920	2.554	2.763	1.080	5.177	2.812	3.000	
» luggage vans repairs	1.074	1.080	450	1.515	1.219	750	2.589	2.299	1.200	

Rome, 15th July 1945

Declassified E.O. 12356 Section 3.3/NND No. 785001

1499

Declassified E.O. 12356 Section 3.3/NND No. 785021

TEL.478420

KJC/ig 200/88

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

3640

51-2/FA

11 December 1945.

SUBJECT : Appraisal of transportation.

TO : HQ. A.C. Tn.& Shipping S/C.

1. The State Department of the United States has requested the preparation of a report on the food situation in Italy. Among the phases that they request be covered is an appraisal of transportation facilities.

2. We have listed on the attached sheets (arranged by transportation media) the information we would like to put into our report. We would appreciate it if you would give us the information required, if possible by 14 December.

JAMES M. MERRITT,
Director

Enclosures
Two statements.

1500

Declassified E.O. 12356 Section 3.3/NND No. 785021

RAIL SECTION

1. Main rail lines not yet operating with estimated date for their opening.

2. Line capacity of those lines where line capacity is the limiting factor (as on lines Bologna to Verona, Bologna to Piacenza etc.) 3639

3. Approx. number of usable freight cars in Italy today compared to number in 1938.

4. Percentage of total freight cars in Italy today used for civilian loadings and percentage used for military loadings. Some figures for July would be interesting.

5. Civilian freight moved by months for the past six months divided into North Italy and South Italy and into food products and other freight.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ROAD TRANSPORTATION SECTION

3638

1. A general statement of the state of road transportation in Italy today.

2. Ton - kilometers hauled in some recent month compared to the similar figure for the prewar period.

3. Appraisal of ability of Italian road transportation to handle the port clearance and rail car clearance that future heavy import programs may place upon it.

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1502

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDCB/lrv

Ref. 200/66/Tn 1

12 November 1945

3637

SUBJECT: Transfer of Surplus Equipment

TO : War Shipping Administration, Mediterranean

1. It has been and remains the policy of the Allied Commission to insure as far as is possible that any American or British surplus equipment in the Italian Theatre is disposed of to the Italian Government through its appropriate Ministry, and not to any private firm or individual; disposal to such firms or individuals being carried out by the Italian Ministry in question.

2. It is presumed that the above is also the policy of the WSA. On the other hand, in two cases recently, there seems a little doubt as to whether this principle is being rigidly applied.

3. It is understood that at the moment you are negotiating for the purchase from MMT of seven barges now at Civitavecchia with the apparent intention of handing them over to the Italian agents of an American Shipping Line, without allocation by the Ministry of Marine.

4. Also, it is understood, you are proposing to take over from MTOUSA certain stevedoring equipment, shortly to be declared surplus at Naples, and to hand this over to certain specific American shipping agents, rather than to the Italian Port Authorities, as has heretofore been the practice.

5. Allied Commission is extremely interested in such transactions, as it is felt there should be no suggestion, when such surplus equipment is being disposed of in this theatre, that any private firm or individual is being given any semblance of preferential treatment. It is requested, therefore, that you will let this Headquarters know what is your general policy in this connection, with particular reference to the two examples quoted above.

HARLAN CLEVELAND,
Acting Vice President

cc: MTOUSA (Ref. message C30979
of 23 October.)

13.031

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQURTERS ALLIED COMMISSION
APO 394
Transportation Shipping

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Shipping Sub-Commission
Transportation Shipping Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785021

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HEADQURTERS ALLIED COMMISSION
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Transportation Shipping

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Transportation Shipping Sub-Commission

1506

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

3635

Tel. 290
Ref. AC/7/115/Tn6

CCC/mvm
29 October 1945

SUBJECT: Transfer of Stevedoring Gear to WSA

TO : Col. P.D.G. Buchanan
Acting Director
Transportation Sub Commission

1. There is in process, the transfer of certain surplus equipment from the Military Authorities to War Shipping Administration. This is, in my opinion, not in the interest or to the advantage of Allied Commission.

2. Nine barges, which were the property of the Ministry of War Transport, are being purchased from the MWT by the War Shipping Administration. The right of WSA to purchase the barges is beyond dispute but their right to sell or to lease these barges to private Italian interests is questionable. The Ports and Warehouse Division has steadfastly refused to favor one operator over another, leaving this to the Italian Ministry of Marine.

3. Certain stevedoring gear has been declared necessary for the operation of the Italian section of the Port of Naples. Some of this gear is to be declared surplus and has been made immediately available for use until such time as it can be sold. It is clearly the intention of the Military Authorities that this gear be held on a 30-day Memorandum Receipt until it can be declared surplus, at which time it is to be purchased by the Italian Port Authorities. At a meeting in Naples, which I attended, WSA representatives agreed to take the gear on a 30-day Memorandum Receipt, but as soon as it was declared surplus, to purchase it, and immediately sell it to the representatives of three U. S. steamship lines serving this area. As I see it, this will constitute a monopoly on the gear, making all other stevedoring contractors subject to the generosity of the lucky three.

4. The above deal includes mechanical equipment which will have to be used all over the port. Only one of the shipping agents was interested in this equipment and he proposes to purchase it.

5. Such an arrangement is obviously not the intention of the Military Authorities, who cannot declare cranes, for example,

1507

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surplus unless for an exceptional reason, i.e., the absolute 3634
necessity of having such equipment for the efficient discharge of vessels. I do not believe that they will be declared surplus if the OANLC knows in advance that the equipment is to be sold eventually to a private individual instead of the WSA, or an Italian Government agency.

6. Already this sort of an arrangement is starting to cause trouble. A strike was called at Civitavecchia last Saturday on a collier and the collier was moved to Genoa. Another ship destined to that port has been diverted to Genoa. This, inspite of the desperate need for coal in this area.

7. The custom of the port at Civitavecchia for the last 56 years has been that the Compagnia Portuale has furnished all stevedoring gear for working the ship. A rental charge has been levied for its use. When the port was being rehabilitated, no gear was available and the Compagnia Portuale was being revitalized. This office used its influence in obtaining from WSA certain gear which was turned over to the agents of American Export Lines for safekeeping. I do not know whether or not it was ever paid for.

8. Recently a stevedoring contract was put into force at Civitavecchia. The wording of the contract leaves some doubt as to who may or may not furnish the gear. The Compagnia Portuale states that it is their sole right and the Export Lines Agents contend that they may, if they desire, supply the gear. In any case, the contract is under revision at this time and should be completed in less than two months. Meanwhile, the Compagnia Portuale offered to adjust the differences by supplying the gear for alternate vessels with the Export Lines Agents. The Export Lines Agents were adamant, refusing to conceed anything; hence the strike. Now there is a threat that it will spread to other ports.

9. It is not for me to say, but it is my opinion that the U. S. Government, in sending essential supplies to this country, is not interested in whether some individual Italian shipping agent earns a few lire more or less by the use of his private gear. This agent states that he gets his orders directly from the Office of WSA, Naples. Such a policy, considering the results, may be of sufficient importance to individuals of WSA, but I cannot believe that it is the policy of the U. S. Government.

Charles C Crooks

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

1501

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/52/Tm6

CSC/cvm
25 October 1945

3633

SUBJECT: Seven M.L. Steel Barges from Brindisi

TO : Director of Harbor Craft
Navy House
Naples

1. Reference your letter M.R./D.O.H.C./320 dated 22 October 1945.

2. The Allied Commission has no objection to the transfer of the above barges to the War Shipping Administration.

3. The War Shipping Administration has also indicated its desire to purchase the two barges remaining at Brindisi.

4. We are unable to find any reference to registration numbers in our files of any of the nine barges.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Copy to:
Col. Buchanan
American Export Lines

1509

Declassified E.O. 12356 Section 3.3/NND No. 785021

WAR SHIPPING ADMINISTRATION
Rome, Italy
October 25th, 1945

TO : Allied Commission, Trans. S/C
Rome

FROM : W.S.A., Rome

3632

SUBJECT : Purchase of seven barges

Attention: Mr. C. Crooks

This administration would like your approval to purchase from the Ministry of War Transport, seven barges on a cash basis for the use of the American Export Lines agents at Civitavecchia. These barges are, at the present time, in the port of Civitavecchia, and we understand are in the category of surplus property.

Barges for the American Export Lines agents have been furnished by War Shipping Administration, but with the emergency period ending, we feel this expense should no longer be charged to the Government.

Withdrawing of our Government equipment would place a serious handicap on our port operations. We would therefore appreciate your approval or comments regarding the purchase of the above mentioned barges.

Louie R. Smith

Louie R. Smith, Operations Manager, Med., War Shipping Admin.

Dictated by telephone

4510

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft,
Western Mediterranean.

H.R./D.O.H.C./120

22 October 1945 031

MEMORANDUM:- Port &Warehouse Division, Transportation Sub-Commission, A.C. ROME.

SUBJECT :- Seven M. E. Steel Barges from Brindisi.

1. Enclosed herewith is a copy of War Shipping Administra -tion's letter of the 19th October 1945, requesting approval from the Ministry of War Transport to purchase the above barges. As these barges were allocated to Allied Commission for the pyrites loading programme at Portiglioni, your comments on this proposal are requested.

2. It is also requested that you will advise this office of the official numbers of these barges and details of arrangements made for the care and maintenance of the three barges of the same type, remai-ning at Brindisi.

3. An early reply would be appreciated.

for Director of Harbor Craft.

Declassified E.O. 12356 Section 3.3/NND No. 785021

WAR SHIPPING ADMINISTRATION

Naples, Italy
October 19, 1945.

To: M. W. T. - Small Craft Division

From: V. E. Vecchy- Asst. to Director Med Area
War Shipping Administration.

Subject: PURCHASE OF SEVEN BARGES

This Administration would like your approval to purchase seven barges on a cash basis for the use of the American Export Lines Agent in Civitavecchia.

These barges are at the present time in the Port of Civitavecchia and we understand in the category of surplus property.

Barges for the American Export Lines Agent have been furnished by the War Shipping Administration but with the emergency period ending, we feel thes expense should no longer be charged to the Government.

Withdrawal of Government equipment would place a serious handi-
-cap on our port operations.

We would, therefore, appreciate your approval or comment regar-
-ding the purchase of the above mentioned barges.

(Signed) V. E. Vecchy.
Asst. to Director Med. Area.

Declassified E.O. 12356 Section 3.3/NND No. 785021

WAR SHIPPING ADMINISTRATION

October 19, 1945

Mr. Jack Crooks
Port and Warehouse Division
Allied Commission
Rome, Italy

3629

Dear Mr. Crooks:

The bearer, Mr. Retti will call on you to discuss acquisition of barges from the Minister of War Transport for use in transporting coal from Fiemmicino up the Tiber direct to Rome.

We view this arrangement very favorably and for your information, the Minister of War Transport Officer for Small Craft remarked that they were anxious to dispose of the barges.

Thanking you for all past courtesies.

Very truly yours,

Louie R. Smith
Louie R. Smith
Operations Mgr., Mediterranean

LRS/eys

1513

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/37/50/Tn6

ACA/mvm
19 October 1945

SUBJECT: 80 Ton Steel Lighters at Civitavecchia

TO : Direzione Generale della Marina Mercantile
Ispettorato Funzionamente Porti
Rome
(Att: Col. E. Lauricella)

3628

1. With reference to our letter AC/37/45/Tn6 of 4 October 1945 and your reply ref. No. 6191 of 13 October 1945, the contents of which are noted, we wish to inform you that it has now been decided to transfer the above lighters to your Ministry under the same terms and conditions as govern the transfer of port equipment in respect of the ex-British controlled ports.

2. The lighters in question, seven in number, are lying in the water at Civitavecchia having been shipped there recently from Brindisi.

3. Will you please, therefore, instruct your Capitaneria at Civitavecchia to take full charge of the barges, which may be employed either at that port or elsewhere as your Ministry may deem requisite, and let us have at an early date the usual receipt in quintuplicate.

4. There remain at Brindisi two similar type and size barges (one other was lost en route from Bari) and, as it is not proposed to ship these around to this Coast, we request that you take delivery of them at Brindisi and instruct your Capitaneria there to take charge of them and furnish the usual receipt in quintuplicate by return of post.

For the Chief:

A. C. ALLEAN
Ports Branch
Ports & Warehouse Division

Copies to:
DOMC - 29 Oct.

Ext.513 HEADQUARTERS ALLIED COMMISSION ESL/em
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. L17/16/Tn.2 28 September 1945

SUBJECT: Italy's Transportation Requirements for First Quarter, 1946.

TO : Economic Section.

3627

1. Reference your memo ES/ , dated 21 September, 1945.

2. After careful screening, the Allied Commission has approved import requisitions for railway material and equipment for the Italian State Railways for the last six months of 1945 and the entire year, 1946. The estimated cost of the approved requisitions (which do not include railway fuel) is 67 million dollars. As imports of these materials and equipment will be fairly constant throughout the period, approximately 34 million dollars worth will enter Italy during the first quarter of 1946. The requirements include manufacturing materials and equipment for permanent structures, such as roads, bridges and tunnels and for rolling stock. Among the most important items are 500 kilometers of steel rails, weighing 46 kilos per meter, 73,000 tons of pig iron, 1,500 abrasive wheels of various dimensions for cutting, grinding and grinding and 11,400 meters of single and double leather belts of various widths. The total requirements include several hundred items and several hundred thousand tons of materials and finished machine tools. The requisitions have been planned to bring the operation of the Italian State Railways up to 80% of their pre-war efficiency, by the end of 1946.

3. Estimates of requirements for Italian ports for the entire year, 1946, are now being made, but they have not been completed. Port projects have already been prepared by Allied Commission for Venice, Ancona, Bari, Brindisi, Taranto, Genoa and Savona. British Military Authorities have furnished a list of equipment that will be required for continued operation of these ports to the Allied Commission, which has approved them. The list includes 45 mobile cranes, 6 floating cranes, 16 lister

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. Reference your memo 52/ , dated 21 September, 1945.

2. After careful screening, the Allied Commission has approved import requisitions for railway material and equipment for the Italian State Railways for the last six months of 1945 and the entire year, 1946. The estimated cost of the approved requisitions (which do not include railway fuel) is 87 million dollars. As imports of these materials and equipment will be fairly constant throughout the period, approximately 22 million dollars worth will enter Italy during the first quarter of 1946. The requirements include manufacturing materials and equipment for permanent structures, such as roads, bridges and tunnels and for rolling stock. Among the most important items are 500 kilometers of steel rails, weighing 50.064 kg per meter, 75,000 tons of pig iron, 4,240 abrasive wheels of various dimensions for cutting, grinding and grinding and 21,400 meters of single and double leather belts of various widths. The total requirements include several hundred items and several hundred thousand tons of materials and finished machine tools. The requisitions have been planned to bring the operation of the Italian State Railways up to 60% of their pre-war efficiency, by the end of 1946.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

and British and American Military Authorities have agreed to prepare independent estimates of requirements. The Italian list includes 24 tugboats, 4 self-propelled lighters, 76 dumb lighters, 48 decked barges, 10 ton motors, 70 crawler cranes, 418 steel tubs, 1000 coal baskets, 653 tugboats. It is expected that a considerable part of, if not all the requirements for ports, may be met from theatre stocks.

4. Present information indicates that the only import requirement for schooners is for P.O.L., of which approximately 1300 tons will be required monthly.

3626

5. Although import requirements for Italian warehouses have not been determined, it is known that they need a considerable amount of equipment, such as fork lifts, skids, 2 and 4 wheel hand trucks and roller conveyors. Failure to determine requirements to date has been due to uncertainty about Allied Authorities' responsibility for Italian warehousing.

6. A survey of import requirements for highway transportation is now being made. But as yet firm figures have not been obtained. Tentatively, it is felt that truck manufacturing companies in Italy are able to manufacture all the trucks that will be required, provided manufacturing materials and rubber for tire manufacture can be imported. Continued operation of existing highway facilities also depends on the importation of rubber for tires and on additional P.O.L. It is felt that if they can be released to the Italian Government, there are sufficient spare parts in theatre stocks for maintenance during the first quarter of 1946 of the approximately 18,000 trucks that will have been turned over by the Allies to the Italian Government.

[illegible] N. Jr.
Director.

Declassified E.O. 12356 Section 3.3/NND No. 745021

1517

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CC/T1

AC/612 A/80/Tn3

20 September 1945

SUBJECT : Travel to Italy of 16 nuns from the Island of Cos.

TO : M.M.I.A. - Attention Lt. Trevia.

3625

Refering to your request about the repatriation of 16 nuns from the Island of Cos to Italy, for your information you will find attached copy of letter of G-5 Section A.F.H.Q. in reply to our letter AC/612 A/77/Tn.3 of 15 September.

For the Director:

E.P. LAHAMAN
Major R.E.

8
3001

COPY

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Transportation Sub-Commission

SECRET

Tele: 489081 17 April 1945

Our ref: AC/509/147/Tn.3.

SUBJECT: ELS Services.

TO : Director Tn. S/C. 3624

Ref. our AC/509/105/Tn.3 dated 30 Jan. '45.

Below is schedule of the ELS Services operating from this HQ., as at 7 April 1945.

Destination	Method of despatch	To reach AC Despatch	Arrives
AFHQ	Daily by air & courier	1045 for plane 1545 for courier	next day AM next day PM
A.C.L.O. Sardinia	Daily by air to Algiers. Thence every 3 days by air to Sardinia.	1045 hrs.	
A.C. Liaison Officer Sicily	Daily by air	1045 hrs.	next day
Naples Commune	Daily by Courier to Naples	1645 hrs.	next day PM
Bari and Taranto	Daily by air	1045 hrs.	next day, noon
Civitavecchia	By truck to RAAC twice daily	Throughout day	next day
Umbria - Marche Region	Daily by Courier to Umbria-Marche Region HQ.	1200 hrs.	late PM, same day
Ancona	In addition to above, for heavy despatches, by truck on Mon. & Thurs.	1200 hrs.	next day

Declassified E.O. 12356 Section 3.3/NND No. 785021

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A.C. Liaison Officer Sicily	Daily by air	1045 hrs.	next day
Naples Commune	Daily by Courier to Naples	1645 hrs.	next day PM
Bari and Taranto	Daily by air	1045 hrs.	next day, noon
Civitavecchia	By truck to RAAC twice daily	Throughout day	next day
Umbria - Marche Region	Daily by Courier to Umbria-Marche Region HQ.	1200 hrs.	late PM, same day
Ancona	In addition to above, for heavy despatches, by truck on Mon. & Thurs.	1200 hrs.	next day
Toscana Region	Daily by courier to Toscana Reg. H.Q. Florence	1645 hrs.	same day late PM.
Leghorn	Daily by air	1645 hrs.	next day AM

./.200/82

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

Destination	Method of despatch	To reach AC Despatch	Arrives
Emilia Region	By hand to Emilia Region HQ. AC. Thence by air daily.	Throughout day	next day AM
Piemonte Region	By hand to Piemonte Region - 6, Via Lucullo	Throughout day	3623
Reggio Calabria	Via air	1045 daily	approx. 2 days later
Crotone	Via Air	1045 daily	approx. 2 days later
Aquila	RAAC Rest Centre	Throughout day	2/3 days later via 209 Sub area

Further information on E.L.S. Services may be obtained from External Despatch A.C. Ext.: 346.

M. J. SIEFF
Colonel, R.A.

Copy to : Rail Division
Roads Division
Port & Whse Division
Movement Division
Planning Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M.J. SIEFF
Colonel, R.A.

Copy to : Rail Division
Roads Division
Port & Whse Division
Movement Division
Planning Division

Declassified E.O. 12356 Section 3.3/NND No. 785021

AHS/ef

TRANSPORTATION SUB-COMMISSION, A.C. ,
(RAIL DIVISION)
c/o.Transportation (Br)Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/36/12/C.E.

7th August 1945

3622

SUBJECT : Financial approval

TO : Eng.Lo Cigno
Chief of Works Service.

1. Financial approval is granted for the following works :

Rialto tunnel, cost 54.450.000 Lire
Bridge over Basento river, 25.000.000 Lire.

2. The reconstruction of the Rialto tunnel must not be put in hand, until the full scheme including the repair to the bridge is included.

For the Director:

A.H.STREET, Lt.Col.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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For the Director:

A.H.STREET, Lt.Col.

200/48

Declassified E.O. 12356 Section 3.3/NND No. 785021

1524

Declassified E.O. 12356 Section 3.3/NND No. 785021

INDUSTRY SUB-COMMISSION

Ext. 328 AHG/tks

Ref. AC/5619/IND 31 July 1945

SUBJECT: Policy - Industry Sub-Commission.

3621

TO: Transportation Sub-Commission
Coal Division, Commerce Sub-Commission.

1. In recent months certain letters emanating from this Sub-Commission have complained about transportation facilities and coal supplies in Italy.

2. On 30 July 1945, a conference was held in this Sub-Commission at which all Divisions were represented. It was pointed out to Divisional Heads that the two main factors slowing down the development of industry were transport and coal, and that as their plans for development advanced so they would come up more against these two problems. It is unfortunate that over-enthusiasm in improving industrial development has led to the complaints mentioned above, but it is believed that Divisional Heads of this Sub-Commission now clearly understand the difficulties being faced by Transportation Sub-Commission and Coal Division, Commerce Sub-Commission; and that in the future they will discuss their problems with the officers concerned and avoid correspondence which might lead to misunderstanding.

A. H. GLENDINNING
Lt. Colonel
Acting Director
Industry Sub-Commission

cc: File 5587
File 5616

200/43

1525

Declassified E.O. 12356 Section 3.3/NND No. 785021

IMMEDIATE ACTION

Ext. 376

PDGB/eh

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

2 August 1945

200/71/Tn 1

SUBJECT: Italian Economic Problems in the Coming Winter

3525

TO : Economic Section

1. Reference ES/1.27 of 1 August 1945.

2. There is general agreement that the most difficult problem facing Italy this winter is that of transportation, since the whole economy of any country today is dependent on its transport facilities. There are three aspects -- rail, road and shipping, which although considered separately below, are in fact interdependent and indivisible. The following note sets out some of the principal difficulties involved; in the time available it has not been possible to make a complete examination. The underlying difficulties in each form of transport have been assessed in order of priority, as requested.

Rail Transport

3. The chief difficulties in the way of restoration of rail transport may be classified as follows:

a. Shortage of fuel (coal, and diesel, fuel and lubricating oils).

b. Inadequate permanent way to meet winter conditions. As much work as possible is being done to replace temporary bridges and bridging fills which may wash out under winter rains.

c. Shortage of timber for repairs to bridges and rolling stock. The freeing of timber-cutting areas will ease this situation.

d. Need for rehabilitation of rail workshops and operating facilities generally, including adequate telephone and telegraph communications.

e. Necessity of manufacturing track and other railway material, and of importing what cannot be produced in the country.

f. Need for the recovery and repair of locomotives and rolling stock.

g. Lack of quarters and clothing for railway workers.

4. Work is proceeding on all the above, but the shortage of fuel and timber are the two biggest limiting factors.

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3619

Road Transport

5. The chief problems militating against the further development of road transport are:

a. Lack of fuel. All available steps are being taken to ensure that the Italian Government distributes P.O.L. already allotted to it in the interest of commercial transport on a whole. Tighter control by the Italian Government of road transport operation is still, however, required to prevent uneconomic haulage of non-essential commodities.

b. Lack of vehicles. Endeavor is being made to secure rehabilitation of the truck manufacturing industry, and the provision of raw materials has already been requisitioned by Industry Sub-Commission. The expedition of rebuilding and cannibalization of Allied vehicles, released by AFHQ, is also in hand.

c. Shortage of tires. New tires are being obtained from Allied sources, and efforts are being made to secure the raw materials and fuel so that tires can also be manufactured in this country.

d. Lack of spare parts. Here again the need is for the rehabilitation of the spare parts industry, and the import of raw materials.

6. Practically all the above points are covered as far as possible by requisitions already rendered. Additional requisitions are needed for Northern Italy, some of which have already been placed, and the remainder are in hand.

Shipping and Ports

7. The chief problems in this section are:

a. Shortage of shipping, which is a world-wide deficiency. Steps being taken to meet this problem include:

(1) Insistance on close control so that all shipping is put to best possible use.

(2) Development of repair facilities, so that as many ships as possible are working, especially local schooners. Naval Sub-Commission is trying to secure the use of more repair yards for repair of civil shipping.

(3) Development of the schooner fleet, and especially assistance in the construction of new schooners. Shortage of timber, however, is a limiting factor in this direction. Marine engines and other equipment which cannot be produced in Italy, have been indented for.

b. Lack of port facilities for civil supplies. Reconstruction is proceeding as quickly as possible, but the following are among matters which are having to be tackled:

1527

Declassified E.O. 12356 Section 3.3/NND No. 785021

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1528

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(1) Clearance of mines, sunken wrecks and other obstacles.

(2) Dredging.

(3) Reconstruction of damaged breakwaters and quays.

(4) Development of warehouse and other covered accommodation in ports.

(5) Rehabilitation of cranes and other cargo-handling gear.

(6) Restoration of port clearance facilities by road and rail.

(7) Port security, with the aim of minimizing losses.

c. Lack of fuel for schooners. This problem of shortage of fuel occurs in every form of transportation.

d. Development of internal waterways. The inland water system of Italy is of especial importance in North Italy. Surveys of the present condition of the waterways have already been made, but considerable work is involved to restore them to working condition. Material for the work is generally to be found locally, but coal is required to activate the sources of supply.

8. Generally, therefore, as far as shipping and ports are concerned, the chief shortages are (a) ships, (b) adequate port facilities, (c) fuel.

Summary

9. It will be seen from the foregoing that the principal deficiencies, as far as this Sub-Commission is concerned, are:

a. Shortage of fuel for road, rail and sea transport.

b. Shortage of shipping.

c. Shortage of timber.

d. Shortage of road tires and spare parts for road vehicles.

10. There can be no question but that the transport system of the country is getting better every day. At present, however, some 75% of the available transport facilities are necessarily for military purposes. Until, therefore, the completion of the rehabilitation programme, there will be no great increase in the facilities available for the civil population. When this program is nearing completion, which should be early in the coming winter, there should be a vast improvement in civil transportation.

3618

MERRITT H. TAYLOR
Director

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 220

MTT/eh

Phone 489081

13 June 1945

3617

SUBJECT: Transportation - Northern Italy

TO : File

1. Colonel Kirkwood, Regional Commissioner, Toscana Region, was visited 4 June 1945. He requested that ships be allowed to discharge civil supplies destined for Florence at Leghorn; he also requested an audit of all truck pools in Toscana Region before the scheduled date of closing his region, that is, 20 June. He stressed the necessity of the warehouse officer and enlisted man remaining at Leghorn for the present.

Sufficient transport is available, however, insufficient gasoline is allotted to civilian trucks.

Colonel Kirkwood stressed the need of approximately 25 trucks from a GP or 2½ Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

2. Colonel Bowman, Regional Commissioner, Emilia Region, and Major Sowers, Transportation Officer, were visited 5 June 45. Colonel Bowman stressed the insufficient quantity of personnel transport available, stating that 30 to 50 percent of the personnel transport is off the road at one time. The following truck pools are established:

Forli	500	trucks
Ravenna	300	"
Bologna	1,500	" (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient POL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the AMAC rates. Emilia Region has been continuously losing trucks to other regions where higher tariff rates are in effect. Colonel Bowman was authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter should be taken up with Movements-Roads, because [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

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PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter should be taken up with Movements-Roads, because everything possible should be done to encourage operation of vehicles with Methane gas.

A rail officer for Bologna was requested.

200/70

Declassified E.O. 12356 Section 3.3/NND No. 785021

5. Colonel Poletti, Regional Commissioner, and Lt.Colonel Fitzgerald, Transportation Officer, Lombardia Region, and Major Talbot, advanced representative of Lt.Col. Harris, were visited in Milan 7 and 8 June.

It is estimated that 20,000 railway wagons are available in Lombardia, Piemonte , and Liguria Regione. 5616

Coal is urgently needed and a month's allotment of POL is sufficient for only half a month. It is estimated that the factories of Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by AC Headquarters of 3/4 lira per kilometer for bus passengers was not sufficient and that the rate of 1 lira per kilometer is the going rate in Milan. (For action Roads Division). This position is concurred in by the Direction, Transportation Sub-Commission.

All trucking rates are charged in accordance with the Milan tariff with an additional charge for trucks over 100-qunital capacity, which is the limit shown in the Milan table of rates.

Adequate lift by both trucks and rail wagons is available in Lombardia Region, providing coal and POL are made available.

6. Colonel Marshall, Regional Commissioner, and Major Saunders, Transportation Officer, Piemonte Region, were visited in Turin 9 and 10 June.

Truck registrations May 31 -- 6,161 non-load carrying vehicles; May 31 registrations -- 1,727. Sufficient vehicles are available for local needs providing coal and POL are made available. A limited amount of organized transport is requested for reaching isolated communes, 1 QM Company recommended from 15th Army Group resources furnished by AC. 3 additional transportation officers are urgently requested.

The Milan rates are being charged for trucking with the exception that no additional charge is made for trucks and trailers over 100-quintal capacity, all services of equipment over 100-quintal capacity being charged at the 100-quintal rate. The effect of this will be to cause large capacity vehicles to migrate to Lombardia or Liguria Regions. Major Saunders agreed to coordinate this inequity with Lt.Col. Fitzgerald of Lombardia Region and recommend a charge for trucks in excess of 100-quintal capacity, which could be applied to both Lombardia and Piemonte Regions. It is the feeling of both Transportation Officers and their Regional Commissioners that the installation of ZONC rates would be undesirable at this time.

7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

sufficient for only half a month. [illegible] Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by AC Headquarters of 3/4 lira per kilometer for bus passengers was not sufficient and that the rate of 1 lira per kilometer is the going rate in Milan. (For action Roads Division). This position is concurred in by the Direction, Transportation Sub-Commission.

All trucking rates are charged in accordance with the Milan tariff with an additional charge for trucks over 100-quintal capacity, which is the limit shown in the Milan table of rates.

Adequate lift by both trucks and rail wagons is available in Lombardia Region, providing coal and POL are made available.

6. Colonel Marshall, Regional Commissioner, and Major Saunders, Transportation Officer, Piemonte Region, were visited in Turin 9 and 10 June.

Truck registrations May 31 -- 6,161 non-load carrying vehicles; May 31 registrations -- 1,727. Sufficient vehicles are available for local needs providing coal and POL are made available. A limited amount of organized transport is requested for reaching isolated communes, 1 QM Company recommended from 15th Army Group resources furnished by AF. 3 additional transportation officers are urgently requested.

The Milan rates are being charged for trucking with the exception that no additional charge is made for trucks and trailers over 100-quintal capacity, all services of equipment over 100-quintal capacity being charged at the 100-quintal rate. The effect of this will be to cause large capacity vehicles to migrate to Lombardia or Liguria Regions. Major Saunders agreed to coordinate this inequity with Lt.Col. Fitzgerald of Lombardia Region and recommend a charge for trucks in excess of 100-quintal capacity, which could be applied to both Lombardia and Piemonte Regions. It is the feeling of both Transportation Officers and their Regional Commissioners that the installation of MTAC rates would be undesirable at this time.

7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Two road transportation officers and one port officer are urgently requested, also 3 EM/CRs.

Sufficient trucks are available for all civilian needs except port clearance at Genoa, for which 200 additional trucks organized into military units are necessary. This is in addition to 100 trucks in

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 220 MHT/eh

Phone 469081

13 June 1945 3617

SUBJECT: Transportation - Northern Italy

TO : File

1. Colonel Kirkwood, Regional Commissioner, Toscana Region, was visited 4 June 1945. He requested that ships be allowed to discharge civil supplies destined for Florence at Leghorn; he also requested an audit of all truck pools in Toscana Region before the scheduled date of closing his region, that is, 20 June. He stressed the necessity of the warehouse officer and enlisted man remaining at Leghorn for the present.

Sufficient transport is available, however, insufficient gasoline is allotted to civilian trucks.

Colonel Kirkwood stressed the need of approximately 25 trucks from a GT or Q Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

2. Colonel Bowman, Regional Commissioner, Emilia Region, and Major Sowers, Transportation Officer, were visited 5 June 45. Colonel Bowman stressed the insufficient quantity of personnel transport available, stating that 30 to 50 percent of the personnel transport is off the road at one time. The following truck pools are established:

Forli	500 trucks	
Ravenna	300	"
Bologna	1,500	" (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient POL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the MTAC rates. Emilia Region has been continuously losing trucks to other regions where higher tariff rates are in effect. Colonel Bowman was authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants

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PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter should be taken up with Movements-Roads, because everything possible should be done to encourage operation of vehicles with Methane gas.

A rail officer for Bologna was requested.

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The question of supplying AC transport for the hauling of hemp was discussed. Transportation Sub-Commission's position is that until the movement of civil supplies necessary to the prevention of disease and unrest is adequately taken care of, no AC transport can be made available for the transport of hemp. The gathering of this crop should be a military responsibility and could well be taken care of with military transport. After AC has taken care of its primary responsibility under the disease and unrest formula, any additional transport will be made available for the transport of hemp.

It has been agreed to supply 1 QM Company for operation in the provinces of Emilia Region not under 15th Army Group control, and to supply an additional QM Company to 15th Army Group with the understanding that 15th Army Group will provide necessary lift to Emilia Region in provinces which are 15th Army Group's responsibility in Phase I.

3. Brigadier Dunlop, Regional Commissioner, and Captain Jefferson, Acting Transportation Officer, of Venezia Region, were called on at Padova 5 June, and Colonel Woodger was called on at the hospital 7 June, where he has been confined to his bed.

The organization of transport in Venezia Region has been handicapped by lack of personnel. 3 additional transportation officers are urgently requested.

Venezia now has one GT Company operating and requests additional organized transport. It is recommended that one GT Company or two QM Companies be made available as soon as possible from vehicles supplied to 15th Army Group by AC.

Milan tariff rates are in operation in Venezia Region without the additional charge for drivers and gasoline provided for in the Milan rates. Brigadier Dunlop was of the opinion that the rates in use now in Venezia Region are sufficiently high.

4. Lt.Col. Harris, G-5, 15th Army Group, was visited 7 June at Verona. 5th Army is picking up German vehicles and forming them into GT and Q Companies for hauling civil supplies. 5th Army, 8th Army and District 1 will split these vehicles. 5,000 will probably be available, 2,000 of which will be cargo-carrying vehicles.

Lt.Col. Harris has deputized Major Talbot to act as his advanced representative at Milan for Northwest Italy. Lt.Col. Harris hopes shortly to be relieved of his duties as Acting Deputy Chief of Staff, G-5, so that he can devote his entire time to the transport problems of Northern Italy.

Lt.Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first transporting the minimum civilian supplies under the disease and unrest formula.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Lt.Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first transporting the minimum civilian supplies under the disease and unrest formula.

The question of tariff rates for Northern Italy was discussed at length. It was agreed that a consensus of opinion would be obtained from all Regional Commissioners and Regional Transportation Officers. Lt.Col. Harris will discuss definite rates to be applied to Northern Italy as a modification of General Order 42 in Rome with Transportation Sub-Commission on 16 June.

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5. Colonel Poletti, Regional Commissioner, and Lt.Colonel Fitzgerald, Transportation Officer, Lombardia Region, and Major Talbot, advanced representative of Lt.Col. Harris, were visited in Milan 7 and 8 June.

It is estimated that 20,000 railway wagons are available in Lombardia, Piemonte , and Liguria Regions.

Coal is urgently needed and a month's allotment of POL is sufficient for only half a month. It is estimated that the factories of Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by AC Headquarters of 3/4 lira per kilometer for bus passengers was not sufficient and that the rate of 1 lira per kilometer is the going rate in Milan. (For action Roads Division). This position is concurred in by the Direction, Transportation Sub-Commission.

All trucking rates are charged in accordance with the Milan tariff with an additional charge for trucks over 100-quintal capacity, which is the limit shown in the Milan table of rates.

Adequate lift by both trucks and rail wagons is available in Lombardia Region, providing coal and POL are made available.

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Truck registrations May 31 -- 6,161 non-load carrying vehicles; May 31 registrations -- 1,727. Sufficient vehicles are available for local needs providing coal and POL are made available. A limited amount of organized transport is requested for reaching isolated communes, 1 QM Company recommended from 15th Army Group resources furnished by AC. 3 additional transportation officers are urgently requested.

The Milan rates are being charged for trucking with the exception that no additional charge is made for trucks and trailers over 100-quintal capacity, all services of equipment over 100-quintal capacity being charged at the 100-quintal rate. The effect of this will be to cause large capacity vehicles to migrate to Lombardia or Liguria Regions. Major Saunders agreed to coordinate this inequity with Lt.Col. Fitzgerald of Lombardia Region and recommend a charge for trucks in excess of 100-quintal capacity, which could be applied to both Lombardia and Piemonte Regions. It is the feeling of both Transportation Officers and their Regional Commissioners that the installation of ENIC rates would be undesirable at this time.

7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Norvi 10 and 11 June.

3016

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Sufficient trucks are available for all civilian needs except port clearance at Genoa, for which 200 additional trucks organized into military units are necessary. This is in addition to 100 trucks in

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military units at present available to Liguria Region.

Altho it is felt that the Milan rates are high enough for Liguria Region, due to the inability of Liguria Region to procure rate books setting out the Milan rates the present tariff charge was established at 100 percent in excess of the rates set forth in General Order 42.

6. In general, sufficient transport is available in Northern Italy, except for the temporary requirement of certain vehicles organized into military formations for the performance of specific tasks, providing POL and coal are supplied in sufficient quantities now and tires are made available in the near future. There is a general shortage of Allied transport personnel, which must be corrected by posting of officers from the Southern truck pools at the earliest possible date to the Northern regions, supplemented by additional officers to be procured elsewhere. It is the general feeling that the Milan rates with a moderate charge for vehicles over 100 quintals capacity are plenty high enough and that it would be unwise to use EMAC rates at the present time.

MERRITT H. TAYLOR,
Director.

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" " , Piemonte Region)
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Rail Division, Tn. S/C) and
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Rail Division, Tn. S/C) and
Road Division, Tn. S/C) Report to
Port & Warehouse Division, Tn. S/C) Director
Colonel Welton, Supply Division, Economic Section

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Transportation H/Q

COPY N° 27

SOUTHERN ITALY ELECTRICITY SCHEME

Telephone
Rome 489081 - Ext. 317

ADVISORY COMMITTEE ON ELECTRIC POWER (SOUTHERN ITALY)

3615

M I N U T E S

The fifth meeting of the Advisory Committee on Electric Power (Southern Italy) was held at 0930 hours on Wednesday June 20th 1945 in the offices of Società Meridionale di Elettricità (Naples).

Present :

Lt.Col. W.F.	Lapper	- Chairman
Prof.Eng. A.	Asta	- Vice-Chairman
Dr.Eng.	Masturzo	- Member
Dr.Eng.	Cerillo	- "
Dr.Eng.	Montefusco	- "
Dr.Eng.	Bove	- "
Prof.Eng.	Ruggiero	- "
Dr.Eng.	Leenza	- Representing Dr.Eng.Maione
Dr.Eng.	Barluzzi	- Secretary

24. Minutes of the fourth meeting of the Committee, held on Saturday 19th May 1945

The minutes were approved.

25. Matters arising from previous minutes

Min. 19 - It was reported that the Italian military personnel for the clearing of mines at Colli Volturno had been withdrawn and sent to the North. The Committee recommended that in order to avoid serious delay in transmission line repairs, this personnel be sent back to Southern Italy as soon as possible.

Min. 19 - Lists of insulators required by electric companies have been received by Ministry of Public Works. Companies will also inform the Ministry on their discussions with Northern Italy Firms. Ginori Factory to report on coal which is being received in Piombino, and on the date they will start operating. Priority schedule will then be prepared for allocation of insulators produced.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Min. 19 - Eng. Asta reported that 100 tons of coke have been allocated to Corradini Firm which is now able to operate for one month, producing 30 tons of copper conductors for the S.M.E.

Min. 22 - Direzione Generale Arma dei Carabinieri has [illegible] officially been requested by Ministry of Public Works to

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take necessary action against transmission line thefts. More detailed information is required from the Companies. Eng. Masturzo reported that some local action had been taken and the situation had considerably improved.

26) - Progress in rehabilitation of plants and transmission lines

Eng. Masturzo reported on the repairs of Società Meridionale di Elettricità pointing out that the shortage of copper and insulating material (shellac and mica) in the manufacturing companies is delaying all work. The Committee recommended that a list of Northern Italy factories actually engaged in repair work of electrical systems be submitted to A.C. in order that steps be taken to supply raw material to those factories. Rehabilitation on lines delayed due to shortage of angle bars, carbide, transport and copper conductor.

Eng. Asta reported that lists of trucks and cars required by Companies have been prepared and are being discussed with the Ministry of Transports in order to obtain vehicles rendered available to the Italian Government by Allied Military Authorities. Action is being taken with the Ministry of Industry for the matter of angle bars.

The Committee recommended that material and transport be allocated as soon as possible.

Some delay was reported in Sub-station repair due to shortage of bakelite tubes for transformers. The Committee recommended that results of the investigation which is being made by the Italian Government to ascertain the availability of this material in Northern Italy be submitted to A.C. as soon as possible.

It was also agreed that AC take some steps to see if two 15000 KVA transformers ordered by SME to Brown Boveri Co. are actually available in the North.

Eng. Leanza of Ente Autonomo Volturno reported that all repairs are going on according to programme.

An official request will now be made by this company for tyres and trucks needed for the transfer of units.

27) - Operation programme and allocation of power

The programme was agreed. Suggested reduction of load is due to abnormally dry weather during 1945.

28) - Standardization of frequency

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28) - Standardization of frequency

Col. Lapper advised that this matter be discussed at a later date, when repairs to transmission lines interconnecting Central and Southern Italy, will be at an advanced stage.

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29) - Any other business

Nil

30) - Date and time of the next meeting

Next meeting will be held at 0930 on Wednesday 18th July 1945 in the offices of Società Meridionale di Elettricità - Naples.

3613

Dr. Eng. Francesco Barluzzi
Secretary to the Committee

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list attached

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20/21 - Industry Sub-Commission HQ AC
22 - Industry S/C - Coal Section (Att. Lt.Col. Oxley)
23 - Public Relations Br. HQ AC
24 - Agriculture Sub-Commission HQ AC
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27 - Trans. Sub-Commission - Products & Works Div. HQ AC
28 - Executive Commissioner HQ AC
29 - Regional Commissioner Toscana Region
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3612

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32 - " " Venezia Region
33 - C.S. Taranto
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1548

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ACE/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.L.F.

3611

Tel. 84.3238
Ref. AC/3L6/Tn 4

17 July 45

SUBJECT : Timber from Brazil.

TO : Director
Tn Sub-Commission

1. Reference is your letter to Minister of Transports, 200/63/Tn 1 of 12 July 45.

2. Last paragraph refers to endeavour to ascertain availability from world stocks.

3. Copies of correspondence with G5 AFHQ re sleepers from Brazil is attached for information and, if necessary, instructions re further action.

Chief,
Rail Division.

200/Tn1
66

15.42

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HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

MHT/h1
200/63/TS 1

Tel: 220

3610

Doctor Ugo La Malfa,
Minister of Transport,
Rome.

12 July 1945

My dear Dr. La Malfa:

We refer to the question of availability of timber as discussed at our meeting 3 July 1945 and made the subject of your letter of 5 July 1945.

Timber in the Calabrian forests is being withdrawn by the Military Authorities for use as packing and dunnage necessary to troop redeployment operations. We are requesting allocation in part for ISR requirements.

Possibility of import[redacted] from Austria is the subject of discussions now being conducted with AFHQ and an effort is being made to clear present commercial restrictions.

As you are aware, shortage of this item in the United States is extremely critical. We are endeavoring to ascertain availability from world stocks and we shall advise you of our findings.

Yours very truly,

MERRITT H.TAYLOR,
Director.

copies to: Major Ping, Rail Division
Charles Ryan, Planning Staff.

Declassified E.O. 12356 Section 3.3/NND No. 785021

AHMcC/fd

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref.: AC/651/46/Tn.3

4 April 1945

SUBJECT : Shipment of Railway Sleepers
from Brazil

TO : Rail Division (Tn 4)
Transportation Sub-Commission

3609

1. Reference your Minute AC/74/Tn.4 dated 21 March '45 addressed to the Deputy Director, Transportation Sub-Commission, and this Division's letter AC/651/63/Tn 3 dated 27 March '45 to G-5 A.F.H.Q.

2. Attached is copy of reply from G-5 dated 30 March '45.

M.B.THOMAS, Colonel
Deputy Director

Copy to : Shipping Sub-Commission
M.W.T.
W.S.A.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

30 March 1945

Ref. R-28

SUBJECT: Shipment of Railway Sleepers
from BRAZIL.

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section)

1. Reference your AC/651/63/Tn.3 of 27 March 1945 advising of an offer through the Italian Embassy, LONDON, of railway sleepers in BRAZIL.

3608

2. There are no sleepers included as a part of your current requisitions for Italian railway equipment.

3. It is to be further noted that export trade between individuals is not presently authorized. All imports into ITALY must be arranged on a government to government basis.

4. No action is being taken regarding the provision of the subject supplies.

For the Assistant Chief of Staff, G-5:

J.E.BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Div.

Copy to:- G-4 M & Tn
Shipping Sub-Comm., A.C.
Transportation Sub-Comm., A.C.
MWT
WSA

155 21

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER-OFFICE MINUTE

Ref. AC/74/Tn.4

TO : Deputy Director, Tn Sub-Commission HQ AC.

SUBJECT: Ties for tracks.

1. The point raised by I.S.R. in the attached communication is a policy one which it is not possible for this Division to answer, involving the question of sea transportation from Brazil to Italy. 3607

O.H.LINDBERG
Lieut.Col.R.E.,
Chief, Rail Division.

Transportation Sub-Commission (Rails)
Tel. 043230
21 March 1945.

1353

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
AFC 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MMT/hl

200/65/TM 1

13 July 1945

SUBJECT: Distinguished Visitors

TO : Acting Vice President.
Economic Section

3606

1. Your attention is called to the arrival 18 July of representatives of ECITO as set out in cable No. E-9122.

2. All necessary detailed arrangements have been made thru Transportation Sub-Commission.

MERRITT H. TAYLOR.
Director.

copies to: Deputy Director, Tn. S/C
Colonel Sieff, Movements Div.

(65)

1554

Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION Sub-COMMISSION
MOVEMENTS DIVISION

53

18

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT. COL. J.W. BAKER MAJ. C.R. WORTHINGTON MAJ. J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT. COL. C.N. CHRISTENSEN MAJ. STAIT GARDNER MAJ. C.F. CONSTABLE CAPT. A.A. GOWER SHIPPING BRANCH MAJ. M.F. LARAMAN MAJ. A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON CAPT. TOSI STATISTICS CHIEF CLERK RECEIVED :-	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

8966

Mr Taylor

Personally

Do you wish to draw the attention of any of the following & the presence of any dealings with (a) A.V.P. Liaison Sec. (b) A.P. Comm (c) Chief Collins. S

1551

Declassified E.O. 12356 Section 3.3/NND No. 785021

HQ. ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

FROM	TO
DIRECTOR Mr. MERRITT H. TAYLOR DEPUTY DIRECTOR COLONEL M.B. THOMAS TMG STAFF RYAN ARDSON SION	

1556

Declassified E.O. 12356 Section 3.3/NND No. 785021

INS/c 2

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference FX 20237
Date/Time of Origin JULY 101600B

Message Centre No: E/9122
Date Time Rec'd: JULY 111130
Precedence: PRIORITY

FROM: AFHQ SIGNED ALEXANDER CITE FHGDM

TO : TROOPERS INFO MINISTRY OF WAR TRANSPORT LONDON FOR ECITO ALCOM ROME DMRS(I)

RESTRICTED 3605

RESTRICTED.

Subject is ECITO meeting in ROME on 18 July 45. TROOPERS signal 57584Q(M)6 not to all refers.

1. A meeting has been arranged to take place in HQ AC ROME at 1000 hours on Wednesday 18 July to which the following representatives of ECITO are invited to attend. M JEAN LEVY President Professor MONDELINK Director General Mr J KAHANE Secretary General.

2. Return passages to UK will be arranged for 20 July from NAPLES.

DIST

INF-ACT - TM SC 2
INF - CHIEF COMMISSIONER
EX COMMISSIONER 2
ECON SEC
DMRS
FILE

INFO - ACTION

M/C NOTE:

(No trace of quoted reference.)

HEADQUARTERS
11 JUL 1945

RESTRICTED

1557

Declassified E.O. 12356 Section 3.3/NND No. 785021

466/6/Ts 5

6 June 1945

My dear Mr. Prime Minister:

3604

I should like to invite your attention to the following points in connection with the Italian transport system 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 Sub-Commission, 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 food stuffs 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,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

His Excellency Pertinax Parri
The President of the Council of Ministers
Italian Government
Rome

AFHQ File 1/211

200 | 64

1568

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

200/63/TM 1

12 July 1945

3603

Doctor Ugo La Malfa,
Minister of Transport,
Rome.

My dear Dr. La Malfa:

We refer to the question of availability of timber as discussed at our meeting 3 July 1945 and made the subject of your letter of 5 July 1945.

Timber in the Calabrian forests is being withdrawn by the Military Authorities for use as packing and dunnage necessary to troop redeployment operations. We are requesting allocation in part for ISR requirements.

Possibility of import from Austria is the subject of discussions now being conducted with AFHQ and an effort is being made to clear present commercial restrictions.

As you are aware, shortage of this item in the United States is extremely critical. We are endeavoring to ascertain availability from world stocks and we shall advise you of our findings.

Yours very truly,

MERRITT H. TAYLOR,
Director.

copies to: Major Ping, Rail Division
Charles Ryan, Planning Staff

63

1559

Declassified E.O. 12356 Section 3.3/NND No. 785021

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
AFO 394
SOTTOCOMMISSIONE TRASPORTI

Tel: 220

MHT/hl 3602
200/63/TM 1

12 Luglio 1945

Dottore Ugo La Malfa,
Ministro dei Trasporti,
ROMA

Caro Dott. La Malfa:

Mi riferisco alla questione delle disponibilita di legname, che fu argomento della nostra conferenza del 3 Luglio 1945 e oggetto di una sua lettera del 5 luglio 1945.

Il legname delle foreste della Calabria e prelevato dalle Autorita Militari per operazioni di imballaggio e stivaggio, e concernenti il reimpiego delle truppe. Stiamo richiedendo l'assegnazione di una parte di esso per il fabbisogno delle Ferrovie dello Stato.

La possibilita d'importazione dall'Austria e oggetto di discussione coll'AFHQ e si stanno facendo sforzi per abolire le attuali restrizioni commerciali.

La penuria di questo materiale, come lei ben sa, e assai critica negli Stati Uniti. Stiamo cercando di accertare le disponibilita degli stock mondiali e non mancheremo di tenerla informata sulle nostre ricerche.

Sinceramente,

MERRITT N. TAYLOR,
Direttore.

per conoscenza:
Maggiore Fine, Rail Division
Smr. O. Ryan, Planning Staff

Roma, 5 AUG. 1945

IL MINISTRO DELLE COMUNICAZIONI

F.XII/293/6620

3601

Caro Mr. TAYLOR

Come é noto l'Amministrazione delle Ferrovie dello Stato non ha potuto ottenere lo sblocco di 11.000metri cubi di legname della Regione della Sila (Cosenza) occorrente per i bisogni delle costruzioni e per traverse d'armamento delle linee ferroviarie.

Poiché l'approvvigionamento del legname si manifesta sempre più urgente ed ora si presenta la possibilità di riceverlo dalla Carinzia (Austria), si prega voler autorizzare l'Amministrazione delle Ferrovie dello Stato ad acquistare dalla ditta Feltrinelli di Milano proprietaria di boschi nei d'intorni di Klagenfurt, il legname che ha disponibile in quella regione.

Detto legname si trova colà già opportunamente segnato e quindi potrebbe essere caricato ed inoltrato in Italia attraverso i transiti di confine di Tarvisio e S. Candido.

Salutandola cordialmente

IL MINISTRO
Ugo La Malfa

MR MERRITT H. TAYLOR
DIRETTORE SOTTOCOMMISSIONE ALLEATA TRASPORTI
R O M A

Declassified E.O. 12356 Section 3.3/NND No. 785031

Come é noto l'Amministrazione delle Ferrovie dello Stato non ha potuto ottenere lo sblocco di 11.000metri cubi di legname della Regione della Sila (Cosenza) occorrente per i bisogni delle costruzioni e per traverse d'armamento delle linee ferroviarie.

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Detto legname si trova colà già opportunamente segomato e quindi potrebbe essere caricato ed inoltrato in Italia attraverso i transiti di confine di Tarvisio o S. Candido.

Salutandola cordialmente

IL MINISTRO
Ugo La Malfa

MR MERRITT H. TAYLOR
DIRETTORE SOTTOCOMMISSIONE ALLEATA TRASPORTI
R O M A

Declassified E.O. 12356 Section 3.3/NND No. 785021

1562

Declassified E.O. 12356 Section 3.3/NND No. 785021

IL MINISTRO DEI TRASPORTI

Roma 5 Luglio 1945

3600

Dear Mr.Taylor,

As it is known, the Management of the I.S.R., has not been able to obtain the removal of the ~~blocked of~~ 11.000 cubic metres of lumber from the Sila region (Cosenza) needed for the reconstruction and for railway cross pieces.

Since the supply of lumber is more and more urgently needed, and there is the possibility of obtaining a supply from Carinzia (Austria), will you please authorize the I.S.R. to purchase from the Firm (Ditta) Feltrinelli of Milano, which is the owner of a forest in the surroundings of Klagenfurt, the lumber that is obtainable in that region.

The said lumber is laying there al ready and cut and therefore it could be easily loaded and sent to Italy through boundery transit of Tarvisio or S.Candido.

Yours very truly

Mr. Gen. Lee

Dealt with Mr Gent [illegible]

Departing for AFHQ

1563

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MBT/hl
200/63/TM 1
12 July 1945

5599

Doctor Ugo La Malfa,
Minister of Transport,
Rome.

My dear Dr. La Malfa:

We refer to the question of availability of timber as discussed at our meeting 3 July 1945 and made the subject of your letter of 5 July 1945.

Timber in the Calabrian forests is being withdrawn by the Military Authorities for use as packing and dunnage necessary to troop redeployment operations. We are requesting allocation in part for ISTR requirements.

Possibility of import from Austria is the subject of discussions now being conducted with AFHQ and an effort is being made to clear present commercial restrictions.

As you are aware, shortage of this item in the United States is extremely critical. We are endeavoring to ascertain availability from world stocks and we shall advise you of our findings.

Yours very truly,

MERRITT R. TAYLOR,
Director.

copies to: Major Ring, Rail Division
Charles Ryan, Planning Staff

63

1564

Declassified E.O. 12356 Section 3.3/NND No. 785021

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
APO 394
SOTTOCOMMISSIONE TRASPORTI

Tel: 220

MMT/hl
200/63/TN 1 3598

12 Luglio 1945

Dottore Ugo La Malfa,
Ministro dei Trasporti,
ROMA

Caro Dott. La Malfa:

Mi riferisco alla questione della disponibilità di legname, che fu argomento della nostra conferenza del 3 Luglio 1945 e oggetto di una sua lettera del 5 Luglio 1945.

Il legname delle foreste della Calabria è prelevato dalle Autorità Militari per operazioni di imballaggio e stivaggio, e concernenti il reimpiego delle truppe. Stiamo richiedendo l'assegnazione di una parte di esso per il fabbisogno delle Ferrovie dello Stato.

La possibilità d'importazione dall'Austria è oggetto di discussione coll'AFHQ e si stanno facendo sforzi per abolire le attuali restrizioni commerciali.

La penuria di questo materiale, come lei ben sa, è sentita anche negli Stati Uniti. Stiamo cercando di accertare la disponibilità degli stock mondiali e non mancheremo di tenerla informata sulle nostre ricerche.

Sinceramente,

MERRITT H. TAYLOR,
Direttore.

per conoscenza:
Maggiore Ping, Rail Division
Sig. C. Ryan, Planning Staff

FILE

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-commission

AIC/bje

3397

Tel. Ext 318

3rd July 1945

Su2/29/Tu.3

SUBJECT. Lignite from Ribolla Mines

TO. Director, Industry Sub-commission.

1. Reference memorandum AC/2680/IND dated 30 June 1945 from Major A. Macnaughton-Wright to Acting Director, Industry Sub-commission.

2. It is requested that Major Macnaughton-Wright and the officer responsible for para 2 of your weekly sitrep state from which member of Transportation Sub-Commission they obtained the information that there was no lignite available at the Ribolla mines. There have been occasions in the past when all wagons placed have not been ~~filled~~ loaded, but this Sub-commission is perfectly well aware of the stock position at the mines in question, and all the demands for movement. This Sub-commission has at no time queried the actual availability of lignite.

3. Full returns for the month of June are not yet available, but between 1st and 25th June approximately 30% of the wagons demanded and programmed were supplied. This shortage of wagons was due to -

(a) a large quantity of rolling stock required for redeployment purposes

(b) the huge movement of refugees

(c) the large increase in the import programme through

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT. Lignite from Ribolla Mines

TO. Director, Industry Sub-commission.

1. Reference Memorandum AG/3664/IND dated 30 June 1947 from Major [illegible]. Macnaughton-Wright to Acting Director, Industry Sub-commission.

2. It is requested that Major Macnaughton-Wright and the officer responsible for para 2 of your weekly sitrep state from which member of Transportation Sub-Commission they obtained the information that there was no lignite available at the Ribolla mines. There have been occasions in the past when all wagons placed ~~allocated~~ loaded have not been ~~allocated~~, but this Sub-commission is perfectly well aware of the stock position at the mines in question, and all the demands for movement. This Sub-commission has at no time queried the actual availability of lignite.

3. Full returns for the month of June are not yet available, but between 1st and 25th June approximately 50% of the wagons demanded and programmed were supplied. This shortage of wagons was due to -

(a) a large quantity of rolling stock required for redeployment purposes

(b) the huge movement of refugees

(c) the large increase in the import programme through Civitavecchia and Piombino, necessitated by the diversion of ships originally scheduled for Genoa into these ports as Genoa was not in a position to accept, and the diversion of other ships originally scheduled for Leghorn, for which there was no ~~capacity~~ berthage due to the port being fully occupied with the redeployment programme.

4. The importance of an adequate supply of wagons for the movement of lignite is fully appreciated by the Transportation Sub-commission, and has been taken up on the highest/ 200/61

Declassified E.O. 12356 Section 3.3/NND No. 785021

highest level with A.F.H.Q. Steps have now been taken to ensure that there will be a more adequate provision of wagons in the future. At the same time it is desired to re-emphasise the fact that the Transportation Sub-commission has been following the problem through from the beginning, working in close cooperation with the heads of the Coal Section, but inaccuracies of the type made in the Weekly Sitrep result in unnecessary rumours circulating, to people in responsible positions, and cause friction which could be easily avoided.

3596

For the Director,

T. J. Sieff, Col.
p.p. M.

M.J. SIEFF, Colonel.

Copy to Economic Section (attention Brig. D.L. Anderson, C.B.E.)
Commerce Sub-commission (Coal Division)

Declassified E.O. 12356 Section 3.3/NND No. 745021

1568

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 317

HEADQUARTERS ALLIED COMMISSION

WKL/ec

INTER OFFICE MEMO

25 June 1945

Reference : 051/PWU
Subject : Electricity supply
To : VICE PRESIDENT - Economic Section AC
ECONOMIC SECTION, AC
ECONOMIC SECTION (Att Col. L.A.Jenny)
INDUSTRY S/C, AC
INDUSTRY S/C, AC - Coal Section (Att Lt.Col.EVANS)
PUBLIC RELATIONS BR., AC
AGRICULTURE S/C, AC
FOOD S/C, AC
LABOUR S/C, AC
TRANSPORTATION S/C - Products & Works Div., AC

3395

From : Public Works and Utilities S/C

1. Attached statements subject : Electricity Southern Italy and Electricity Central Italy are passed to you for information.

2. The figures at the foot of page 1 of each of these statements gives the latest estimate of availability of power for the months of July to December 1945 inclusive.

3. Towards the end of July the frequency of supply for the whole of Central Italy will be raised from 45 cycles to 50 cycles.

W.M. LAPPER
Lieut-Colonel,
Chief Elec. Div.

cc : File 158

2 enclosures

Tel.489081
Ext. 317

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

WCL/ac

3694

Reference : 051/PWU

21 June 1945

Subject : Electricity Southern Italy

To : SECRETARY ELECTRIC POWER COMMITTEE AFHQ(I) B

1. An estimate of the availability of electric power has been made for Southern Italy for the months of July to December 1945 inclusive and details of this are shown on the attached sheets.

2. Attention is drawn to the reduction in output from the generating stations due to :

(a) - Breakdown of generating plant at Sila.
(b) - Abnormally dry spring season which is now being felt on the Rivers and Reservoirs in Southern Italy.

3. At Pescara where generating plants were seriously damaged it is enticipated that some units may be restored to service by Oct/Nov. 1945, but no relief should be expected from this source earlier than that shown viz. Nov. 1945.

4. The repairs to the Terni-Pescara 150 KV transmission line is progressing slowly. There are still about 130 structual steel towers to be rebuilt and minefields to be removed. It is estimated that the line will not be completed before Nov/Dec. 1945 when it is planned to import up to 20,000 KW at 80% load factor to Southern Italy. This is included in the December estimate.

5. It is recommended that the following figures are used when making allocations of power to Southern Italy. These being subject to ammendment each month in the light of later information.

TOTAL POWER AVAILABLE AT PLANTS IN SOUTHERN ITALY

	July	Aug	Sept	Oct	Nov	Dec
kWh x 10^6	78	80	81	84	90	95

Declassified E.O. 12356 Section 3.3/NND No. 785021

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5. It is recommended that the following figures are used when making allocations of power to Southern Italy. These being subject to ammendment each month in the light of later information.

TOTAL POWER AVAILABLE AT PLANTS IN SOUTHERN ITALY

	July	Aug	Sept	Oct	Nov	Dec
kWh x 10^6	78	80	81	84	90	95
kW x 10^3	155	155	161	164	184	195

W.M. LAPPER
Lieut-Colonel,
Chief Elec. Div. 200/60

Declassified E.O. 12356 Section 3.3/NND No. 785021

ELETTRICITY SOUTHERN ITALY

Operation programme for the six months ending 31st December 1945

3393

OUTPUT FROM PLANTS IN SOUTHERN ITALY IN $kWh^x \times 10^6$

Name of Station	July	Aug	Sept	Oct	Nov	Dec
Sila Group	63.0	65.0	65.0	65.0	68.0	68.0
Tusciano / Tanagro	5.0	5.0	5.0	6.5	7.0	7.0
Calore	2.5	2.5	2.5	3.0	3.0	3.0
Matese	1.5	1.5	1.5	2.0	2.0	2.0
Capuano	6.0	6.0	6.0	6.0	2.5	2.5
Lete	-	-	1.0	1.5	1.5	1.5
Pescara / Terni	-	-	-	-	6.0	11.0
TOTAL	78.0	80.0	81.0	84.0	90.0	95.0

OUTPUT FROM PLANTS IN SOUTHERN ITALY IN KW $\times 10^3$

Sila Group	120.0	120.0	120.0	120.0	125.0	125.0
Tusciano / Tanagro	8.0	8.0	8.0	10.0	14.0	15.0
Calore	4.0	4.0	4.0	5.0	5.5	5.5
Matese	5.0	5.0	5.0	5.0	5.5	5.5

Declassified E.O. 12356 Section 3.3/NND No. 785021

Sila Group	65.0	69.0	69.0	69.0	68.0	68.0
Tusciano Tanagro	5.0	5.0	5.0	6.5	7.0	7.0
Calore	2.5	2.5	2.5	3.0	3.0	3.0
Matese	1.5	1.5	1.5	2.0	2.0	2.0
Capuana	6.0	6.0	6.0	6.0	2.5	2.5
Lete	-	-	1.0	1.5	1.5	1.5
Pescara Terni	-	-	-	-	6.0	11.0
TOTAL	78.0	80.0	84.0	88.0	90.0	95.0

OUTPUT FROM PLANTS IN SOUTHERN ITALY IN MW x 10^3

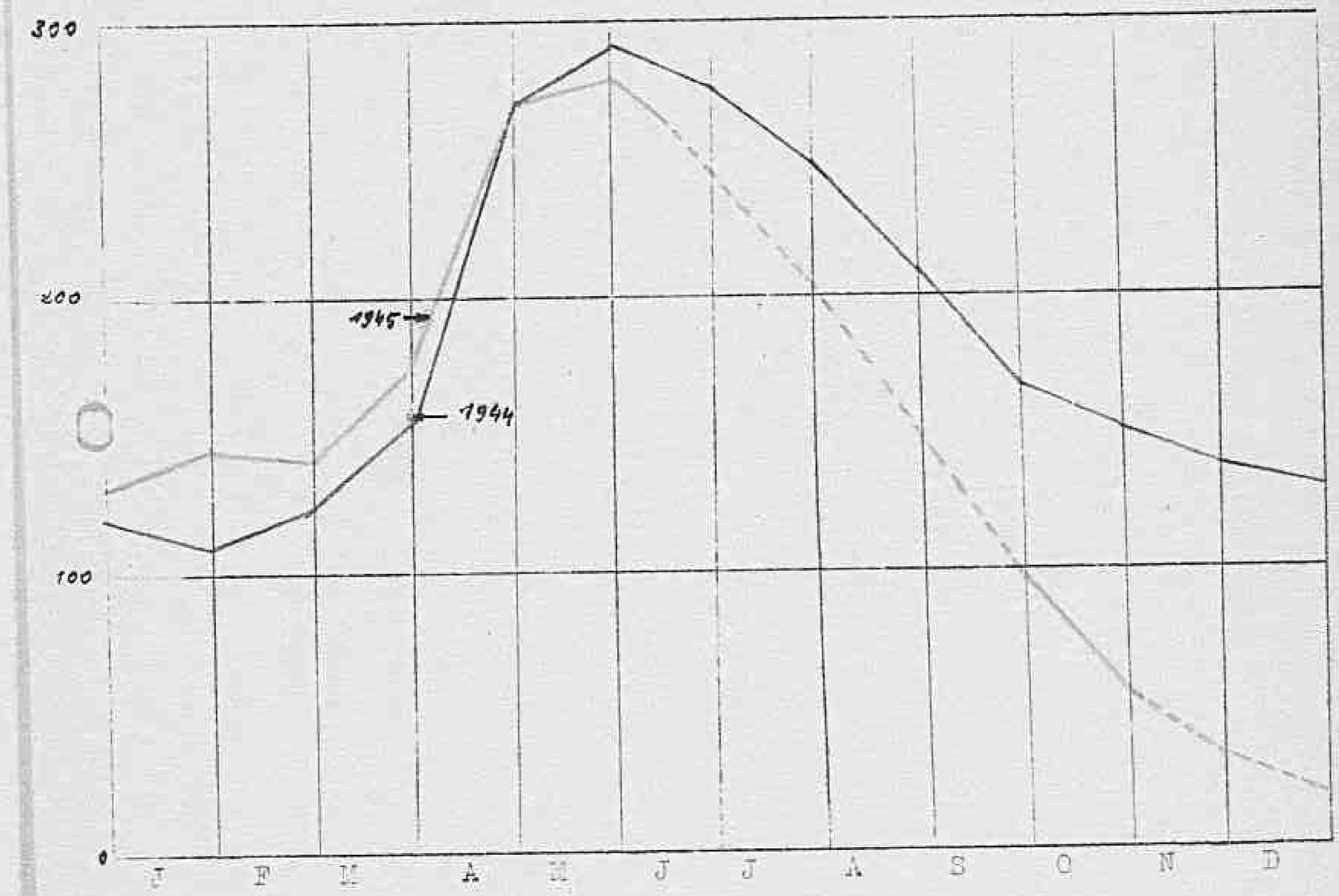
Sila Group	120.0	120.0	120.0	120.0	125.0	125.0
Tusciano Tanagro	8.0	8.0	8.0	10.0	14.0	15.0
Calore	4.0	4.0	4.0	5.0	5.5	5.5
Matese	5.0	5.0	5.0	5.0	5.5	5.5
Capuana	18.0	18.0	18.0	18.0	18.0	18.0
Lete	-	-	6.0	6.0	6.0	6.0
Pescara Terni	-	-	-	-	10.0	20.0
TOTAL	155.0	155.0	161.0	164.0	184.0	195.0

Declassified E.O. 12356 Section 3.3/NND No. 785021

ELECTRICITY SOUTHERN ITALY

Curves showing the kWh^{r} contained in the Sila Reservoirs - years 1944/45 (July to Dec.45 est)

3592

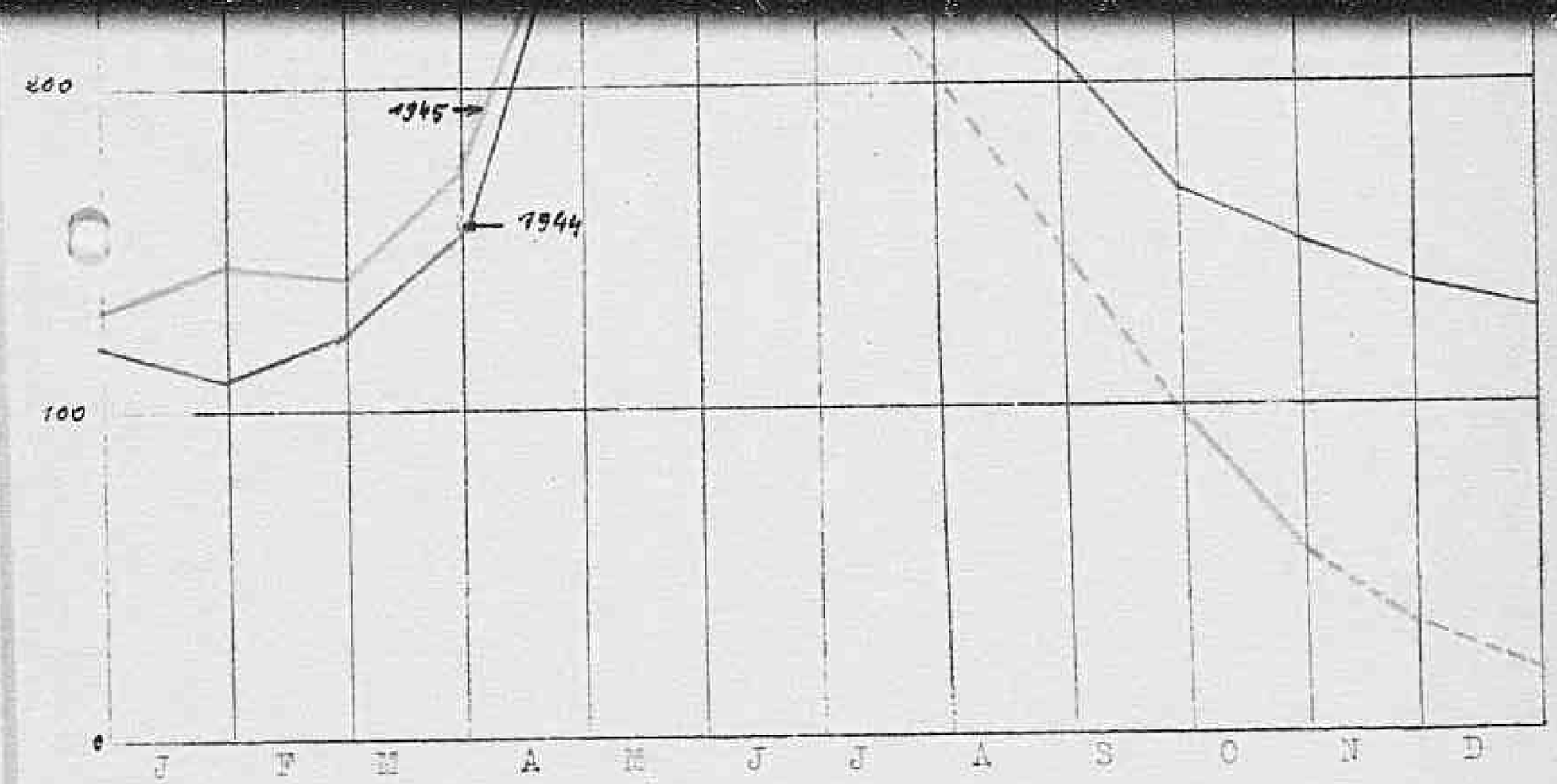


Comparison of Demand and kWh^{r} for the year 1944 and 1945 (July to December 1945 est.)

kWhr x 10^6		
Month	1944	1945
January	59	80
February	68	75
March	73	87
April	63	82
May	60	83
June	56	84

KW x 10^3		
Month	1944	1945
January	114	155
February	122	168
March	117	168
April	108	162
May	109	160
June	114	161

Declassified E.O. 12356 Section 3.3/NND No. 785021



Comparison of Demand and kWh^r for the year 1944 and 1945 (July to December 1945 est.)

kWhr x 10^6		
Month	1944	1945
January	59	80
February	68	75
March	73	87
April	63	82
May	60	83
June	58	84
July	64	78
August	64	80
September	66	81
October	72	84
November	78	90
December	81	95

Est 1945

KW x 10^3		
Month	1944	1945
January	114	165
February	122	168
March	117	168
April	108	162
May	109	160
June	114	161
July	122	155
August	126	155
September	137	161
October	149	164
November	157	184
December	157	195

Est 1945

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ELECTRICITY SOUTHERN ITALY

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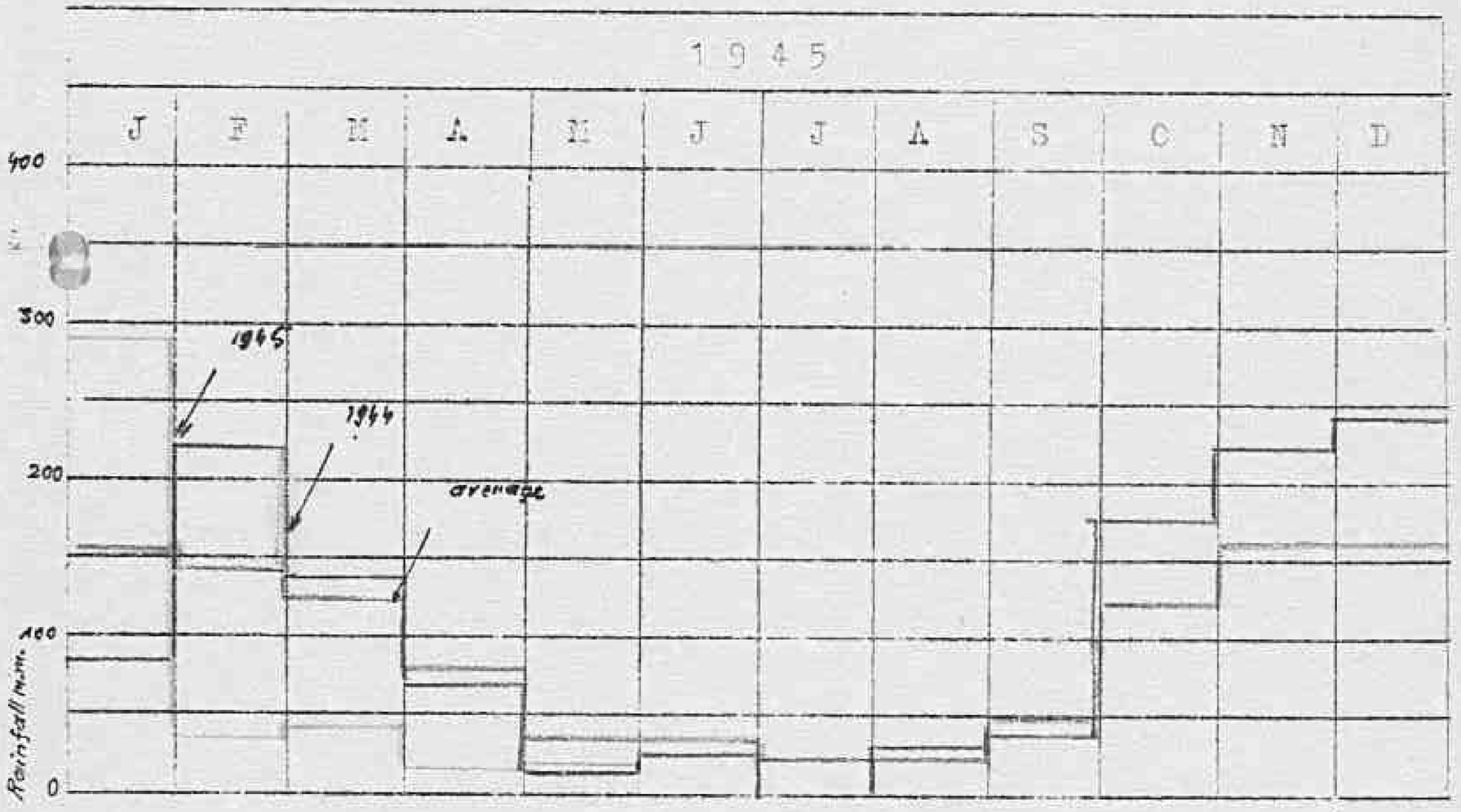
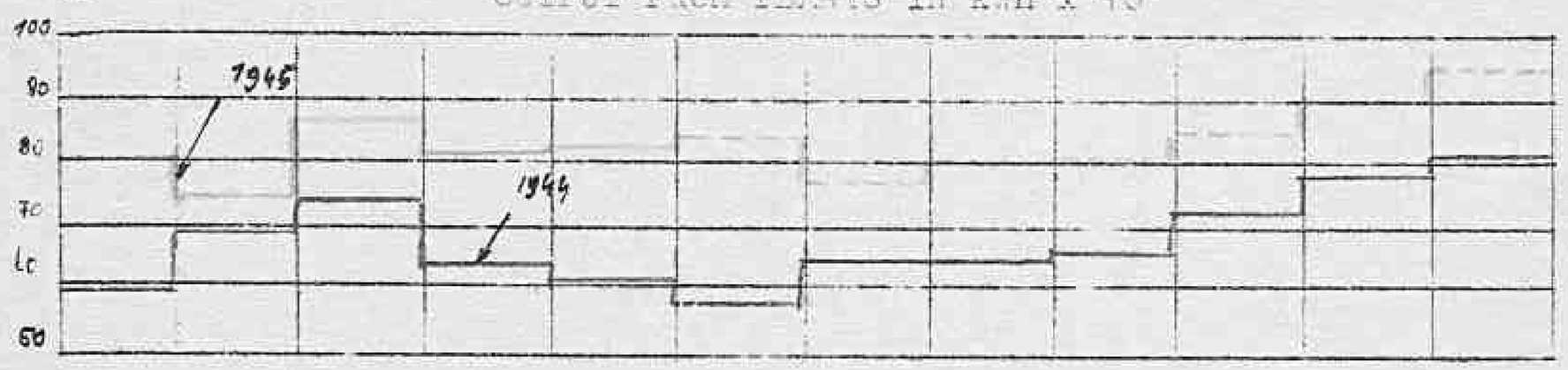
Curves showing the rainfall in Calabria area for years 1944 and 1945 together with average year. Also output of electricity from hydro stations.

RAINFALL IN CALABRIA.



OUTPUT FROM PLANTS IN KWh x 10^6



OUTPUT FROM PLANTS IN KW x 10^3

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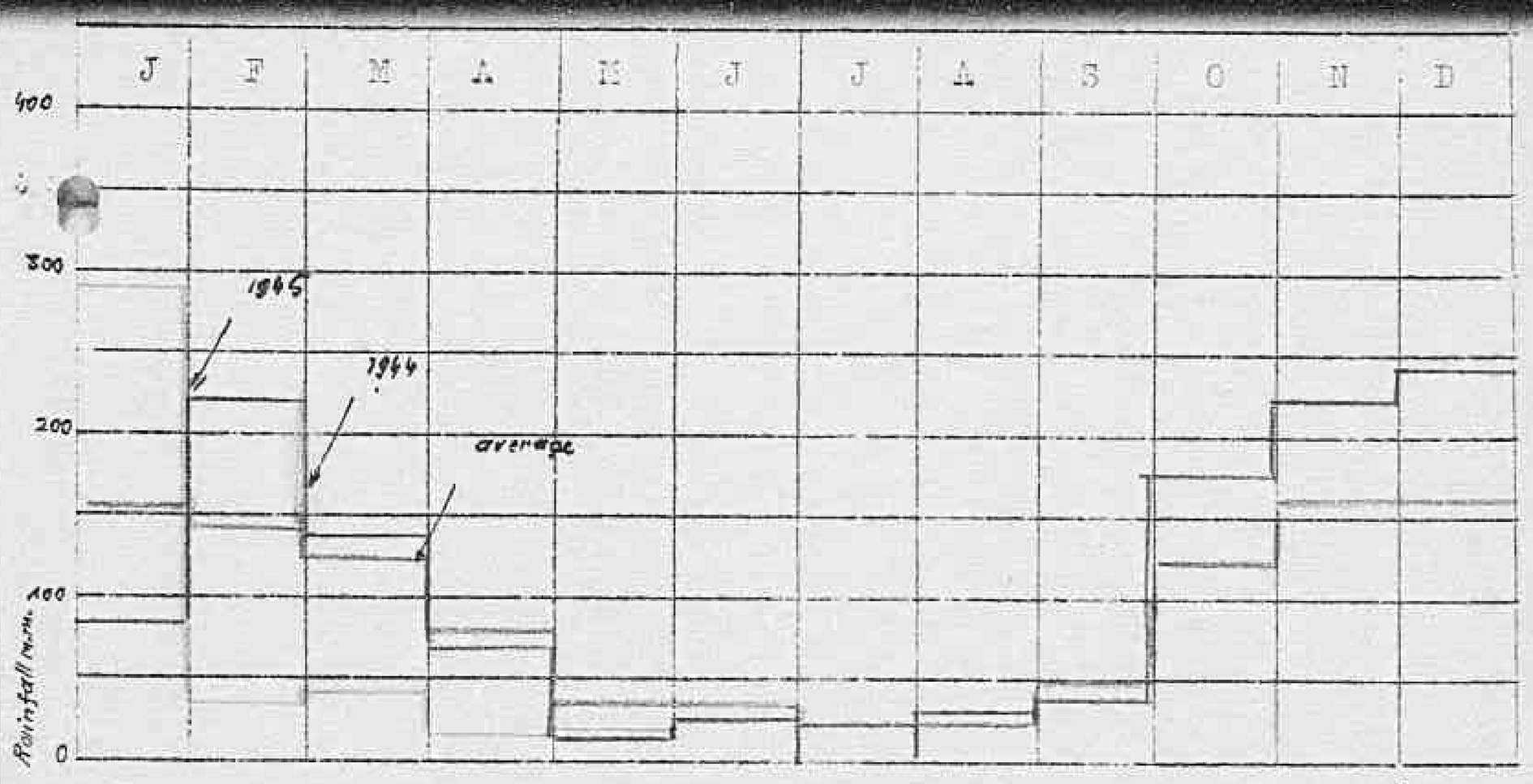
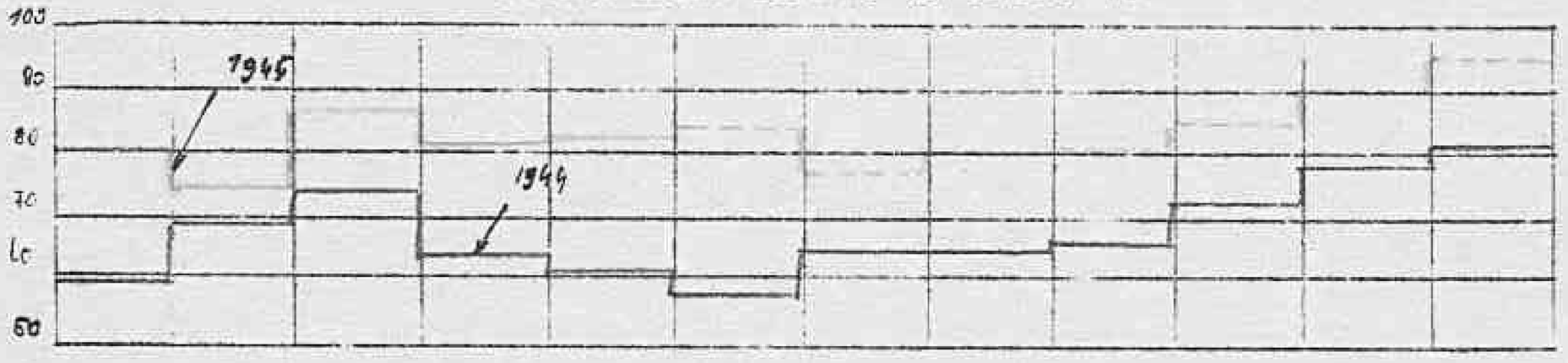
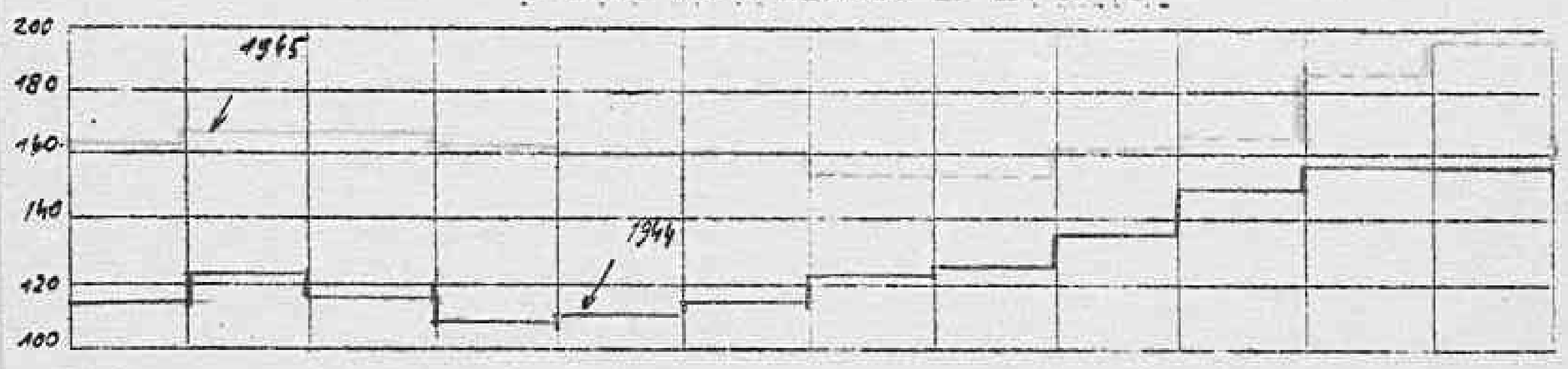


OUTPUT FROM PLANTS IN kWh x 10^6



OUTPUT FROM PLANTS IN KW x 10^3.



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ELECTRICITY SOUTHERN ITALY

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ALLOCATION IN $kWh^r \times 10^6$

A r e a	Actual Allocation June	Estimated Allocation July
Apulia Company	21.0	20.2
Naples District	20.5	19.0
Campania Company	19.65	18.0
Lucania Company	1.5	1.3
Railways	3.9	5.2
Calabria	10.2	5.2
TOTAL AT SUB-STATIONS TOTAL AT PLANTS	76.75 87.00	69.0 78.0

ALLOCATION IN KW $\times 10^3$

Apulia Company	44.0	38.0
Naples District	41.0	37.0
Campania Company	37.0	33.0
Lucania Company	4.5	4.0
Railways	8.0	11.0

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Apulia Company	21.0	20.2
Naples District	20.5	19.0
Campania Company	19.65	18.0
Lucania Company	1.5	1.3
Railways	3.9	5.2
Calabria	10.2	5.2
TOTAL AT SUB-STATIONS TOTAL AT PLANTS	76.75 87.00	69.0 78.0

ALLOCATION IN KW x 10^3

Apulia Company	44.0	38.0
Naples District	41.0	37.0
Campania Company	37.0	33.0
Lucania Company	4.5	4.0
Railways	8.0	11.0
Calabria	21.5	13.0
TOTAL AT SUB-STATIONS TOTAL AT PLANTS	156.0 170.0	136.0 155.0

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Tel. 489081 HEADQUARTERS ALLIED COMMISSION WDL/ec
Ext. 317 APO 394
Public Works and Utilities Sub-Commission 3589

Reference : 156/PWU 22 June 1945

Subjtect : Electricity Central Italy

To : SECRETARY ELECTRIC POWER COMMITTEE AFLR(I) B

1. An estimate of the availability of electric power has been made for Central Italy for the months of July to December 1945 inclusive and details of this are shown in the attached sheets.

2. The electricity situation in Central Italy will become better during the month of July because of the two following factors :

(a) - Operation of the 120 KV transmission line between Ligonchio and Pian delle Rocce, supplying 40,000 KW from the north.

(b) - Operation of the third 35,000 KW machine at Galleto (Terni).

3. Upon completion of the 120 KV line from the north the frequency of the Central Italy system will be increased from 45 to 50 cycles.

4. It is recommended that a maximum of 50,000 KW additional power be allocated to Central Italy for the month of July, but that this power not be taken until the projects mentioned in paragraph 2 in the foregoing are completed. It is recommended that the allocation of 50,000 KW additional not be exceeded based upon the following considerations :

(a) - The increase in frequency from 45 to 50 cycles will cause an increased power demand.

(b) - The generators on the Central Italy system are now heavily loaded, causing the system voltage to be low, and allowing no margin for spare capacity.

(c) - The output of the stream flow plants in Central Italy has fallen off because of low rainfall.

TOTAL ELECTRICITY AVAILABLE AT PLANTS IN CENTRAL ITALY

	July	Aug	Sept	Oct	Nov	Dec

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2. The electricity situation in Central Italy will become better during the month of July because of the two following factors :

(a) - Operation of the 120 KV transmission line between Ligonchio and Pian delle Rocce, supplying 40,000 KW from the north.

(b) - Operation of the third 35,000 KW machine at Galleto (Terni).

3. Upon completion of the 120 KV line from the north the frequency of the Central Italy system will be increased from 45 to 50 cycles.

4. It is recommended that a maximum of 50,000 KW additional power be allocated to Central Italy for the month of July, but that this power not be taken until the projects mentioned in paragraph 2 in the foregoing are completed. It is recommended that the allocation of 50,000 KW additional not be exceeded based upon the following considerations :

(a) - The increase in frequency from 45 to 50 cycles will cause an increased power demand.

(b) - The generators on the Central Italy system are now heavily loaded, causing the system voltage to be low, and allowing no margin for spare capacity.

(c) - The output of the stream flow plants in Central Italy has fallen off because of low rainfall.

TOTAL ELECTRICITY AVAILABLE AT PLANTS IN CENTRAL ITALY

	July	Aug	Sept	Oct	Nov	Dec
kWh x 10^6	130.0	132.0	151.0	156.0	165.0	190.0
kW x 10^3	226.0	230.0	262.0	272.0	282.0	300.0

W.M. LAPPER
Lieut-Colonel,
Chief Elec. Div.

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Declassified E.O. 12356 Section 3.3/NND No. 745021

1

ELECTRICITY CENTRAL ITALY

Operation programme for the six months ending 31st December 1945

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OUTPUT AVAILABLE FROM COMPANIES IN CENTRAL ITALY IN $kWhx10^6$

Name of Company	July	Aug	Sept	Oct	Nov	Dec
ACEA	2.0	2.5	4.2	4.4	10.0	10.5
EDISON	26.0	26.0	26.2	26.0	25.2	26.0
LARDARELLO	7.0	7.0	8.0	9.2	11.3	13.5
SELT-VALDARNO	7.3	7.2	9.0	9.9	11.5	12.5
S R E	27.0	27.0	28.2	29.8	31.4	45.3
TERNI	56.7	50.0	70.4	70.0	67.4	73.9
UNES	4.0	4.2	5.0	6.7	8.2	8.3
TOTAL	130.0	132.0	151.0	156.0	165.0	190.0

OUTPUT AVAILABLE FROM COMPANIES IN CENTRAL ITALY IN $KWx10^3$

ACEA	3.0	4.5	4.5	5.8	13.7	14.6
EDISON	50.0	50.0	50.0	50.0	50.0	50.0
LARDARELLO	12.0	12.0	12.0	15.0	18.0	21.0
SELT-VALDARNO	13.4	13.3	14.7	15.6	17.7	18.7
S R E	38.3	39.4	39.3	40.9	45.8	66.6
TERNI	103.3	104.4	133.5	133.2	123.5	115.7
UNES	5.7	6.8	8.0	11.5	13.3	13.4
TOTAL	226.0	230.0	262.0	272.0	282.0	300.0

EDISON	26.0	26.0	26.2	26.0	25.2	26.0
LARDARELLO	7.0	7.0	8.0	9.2	11.3	13.5
SELT-VALDARNO	7.3	7.2	9.0	9.9	11.5	12.5
S R E	27.0	27.0	28.2	29.8	31.4	45.3
TERNI	56.7	58.0	70.1	70.0	67.4	73.9
UNES	4.0	4.2	5.0	6.7	8.2	8.3
TOTAL	130.0	132.0	151.0	156.0	165.0	196.0

OUTPUT AVAILABLE FROM COMPANIES IN CENTRAL ITALY IN $KWx10^3$

ACEA	3.0	4.5	4.5	5.8	13.7	14.6
EDISON	50.0	50.0	50.0	60.0	50.0	50.0
LARDARELLO	12.0	12.0	12.0	15.0	18.0	21.0
SELT-VALDARNO	13.4	13.3	14.7	15.6	17.7	18.7
S R E	38.6	39.4	39.5	40.9	45.8	66.6
TERNI	103.3	104.4	133.5	133.2	123.5	115.7
UNES	5.7	6.8	8.0	11.5	13.3	13.4
TOTAL	226.0	230.0	262.0	272.0	282.0	300.0

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ELECTRICITY CENTRAL ITALY

ALLOCATION IN kWh x 10^6

Area	Allocations		
	Actual for June	Estimated for July	Estimated with extra capacity for July
Civitavecchia, Littoria	3.0	3.0	
District I	25.4	25.4	
District III	3.8	3.8	
Florence	9.3	9.3	
Railways	6.0	6.0	
R.A.A.C.	27.0	27.0	
VALDARNO (less Florence	12.5	12.5	
TOTAL AT SUB-STATIONS TOTAL AT PLANTS	87.0 95.0	87.0 95.0	111.0 130.0

ALLOCATION IN KW x 10^3

Civitavecchia, Littoria	5.0	5.0	
District I	40.0	40.0	
District III	7.0	7.0	
Florence	16.0	16.0	
Railways	10.0	10.0	
R.A.A.C.	52.0	52.0	

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District 1	25.4	25.4	
District III	3.8	3.8	
Florence	9.3	9.3	
Railways	6.0	6.0	
R.A.A.C.	27.0	27.0	
VALDARNO (less Florence	12.5	12.5	
TOTAL AT SUB-STATIONS TOTAL AT PLANTS	87.0 95.0	87.0 95.0	111.0 130.0

ALLOCATION IN KW x 10^3

Civitavecchia, Litteria	5.0	5.0	
District I	40.0	40.0	
District III	7.0	7.0	
Florence	16.0	16.0	
Railways	10.0	10.0	
R.A.A.C.	52.0	52.0	
Valderno (less Florence)	21.0	21.0	
TOTAL AT SUB-STATIONS TOTAL AT PLANTS	151.0 165.0	151.0 165.0	201.0 226.0

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext.313 HEADQUARTERS ALLIED COMMISSION CRR/em
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. 218/3/Tn.2 14 June 1945

SUBJECT: Complete Transportation Files.

TO : Economic Section, Requisition Branch
(Attn. Lt. Col. H. G. QUARTIER).

1. From information given us by your Branch the following are the only requisitions inaugurated by Allied Commission having to do with Transportation requirements:

MGS-194-ORD	-	Lac Airgram 51
MGS-252-ORD	-	Lac Airgram 95
MGS-256-ORD	-	Lac Airgram 96
AC-ORD-30-45	-	
AC-ORD-137-45	-	
MGS-280-ORD	-	Lac Airgram 112
MGS-187-ORD	-	Lac Airgrams 40,58,119
MGS-230-ORD	-	Lac Airgram 81
MGS-250-ORD	-	Lac Airgram 93
MGS-251-ORD	-	Lac Airgram 94
MGS-298-ORD	-	Lac Airgram 114
MGS-305-ORD	-	Lac Airgram 118
MGS-262-ORD	-	
AC-ENG-56-45	-	
AC-ORD-60-45	-	
MGS-277-ORD	-	Lac Airgram 1068
MGS-323-ORD	-	Lac Airgram 1196
AC-ORD-166-45	-	
AC-ORD-171-45	-	
AC-ORD-172-45	-	
AC-ORD-173-45	-	
AC-ORD-174-45	-	
AC-ORD-175-45	-	
AC-ORD-176-45	-	
CLAC 1-208	-	Mac Airgram 14
CLAC 1-245	-	Mac Airgram 4
CLAC 1-209	-	Mac Airgram 27
CLAC 1-210	-	Mac Airgram 26
CLAC 1-211	-	Mac Airgram 13

Declassified E.O. 12356 Section 3.3/NND No. 745001

TO : Economic Section, Requisition Branch
(Attn. Lt. Col. H. C. QUARTIER).

1. From information given us by your Branch the following are the only requisitions inaugurated by Allied Commission having to do with Transportation requirements:

MXS-194-ORD	–	Lac Airgram 51
MXS-262-ORD	–	Lac Airgram 95
MXS-263-ORD	–	Lac Airgram 96
AC-ORD-92-45	–	
AC-ORD-137-45	–	
MXS-280-ORD	–	Lac Airgram 113
MXS-287-ORD	–	Lac Airgrams 40, 56, 119
MXS-230-ORD	–	Lac Airgram 81
MXS-250-ORD	–	Lac Airgram 93
MXS-251-ORD	–	Lac Airgram 94
MXS-298-ORD	–	Lac Airgram 114
MXS-305-ORD	–	Lac Airgram 118
MXS-262-ORD	–	
AC-ENG-86-45	–	
AC-ORD-80-45	–	
MXS-277-ORD	–	Lac Airgram 1056
MXS-293-ORD	–	Lac Airgram 1198
AC-ORD-166-45	–	
AC-ORD-171-45	–	
AC-ORD-172-45	–	
AC-ORD-173-45	–	
AC-ORD-174-45	–	
AC-ORD-175-45	–	
AC-ORD-176-45	–	
CLAC 1-208	–	Moc Airgram 14
CLAC 1-245	–	Moc Airgram 42
CLAC 1-209	–	Moc Airgram 27
CLAC 1-210	–	Moc Airgram 26
CLAC 1-211	–	Moc Airgram 13
CLAC 1-212	–	Moc Airgram 30
	–	Moc Airgram 57
	–	Moc Airgram 18
AC-ORD-90-45	–	(MXS-291-ORD)
AC-ORD-91-45	–	(MXS-292-ORD)
AC-ORD-93-45	–	(MXS-293-ORD)
AC-ORD-94-45	–	
AC-TC-96-45	–	(MXS-294-TC)
AC-TC-93-45	–	(MXS-295-TC)
AC-TC-99-45	–	(MXS-296-TC)
AC-STC-100-45		

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2. Subject to correction by you (statement para. 1) all inquiries dealing with requisitions not on this list channelled to this office will be referred to you for action.

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785021

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Declassified E.O. 12356 Section 3.3/NND No. 785021

Transportation S/C

MONTHLY SUPPLEMENT TO AC MANUAL ON MATERIALS

NO. 3

JUNE 1945

FOREWORD

This pamphlet is the third of a series to be issued by the Materials Division of Commerce Subcommission, HQ Allied Commission, and is for inclusion, as information, in the space provided at the end of the AC Manual on Materials. This information consists of notes of general interest and guidance on the current situation as regards controlled non-subsistence materials, together with any relevant facts concerning non-controlled materials.

Comments and suggestions from the Regions, for inclusion in future issues of the Monthly Supplement will be welcomed, and should be addressed to Materials Division, Commerce Subcommission, HQ Allied Commission.

Cement: See Appendix A attached.

De-controlling of Materials. As a result of recommendations made by the Engineering Materials Committee of AFLR(I)B and subsequent ratification by the Board, all but five articles have been removed from the list of materials controlled by the Engineering Materials Committee. Certain of the materials de-controlled by AFLR(I)B have been transferred to the control of the Italian Ministry of Industry and Commerce. In order to simplify the present position regarding controlled materials, a revised edition of the whole of Section III in the Manual on Materials is attached as Appendix B for inclusion in your copy of the Manual.

GENERAL

1. Information has been received by the Materials Division of Commerce Subcommission to the effect that the production of pyrites is likely to improve very considerably in the near future. Regions which are interested in this commodity will be supplied with further details on application to Commerce Subcommission, Materials Division.

2. Chambers of Commerce, Industry and Agriculture and Provincial Offices of Industry and Commerce.

Your attention is again drawn to the increasing importance of the information contained in Section X of the Manual on Materials. It will be appreciated that, with the anticipated rapid turnover of Northern territory in Italy to the Italian Government, it is imperative that adequate machinery be set up as soon as possible in order that the Government can assume proper control over the economic life which will

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Declassified E.O. 12356 Section 3.3/NND No. 785021

and is for inclusion, as information, in the space provided at the end of the AC Manual on Materials. This information consists of notes of general interest and guidance on the current situation as regards controlled non-subsistence materials, together with any relevant facts concerning non-controlled materials.

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2. Chambers of Commerce, Industry and Agriculture and Provincial Offices of Industry and Commerce.

Your attention is again drawn to the increasing importance of the information contained in Section X of the Manual on Materials. It will be appreciated that, with the anticipated rapid turnover of Northern territory in Italy to the Italian Government, it is imperative that adequate machinery be set up as soon as possible in order that the Government can assume proper control over the economic life which will shortly be coming under its jurisdiction. This is particularly important in the light of the revised list of materials which are to be controlled by the Italian Ministry through the Provincial Offices of Industry and Commerce. Responsible authorities are, therefore, urged to take the necessary action against the day when the responsibility of control, now largely operated by AMG, falls upon the shoulders of the Italian Government.

2 Incls. - Appendix A
" B

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Appendix A

JULY ALLOCATION - CEMENT

Availability in tons

JULY ALLOCATION EX:	Civitavecchia 4500	Guidonia 3000	Colleferru 3500	Bagnoli 2000	Salerno 2300	Medugno 4000	Barletta 600	Monopoli 3000	Tar
Breakdown:									
AMG 8th Army			400						
Transportation S/C	1500	1800	1650		225	500			
P.W.& U. S/C	1500				500				
Land Forces S/C					30				
Industry S/C		130						1000	
Emilia Region						1000			
Ancona Province									
Port Construct Off.	80							450	
C.E. P.B.S.									
M.I.C.	420	670	300	1000	600	1800	200	810	
M. LL. PP.	200	400	195	1000	445	340	200	400	
Tn. S/C extra alloc.	800		655		500		200		
At disposal of Commerce S/C			300			360		340	
	4500	3000	3500	2000	2300	4000	600	3000	

(°)-500 qual.
(+)-350/400 qual.

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Appendix A

JULY ALLOCATION - CEMENT

Availability in tons

Civitavecchia	Guidonia	Colleferro	Bagnoli	Salerno	Modugno	Barletta	Monopoli	Taranto	Total	
3200	3000	3500	2000	2300	4000	600	3000	300	21200	(°)
									2000	(+)
									23200	
		400							400	
1000	1800	1650		225	500				5675	
2000				500					2000	
				30					30	
	130								130	
							1000		1000	
					1000				1000	
80									80	
							450		450	
1320	670	300	1000	600	1800	200	810	200	6000	
3200	400	195	1030	445	340	200	400	100	3280	
1300		655		500		200			2155	
		300			360		340		1000	
23200	3000	3500	2000	2300	4000	600	3000	300	23200	

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SECTION III

LIST OF CONTROLLED NON-SUBSISTENCE MATERIALS - 23 JUNE 1945

A. 1st CATEGORY - LIST OF MATERIALS CONTROLLED BY AFLR(I)B

a. Controlled by Engineering Materials Committee.

I. Metals - Non-Ferrous

1. Solder
2. Tin
3. White metal for bearings

II. Timber

4. Standing timber in the two areas reserved for British and American services in Calabria
5. Plywood

b. Controlled by Miscellaneous Purposes Committee.

6. Hemp: raw, tow and manufactured (excluding binder twine and 3rd, 4th and 5th quality rope)
7. Leather and all leather articles

B. 2nd CATEGORY - RESTRICTED MATERIALS (MATERIALS CONTROLLED WITH PRIORITY FOR CIVILIAN NEEDS)

8. Matcho
9. Phosphate Rock
10. Tanning materials
11. Cellulose for paper-making
12. Carbon Bisulphide
13. Soap
14. Poplar wood

C. 3rd CATEGORY - MATERIALS CONTROLLED BY THE MINISTRY OF INDUSTRY AND COMMERCE

I. Metals

1. Structural steel of all dimensions
2. Foundry pig
3. Copper, unfabricated and scrap
4. Lead in all forms
5. Nails, newly manfactured (not from existing stocks)
6. Iron bars, iron plates, tin plates

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7. Steel - in bloom, ingots, billets and slabs - other than special machine and tool steel
8. Aluminium in pig, ingots, plates or semi-finished materials (rolled, drawing, powders, grains, etc.)
9. Scrap metals other than copper and lead already mentioned in 3 & 4 above
10. Aluminium scraps

II. Building Materials

11. Cement
12. Glass (sheet)

III. Greases and Solvents

13. Greases for industrial purposes, excluding petroleum products (I)
14. Solvents; (carbon tetrachloride, trieline, excluding petroleum products) (I)

IV. Textile Fibres

15. Artificial textile fibres
16. Cotton, cloth and other textile products
17. Binder twine and 3rd, 4th and 5th quality rope

V. Miscellaneous

18. Linseed and Linseed oil
19. Raw and processed sulphur for all uses (not including sulphur rock)
20. Mineral and bone superphosphate, ammonium sulphate, ammonium nitrate, calcium nitrate, calcium cyanamide, etc.
21. Fungicides and insecticides used in agriculture

D. 4th CATEGORY - MATERIALS UNDER SPECIAL CONTROL

1. Solid Fuel
2. P.O.L. (Petroleum products, oils and lubricants), Methane Gas
3. Newsprint (For the Provinces given back to the Administration of the Italian Government and for Naples).

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(I) Petroleum greases for industrial purposes, petroleum lubricants and solvents must be considered as POL products.

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File

SECRET

NOTES ON THE ALLIED MERCHANT VESSELS

1. The attached notes may be useful to Ministry of War Transport Representatives in liberated ports in answering enquiries about Allied vessels in the service of the Ministry. Experience in North and West Africa has shown that German propaganda on the treatment we have given and intend to give those ships has had some success and it will be necessary to take every opportunity to counteract it by disseminating accurate information. The notes should not be given as they stand to enquirers, but the information contained in them may be used at the discretion of the representatives.

2. Enquiries are likely to be received from Owners or Agents as to the fortunes of particular Allied vessels. Information should not be given as to losses or the service on which ships are employed without reference to the Ministry.

3. These notes, which were originally issued in May 1944, have been brought up to date.

3380

Foreign Shipping Relations Division,
Ministry of War Transport.

28th March, 1944.

SECRET.

I. BELGIAN SHIPPING

1. The following classes of Belgian Shipping are under charter to the Ministry of War Transport:-

(i) Three large passenger liners, used for trooping: "ELIZABETHVILLE", "THYSVILLE".

(ii) Deep sea cargo liners (a few of which have passenger accommodation).

(iii) Deep sea tramps.

(iv) Coasting vessels.

(v) Tankers.

(vi) Cross channel passenger ships.

(vii) Fishing vessels.

2. These vessels were all chartered initially to the Ministry of War Transport under an agreement made in July, 1940. The rates of hire payable and other conditions have been revised from time to time, and a completely revised agreement was made in March, 1942. Rates for certain classes of this tonnage are again under revision at present.

3. All cargo liners, tramps and coasting vessels are chartered on gross terms (a modified Baltime 1939 Charter).

4. Passenger Liners, Cross Channel passenger ships and all small craft (including tugs) are chartered on bare boat terms. The forms vary according to the service of the vessels but are based upon T.99A.

5. All these ships are requisitioned by the Belgian Government and have been chartered by them as disponent owners to the Ministry.

6. With the exception of Cross Channel passenger ships which have British crews, all Belgian vessels are manned by Belgian crews. In some cases up to about 50% of the crews are natives from the Belgian Congo.

7. The majority of Belgian ships have been allotted by Belgian Government, to the Compagnie Maritime Belge, for management who have established a special agency. Where suitable pre-war agencies or connections existed these have retained the management.

8. Allocations of Belgian ships are agreed at joint monthly meetings of Belgian and British Representatives in London.

9. Ships on bare boat charter are covered by the Ministry on an indemnity basis against Marine and War Risks; on the gross chartered ships both Marine and War Risks are covered through the Ministry of War Transport War Risks Insurance Office. Marine risks are re-insured by them on the market at Disponent Owners' cost while War Risks are for Ministry account.

10. A large number of Belgian fishing vessels are on Admiralty service, but about a third of the fleet (60/70) are still fishing from British ports. It has been agreed that these vessels should as soon as military considerations

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10. A large number of Belgian fishing vessels are on Admiralty service, but about a third of the fleet (60/70) are still fishing from British ports. It has been agreed that these vessels should as soon as military considerations permit return to Belgium and fish from Belgian home ports.

11. The vessels operated by the United States Lines under the Belgian flag were not requisitioned by the Belgian Government.

12. Most of the tankers under the Belgian flag have been the subject of law suits in the United States and are now operating under the Panamanian flag in U.S. Service.

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II. DANISH SHIPS.

1. Danish ships in British service have been seized in prize but requisitioned out of the prize court without condemnation. H.M. Government has undertaken to pay compensation in lieu of hire (or for loss, if necessary) at rates not less than those paid to corresponding British ships and to return to Danish register at end of war. They are run as if on bare boat charter to the Ministry by British shipping firms for the account of the Ministry. By virtue of an Order in Council Danish ships in British service have been allowed to fly the Danish flag since Christmas 1943, if wholly or mainly manned by Danish crews (this means all but two or three).

2. Danish ships in U.S. Service have been requisitioned but not seized in prize. No rates of hire have been announced. They have all been renamed and transferred either to U.S. or Panamanian flag. If under U.S. flag they have a U.S. master but the rest of the crew may be Danish. Danish ships under the Panamanian flag appear generally to have complete Danish crews.

III. DUTCH SHIPPING.

1. The following classes of Dutch shipping are in United Nations service:

(i) Dry cargo ships on gross time charter to the Minister. The majority of these are chartered under agreements dating from June, 1940 onwards. The most recent Agreement is June, 1942 which followed the requisition of all Dutch vessels by the Dutch Government under a decree of the 5th June, 1942. The Charter is based upon the Baltime 1939 Form. Most of the ships chartered under the Agreement of June, 1942 (the Jay Ship Agreement) are allocated to W.S.A. service. The main feature of the Jay Ship Agreement is that 80% of the hire is payable in dollars. Rates of hire of ocean going dry cargo ships have recently been raised and increases agreed.

(ii) Tankers. A number of tankers are under charter and may be divided into three classes:

(a) Marine tankers chartered before the requisition of Dutch tonnage.

(b) Shell tankers chartered after requisition (5th June, 1942).

(c) A few tankers of the Jay Ship character, 80% of the hire for which is payable in dollars.

Rates of hire have recently been revised, and are roughly on the same lines as for Norwegian tankers.

(iii) A number of Dutch ships, particularly large passenger liners are on bare boat charter and are used as troopers and hospital ships. Some of these vessels are on Jay Ship terms.

(iv) A considerable number of Dutch coasters are on charter to the Ministry mainly on gross terms (modified Baltime 1939 Charter).

(v) The Dutch have also a number of ships under their Flag purchased under the Allied tonnage Replacement Scheme. Those ships are chartered to the Ministry on gross charter on the terms and conditions applicable to British requisitioned ships.

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(v) The Dutch have also a number of ships under their Flag purchased under the Allied Tonnage Replacement Scheme. These ships are chartered to the Ministry on gross charter on the terms and conditions applicable to British requisitioned ships.

2. As mentioned above, all Dutch ships were requisitioned by the Dutch Government on the 5th June, 1942, and charters are arranged between the Netherlands Shipping and Trading Committee as Agents of the Netherlands Government disponent owners. Most Dutch ships which escaped from the enemy either in Europe or in the Far East are under charter to the Ministry and only a few on local service in America (e.g. K.N.S.M.) are not under charter. All the ships including those on bare boat charter are manned by Dutch crews and fly the Dutch Flag, though in some instances the crews are partly composed of British personnel.

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3. Rates of hire for the vessels have been changed from time to time notably 1941, 1942 and 1944. The Ministry cover the chartered ships for War Risk, and Marine Insurance is placed on the London market by the Netherland.

4. Chartered ships are allotted to Managers. In the case of tankers, nominee charterers perform such services. The Netherlands Ministry of Shipping and Fisheries also manage certain vessels, particularly one or two large passenger liners used for troopers on behalf of the Ministry.

5. The Netherlands Ministry of Shipping and Fisheries have offices both in London and New York.

6. The allocation of ships on charter is discussed with representatives of the Netherlands Ministry of Shipping and Fisheries at periodical meetings in London. Dry Ship Allocations are also agreed in London, representatives of U.S.A. being present.

IV. FRENCH SHIPPING.

1. French shipping in British service falls into the following classes:-

(i) French ships requisitioned under the Defence (General) Regulations by H.M. Government in the United Kingdom or under analogous powers in the British Dominions and Colonies. All French ships found in British ports in July 1940 and a certain number brought into British ports by the Royal Navy thereafter were so requisitioned. For all such ships H.M. Government are liable to pay compensation (as determined by the Compensation (Defence) Act, 1939,) to the legal owners for the use of the ships, or if they are lost, for their value. This has been publicly announced.

(ii) Ships seized as prize, and requisitioned for service by leave of the Prize Court. A number of French ships were seized in this way for attempting to break the British blockade. Normally they have not been condemned as prize. Unless wrongful seizure can be proved there will be no obligation to pay compensation for use, though in the absence of condemnation the ships or their value must be returned to the owners. It is probable, however, (though no undertaking has been given) that these ships will be treated 'ex gratia' in the same way as those in Class (i).

(iii) French ships taken over in the Free French territories. These were also originally requisitioned under the Defence Regulations by agreement with the Fighting French Authorities. Under an Agreement of 1st March, 1944 they have been released from requisition to the French Committee of National Liberation and as from the date of such release taken on cross charter from the Committee to whom bare boat hire has been credited for the period during which the ships were under requisition.

(iv) French ships found in North Africa, and chartered for the duration of the war on bare boat terms by the Allied C. in C. These were divided between the British and American Governments. Under the Agreement of March, 1944 these ships, with the exception of certain troopships, have been transferred from bare boat to cross charter. Hire is paid to the French Committee of National Liberation.

2. All the ships in classes (i) and (ii) are on the British register and are legally British ships. They are in the possession of H.M. Government who are, in virtue of requisition, disponent owners.

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3. Some of the ships in Classes (i) and (iii) above are manned by French crews and fly the French flag. The rest are manned by British crews and fly the British flag.

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4. The rate of compensation payable for French ships requisitioned or seized by H.M. Government has not been settled. Payment of such compensation will probably form part of a general financial settlement between the Governments of Great Britain and France after the war. Negotiations on this question have opened with the French Government.

5. Under the Agreement of March, 1944 French terms and conditions have been applied for all French seamen in Ministry of War Transport service, and ships in Classes (i) and (ii), other than troopships, if manned by French crews, while remaining under British requisition have been handed over for management to the French Committee of National Liberation who will perform for a suitable fee all the normal functions of owners. Arrangements are now being negotiated by which the vessels will be released from requisition or prize and taken on gross charter from the French Government.

6. Employment of all French ships in the Ministry's service is discussed with representatives of the French Committee of National Liberation in London.

7. The U.S. Government requisitioned a number of French ships immobilised in U.S.A. Their rights and obligations in respect of these ships were similar to those of Ministry of War Transport in respect of ships in classes (i) and (ii) above, but most of these have been released from U.S. requisition and taken on gross charter from the French Government. The United States Government also have a number of the French ships chartered in North Africa (See remarks about Class (iv) in Paragraph 1).

8. A considerable amount of small French tonnage is operated on the North and West African coasts under the authority of the French Committee of National Liberation. The employment of this tonnage is controlled by a Joint Shipping Committee at Algiers consisting of British, American and French representatives. Certain ships under requisition or charter are now being temporarily released to help in meeting approved French programmes from French overseas territories. Their employment will be discussed by a Joint Committee in Paris.

9. If you receive enquiries about any individual ships alleged to be in the Ministry's service reference should be made to London where further information can be supplied in appropriate cases.

Note on Small Craft.

10. A large number of French small craft, including some ocean-going trawlers, are among the ships requisitioned and seized. Some fishing vessels, however, have continued to fish from United Kingdom for French account; and other craft which have not been requisitioned have been laid up in the United Kingdom and have recently been entrusted to the care of the French Committee of National Liberation.

V. GREEK SHIPPING.

1. With few exceptions, all ocean-going Greek ships are in the service of the Ministry. They have been requisitioned by the Greek Government and are chartered by that Government as disponent owners. Except in the case of a few small ships which are managed by firms in Egypt, the nominee managers on behalf of the disponent owners are the London firms (usually composed of Greek nationals) which in normal times managed these ships on behalf of owners. Timecharterers' managers are Ship Management Division of the Ministry.

2. By Agreements of May, 1941 and January, 1942, all Greek cargo ships of over

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2. By Agreements of May, 1941 and January, 1942, all Greek cargo ships of over 4,000 tons d.w.t. (except a few which are on charter to the Swiss) have been chartered to M.W.T. on gross charter terms for the duration of the war. Insurance values are at a flat rate of £12 per d.w.t., except in the case of nine newer vessels which have higher (scale) valuations. In September 1944 an agreement was made whereby the Ministry accepted liability respectively for D.E.M.S. Costs against a lump sum payment by the Greek part.

3. Most Greek cargo ships of less than 4,000 but more than 1,200 tons d.w.t. have been taken on gross charter on the terms of an agreement of October, 1941. It is not obligatory on the Greek Government to charter these ships to us. The values and rates of hire are according to a scale and the rates of hire have recently been increased with effect from January 1942.

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4. In the Eastern Mediterranean there are a number of caiques and other small vessels taken up individually by the P.S.T.O., generally on gross terms; also one or two passenger vessels, of small size, in the Western Mediterranean.

5. Six ships obtained by the Greek Government under the Allied Tonnage Replacement Scheme, though flying the Greek Flag, are on gross charter to the Ministry on the same terms as for British requisitioned ships. These are "THRAKI", "MAKEDONIA", "IONION", "[illegible]", "[illegible]", "[illegible]".

6. There are three Greek tankers chartered from the Greek Government as disponent owners on terms similar to those for cargo ships. These are operated by the Anglo-Saxon Company on the Ministry's behalf.

7. The employment of all Greek ships in the service of the Ministry is discussed with representatives of the Greek Shipping Committee in London.

VI. NORWEGIAN SHIPPING.

1. There are the following classes of Norwegian ships in United Nations Service:

(i) Dry Cargo Ships on gross time charter to the Ministry. The majority are on "Scheme" terms, i.e. the terms originally agreed with Neutral Norwegian Shipowners in November, 1939. A smaller number are on "Plan" or "Greplan" terms, under which N.M.S. (originally U.S.A.) pay 80% of the hire in dollars. The charter is based on the Baltime, 1939 Form.

(ii) Tankers on gross timecharter ("Scheme" and "Plan"). Charters are effected between the Norwegian Shipping and Trade Mission and the big Oil Companies (known for this purpose as "the nominee charterers") who account to the Ministry and act as their agents for all purposes. The charter is based on the pre-war Anglo-Saxon Tanker Form.

(iii) A small number of dry cargo ships and passenger ships are on bareboat charter to the Ministry.

(iv) "Hogmanay" dry cargo ships and tankers. The charters of these are effected in the first instance with the Ministry, but by them are forthwith assigned to the U.S.A. who take over all rights and obligations. The charters are little different from those applying to ships in classes (i) and (ii) above. The Hogmanay ships so chartered are known as Hogmanay "List A" ships.

(v) There is a block of ships, known as "Annex B" liners, running permanently in the North Atlantic, and also a block of ships, known as Fyde/Wilhelmsen liners, trading mainly Australia/Middle East, both of which run for Norwegian account but are under Ministry direction as to cargo and rate of freight.

(vi) Analogous to class (v) is the tonnage known as Hogmanay "List B" ships, the difference being that these are under U.S.A. direction as to cargo and rate of freight, in U.S. waters.

(vii) Hogmanay "List C" ships are small ships on bareboat charter to U.S.A.

(viii) The Norwegians also have a number of ships under their flag purchased by them under the Allied Tonnage Replacement Scheme. These are chartered to the Ministry on gross charter on the terms and conditions applicable to British requisitioned ships.

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(iv) "Hogmanay" dry cargo ships and tankers. The charters of these are effected in the first instance with the Ministry, but by them are forthwith assigned to the W.S.A. who take over all rights and obligations. The charters are little different from those applying to ships in classes (i) and (ii) above. The Hogmanay ships so chartered are known as Hogmanay "List A" ships.

(v) There is a block of ships, known as "Annex B" liners, running permanently in the North Atlantic, and also a block of ships, known as Nyda/Wilhelmsen liners, trading mainly Australia/Middle East, both of which run for Norwegian account but are under Ministry direction as to cargo and rate of freight.

(vi) Analogous to class (v) is the tonnage known as Hogmanay "List B" ships, the difference being that these are under W.S.A. direction as to cargo and rate of freight, in U.S. waters.

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(viii) The Norwegians also have a number of ships under their flag purchased by them under the Allied Tonnage Replacement Scheme. These are chartered to the Ministry on gross charter on the terms and conditions applicable to British requisitioned ships.

2. All Norwegian ships were requisitioned by the Norwegian Government in April, 1940, and charters are with the Norwegian Shipping and Trade Mission ("Nortraship") as "disponent owners" and agents of the Norwegian Government.

3. All the ships, including those on bareboat, are manned by Norwegian crews and fly the Norwegian flag. The Norwegians also provide a large and experienced D.E.M.S. staff, but British personnel are also employed to supplement their numbers.

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4. The rate of hire for chartered ships has remained almost unchanged since November, 1939, and applies to all chartered ships, including Hogranay "List A" ships, though the hire for the latter is paid in full at its equivalent in dollars instead of in sterling. The Ministry cover the chartered ships for war risk (the W.S.A. in the case of Hogranay "List A" ships), and the ships not on charter are insured by Nortraship with the War Risks Insurance Office under a "Master Cover". Marine Insurance is placed on the London market by Nortraship.

5. The chartered ships are allotted to Managers (in the case of tankers the "nominee charterers" perform all such services). Nortraship has offices both in London and in New York.

6. Employment of ships on charter or under the control of the Ministry is discussed with the Norwegian Government and with Nortraship in London. Employment of Hogranay ships is discussed in Washington. U.S. representatives participate in the discussions on the main Committee in London, and British representatives in Washington.

7. The U.S. Government have also transferred to Norwegian flag under bareboat charter a number of vessels which are re-chartered by Nortraship to U.S.A. on gross terms. The object of this arrangement is primarily to make full use of surplus Norwegian seamen.

8. Small Craft.

Norwegian fishing vessels and whale catchers are under requisition by the Norwegian Admiralty, who appoint as their agents the Norwegian Ministry of Commerce. The latter have chartered a large number of these vessels to the Ministry for Naval or Sea Transport service. Terms of payment for the use of these vessels have not yet been agreed, and all payments are on a provisional basis.

VII. POLISH SHIPPING.

1. The entire Polish fleet, with the exception of 2 trawlers recently released from the Admiralty for fishing and the "KROMAN", which is trading in the Mediterranean, is operating as if on charter to the Ministry. The "KROMAN" is under our close direction.

2. With the exception of the passenger vessels which are owned by Gdynia American Lines and are in Sea Transport service, no charterparties have been finalised, except for the "DIKTOR", "KORDECKI" and "KROMAN" (the last while she was in our employment) and three trawlers.

3. A few amended Baltime 1939 charterparties were signed for cargo ships in 1939 and 1940 but these are to be cancelled and new ones signed with retrospective effect as soon as agreement is reached.

4. The passenger vessel charterparty is a gross charter - an approximation to the British T.97.

5. There are 2 small vessels on bareboat charter which are operated by C. & B.S. Division but neither are likely to be found by our representatives in the course of their duties on the 2nd front.

6. The trawlers and drifters employed by the Admiralty are also on bareboat charter.

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6. The trawlers and drifters employed by the Admiralty are also on bareboat charter.

7. None of these bareboat charters are yet finally agreed.

8. It is important to note that the Polish fleet has not been requisitioned by the Polish Government. Payments of hire are made to various firms in London, which according to the Polish Government have powers of Curator.

9. In the case of the bareboat ships the Minister indemnifies the vessels against loss by Marine or War Risk for agreed values.

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10. In the case of the gross-chartered ships insurance against War Risk is placed with the Ministry of War Transport War Risks Insurance Office, for the Ministry's account; insurance against Marine Risks is placed by the curators on the London market, at curator's expense.

11. All insurance and hire is in sterling.

VIII. YUGOSLAV SHIPPING.

1. With the exception of 43 ships trading in American waters by agreement with W.S.A. and M.O.W.T. two of which will shortly proceed to the Mediterranean for service with Yugoslav Government under NEREO direction, and of the tonnage which is carrying supplies for Marshall Tito in the Adriatic, the Yugoslav tonnage which is free of enemy control is all operating as if on charter to the Ministry. It is all (with the exception of the Tito ships) requisitioned by the R.Y.G. in London.

2. A few ships were chartered on a bareboat basis prior to the entry of Yugoslavia. These ships now fly the British flag and therefore should not present any difficulties to our representatives; they also have British crews.

3. No agreement or charterparties have been signed for the rest of the fleet with the exception of the VIS and the PLAVNIK, for which 6 months charters were recently signed. These two vessels will shortly be handed over to Yugoslav Government for service in the Mediterranean. The PLAVNIK is already there.

4. The ships operate on the terms of an amended Baltime 1939 gross charter, as between M.O.W.T. and the Owners, but as in many cases sub-charters are signed the conditions of operation may be different from the Baltime 1939.

5. Insurance. Apart from ships on bare boat charter which are covered by indemnity all ships are insured with the M.O.W.T., by W.R.I.O. at Ministry cost against War Risks and in the market at owners' cost against Marine Risks. All insurance is in sterling with the exception of the three ships in American waters.

6. There are no Yugoslav coasters or other small craft chartered to the Ministry.

7. There are also no tankers, passenger ships or refrigerated tonnage, or motor vessels.

8. With the exception of the DUBROVNIK the ships are old and not fit for very heavy weather. The crews also object to trips involving heavy weather and cold such as ore boats in Newfoundland trading for example.

IX. SPECIAL OPERATIONAL ARRANGEMENTS.

"Liberator" Charterparty.

1. The Allied ships selected for participation in the operations for the invasion of Europe were chartered to the Ministry on a special form of charterparty called "Liberator". The charters on which the ships were

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(a) Norwegian and Polish charterparties.

These are both Bareboat forms of charter, i.e. the vessels come into the possession of the Ministry and the Master, Officers and crew are the servants of the Ministry. The Ministry accepts liability for all risks and expenses of both vessel and crew.

(b) Dutch and Belgian charterparties.

These are both Gross forms of charter, i.e. the vessels remain technically in the possession of the Allied Governments, and the Master, Officers and crew are the servants of the latter, although under the orders of the charterer. Under the Belgian charterparty, the Belgian Government accepts liability for the risks and expenses of both vessel and crew (with minor exceptions, e.g. provisions and stores during the period of charter are provided and paid for by the Ministry) and the vessels receive only a nominal rate of hire (1/- per vessel per month). Under the Dutch charterparty, the Dutch Government accept liability for the risks and expenses of crew, whilst the Ministry accept liability for the risks and expenses of vessel, only a "Bareboat" rate of hire being paid.

3. The "Liberator" charterparty is not used for ex-French, ex-Danish, ex-Latvian and ex-Estonian ships, which rank as British ships.

X. ALLIED TONNAGE REPLACEMENT SCHEME

1. It was decided in 1941 that the Allied Governments which had placed their tonnage at the disposal of the Ministry for the service of the common war effort should be allowed, in order to assist them to replace in some measure the tonnage lost, to purchase a proportion of the tonnage acquired by H.M. Government by building or by secondhand purchase since the outbreak of war.

2. The main principles governing the Scheme were:-

(a) That each Ally should take a share of the less attractive tonnage included in the allocations in the proportion which this tonnage bore to the total tonnage accruing to the British Register during the period concerned.

(b) That the price paid by an Allied Government for a Replacement vessel should be the cost of the vessel to H.M. Government. This involved payment in dollars where the cost to H.M. Government was in dollars.

(c) On delivery to the Allied Governments, Replacement vessels are automatically chartered to the Ministry for the same period as applies to British requisitioned vessels. The vessels are required to remain the property of the Allied Governments for the duration of these charters. (There is an additional understanding that the vessels are to be made available for the revictualling of Europe in accordance with the general plan eventually agreed upon.) The remuneration for the vessels whilst on charter is on the same basis as for British requisitioned vessels, subject to an allowance to cover the extra expense of Allied crews, and the chartering arrangements correspond more or less to British T.99A.

(d) Replacement vessels are allowed to fly the Allied Flag if Allied crews are provided, and this has in fact been done in all cases.

3. In fixing the amount of tonnage offered, the Allied losses were considered in relation to British losses during the same period. Only a fraction of the total Allied losses was, of course, replaced, and then by standard types of

Declassified E.O. 12356 Section 3.3/NND No. 745021

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3. In fixing the amount of tonnage offered, the Allied losses were considered in relation to British losses during the same period. Only a fraction of the total Allied losses was, of course, replaced, and then by standard types of wartime building or by secondhand tonnage, but the Scheme can fairly be described as a generous gesture to the Allies at a time of extreme scarcity of tonnage.

4. The initial allocation (known as the 1941 Replacement Scheme) was offered to Norway, Holland, Belgium, Poland and Greece, and was accepted by all. It was based on the losses of these Flags up to the end of 1940, and consisted of new vessels built in the U.K. for Government account during 1941 and of secondhand vessels purchased by H.M. Government from the United States in dollars.

-2-

Declassified E.O. 12356 Section 3.3/NND No. 785021

5. The second allocation (or 1942 Replacement Scheme) was offered to these Allies and to Yugoslavia. It was based on Allied losses sustained during 1941, and consisted of new buildings built in the U.K. for Government account during 1942 and of new vessels built in the United States for account of H.M. Government before the inception of lease lend arrangements and paid for in dollars. The compulsory inclusion of these expensive Todd ships was the determining factor of the refusal of Norway, Greece and Yugoslavia to participate in the allocation. Holland, Belgium and Poland accepted their allocations, however.

6. No further allocations have been made under this wartime Scheme. Proposals for a further allocation are, however, now under discussion with the Allies.

XI. UNITED MARITIME AUTHORITY (U.M.A.)

1. The present arrangements under which the great majority of shipping at the disposal of the United Nations is controlled by time charter to, or requisition by, the U.K. and U.S. Governments, will be succeeded after the general suspension of hostilities with Germany by the method of control set out in the Agreement on Principles having reference to the continuance of co-ordinated control of Merchant Shipping signed at London on August 5th, 1944. The Governments of Belgium, Canada, Greece, Netherlands, Norway, Poland, U.K., U.S.A. were signatories of this Agreement and the Governments of Australia, France and India have subsequently acceded to it. The Swedish Government has now acceded to it. (Accession is open to any neutral or Allied State). The Agreement provides for co-ordination of control of shipping through a United Maritime Executive Board.(U.M.E.B.) The machinery to be used by this Board is described in detail in the Report of the United Maritime Authority Planning Committee and, so far as concerns coasting and short sea trades in Europe, in the Scheme for Control of Employment of Tonnage and Freights in Coasting and Short Sea Trades in Europe. These papers are attached. The Agreement on Principles itself is printed at the end of the Planning Committee's Report.

The following notes merely call attention to the salient features of the organisation proposed.

2. The Charterparties of the Allied and Neutral ships now on charter to M.W.T. and W.S.A. will, be terminated as convenient after the end of the German war. Thereafter the vessels of each country will trade under requisition to their own Government for that Government's account at agreed freight rates determined in accordance with the procedures set out in Appendices V, VI and VII C of the Planning Committees Report. There will be one exception. Under paragraph 7 (c) of the Agreement on Principles, troopships, hospital ships and other vessels required for special military purposes will continue to be chartered to the War Shipping Administration or Ministry of War Transport. The terms of charter will, however, not necessarily be those applicable at present; they are to be made "under arrangements to be agreed between the Governments severally concerned."

3. The contracting Governments accept a common responsibility to provide shipping for the military and civil needs of the United Nations. Each Government will allocate the ships under its own control, but will do so in accordance with the common plan agreed by the U.M.E.B. and its appropriate Committees. The procedures to be followed for making and carrying out this plan are set out in respect of dry cargo ships in Appendix II of the Planning Committee's Report, and, so far as concerns the European Coasting and

Declassified E.O. 12356 Section 3.3/NND No. 785021

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4. The executive Board and its Committees consist of Representatives of the U.K., U.S.A., Netherlands, Norway; (France is about to be added). But contracting Governments not normally represented are to be represented by an Associate Member "who shall be consulted by and entitled to attend meetings of the Executive Board and its Branches on matters affecting ships under the

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authority of that Government or on matters affecting the supply of ships for the territories under the authority of that Government." Decisions are to be reached by unanimous agreement, between the Members of the Board (and associate members, if any, concerned.)

5. The United Maritime Authority has no special staff or machinery of its own but uses the staff and machinery of the War Shipping Administration and Ministry of War Transport as may be appropriate (including their representatives abroad).

6. Paragraph 5 of the Agreement on Principles provides for control of neutral tonnage. For this purpose the British and American Ship Warrant Schemes will be retained in operation and the other contracting Governments will assist in making them efficacious (see Appendix VIII of the Planning Committee's Report).

7. Paragraph 6 of the Agreement provides that "without prejudice to questions of disposal or title, the employment of such ships as may at any time be permitted to operate under enemy flag or authority shall be determined to serve the requirements of the United Nations". (Enemy ships which are transferred under a reparation settlement or otherwise to the flag of one of the contracting Governments will, of course, be brought by that Government under the control of the United Maritime Authority in the same way as other ships under that Government's flag.) It has not yet been settled how this objective is to be achieved. It may be that in some cases such tonnage could be time chartered to one of the contracting Governments. Ship Warrant control might also be of value. The best course would, however, be that the controlling powers should direct the enemy ships in question to perform the services agreed by U.M.E.B. In the case of Finland and also of Germany, this course may not be practicable unless or until the Soviet Government accedes to the Agreement on Principles. If all other methods of control fail, it will be necessary for U.M.E.B. or its Committees, including the Committee for Zone 2 which is concerned with the Baltic trades (see Appendix III of the Planning Committee's Report) to take account of the employment that can be performed by ships under enemy flag and to adjust accordingly their own plans for the employment of tonnage under U.M.A.'s control.

Declassified E.O. 12356 Section 3.3/NND No. 745021

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TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMO. JAB/h.

Ref; 781/34/Tn.3. 17 June 1945.

SUBJECT; Transportation - North Italy.

TO; Director.

1. Comments concerning Movements-Roads, raised in your memorandum dated 13th June, have been dealt with under reference AC/120/69/Tn.3 dated 16 June 1945.

2. The position regarding other matters raised is as under;-

(a) Discharge of Civil Supplies at Leghorn.
It has been ruled by Higher Authority that until the Military Re-deployment Programme has been completed, or at least until pressure on the Port of Leghorn has been considerably reduced, Civil supplies for Florence Area must be discharged at Piombino. The question of developing Piombino to permit discharge of 1,500 tons per day is in hand and in the Schedule of Block Tonnages for Civilian Supplies by Rail, which comes into effect 1 July 45, (subject to confirmation by Allied Railway Board on 21 June '45), sufficient rail capacity has been allocated to cover Port Clearance.

(b) Handling of Civil Supplies at Bologna.
5th Army have now agreed to accept 200 tons per day commencing 18 June. We have been advised by G-4 (Mov & Tn.), A.F.H.Q. that Modena will be available for Civilian Supplies, up to 1,000 tons per day, on 7th July. / We are awaiting a decision regarding movement of Civil supplies to North West and North East Italy via Bologna and Verona, which line opens to traffic on 7 July.

For Chief, Movements Division.

J.W. BAKER,
Lt.Colonel.

Copy to;- Mov-Rail (file 343/Tn.3.)
Mov-Shipping (MTH/eh dated 13 June returned herewith)
Ports & Warehouse Division,
File 332/Tn.3.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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For Chief, Movements Division.

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Copy to;- Mov-Rail (file 343/Tn.3.)
Mov-Shipping (MTH/eh dated 13 June returned herewith)
Ports & Warehouse Division,
File 332/Tn.3.

200/3/Tn1
54

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
A.P.O. 394

TM/40/13 22 May 1945

SUBJECT : Interim Report

TO : Allied Commission Rome .
Transportation S/C.

Ref. your cable 7408 Copy Attached dated 12 May 45 the following report is submitted.

RAIL. Line Milan –Cremona now open . Cremona will be collection –centre for supplies brought by road from Rovigo, Ferrara, Mantova, Perma, Forli.

WATERWAYS. - 800 Tons efficient barge capacity available at Pavia . Waterway Pavia - Milano is open.
Waterway Milano — Port of Venice NOT open owing to pontoon bridges over the Po. Investigation now being made of alternative routes.

ROAD. Shortage of trucks but new registrations of regularly owned vehicles are satisfactory. Lift of food into Milan City increased from 150 tons per day to 1200 tons per day period 13 May to 20 May . Minimum daily food requirements of the City are 1000 tons. There are no food reserves .
Roads generally are in good condition.
All Provinces report absence of any official transport organization at time of A.M.G. entry.
Truck pools are being formed now and results already apparent in increased number of trucks operating.

3573

J.M. FITZGERALD
Lt.Col.Q.M.C.

Declassified E.O. 12356 Section 3.3/NND No. 785021

TO : Allied Commission Rome .

Transportation S/C.

Copy attached

Ref. your cable 7406 dated 12 May 45 the following report is submitted.

RAIL. Line Milan -Cremona now open . Cremona will be collection -centre for supplies brought by road from Rovigo, Ferrara, Mantova, Parma, Forli.

WATERWAYS. - 800 Tons efficient barge capacity available at Pavia . Waterway Pavia - Milano is open.
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3573

J.M. FITZGERALD
Lt.Col.Q.M.C.
A.T.O.

file Inroads General TN

200/TN/1
(51)

Declassified E.O. 12356 Section 3.3/NND No. 785021

1620

Declassified E.O. 12356 Section 3.3/NND No. 785021

57 AREA FOR AMG LIGURIA REGION AMG PIEMONTE REGION AMG LOMBARDIA REGION AMG VENEZIE REGIONS AMG EMILIA REGION

7408 12 MAY 45 ROUTINE

RESTRICTED PD

PARA ONE PD FOR REGIONAL TRANSPORTATION OFFICER PD

PAREN TO FIVE SEVEN AREE FOR AMG LIGURIA REGION TO AMG PIEMONTE REGION TO AMG LOMBARDIA REGION TO AMG VENEZIE REGIONS TO AMG EMILIA REGION FROM HQ ALCOM CITE ACTPT PAREN

IT IS REQUESTED THAT INTERIM REPORTS BE SUBMITTED ON THE AVAILIBILITY AND CONDISIONS OF LOCAL TRANSPORT IN YOUR REGION ALSO CONDITIONS OF PORTS AND EQUIPMENT WHERE APPLICABLE PD

TRANSPORTATION SC

482

NICHOLAS PIOMBINO
CWO U.S.A. 3572
Asst. Adjutant

1621

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

FX 66237
Apr 261843B

D/8805
Apr 270830
PRIORITY

AFHQ SIGNED SACMED CITE FHGCT
DISTHREE INFO: 15 ARMY GROUP, HQ ALCOM, MOVEIT

SECRET.

Para 1. For 15 ARMY GROUP. Confirm acceptance 221 Transport Coy ALLIED COMMISSION into Army Area.

Para 2. 221 Transport Coy strength 9 officers 347 OR's 158 vehicles will move by road 1st May under orders of DISTHREE in conjunction with MOVEIT from TRANI from under comd DISTHREE to FLORENCE to under comd ALLIED COMMISSION. Unit will lift personnel of 461 LAD now at CIVITAVECCHIA en route under arrangements to be signalled to DISTHREE by ALLIED COMMISSION.

Remarked for Location and Travel
CCC

200/TANI

DISTRIBUTION:
Info-Act: MT Group
Tn S/C 2
Info : A/President
Chief Commissioner
Est Sec
G-1 (B) 2
Econ Sec
File

3571

48

SECRET

1621

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151
MAY 0309400

D/S712
MAY 0512400
IMPORTANT

ABG ANCONA PESARO PROVINCE
RE AS BORE TEPO RE UMBRIA MARCHE REGION

IN GIMAR

Fishing restrictions. Urge that every effort be made to remove fishing restrictions on ANCONA and PESARO coasts including LOBSTERS fishing in ANCONA bay. At present many thousand fishermen unemployed and getting very restive. Local food situation bad owing to lack of transportation and fish would greatly relive supply problem ANCONA(?) in agreement.

Tint

Action - Agrie SC
Info - A/President
Chief Commissioner
Econ Sec
Food SC
Tn SC (2)
Labor SC
Navy SC
File 2
Fleet

HEADQUARTERS
5 MAY 1945
C

200 | TNI
4 73570

1623

Declassified E.O. 12356 Section 3.3/NND No. 785021

IMMEDIATE

HEAD QUARTERS ALLIED COMMUNICATION
APO 534
TRANSMISSION DIVISION

Tel: 316

AGC/41
-CM/46/Ph 1
3 May 1946

SUBJECT: Category "B" supplies

TO : Communications Section, Att: Colonel Walton

1. Reference the attached signal, Flag "A", I have discussed this with Colonel Butterworth, G-4, AFHQ. He informs me that they are showing many of the "Dear" series despite the agreement that they should be kept in the picture, particularly when reaching final stages in negotiations. He has agreed that he will bid on Allied Commission's "wants" for shipping and port capacity, and I suggest that the signal attached, Flag "B", be sent to AFHQ immediately.

2. It is also suggested that a signal be sent to the originators of the "Dear" signals in Washington that they be repeated to AFHQ. Although they are not interested in the actual supply, they are vitally interested in the shipping allocation and port capacity required.

3. In view of the short space of time before these stores are available for loading, action should be taken urgently.

For the Director:

M.J. Kelly, Colonel

H 3869

Declassified E.O. 12356 Section 3.3/NND No. 785021

Flag "D"

DRAFT

5 May 1945

INFORMATION WAR

TO: AFHQ

1. Following signal, Reference WAX74521 of 29 April received ex WAR begins: "This is Com. Gl. Shipments of Category "B" supplies. Following commodities ready for shipment early in month of June; if arrangements can be made for loading from Gulf of Mexico ports. Cotton amounting to 15 thousand bales, against CIAC I-3. 198 heavy trucks (2½-3 ton) and 314 medium commercial trucks (1½ ton) against CIAC I-208. Weight approximately 1685 short tons, 600,000 cubic feet. Unless contrary instructions are received, entire consignment will be addressed to Instituto Estero in NAPLES. Shipping space should be allocated." Ends.

2. Request these cotton and trucks be loaded for NAPLES discharge, trucks being bottom stowed so that they can be diverted CIVITAVECCHIA or further north according port position and best area for assembly at time of arrival. Cotton definitely required NAPLES area.

3. Do you agree allocate port capacity?

DIST: Industry S/C

Transportation S/C

3568

4625

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 316 MJS/hl

200/46/TW 1

SUBJECT: Category "5" Supplies

3 May 1945

TO : Economic Section, Att: Colonel Walton

1. Reference the attached signal, Flag "A", I have discussed this with Colonel Butterworth, G-5, AFHQ. He informs me that they are missing many of the "Com" series despite the agreement that they should be kept in the picture, particularly when reaching final stages in negotiations. He has agreed that he will bid on Allied Commission's behalf for shipping and port capacity, and I suggest that the signal attached, Flag "B", be sent to AFHQ immediately.

2. It is also suggested that a signal is sent to the originators of the "Com" signals in Washington that they be repeated to AFHQ. Although AFHQ are not interested in the actual supply, they are vitally interested in the shipping allocation and port capacity required.

3. In view of the short space of time before these stores are available for loading, action should be taken urgently.

For the Director:

M.J. SIMS, Colonel

2 encl. Signal - Flag "A"
Signal - Flag "B"

3367

HEADQUARTERS ALLIED COMMISSION WPS/lr
APO 394
Transportation Sub-Commission

AC/200/45/Tn.1 23 April 1945

MEMORANDUM

SUBJECT : Additional Transport for AC.

TO : Economic Section.

1. Reference is made to letter G-4 (B), file: G 4/101/5/1, subject as above, dated 13 April 1945 and your Routing and Work Sheet same subject, dated 19 April 1945.

2. The information requested is furnished below :

"Each Region has several Transportation officers, a few of which are located at Regional Headquarters and the balance in various localities in the Region. These officers cover several different phases of transportation duties, namely, Road transport, Rail, Movements and Port and Warehouse activities. Each of these officers has to be fully mobile in order to carry out the duties of his particular phase. Some officers have several of the different phases to carry out. For an example the Road officer has vehicles operating in his territory that he has to be continually checking at different points of operation at all hours; the Rail officer has to check and supervise the operation, maintenance of equipment and tracks of rail lines in his territory; the Movements officers have to supervise and check on the movement of all supplies, by road, rail and water shipping in his territory and the Port and Warehouse officers have the Ports to supervise, check and liaison for. The provincial transportation officers usually are mostly road transport officers who have to continually be checking the operation of the vehicles in all points in the Province. Most all of the transportation officers are not located at Regional Headquarters but in points scattered out over the Region and to properly carry out their duties must be traveling from one point to another seeing that all the different phases of transportation are functioning and in most cases these officers do not have access to a motor pool and if so the arrangement would not be satisfactory as they are on the move most of the time and the assignment of a

File

3966

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : Economic Section.

1. Reference is made to letter G-4 (E), file: G 4/101/6/1, subject as above, dated 13 April 1945 and your Routing and Work Sheet same subject, dated 19 April 1945.

2. The information requested is furnished below :

"Each Region has several Transportation officers, a few of which are located at Regional Headquarters and the balance in various localities in the Region. These officers cover several different phases of transportation duties, namely, Road transport, Rail, Movements and Port and Warehouse activities. Each of these officers has to be fully mobile in order to carry out the duties of his particular phase. Some officers have several of the different phases to carry out. For an example the Road officer has vehicles operating in his territory that he has to be continually checking at different points of operation at all hours; the Rail officer has to check and supervise the operation, maintenance of equipment and tracks of rail lines in his territory; the Movements officers have to supervise and check on the movement of all supplies, by road, rail and water shipping in his territory and the Port and Warehouse officers have the Ports to supervise, check and liaison for. The provincial transportation officers usually are mostly road transport officers who have to continually be checking the operation of the vehicles in all points in the Province. Most all of the transportation officers are Not located at Regional Headquarters but in points scattered out over the Region and to properly carry out their duties must be traveling from one point to another seeing that all the different phases of transportation are functioning and in most cases these officers do not have access to a motor pool and if so the arrangement would not be satisfactory as they are on the move most of the time and the assignment of a car is necessary for them to carry out their assigned duties."

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, QMC,
Chief, Admin. Div.

1921
Declassified E.O. 12356 Sec. 3.3/NND No. 775021

162 A

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION

OFFICE OF G-4 (B)

COPY

Tel: 4E2061
Ext: 596

File: G4/101/3/1

Date 13 Apr 45

SUBJECT: Additional Transport for A.C.

TO : Personnel Section.
Civil Affairs Section.

The Establishment Section is still endeavouring to obtain an increasing allotment of transport for the Commission. Our difficulty has always been, and still is, to convince A.F.H.Q. of the need for individual officers in Regions and Provinces to have their own transport, rather than share in a pool.

It would be of the greatest assistance if each Sub-Commission could give a short note, descriptive of the activities of one of their specialist officers at a Regional Headquarters or in a Province. Only a brief and easily readable summary is required, with emphasis on the proportion of time that these officers must spend in or out of their offices.

/s/ Donald H. Hemlen, Maj.

C. H. MILLER,
Lieut. Colonel,
G-4 (B)

COPY

/fd

C O P Y

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

/bm

Tel: 318

MJS/hl
200/42/Tn 1
21 Mar '45

SUBJECT : Transport

TO : Economic Section

1. Further to this Sub-Commission's letter 774/C/Tn 3, dated 9 Mar, Lt. Webb, who was stationed in Rome, was appointed Port Liaison Officer at Piombino and was instructed to report to HQ. Toscana Region on 17 Mar. This officer requested transport from the relevant section of the HQ Commandant to take him to HQ. Toscana Region on Thursday 15 Mar '45. He was informed that there was no car available to take him to Montecatini, where the Regional HQ is situated. There was a courier service to Florence on 16 March, however, the courier was full and he would have to find his way on from Florence to Montecatini.

2. While he was being advised of the courier on 18 March, a Colonel came in and requested a car to Montecatini; this car was allocated and Lt. Webb was informed that he could go in this car direct. The car was leaving on 19 March. He was also informed that the car would be available to take him and his personal baggage from Montecatini to Piombino, after he had reported to the Regional HQ.

3. By chance Lt. Webb checked with the MT section at 1100 hours on 18 March. He was then informed that the car to Montecatini had been cancelled the previous evening. No attempt was made by the MT section either to advise Lt. Webb or the Transportation Sub-Commission that this cancellation had been made; it was also quite clear from the conversation that Lt. Webb had with the NCO in charge, that there had been no intention of informing either Transportation Sub-Commission of Lt. Webb of the cancellation.

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4. On 19 March the position was reported to the undersigned who phoned Major Birch, in charge of MT; Major Birch was asked when transport would be available to take Lt. Webb to Montecatini. Major Birch replied that he did not know, but that some transport might be available on 20 March.

Major Birch was unable to explain why no attempt was made

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. Further to this Sub-Commission's letter 774/6/Tn 3, dated 9 Mar, Lt. Webb, who was stationed in Rome, was appointed Port Liaison Officer at Piombino and was instructed to report to HQ. Toscana Region on 17 Mar. This officer requested transport from the relevant section of the HQ Commandant to take him to HQ. Toscana Region on Thursday 16 Mar '45. He was informed that there was no car available to take him to Montecatini, where the Regional HQ is situated. There was a couries service to Florence on 16 March, however, the courier was full and he would have to find his way on from Florence to Montecatini.

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5. Major Birch was unable to explain why no attempt was made to contact Lt. Webb or Transportation Sub-Commission, when the car was cancelled, nor did his explanation that the car could not be kept on for Lt. Webb, as the latter had only been allocated a seat in it, appear logical.

Declassified E.O. 12356 Section 3.3/NND No. 763031

6. This letter relating in detail the difficulty in obtaining transport would not be brought to your attention were it an isolated instance of what is occuring, when request for transport are made. As you are aware; considerabel criticism is at the present moment being levelled at Allied Commission for waste of rail, road, and shipping capacity, etc., allocated by AFHQ; if this Sub-Commission meets with such delay in getting its relatively few field representatives to the points where they are most required, the numb r of occasions, on which capacity is misused is likely to increase.

(Sgd)

M.J.SIEFF, Colonel
for MERRITT H. TAYLOR
Director, Transp. S/C.

Declassified E.O. 12356 Section 3.3/NND No. 783021

(Sgd)

M.J.SIEFF, Colonel
for MERRITT H. TAYLOR
Director, Transp. S/C.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

KJS/hl

Tel: 318

200/41/TR 1

21 Mar. '45

SUBJECT: Price Control

TO : Road Division
Rail Division
Port & Warehouse Division
Movements Division

1. Capt. Wyatt of the Accounting Branch of the Administration Division of Transportation Sub-Commission is Transportation Sub-Commission's representative on the Price Group of the Economic Section.

2. When considering applications for increases in prices or tariffs, the Price Group of the Economic Section invariably wants to see such financial data as: a) Profit and loss
b) Balance sheet for the past fiscal year
c) Details of war damage to plant and real estate
d) Wage and social insurance contributions paid, etc.

3. Recently certain applications for increases in prices or in tariffs have come up for discussion at the Price Control Group of the Economic Section; these increases were of interest and concern the Transportation Sub-Commission. They had been submitted thru various branches of the Transportation Sub-Commission. Unfortunately, Capt. Wyatt was unaware that these requests for increases in prices had been made, and was not in a position to furnish the other members of the Price Group with the necessary data.

4. Will you therefore please note this and see that Capt. Wyatt is kept fully in the picture where increases of prices or of tariffs are initiated or are being dealt with by branches of this Sub-Commission?

M.J. [illegible], Colonel.
Chief, Movements Division

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c.c. Capt. Wyatt,
Accounting Branch

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Declassified E.O. 12356 Section 3.3/NND No. 785021

INTER - OFFICE MEMO

CSW/lb

To : Deputy Director, Transportation Sub-Commission.

From : Administration Division, Accounts Branch.

SUBJECT : Price Control. PC/A/Tn.1.

20 March 1945

SECRET

1. When considering applications for increases in price or tariff, the Price Group of Economic Section invariably wants to see such financial data as:-

(a) Profit and Loss a/cs.
(b) Balance Sheet for the past fiscal year
(c) Details of war damage to plant and real estate
(d) Wage and social insurance contributions paid, etc,etc,

2. I do not think it is generally known in the Sub-Commission that I represent Transportation Sub-Commission on the Price Group of Economic Section.

Recently, certain applications have come up for discussion involving the increase of existing Tariffs of organisations in which this Sub-Commission is interested. Unfortunately, these items have had to be deferred to a later date as I have had no previous notification of the proposal nor the necessary data on which I could base a discussion.

3. It would be most helpful if all officers concerned could be circularised of the fore-going and requested to refer any future applications to me as far in advance as possible. I shall then be able to offer advice as to what documents or information (if any) are required by the Group, and ensure that the Group gives a firm answer at one sitting without further delay - subject, of cause, to there being no complicated side-issues to the application in question.

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4. Further, you may consider it advisable to draw officer's attention to the limited responsibility of A.C. in the question of Price Control in relation to the implications of the MacMillan Report. I have not yet had

./.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

an opportunity to see this document which, I understand, is still TOP - SECRET.

C.S. WYATT

C.S. WYATT
Captain R.A.
Accountant.

3561

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Declassified E.O. 12356 Section 3.3/NND No. 785021

an opportunity to see this document which, I understand, is still TOP - SECRET.

C.S. WYATT
Captain R.A.
Accountant.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Liaison Division
Office of the Executive Commissioner

Tel: No. 478001

Ref: 108/138/ZC(L)

24 February 1945

SUBJECT: Ala Italiana Co.

TO : Transportation Sub-Commission

1. Under date 2 February 1945, this office sent you a letter with enclosures of copies of correspondence regarding personnel of the Ala Italiana Co. in Roumania.

2. To date no reply has been received to our letter, although the Air Force Sub-Commission has on two occasions sent us copies of their letter to the Italian Air Ministry regarding the above subject.

3. These copies of letters written by the Air Force Sub-Commission lead us to believe that you have taken the matter up with the Air Force Sub-Commission and it would therefore be appreciated if you would inform this office what reply we may make to AFHQ G-5's request.

A L McCready
Officer in Charge
Liaison Division

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AFT/eb

200/38/Tn 1

18 February 1945

SUBJECT: Transportation - 5th Army/15th Army Group

TO : Acting Vice President, Economic Section

1. Reference is made to 15.07/ES, 16 February, requesting preparation of letter to DCAS, 15th Army Group.

2. Inasmuch as a complete plan has been prepared and is now being duplicated at HQ 15th Army Group covering various points involved, it is believed that this letter should be prepared after receipt of completed plan in a few days.

3. A meeting has been tentatively arranged in Florence, 26 February, with CAO, AFHQ, and 15th Army Group to finally determine relative responsibilities.

BENNETT H. TAYLOR
Director

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SECRET

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Declassified E.O. 12356 Section 3.3/NND No. 785021

15:07/ES

LDD, es

16 February 1945

SUBJECT: Transportation - 5th Army/lt Army Group

TO : Director, Transportation Sub-Commission

1. Following is extract from Minutes of Chief of Staff Meeting 13 February 1945:

"Transportation. COS stated that Transportation Sub-Commission must be quite definite about transportation for 5 Army, both for CC.RR. and civil supplies. Both 5 Army and 15 Army Group had the wrong impression of what Transportation Sub-Commission could do and we did not want a repetition of the previous situation south of Rome. Econ Sec were instructed to look into this situation carefully."

2. Please prepare letter to DCAO, 15th Army Group, copy to SCAO, 5th Army, for Brigadier General McKinley's signature.

For Brigadier General McKinley:

L. D. DENSMORE
Colonel, FA, CSO
Economic Section

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Declassified E.O. 12356 Section 3.3/NND No. 785021

AFLA. ESP

ECONOMIC SECTION

Ref. ES/4.01 14 February 1945

SUBJECT: Allied Force Local Resources (Italian) Board
Participation by Italian Government

TO : Agriculture S/C
Commerce S/C
Finance S/C
Food S/C
Industry S/C
Labor S/C
P.W. & W. S/C
Transportation S/C ✓

1. For information, the following Minute of the meeting of AFLR(I)B of 3 Feb 45 is quoted:

"34. REPRESENTATION OF ITALIAN GOVERNMENT: The Board directed that the Chairman of each Committee be informed that in view of a decision taken by the Supreme Allied Commander, Mediterranean, he is entitled to invite, through HQ AC, representatives of the Italian Government to attend meetings upon occasions and for periods when in his opinion their presence would be advantageous and would not be prejudicial to military security."

2. When AC representative on the
Electric Power Committee
Engineering Materials Committee
Miscellaneous Purposes Committee

wishes to have in attendance a representative of the Italian Government, it is requested that he should communicate, as soon as he receives the agenda for the meeting with AFLRS, at the same time notifying Economic Section.

3. The chairmanship of the

Food Supply Committee, and
Labor and Wages Control Committee

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is, in each case, held by a member of Allied Commission. It is therefore suggested that any invitations extended by these Committees to members of the Italian Government can be handled directly by the Food and Labor Sub-Commissions, respectively, with notification to AFLRS and a copy to Economic Section.

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4. Should a Sub-Commission not represented on Committees listed in para 2 wish to have in attendance an Italian Government representative, they should communicate with AC representative. In the case of the two Committees mentioned in para 3, they should communicate directly with the Chairman.

5. AC representatives/chairmen on the above Committees are:

Electric Power Comm. - Mr. W. S. Vaughan, Industry B/C
or Maj. W. G. Reid, Industry S/A

Engineering Materials Comm. - Mr. W. S. Vaughan, Industry B/C
or Lt.Col. W.J. Vanarey, Industry S/C

Miscellaneous Purposes Comm. - Squadron Leader C. A. Mackenzie, Commerce S/C

Food Supply Committee - Col. W. J. Legg, Food S/C, Chairman

Labor & Supps Control Comm. - Col. J. H. Smith, Labor S/C, Chairman.

6. Should a Sub-Commission wish the attendance of a representative of the Italian Government at an Industrial Coordination Committee meeting, request should be sent to Economic Section, Attention: Major E. F. Green.

Harlan Cleveland

HARLAN CLEVELAND
Executive Director
Economic Section

cc: Political Section
ACC/MG

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MFT/eh

200/36/Tn 1

17 February 1945

SUBJECT: Questions Submitted for Interview

TO : Public Relations Branch

1. The questions submitted for interview attached hereto are of such a comprehensive nature sufficient time is not available to conduct necessary research to answer the questions.

MERRITT H. TAYLOR
DIRECTOR

1 Incl:
Questions for answer

Price

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200

AMLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

MB/hap.

S E C R E T

FILE : RHS 319.1/10. 5 February 1945.

SUBJECT : Monthly Report - January 45.

TO : ~~Regional Commissioner, Region I, A.C.~~

A. ADMINISTRATION.

1. Lt. Franklyn has reported back to Rome. No replacement has been sent. This is the only change in the staff.

B. FOOD.

1. Bread & Pasta. The bread ration has been maintained at its normal level, but the issue of pasta has been erratic, partly owing to shortage of grain, and partly to delay in manufacturing after the grain became available. Instructions have already been issued to REGRAL by the High Commissioner that a ration on the basis of 300 grams per week must be completed, and that the normal ration of 530 grams per month be issued for the month of February. In this regard it is pointed out that the situation was rendered more complicated by difficult internal communications. This matter is referred to more fully under F (1).

2. Olive Oil. The total quantity amounted in approx. 5000 qli.

3. Sugar. A ration of 100 grams per person was issued. Notification has been received that sufficient will be coming in to enable a full ration of 125 grams per person to be issued for the month of February.

4. Pantellaria & Lampedusa. The insufficiency of [illegible] transport has been brought forcibly to the notice of Tn S/C, but the situation remains unchanged. Whereas conditions are not serious, a certain degree of anxiety is felt on account of the bad weather which still lies ahead. An extra schooner tonnage is necessary as an insurance.

3354

Declassified E.O. 12356 Section 3.3/NND No. 780031

A. ADMINISTRATION.

1. Lt. Franklyn has reported back to Rome. No replacement has been sent. This is the only change in the staff.

B. FOOD.

1. Bread & Pasta. The bread ration has been maintained at its normal level, but the issue of pasta has been erratic, partly owing to shortage of grain, and partly to delay in manufacturing after the grain became available. Instructions have already been issued to UNRRA by the High Commissioner that a ration on the basis of 300 grams per week must be completed, and that the normal ration of 550 grams per month be issued for the month of February. In this regard it is pointed out that the situation was rendered more complicated by difficult internal communications. This matter is referred to more fully under F (1).

2. Olive Oil. The total quantity consumed is approx. 5000 qli.

3. Sugar. A ration of 100 grams per person was issued. Notification has been received that sufficient will be coming in to enable a full ration of 125 grams per person to be issued for the month of February.

4. Pantelleria & Lampedusa. The insufficiency of 3554
transport has been brought forcibly to the notice of Hn S/C, but the situation remains unchanged. Whereas conditions are not serious, a certain degree of anxiety is felt on account of the bad weather which still lies ahead. An extra schooner tonnage is necessary as an insurance.

C. INTER-REGIONAL TRADE.

1. Citrous Fruits. There is an infinite exportable surplus. Such difficulty however is experienced in exporting. During rainy weather, the fruit cannot be picked. Furthermore there is a shortage of crates, and such as exist are not of the best quality. Again unless we can have reasonable notice any 10 to 15 days, loading cannot be commenced immediately, and there is a corresponding waste of shipping due to delay.

-1-

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Declassified E.O. 12356 Section 3.3/NND No. 759021

Lt.Col.ROBINSON and Capt.LESTER visited Sicily on the 23 of Jan. in regard to the dispatch of Citrous Fruits to the Mainland. As there was such a wide disparity between the price paid by the Army and the alleged cost of production as submitted by the Chambers of Commerce of MESSINA, CATANIA and SYRACUSE, it was decided that the matter should be taken up by Economics A.C., Italian Government (I.C.E.) and A.F.H.Q. with a view to fixing a fair figure which would allow of reasonable maintenance of the orchards.

2. Wine. As little wine has been shipped to the Naples area, it is proposed to bid for shipping for common wine, marsala and vermouth for that district.

D. SHIPPING.

1. Imports. (See Appx.A.)

2. Exports. (" " .B.)

3. Pure Alcohol 99/96 %. 5426 litres are being loaded for Public Health Sub-Com. Naples.

4. Denatured Alcohol. In response to urgent request from A.F.H.Q. 11775 litres were dispatched by rail to Chemical Officer Peneouth.

E. COAL.

1. Total receipts for the month are as follows :-

Steam Coal	16,525 Tons
Coke	250 Tons

No sardinian coal has been received, and is urgently required. It is believed that the shortage is due to the coal strike in Sardinia.

F. COMMUNICATIONS - RAILWAYS.

3553

1. With the eternal drain on the island's resources of box cars, the internal distribution of food stuffs and dispatch of goods to port for onward dispatch to the Mainland, has become a major problem. It is believed and hoped that the In. Sub-Com. has this matter under control.

2. Railways. Not only has bad weather rendered more-

Declassified E.O. 12356 Section 3.3/NND No. 785021

and vermouth for that district.

D. SHIPPING.

1. Inwards. (See Appx.A.)

2. Outwards. (" " .B.)

3. Pure Alcohol 95/96 %. 9436 litres are being loaded for Public Health Sub-Com. Naples.

4. Denatured Alcohol. In response to urgent request from A.F.H.Q. 11775 litres were dispatched by rail to Chemical Officer Pensouth.

E. COAL.

1. Total receipts for the month are as follows :-

Steam Coal	16,626 Tons
Coke	250 Tons

No sardinian coal has been received, and is urgently required. It is believed that the shortage is due to the coal strike in Sardinia.

F. COMMUNICATIONS - RAILWAYS.

3553

1. With the eternal drain on the island's resources of box cars, the internal distribution of food stuffs and dispatch of goods to port for onward dispatch to the Mainland, has become a major problem. It is believed and hoped that the In. Sa-Com. has this matter under control.

2. Schooners. Not only has bad weather rendered movement very difficult, but the system of freight charges according to tonnage and days at sea has not been conducive to speedy movement. However with the new system of payment of tonnage and distance, there should be a definite incentive for the captains to make the maximum number of trips.

H. BRING,
Major,
Director, Economics
& Supply Division.

Copy to:-

~~Currency Sub-Com. Food Situation.~~
~~Industry Sub-Com.~~ Transportation Sub-Com.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ANX "A"

IMPORTS JAN. 1945

Vessel	Port	Date	Commodity	Quantity L/Tons
Aspiro Riet	Catania	3 Jan.	Rock Phosphate	1500
Ayrsome	Palermo	6 "	" "	2889.5
Carthage	Milazzo	10 "	" "	2592.5
"	Palermo	4 "	" "	532
Berghelm	"	24 "	" "	(a) 1800
Thornton	"	29 "	" "	" 3077
"	Catania		" "	" 3077
Belle Grove	"	5 Jan.	Explosives	6
Orpheus	"	4 "	"	52
Clyde A.Dunning	"	30 "	Wheat	" 4000
John Quick	Palermo	30 "	"	" 8759

(a) Provisional as not fully unloaded.

33552

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ANX "A"

JAN. 1945

	Date	Commodity	Quantity M/Tons
[illegible]mia	3 Jan.	Rock Phosphate	1500
[illegible]exmo	6 "	" "	2883.5
[illegible]arco	10 "	" "	2592.5
[illegible]ermo	4 "	" "	932
"	24 "	" "	(A) 1800
"	23 "	" "	" 3077
		" "	" 3077
[illegible]mia			6
"	9 Jan.	Explosives	52
"	4 "	"	" 4000
"	30 "	Wheat	" 6755
[illegible]exmo	30 "	"	

(A) Provisional as not fully unloaded.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ANNEX "D"

STEAMER FREIGHT SAILED FROM CIVITA VECCHIA AND ROME DURING MONTH OF JANUARY

Date	Ship	From	To	Quantity	Commodity
14	Fort de Dunkerque	Syracuse	Rome	1163 tons	wine
"	" " "	"	"	1300 "	citrons
"	" " "	"	"	10 "	milk etc.
7	Le Trait	Catania	"	324 "	citrons
18	Ben Holliday	"	"	498 "	wine
19	Cuoel	Palermo	"	673 "	citrons
"	"	"	"	10 "	dried fish

ESCAPED

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MET/hl

Tel: 220

200/33/TN 1

14 Feb. '45

M E M O R A N D U M

TO : Major Robert E. Doe, A.G.D.
Economic Section

Referring to your memorandum of 12 February, Ref. ES/1.31, Transportation Sub-Commission has no objections to the proposal of turning back the provinces of Grosseto and Macerate to the Italian Government, and we have no further comments to make.

M.B. THOMAS, Colonel,
Deputy Director, Tn. S/C

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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AMG 394

ALLIED COMMISSION
ECONOMIC SECTION

12 FEB. 1945

E/1.31

MEMORANDUM:

TO : Director Agriculture Sub-Commission
" Commerce " "
" Finance " "
" Food " "
" Industry " "
" Labor " "
" P., & U. " "
" Transportation

Your comments are requested on the proposal (found Macerata) to turn back the provinces of Grosseto to the Italian Government at the same time as the turning back of Terni and Ascoli Piceno.

Robert E. Dor

ROBERT E. DOR
Major, A.G.D.
Chief, Adm. & Pers. Div.
Economic Section.

3349

1652

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

200/32/TN 1

14 Feb. '45

Tel: 220

SUBJECT: Admission of Representatives of Private Commercial Interests into Italy.

TO : Economic Section.

1. Transportation Sub-Commission has no objection to procedure set forth in attechment to the letter of G-5, AFHQ. Ref: 300.4-4.

MERRITT H. TAYLOR,
Director.

3548

Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 300.4-4 7 Feb 1945

SUBJECT: Admission of representatives of private commercial interests into Italy.

TO : Headquarters, Allied Commission, APO 394

1. Attached is a copy of a memorandum dated 5 February from the Prime of the British Resident Minister to the Chief of Staff this HQ's on the above subject.

2. It is requested that you will submit your views thereon to this Section and that these cover any safeguards or restrictions which in your view should be enforced if it is decided to allow entry as suggested in the memorandum. For your information the views of interested staff sections here are also being obtained with a view to a recommendation for reply being made to the Chief of Staff.

For the Asst. Chief of Staff, G-5:

D. S. JACKLING
Lt. Colonel.

Incl: as above.

COPY

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Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

OFFICE OF THE [illegible]
UNITED [illegible]

30/230/7

To: Chief of Staff.

From: Mr. Philip Broad.

Subject: Admission of representatives of private or official interests into Italy.

Copy to: U.S. Rolud.

I think you may be interested to know that the Foreign Office have been in communication with the War Department in connection with a suggestion being submitted to the Supreme Allied Commander that he should consider inviting a Circuit of visits of representatives of private commercial interests to Italy.

The line which the Foreign Office have taken is that in general, there should be as soon as possible a relaxation of the present restrictions of every but that this relaxation should be gradual, so as to avoid an influx, which might be unwelcome to Supreme Allied Commander.

The Foreign Office suggestion is, broadly, that no-one should be allowed to visit Italy for the purpose of transacting for the business or private affairs of nationals of enemy countries, whether Allied or neutral, should be allowed to come provided their visits are necessary preliminary to the resumption of business. Representatives of banks and insurance companies should also be permitted to enter Italy who purpose of finding out the facts, but the starting of public business should depend entirely on the general Italian financial situation.

As to trade in general, the Foreign Office are of the opinion that it should always be subject to the general control of Allied Commission acting under instructions from Chief of Staff and, in the case of requested items, to the consent of the Combined Boards. There would probably have to be special arrangements for certain commodities but in any case any imports to supply Italy with her essential needs would have to be reported to United Kingdom and United States Governments.

3rd February, 1944.

COPY

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

200/31/TN 1

13 Feb. '45

SUBJECT: Cecchetti Railroad Shops, Porto Civitanova

TO : Director, Industry Sub-Commission

1. Attached restricted report of PWB is forwarded for your information and is a matter of primary interest.

2. It will be possible for Italian transportation system to absorb all possible production of this plant, and it is recommended that this plant be activated at the earliest practical date.

3. Detailed lists of transport requirements will be submitted to your sub-commission at an early date.

MERRITT H. TAYLOR,
Director.

copy to: Rail Division, Tn. S/C - Attn: Major Long
Road Division, Tn. S/C - Attn: Capt. Peterson
Lt.Col. Feumyhough, Tn. S/C

incl: (1) Report.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

203

Tel:5118 DWA/BIU

/P3 334

RECORDS SECTION

Ref: Z-1.02

12 February 1945

SUBJECT: Transmittal of Correspondence

TO : Agriculture Sub-Committee
Commerce "
Finance "
Food "
Industry "
Labor "
F.C. & U. "

As Chief of Staff has not yet approved the following memorandum, it is not to be regarded as an official document, but is transmitted to you for your information only.

Secretary:

Attached memorandum is for the Agriculture Sub-Committee. If any member is absent from the meeting at which this is considered, it is suggested that he be informed of the decision reached and his concurrence obtained by telephone. A record of action should be included in the minutes of the meeting. If any member objects to the proposal, the matter should be referred to the Executive Officer of the Committee for decision as to whether the letter may properly issue and which officer should be responsible.

By order of the Chief of Staff:

C. W. Atkinson Brigadier

W. T. Sexton, Exec. Sec.
S.W.N.C.C. (C.O.)
Economic Section

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CONFIDENTIAL

10th February 1945 202

MINUTES OF TRANSPORTATION SUB-COMMISSION STAFF MEETING

The fifth Transportation Staff Meeting was held in Room 27, 1st Floor, AC building at 8:45 AM on Saturday, February 10th. It was noted that a number of officers were absent from this meeting. It is repeated that all Chief of Divisions and all Heads of Branches in Transportation Sub-Commission will attend and that Heads of Branches may bring with them such other officers as they desire; all Planning Staff Officers will attend. The only reasons for not attending will be absence from Rome on duty or sickness.

It was announced that a declaration of policy of AC functions from the Combined Chiefs of Staff in Washington and London has been received by the Acting President of AC, and altho formal announcement of these policies has not yet been made, papers should be received on this in the near future. The proposal discussed disclosed that AC should withdrew from "King's Italy", which would necessitate a revision of transportation personnel set-up recently made. Members were cautioned to refrain from discussing this new policy outside AC; in particular, no disclosure must be made to Italians.

It was brought out that buck slips were not being removed from correspondence when the letters are filed. When this is not done, and the buck slip is filed with the letter, the Chief Clerk is unable to complete his records and show the whereabouts of the correspondence in question. All members were asked to cooperate in this matter by removing buck slips.

W.B. Thomas

M.B. THOMAS, Colonel,
Deputy Director, Tn. S/C

3343

DISTRIBUTION:

Planning Staff	Administration Division
Road Division	Port & Warehouse Division
Rail Division	Movements Division

27

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IN THE HANDS OF INT

3342

1659

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ref: AG/333

17 January 1946.

SUBJECT: Coordination with Political Section.

TO : Civil Affairs Section.
Economic Section.
Establishment Section.
Independent Sub-Commissions.
CAO.

1. With the growing activity of the Committee of National Liberation in Kanazawa's Italy, the political aspect of problems at this HQ is daily assuming more and more importance. Many matters which, in the past, were not referred to Political Section but were thought that they were non-political could not, if reviewed again, most certainly require political consideration. Indeed almost every important problem at this HQ has a more political aspect.

2. I would be glad if Sections would, in future, in considering every problem give thought to whether there is a political implication. If there is, the question should be referred to Political Section for their comments before it is put up to a higher level. The letter or signal which finally issues on this question should also be copied to them. I shall be glad if you will bring this matter to the notice of your officers.

/s/ Brigadier,
Chief of Staff.

Copy to: Political Section.

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Col. M.B. Thomas,
Transportation Sub-Commission,
Allied Commission.

C.G.I.L. National Congress, Naples - Transportation.

I was at Naples for the inaugural session of this Congress on Sunday, 28th January, and you will be glad to know that generous tribute was paid to the assistance of the Allied authorities in enabling the Congress to assemble. At a private dinner party which Brigadier Dunlop gave at Naples to the organisers special mention was made of the transport arrangements which you were good enough to make for them. The public tribute assumed particular importance in view of the performance of one of the orators at the Congress when he made an impassioned appeal to the Allied authorities, which developed almost into an attack. It was very comforting to know that owing to your good offices we were able to be confident that considerable assistance had been given by Allied authorities.

I thought you would like to know of this.

W.P. Braine
Director of Labour Sub-Commission.
31st January, 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

File 200

Brigadier J. K. DUNLOP, CBE, MC, TD,
Regional Commissioner,
Headquarters, Southern Region,
Allied Commission,
C.M.F.

1 February 1945

Dear Sir Taylor.

Very many thanks for your personal and confidential letter of 28 January. I have taken the opportunity afforded by the visit of Colonel THOMAS to discuss with him the various points raised in your letter. I shall also hope to be seeing you in Rome, when I visit there early next week.

Yours very faithfully,

Mr. Merritt H. TAYLOR,
Director, Transportation Sub-Commission,
Headquarters, Allied Commission,
C.M.F.

JKD/jh

Sgt Allen
File

1 3039

1662

Declassified E.O. 12356 Section 3.3/NND No. 785021

Copy to Jpn S/a

Tel. 552

LAT/rem

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HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC SECTION

REFERENCE: ES/902

February 1945

SUBJECT: Operation of Larderello Electrical and Chemical Plant.

TO: Regional Commissioner - Tuscany Region

1. We have had considerable difficulty in connection with the operation of this plant because of conflicting interests. On the one hand we have had the Conti family which developed and built the plant originally and whose interests are headed now by Prince Piero Ginori Conti, and on the other hand the State Railways which acquired about two-thirds interest in this property about 1918 or 1919. At that time the property was valued at about 150 million lire and the State acquired a 100 million lire interest. Since that time the SI is has made advances amounting to about 70 million lire. The Ministry of Transport now claims that the State has a controlling interest and should control the property.

2. In view of the above conflicting interests there was opposition by these interests among the laboring groups at the plant and each side claimed to have the interest of the laborers. Things went rather badly and in order not to hold up the work we directed Lt. R. A. Bell of the Electrical Division of the Public Works and Utilities Sub-Commission to take charge of the plant and see certain that nothing is done that will hamper our reconstruction operations.

3. The Minister of Transport then wanted to make an investigation of the situation and appointed Mr. Marino Della Torre to make such an investigation and to make a report to him. This man went to the plant without authority from either your office or our office and when he was found at the plant making this investigation he was promptly brought back to Rome by Lt. Bell.

4. On 4 December 1944 we addressed a communication to you on this subject and asked you to take up in duty into the affairs of this company, so as to avoid any further delay in the rehabilitation and operation of the electrical plants at Larderello, in which we are vitally interested.

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5. You replied to us on 20 December 1944 and you stated that it was your opinion that this was "outside the province of the Tuscany Region, being a matter for decision in the Italian Civil Courts in due course".

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6. Meantime the Italian Government has issued a Decree No. 470 of 12 October 1944 authorizing the appointment of a Commissario to manage properties for the Italian Government when deemed necessary to do so.

7. On the strength of this Decree the Minister of Transport wrote us a letter under 18 of January 1945 advising us that he deemed it necessary to appoint a Commissario to manage the Terderallo property in the interest of the Italian Government and appointing Mr. Marino Dalle Torre Commissario and he asked for our approval of this appointment.

8. The above named Decree was published in the Gazzetta Ufficiale del Regno on 15 January 1945 and on 26 of January 1945 the Minister of Transport sent us another communication asking us, if, on the strength of this Decree there were any objections on our part to the appointment of Mr. Marino Dalle Torre to be appointed Commissario of the Tenderallo Firm and to proceed with his duties. No comment on this subject was made by us pending consent from you.

9. It would seem that Mr. Dalle Torre has enough experience to undertake such an important task. We are vitally interested in the harvesting and production of olives in the vicinity of this plant and are concerned about the matter. It has been suggested that his appointment will lead to labor difficulties.

10. It is felt that this is a Regional matter and the steps is submitted for your action. If, in your opinion however, this matter should be referred to this Headquarters, please let us have your recommendation. The Public Works & Utilities Sub Commission Electrical Engineer, Col. Dall, Florence Tel. 1152, is thoroughly familiar with the situation at this plant and you may care to discuss the subject with him before advising us as to what you think should be done.

By command of Rear Admiral STOUT:

L. T. DENISTON,
Colonel, AUS.
Acting Deputy Chief of Staff
Economic Section

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O.K. [signature]
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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

1 February '45

Mr. Fernando Siciliani,
18 Via Claudio Monteverdi,
R O M E

Dear Mr. Siciliani:

Thank you for your letter of January 30th in connection with derequisitioning Fiat belonging to Mr. Achille Ludovichetti. This is a matter with which I have absolutely nothing to do. He should communicate with the Regional Commissioner, Lazio-Umbria Region, attention: Lt. O'Donnell, Civil Requisition Section. I am advised Lt. O'Donnell is the only man who can take care of this matter.

Yours very truly,

MERRITT H. TAYLOR,
Director.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

18 VIA CLAUDIO MONTEVERDI
TEL. 80-886 ROMA

30 gennaio 1945

Dear Sir,

I am Mr. Siciliani with whom you plaied Bridge on last Sunday at Baronessa Marincola' House.
A friend of mine asked me if I could do something for him about the question written in the alleged memorial.
Perhaps you can spend a Word about it.
If it is possible,do it , please, in consideration that the required car is the only way of existence of the petitioner.
If it is not possible for you to do something about it, had quite the same my thanking;

yours very truly

Dr. Ernesto Siciliani

Please in any case a word of reply

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The car "FIAT 1100" N. 76648 has been required some time ago.

Now it is for service in "Via Tommaso Campanella" in Rome.

The owner of the car, Mr. Achille LUDOVICHETTI, send a request to the" Prefettura di Roma" because of getting back his own car that is the only way of living for him.

The "Prefettura office" ,after investigations, send the documents to the Allied Command with a judgment favourable to the restitution.

At this moment the question is after Mr. Charles A. Toliver, Mayor G.S.C = G.4 on the Commend of "Piazza Venezia".

Is that Command that must give a decisive answer.

1667

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INTERVIEW WITH HESS - 1 Feb. '45

Question: What are the principal instances in which control of transportation is passed from Allied Commission to the Italian Government?

Answer: Railways in Sicily, Sardinia, and a large portion of Southern Region are operated practically entirely by Italian State Railways with a minimum of supervision by Allied Commission. In fact, in all of Sicily, we have only one rail office.

Question: To what extent does Allied Commission support ENAC?

Answer: The control of trucking in Italy is a vital necessity. No other means of effectively controlling trucking on highways in Italy has been advanced except ENAC. There is very limited supply of highway transport in Italy which would be helpful in bringing food and necessary supplies to the poor people if this highway transport were not abused and used almost exclusively for the black market and transport of wine from southeastern Italy to Rome. It is hoped that ENAC will cause highway transport in Italy to be used for the benefit of the great mass of Italian people and to help restore Italian economy to a normal basis. The working of ENAC and its success depends entirely on the Minister of Transportation of the Italian Government. The success or failure of the ENAC plan depends on the proper administration of basic principles of ENAC. It is not necessary to deny the Italian people wine by prohibiting its haulage for long distances by road because this wine can be much better transported in ships.

Question: How much fuel will be given monthly by Allies to ENAC?

Answer: The monthly allocation of fuel is made thru Allied Commission, Commerce Sub-Commission in bulk to the Italian Government in Southern Region, Sicily, and Sardinia. How much of this bulk allotment of gasoline is given to ENAC is within the control of the Italian Government. The Transportation Sub-Commission will endeavor to see that as much gasoline is allotted as is fairly required to meet essential civilian needs within limitations of military requirements and available supply.

Question: By whom will the 1700 trucks promised by U.S.A. be used and in what way?

Answer: The 1700 trucks expected to be imported into Italy will be operated exclusively for the benefit of Italian civilians, thru the hauling of food and other necessary supplies to sustain the civilian population. These trucks in the initial stages will be operated under the supervision of the Allied Commission in such manner as conditions require. The trucks will be operated by Italian personnel.

Question: How is the problem of tires and spare parts going to be solved?

Answer: This problem is being dealt with by the Industry Sub-Commission and any inquiries in this direction should be directed to them.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/hl

Tel: 489081 - Ex. 229

31 January 1945

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

Dear Mr. Taylor:

Thank you for your letter of January 29th in reference to the case of Father Ventorino in Sicily. Unfortunately, this entire file has been forwarded to the Regional Commissioner, Sicilia Region, attention of Transportation Officer, as indicated by attached communication. It would therefore be impossible to act on this matter until we receive the Transportation Officer's report.

It would be helpful in this connection if we could have your views as to the proper disposition of the case. In any event, we will be glad to advise you further before any definite action is taken.

Sincerely yours,

MERRITT H. TAYLOR,
Director.

incl: (1)
ltr. dtd 26 Jan. 45.

c.c. Col. Carnes, Chief Road Section
Regional Commissioner, Sicilia Region
(Att: Transportation Officer).

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Declassified E.O. 12356 Section 3.3/NND No. 785021

C
O
P
Y

CWAF/ag

INTER-OFFICE MEMORANDUM

Ref: AC/R/55/Tn 5

26 Jemuary 1945

SUBJECT: I.N.T. - Use of Truck by Rev. Ventorino

TO : Regional Commissioner, Sicilia Region (Att: Tpt. Officer).

1. The attached correspondence relating to truck license plate No. 1789, and A.C.C. No. 3058 I.N.T. is passed to you.

2. Please render a report and recommendation to this HQ.

/sgd/ C.W.A. PEIFER
Major R.A.S.C.
Admin. Officer,
Roads Section.
Transp. S/C.

3531

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE PERSONAL REPRESENTATIVE OF THE
PRESIDENT OF THE UNITED STATES OF AMERICA
TO HIS HOLINESS THE POPE
2, via Boncompagni, Rome.

January 29, 1945.

Dear Mr. Taylor:

May I refer to correspondence and documents regarding the case of Father Ventorino in Sicily, which were submitted to your office a few days ago. As you will note in the correspondence, the Archbishop of Catania is interested in the case and I have now received the enclosed telegram (with translation) from the Archbishop in further reference to the matter, which would appear to be of some urgency.

It is understood that the matter is being handled by your office and I would greatly appreciate it if you could let me have some indication as to the character of the reply that shall be made to Archbishop Patanè of Catania.

Thanking you for your kind interest, I am

Sincerely yours,

Myron C. Taylor

Enclosures:
Telegram
Translation thereof

Mr. Merrit H. Taylor,
Director, Transportation Sub-Commission,
Headquarters Allied Commission,
Rome.

3330

1671

Declassified E.O. 12356 Section 3.3/NND No. 785021

Ind./Uscenti di urgenza | Uscite

Qualifica | Destinazione

= 2 CAT

945 TELEGRAMA

Parola 12 - Numero di telefono ed ora

= D MYRON C TAYLOR

AMBASCIATORE STATI UNITI

PRESSO SANTA SEDE ROMA

= IN ARMONIA RACCOMANDATA SPEDITA 14 GENNAIO

N 869 PREGO ECC V PROVVISORIE TELEGRAFARE

CAPITANO CALVANESE COMMISSARIO ALLEATO

REGIONALE TRASPORTI PALERMO SOSPENDERE

RICHIESTA IMMEDIATO PAGAMENTO AWENTURA 6529 SPESE

AL SACERDOTE VENTORINO COSTRUENDO QUESTO NUOVA

1672

Declassified E.O. 12356 Section 3.3/NND No. 785021

Indicazioni di urgenza | Ufficio | Destinazione | Provenienza | Data | Parole

= 2 CATANIA 53410-52-26-10

= IN ARMONIA RACCOMANDATA SPEDITA 14 GENNAIO

N 869 PREGO ECC V PROVVISORIE TELEGRAFARE

CAPITANO CALVANESE COMMISSARIO ALLEATO

REGIONALE TRASPORTI PALERMO SOSPENDERE

RICHIESTA IMMEDIATO PAGAMENTO AMENDURO 6529 SPESE

AL SACERDOTE VENTORINO COSTRUENDO QUESTO NUOVA

1673

Declassified E.O. 12356 Section 3.3/NND No. 785021

Qualifica	Denominazione	Provenienza	Data	Parole	Data della presentazione e ora di Roma	Data e ora di consegna

CHIESA ELEMOSINANDO E SENZA FONDI

= CARMELO PATANE ' ARCIVESCOVO CATANIA

1674

Declassified E.O. 12356 Section 3.3/NND No. 785021

Translation

TELEGRAM

To: Myron Taylor
American Ambassador to Holy See

ACCORDING LETTER SENT JANUARY 14 I ASK YOUR EXCELLENCY TO SEND A TELEGRAM TO CAPTAIN CALVANESE ALLIED REGIONAL TRANSPORTATION COMMISSIONER PALERMO TO DEFER REQUEST OF IMMEDIATE PAYMENT EXPENSES TO FATHER VENTORINO AS HE IS BUILDING NEW CHURCH WITH BEGGING ALMS AND WITHOUT FUNDS.

(sgn) CARMELO PATANE'
ARCHBISHOP OF CATANIA

3528

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mr. Taylor

1. a translation of the letter of the Archbishop of Atanas covering the facts in the case is here atchd.

The carres pandence which was sent to Capt. Calabrese was this letter plus

2. Atchmts as described on page 2

3. Suggest a cable to Capt. Calabrese to cable back his report as quickly as possible.

Sgt. Adler, F

26/1/45

As far as can be ascertained by the facts as written here, - this is a problem involving one Rev.Ventorino of Sicily who on authority from a Major Roulph of some high H.Q. repaired a military truck (38 R) and was allowed to use it to transport goods for his Church (Cristo Re).

The truck was operating with a licence plate No.1789 A.M.G. dated January the 20th 1944. Capt.Ruserle issued to Sac.Venturino a second authorisation. But when on March 1944 all the trucks of the A.M.G. were transferred to the I.N.T. (National Transportation Institute), the above mentioned truck had to change its licence plate in that of ACC.No.3058 I.N.T. and then at first it was left to the Church's Administration under the payment of a daily rate of 10 lires, but then the Rev.Ventorino was compelled to return the truck which was no more returned.

On July the 17th, 1944, a claim was presented to the Allies, who ordered its restitution with some other conditions: as the payment of three thousand lires per day, being charged to the I.N.T. the expenses for the driver, gasoline and repairs.

At the same time, an American Captain, Calvanese, wrote to the I.N.T. reproaching its behaviour in regard of the Church's Administration. On the second fortnight of August, as the Church had to be repaired, the Rev.Ventorino went to Catania to request the authorisation to operate the trucks in the mainland. The permit was released for Cosenza for the period of a month and was assigned to a trader, a certain Mr.Finicchiaro Aprile, who had been unfortunately trusted by Rev.Ventorino.

But it was also necessary the approval of the regional

Declassified E.O. 12356 Section 3.3/NND No. 759021

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But it was also necessary the approval of the regional Commissioner for transports with trucks of I.N.T. and therefore Rev.Ventorino went to Palermo where he had another permit from Lt.Calvanese, who was worried that the truck could have been requisitioned in the mainland and pointed out the opportunity to have a guard as an escort, but he did not insist on this

Declassified E.O. 12356 Section 3.3/NND No. 785021

fact because Rev.Ventorino said that he was going with the truck. Unfortunately Rev.Ventorino fell ill and called the attention of Mr.Finocchiaro on the fact of escorting the truck with a guard; - but this gentleman, who had already his plan, dissuaded the Reverend from this idea and said that it was sufficient to write a letter, saying that the goods were for religious institutes and ought to be delivered to Rev. Mons.Spina at the Vatican City.

Rev.Ventorino wrote the letter and accompanied the truck with the sister in a private car until Messina, where it was put in charge of Mr.Finocchiaro, who since Catania had the following authorisarions:

1) A yellow pass, stating that the car ought to return from the Mainland after a month and exactly on September the 20th.
2) A permit issued by the American Lt.Calvanese, authorising the truck to transport in his outward trip, cheese, tunny fish in oil and on the return materials for construction.
3) A contract of the I.N.T. signed by Rev.Ventorino authorising the truck to go to Cosenza.

The conditions fixed between Rev.Ventorino and Mr.Finocchiaro were the following:-

1) As the Reverend could not control the gains of selling the goods, it was fixed that Mr.Finocchiaro should have advanced the sum of 250,000 Lires as benefit for the construction of the Church.
2) Mr.Finocchiaro ought to have charged, as in fact he did, a certain Mr.Sento to advance the sums necessary to pay to the I.N.T. the freight of the Truck for all the month of September.

Declassified E.O. 12356 Section 3.3/NND No. 785021

for religious interviews and [illegible]

Mons.Spina at the Vatican City.

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The conditions fixed between Rev.Ventorino and Mr.Finocchiaro were the following:-

1) As the Reverend could not control the gains of selling the goods, it was fixed that Mr.Finocchiaro should have advanced the sum of 250,000 Lires as benefit for the construction of the Church.
2) Mr.Finocchiaro ought to have charged, as in fact he did, a certain Mr.Sento to advance the sums necessary to pay to the I.N.T. the freight of the Truck for all the month of September.
3) He should have returned on September the 20th, and if he had to go to other places to obtain more benefits from selling thescheese, he would have done that only after having obtained the necessary authorisations.

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4) Considering then the occasion that eventually a M/Schooner could have sailed for Portici (Naples) to transport salted fish (the travel was not operated) and that part of the benefits would have been for the constructing Church of Cristo Re, the Rev. Ventorino told Mr.Finocchiaro that in this case the stay of the truck on the mainland would have been extended and new destinations would have been requested and obtained from Lt.Salvanese and from I.N.T.

But here is what happened:- On September the 30th, the truck did not return, and after a few days, Rev.Ventorino was informed by Mr.Finocchiaro that the truck was in Rome under repair. Therefore the Reverend wired to Mr.Finocchiaro telling him not to return unless the car was repaired and to return immediately. But on the middle of October, Mr.Finocchiaro returned to Catania and requested about the truck's condition, he was not able to give clear details.

But it seems that the truth was this:- Mr.Finocchiaro said that he was ill and gave the truck to a certain Alicò Carmelo and said to the driver that he could work quietly for three or four months, having settled everything with Rev.Ventorino. After having investigated and controlled the declarations of the driver, it resulted that Mr.Finocchiaro sent two cables to Alicò Carmelo (one dated October 18th, 1944, ref.No.777 to Naples c/o Albergo Manzoni and the other to Rome, ref.No.778 at Via Bradon No.8) to urge the delivery of a stock of paper to a certain Sciacca. And so we concluded that the truck was operating.

On November the 5th, 1944, a certain Geraci Orlando, driver, arrived at Catania, who declared that the truck had been

Declassified E.O. 12356 Section 3.3/NND No. 795021

stay of the truck on the mainland would have been extended and new destinations would have been requested and obtained from Lt.Calvanese and from I.N.F.

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On November the 5th, 1944, a certain Geraci Orlando, driver, arrived at Catania, who declared that the truck had been damaged a few days before in a car accident. Therefore the I.N.F. sent a mechanic to Rome to repair the truck which returned at Catania on December the 11th, 1944. But Mr.Finocchiaro pleaded his cause to the Director of the I.N.F. and obtained the assignment of the truck to himself by the Regional Transportation Commissioner of Palermo, Captain Calvanese.

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So it happened that Rev.Ventorini had been deprived of the truck and was charged of all the expenses for having hired and repaired the truck since September the 2nd, 1944. The sum amounts to 574,430,20 Lires, as it results from the enclosed invoices of the I.N.T.

Therefore owing to this situation, the kind attention of your Excellency is drawn to the facts, in order to help Rev. Ventorino in the payment of this high sum, considering also that the above mentioned Reverend has sacrificed himself for the construction of the Church of Cristo Re, which will be one of the few churches of Catania.

It would be very much appreciated if the Allies will return to Rev.Ventorino the truck, in order to operate it independently and with no payments of rates.

The Allies have approved the construction of the Church and have participated to the ceremony, therefore it is hoped that they will consider the serious situation of Rev. Ventorino and that they will again assign him the truck, enabling him to pay the sum to the I.N.T. and to avoid him heavy expenses in the transport of the materials necessary to the construction of the Church.

The Archbishop of Catania H.E.Rev.Carmelo Patanè sends his good wishes as well as those of all the citizens in the name of Rev.Ventorini.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

invoices of the I.N.T.

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The Archbishop of Catania H.E.Rev.Carmelo Patanè sends his good wishes as well as those of all the citizens in the name of Rev.Ventorini.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 220 HEADQUARTERS ALLIED COMMISSION MHT/oh
APO 394
TRANSPORTATION SUB-COMMISSION

200/10/Tn 1 1 February 1945

Edgar Erskine Hume
Brigadier General, GSC
Senior Civil Affairs Officer
Fifth Army
APO 464

Dear General Hume:

Thank you for your letter of 8 January. Lt. Col. Sieff (B) and I plan to visit Florence 8 February to spend two nights at the Excelsior Hotel if possible. We may be delayed in route one day in which event we would be in Florence 9 and 10 February.

We propose to make a quick survey of the civil transport problems in the area between Ancona and Leghorn. I hope that we may have the pleasure of seeing you while in Florence.

Attached is certain correspondence relative to difficulties of railway contractors in the advanced areas. I should like very much to discuss this problem with someone during our stay.

Sincerely yours,

MERRITT H. TAYLOR
Director

1 Incl:
Cy ltr 30 Jan 45 (AC/22/Tn 4)
w. cys ltr 4 Jan 45 (348/18/COS
and ltr 26 Jan (DCCAO/1/5.1

File

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Brigadier-General
EDGAR ERSKINE HUME
General Staff Corps
Allied Military Government
Headquarters Fifth Army
A.P.O. 464
Care Postmaster, N. Y. C.

Mr. Merritt H. Taylor
Allied Commission
APO 394
U. S. Army

Yours sincerely
Edgar E. Hume

3521

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
FIFTH ARMY
APO 464

8 January 1945

Mr. Merritt H. Taylor
Allied Commission
Rome

Dear Mr. Taylor:

I have just received the note of introduction from Percy Blair which you sent up a day or so ago and which was delivered to me by Colonel Carnes. I am delighted to receive this and to know that we have such a good mutual friend in Percy Blair. My work requires me to come to Rome fairly often and next time I do I hope to have the pleasure of seeing you. Also, I am sure you will want to come to Florence and will feel that such a trip is necessary in your work and I assure you it will give me pleasure if you do.

I suggest that you let me know by telephone or otherwise, in advance of your coming so that we can be sure to have hotel reservations for you at the Excelsior. It is the only hotel in the city for transient guests and it is often full, so it would possibly inconvenience you if we did not know in advance of your coming.

Sincerely yours,

EDGAR ERSKINE HUME
Brigadier General, GSC
Senior Civil Affairs Officer
Fifth Army

EEH:trn

3320

TRANSFORMATION SUB COMMISSION,A.C., G3/ab:
(RAIL DIVISION)
C/o Transportation Increment.
C.M.F.

Tel.: 843402
Ref.: AG/22/Th.4 30 January 1945

TO : Director,
Th.Sub-Comm. H.Q. A.C.

SUBJECT:: Permits required for civilian contractors to visit Army Areas etc.

1. Considerable difficulty is being experienced in obtaining necessary permission from Civil Affairs, H.Q. 15 Army Group for civilian contractors to F SR, engaged on both military priority and A.C. railway repairs.

2. Time limits are necessarily placed upon the contracts, and the contractors have had to be kept waiting while permission is obtained from 15 Army Group.

3. Chief of Staff's letter ref.548/18/GCS dated 4 January 1945,copy of which is attached lays down the procedure.
As will be observed from the cases in hand, the system is holding up work of vital importance to railway rehabilitation.

4. Simulled requests awaiting reply include following.

Personnel of:	Date sent	
Ferrobeton	16 Jan.45	(repeated 29 Jan.45)
Ferrobeton	20 Jan.45	
Soc.Imprese Industriali	25 Jan.45	
Soc.Prov.-Cannesi	23 Jan.45	
Soc.Ital.d'Lagne	22 Jan.45	
Ferrobeton	25 Jan.45	
Garbuino	25 Jan.45	
Diliente	25 Jan.45	
Argenini	25 Jan.45	
Costr.Induat.e Lav.	25 Jan.45	
Ghella	26 Jan.45	

5. Consequent upon these requests, copy of letter sent by Civil Affairs Section 15 Army Group has been received to-day (29 Jan.45).
This indicates action taken on signal.(Copy attached herew.)

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT: Permits required for civilian contractors to visit Army Areas etc.

1. Considerable difficulty is being experienced in obtaining necessary permission from Civil Affairs, H.Q. 15 Army Group for civilian contractors to I SB, engaged on both military priority and A.C. railway repairs.

2. Time limits are necessarily placed upon the contracts, and the contractors have had to be kept waiting while permission is obtained from 15 Army Group.

3. Chief of Staff's letter ref.518/18/SOS dated 4 January 1945, copy of which is attached lays down the procedure.

As will be observed from the cases in hand, the system is holding up work of vital importance to railway rehabilitation.

4. Signalled requests awaiting reply include following.

Personnel of:	Date sent
Ferrobeton	16 Jan.45 (repeated 20 Jan.45)
Ferrobeton	20 Jan.45
Soc.Ingrese Industriali	25 Jan.45
Soc.Prov.-Cansaci	23 Jan.45
Soc.Ital.d'Lequa	22 Jan.45
Ferrobeton	25 Jan.45
Carbaino	25 Jan.45
Didonio	25 Jan.45
Argnani	25 Jan.45
Costr.Indust.e Lav.	25 Jan.45
Ocalla	25 Jan.45

5. Consequent upon these requests, copy of letter sent by Civil Affairs Section 15 Army Group has been received to-day (29 Jan.45). This indicates action taken on signal.(Copy attached hereto.)

6. In order that future requests may be dealt with more speedily, any arrangements be made please, for an abbreviate system.

7. Would it be possible please to have a security officer appointed in Rome to vet these people.

O.H. Lindberg - Lt. Col.
O.H. LINDBERG,
Lieut-Colonel,
Rail Division.

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Declassified E.O. 12356 Section 3.3/NND No. 785031

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

tel: 451

Ref/548/18/COS 4 January 1945

SUBJECT : Territorial Boundaries - Travel Requests.

TO : Economic Section

1. In regard to requests for permits to circulate, your attentio is drawn to the revised boundaries regarding forward areas Ref.AC/ 14080/7/PS of 31 Dec. 44, this subject.

2. Confusion and delay in granting travel permits has been caused by not forwarding applications to the correct responsible authority. Applications for passes to travel into AMG areas (Florence, Pistoia, Lucca and Apunia Provinces) and AMG 8 Army Areas (Forli and Ravenna Provinces) will be forwarded to the DCCAO at HQ 15 Army Group whereas applications for passes to travel into the below listed provinces will be sent direct to the Regional Commissioner concerned.

Territory under the jurisdiction of AMG(Regional Commissioners):

TOSCANA	ABRUZZI-MARCHE	LAZIO-UMBRIA
LIVORNO	PESARO	PERUGIA
PISA	ANCONA	TERNI
AREZZO	MACERATA	
SIENA	ASCOLI	
GROSSETO		

3. You are requested to make certain that your Sub-Commissions are informed of this current procedure.

/s/ Joseph C.Rively,Maj.
Chief Staff Officer
To the Chief of Staff

Declassified E.O. 12356 Section 3.3/NND No. 785021

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LIVORNO	PESARO	PERUGIA
PISA	ANCONA	TERNI
AREZZO	MACERATA	
SIENA	ASCOLI	
GROSSETO		

3. You are requested to make certain that your Sub-Commissions are informed of this current procedure.

/s/ Joseph C.Rively,Maj.
Chief Staff Officer
To the Chief of Staff

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/o

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS 15TH ARMY GROUP
CIVIL AFFAIRS SECTION
APO 777, U.S. ARMY
Tel: Filnut 157

JBT/drr

Ref: DCCAO/1/5.1

26 January 1945

SUBJECT: Permission to Travel

TO : AMG FIFTH Army

1. Transportation Sub-Commission request permission for the u/m civilians to visit Florence in connection with repair to railway Florence - Arezzo.

Rossi Francesco
Aldo Petrucci
Longo Manfredo
Trotti Clemente
Carrassi Aleesandro

2. Please reply direct to Transportation Sub-Commission. Their reference 030 dated 24 Jan.45.

J. BRUCE THOMPSON
Lt.Colonel
for DCCAO

Copy to : Transportation Sub-Comm.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/oh

200/9/Tn 1

29 January 1945

Dear Mr. Minister:

Thank you for your letter of 25 January. I note with interest that you are making progress in coordinating various transport agencies to serve a common purpose, particularly in the transport of food. It would be a pleasure to attend the next meeting of your committee or, in the event that that may not be possible, to send a representative.

You may be assured that we will do everything possible to cooperate with you in order to obtain best results.

Yours very truly,

MERRITT H. TAYLOR
Director

His Excellency
The Minister of Transport,
Francesco Corabona
Ministry of Communications Building
Piazza della Croce Rossa
Roma

3516

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Rome, 25 th JAN; I945

Object: COMITATO INTERMINISTERIALE per il coordinamento dei trasporti.

To. Mr;MERRIT H. TAYLOR
Allied Commission
Rome

In accordance with the conversation had with you; yersterday I held a meetirg in this Ministry with the Comitato Internazionale permanente, for the coordination of transports.

Therewas at the meeting, representatives of the Ministry of Marina - General Direction of the Merchantile Navy and the Air Ministry, Service of civil Aviation and the Representatives of the Ministry of War and the Food Commissioner.

They all agreed on the Work-Programm layed out, acknowledging the essential importance of helping the transports, and to resolve the most urgent problem of food and governament.

The Commissioner of Food presented the urgent necessity of a liason with the islands of the Continente, for the transportation of food commodities.

While the representatives of the Air Force and Merchantile Marine presented the scarcity of means at their disposal. The representatives of the Navy made clear that the I5 thousand of tonnage at the disposal of the Nation are directly administrated by the C.O.G.E.N.A. and the M.E.D.B.O.; leaving no surplus at the disposal of the administration.

The next meeting of the commitee will be held sometime next week, the day still to be fixed. The topics to be discussed will be:

a) Means at disposal
b) The possibility of increase of means
c) The details of the requests made by the Commissioner of food.

I inform ypu of the above, in order to have your interest in the matter and make possible e connection between the M.E.D.B.O. and the Commitee, and it would make me happy if you will intervene or send a representative at the next meeting.

Yours very truly

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Declassified E.O. 12356 Section 3.3/NND No. 785021

To. Mr. MERRIT H. TAYLOR
Allied Commission
Rome

In accordance with the conversation had with you; yersterday I held a meeting in this Ministry with the Comitato Internazionale permanente, for the coordination of transports.

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Yours very truly

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MINISTERO DEI TRASPORTI · GABINETTO DEL MINISTRO

The Minister
[illegible] Cerabona

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTERO DEI TRASPORTI
GABINETTO

N. U.c.118 B./1695

Risposta al N.

Roma, 27 GEN 1945 gennaio 1945

URGENTISSIMO

OGGETTO: Comitato Interministeriale per il coordinamento dei trasporti.

Mr. TAJLOR
Commissione Alleata
Apo 394
R O M A

A seguito delle conversazioni con Lei tenute ho ieri riunito presso questo Ministero il Comitato Interministeriale permanente per il coordinamento dei trasporti.

Sono intervenuti i rappresentanti del Ministero della Marina - Direzione Generale della Marina Mercantile - e del Ministero dell'Aeronautica - Servizi dell'aviazione civile - oltre che i rappresentanti del Ministero della Guerra e del Commissariato dell'Alimentazione.

Tutti hanno aderito al programma di lavoro annunziato riconoscendo nekxmmdx la essenziale importanza di esso per dar vita ai trasporti e per risolvere i problemi più urgenti di alimentazione e di governo.

Infatti il Commissariato dell'Alimentazione ha fatto presente le sue urgenti necessità di collegamento delle isole al continente per il trasporto di derrate alimentari.

Mentre i rappresentanti dell'Aeronautica e della Marina Mercantile hanno significato la scarsità quasi assoluta di mezzi a loro disposizione, essendosi dal rappresentante della Marina chiarito che le 15 mila tonnellate di stazza lasciate a disposizione del Paese sono direttamente amministrate dal CO.GE.NA. e dal M.E.D.B.O. senza margine alcuno di disponibilità per l'amministrazione stessa.

I lavori del Comitato sono stati rinviati a giorno da fissarsi nella entrante settimana per la trattazione dei seguenti argomenti: a) mezzi disponibili; b) possibilità di aumento di essi; c) precisazione delle richieste del Commissariato dell'Alimentazione.

Comunico quanto sopra sollecitando il suo autorevole interessamento per un possibile collegamento del M.E.D.B.O. col Comitato, lieto se Ella vorrà intervenire di persona o a mezzo di suo rappresentante agli ulteriori lavori del Comitato stesso.

IL MINISTRO 3511
Cerabona

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

188/3/TN 1

27 Jan. '45

Tel: 376

SUBJECT: Office Accommodations

TO : Administration Division
Administration (Accounting Branch)
Movements Division
Road Division
Port & Warehouse Division
Planning Staff (NW only)

1. It is proposed that the following office accommodation changes should be made shortly. Will Chiefs of divisions look at the accommodations allocated to them and make all the necessary plans for moving in. No actual moves, however, will be made until the word "go" is given by the Director or Deputy Director.

2. Keys for new accommodations may be obtained thru Lt.Col. Scoggins to whom inquiries on details should be addressed.

M.B. THOMAS, Colonel,
Deputy Director.

att: (1) Plan for new accommodations.

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DIVISION	TO TAKE OVER Floor	Room	TO VACATE Floor	Room
Deputy Director	6	13		
Administration	6	17 & 18	6	12 & 13
Administration (Accounting Branch)	6A	31 & 39		
Movements	6	12 & 16		
	6A	54, 56, 58		
Road	3A	51, 53, 62 64, 66, 68	6A 6	54, 56, 58 18
Ports & Warehouse	1A	35, 62, 64, 66, 70	6A 6	31, 39 16, 17
Planning Staff (NW only)	1	1, 2, 3		

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Ext. 376 HEADQUARTERS ALLIED COMMISSION AFT/ah
APO 394
TRANSPORTATION SUB-COMMISSION

AC/95/Tn 4 26 January 1945

SUBJECT: Free Travel for Civilian Employees.

TO : AFHQ, G-5

1. Reference your letter 18 January 1945, G-5 091.4-1, it is requested that a decision on this subject be deferred. The whole question of free travel for civilians on the railways is under discussion. The Labor and Wages Control Committee of the Allied Forces Local Resources (Italian) Board has recommended a continuance of the scheme, but the feeling of this Sub-Commission is against it.

2. Letter dated 8 December 1944 headed "Free Conveyance of Civilians Employed Directly by Allied Forces or by Contractors Wholly Working for Allied Forces or by Contractors Wholly Working for Allied Forces" from the Economic Section to AFHQ, G-5, refers, in particular, para. 6.

For the Chief Commissioner:

M. B. THOMAS, Colonel
Deputy Director

cc: 200/TN 1 file

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Declassified E.O. 12356 Section 3.3/NND No. 785021

COPY

Rail Div.

1. This question of free travel is now actively under review and has been considered by Allied Force Local Resources (Italian) Board, Labor and Manpo Control Committee.

2. Director Tn C.C. is against continuance of free travel and decision is now awaited from higher authority.

3. Please hold pending a decision. Raise with me again beginning of February.

24 Jan /s/ M. B. Thomas

(rot'd ltr 23 Jan AC/95/Tn 4 unsigned by Taylor)

3510

MHT/ic

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 489081/220
Our Ref. AC/95/Tn 4

23 January 1945

TO : Acting Deputy Chief of Staff
Economic Section, AC. HQ.

SUBJECT : Free conveyance of Civilians employed directly by Allied Forces or by Contractors wholly working for Allied Forces.

1. Reference your MSPM/ of 8 December 44 to AFHQ. G-5 (copy to this office) will you please say if the recommendation in para 6 "that the entire system of free travel should cease by 31 January 45" has been agreed to?

2. I attach copy of letter from G-5 AFHQ (G-5:091. 4-1) of 18 January asking for free travel on trolley bus service CAUA to PONTECAGNANO but, before replying, will await your answer.

3. Finance Sub-Commission in a letter 23 November 1944 to this Sub-Commission point out administrative and other difficulties connected with this "Free hand" arrangement and I hesitate to extend it to this trolley-bus service before hearing from you.

MERRITT H. TAYLOR
Director

Declassified E.O. 12356 Section 3.3/NND No. 745021

SUBJECT : Free conveyance of Civilians employed directly by Allied Forces or by Contractors wholly working for Allied Forces.

1. Reference your ESPM/ of 8 December 44 to AFHQ. G-5 (copy to this office) will you please say if the recommendation in para 6 "that the entire system of free travel should cease by 31 January 45" has been agreed to?

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MERRITT H. TAYLOR
Director

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED FORCE HEADQUARTERS
G-5 SECTION
APO 512

TBJ/KFM/ahs

G-5: 091.4-1

18 January 1945

SUBJECT: Free Travel for Civilian Employees.

TO : Headquarters, Allied Commission, APO 394.

1. Arrangements were made in October 1944 to operate a trolley bus service between CAVA and PONTECAGNANO to transport some 1200 civilian employees to and from their work at 557 B.O.D. / Base Ordnance Depot

2. These employees have been conveyed free of charge while it appears that no agreement has been made between AC and the Italian Government to concede this privilege.

3. The B.O.D. is one of the largest in the L of C area and the free travel concession has resulted in a considerable improvement in the amount of labour available.

4. It is requested, therefore, that this service be included in the free travel scheme retroactive to the time of its initiation.

For the Acting Asst. Chief of Staff, G-5:

T. B. JACKMAN
Lt. Colonel

Copy to G-4(B)

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Declassified E.O. 12356 Section 3.3/NND No. 785021

PERSONAL and CONFIDENTIAL

Ext. 220 HEADQUARTERS ALLIED COMMISSION MHT/oh
AFO 394
TRANSPORTATION SUB-COMMISSION Phone u89081

26 January 1945

200/6/Tn 1

TO : Regional Commissioner, Southern Region, AC

1. Your letter of 23 January 45 in connection with the train service between Rome and Naples is very interesting and very much appreciated. The question of speeding up this schedule will be the subject of discussion at the next meeting of the Operating Sub-Committee of the Allied Railway Board, and we hope that we may have something favorable to report.

2. In connection with your personal and confidential communication of 24 January, the matter referred to therein is in the hands of Public Safety Sub-Commission. To have no indication up to the present time from Public Safety Sub-Commission that the officer mentioned in your letter is involved.

3. It had been proposed to transfer Major Blair from the Southern Region to Toscana Region, replacing him with Captain Boddy, a very experienced railroad officer from this headquarters. Please let me know your advice on the transfer of officers.

4. It is proposed to assign Colonel Woodger (B) to the Venezia Region for service when liberated, and to assign him as Chief Transportation Officer of the Southern Region for temporary duty. This arrangement is concurred in by the Chief of Staff, AC, and I trust that it will be agreeable to you to have this senior officer in charge of transportation on your staff inasmuch as he has had a rather wide experience in this field.

MERRITT B. TAYLOR
Director

33 U/7

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1704

Declassified E.O. 12356 Section 3.3/NND No. 785021

PERSONAL & CONFIDENTIAL

SOUTHERN REGION
ALLIED COMMISSION

OFFICE OF THE
REGIONAL COMMISSIONER

24 January 1945

My dear Mr. Sawyer.

I am not sure whether you know that among the problems you have inherited is one connected with orange shipments from Reggio. Away back in the late summer of last year, an article appeared in the local paper making serious allegations against Allied officers in Reggio, and insinuating that the allocation of waggon labels was obtained through feminine influence.

I am sure that a complete file on this matter is in existence either in your office or with Public Safety.

In October, Major Blair asked Colonel Vining for a Court of Inquiry to be held to clear himself of these allegations. Colonel Vining, at that time, refused court on the grounds, I believe, that Blair's conduct was not, in fact, attached.

1705

Declassified E.O. 12356 Section 3.3/NND No. 785021

SOUTHERN REGION
ALLIED COMMISSION

OFFICE OF THE
REGIONAL COMMISSIONER

In the meantime, two Italian women have been charged before Italian courts with accepting bribes in respect of waggon labels. The case has been greatly delayed, but I think it will come forward for action shortly.

On the occasion of my recent visit to Reggio, I discussed this matter quite frankly with Major Blair. He is evidently worried over the whole business and would still like to have a Court of Inquiry. I am enclosing for your information, a copy of a personal and confidential letter which I wrote yesterday to Blair, giving him my advice.

For your personal guidance, I have reason to believe, that last summer, Blair was suffering from considerable mental agitation due to family bereavement and he may, have failed to exercise adequate supervision in his office.

1706

Declassified E.O. 12356 Section 3.3/NND No. 785021

SOUTHERN REGION
ALLIED COMMISSION

OFFICE OF THE
REGIONAL COMMISSIONER

In general, he appears to me, to be a responsible officer.

Yours very faithfully

John K. D. Lee

Incls:- As stated above

Mr. Merritt N. TAYLOR,
Director Transportation Sub Commission,
Headquarters Allied Commission,
ROME.

1707

Declassified E.O. 12356 Section 3.3/NND No. 785021

PERSONAL & CONFIDENTIAL

SOUTHERN REGION
ALLIED COMMISSION

OFFICE OF THE
REGIONAL COMMISSIONER
23 January 1945

I have received your letter of the 13 January enclosing a copy of your request for a court of inquiry.

After my return from Reggio, I discussed the matter with Dawson, my Regional Legal Officer who, as you probably realised, journeyed with me to Reggio in order to look into the case in which two women are involved. He tells me that it is by no means certain that your name will be brought into evidence in the civil case. On the other hand, he has also made to me the important point, that inasmuch as legal proceedings are already in train against these two women, it would be unfair to them for us to hold an independent inquiry which might prejudge their case.

I am sympathetic to your point of view and appreciate your wish to have the matter rapidly disposed of. On the other hand, I feel that the point brought forward

1708

Declassified E.O. 12356 Section 3.3/NND No. 785021

SOUTHERN REGION
ALLIED COMMISSION

OFFICE OF THE
REGIONAL COMMISSIONER

by Dawson is a reasonable one, and that I should be guided thereby. We will arrange to have the civilian case watched in the Allies interest.

I hope you will accept the course which I have suggested.

Major W.F. BLAIR,
Div. Supt. In Sub Comm,
Reggio Province,
Catanzaro Zone, A.C.
C.M.F.

t

Brigadier J. K. DUNLOP, CBE, MC, TD,
Regional Commissioner,
Headquarters, Southern Region,
Allied Commission,
C.M. F.

Dear Mr. Taylor.

23 January 1945

I thought you might be interested to know that I went down to Naples Station both, last night and this morning, to watch the arrival and departure, respectively, of the first passenger train between Naples and Rome. There was a good and representative attendence of officials at both ceremonies and, as you know, the Minister of Communications Comm: CERABONA, travelled down on the train yesterday and was present to see it off this morning.

The local station authorities had achieved very considerable success in tidying up the station and in decorating it very gayly with flags, flowers etc. The train did not run full to capacity. I think this may be very largely due to the fact that the travelling public has not yet fully appreciated the service.

You know that the present timing is a very lengthy one and I gather from discussions which I had this morning with the Commanding Officer, 701 Railway Grand Division and with Comm CERABONA that it should be possible to reduce quite substantially the time taken on the journey. I think we should aim at bringing the train into Naples, and for that matter to Rome, before the hours of darkness. That would mean for example that the train would leave at 0800 hours in the morning and arrive not later than 1730 hours in the afternoon. I feel that this should be possible and I leave it with confidence in your good hands.

Please come down and visit us some time, but let me have a little warning because I am frequently on tour and I should like to be here to greet you.

Yours faithfully,

Mr. Merritt A. TAYLOR,
Director, Transportation Sub-Commission,
Headquarters, Allied Commission,
C.M.F.

JKD/jh

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Yours faithfully

Mr. Merritt H. TAYLOR,
Director, Transportation Sub-Commission,
Headquarters, Allied Commission,
C.M.F.

JKD/jh

3506

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MRIT/hl

Tel: 220

200/4/TN 1

25 Jan. '45

TO : Finance Sub-Commission

1. Confirming verbal conversation, I have been advised by the Minister Cerbona that the requisitioning authority with the Italian Government is the Prefect of Rome.

MERRITT H. TAYLOR.
Director.

3505.

Declassified E.O. 12356 Section 3.3/NND No. 785021

200

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

24 Jan. '45

INTER-OFFICE MEMORANDUM

TO: Administration officer.

1. Effective immediately, all incoming mail for Room 9/11 will be placed in the in-tray on the desks of the secretaries.

MERRITT H. TAYLOR,
Director.

3504

(2)

3

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ADVISORY COUNCIL MEETING
8 September 1944.

Transportation Problems in Italy

An article in the "Stars and Stripes" of a few days ago on conditions in France, stressed not only shortage of food, but "shortage of transport". This must be expected in the wake of the Armies and is the condition in Italy.

The enemy, on occupying the country, takes over railroads, locomotives, rolling stock, trucks, shipping and other transportation facilities. In order to impede the enemy, our Armies bomb the bridges, both rail and highway, rail-yards, shops, shipping etc. In turn the enemy, in retreat, destroys everything he can of what is left.

If both Armies are successful in these missions, the transportation system of the country is completely wrecked. It is true that as our Army advances, its engineers build temporary bridges with incredible speed, relay railroad tracks, repair roads and soon have our Army supply lines in operation. However, these are only lines deemed essential for the Army's own lines of communications. Branch rail lines and sidings are cannibalised to get material for the main lines. Further the rail lines rebuilt are vital to the Army and must be utilised to their maximum for their Military supplies.

Therefore those charged with the movement of food, medical and other supplies for the civil population are faced with a transportation problem that is a real challenge. In addition, orders are that the country must be fed from local resources to the maximum extent possible, in order to reduce imports to the minimum and save shipping. Our transport problem therefore includes the large movement of food supplies from surplus areas to deficit areas that is required in order to feed the Italian people.

The maximum we can get of tonnage by rail, schooners, coasters and highway vehicles is required to move civil supplies. Railways must carry the heavy long haul tonnage. This movement is largely over Military lines and our officers must "bid" for such space at AAI weekly "movement" meetings. These regular contacts have

Declassified E.O. 12356 Section 3.3/NND No. 745021

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3503

Declassified E.O. 12356 Section 3.3/NND No. 783031

To improve this situation we have followed a policy of rehabilitating rail lines in rear areas as rapidly as possible; in Sicily all main lines are now in use again and rail service available completely around the island. The effect of this increase in service and diminished Military demand, is indicated in Sicily's July tonnage figures of 104 000 tons, total of which 80 000 tons were civil supplies or over 80%. In Sardinia there was little war damage except at Cagliari, so that present rail service is adequate. The same policy has been followed in repairs of rolling stock and car shops available are rapidly getting repairable freight cars back in service. In Sicily, rail-roads are even showing an operating profit with the large increase in civilian movement.

Highway transport is essential for shorter hauls, collection and distribution of supplies, movements beyond rail heads in forward areas and harvest's requirements. Comparatively few trucks were found on the mainland orin Sicily. It was necessary early this year to augment the local transport, so orders were issued allocating 1000 trucks to ACC; deliveries commenced in February, however, final delivery to complete the total of 1000 was only made in August. An additional 500 trucks have been loaned, so we have in service now some 1500 W.D. vehicles, all on the mainland.

It is difficult to give you a comprehensive picture of the trucking in a limited time, therefore only some of the more important points are mentioned briefly. Trucks require drivers, mechanics, machine shops, garages, tyre replacements, batteries, spare parts and personnel to organise and supervise their operations and maintenance.

ACC. does not have personnel for all these operations. Organised Italian Commercial Trucking Companies are few in southern Italy and their shops and garages if not destroyed, have generally been requisitioned by the Army. Parts are scarce, tyres nil.

In Sicily, a trucking company called INT, affiliated with the Railroad, still had some thirty trucks left and the nucleus of its organisation. It was taken under control of Region AMG. Captured Italian Military trucks were secured from the Army and added to the INT fleet, so that it now operates some 700 trucks and handles the major part of the highway hauling under an approved tariff of charges.

Early in the year the Italian Government was urged to reorganise the trucking operations on the mainland, but with a new Ministry it was impossible to get the necessary action so we had to go ahead.

Truck pools were formed in provinces, bringing into them

Declassified E.O. 12356 Section 3.3/NND No. 780031

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Early in the year the Italian Government was urged to reorganise the trucking operations on the mainland, but with a new Ministry it was impossible to get the necessary action so we had to go ahead.

Truck pools were formed in provinces, bringing into them local Italian Companies whose small fleets were augmented by W.D. vehicles. In other areas where hauling companies were not available, our transport officers organised provincial truck pools with W.D. vehicles and such few local trucks that could be found. Italian drivers, mechanics and other personnel were hired and repair shops established with what tools could be secured by requisition.

Declassified E.O. 12356 Section 3.3/NND No. 785021

All these operations are on a commercial basis and charges are based on a standard tariff. After many months urging, this tariff has been established by decree of the Italian Government.

We have adopted a policy of not requisitioning trucks; that only causes them to disappear. Instead we register them and get them into operation by their owners on a commercial basis applying this standard tariff. "Pools" are established and movements controlled under our supervision, so that priority supplies, such as food, can be assured of transport. This plan is working successfully and Rome now has all its trucking of civil supplies handled by Italian trucks. In Florence theplan was inaugurated promptly on occupation and eighty local trucks were put in operation in a few days. When the Italians find we are not requisitioning their trucks, many more will be brought out of hiding. It is not possible to secure more W.D. vehicles now and northern Regions, when occupied, must largely depend on the effectiveness of this plan.

When truck transport is in such short supply, it is obvious that truck movements must be controlled in order that food and other priority supplies may be moved.

I have read a number of local newspaper articles advocating "freedom of truck movements", but if this were done, prices would soar, so that only monied classes could buy and equitable distribution of food would be impossible. Trucks would burn up large quantities of petrol on long hauls to Apulia to bring back wine to Rome at large profits rather than haul potatoes.

To establish a uniform system of control, a plan has been worked out with the Italian Ministry of Communications for the organisation called the "Ente Nazionale Auto-Trasporti di Cose" (ENAC). Its operations are on the provincial level under a provincial Commission. Under this decree, recently published, the truck owners declare their vehicles and operate in the provincial "truck pool" under the standard tariff and transport goods according to the priority established by the Commission. Standard form work tickets are used. Truck pools already established can be turned over to ENAC as soon as it is organised to take them.

Before closing I wish to make a brief statement about schooners which are controlled by MEDBO. Much greater tonnage of our civil supplies should be handled by schooners and coasters, however we have had the same difficulties, i.e. that the Military have been allocated almost all the tonnage.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Before closing I wish to make a brief statement about schooners which are controlled by MEDBO. Much greater tonnage of our civil supplies should be handled by schooners and coasters, however we have had the same difficulties, i.e. that the Military have been allocated almost all the tonnage.

Until recently we had only 13 000 tons; this was increased to 27 000 tons, however we have insisted that this water transport must be provided if we are going to supply Italy from local resources. We reached an agreement at the meeting at AFHQ last week on this principle and we expect to move not less than 50 000 tons in the next month. This means use of Liberty or other large ships for some of the movement.

3502

Declassified E.O. 12356 Section 3.3/NND No. 785021

The end of Military operations should bring substantial relief by reducing Military transport requirements, however, Italy will have to have extensive Railway rehabilitation, additional shipping and thousands of trucks, tyres, batteries and parts to restore its transportation system to take care of its reasonable requirements.

"Shortage of Transport" is not only the first cry from France, but the cry from everywhere; U.S. and U.K. are short of transport, particularly trucks, tyres and parts; obviously transport is short in Italy also and will be for a long time.

D.C. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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D.S. ADAMS
Colonel, C.E.
Director, Tr.Sub.Comm.

1720
Declassified E.O. 12356 Section 3.3/NND No. 759021

TC1/b1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our References: ACC/Tn/324.
Date : 2 Sept.'44.

Tel.220.

TO : Economic Section

SUBJECT: Reporting movement of Supplies.

1. Your reference EC/42 of the 1 September '44.
Replying to your letter on the above subject advising the necessity of very clearly outlining "to all Regional Commissioners the reporting mechanism required as to transportation needs as well as declaring surplus and deficit positions in the Region food scenes", advise that the transportation position is as follows.

2. This subject divides itself into two parts as follows:

a) The declaring of surplus and deficit positions in regard to supply which should include not only food supplies but at least other major items, as for example charcoal.

b) Method of reporting requirements for the movement or transport of supplies.

3. It is emphasised that the reporting mechanism for Rail movements is well established and is a matter of routine with all regional and provincial supply officers.

Rail movements are handled in accordance with ACC transportation memorandum No.1 of 27.4.44, copy of which is attached.

4. Schooner movements are entirely under control of MMSO and as this agency now requires centralised bidding for all schooner movement, it was necessary to send out a directive on the matter in order to secure movement requirements for September. This is covered by the directive ACC.Tn/52 of 9.8.44, copy of which is attached.

As the result of this directive, some 90 000 tons of bids were received from Regions and Sub-Commissions for September movement. These have been presented to the I.S.M. meeting of the

Declassified E.O. 12356 Section 3.3/NND No. 759021

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Rail movements are handled in accordance with MAC transportation Memorandum No.1 of 27.4.44, copy of which is attached.

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As the result of this directive, some 90 000 tons of bids were received from Regions and Sub-Commissions for September movement. These have been presented to the F.C.S. meeting of the 2 September at Caserta. The specific bids accepted for schooners will be passed by NAMMO to BOSSAF for their movement.

ES/42 attached

3301

Declassified E.O. 12356 Section 3.3/NND No. 785021

Another directive will be set out this month with instructions for the handling of schooner movement for the month of October; the terms of this directive will depend on the results obtained at this P.O.M. meeting.

D.S. ADAMS
Colonel, C.M.
Director, Tn.Sub.Comm.

Incl: (2)
(1).ACC/Tn/52 dtd.3 Aug.'44.
(2).ACC/Tn/Memorandum No.3 dtd.27 Apr.'44.

Declassified E.O. 12356 Section 3.3/NND No. 785021

D.S. ADAMS
Colonel, C.S.
Director, In.Sub.Comm.

Incls. (2)
(1).AGC/In/52 dtd.9 Aug.'44.
(2).AGC/In/Memorandum No.3 dtd.27 Apr.'44.

3500

Declassified E.O. 12356 Section 3.3/NND No. 785021

1725

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel: 415

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

AGA/mrh

1 September 1944

ES/42

MEMO

SUBJECT : Reporting Movement of Supplies.

TO : Colonel Adams
: Colonel Legg

1. Pursuant to the Regional Commissioners' Meeting, it appeared evident to me that it was necessary for us to VERY clearly outline to all Regional Commissioners the exact reporting mechanism which we require both as to transportation needs as well as declaring surplus and deficit positions in the regional food scenes.

2. I am not sure what the shift from AAI to AFHQ means in relation to any plan that we now have, but assuming they are not affected, I would request you to sketch out clearly but briefly the method which the field is to follow.

3. The object of this message is to clearly state a coordinated reporting mechanism thus eliminating any confusion which now exists, but it is not intended that we should change our present pattern.

4. I regret to ask you to give this significant priority but I am late on my promise to the field with this memorandum. Please bear with me and let me have your combined memorandum by Monday at 4:00. I shall be glad to have you call me when you meet if need be.

A. G. Antolini
Executive Director 3499
Economic Section.

DSA/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

AFTC/3

Our Ref: ACC.Tn/E/1.
Tele.220 Date : 29 August 1944.

TO : Under Secretary of State
for Foreign Affairs

SUBJECT: Transportation

Excellency,

Your letter of the above reference has been received and your point of view in this matter is appreciated. These are matters of which the ACC is greatly interested and to which time and attention is being devoted.

Taking up the salient points in order as mentioned in your letter, it is unfortunate that President Bonomi has been informed that there is " an almost total absence of petrol for the transportation of food stuffs to Rome".

Petrol, of course, must be carefully rationed, however, there are from 500 - 800 trucks being supplied with petrol for the transport of food stuffs to Rome, and this you will agree, means the issue of a substantial amount of petrol. Food supplies, (potatoes for example), are already being brought from Abruzzi and Marche regions and it is expected that these movements will increase.

Your second point covers the matter of grape harvest in the Puglie, which of course has been the subject of previous correspondence and is also a matter of deep concern to the ACC.

There is a lack of transportation to move this wine, however, it is due to heavy Military priority in railway movement as well as movement by ships. We have been endeavouring to move as much as possible, but certainly it cannot be given a higher priority than Military supplies at this period of the war. While we may be able to make some increase in the movement, it is already obvious that there is no prospect of being able to move a substantial percentage of the large quantity of wine now on hand in the Puglie.

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With this information, it is felt that the Italian Government may desire to take such relief measures as it may deem appropriate, to improve the economic situation of the people in the Puglie.

3498

Declassified E.O. 12356 Section 3.3/NND No. 785021

In regard to naptha for harvesting, advise that we recently obtained an increase in the issue for this purpose.

Both the Italian Government and the ACC have a mutual interest in these problems and we are sure your Government is eager to take any steps on its part that will improve the situation; in this connection it is suggested that there has been pending for many months, the passage of a decree establishing a "Consorzio dei Trasporti", the effect of which will be to bring in to the transportation of food and other priority supplies all of the available civil transport.

No doubt, President Bonomi will desire to accelerate the passage of this decree, as the means of increasing transportation service.

The ACC has now established a policy of not requisitioning Italian trucks, but instead one to get them back into service on a commercial basis and in operation by the Companies owning them. This policy has been partially successful, however the Italian Government could be extremely helpful in this matter by giving wider publicity to this programme including the purposes of the "Consorzio dei Trasporti"mentioned above.

Assuring you of our cooperation in solving this problem.

WILLIAM O'DWYER
Brig.Gen. U.S.A.
Vice President
Economic Section

Declassified E.O. 12356 Section 3.3/NND No. 759021

been pending for many months, the passage of a decree establishing a "Consorzio dei Trasporti", the effect of which will be to bring in to the transportation of food and other priority supplies all of the available civil transport.

No doubt, President Bonomi will desire to accelerate the passage of this decree, as the means of increasing transportation service.

The ACC has now established a policy of not requisitioning Italian trucks, but instead one to get them back into service on a commercial basis and in operation by the Companies owning them. This policy has been partially successful, however the Italian Government could be extremely helpful in this matter by giving wider publicity to this programme including the purposes of the "Consorzio dei Trasporti"mentioned above.

Assuring you of our cooperation in solving this problem.

WILLIAM O'DWYER
Brig.Gen. U.S.A.
Vice President
Economic Section

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Declassified E.O. 12356 Sec. 3.3/NND No. 785031

File 400

Il Sottosegretario di Stato
per gli Affari Esteri

1/222

Rome, 13 AGO 1944

HQ AFHQ, APO 394
612 Mil y Gen.
Rec'd 14 Aug 1944
By SPAR

Declassified E.O. 12356 Section 3.3/NND No. 785001

Dear Admiral,

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

I summarize hereunder the most salient points :

I. - An almost total absence of petrol for the transportation of foodstuffs to Rome. Almost all the nearby provinces would be able to satisfy the requirements of the Roman population if there was a minimum of transportation, which is, instead, almost totally lacking. It would be, above all, urgent and necessary to allow transportation from the Abruzzi and Marche provinces.

2. - The grape harvest is imminent. It is already foreseen a ruinous price for grapes of 50 lire per quintal. Owing to this price, producers will, almost certainly, abandon the harvest. The state of unrest among the population throughout Apulia is serious, owing to the fact that many categories of people are interested in the outcome of the crop. In this instance also, lack of transportation is the only cause of the crisis.

3. - Throughout the Provinces, naphtha is lacking for the harvesters, with consequent serious effects in the agricultural field and on the food situation.

Obviously, military exigencies come before any other consideration. However, a minimum of provisions in favour of the civil populations is also necessary.

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

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

Yours sincerely,

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Yours sincerely,

P. Tittoni-Venosta

Admiral Ellery W.Stone,U.S.N.R.
Acting Chief Commissioner,
Allied Control Commission.
R C M E.

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GTSC/4

ALLIED CONTROL COMMISSION
Transportation Sub Commissio . 30 August 44

SUBJECT: TRANSFER OF THE ITALIAN STATE RAILWAYS BY THE DIRECTOR GENERAL MILITARY RAILWAY SERVICES TO THE SUPERVISION OF TRANSPORTATION SUB COMMISSION ACC

Below are given quotations from pertinent General Orders and Directives relating to the functions and responsibilities of the Transportation Sub Commission ACC:-

1. GENERAL ORDERS NO 60 DATED 22 OCTOBER 43
"Development and Operation of all Italian State Railways"

(i). Brigadier General CARL R. GRAY, Jnr, Director General, Military Railway Service, this Headquarters, will be responsible for the rehabilitation, technical development and operation of all Italian State and prvately owned railways, except for those portions which may from time to time be returned to civil operation under the supervision of the Transportation Sub Commission of the Allied Control Commission.

(ii) In the reconstruction and operation of the Italian Railways the Director General will be governed by priorities established by this headquarters, presently represented on the mainland of Italy by the Deputy Chief Administrative Officer, Advanced Administrative Echelon, AFHQ, who will co-ordinate and present to the Director General the railway requirements of Allied Forces and of all Italian civilian and military users".

2 ADMINISTRATIVE MEMORANDUM NO 76 DATED 9 NOV 43.

(5b). The responsibilities of the Transportation Sub Commission ACC will be concerned with the control, supervision, and operation of Italian Railways only on those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation section, Allied Military Government, or the Transportation Sub Commission. (Reference is made to para 1, General orders No 60, this HQ).

(7d) To ~~[illegible]~~ make such arrangements for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in para (5b) above.

3. EXTRACTS FROM MEMORANDUM OF INFORMAL MEETING HELD IN OFFICE OF DIRECTOR GENERAL MILITARY RAILWAY SERVICE 31 JANUARY 44:

"General Gray indicated desirability of additional officers, [illegible] need for these railways by the

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(7d) To ~~REPRESENT~~ make such arrangements for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in para (5b) above.

3. EXTRACTS FROM MEMORANDUM OF INFORMAL MEETING HELD IN OFFICE OF DIRECTOR GENERAL MILITARY RAILWAY SERVICE 31 JANUARY 44:

"General Grey indicated desirability of additional officers, against the day when need for these railways by the operation forces would cease, when direction would be turned over to ACC.
General Grey indicated shortage of supervisory officers in MRS and stated he would be glad to see ACC officers of superintendent type experience at Reggio Calabria."

continued.

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4. ALLIED FORCE HEADQUARTERS AG 453 4GDS - O 10 April 44

Subject: Supervision and Control of Railway Operation in Occupied Italy.
Commander in Chief Allied Armies in Italy
(Administrative Echelon)

(1.) A unified system of supervision and control of railway operation will be brought into effect as soon as practicable in such parts of Italy as are now, or may be in the future, occupied by the Allied Military Forces.
The unified system will be based on the Divisional system already in force on those section of the Railway in Italy at present operated by or under the control of, the United States Military Railway Service.

(4.) In order to obtain the necessary flexibility in the future employment of military railway units, both US and British, the Director General, Military Railway Service, will, in agreement with HQ AAI, establish a policy of an early and progressive substitution of civil for military operation of successive sections of the railway.
Arrangements will also be made by Headquarters, AAI, to ensure that whenever Military Railway units are withdrawn from any specific area, Movement Control personnel are available to maintain staff supervision and control in that area over those sections of the railway operated by the civilian Railway Organisation but still vital to Allied Military requirements.
WHEN THE RETENTION OF SUCCESSIVE SECTIONS OF THE RAILWAY CEASES TO BE VITAL TO ALLIED MILITARY REQUIREMENTS, THE NECESSARY MEASURES OF SUPERVISION AND CONTROL WILL BE EXERCISED BY THE ALLIED CONTROL COMMISSION AS ENVISAGED IN GENERAL ORDER NO 60 DATED 9 NOV 43.

By Command of General Wilson.

5. EXTRACT OF MEMORANDUM OF MEETING HELD ON FRIDAY 5 MAY 44 BETWEEN COLONEL ADAMS, VICE PRESIDENT, ECONOMIC SECTION, LT COL DINING, DIRECTOR, TR TRANSPORTATION SUB COMMISSION, AND BRIGADIER GENERAL CARL GRAY, DIRECTOR GENERAL, MILITARY RAILWAY SERVICE.

In order that the Transportation Sub Commission will be in a position to take over the supervision of portions of the Railway; the immediate scheme broadly speaking is for Transportation Sub Commission Officers

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In order that the Transportation Sub Commission will be in a position to take over the supervision of portions of the Railway; the immediate scheme broadly speaking is for Transportation Sub Commission Officers to understudy the working of the Division with the object of preparing themselves to take over when the D.G.M.R.S. staff is withdrawn, and meanwhile to render what assistance the DG requires as directed by him. It will be the duty of the Transportation Sub Commission to keep in close contact with Movements and render all assistance in the efficient and expeditous movement of military traffic, also to ACC traffic, the essential movement of civilian traffic.

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CONTINUED.

MEMORANDUM ISSUED FROM HQ ALLIED CONTROL COMMISSION, TRANSPORTATION SUB COMMISSION DATED 30 JUNE 44
SUBJECT: TRANSFER OF DIVISIONS OF THE ITALIAN STATE RAILWAYS FROM THE ORGANISATION UNDER THE JURISDICTION OF THE DIRECTOR GENERAL MILITARY RAILWAY SERVICE TO ACC

The above memorandum, which defined the duties of Transportation Sub Commission Divisional Superintendents, was sent to the DGMRS for his approval, and his reply is quoted below:-

"I have no comments to make on the set up as it is in perfect keeping with my thoughts, but I do offer the following suggestion in carrying out the operations and functions of the Transportation Sub Commission: We have found that it is best not to try to interfere with the Italian details of operations when supervising their running of the railroads, but to tell them what to do and let them do it in their own manner, supervising to see that it is done within the time required rather than trying to mix either British or American methods with the Italian methods. We have found that it does not work.

"We have got to really take over the railroad completely and operate it by British or American methods entirely, or else let the Italians run it under their own methods as to details. If your ACC men will care to be governed by our experience, I am sure you will have greater success than if too much detail or direction is provided by your representatives."

7

LETTER WRITTEN BY DIRECTOR, TRANSPORTATION SUB COMMISSION TO DIRECTOR GENERAL MILITARY RAILWAY SERVICE 16 JULY 44, WITH COPY OF REPLY.

"I am of the opinion that it is desirable that nominations of ACC personnel for specific posts should be made, in order to be fully prepared for any sudden developments which may cause speedy transfer of the railways from the Military Railway Service to civilian administration and operation under ACC supervision. In these circumstances, I am nominating Major V. R. Powers to be Divisional Superintendent in the Naples area, and he will receive instructions similar to those given to the Reggio Superintendent. Reports from Sardinia suggest that there is a prospect that railways on the Island may soon cease to operate under military Direction. Perhaps you will kindly be able to confirm this, for I have in mind the immediate transfer of Lt. Col. C. H. Lindberg from Sicily to Sardinia if such is the case, in order that he may study the situation.

In the Locomotive engineering sphere, I intend to point

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LETTER WRITTEN BY DIRECTOR, TRANSPORTATION SUB COMMISSION TO DIRECTOR GENERAL, MILITARY RAILWAY SERVICE 10 JULY 44, WITH COPY OF REPLY.

"I am of the opinion that it is desirable that nominations of ACC personnel for specific posts should be made, in order to be fully prepared for any and on developments which may cause speedy transfer of the railways from the Military Railway Service to civilian administration and operation under ACC supervision. In these circumstances, I am nominating Major V. R. Bowers to be Divisional Superintendent in the Naples area, and he will receive instructions similar to those given to the Reggio Superintendent. Reports from Sardinia suggest that there is a prospect that railways on the Island may soon cease to operate under Military Direction. Perhaps you will kindly be able to confirm this, for I have in mind the immediate transfer of Lt. Col. C. H. Lindberg from Sicily to Sardinia if such is the case, in order that he may study the situation.

In the Locomotive engineering sphere, I intend to appoint Major Baister, already attached to your office, as Chief Mechanical Engineer, and as Reggio is now handed over, it may be desirable for him to visit the Division from time to time.

For Civil Engineering, I am dividing the country into two parts, North of Rome and Rome, and the South and Islands. In the Southern Area I am appointing Major A.H. Streeter who is at present attached to your Office in Rome. Consequent upon arrival of this Sub Commission in Rome, he will become

continued.

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responsible for Civil Engineering work in the Southern area, including private lines, and such re-construction as is necessary on a long term basis.
In all cases where the operation of the Railway in all its phases comes under the jurisdiction of ACC technical officers, the Italian State Railway Official s will be expected to carry out their duties in accordance with their own methods, and ACC officers will merely indicate what our requirements are. I will be much obliged if you will please express your views on my intended policy, in order that I can proceed with the issue of the necessary instructions and make arrangements".

Reply from D.R.G.M.S.

Acknowledgment is made of your letter of the 10th, ACC W/5 on the subject of the transfer of railways for operation by Italian State Railways.

In concur fully in your nomination of specific officers for specific posts, and am glad to accept new nominations that you may offer for training on any part of the Italian State Railways still under the control of the Director General, and which, under the provisions of General Order No 60 and Administrative Memorandum 67, will at some mutually agreeable date be returned back to private operation under ACC supervision.

The sooner specific m en are chosen for specific jobs, and placed thereon for training and observation, the quicker a satisfactory organisation can be acquired and this will have a deciding effect upon the speed with which the Director General will feel justified in recommending the Compartimenti be returned to private control under ACC Supervision.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

14 August 1944.

MEMORANDUM FOR UNRRA

1. The major problems in the field of transportation are involved in the movement of civil supplies from ports to interior depots for distribution and the movement of supplies, largely food from surplus to deficit areas.

2. The required movements must be made by rail road, motor trucks or schooners. Practically all rail-road lines were seriously damaged including the destruction of numerous bridges etc. The Army only repaired the lines essential to its lines of communications. All tonnage movements on these lines are centrally controlled and A.C.C. must compete for movements with the Army requirements which always have priority. This makes it difficult in the major part of Italy to move other than the minimum and essential civil supply requirements.

3. During periods of important tactical operations, there is entailed heavier demand of rail transport, so that for such periods none is available for A.C.C.

4. Motor trucks are required to augment rail movement, including all movements forward of rail heads, for local and provincial distribution from rail or truck heads or Ports.

5. Our enemies have taken a large part of the Italian trucks, the Italian Army has a substantial number, the use of the balance available for haulage of civil supplies is greatly limited by shortage of gasoline, tyres, spare parts, maintenance tools and equipment, and further, the fact that the Military has had to appropriate to their use most of the garages and machine shops.

6. There is available a reasonable number of schooners and coasters, however these are also centrally controlled by NAMMO and Military requirements also have priority. Efforts to obtain the exclusive use for civil supply of even smaller schooners, have so far been unsuccessful. In all of these operations we have

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6. There is available a reasonable number of schooners and coasters, however these are also centrally controlled by [illegible] and Military requirements also have priority. Efforts to obtain the exclusive use for civil supply of even smaller schooners, have so far been unsuccessful. In all of these operations we have been greatly handicapped by the very limited number of Allied personnel made available to us.

7. Some of the steps taken by A.C.C. to solve these problems follow:

In connection with the Italian Government, there is under way extensive rehabilitation of rail-road lines. This is subject to some restriction due to availability of materials, however is making progress, for example: - by September 10, all of the main lines in Sicily will be in operation; also some important

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connections will be completed on the Peninsula. Electrified lines are being operated with steam locomotives pending longer term rehabilitation of electric power facilities.

8. In connection with motor trucks, all repair parts have been "frozen" and are issued under control of A.C.C. Tyre repair and retreading plants have been put in operation, also a small amount of tyres are being manufactured, utilising a small supply of material remaining on hand.

9. Local truck owners are being encouraged to resume operations under favourable contracts on a commercial basis; this with considerable success and superior to requisitioning methods; for example: - the supply of fresh foods for Rome and its distribution is all brought in and distributed by Italian trucks, making possible the withdrawal of Military vehicles. A standard tariff has been put in operation in order to encourage the resumption of commercial truck transport in all rear areas and a central organisation under Government control is under way in order to bring all local trucks into local pools for the hauling of priority civil supplies. About one thousand M.T. trucks have been secured from Army sources and manned by Italian drivers.

10. For the future the end of the War will bring much relief from the present shortage in transport. Priority for movement of Military supply will rapidly decrease with corresponding increase in availability of transport facilities for movement of civil supply. Further destruction in the great industrial area north of the Apennines would stop and the obvious benefits to transportation result.

11. While advance of Armies to the North brings a certain amount of relief of Port and Rail transport facilities in southern areas, it brings additional transport demands for the newly liberated areas.

12. Until the close of the War, there will be an extremely short supply of gasoline, tyres, parts, maintenance tools and equipment also trucks. These are in short supply in both U.S. and U.K. for civil requirements there. It is obvious that we will have difficulty in the filling of our tyre requisitions when U.S. is short over 50% of their tyre requirements for Commercial needs and movement of supplies for Military use is effected.

D.S.ADAMS

Declassified E.O. 12356 Section 3.3/NND No. 785021

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D.S.ADAMS
Colonel, G.S.
Tn.Sub.Comm.

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