

ACC 10000/148/261

542/TN/1

TRANSFER TO THE ITALIAN GOVERNMENT MINISTRY OF TR

THE ASSETS OF I.N.T. IN SICILY

Dec. 19

THE ITALIAN GOVERNMENT MINISTRY OF TRANSPORT,

S OF I.N.T. IN SICILY

Dec. 1944 - Ap. 1946

COPY

MEMO

DCM/tn

Transportation S/Commission

3 July 1945

Reference : AC/542/Tn.1

Subject : Transfer of INT (Sicily) to Italian Government.

To : The Chief, Roads Division.

1. The transfer of INT (Sicily) to the Italian Government has been duly completed with effect from 13 June 45.
2. Three copies of the schedules of properties transferred are available at this office for distribution - one copy having been passed to Finance S/Commission.
3. It is desired to place on record that these detailed schedules were produced in less than three weeks by INT and this was possible only by virtue of the high standard of efficiency found existing within the organisation, by the diligence and energy of its Director General Dr. Salini and by the cooperation and assistance rendered by the three representatives of the Italian Government - Drs. Macclari Aldo, Mondì Giovanni and Rotondi Umberto.
4. It is the opinion of the undersigned, that Dr. Salini possesses a profound knowledge of the operation of road transportation, that he is a very competent official and that, given the opportunity, he is capable of rendering an important service to Italy in the matter of advising upon, planning or ~~organising~~ organising road transportation undertakings throughout the country.

(Sgd) D. G. MOYNE Major R.A.
Roads Division

2447

COPY

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB COMMISSION

Tel. 220

MHT/al

542/5/TN 1

2 June 1945

His Excellency Cerabona,
Minister of Transport
Rome.

Dear Mr. Minister,

The Allied Commission proposes transfer of title to the Italian Government of a certain number of War Department trucks and trailers. The Allies will raise a charge against the Italian Government in dollars and/or pounds sterling for this property.

An Allied officer, accompanied by a representative of the Minister of Treasury and a representative of the Ministry of Transport will survey each truck pool now operating within liberated Italy - Checking each truck and other property to be transferred. Each representative of the Ministry accompanying the Allied officer will be authorized to receive and render receipt for all property referred to in para 1 which is transferred.

Immediately upon completion of transfer of the property in each truck pool, or as soon thereafter as the Allied Commission deems feasible, all Allied supervision will be withdrawn and the full responsibility for the efficient operation of said truck pools will thereafter rest with the Italian Government.

At a meeting between Mr. G. G. Gross, chief of the Roads Division, Transportation Sub-Commission, Allied Commission and the Ministry of Transport, it was agreed that the same personnel now operating the truck pools will be retained by the Italian Government for the continued operation of each pool. This decision was reached when it was realized that (1) the Italian Government had no organization set up to operate such a large trucking undertaking and (2) the personnel now operating said truck pools were familiar with the problems of their respective pools and (3) the personnel in each of the truck pools have a proven record of efficient operation.

It was also agreed between Mr. Gross and the Ministry of Transport that the personnel of each truck pool was to receive five (5) per cent of the gross revenue of their respective truck pools and that this five (5) per cent is to be over and above their salaries received at present or that some other arrangement satisfactory to the truck pool operators will be made by the Ministry of Transport. It was decided that a contract covering

- 2 -

this will be made between the groups operating the truck pools and the Italian Government, said contract to cover a period of at least one year and to contain a renewal clause. This contract will be made to each truck pool immediately upon the transfer of the property of that truck pool to the Italian Government.

All property mentioned in para 1 will operate within the province in which it was located at the time of transfer to the Italian Government.

The method of procuring spare parts to service the trucks affected by this transfer will be taken up with the Allied Commission at a later date.

Yours very truly,

MERRILL H. TAYLOR
Director.

Copy to : Brig. General McKinley,
Economic Section.

Mr. G. G. Gross, Chief
Roads Division, Tn.S/C.

2444

2445

COPYHEADQUARTERS ALLIED COMMISSION
APO 394

LEGAL SUB COMMISSION

AC/4.014/4/L

25 Feb. 45

Subject : Transfer to the Italian Government, Ministry
of Transport, the Assets of INT, Sicily.

To : Transportation Sub Commission.

1. We have examined the draft of proposal to the Italian Government transmitted with your letter 540/26/Tn.1 of 21 Feb. 45.
2. The transaction seems entirely proper. We are not advised however, with respect to the organization and legal structure of the INT and we should like to be consulted when you have obtained the complete information regarding it.
3. We understand that the proposed agreement will take the form of an exchange of letters between you and the Minister of Communications. The draft proposal submitted to us is in substantially proper form. We have the following suggestions:
 - (a) The contemplated acceptance by the Italian Minister should be countersigned by the President of the Council of Ministers and you should request this in your letter of transmittal. The signature of the President is necessary since the Italian Government cannot legally assume obligations on the Authority of the Minister alone.
 - (b) The estimated value referred to in paragraph 2 should be fixed at the time the proposal is accepted. It is suggested that a clause be added providing for a suitable way to establish this value and the estimated values can then be made a part of the schedules referred to in para 6.
 - (c) We should prefer para 4 to be reworded as follows:
"The Italian Government will agree that until the expiration of a period of six months after the cessation of the state of war between Italy and Germany, these vehicles.....etc"
 - (d) We assume the term "Allied Government" used in para 3 should be in the plural number.
 - (e) We should prefer an additional provision to be added to para 3, to read as follows:

/ "The Italian....."

24643

- 2 -

"The Italian Government will also assume liability for any claims which may be made against the Allied Commission, IAT or their representatives, and which may have arisen during the period of operation by IAT and will further agree to indemnify them for, and hold them harmless against such claims."

(SGD) E. L. PALAUERI
Major, Spec. Res.
Acting Chief Counsel,
for Chief Legal Advisor.

2443

COPY

HEADQUARTERS ALLIED COMMISSION
APO 39.
TRANSPORTATION SUB) COMMISSION

MHE/hl

Tel: 220

540/26/TN.1

21 Feb. 45

Subject : Transfer to the Italian Government,
Ministry of Transport, the Assets
of INT in Sicily.

To : Legal Sub Commission.

1. In connection with proposed withdrawal of Allied Commission in Italian Government territory, it is desired to turn over all of interests of the Allies in INT Sicily to the Italian Government, Ministry of Transport.
2. Attached draft of proposal to the Italian Government has been prepared by the Chief Accountant, Finance Sub Commission and is concurred in by Transportation Sub Commission.
3. Request is made for opinion of Legal Sub Commission as to the propriety of this transaction and to the proposed form.

MERRIT H. TAYLOR
Director.

encl : (1) Draft of proposal.

2442

COPYDRAFT

Subject : Transfer to the Italian Government, Ministry of Transport,
Assets of INT, Sicily.

To :

1. The Istituto Nazionale Autotrasporti, hereinafter referred to as INT, is in possession of approximately 600 motor trucks which were captured from the Germans and Italians.
2. It is the desire of the Allied Commission that the above mentioned trucks be handed over to, and become the ~~property~~ property of the Italian Government forthwith. The Italian Government will make no immediate cash payment for the vehicles but the Allied Governments reserve their rights eventually to raise a charge against the Italian Government for the estimated value thereof.
3. It is desired that the Italian Government, immediately on the transfer of the trucks, shall also take over all the assets (including the accumulated profits) and liabilities of the INT and that thereafter the Allied Commission and the Allied Government will have no further financial responsibilities of any kind in connexion therewith.
4. The Italian Government should agree that during the war with Germany and six months thereafter, that these vehicles be operated in the same efficient manner they are now operated and under the present operating management.
5. It should further be agreed by the Italian Government that these vehicles will be operated only in the Island of Sicily, or provinces of Cosenza, Catanzaro, Lamezia, Potenza, and Reggio Calabria, unless otherwise agreed by the Allied Commission.
6. A schedule of the trucks to be handed over is attached in duplicate. This schedule should be verified by your representatives, one copy thereof signed by you and returned to us as acknowledgment that the vehicles listed thereon have been received by you. In order that the transaction may be recorded in the books of the Allied Commission, we shall raise a provisional charge of Lt. 1 against the Italian Government which will be a premoneria account only.
7. If you are in agreement with the above proposals, please notify us.

TO BE SIGNED BY ECONOMIC SECTION

19 February 1945
HCC/adm

2440

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fm

AC/542/Tn.1

25 April 1946

SUBJECT : Vehicles - I.N.T. Sicily.

TO : Ministry of the Treasury
Italian Government
Rome.

1. Reference is made to your letter, Ref.W.1221180, dated 20 April 1946, subject, I.N.T. Sicily.
2. This headquarters has not authorized any of the subject vehicles to be returned to the original owners and has no intentions of making such authorizations.
3. Whether a vehicle is to be returned to the original owner or not is strictly a matter for the Italian Government to decide.

WALTER P. SCOGGINS
Lt. Colonel, GEC.
Director.2440
2123

TRANSLATION

From : Ministry of Treasury.
Italian Government.

Ref.N.1221180

Rome, 20 April 1946

SUBJECT : I.N.T. Sicily.

TO : Allied Commission, Transportation S/C
Rome.

The motor vehicles in Sicily, managed by the I.N.T., and property of the Allied Commission, were assigned to Italian Government according to agreement reached on June 13th, 1945, as it is known to that Office.

The Allies have already given back some vehicles managed by I.N.T. to their respective owners, and taken steps in order to settle about 70 similar cases, the vehicles belonging to I.N.T. included vehicles supposed to be given back to their owners.

Some of the owners then submitted requests ^{to this ministry} for return of vehicles ~~to this Ministry~~. For instance Mr. Puddu Antonio asked for the motor-car "Lancia 3 Ro", registered under N° ME 5789, chassis N°2224, Motor N°2342, which is one of the vehicles assigned by the Allies to the Italian Government, according to the agreement of June 13th, 1945.

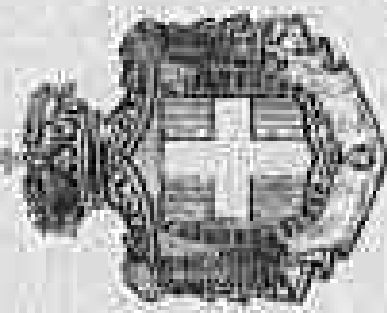
If the a/m person should have this car, this Ministry will remove it from the list of cars turned over to Italian Government, as these cars are being paid for by this Ministry.

The Minister

2439

Mod. 35

In. no. 20 aprile 1946



Ministero del Tesoro
RAGIONERIA GENERALE DELLO STATO

ISPETTORATO GENERALE
PER GLI AFFARI ECONOMICI

Alla COMMISSIONE ALLEATA

- Sottocommissione dei Trasporti
- Sottocommissione delle Finanze

Divisione XIX
Prot. N. 122180 Allegato

Risposta a nota del

OGGETTO : I.N.T. Sicilia

Come è noto a codesta Commissione, con accordo in data 13 giugno 1945, vennero trasferiti al Governo italiano gli automezzi esistenti in Sicilia gestiti dall'I.N.T. di proprietà della Commissione Alleata.

In quell'occasione, tenendo conto del fatto che gli Alleati avevano già restituito agli originari proprietari qualche automezzo gestito dall'I.N.T. ed in considerazione che erano in corso di espletamento circa 70 pratiche relative ad analoghe restituzioni - in esse comprese quelle concernenti gli autocarri di proprietà dell'I.N.T. - venne compilato, contemporaneamente al verbale di consegna, un elenco degli automezzi di probabile restituzione ai proprietari.

Alcuni di questi proprietari hanno ora avanzato formale richiesta a questo Ministero per avere in restituzione quegli automezzi considerati di loro proprietà.

Fra gli altri ha avanzato richiesta di restituzione il Signor Puddu Antonino per ottenere l'autocarro Lancia 3 Ro già

OGGETTO : I.N.T. Sicilia

Come è noto a codesta Commissione, con accordo in data 13 giugno 1945, vennero trasferiti al Governo italiano gli automezzi esistenti in Sicilia gestiti dall'I.N.T. di proprietà della Commissione Alleata.

In quell'occasione, tenendo conto del fatto che gli Alleati avevano già restituito agli originari proprietari qualche automezzo gestito dall'I.N.T. ed in considerazione che erano in corso di espletamento circa 70 pratiche relative ad analoghe restituzioni - in esse comprese quelle concernenti gli autocarri di proprietà dell'I.N.T. - venne compilato, contemporaneamente al verbale di consegna, un elenco degli automezzi di probabile restituzione ai proprietari.

Alcuni di questi proprietari hanno ora avanzato formale richiesta a questo Ministero per avere in restituzione quegli automezzi considerati di loro proprietà.

Fra gli altri ha avanzato richiesta di restituzione il Signor Puddu Antonino per ottenere l'autocarro Lancia 3 Ro, già targato ME 5789, telaio n.2224, motore n.2342.

L'autocarro in questione figura tra quelli passati in proprietà dalle Autorità alleate al Governo italiano col cennato accordo del 13 giugno s.a.

Si desidererebbe conoscere se, nel caso fosse dimostrato il buon diritto dell'originario proprietario alla restituzione del-

min/

l'autocarro, codesta Commissione Allesta escluderà l'automezzo stesso da quelli per i quali lo Stato italiano dovrà procedere alla regolazione finanziaria nei riguardi degli Alleati.

IL MINISTRO

Paladini

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHI/al

542/5/11 1

2 June 1945

His Excellency Carabona,
Minister of Transport,
ROME.

Dear Mr. Minister:

The Allied Commission proposes transfer of title to the Italian Government of a certain number of war Department trucks and trailers. The Allies will raise a charge against the Italian Government in dollars and/or pounds sterling for this property.

An Allied officer, accompanied by a representative of the Ministry of Treasury and a representative of the Ministry of Transport will survey each truck pool now operating within liberated Italy - checking each truck and other property to be transferred. Each representative of the Ministry accompanying the Allied officer will be authorized to receive and render receipt for all property referred to in para. 1 which is transferred.

Immediately upon completion of transfer of the property in each truck pool, or as soon thereafter as the Allied Commission deems feasible, all Allied supervision will be withdrawn and the full responsibility for the efficient operation of said truck pools will thereafter rest with the Italian Government.

At a meeting between Mr. G.G. Gross, Chief of the Roads Division, Transportation Sub-Commission, Allied Commission and the Ministry of Transport, it was agreed that the same personnel now operating the truck pools will be retained by the Italian Government for the continued operation of each pool. This decision was reached when it was realized that (1) the Italian Government had no organization set up to operate such a large trucking undertaking and (2) the personnel now operating said truck pools were familiar with the problems of their respective pools and (3) the personnel in each of the truck pools have a proven record of efficient operation.

24376

- 2 -

It was also agreed between Mr. Gross and the Ministry of Transport that the personnel of each truck pool was to receive five (5) per cent of the gross revenue of their respective truck pools and that this five (5) per cent is to be over and above their salaries received at present or that some other arrangement satisfactory to the truck pool operators will be made by the Ministry of Transport. It was decided that a contract covering this will be made between the groups operating the truck pools and the Italian Government, said contract to cover a period of at least one year and to contain a renewal clause. This contract will be made to each truck pool immediately upon the transfer of the property of that truck pool to the Italian Government.

All property mentioned in para. 1 will operate within the Province in which it was located at the time of transfer to the Italian Government.

The method of procuring spare parts to service the trucks affected by this transfer will be taken up with the Allied Commission at a later date.

Yours very truly,

MERRITT H. TAYLOR,
Director.

copy to: Brig. General McKinley,
Economic Section.

Mr. G.G. Gross, Chief,
Food Division, Th. B/C

2436

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
APO 394
SOTTO-COMMISSIONE TRASPORTI

MHT/41

Tel: 220

542/5/TH 1

2 Giugno 1945

A Sua Eccellenza Gerabona,
Ministro dei Trasporti,
ROMA

Caro Signor Ministro:

La Commissione Alleata propone di trasferire al Governo Italiano la proprietà di un certo numero di autocarri e rimorchi delle Forze Armate. Per tale proprietà gli Alleati addebiteranno al Governo Italiano una somma in dollari e/o in sterline.

Un Ufficiale Alleato, accompagnato da un rappresentante del Ministero del Tesoro, e da un rappresentante del Ministero dei Trasporti, procederà all'inventario di ciascun Truck Pool (Centro Automobilistico) operante attualmente entro l'Italia liberata, controllando ciascuna autocarro ed ogni altro bene da trasferirsi. Ognuno dei rappresentanti ministeriali che accompagneranno l'Ufficiale Alleato sarà autorizzato a trasferirsi, come indicato all'Art. 1.

Non appena il trasferimento di proprietà di ciascun Truck Pool (Centro Automobilistico) sia completato, ovvero non appena, dopo di ciò, la Commissione Alleata, lo reputi conveniente, ogni ingerenza Alleata verrà ritirata, e da quel momento in poi, la piena responsabilità del buon funzionamento del detto Truck Pool (Centro Automobilistico) sarà assunta dal Governo Italiano.

In una riunione fra Mr. G.C. Gross, Capo della Divisione Trasporti Stradali - Sottocommissione dei Trasporti - Commissione Alleata ed il Ministro dei Trasporti, fu convenuto che lo stesso personale che attualmente gestisce i Truck Pools (Centri Automobilistici) sarà dal Governo Italiano mantenuto in servizio per continuare la gestione di ciascun Truck Pool (Centro Automobilistico). A tale decisione si addivenne, essendosi riconosciuto che: (1) il Governo Italiano non dispone di alcuna organizzazione già in funzione atta a gestire una così vasta impresa di

21354

- 2 -

autotrasporti; (2) il personale che attualmente gestisce i detti Truck Pools (Centri Automobilistici) e al corrente dei problemi dei rispettivi pools (centri); e, (3) il personale di ciascun Truck Pool (Centro Automobilistico) ha già dato prova di efficace funzionamento.

Fu anche convenuto fra Mr. Gross ed il Ministro dei Trasporti che il personale di ciascun Truck Pool (Centro Automobilistico) dovrà ricevere il 5% (cinque per cento) dell'introito lordo del rispettivo Truck Pool (Centro Automobilistico) e che questo 5% (cinque per cento) dovrà essergli corrisposto in aggiunta alle retribuzioni da esso percepite attualmente, e che qualche altra disposizione soddisfacente per gli esercenti Truck Pool (Centro Automobilistico) sarà adottata del.

Fu deciso che fra il Governo Italiano ed i Gruppi che gestiscono i Truck Pools (Centri Automobilistici) verrà stipulato un contratto comprendente le suddette clausole, e che tale contratto avrà durata non inferiore ad un anno, e conterrà una clausola di rinnovo. Tale contratto sarà stipulato per ciascun Truck Pool (Centro Automobilistico) all'atto del trasferimento di proprietà di esso Truck Pool (Centro Automobilistico) al Governo Italiano.

Tutti i beni indicati nell'Art. 1 verranno fatti funzionare entro la Provincia in cui si trovavano al momento del trasferimento al Governo Italiano.

La procedura per il rifornimento di parti di ricambio per la manutenzione degli autocarri, oggetto del trasferimento, verrà discussa in seguito con la Commissione Alleata.

Sinceramente suo.

MERRITT H. TAYLOR,
Direttore.

copy to: Brig. General McKinley,
Economic Section

Mr. G.G. Gross, Chief,
Road Section, Tn. S/C

2636
2635

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/h1

542/4/TW 1

25 May 1945

My dear Mr. Minister:

It is our desire to turn over the INT in Sicily to the Italian Government at the earliest possible date. In order to complete this transaction, it is necessary for you to comply with the terms of Mr. Antolini's recent letter in the preparation of your acceptance. Our future plans for turning over of additional highway vehicles to the Italian Government are tied in with the consummation of the turning over of INT in Sicily so that an active motor truck subsidiary of ISR will be in existence as we had previously agreed.

Sincerely yours,

MERRITT H. TAYLOR,
Director.

His Excellency Cerabona,
Minister of Transport,
ROME.

2432

2433

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
APO 394
SOTTO-COMMISSIONE TRASPORTI

MHT-hl

Tel: 220

542/4/TN 1

25 Maggio 1945

Caro Signor Ministro:

E nostro desiderio affidare al Governo Italiano in Sicilia, al più presto possibile, l'Istituto Nazionale Trasporti. Per compiere questo trasferimento è necessario che lei si attenga al contenuto della recente lettera del Signor Antolini che la preveniva di tale consegna. Ogni futuro piano riguardante il passaggio al Governo Italiano di ulteriori veicoli è connessa all'adempimento della consegna dell'Istituto Nazionale Trasporti in Sicilia, cosicché si costituirà a complemento delle Ferrovie dello Stato, come è già stato stabilito precedentemente, un attivo organismo motorizzato.

Sinceramente Suo,

MERRITT H. TAYLOR,
Direttore.

A Sua Eccellenza Cerabona,
Ministro dei Trasporti,
ROMA

1431

2432

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/h1

5 July 1945

Doctor Ugo La Malfa,
Minister of Transport,
Rome

My dear Dr. La Malfa:

The enclosed letter is forwarded for
your information.

Yours very truly,

MERRITT H. TAYLOR,
Director.

1 encl: ltr. 3 Jul 45

2431

2430

542/

MEMO

DCM/fm

Transportation Sub-Commission

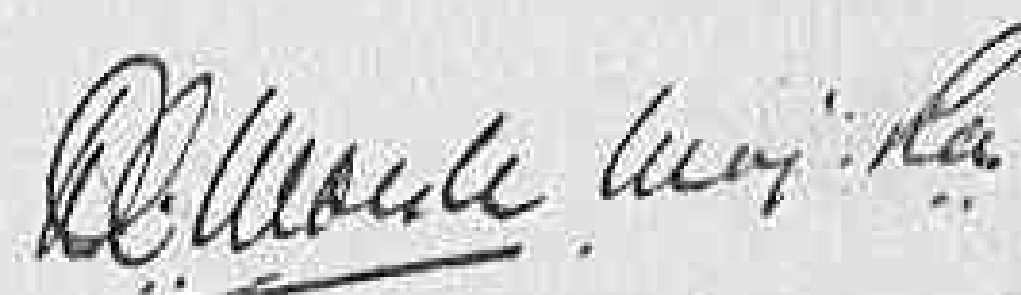
3 July 1945

REFERENCE : AC/542/TN 1

SUBJECT : Transfer of INT (Sicily) to Italian Government

TO : The Chief, Roads Division

1. The transfer of INT (Sicily) to the Italian Government has been duly completed with effect from 13 June 45.
2. Three copies of the schedules of properties transferred are available at this office for distribution - one copy having been passed to Finance Sub-Commission.
3. It is desired to place on record that these detailed schedules were produced in less than three weeks by INT and this was possible only by virtue of the high standard of efficiency found existing within the organization, by the diligence and energy of its Director General Dr. Salini and by the cooperation and assistance rendered by the three representatives of the Italian Government - Drs. Macciani Aldo, Mondi Giovanni and Rotondi Umberto.-
4. It is the opinion of the undersigned, that Dr. Salini possesses a profound knowledge of the operation of road transportation, that he is a very competent official and that, given the opportunity, he is capable of rendering an important service to Italy in the matter of advising upon, planning or organising road transportation undertakings throughout the country.

D.C. MOYLE Major R.A.
Roads Division

2:30

Alleg. n. 2

N.1292 di prot.

Regusa 7 luglio 1944

AL SIG. VACCARINO SALVATORE

V I T T O R I A

Per ordine del locale Comandante della Polizia Alleata abbiamo ritirato l'autocarro FIAT 621-N targa R.G.2076-motore 324003946 telaio N.001012 - inefficiente per la mancanza degli accumulatori e di n.2 camera d'Aria. -

ISTITUTO NAZIONALE TRASPORTI

F.to Baielli. Direttore I.N.T.

2429

Ally. n. 3

REALE AUTOMOBILE CIRCOLO D'ITALIA

Sede Provinciale di RAGUSA

Autocarro Fiat 621Ntarga 2076 RG motore 324003946 telaio 001012

ESTRATTO GENERALE CRONOLOGICO

- I Addi 11/12/943 R.P. 408 F.3 Sulla base della licenza di circolazione N.2076 RG registra l'autoveicolo sopra identificato a nome Mongioli Matteo di Rosario res.Vittoria Via Trieste 14 e trascrive la dichiarazione di vendita bollata con L.30 in data 15/11/943 dal Governo Militare Alleato rilasciata del Territori Occupati per il prezzo di L.18.000 fatto annotamento sulla licenza di circolazione. Il conservatore del R.R.A.F. to PAPPALARDO
- 2 Addi 10/5/944. La Commissione Alleata di Controllo di Ragusa comunica che il veicolo sopra descritto è stato ripreso dalla A.C.C. e passato all'I.M.T. che lo gestisce per conto della A.C.C. IL Conservatore del P.R.A.F. F.to PAPPALARDO.

Ragusa 29/1/945

IL CONSERVATORE DEL P.R.A.

F.to

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

GST/hgd

AC/3/25/TH.6

16 May 1945

SUBJECT : Mr. Vaccarino Salvatore
Derequisitioning of Truck Fiat 621 license plate RG 2076.

TO : Ministry of Communications,
General Inspectorate of Civil Motorization and Transports
in Concension.

1. Reference your letter 128/4000/12/7 dated 5 May 1945, a representative of the Transportation Sub-Commission; Roads Division will shortly pay a visit to Palermo and will discuss this matter with the responsible authorities.

G. S. Franklin
for G. G. BRUCE Jr.,
Chief Roads Division *File*

2427

2428

W

BC/gg

TRANSLATION

MINISTRY OF COMMUNICATIONS
General Inspectorate of Civil Motorization
and Transports in Concession

Serv. III - Office : C.L.G.

Ref : 128/4000/12/7

Enclosure : 3

Rome 5/5/1945

TO : ALLIED COMMISSION
VIA VENETO - ROME-

SUBJECT : Mr. VACCARINO SALVATORE
Derequisitioning of Truck Fiat 621 license
plate RG 2076

Reference to an application dated April the 23rd, which we attach hereto, Mr. VACCARINO SALVATORE of late NUNZIO, living at VITTORIA (Ragusa), has requested the returning of the truck Fiat 621 license plate RG 2070, motor N° 324003946, frames N° 001012 which has been requisitioned on the 7th of July 1945 by the "ISTITUTO NAZIONALE TRASPORTI" of Ragusa by order of the local ALLIED POLICE COMMAND (enclosure N° 2).

The Vaccarino has based his request saying that owing to the mentioned requisitioning, which is the third done to him, his economic possibilities have been so reduced that at present he cannot anymore support his family.

Thus in accordance with the made agreements, owing to which it has been issued the lieutenantacy Law Decree dated 1st February 1945 N° 46 published in the "GAZZETTA UFFICIALE" of March the 10th 1945, we beg that Commission to let us know if it will accept the application of Mr. VACCARINO in regard to the derequisitioning of the mentioned truck.

We attach hereto :-

1 Copy of the application of Mr. VACCARINO

1 Copy of the requisitioning folio issued by the
"ISTITUTO NAZIONALE TRASPORTS OF RAGUSA"

1 Copy of the records of the mentioned Truck Fiat
621 issued by the RACI provincial office of

Reference to an application dated April the 23rd, which we attach hereto, Mr. VACCARINO SALVATORE of late NUNZIO, living at VITTORIA (Ragusa), has requested the returning of the truck Fiat 621 license plate RG 2070, motor N° 324003946, frames N° 001012 which has been requisitioned on the 7th of July 1945 by the "ISTITUTO NAZIONALE TRASPORTI" of Ragusa by order of the local ALLIED POLICE COMMAND (enclosure N° 2).

The Vaccarino has based his request saying that owing to the mentioned requisitioning, which is the third done to him, his economic possibilities have been so reduced that at present he cannot anymore support his family.

Thus in accordance with the made agreements, owing to which it has been issued the lieutenantacy Law Decree dated 1st February 1945 N° 46 published in the "GAZZETTA UFFICIALE" of March the 10th 1945, we beg that Commission to let us know if it will accept the application of Mr. VACCARINO in regard to the derequisitioning of the mentioned truck.

We attach hereto :-

1 Copy of the application of Mr. VACCARINO

1 Copy of the requisitioning folio issued by the
"ISTITUTO NAZIONALE TRASPORTI OF RAGUSA

1 Copy of the records of the mentioned Truck Fiat
621, issued by the RACI provincial office of
Ragusa.

THE MINISTER
(sgd illegible)

2426

ENCLOSURE N° 1

TO : MINISTRY OF COMMUNICATIONS
General Inspectorate of Civil Motorization
and Transports in Concession
Rome

SUBJECT : Application concerning a requisitioned vehicle

The undersigned VACCARINO SALVATORE of late NUNZIO, living in VITTORIA (Ragusa) at via Goito N° 12 submits the following application to the Ministry of Communications in order that this one may request to the Allied Control Commission of Ragusa the de-requisitioning of a vehicle which has been requisitioned by the POLICE, owing to orders of the Commission, and which has been assigned to the Istituto Nazionale Trasporti of Ragusa, which operates it on behalf of the ENAC. The vehicle which belonged to Mr. Vaccarino Salvatore and for which derequisitioning has been requested, has the following data :-

TRUCK FIAT 621 license plate R.G 2076 Motor N° 324003946
FRAME no. 001012. The vehicle is not efficient owing to lack of accumulators and of two inner tubes.

Mr. Vaccarino points out that with the requisitioning of said truck (it is the third one which has been requisitioned to him) he has been reduced to beggary, having spent all his money to reoperate this last vehicle hoping to earn some money to support his children. At present he is unable to give even a piece of bread to his children and thus he requests that his application should be taken in great consideration.

Then in his COMUNE and exactly at VITTORIA, many persons which own three or four trucks have been spared by those requisitionings, while I, who am a poor workman, has to support this act which ended all my hopes.

I attach hereto :

1. a receipt issued by the Istituto Nazionale Trasporti of Ragusa.
2. Records of the vehicle according to the Provincial RACI of Ragusa.

2425

application to the Ministry of the Interior, this one may request to the Allied Control Commission of Ragusa the de-requisitioning of a vehicle which has been requisitioned by the POLICE, owing to orders of the Commission, and which has been assigned to the Istituto Nazionale Trasporti of Ragusa, which operates it on behalf of the ENAC. The vehicle which belonged to Mr. Vaccarino Salvatore and for which derequisitioning has been requested, has the following data :-
TRUCK FIAT 621 license plate R.G 2076 Motor N° 324003946
FRAME no. 001012. The vehicle is not efficient owing to lack of accumulators and of two inner tubes.

Mr. Vaccarino points out that with the requisitioning of said truck (it is the third one which has been requisitioned to him) he has been reduced to beggar, having spent all his money to reoperate this last vehicle hoping to earn some money to support his children. At present he is unable to give even a piece of bread to his children and thus he requests that his application should be taken in great consideration.

Then in his COMMUNE and exactly at VITTORIA, many persons which own three or four trucks have been spared by those requisitioning, while I, who am a poor workman, has to support this act which ended all my hopes.

2425

I attach hereto :

1. a receipt issued by the Istituto Nazionale Trasporti of Ragusa.
2. Records of the vehicle according to the Provincial RACI of Ragusa.
3. Copy of the purchasing act in order to specify the origin of the truck.

Best regards.

sgd VACCARINO SALVATORE
of late Nunzio
Via Goito N° 12
VITTORIA
(Ragusa)

Vittoria 23rd April 1945

ENCLOSURE Nº 2

Ref : 1292

Ragusa 7 July 1945

TO : Mr. VACCARINO SALVATORE

V I T T O R I A

By order of the local Command of the ALLIED POLICE
we have requisitioned the truck Fiat 621, license plate R.G.
2076, motor 324003946, frame N° 001012, which was not
efficient owing to lack of accumulators and of 2 inner - tubes.

ISTITUTO NAZIONALE TRASPORTI

(sgd BAINELLI)

Director of I.N.T.

2424

ENCLOSURE N° 3

ROYAL AUTOMOBIL CLUB OF ITALY
PROVINCIAL OFFICE
RAGUSA

TRUCK FIAT 621 LICENSE PLATE 2076 RG MOTOR 324003946 FRAME 001012

EXTRACT

1. 11/12/1942 R.P. 408 T.3. According to the circulating license N° 2076 RG it is registered the above mentioned vehicle under the name of MONGIOVI MATTEO di ROSARIO, living in VITTORIA at Via Trieste 14 and it is copied the selling act (with a stamp of 30 lires) issued on the 15/11/1943 by the AMG for the price of 10.000 lires which has been noted on the circulating license. The manager of the P.R.A.F. sgd. PAPPALARDO.
2. 10/5/944. The ALLIED CONTROL COMMISSION of Ragusa has informed that the mentioned vehicles has been taken again by the A.C.C. and assigned to the I.N.T., which is operating it on behalf of the ACC. The manager of the P.R.A.F. sgd. PAPPALARDO.

RAGUSA 29/1/1945

THE MANAGER OF THE P.R.A.

sgd.

IGM239

Roma, 15/5 1945



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

UFFICIO COMMISSIONE ALLIATA

Via Veneto

ROMA

Divisione III UFFICIO G.L.C.

Prot. N. 128 / 14.000.100.000 3

Respectfully, del

Dir. Gen. M.P.

OGGETTO: Sig. VACCARINO Salvatore.

Derequisizione di autoveicolo Fiat 621 targato RG.2076

Con istanza in data 23 aprile 1945, allegata in copia, il sig. VACCARINO Salvatore fu Munzio, da Vittoria (Ragusa) ha chiesto la restituzione dell'autoveicolo Fiat 621 targato RG 2076, motore n. 324003346, telaio n. 01012, requisiti gli il 7 luglio 1944 dall'Istituto Nazionale Trasporti di Ragusa su ordine del locale Comandante della Polizia Alleata (v. allegato n. 2), Istituto che in atto lo gestisce per conto della A.C. (alleg. N. 3).

Il VACCARINO ha motivato la sua richiesta adducendo che, in seguito alla requisizione di cui trattasi e che è stata la terza operata nei suoi confronti, ha avuto ridotto le sue capacità economiche in misura tale da non potere, ora, soddisfare le minime esigenze di vita

2422

Con istanza in data 23 aprile 1945, allegata in copia, il sig. VACCARINO Salvatore su incarico, da Vittoria (Ragusa) ha chiesto la restituzione dell'autoveicolo Fiat 521 targato AG 2576, motore n. 324003946, telaio n. 001012, requisiti agli il 7 luglio 1944 dall'Istituto Nazionale Trasporti di Ragusa su ordine del locale Comandante della Polizia. Allente (v. allegato n. 2), Istituto che in atto lo gestisce per conto della A.C. (allegato n. 3).

Il VACCARINO ha motivato la sua richiesta adducendo che, in seguito alla requisizione di cui trattasi e che è stata la terza operata nei suoi confronti, ha avuto ridotto le sue capacità economiche in misura tale da non potere, ora, soddisfare le minime esigenze di vita della propria famiglia.

Ciò stante e con riferimento agli accordi intercorsi, in conseguenza dei quali ebbe luogo l'emissione del Decreto Legge Luogotenenziale 1 febbraio 1945

2422

n.46, pubblicato sulla G.U. del 10 marzo 1945 n.30, si prega codesta On. Commissione di far conoscere se intende aderire alla richiesta del VACCARINO di restituzione del suddetto autocarro requisitogli.

Si Allegano:

- 1 copia della domanda prodotta dal VACCARINO
- 1 copia della ricevuta di requisizione rilasciata dall'Istituto Nazionale Trasporti di Ragusa:
- 1 copia dell'estratto generale cronologico dell'autocarro Fiat 521 di cui trattasi, rilasciato dalla Sede Provinciale del R.A.C.I. di Ragusa.

IL MINISTRO

De Longuis

1545
5245

MINISTERO DELLA COMUNICAZIONI = ISPettorato Generale
DELLA AUTORIZZAZIONE CIVILE E DEI
TRASPORTI IN CONCESSIONE = ROMA =

Ally. n: 1

OGGETTO: Richiesta di un auto requisito.

Il sottoscritto VACCARINO Salvatore fu Nunzio residente a Vittoria (Ragusa) in Via Goito N.12, avanza la presente richiesta affinché codesto Ministero possa intercedere presso la Commissione Alleata di Controllo di Ragusa avendo questa dato ordine alla Polizia di requisire il suo camion che fu passato all'Istituto Nazionale Trasporti di Ragusa e che tuttora detto Istituto lo gestisce per conto dell'A.C.C. l'auto di proprietà del signor VACCARINO Salvatore il quale spera che gli venisse di nuovo restituito porta i seguenti dati:

Autocarro "Triat" 621 = targa R.G. 2076= motore N. 324003948.

Telaio N. 001012 = inefficiente per mancanza degli accumulatori e di N.2 camere d'aria. Il VACCARINO fa presente che con la requisizione di suddetto camion (E non è il primo che gli è stato tolto ma il terzo) si trova addirittura sul lastrico, avendo per quest'ultimo speso tutti i suoi risparmi e sopportati sacrifici non indifferenti, dovendo pagare tuttora ancora di quelle somme che a suo tempo fece portare l'autocarro atto a poter guadagnare un pezzo di pane ai suoi bambini. Al giorno d'oggi questo pezzo di pane alle sue creature gli viene meno ed implora che la presente richiesta venga letta con i migliori intendimenti nonchè esaudita.

Inoltre nel suo Comune e precisamente Vittoria molti signori, propriari di tre o quattro camion furono lasciati inosservati a detta requisizione, mentre io povero operaio ho dovuto subire simile atto che era tutta la mia speranza.

Uniti alla presente allego:

1o) Ricevuta rilasciata dall'Istituto Nazionale Trasporti di Ragusa copia conforme all'originale.

che fu passato all'Istituto Nazionale Trasporti di Ragusa e che tuttora detto Istituto lo gestisce per conto dell'A.C.O. L'auto di proprietà del signor VACCARINO Salvatore il quale spera che gli venisse di nuovo restituito porta i seguenti dati:

Autocarro "Fiat" 621 = targa R.G. 5076 = motore N. 334003946.

Telaio N. 001013 = inefficiente per mancanza degli accumulatori e di N. 2 camere d'aria. Il VACCARINO fa presente che con la requisizione di suddetto camion (E non è il primo che gli è stato tolto ma il terzo) si trova addirittura sul lastrico, avendo per quest'ultimo speso tutti i suoi risparmi e sopportati sacrifici non indifferenti, dovendo pagare tuttora ancora di quelle somme che a suo tempo fece portare l'autocarro atto a poter guadagnare un pezzo di pane ai suoi bambini. Al giorno d'oggi questo pezzo di pane alle sue creature gli viene meno ed implora che la presente richiesta venga letta con i migliori intendimenti nonchè esaudita.

Inoltre nel suo Comune e precisamente Vittoria molti signori, propriari di tre o quattro camion furono lasciati inosservati a detta requisizione, mentre io povero operaio ho dovuto subire simile atto che mi ha tolto la mia speranza.

Uniti alla presente allego:

- 1o) Ricevuta rilasciata dall'Istituto Nazionale Trasporti di Ragusa copia conforme all'originale.
- 2o) Estratto generale cronologico rilasciato dal Reale automobili Circolo Sede Provinciale di Ragusa.
- 3o) Copia dell'atto di compere el fine di specificare le origini dell'autocarro.

Con osservanza.

E. fo VACCARINO Salvatore
fu Nuzio Via Goito 12 Vittoria
(Ragusa)

Vittoria 23 aprile 1945

ally. n. 2

N.1292 di prot.

Ragusa 7 luglio 1944

AL SIG. VACCARINO SALVATORE

V I T T O R I A

Per ordine del locale Comandante della Polizia Alleata abbiamo ritirato l'autocarro FIAT 621-N targa R.G.2076-motore 324003946 telaio H.001012 - inefficiente per la mancanza degli accumulatori e di n.3 camera d'Aria. -

ISTITUTO NAZIONALE TRASPORTI

F.to Baielli. Direttore I.N.T.

2420

REALZ AUTOMOBILE CIRCOLO D'ITALIA

Sede Provinciale di RAGUSA

Autocarro Fiat 621Intarga 2076 RG motore 324003946 telaio 001012

ESTRATTO GENERALE CRONOLOGICO

I Addì 11/12/943 R.P. 408 P.3 Sulla base della licenza di circolazione N.2076 RG registra l'autoveicolo sopra identificato a nome Mongiovì Matteo di Rosario res.Vittoria Via Trieste 14 e trascrive la dichiarazione di vendita bollata con L.30 in data 15/11/943 dal Governo Militare Alleato rilasciata dei Territori Occupati per il prezzo di L.10.000 fatto annotamento sulla licenza di circolazione. Il conservatore del R.R.A.F. to PAPPALARDO

2 Addì 10/5/944. La Commissione Alleata di Controllo di Ragusa comunica che il veicolo sopra descritto è stato ripreso dalla A.C.C. e passato all'I.N.T. della Lo gestisce per conto della A.C.C. Il Conservatore del P.R.A.F. F.to PAPPALARDO.

Ragusa 22/4/945

2419

IL CONSERVATORE DEL P.R.A.

F.to

atly. 2.3

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

31 May 1945

SUBJECT: Closing of A.C. Transportation Office-Palermo
TO : Dott. Angelo Salini, Direttore Generale I.N.T.-Palermo

1. Please note that with effect from 1st June 1945 this office will be closed.
2. Attached file containing outstanding matters is passed to you for action please.
3. Any matter requiring urgent decision should in future be referred to Lt. Col. Morton, Chief Liaison Officer-Palermo.
4. Routine matters should be referred to Roads Division-Transportation Sub-Commission, A.C. Rome.

For the Chief

D. G. MOYLE, Maj. Gen.

D. G. MOYLE, Maj. Gen.
Roads Division

2418

ENCLOSURE N° 3

ROYAL AUTOMOBIL CLUB OF ITALY
PROVINCIAL OFFICE
RAGUSA

TRUCK FIAT 621 HIGHWAY PLATE 2076 RG MOTOR 324003946 FRAME 001012

EXTRACT

1. 11/12/1942 R.P. 408 T.3. According to the circular 2417416 license N° 2076 RG it is registered the above mentioned vehicle under the name of MONGIOVI LATTEO di ROMARIO, living in VITTORIA at Via Trieste 14 and it is copied the selling act (with a stamp of 30 liras) issued on the 15/11/1943 by the AMG for the price of 10.000 liras which has been noted on the circulating license. The manager of the P.R.A.F. sgd. PAPPALARDO.
2. 10/5/944. The ALLIED CONTROL COMMISSION of Ragusa has informed that the mentioned vehicle has been taken again by the A.C.C. and assigned to the I.N.T., which is operating it on behalf of the ACC. The manager of the P.R.A.F. sgd. PAPPALARDO.

RAGUSA 29/1/1945

THE MANAGER OF THE P.R.A.

sgd.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

IMC/op

7 April 1945

In reply
refer to: RTC 537

Subject:

2416

To : All Concerned

1. This automobile is to report to Capt. I.M. Calvanese Hq. A.C. for movement to forward area pursuant to agreements with Chief of Roads Section Transportation Sub-Commission.

2. All authorities Allied and Italian are requested to cooperate in compliance with order.

I. M. Calvanese

I. M. CALVANESE
Captain, Q. M. C.
Transportation Officer.

(29)

RESTRICTED

80
MAY 240925B

E/2149
MAY 241335
PRIORITY

MORTON ALCOM PALERMO 23 MAY
ALCOM ROME FOR ACTPN

24154

RESTRICTED.

1. Friction has developed between ISTITUTO TRASPORTI and Alcoms employee LODOVICO CONSORTI. Perhaps CONSORTI is interfering improperly in Director General SALINIS management.
2. CONSORTI continues to sign Major DOWNERS name to letters three weeks after DOWNERS departure from PALERMO
3. Suggest immediate steps aight to relinquish control completely or provide some local supervision by an officer.

DISTRIBUTION

Action: TM S/C (2)
Info: A/President
Chief Commissioner
Econ Sec
File (2)
Float

RESTRICTED



COMMISSIONE ALLEATA
QUARTIERE GENERALE DELLA SICILIA
APO 394.

TMC/cp

28 February 1945

In reply
refer to: 451.2

2414

Subject: Two Cars Not To Be Transferred to Italian Government.

TO : Headquarters Allied Commission
Transportation Sub-Commission
Att: Chief Of Road Section

Pursuant to our conversation on the matter; Fiat 1100 Targa 11391 PA will be found in "Motor Cars" page 2, "No. of order 62" and is to be cancelled out; Fiat 1500, Motor No. 038563 will not be found in the inventory as it has just recently been put into running order, information of which had not reached the central office to be added to inventory.

For the Regional Commissioner:



I. M. CALVANESE
Captain, Q. M. C.
Regional Road Haulage
Transport Control Office.



27

W

TIN 5/12

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IMC/ep

31 January 1945

In reply
refer to: REG 451.2

Subject: Fiat 1100 Targa 11391 PA
Fiat 1500 Motor No. 038563

2413

To : Direttore Generale
Istituto Nazionale Trasporti - Palermo.

Calvanese 1. Reference (1) Fiat 1100, Targa 11391 PA, Motor No. 237223
chassis No. 237508.

Calvanese (2) Fiat 1500 B, Motor No. 038563, Chassis No. 012676.

2. These two cars are not to be included in the transfer of I.N.T.- A.C. property to the Italian Government; will remain A.C. property until such times as A.C. makes final disposition of same.

3. I.N.T. will be charged with their custody and - keeping, and wait instructions from A.C. on these two particular cars. It is requested that all authorities concerned be advised of the matter in order to avoid any misunderstandings.

For the Regional Commissioner:

I. M. Calvanese
I. M. CALVANESE
Capatin, Q. M. C.
Regional Road Haulage
Transport Control Officer.

Copy to:

- 2 - Headquarters Allied Commission.
- 1 - Transportation Sub-Commission.

23 MAR 1945

2413

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 378

000/rb

542/4/TN 1

21 Mar. 45

Dear General Di Raimondo:

Reference to your letter dated 9 March 1945, in which you refer to our letter 542/3/TN 1.

It was not intended to include all Italy when the mention of the "transfer of INT road vehicles to the Italian Government control was actively under consideration".

The INT refers to that group of trucks presently operating in Sicily and owned by the Allied Commission.

Consideration is being given to make a transfer of these trucks operated in Sicily to the Italian Government control.

Any arrangements which is made after this transfer takes place to operate these trucks in conjunction with the railway will be a matter between the Italian State Railways and the Italian Government.

This Transportation Sub-Commission has no information relative to the transfer of any trucks to the Italian Government other than those mentioned above.

Yours very truly,

M. J. SIEFF

M. J. SIEFF, Colonel,
for MERRITT H. TAYLOR,
Director, Transp. S/C.

H.E., General Giovanni di Raimondo
Ministry of Transport
Piazza della Croce Rossa
Rome.

26

Translation

/bm

Ministry of Communications
State Railways
The General Director

Rome / 9th / March / '45?

Dear Colonel Thomas,

542/3/TM?

I thank you very much for your letter (ICCA/3030/1) dated February the 26th, concerning the allocation of vehicles from the Allied Commission to the State Railways.

I think convenient to point out, as it has already been done in the memorandum enclosed to my letter dated Feb. the 6 and addressed to Mr. Taylor, that "we do not want" the transfer of I.N.T. vehicles and other vehicles under the control of the Italian Government, but we would like to have the allocation to the State Railways and to the I.N.T. of some american vehicles which should be operated on behalf and for the interest of the State organization.

As you will have observed in reading the above mentioned report, the Italian State Railways would like to reoperate again road haulage of freights which in past time reached a daily distance of 32000kms. while passengers had regional and interregional sources operated by the State Railways, by the I.N.T. in the Venezia Giulia, Marche, Abruzzi, Lazio, Sicily, etc.

Owing to the war the state Railways have been deprived of their motor-pool and they will not be able to reoperate those traffics if they will not receive an adequate number of vehicles by that Commission.

This is the reason why the General direction hopes that you and Mr. Taylor will consider the matter.

Many thanks and best regards

Sincerely Yours

(Sgd. G. di Raimondo).

25



Roma, li 9 MAR 1945

Caro Colonnello Thomas,

La ringrazio sentitamente di quanto mi comunica con la Sua del 26 febbraio u.s. (ICCA/3030/1) circa l'assegnazione di automezzi, da parte della Commissione Alleata, alle Ferrovie italiane dello Stato.

Credo, però, opportuno di precisare che non si tratta, come del resto è chiarito nella relazione allegata alla mia lettera del 6 febbraio diretta all'onorevole Direttore Taylor, di "trasferire degli autoveicoli dell'INT e degli altri autoveicoli al controllo del Governo Italiano" bensì di assegnare alle Ferrovie Italiane dello Stato, ed all'INT che ne è una diretta emanazione, una parte degli autoveicoli di provenienza americana per essere direttamente gestiti per conto e nell'interesse di questa azienda statale.

Come avrà rilevato dalla predetta relazione, le

To Mr. M. B. THOMAS, Colonel
Deputy Director of the Transportation
Sub-Commission
Headquarters Allied Commission
A P O 394

./ 2410

256

Ferrovie Italiane dello Stato, in attesa di veder ripresa in piena efficienza la propria rete, desiderano riprendere i trasporti con automezzi su strada ordinaria che nel passato raggiunsero, per le merci, una percorrenza giornaliera di oltre 32.000 km. e che, per i viaggiatori, costituirono delle reti regionali ed interregionali complete gestite, nell'interesse delle P.S., dall'Istituto Nazionale Trasporti (INT) nella Venezia Giulia, nelle Marche e negli Abruzzi, nel Lazio, in Sicilia ecc.

Spogliate, a seguito della guerra, del loro autoparco, le Ferrovie dello Stato non potranno riprendere tali traffici se non riceveranno da codesta Spett.le Commissione l'assegnazione di un congruo numero di automezzi.

E' appunto per tale fornitura che questa Direzione Generale fa pieno assegnamento sull'interessamento personale Suo e dell'egregio Direttore Taylor.

Nel rinnovare i miei anticipati ringraziamenti mi è grata l'occasione, Sig.Colonnello, per salutarla cordialmente.

Suo Dev.mo

Ugo Tassinari

0155

2

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489081

542/3/Tn 1

26 February 1945

Dear General di Raimondo:

Reference your letter of 6 February, n. C 113/1152/33, the whole question of the transfer of INT road vehicles and other road vehicles to the Italian Government control is now actively under consideration.

When a decision has been reached on the general principles to be followed, a further communication will be sent to you regarding the proposals made in your letter.

Yours very truly,

M. B. THOMAS, Colonel
Deputy Director

vanui di Raimondo
Italian State Railways

2409

2408

24

VALUATION I.N.T. (Allied Property)

I.
1. Basis: Original cost less depreciation.

A. Calculation of depreciation

- | | | | | |
|-------|---|-----|---|--|
| of |) | (a) | 5% annum or 20 year account | |
| effi- | (| | (1924-1944) | |
| cient |) | | | |
| truck | (| (b) | 1915 5% of original cost | |
| |) | | 1927 15% of original cost | |
| | (| | | |
| | | (c) | Demolizione 1000 liras:piece | |
| | | | Grande Ripar. 5% of original cost | |
| | | (d) | 1932 to 1934 20% of original cost (not efficient) | |

2. <u>a Vehicles</u>	(a)	42.379.600
<u>b Parts</u>	(b) (c)	10.000.000
<u>c Tires</u>		
<u>d Facilities (Maintenance Shop, etc.)</u>	(d)	4.000.000
<u>e Office Equipment, Fixtures, etc.</u>	(e)	2.000.000
<u>f Stationary equipment</u>	(f)	1.646.000
Total Physical Value		Lire 60.025.600

II.

a	Cash	) Bank	23.002.065	
		(On Hand	2.750.721	
				" 25.752.786
b	Freight Costs Allied Govt.			
	Paid by FF.SS.			" 7.042.412
c	Cash (Property INT Rome)	estimate	"	800.000

23

RIEPILOGO TOTALE

Autocarri	L.	40.586.900
Autobus	"	676.100
Vetture	"	128.000
Motocicli	"	120.000
Rimorchi	"	338.000
Ambulanze	"	250.600
Trattori	"	280.000
	L.	42.379.600
Pezzi Ricambio, Gomme, Carburanti e Materiale Vario	L.	10.000.000
Macchine e Mobili d'Ufficio	"	2.000.000
Macchinari - Attrezzi - Impianti	"	4.000.000
Stampati e Cancelleria	"	1.646.000
	L.	60.025.600
Cassa	"	2.750.771
Banche	"	23.002.065
	L.	85.778.386

2407

TRATTORI

No 7 E L. 80.000,-- L. 560.000,-- 50% L. 280.000,--

VEETURE

FIAT 1100 No 7 L. 16.000,-- L. 112.000,-- 50% L. 56.000,--

Alfa Romeo 2300 " 1 " 50.000,-- " 50.000,-- 50% " 25.000,--

Bianchi S 9 " 1 " 18.000,-- " 18.000,-- 50% " 9.000,--

FIAT 1500 " 2 " 18.000,-- " 36.000,-- 50% " 18.000,--

F. Ardita " 2 " 15.000,-- " 30.000,-- 50% " 15.000,--

FIAT 500 " 2 " 10.000,-- " 10.000,-- 50% " 5.000,-- **2406**

No 14

L. 256.000,--

L. 128.000,--

MOTOCICLI

No 30 C L. 10.000,-- L. 300.000,-- 40% L. 120.000,--

RIMORCHI

No 10 E L. 35.000,-- L. 350.000 50% L. 175.000,--

" 22 G R " 35.000,-- " 770.000 20% " 154.000,--

" 9 D " 31.000,-- " 9.000 " 9.000,--

No 41

L. 1129.000

L. 338.000,--

AMBULANZE

No 6 E L. 78.000,-- L. 468.000,-- 50% L. 234.000,--

" 1 G R " 78.000,-- " 78.000 20% " 15.6000,--

AMBULANZE (Continua)

Riporto No 7	L.	546.000	L.	249.600,--
" 1 D	L.	1.000,--	"	1.000,--
No 8	"	547.000	L.	250.600,--

AUTOBUSEFFICIENTI

Fiat 626	No 4	L.	90.000	L.	360.000	60%	L.	216.000
OM Taurus	" 1	"	110.000	"	110.000	50%	"	55.000
Fiat 635	" 3	"	120.000	"	360.000	60%	"	216.000
SPA 38	" 3	"	65.000	"	195.000	50%	"	97.500
Fiat 505	" 1	"	30.000	"	30.000	10%	"	3.000
Fiat 618	" 1	"	35.000	"	35.000	50%	"	17.500
								2405
	No 13			L.	1.090.000		L.	605.000

Gr. RIPARAZIONI

SPA 38	No 2	L.	65.000	L.	130.000	20%	L.	26.000
Fiat 626	" 1	"	90.000	"	90.000	20%	"	18.000
" 621	" 1	"	38.000	"	38.000	20%	"	7.600
B.Miles	" 1	"	90.000	"	90.000	20%	"	18.000
	No 5			L.	348.000		L.	69.600

DEMOLIZIONE

No 7	a L.	1.500	L.	10.500
------	------	-------	----	--------

RIEPILOGO AUTOBUS

Efficienti	No 13	a L.	1.090.000	L.	605.000
Gr. Riparazioni	5	" "	348.000	"	69.600
Demolizione	7	" "	1.500	"	1.500
	No 25	L.	1.439.500	L.	676.100

Segue Fiat Gr. Riparazioni

Rip.	No1 13	L	L.	111.000,--	L.	5.500
503	" 1	L.	15.000,--	" 15.000,-- 5%	" 750	
520	" 1	"	15.000,--	" 15.000,-- 5%	" 750	
521	" 1	"	15.000,--	" 15.000,-- 5%	" 750	
614	" 2	"	21.000,--	" 42.000,-- 10%	" 4.200	
508	" 1	"	20.000,--	" 20.000,-- 10%	" 2.000	
632	" 4	"	77.500,--	" 310.000,-- 10%	" 31.000	
621PR	" 3	"	44.700,--	" 134.100,00 10%	" 13.410	
621B	" 6	"	31.000,--	" 186.000,-- 10%	" 18.600	
621N	" 61	"	40.000,--	" 2.440.000,-- 10%	" 244.000	
633	" 1	"	77.500,--	" 77.500,-- 10%	" 7.750	
634	" 9	"	98.000,--	" 882.000,-- 10%	" 88.200	
618	" 4	"	23.750,--	" 95.000,-- 10%	" 9.500	
626N	" 17	"	78.000,--	" 1.326.000,-- 10%	" 132.600	
626B	" 22	"	78.000,--	" 1.716.000,-- 10%	" 171.600	
666	" 11	"	130.000,--	" 1.430.000,-- 10%	" 143.000	
635	" 3	"	100.000,--	" 300.000,-- 10%	" 30.000	
500	" 1	"	20.000,--	" 20.000,-- 10%	" 2.000	
1100	" 3	"	20.000,--	" 60.000,-- 10%	" 6.000	
No164			L. 9.194.600,--	L. 911.660		

DEMOLIZIONE

No 154 macchine a L. 1.000,-- L. 154.000,--

RIEPILOGO F I A T

Efficienti	315	L.	24.704.600,--	L.	14.347.400,--
Gr. Riparaz.	164	"	9.194.600,--	"	911.660,--
Demolizione	154	"	154.000,--	"	154.000,--
	<u>633</u>	L.	<u>34.053.200,--</u>	"	<u>15.413.060,--</u>

S P A

EFFICIENTI

25 C 10	No 5	L. 38.000,--	L. 190.000,--	20%	L. 38.000,--
38 R	" 29	" 52.000,--	" 1.508.000,--	20%	" 301.600,--
35 DOV	" 4	" 50.000,--	" 200.000,--	50%	" 100.000,--
38 R	" 89	" 65.000,--	" 5.785.000,--	60%	" 3.471.000,--
39 CLF	" 35	" 40.000,--	" 11.400.000,--	80%	" 1.120.000,--
<u>No 162</u>		<u>L. 9.083.000,--</u>			<u>L. 5.030.600,--</u>

GR. RIPARAZIONI

25 C 10	No 3	L. 38.000,--	L. 114.000,--	10%	L. 11.400,--
38 R	" 9	" 52.000,--	" 468.000,--	10%	" 46.800,--
31 C	" 1	" 50.000,--	" 50.000,--	10%	" 5.000,--
DOV	" 3	" 50.000,--	" 150.000,--	20%	" 30.000,--
38 R	" 41	" 65.000,--	" 2.665.000,--	20%	" 533.000,--
39 CLF	" 31	" 40.000,--	" 1.240.000,--	30%	" 372.000,--
<u>No 88</u>		<u>L. 4.687.000,--</u>			<u>L. 998.200,--</u>

DEMOLIZIONE

No 112	L. 1.000,--	L. 112.000,--
--------	-------------	---------------

RIEPILOGO S P A

Efficienti	No 162	L. 9.083.000,--	L. 5.030.600,--
Gr. Riparazioni	88	" 4.687.000,--	" 998.200,--
Demolizione	" 112	" 112.000,--	" 112.000,--
<u>No 362</u>		<u>L. 13.882.000,--</u>	<u>L. 6.140.800,--</u>

O M

EFFICIENTI

Taurus N	No	24	L.	95.000,--	L.	2.280.000,--	50%	L.	1.140.000,--
Taurus B	"	14	"	95.000,--	"	1.330.000,--	50%	"	665.000,--
Ursus	"	6	"	83.000,--	"	498.000,--	50%	"	249.000,--
Saurer	"	1	"	90.000,--	"	90.000,--	50%	"	45.000,--
Titano	"	2	"	137.500,--	"	275.000,--	50%	"	137.500,--
CFilon	"	1	"	90000,--	"	90.000,--	60%	"	54.000,--
E BOD	"	2	"	90.000,--	"	180.000,--	60%	"	108.000,--
Saurer	"	1	"	100.000,--	"	100.000,--	60%	"	60.000,-- 2402
Lok	"	1	"	100.000,--	"	100.000,--	60%	"	60.000,--
	No	52			L.	4.943.000,--		E.	2.518.500,--

GR. RIPARAZIONI

Taurus N	No	20	E.	95.000,--	L.	1.900.000,--	20%	L.	380.000,--
Taurus B	"	5	"	95.000,--	"	475.000,--	20%	"	95.000,--
3 BOD	"	1	"	90.000,--	"	90.000,--	20%	"	18.000,--
Ursus	"	3	"	83.000,--	"	249.000,--	20%	"	49.800,--
Saurer	"	1	"	90.000,--	"	90.000,--	20%	"	18.000,--
32	"	1	"	70.000,--	"	70.000,--	20%	"	14.000,--
32 M	"	1	"	70.000,--	"	70.000,--	30%	"	21.000,--
3 BOD	"	1	"	90.000,--	"	90.000,--	30%	"	27.000,--
Lok	"	1	"	100.000,--	"	100.000,--	30%	"	30.000,--
	No	34			L.	3.134.000,--		L.	652.800,--

DEMOLIZIONE

No 30

L: 1.000,--

L. 30.000,--

RIEPILOGO O M

Efficienti	No	52	L.	4.943.000,--	L.	2.518.500,--
Gr. Riparazioni	"	34	"	3.134.000,--	"	652.800,--
Demolizione	"	30	"	30.000,--	"	30.000,--
	No	116	L.	8.107.000,--	L.	3.201.300,--

RIEPILOGO TOTALE

FIAT	No	633	L.	34.053.200,--	L.	15.413.060,--
SPA	"	362	"	13.882.000,--	"	6.140.800,--
O M	"	116	"	8.107.000,--	"	3.201.300,--
BIANCHI	"	132	"	7.545.400,--	"	4.340.040,--
ALFA ROMEO	"	57	"	4.325.000,--	"	2.343.200,--
ISOTTA	"	39	"	4.376.000,--	"	1.679.500,--
LANCIA	"	175	"	14.744.000,--	"	5.699.000,--
CEIRANO	"	44	"	993.000,--	"	288.000,--
BREDA	"	4	"	703.000,--	"	463.000,--
CITROEN	"	6	"	151.000,--	"	67.000,--
MERCEDES	"	12	"	968.000,--	"	344.000,--
FORD	"	24	"	732.000,--	"	156.000,--
MINERVA	"	1	"	1.000,--	"	1.000,--
OPEL	"	11	"	542.000,--	"	266.000,--
UNIC	"	1	"	60.000,--	"	6.000,--
A. UNION	"	1	"	60.000,--	"	6.000,--
BUSSING	"	2	"	160.000,--	"	48.000,--
CHEVROLET	"	1	"	60.000,--	"	30.000,--
H.S.	"	1	"	60.000,--	"	6.000,--
DIVERSE	"	6	"	6.000,--	"	6.000,--
RENAULT	"	4	"	63.000,--	"	9.000,--
VISUS	"	1	"	60.000,--	"	6.000,--
DAIMLER	"	2	"	122.000,--	"	62.000,--
PEUGEOT	"	1	"	60.000,--	"	6.000,--
	No	1.636	L.	91.831.600,--	L.	40.586.900,--

2301

F I A T

EFFICIENTE

18	BL	NO	3	L.	8.000,--	L.	24.000,--	50%	L.	1.200
18	BLR	"	1	"	8.000,--	"	8.000,--	5%	"	400
	509	"	1	"	10.000,--	"	10.000,--	15%	"	1.500
	525	"	1	"	20.000,--	"	20.000,--	20%	"	4.000
	614	"	2	"	21.000,--	"	42.000,00	20%	"	8.400
	508	"	1	"	20.000,--	"	20.000,--	30%	"	6.000
	632	"	2	"	77.500,--	"	155.000,--	30%	"	46.500
621	PN	"	3	"	44.700,--	"	134.100,--	50%	"	2.200
621	E	"	1	"	31.000,--	"	31.000,--	50%	"	15.500
621	N	"	38	"	40.000,--	"	1.520.000,--	50%	"	760.000
	633	"	1	"	77.500,--	"	77.500,--	50%	"	38.000
	634	"	19	"	98.000,--	"	1.862.000,--	50%	"	931.000
	618	"	4	"	23.750,--	"	95.000,--	50%	"	47.500
626	N	"	110	"	78.000,--	"	8.580.000,--	60%	"	5.148.000m
626	B	"	82	"	78.000,--	"	6.396.000,--	60%	"	3.837.600
	666	"	43	"	130.000,--	"	5.590.000,--	60%	"	3.354.000
	635	"	1	"	100.000,--	"	100.000,--	60%	"	60.000
1100	"	"	2	"	20.000,--	"	40.000,--	50%	"	20.000

No 315

L. 24.704.6009--

L. 14.347.400

GR. RIPARAZIONI

18	BL	NO	12	L.	8.000,--	L.	96.000,--	5%	L.	4.800
	501	"	1	"	15.000,--	"	15.000,--	5%	"	750

No 13

L. 111.000,--

L. 5.550

B I A N C H I

EFFICIENTI

S 9	No 1	L. 20.000,--	L. 20.000,--	50%	L. 10.000,--
Mediolanum	21	" 75.400,--	" 1.583.400,--	60%	" 950.040,--
Miles	" 45	" 76.000,--	" 3.420.000,--	80%	" 2.736.000,--
	<u>No 67</u>		<u>L. 5.023.400,--</u>		<u>L. 3.696.040,--</u>

Gr. Riparazioni

S 9

53

Mediolanum	18	L. 75.000,--	L. 1.350.000,--	20%	L. 270.000,--
Miles	No 15	" 76.000,--	" 1.140.000,--	30%	" 342.000,--
	<u>No 33</u>		<u>L. 2.490.000,00</u>		<u>L. 612.000,--</u>
	*****		*****		*****

Demolizione

No 32	a	L. 1.000,--	L. 32.000,--
-------	---	-------------	--------------

RIEPILOGO BIANCHI

Efficienti	No 67	L. 5.023.400,--	L. 3.696.040,--
Gr. Riparazioni	" 33	" 2.490.000,--	" 612.000,--
Demolizione	" 32	" 32.000,--	" 32.000,--
	<u>No 132</u>	<u>L. 7.545.400,--</u>	<u>L. 4.340.040,--</u>

ALFA ROMEO

EFFICIENTI

85	No 6	L. 125.000,--	L. 750.000,--	60%	L. 450.000,--
350	" 3	" 75.000,--	" 225.000,--	60%	" 135.000,--
800	" 9	" 148.000,--	" 1.332.000,--	80%	" 1.065.600,--
500	" 5	" 77.000,--	" 385.000,--	80%	" 308.000,--
<u>No 23</u>			<u>L. 2.692.000,--</u>		<u>L. 1.958.600,--</u>

2398

GR. RIPARAZIONI

85	No 2	L. 125.000,--	L. 250.000,--	20%	L. 50.000,--
350	" 1	" 75.000,--	" 75.000,--	20%	" 15.000,--
800	" 3	" 148.000,--	" 444.000,--	30%	" 133.200,--
500	" 11	" 77.000,--	" 847.000,--	20%	" 169.400,--
<u>No 17</u>			<u>L. 1.616.000,--</u>		<u>L. 367.600,--</u>

DEMOLIZIONE

No 17	a	L. 1.000,--	L. 17.000,--
-------	---	-------------	--------------

RIEPILOGO ALFA ROMEO

Efficienti	No 23	L. 2.692.000,--	L. 1.958.600,--
Gr. Riparazioni	" 17	" 1.616.000,--	" 367.600,--
Demolizione	" 17	" 17.000,--	" 17.000,--
<u>No 57</u>		<u>L. 4.325.000,--</u>	<u>L. 2.343.200,--</u>

ISOTTA FRASCHINI

EFFICIENTI

D 50	No 1	L.	100.000,--	L.	100.000,--	50%	L.	50.000,--
D 80	" 19	"	135.000,--	"	2.565.000,--	50%	"	1.282.500,--
	<u>No 20</u>			L.	2.665.000,--		L.	1.332.500,--

Gr. Riparazioni

D 50	No 1	L.	100.000,--	L.	100.000,--	20%	L.	20.000,--
D 80	" 11	"	135.000,--	"	1.485.000,--	20%	"	297.000,--
D 70	" 1	"	120.000,--	"	120.000,--	20%	"	24.000,--
	<u>No 13</u>			L.	1.705.000,--		L.	341.000,--

Demolizione

No 6	a	L.	1.000,--	L.	6.000,--
------	---	----	----------	----	----------

RIEPILOGO ISOTTA

Efficienti	No 20	L.	2.665.000,--	L.	1.332.500,--
Gr. Riparaz.	" 13	"	1.705.000,--	"	341.000,--
Demolizione	" 6	"	6.000,--	"	6.000,--
	<u>No 39</u>		No 4.376.000,--	"	1.679.500,--
	=====		=====		=====

LANCIA

EFFICIENTI

R O	No	12	L.	90.000,--	L.	1.080.000,--	50%	L.	540.000,--
3 RO	"	66	"	120.000,--	"	7.920.000,--	50%	"	3.960.000,--
RO RO	"	-		-		-			-
Pentajota	"	1	"	50.000,--	"	50.000,--	50%	"	25.000,--
				No 79	L. 9.050.000,--			L. 4.525.000,--	

Gr. Riparazioni

RO	No	20	L.	90,000,--	L.	1.800.000,--	20%	L.	360.000,--
3 RO	"	30	"	120,000,--	"	3.600.000,--	20%	"	720.000,--
RO RO	"	2	"	125.000,--	"	250.000,--	20%	"	50.000,--
				No 52	L. 5.650.000,--			L. 1.130.000,--	

2396

Demolizione

No	44	a	L.	1.000,--	L.	44.000,--
----	----	---	----	----------	----	-----------

RIEPILOGO LANCIA

Efficienti	No 79	L.	9.050.000,--	L.	4.525.000,--
Gr. Riparazioni	" 52	"	5.650.000,--	"	1.130.000,--
Demolizione	" 44	"	44.000,--	"	44.000,--
		No 175	L. 14,744.000,--	L. 5.699.000,--	
		=====	=====	=====	

CEIRANO

EFFICIENTI

47	No 3	L.	40.000,--	L.	120.000,--	50%	L.	60.000,--
22	" -		-		-			-
50	" 4	"	50.000,--	"	200.000,--	50%	"	100.000,--
50 C	" 2	"	50.000,--	"	100.000,--	50%	"	50.000,--
No 9			L.		420.000,--	L.		210.000,--

2395

GR. RIPARAZIONI

47	No 5	L.	40.000,--	L.	200.000,--	10%	L.	20.000,--
50	" 3	"	50.000,--	"	150.000,--	10%	"	15.000,--
50 C	" 4	"	50.000,--	"	200.000,--	10%	"	20.000,--
No 12			L.		550.000,--	L.		55.000,--
*****			*****		*****		*****	

DEMOLIZIONE

No 23	a L.	1.000,--	L.	23.000,--
-------	------	----------	----	-----------

RIEPILOGO CEIRANO

Efficienti No 9	L.	420.000,--	L.	210.000,--
Gr. Riparaz. " 12	"	550.000,--	"	55.000,--
Demolizione " 23	"	23.000,--	"	23.000,--
No 44	L.	993.000,--	L.	288.000,--
=====	=====		=====	

B R E D AEFFICIENTI

52	No 2	L. 250.000,--	L. 500.000,--	80%	L. 400.000,--
----	------	---------------	---------------	-----	---------------

GR. RIPARAZIONI

32	No 1	L. 200.000,--	" 200.000,--	30%	" 60.000,--
----	------	---------------	--------------	-----	-------------

DEMOLIZIONE

52	No 1	" 3.000,--	" 3.000,--		" 3.000,--
----	------	------------	------------	--	------------

No 4					
------	--	--	--	--	--

L. 703.000,--				
---------------	--	--	--	--

L. 463.000,--				
---------------	--	--	--	--

C I T R O E N

Efficienti	No 3	L. 30.000,--	L. 90.000,--	60%	L. 54.000,--
------------	------	--------------	--------------	-----	--------------

Gr. Riparaz	" 2	" 30.000,--	" 60.000,--	20%	" 12.000,--
-------------	-----	-------------	-------------	-----	-------------

Demolizione	" 1	" 1.000,--	" 1.000,--		" 1.000,--
-------------	-----	------------	------------	--	------------

No 6					
------	--	--	--	--	--

L. 151.000,--				
---------------	--	--	--	--

L. 67.000,--				
--------------	--	--	--	--

M E R C E D E S

Efficienti	No 4	L. 120.000,--	L. 480.000,--	50%	L. 240.000,--
------------	------	---------------	---------------	-----	---------------

Gr. Riparaz.	" 4	" 120.000,--	" 480.000,--	20%	" 96.000,--
--------------	-----	--------------	--------------	-----	-------------

Demolizione	" 4	" 2.000,--	" 8.000,--		" 8.000,--
-------------	-----	------------	------------	--	------------

No 12					
-------	--	--	--	--	--

L. 968.000,--				
---------------	--	--	--	--

L. 344.000,--				
---------------	--	--	--	--

F O R D

Efficienti	No 3	L. 60.000,--	L. 180.000,--	50%	L. 90.000,--
------------	------	--------------	---------------	-----	--------------

Gr. Riparazioni	9	" 60.000,--	" 540.000,--	10%	" 54.000,--
-----------------	---	-------------	--------------	-----	-------------

Demolizione	12	" 1.000,--	" 12.000,--		" 12.000,--
-------------	----	------------	-------------	--	-------------

No 24					
-------	--	--	--	--	--

L. 732.000,--				
---------------	--	--	--	--

L. 156.000,--				
---------------	--	--	--	--

2394³

M I F E R V A

Demolizione No 1 L. 1.000,-- L. 1.000,-- L. 1.000,-

O P E L

Efficienti No 7 L. 60.000,-- L. 420.000,-- 60% L. 252.000,-

Gr. Riparaz. " 2 " 60.000,-- " 120.000,-- 10% " 12.000,-

Demolizione " 2 " 1.000,-- " 2.000,-- " 2.000,-

Tot L. 542.000,-- L. 266.000,-

2393

U N I C

Gr. Riparaz. No 1 L. 60.000,-- L. 60.000,-- 10% L. 6.000,-

2392

A U T O U N I O N

Gr. Riparaz. No 1 L. 60.000,-- L. 60.000,-- 10% L. 6.000,-

B U S S I N G

Efficienti No 1 L. 80.000,-- L. 80.000,-- 50% L. 40.000,-

Gr. Riparaz. " 1 " 80.000,-- " 80.000,-- 10% " 8.000,-

No 2 L. 160.000,-- L. 48.000,-

C H E V R O L E T

Efficiente No 1 L. 60.000,-- L. 60.000,-- 50% L. 30.000,0

H. S.

Gr. Riparaz. No 1 L. 60.000,-- L. 60.000,-- 10% L. 6.000,-

DEMOLIZIONE

BORGWARD	No 2	L. 1.000,--	L. 2.000,--
GANGSHAL	" 2	" 1.000,--	" 2.000,--
HUMBERT	" 1	" 1.000,--	" 1.000,--
LEUTFLY	" 1	" 1.000,--	" 1.000,--
	<u>No 6</u>	<u>L. 4.000,--</u>	<u>L. 6.000,--</u>

RENAULD

Gr. Riparaz.	No 1	L. 60.000,--	L. 60.000,-- 10%	L. 6.000,--
Demolizione	" 3	" 1.000,--	" 3.000,--	" 3.000,--
	<u>No 4</u>		<u>L. 63.000,--</u>	<u>L. 9.000,--</u>

VISUS

Gr. Ripar.	No 1	L. 60.000,--	L. 60.000,-- 10%	L. 6.000,--
------------	------	--------------	------------------	-------------

DAIMLER

Efficiente	No 1	L. 120.000,--	L. 120.000,-- 50%	L. 60.000,--
Demolizione	" 1	" 2.000,--	" 2.000,--	" 2.000,--
	<u>No 2</u>		<u>L. 122.000,--</u>	<u>L. 62.000,--</u>

PEUGEOT

Gr. Riparaz.	No 1	L. 60.000,--	L. 60.000,-- 10%	L. 6.000,--
--------------	------	--------------	------------------	-------------

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref: 15.54/SS

16 March 1945

My dear Mr. Minister:

This letter is addressed to you for the purpose of proposing the transfer to the Italian Government, under certain conditions herein set forth, of the assets of the Istituto Nazionale Trasporti in Sicily. If you are in agreement with the terms of this proposal, we suggest that you advise us of your approval by letter. Your approval will require the counter-²³⁹¹ signature of the President of the Council of Ministers since certain obligations are being assumed in the name of the Italian Government. In order to facilitate the closing of this agreement we suggest that you advise us when the approval is ready so that we can arrange a convenient meeting. At this time the various schedules containing the descriptions and value of the vehicles transferred, as well as statements setting out the ²³⁹⁰ assets and liabilities of I.N.T., can be signed and exchanged.

The I.N.T. is in possession of approximately 600 motor trucks (in addition to approximately 800 motor trucks in non running condition) which were captured from the German and Italian Armies during the recent military operations in Sicily.

It is the desire of the Allied Commission that the above mentioned motor trucks (and non running motor trucks) be handed over and become the property of the Italian Government immediately upon your acceptance of this proposal. The Italian Government will make no immediate cash payment for the vehicles in question but the Allied Governments reserve the right eventually to raise a charge against the Italian Government for the estimated values thereof as more particularly set forth in the schedules submitted herewith and to be made a part of this agreement.

Immediately upon the conclusion of this agreement the Italian Government will accept the transfer of the motor trucks (and non running motor trucks) referred to and will also take over all the assets (including the outstanding bank balances and accumulated profits) as well as all the liabilities of the I.N.T.; and thereafter the Allied Commission and the Allied Governments will have no further financial responsibilities of any

22

- 2 -

kind in connection therewith. It is also agreed that the Italian Government will further assume liability for any claims which may be made against the Allied Commission, the Allied Governments, I.N.T. or their representatives, and which may have arisen during the period of operation by I.N.T.; and the Italian Government will further agree to indemnify them for, and hold them harmless against, such claims.

The Italian Government will agree that until the expiration of a period of six months after the cessation of the state of war between Italy and Germany, these vehicles will be operated in the same efficient manner as they are now operated and under the present operating management.

The Italian Government will agree that the vehicles transferred to it pursuant to this agreement will be operated only in the Island of Sicily or in the provinces of Cosenza, Catanzaro, Matera, Potenza and Reggio Calabria unless otherwise agreed to by the Allied Commission.

A schedule of the motor trucks (including those in the non running category) and a financial statement setting forth the assets and liabilities of I.N.T. are submitted to you herewith. This schedule and the financial statement should be verified by you and by the closing of this agreement one copy of each will be signed by you and returned to us as acknowledgement that the vehicles listed have been received by you and that they are in the condition and have an estimated value as therein set forth; and as further acknowledgement that the financial statement is correct in all respects. A further financial statement will be submitted to you for your approval to cover the current financial condition inasmuch as the documents submitted include a statement of assets and liabilities as of 31 December 1944, and a monthly profit and loss statement as of 31 January 1945.

For the present, and in order to permit the transaction to be recorded in the books of the Allied Commission, a provisional charge of L. 1 against the Italian Government will be raised as a "pro memoria" account only.

We shall await notification from you.

Sincerely yours,

A. G. ANTOLINI
Acting Vice President,
Economic Section.

H.E. Francesco Cerabona
Minister of Transport
Italian Government
ROMA

Rome, 13 March 1945.

To: HEADQUARTERS ALLIED COMMISSION

Transportation Sub - Commission

R o m e

It is a well know fact by Hq.AC. that all of the motor-pools and captured enemy material property of the AC has been efficiently administered by the present civilian Directors of the INT/AC in Sicily, who have organized nine branches pools in each provincial capital of Sicily, in addition to the office of the General Management coordinating the complex organisation which has given splendid results as admitted by the officer in charge and superior officers of AFHQ who have inspected our branch-pools which we struggled to organize.-

238

With the imminent transfer of all this AC equipment, and following the letter to us suggesting the organization for the continuance of this managerial group, which indicates the faith of Hq.AC in the present administration, be it for technical competence in the field and in the group itself, this group has been legally created (Ente Siciliano Trasporti) E.S.T. Limited with offices in Palermo, participants are the present INT/AC General Management group and including participating groups of provincial directors, counselors, employees and drivers, with the purpose to purchase and operate or to contract for the operation of the AC motor-pools in Sicily after the transfer from AC to the Italian Government has been affected.-

As the transfer is imminent to the Italian Government and it is our intention to deal with the Italian Government for the purchase of all this motor transport equipment or to contract for the operation of same, it would be appreciated by us if you would let us know if AC would have any objections in that the Italian Government sell to EST Limited such equipment or contract for the operations of same with EST Limited.-

It is a well know fact by Hq.AC. that all of the motor-pools and captured enemy material property of the AC has been efficiently administered by the present civilian Directors of the INT/AC in Sicily, who have organized nine branches pools in each provincial capital of Sicily, in addition to the office of the General Management coordinating the complex organisation which has given splendid results as admitted by the officer in charge and superior officers of AFHQ who have inspected our branch-pools which we struggled to organize.-

238

With the imminent transfer of all this AC equipment, and following the letter to us suggesting the organisation for the continuance of this managerial group, which indicates the faith of Hq.AC in the present administration, be it for technical competence in the field and in the group itself, this group has been legally created (Ente Siciliano Trasporti) E.S.T. Limited with offices in Palermo, participants are the present INT/AC General Management group and including participating groups of provincial directors, counselors, employees and drivers, with the purpose to purchase and operate or to contract for the operation of the AC motor-pools in Sicily after the transfer from AC to the Italian Government has been affected.-

As the transfer is imminent to the Italian Government and it is our intention to deal with the Italian Government for the purchase of all this motor transport equipment or to contract for the operation of same, it would be appreciated by us if you would let us know if AC would have any objections in that the Italian Government sell to EST Limited such equipment or contract for the operations of same with EST Limited.-

Thanking you kindly and hoping to have an early reply,
I remain for the General Management of INT/AC Sicily,

General Manager.

21

Rome, 13 Marzo 1945.

Al COMANDO A. C.

Divisione Trasporti

R o m a

Come è ben noto a codesto Comando AC, tutto l'autopar-co e materiale preda bellica in Sicilia, proprietà AC, è stato oculatamente amministrato dagli attuali Dirigenti Civili dello INT/AC in Sicilia, i quali hanno provveduto a costituire 9 im-pianti nei capoluoghi delle rispettive Province siciliane, - oltre una Direzione Centrale - curando altresì tutta la complessa organizzazione che ha dato ottimi risultati come è stato attesta-to dall'Ufficiale addetto ai trasporti, nonché da alti Ufficiali del Comando Superiore Alleato che hanno visitati i nostri impian-ti, creati fra immense difficoltà e senza locali adatti. (Rimes-se, Officine.)-

2388

Ora, in prossimità della cessione di tutto il materia-le di proprietà AC, ed in dipendenza della comunicazione a suo tempo avuta dal Comando, che attesta la larga fiducia da parte del Comando Alleato negli attuali Amministratori per la competen-za nel ramo e nella amministrazione, è stata costituita la Socie-tà a responsabilità limitata "E.S.T." (Ente Siciliano Trasporti) con Sede in Palermo, composta dai Dirigenti Centrali della attua-le gestione INT/AC Sicilia, con immissione (Soci) di Cooperative formate dai Dirigenti le Filiali e Consulenti, Impiegati, e Sala-riati, allo scopo di assumere in proprietà e gestione, oppure sola gestione, l'autoparco A.C. della Sicilia dopo il trapasso da codesto Comando AC al Governo Italiano.-

Poichè è imminente il trapasso degli automezzi al Gover-no Italiano, ed è nostra intenzione trattare con esso Governo lo acquisto di tutto il materiale, oppure la gestione dello stesso, si prega farci conoscere se nulla osta, da parte di codesto Coman-do Alleato, che il Governo Italiano venda alla Società Ltd. EST detto materiale, oppure lo ceda in gestione sempre alla detta So-cietà Ltd. EST.-

2388

INT/AC in Sicilia, e i
 pianti nei capoluoghi delle rispettive Province siciliane,
 oltre una Direzione Centrale - curando altresì tutta la complessa
 organizzazione che ha dato ottimi risultati come è stato attesta-
 to dall'Ufficiale addetto ai trasporti, nonché da alti Ufficiali
 del Comando Superiore Alleato che hanno visitati i nostri impian-
 ti, creati fra immense difficoltà e senza locali adatti. (Rimes-
 se, Officine.)-

Ora, in prossimità della cessione di tutto il materia-
 le di proprietà AC, ed in dipendenza della comunicazione a suo
 tempo avuta dal Comando, che attesta la larga fiducia da parte
 del Comando Alleato negli attuali Amministratori per la competen-
 za nel ramo e nella amministrazione, è stata costituita la Socie-
 tà a responsabilità limitata "E.S.T." (Ente Siciliano Trasporti)
 con Sede in Palermo, composta dai Dirigenti Centrali della attua-
 le gestione INT/AC Sicilia, con immissione (Soci) di Cooperative
 formate dai Dirigenti le Filiali e Consulenti, Impiegati, e Sala-
 riati, allo scopo di assumere in proprietà e gestione, oppure
 sola gestione, l'autoparco A.C. della Sicilia dopo il trapasso da
 codesto Comando AC al Governo Italiano.-

Poichè è imminente il trapasso degli automezzi al Gover-
 no Italiano, ed è nostra intenzione trattare con esso Governo lo
 acquisto di tutto il materiale, oppure la gestione dello stesso,
 si prega farci conoscere se nulla osta, da parte di codesto Coman-
 do Alleato, che il Governo Italiano venda alla Società Ltd. EST
 detto materiale, oppure lo ceda in gestione sempre alla detta So-
 cietà Ltd. EST.-

Ringraziando, in attesa di cortese riscontro.

per la Direzione Generale dell'INT/AC. Sicilia

il Direttore Generale.

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
LEGAL SUB-COMMISSION

ELP/eap

AG/4014/4/L

25 Feb 45

SUBJECT : Transfer to the Italian Government, Ministry of
Transport, the assets of I.N.T. in Sicily.

TO : Transportation Sub-Commission

1. We have examined the draft of proposal to the Italian Government transmitted with your letter 540/26/TN 1 of 21 Feb 45.

2. The transaction seems entirely proper. We are not advised however, with respect to the organization and legal structure of the Istituto Nazionale Auto Trasporti and we should like to be consulted when you have obtained the complete information regarding it.

3. We understand that the proposed agreement will take the form of an exchange of letters between you and the Minister of Communications. The draft proposal submitted to us is in substantially proper form. We have the following suggestions :-

- (a) The contemplated acceptance by the Italian Minister should be countersigned by the president of the Council of Ministers and you should request this in your letter of transmittal. The signature of the President is necessary since the Italian Government cannot legally assume obligations on the authority of the Minister alone. 2387
- (b) The estimated value referred to in paragraph 2 should be fixed at the time the proposal is accepted. It is suggested that a clause be added providing for a suitable way to establish this value and the estimated values can then be made a part of the schedules referred to in paragraph 6.
- (c) We should prefer paragraph 4 to be reworded as follows :-

until the expiration of
 "The Italian Government will agree that a period of
 six months after the cessation of the state of war between
 Italy and Germany, these vehiclesetc"
- (d) We assume the term "Allied Government" used in paragraph 3 should be in the plural tense. *number*
- (e) We should prefer an additional provision to be added to paragraph 3, to read as follows :-

/"The Italian

20

4

- 2 -

"The Italian Government will also assume liability for any claims which may be made against the Allied Commission, I.N.T. or their representatives, and which may have arisen during the period of operation by I.N.T. and will further agree to indemnify them for, and hold them harmless against such claims".

E. L. Palmieri

E.L. PALMIERI,
Major, Spec Res.,
Acting Chief Counsel,
for Chief Legal Advisor.

2386

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/h1

Tel: 220

540/26/TN 1 335

21 Feb. '45

SUBJECT: Transfer to the Italian Government,
Ministry of Transport, the Assets
of I.N.T. in Sicily.

TO : Legal Sub-Commission.

1. In connection with proposed withdrawal of Allied Commission 3385 in Italian Government territory, it is desired to turn over all of the interests of the Allies in I.N.T. in Sicily to the Italian Government, Ministry of Transport.

2. Attached draft of proposal to the Italian Government has been prepared by the Chief Accountant, Finance Sub-Commission and is concurred in by Transportation Sub-Commission.

3. Request is made for opinion of Legal Sub-Commission as to the propriety of this transaction and to the proposed form.

MERRITT H. TAYLOR,
Director.

encl: (1) Draft of Proposal

(19)

D R A F T

SUBJECT: Transfer to the Italian Government, Ministry of Transport,
Assets of I.N.T. in Sicily.

TO :

2385

1. The Istituto Nazionale Auto Trasporti, hereinafter referred to as I.N.T., is in possession of approximately 600 motor trucks which were captured from the Germans and Italians.
2. It is the desire of the Allied Commission that the above-mentioned trucks be handed over to, and become the property of, the Italian Government forthwith. The Italian Government will make no immediate cash payment for the vehicles but the Allied Governments reserve their right eventually to raise a charge against the Italian Government for the estimated value thereof.
3. It is desired that the Italian Government, immediately on the transfer of the trucks, shall also take over all the assets (including the accumulated profits) and liabilities of the INT and that thereafter the Allied Commission and the Allied Government will have no further financial responsibilities of any kind in connection therewith.
4. The Italian Government should agree that during the war with Germany and six months thereafter, that these vehicles be operated in the same efficient manner they are now operated and under the present operating management.
5. It should further be agreed by the Italian Government that these vehicles will be operated only in the island of Sicily, or provinces of Cosenza, Catanzaro, Matera, Potenza, and Reggio-Calabria, unless otherwise agreed by the Allied Commission.
6. A schedule of the trucks to be handed over is attached in duplicate.

the vehicles but the Allied Governments reserve their right eventually to raise a charge against the Italian Government for the estimated value thereof.

3. It is desired that the Italian Government, immediately on the transfer of the trucks, shall also take over all the assets (including the accumulated profits) and liabilities of the INT and that thereafter the Allied Commission and the Allied Government will have no further financial responsibilities of any kind in connection therewith.

4. The Italian Government should agree that during the war with Germany and six months thereafter, that these vehicles be operated in the same efficient manner they are now operated and under the present operating management.

5. It should further be agreed by the Italian Government that these vehicles will be operated only in the island of Sicily, or provinces of Cosenza, Catanzaro, Matera, Potenza, and Reggio-Calabria, unless otherwise agreed by the

Allied Commission.

6. A schedule of the trucks to be handed over is attached in duplicate.

This schedule should be verified by your representatives, one copy thereof signed by you and returned to us as acknowledgment that the vehicles listed thereon have been received by you. In order that the transaction may be recorded in the books of the Allied Commission, we shall raise a provisional charge of Lit. 1 against the Italian Government which will be a "pro memoria" account only.

7. If you are in agreement with the above proposals, please notify us.

19 February 1945
HCC/adm

TO BE SIGNED BY ECONOMIC SECTION

19a

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489081

542/3/Tn 1

26 February 1945

Dear General di Raimondo:

Reference your letter of 6 February, n. C 113/1152/33, the whole question of the transfer of INF road vehicles and other road vehicles to the Italian Government control is now actively under consideration.

When a decision has been reached on the general principles to be followed, a further communication will be sent to you regarding the proposals made in your letter.

Yours very truly,



M. B. THOMAS, Colonel
Deputy Director

H.E., General Giovanni di Raimondo
General Director, Italian State Railways
Ministry of Transport
Piazza della Croce Rossa
Rome.

2383



3

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Col Thomas
Taylor

MHT/h1

Tel: 220

540/26/TW 1

21 Feb. '45

SUBJECT: Transfer to the Italian Government,
Ministry of Transport, the Assets
of I.N.T. in Sicily.

TO : Legal Sub-Commission.

1. In connection with proposed withdrawal of Allied Commission in Italian Government territory, it is desired to turn over all of the interests of the Allies in I.N.T. in Sicily to the Italian Government, Ministry of Transport.

2. Attached draft of proposal to the Italian Government has been prepared by the Chief Accountant, Finance Sub-Commission and is concurred in by Transportation Sub-Commission.

3. Request is made for opinion of Legal Sub-Commission as to the propriety of this transaction and to the proposed form.

MERRITT H. TAYLOR,
Director.

encl: (1) Draft of Proposal



(2)

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13617/F/A

20 February 1945

SUBJECT : INT

TO ; Director Transportation Sub-Commission. ✓

1. As requested herewith draft letter to the Ministry of Communications on the subject of the hand over of the INT. I have altered your original letter to War Materials Disposal Sub-Commission only in so far as the financial aspect is concerned.
2. I suggest that the final draft should be cleared with the Legal Sub-Commission before sending out; I will see that it is cleared with the Joint Directors Finance Sub-Commission.
3. I understand that an inventory of the trucks has been, or is being, prepared by the Sicily Transportation Officers.

H. J. Lawrence
for Chief Accountant
Joint Director
Finance Sub-Commission

Copy to : Joint Directors Finance S/C



HEADQUARTERS ALLIED COMMISSION
APO 394
WAR MATERIALS DISPOSAL AND
ITALIAN PRISONERS OF WAR SUB COMMISSION
INTER OFFICE MEMO

WMD/19/1/31

16 February 1945

To: Transportation Sub-Commission.

Subject: Transfer to the Italian Government, Ministry of
Transport, the Assets of I.N.T. in Sicily.

Reference attached.

The question was discussed with Mr. Cleveland of Economic
Section who later telephoned that the matter would now be dealt
with by your Sub-Commission.

Mr. Cleveland asked me to state what was Captured Italian
material, AFHQ letter AG 400.93-1 GCT-AGM dated 2 December 1943
states as follows:

"All Italian material in our possession prior to the
Armistice, including Italian material captured in SICILY,
LAMPEDUSA, PANTELLERIA, and NORTH AFRICA."



J.A. CAMPBELL
Lieut.-Colonel
Director
WMD & IPOW Sub-Com.

Encl. 540/19/TN 1

2280

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

(31)

MHT/h1

Tel: 220

540/19/TN 1

13 Feb. '45

SUBJECT: Transfer to the Italian Government,
Ministry of Transport, the Assets
of I.N.T. in Sicily.

TO : Director, War Materials Disposal &
Italian Prisoners of War Sub-Commission.

1. The Instituto Nazionale Auto Trasporti, hereinafter referred to as I.N.T., is in possession of approximately 600 motor trucks which were captured from the Germans and Italians.

2. It is the desire of Transportation Sub-Commission that all of the assets of INT subject to all of Allied Commission's responsibilities and liabilities be turned over to the Italian Government, Ministry of Transport, with the definite understanding that Allied Commission will have no further liability of any kind in connection with INT or its operations.

3. A proper charge in dollars and sterling should be raised against the Italian Government representing a fair value of the assets transferred to it.

4. The Italian Government should agree that during the war with Germany and six months thereafter, that these vehicles be operated in the same efficient manner they are now operated and under the present operating management.

5. It should further be agreed by the Italian Government that these vehicles will be operated only in the island of Sicily, or provinces of Cosenza, Catanzaro, and Reggio-Calabria, unless otherwise agreed by the Allied Commission.

6. This matter is well understood by Colonel Crawshaw, the Principal Accountant, Finance Sub-Commission.

7. The problem of turning over the captured war materials and other assets derived therefrom is referred to your sub-commission as

WMD
8/19/1.
13/2/45
epc

2279

I.N.T.

- 2 -

13 February 1945

as a matter of primary interest, as verbally agreed with the understanding that you will expedite the transfer of these assets to the Italian Government in order to implement the Allied Commission policy of withdrawal from territory under Italian Governmental control.

8. Transportation Sub-Commission will render any assistance to you in this connection which you may desire.

Merritt H. Taylor
MERRITT H. TAYLOR,
Director.

copy to:

Acting Deputy Chief of Staff, Economic Section.
Principal Accountant, Finance Sub-Commission.
Mr. Gross, Transportation Sub-Commission.
Deputy Director, Transportation Sub-Commission.

15a

2974



IL MINISTRO DEI TRASPORTI

Rome, 16 th of Feb. 1945

Dear Mr. Taylor,

I am very grateful to you for your interest in the matter of the I.N.T.'s activities in Sicily, which will be directly passed on to the Italian Government, and personally I am of the same opinion, as in your note (N° 540/19/Tn I) of the 13th inst., on the idea with which the transfer should be made.

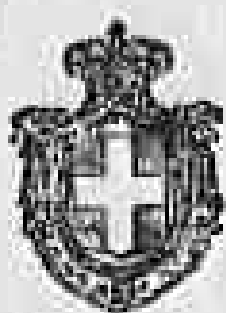
It is my desire though, that the 600 Autocarri, if possible, be extended also to hte BASILICATA, being that Region very poor of means of transportation.

*Matera
Potenza*

However, as soon as I am in possess of the Information from the Sub-Commission of War Material, I will provoke and provide for the necessary accomplishment from the Presidenza del Consiglio dei Ministri and that of the Ministry of Finance and Treasury.

My best regards

Francesco Cerabona
MINISTER



IL MINISTRO DEI TRASPORTI

F.XII.63/2383

Roma, 18 febbraio 1945

Caro Mr. TAYLOR,

Le sono molto grato dell'interessamento spiegato perchè tutte le attività dell'I.N.T. di Sicilia siano cedute direttamente al Governo Italiano, e personalmente sono d'accordo, in via di massima, sui criteri che, secondo la nota n.540/19/Tn I del 13 corrente da Lei inviata alla Sottocommissione del materiale di guerra, dovrebbero informare tale cessione.

Desidererei però che la destinazione dei seicento autocarri fosse estesa anche alla Basilicata, essendovi in tale regione una eccessiva penuria di mezzi di trasporto.

Comunque appena in possesso delle comunicazioni della Sottocommissione del materiale di guerra, provvederò a provocare i necessari adempimenti da parte della Presidenza del Consiglio dei Ministri e dei Ministeri delle Finanze e del Tesoro.

Si abbia i miei distinti saluti.

Cerabona

Mr. MERRIT H. TAYLOR
Direttore della Sottocommissione
Alleata per i Trasporti

S E D E

149
1945

HEADQUARTERS ALLIED COMMISSION
APU 394
ECONOMIC SECTION

HC:mew

Ref: ES/15.54

16 Feb 45

SUBJECT: Transfer to the Italian Government, Ministry of Transport,
the Assets of I.N.T. in Sicily

TO : Director, Transportation Sub-Commission

1. Reference your memo 540/19/TN 1 of 13 Feb 45, addressed to War Materials Disposal & Italian Prisoners of War Sub-Commission, and to our conversation on 15 Feb, on the above subject.

2. The transfer of the assets of INT to the Ministry of Transport is a responsibility of the Transportation Sub-Commission.

3. I understand that the trucks involved, while they are Italian material, were captured in such a way that it is allowable to charge the Italian Government for them. Col. Campbell has agreed to sort out this angle of the problem and notify you of the position.

4. You will of course work with the Chief Accountant, Finance Sub-Commission, in arranging the final angles of the deal; and the Legal Sub-Commission, Civil Affairs Section, may be helpful in drawing up the transfer documents.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Economic Section

Distribution:

Director, WMD & IPW S/C
Finance S/C, Att: CA
Econ Sec Files (2)
Ex Dir ES (1)

13
1945

/nf

Ministry of Transports
General Direction
State Railways.

Rome 6th February 1945
Ref. n. C 113/1152/33

TO : Mr. H. Taylor Esq.
Director Transportation Sub-Commission
HQ. Allied Commission
Rome

SUBJECT : Reoperation of road traffic by the State Railways.

Director,

This rail administration, since the day when in Italy there began to be an immoderate concurrence between roads transports and rail transports, a phenomenon which was common to all European countries. It has created on its own behalf, bus-lines for passenger and goods services to substitute or to complete rail transports. The operation of those vehicles was assigned either to Institutes belonging exclusively to the State Railways (as the National Transportation Institute, via Savoia 19 - Rome) either to grantee Companies. From the enclosed report it is possible to consider the type and importance of the S.R. traffic, which has been operated on ordinary roads, as well as the advantages which have been obtained with the employment, for those transports, of railway installations and personnel.

The present deficiency of the State Railways in regard of civil transports, the opportunity of using the rail installations and personnel, at present available, the necessity to restore the budget of the state Railways, which has a serious deficit, have suggested the reoperation of rail transports on road.

The national Transportation Institute is operating at present few passenger services, while if it only had the necessary means it could operate, on behalf of the State Railways, some other passenger lines and link up Rome the railway centers of greatest importance (see the attached

2371

This rail administration, since the day when in Italy there began to be an immoderate concurrence between roads transports and rail transports, a phenomenon which was common to all European countries. It has created on its own behalf, bus-lines for passenger and goods services to substitute or to complete rail transports. The operation of those vehicles was assigned either to Institutes belonging exclusively to the State Railways (as the National Transportation Institute, via Savoia 19 - Rome) either to grantee Companies. From the enclosed report it is possible to consider the type and importance of the S.R. traffic, which has been operated on ordinary roads, as well as the advantages which have been obtained with the employment, for those transports, of railway installations and personnel.

The present deficiency of the State Railways in regard of civil transports, the opportunity of using the rail installations and personnel, at present available, the necessity to restore the budget of the state Railways, which has a serious deficit, have suggested the reoperation of rail transports on road.

The national Transportation Institute is operating at present few passenger services, while if it only had the necessary means it could operate, on behalf of the State Railways, some other passenger lines and link up Rome the railway centers of greatest importance (see the attached report)

The same can be said for the goods-service, which can be created and operated, if the State Railways will receive from the Allied Command from the I.N.T. or other enterprises a sufficient number of trucks, until either all civil transports on railways or a system of roadchange service of commodities either in parcels or in complete cars will ~~not~~ be reoperated. As the State Railways have no aim of gain this will surely be the most sure and efficient means to face the black market in transportation matter and to contribute to the reduction of prices of transported commodities.

In calling your attention on this important problem I beg you to do your utmost so that it would be possible to assign to the State Railways an adequate number of vehicles which could permit the immediate reoperation of the railway

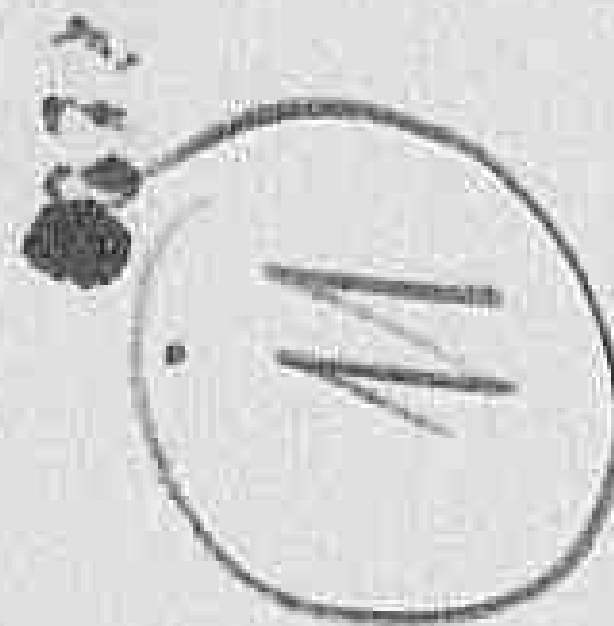
- 2 -

traffic on roads, considering that the existence of ENAC may facilitate the realization of the programme.

The General Director
(sgd. G. Di Raimondo)

2373

2373



Translation

/nf

Report

Institution of passenger and goods buslines operated directly by the State Railways or by the National Transportation Institute (I.N.T.) or by other grantee companies.

PRESENT SITUATION OF HIGHWAY TRANSPORTS

The total or absolute lack of civil traffic on the State railways in the greatest part of liberated Italy, has caused a swarming of private initiatives and the institution of passenger and goods-bus-lines, often competitors, with absurd fares and transport procedures. For instance the passenger traffic between Rome and the most important towns of Central and Southern Italy is at present based with vehicles which transport commodities at black-market prices.

Few are the busses and motor-cars which are used by privates to operate bus-line services at reasonable prices.

It is sufficient to call you attention on the fact, that while the I.N.T. and other companies are operating with comfortable busses a passenger service between Rome and the Marche and between Rome and the Abruzzi on the base of an average tariff of 2 liras per passenger-km on the other side other trucks, badly equipped leave Rome for the most absurd localities, without time-tables, with tariffs which often amount to ten liras per passenger-km.

Cases have been reported to this General Direction of State Railways in which for trips from Rome to Campobasso and from Rome to Reggio Calabria a tariff respectively of 3000 liras and of 10.000 liras has been applied. The same happens for the transport of goods.

The Italian Rail syndicate has recently denounced the case of a load of dried figs from the Puglia to Rome for which a sum of 3000 liras per quintal has been paid (more than the 30% of the sale price of the market of Rome) while on the railways the same commodities would have paid nearly 71 liras per quintal and honest motor-transporters would have requested one thousand lire per quintal.

The Government and all those persons who care the reconstruction of Italy, cannot take no interest in this situation and the State Railways on which was based the transport of the greatest part of the national production and the import and export traffic, cannot support the forming of initiatives which not considering their negative results for the high cost of their services, could subtract to the railways those traffic-currents which belong to them.

the most important commodities at present based with vehicles which transport commodities at black-market prices. Few are the busses and motor-cars which are used by privates to operate bus-line services at reasonable prices. It is sufficient to call your attention on the fact, that while the I.N.T. and other companies are operating with comfortable busses a passenger service between Rome and the Marche and between Rome and the Abruzzi on the base of an average tariff of 2 liras per passenger-km on the other side other trucks, badly equipped leave Rome for the most absurd localities, without time-tables, with tariffs which often amount to ten liras per passenger-km. Cases have been reported to this General Direction of State Railways in which for trips from Rome to Campobasso and from Rome to Reggio Calabria a tariff respectively of 3000 liras and of 10.000 liras has been applied. The same happens for the transport of goods.

The Italian Rail syndicate has recently denounced the case of a load of dried figs from the Puglie to Rome for which a sum of 3000 liras per quintal has been paid (more than the 30% of the sale price of the market of Rome) while on the railways the same commodities would have paid nearly 71 liras per quintal and honest motor-transporters would have requested one thousand lire per quintal. The Government and all those persons who care the reconstruction of Italy, cannot take no interest in this situation and the State Railways on which was based the transport of the greatest part of the national production and the import and export traffic, cannot support the forming of initiatives which not considering their negative results for the high cost of their services, could substract to the railways those traffic-currents which belong to them. Then many persons are asking themselves: why the State Railways, which since some time ago, were operating road transports with lines for passengers and goods, are not reoperating those activities?

Is it right to leave in a state of abandon all the installations and the railway personnel who escaped from damages of war? Owing to complete lack of transport for the population, many warehouses, companies, managers, executive personnel, manpower and rail-lines are unutilised. If the I.N.T. or other roadhaulage companies, controlled by the State Railways or which are operating under their supervision, could operate a transport of passenger and goods at the station of arrival and departure and if it were assigned to the railway personnel all the connected procedures (load, unload, storage of freights, despatch,)

collection of taxes, sale of tickets for passengers service, etc) the characteristics of the service will surely be the following: utilization of all means, employment of rail personnel and politics of fixing cheap fares which will sure make easier the national economic rehabilitation.

The State Railways, having no aim of gain, can help the Government and operate in the best way transferments of raw materials and freights which are indispensable for the national reconstruction.

A FIRST PROGRAMME OF ROAD HAULAGE

As we have pointed out, the State Railways being the owner of the National Transportation Institute have all the interest to improve the services of the I.N.T. At present this Institute operates on behalf of the Allies, nearly 1800 vehicles in Sicily and has a fairly good road haulage system for passenger services in the province of Teramo besides the interprovincial lines Ascoli-Rome, Rome-Campobasso and S. Benedetto del Tronto-Ancona. The I.N.T. services are preferred for cheap fares, for regular operation and efficiency. If we consider that the I.N.T. has in Rome and in the Capitals of Province, very good agencies which have garages, repairshops, etc. the opportunity is evident to increase the utilization of the technical and administrative organisation of the I.N.T. in improving its services. The State Railways should obtain from the Allies new vehicles (to transport passengers and commodities) which should be allocated to the I.N.T. under the supervision of the S.R., until civil rail transport will not be reoperated. The same ought to be done for the passenger traffic with the institution of new communications (bi-weekly or tri-weekly) between Rome and the provinces not yet supplied by regular bus-services.

We will now suggest a first programme of road haulage which should be operated under the supervision of the Ministry of Transports (State Railways) and in substitution of rail services until they will not be reoperated.

A. Passenger Services

Considering the passenger services already operating in the province of Rome and operated with small tourism motor-cars or with trucks and bus-lines linking up Rome and some capitals of the provinces of central Italy (see enclosure n. 1) as Perugia, Macerata, Pescara, etc., the National Transportation Institute should operate in addition to its passenger services already operating on the mileage Rome-Ascoli-S. Benedetto del Tronto (Salaria road), S. Benedetto del Tronto-Ancona (

good road haulage system for passenger services in the province of Teramo besides the interprovincial lines Ascoli-Rome, Rome-Campobasso and S. Benedetto del Tronto-Ancona. The I.N.T. services are preferred for cheap fares, for regular operation and efficiency. If we consider that the I.N.T. has in Rome and in the Capitals of Province, very good agencies which have garages, repairshops, etc. the opportunity is evident to increase the utilization of the technical and administrative organisation of the I.N.T. in improving its services. The State Railways should obtain from the Allies new vehicles (to transport passengers and commodities) which should be allocated to the I.N.T. under the supervision of the S.R., until civil rail transport will not be reoperated. The same ought to be done for the passenger traffic with the institution of new communications (be-weekly or tri-weekly) between Rome and the provinces not yet supplied by regular bus-services.

We will now suggest a first programme of road haulage which should be operated under the supervision of the Ministry of Transports (State Railways) and in substitution of rail services until they will not be reoperated.

A. Passenger Services

Considering the passenger services already operating in the province of Rome and operated with small tourism motor-cars or with trucks and bus-lines linking up Rome and some capitals of the provinces of central Italy (see enclosure n. 1) as Perugia, Macerata, Pescara, etc., the National Transportation Institute should operate in addition to its passenger services already operating on the mileage Rome-Ascoli-S. Benedetto del Tronto (Salaria road), S. Benedetto del Tronto-Ancona (Adriatica road), Rome-Cassino-Venafro-Campobasso (Casilina road and route n. 85), other passenger services in correspondence of the railroads on which, before the war, there was an intense traffic and exactly: Rome-Naples (to complete the already existing service which is inadequate to the applicants); Rome-Avezzano-Sulmona-Pescara (same observations we did for the precedent line); Pescara-San Benedetto Rome-Viterbo Siena-Firenze (route n. 2); Rome-Termini-Foligno-Ancona (route n. 3 until Fossato di Vico and then route n. 76). Thus the State Railways would operate, thru the I.N.T. a system of passenger services linking up Rome with the most important towns of central-southern Italy. But to realize this modest programme it is necessary that the I.N.T. should have returned the eight busses of its own property which remained in Sicily. The same is for the motor-car park which belonged to the I.N.T. it is then necessary to obtain from the Allies and adequate and prompt allocation of tires, spare-parts, fuel, otherwise

- 3 -

the activity of the Institute will be useless. On these last requirements we call the attention of the General Direction of the State Railways and of the Ministry of Transports.

B. Freight services.

It is opportune to remind that the State Railways have been authorized with the royal Decree 2nd December 1931 n. 1577 (encl. n. 2) to transport goods and passengers with vehicles in order to complete and substitute rail service with exclusive operation. According to the above mentioned decree the Minister of Communications besides the authorization of substituting partially or totally the rail services with road-services, had also the power to assign to the State railways other bus-services to complete the railway system. The decree specified that the state Railways could take care of the bus-services directly or thru companies to which they participated according to the law or with contracts with other enterprises. In the enclosure n. 3 there are considered all the services operated by the state railways until the year 1942-43 during which they had a daily mileage of trucks of 32.000 km. on a mileage of nearly 7000 km. of line.

The daily average of goods which were transported amounted to nearly 2.200 tons and the total transport of freights was of more than two millions and half of tons. From the attached map (enclosure n. 3) we observe that for what concerns liberated Italy the State Railways operated bus-lines to transport goods on the following lines: Viareggio-Florence; Viareggio-Pisa-Florence; Florence-Siena; Florence-Rome-Naples; Raenza-Ancona-Pescara; Rome-Civitavecchia; Foggia-Bari-Lecce; Messina-Palermo-Trapani; Messina-Catania and Sibari-Cosenza.

The operation was assigned to various firms with gains which were based on prices fixed on truck-km. As we have already pointed out, all the terminal operations of road-haulage were supervised by the state railways; thus all warehouses, loading platform etc which were in the station yards were used for those services.

The acceptance of forwardings was operated in the station yards just as if the commodities ought to be despatched by rail and the delivery was done at the station of arrival for parcels or at the house of the addressee for large stocks.

Transports were charged on the Base of rail tariffs, whose prices, in spite of the fact that were frozen, were not increased for road haulage. When lines were interrupted or there was too traffic

the bus-services directly or thru companies to which they participated according to the law or with contracts with other enterprises.

In the enclosure n. 3 there are considered all the services operated by the state railways until the year 1942-43 during which they had a daily mileage of trucks of 32.000 km. on a mileage of nearly 7000 km. of line.

The daily average of goods which were transported amounted to nearly 2.200 tons and the total transport of freights was of more than two millions and half of tons. From the attached map (enclosure

n. 3) we observe that for what concerns liberated Italy the State Railways operated bus-lines to transport goods on the following lines: Viareggio-Florence; Viareggio-Pisa-Florence; Florence-Siena; Florence-Rome-Naples; Faenza-Ancona-Pescara; Rome-Civitavecchia; Foggia-Bari-Lecce; Messina-Palermo-Trapani; Messina-Catania and Sibari- Cosenza.

The operation was assigned to various firms with gains which were based on prices fixed on truck-km.

As we have already pointed out, all the terminal operations of road-haulage were supervised by the state railways; thus all warehouses, loading platform etc which were in the station yards were used for those services.

The acceptance of forwardings was operated in the station yards, just as if the commodities ought to be despatched by rail and the delivery was done at the station of arrival for parcels or at the house of the addressee for large stocks.

Transports were charged on the Base of rail tariffs, whose prices, in spite of the fact that were frozen, were not increased for road haulage. When lines were interrupted or there was too traffic the rail-operation was completed with road-transports on interrupted sections.

The present situation even if for some reasons is similar to the past situation, is more serious and there is no doubt that it must be faced using auxiliary road-services which should be operated by State Railways, which have since a long time the necessary technical and administrative operation as well as a real experience on this camp.

Therefore it is necessary to allocate to the state Railways a sufficient number of vehicles according to which it will be reoperated those road services which are necessary to the traffic or it will be created new lines which should satisfy the new exigences formed with the war.

2370

- 4 -

C. The E.N.A.C. and the STATE RAILWAYS.

The institution of ENAC, except for whatever opinion there is on the accomplishment of its programme, do not hinder state Railways from reoperating road services. On the contrary ENAC may help the Railways because having under its supervision all private vehicles, to which are assigned transports, it may transfer a quota of those means to the State railways to operate some of those transports which should be done alongside rail-lines or should link-up the rail-traffic centers.

State railways may lay down with the companies who own vehicles the usual contracts of concession of auxiliary rail-services and besides using their equipments and personnel, they will discipline their forwardings on the base of the rail-tariffs either for what concerns prices of transport or for the responsibility of the carrier, etc.

Thus the railway customers will not use other carriers and the users will be subtracted from speculations of privates, advantaging consumers and prices-politics.

D. CONCLUSIONS AND CONSIDERATIONS

From what we have reported the opportunity or the necessity is clear that the Italian state Railways should reoperate at once. (thru the I.N.T. or other companies) auxiliary road services either to transport passengers or commodities. Any delay will surely be a mistake, because besides rendering useless the rail personnel and the railway installations, it will represent an enormous damage for the economic national life which will resent of arbitrary and uncontrolled fares in the transportation camp. Only the State railways administration with its quality of supreme industrial company of the State and with its technical and administrative organization and its specialized personnel, can efficiently participate to the national reconstruction with its function (which have no aim of gain) to reduce and stabilize transport-fares.

The chief of the Commercial and traffic
Department
(sgd. illegible)

Rome 11th January 1945

will be subtracted from speculations on prices and prices-politics.

2. CONCLUSIONS AND CONSIDERATIONS

From what we have reported the opportunity or the necessity is clear that the Italian state Railways should reoperate at once. (thru the I.N.T. or other companies) auxiliary road services either to transport passengers or commodities. Any delay will surely be a mistake, because besides rendering useless the rail personnel and the railway installations, it will represent an enormous damage for the economic national life which will resent of arbitrary and uncontrolled fares in the transportation camp. Only the State railways administration with its quality of supreme industrial company of the State and with its technical and administrative organization and its specialized personnel, can efficiently participate to the national reconstruction with its function (which have no aim of gain) to reduce and stabilize transport-fares.

The chief of the Commercial and traffic
Department
(sgd. illegible)

Rome 11th January 1945

2369

10

Enclosure n. 2

Royal Law Decree n. 1575, dated 21st December 1931

OPERATION OF LINES BY THE STATE RAILWAYS

(published in the Gazzetta Ufficiale of the 31st December 1931
n. 301).

VITTORIO EMANUELE III
King of Italy

by virtue of the authority granted me:

seen the law 7th July 1907 n. 429, concerning the arrangements of the State railways, modified by the royal Decree n. 728, dated 28th June 1912? and by the Lieutenantcy Decree n. 223 dated of February the 20th 1916.

seen the article 3, n. 2 of the law n. 100 of the 31st January 1926; having approved the urgent and absolute necessity to modify for economy the regulations of the State Railways Administration;

Considered the general necessity of instituting some times motor-transport services at the place of railway services.

heard the deliberation of the Ministers' council.

on proposal of our Minister, Secretary of State for the Communications in agreement with the secretaries of State of Finance, War and Corporations;

WE SANCTION AND WE PROMULGATE WHAT FOLLOWS:

Art. 1 - The Minister of Communications, heard the Administration's Council of the State Railways, has the power to fix, according to the traffic requirements, the rail services on the lines operated by the state. He is then authorized to substitute partially or totally the rail services with motortransport services.

Art. 2 - The Minister of Communications, heard the Administration's Council of the State Railways, has the power to assign the operation of the above mentioned road-haulage services either to the State Railways Administration or to the private Industry; he can also assign to the state railways other road haulage services completing the rail-system. The state Railways Administration has the

seen the article 3, n. 2 of the law n. 100 of the 31st March 1907, having approved the urgent and absolute necessity to modify for economy the regulations of the State Railways Administration; Considered the general necessity of instituting some times motor-transports services at the place of railway services. heard the deliberation of the Ministers' council. on proposal of our Minister, Secretary of State for the Communications in agreement with the secretaries of State of Finance, War and Corporations;

WE SANCTION AND WE PROMULGATE WHAT FOLLOWS:

Art. 1 - The Minister of Communications, heard the Administration's Council of the State Railways, has the power to fix, according to the traffic requirements, the rail services on the lines operated by the state. He is then authorized to substitute partially or totally the rail services with motortransport services.

Art. 2 - The Minister of Communications, heard the Administration's Council of the State Railways, has the power to assign the operation of the above mentioned road-haulage services either to the State Railways Administration or to the private Industry; he can also assign to the state railways other road haulage services completing the rail-system. The state Railways Administration has the ~~2300~~ ²³⁰⁰ eness of the service on the road haulage lines which are assigned to it.

Art. 3 - The State railways Administration takes care of the operation of the road haulage services, which are assigned to it, either directly or thru companies, to which it participates according to the law either by contract or by other companies.

Art. 4 - With royal Decrees, on proposal of the Ministry of Communications, heard the Ministers' Council, it can be ordered the suppression of rail-lines, whose services have been totally suspended as by art. 1 of the law n. 429

Art. 5 - Are abrogated the articles 47, 49 and 50 of the law n. 429 dated July the 7th 1907, modified by the royal Decree n. 728, dated 28th June 1912 and by the lieutenantancy decree n. 222 dated 20th Feb. concerning the arrangement of state railways as well as all the dispositions which are different from those which are mentioned in this

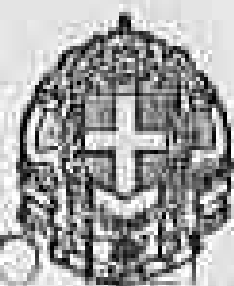
decree, which will be proposed to the Parliament to be transformed in law.

The proposing Minister is authorized to present the scheme of law- We order that the present decree, provided with the State Seal, should be published in the official collection of laws and decrees of the Italian Kingdom, and that all concerned persons should treat and see that it is treated as state law.

Rome 21st December 1931 Year X

Vittorio Emanuele

The Guardasigilli: Rocco
Mussolini-Ciano-Mosconi-Gazzerra Bottai.



MINISTERO DEI TRASPORTI

MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO

Roma, 6/febbraio

1945 Anno

C. 113/1152/33

Ripresa di traffici su strada
da parte delle F.S.

Al Signor H. TAYLOR Esq.

Director - Transportation Sub - Commission

H.Q. - Allied Commission

R O M A

Signor Direttore,

Questa Amministrazione ferroviaria, fin da quando in Italia ebbe a manifestarsi una sfrenata concorrenza dei trasporti su strada a danno di quelli ferroviari, cosa questa comune, del resto, a tutti i Paesi europei, provvide a creare, per proprio conto, autolinee per servizio viaggiatori e per servizio merci in sostituzione o ad integrazione dei trasporti ferroviari. La gestione di tali automezzi fu affidata o ad Enti di proprietà esclusiva delle F.S. (come la Soc. An. Istituto Nazionale dei Trasporti - Via Savoia 19 - Roma) o ad imprese concessionarie. Dall'allegata relazione si possono rilevare la natura e la portata del traffico F.S. svolto su strade ordinarie nonché i vantaggi conseguiti mediante l'utilizzazione, per tali trasporti, di impianti e di personale ferroviari.

La carenza attuale delle F.S. nei confronti dei trasporti civili, l'opportunità di utilizzare gli impianti ed il personale ferroviario oggi disponibili, la necessità di avviare verso un risanamento il bilancio delle F.S. il quale presenta un disavanzo pauroso con dirette ripercussioni sul bilancio dello Stato, impongono una immediata ripresa dei trasporti ferroviari su strada.

L'Istituto Nazionale Trasporti assicura oggi ²¹⁶⁶ qualche servizio viaggiatori (tra Roma ed Ascoli Piceno, Roma - Campobasso e S. Benedetto - Ancona oltre a linee secondarie nelle Regioni abruzzesi e marchigiane) mentre, se avesse i mezzi occorrenti, potrebbe gestire, per conto delle F.S., molte altre autolinee viaggiatori e collegare Roma con i centri ferroviari di maggiore importanza (vedasi relazione unita).

Si dica altrettanto per il traffico merci per il quale, ove le F.S. ricevessero dal Comando Alleato una congrua assegnazione di camions, si potrebbe a mezzo dell'I.N.T. o di imprese concessionarie creare ed esercitare, fino a quando non potranno essere ripresi i trasporti civili per ferrovia, una rete di autoservizi merci su strada per trasporto di collettame o di carri completi. Sarebbe questo, dato che le F.S. non perseguono fini di lucro, il mezzo più sicuro e più efficace per combattere la borsa nera nel campo dei trasporti e per contribuire alla riduzione dei prezzi delle cose trasportate.

Nel richiamare tutta l'attenzione della S.V. sull'importante problema La prego, Signor Direttore, di fare quanto Le è possibile affinché alle F.S. sia assegnato un congruo numero di automezzi che consentano la ripresa immediata dei traffici ferroviari su strada tenendo presente che l'esistenza dell'E.N.A.C. anziché ostacolare potrà facilitare la realizzazione del programma.

IL DIRETTORE GENERALE

Udi Farnon

STATE RAILWAY DIRECTION
PALERMO

File N° 790.5 1944
Palermo, Aprile 15, 1944.

TO : A. C. C.
(Attention of Lt. Calvanese)

SUBJECT : Istituto Nazionale Trasporti

The Istituto Nazionale Trasporti was created at the initiative of the State Railway to complete with an highway service, carried out with trucks, the rail service on those lines on which the actual rail service was clogged and to compete with similar private organizations by offering the benefit of a direct draw and delivery of goods at established places.

The Istituto started as a private organization with a joint stock capital; all shares, however, were in the hands of the Railway.

It was autonomously administrated, but most of its personnel, especially those possessed with controlling and supervising duties, was picked up from the State Railway corps.

Goods moved by INT facilities were taken in consignment by the Railway, who applied tariffs, cashed freights and undertook all responsibilities imposed upon the carrier by law.

INT was subdivided into regional agencies, located in many cities throughout Italy, one of which was established in Sicily (Palermo) and charged with the subsidiary goods traffic along the rail lines Palermo-Messina and Messina-Catania.

It was the intention of the Italian Government to cut down the narrow gauge service in Sicily, which was in the red and to replace it with a truck system entrusted to the INT.

In fact, the rail line from Bivio Filaga to Prizzi and Palazzo Adriano was closed for the public and its traffic carried with INT facilities. The narrow gauge service from Palermo to Corleone was also curtailed to the least, and supplemented with INT road busses, under the railway supervision.

The Railway were at liberty at any time to get hold of the whole of INT material, suspending INT's services if necessary, which, as already mentioned, were carried out in the exclusive interest of the Railroad. During the last months prior to occupation some INT lorries were utilized for the safety of railway personnel when an air warning was given.

Other INT autovehicles were put by the Allied Authorities at the avail of the "Sezione Provinciale Alimentazione" (Ali-

and delivery of goods to the joint stock capital; all shares, however, were in the hands of the Railway.

It was autonomously administered, but most of its personnel, especially those possessed with controlling and supervising duties, was picked up from the State Railway corps.

Goods moved by INT facilities were taken in consignment by the Railway, who applied tariffs, cashed freights and undertook all responsibilities imposed upon the carrier by law.

INT was subdivided into regional agencies, located in many cities throughout Italy, one of which was established in Sicily (Palermo) and charged with the subsidiary goods traffic along the rail lines Palermo-Messina and Messina-Catania.

It was the intention of the Italian Government to cut down the narrow gauge service in Sicily, which was in the red and to replace it with a truck system entrusted to the INT.

In fact, the rail line from Bivio Filaga to Prizzi and Paleszo Adriano was closed for the public and its traffic carried with INT facilities. The narrow gauge service from Palermo to Corleone was also curtailed to the least, and supplemented with INT road busses, under the railway supervision.

The Railway were at liberty at any time to get hold of the whole of INT material, suspending INT's services if necessary, which, as already mentioned, were carried out in the exclusive interest of the Railroad. During the last months prior to occupation some INT lorries were utilized for the safety of railway personnel when an air warning was given.

Other INT automobiles were put by the Allied Authorities at the avail of the "Sezione Provinciale Alimentazione" (Alimentation Bureau) to haul foodstuffs either for the ammasses or for distribution to civilians.

Such was the INT situation when the island was occupied and as food supplying was the hardest problem to be immediately faced, the whole of INT facilities was entirely turned over to food movement. Besides, AMGOT, and subsequently AMG, having experienced how sound INT was if compared with any other similar organization, trusted upon it to form out their road transportation organization.

As regards as the management of this organization, while the technical part continued to be dealt with by the prior direction, the financial part was charged to the Railways, who furnished all necessary funds for its operations during all the time the INT worked exclusively for AMGOT rendering outstanding

services.

The accounting of INT operating expenses has always been kept in separate records and from time to time inspected by the Railway. Payments were made against the presentation of bills of expenses.

The present INT organization has sensibly changed from the original. It enjoys now a large number of autovehicles and a commercial activity different from that for which it was created. Its juridical position, however, is unchanged. INT belongs to the Railway and is supervised by an administration board which was seattig and is supposed to still seat at Rome. This board of course is in no condition at present to exercise its powers in the occupied territories. It being, however, related with and having been created by the Italian State Railway, it can have no other lawfull local representative in Sicily but the "Capo Compartimento" of Palermo, who represents the interests of the State Railway.

This shows synthetically the actual and juridical position of INT and its degree of relation with the State Railway.

Very respectfully yours,

Ing. Dr. Pietro Tuccio
Director.

2264

lawfull local representative in Sicily but the "Capo Compartimento" of Palermo, who represents the interests of the State Railway.

This shows synthetically the actual and juridical position of INT and its degree of relation with the State Railway.

Very respectfully yours,

Ing. Dr. Pietro Tuccio
Director.

2881

8

In conformità alle delucidazioni richieste e giusta quanto è già a conoscenza di questo On. Comando si giustifica quanto appresso:

L'Istituto Nazionale Trasporti ha una specifica competenza in materia di trasporti su strada con automezzi come fe fede anche l'esclusa copia di circolare del Direttore Generale delle P.S. indirizzata ai vari Capi Servizio.

L'INTRA curava altresì le concessioni speciali di carri Groupages per cui le importanti fide di spedizioni facevano capo al ns/Istituto per l'importo di tali carri raccoglitori di collettamenti funzione importante questa in quanto, con una organizzazione di concentramento su Milano e quindi amiatamento, si raggiungeva lo scopo di utilizzare l'intera capienza dei carri diretti alle varie stazioni evitando alle Ferrovie l'onere di utilizzare parzialmente i carri stessi ed essendo possibile, con il concentramento e lo amiatamento di cui si è detto, indirizzare carri completi di collettamento nelle principali stazioni evitando in tal modo il frazionamento delle spedizioni dei vari centri per determinati paesi che comportava il parziale utilizzo della capienza dei carri stessi specialmente dopo i primi amiatamenti. La prescrizione poi dal fatto che l'I.N.T. in genere ha affittato sempre le Ferrovie dello Stato per i servizi ausiliari e si è attivato particolarmente nel sussidiario lo P.S. con autoservizi viaggiatori e merci, è da porre in evidenza, per quanto riguarda il lavoro svolto in Sicilia che l'I.N.T. si è impiantato ed organizzato nell'Isola per la sostituzione con autoservizi (autotreni ed autobotte delle Ferrovie Secondarie, non più idonee all'economia della Sicilia ed alla sana attività dei trasporti. Pertanto l'attuale Dirigente venne trasferito in Sicilia per gli studi riguardanti tale sostituzione sotto i diversi aspetti: strade, materiale rotabile, traffico etc.

Tale programma venne posto in parziale attuazione per lo stato di guerra sopravvenuto con la gestione di alcuni servizi di linea viaggiatori - attualmente in atto su percorsi facenti capo a Palermo - mentre per i servizi merci di linea - unici in Italia - stati istituiti e gestiti servizi regolari di linea per la rete

F.S. indirizzata ai vari Capi Servizio.

L'INT curruve altresì le concessioni speciali di carri Groupages per cui le importanti Gase di spedizioni facevano capo al ns/ Istituto per l'incoltro di tali carri raccoglitori di collettanea funzione importante questa in quanto, con una organizzazione di concentramento su Milano e quindi anistamento, si raggiungeva lo scopo di utilizzare l'intera capienza dei carri diretti alle varie stazioni evitando alle Ferrovie l'onere di utilizzare parzialmente i carri stesi ed essendo possibile, con il concentramento e lo anistamento di cui si è detto, indirizzare carri completi di collettanea nelle principali stazioni evitando in tal modo il frazionamento delle spedizioni dei vari centri per determinati paesi che comportava il parziale utilizzo della capienza dei carri stessi specialmente dopo i primi anistamenti. A prescindere poi dal fatto che l'I.N.T. in genere ha affiancato sempre le Ferrovie dello Stato per i servizi ausiliari e si è attivato particolarmente nel sussidiario le F.S. con autoservizi viaggiatori e merci, è da porre in evidenza, per quanto riguarda il lavoro svolto in Sicilia che l'I.N.T. si è impiantato ed organizzato nell'Isola per la sostituzione con autoservizi (autotreni ed autobotte delle Ferrovie Secondaria, non più idonee all'economia della Sicilia ed alla sana attività dei trasporti. Pertanto l'attuale Dirigente venne trasferito in Sicilia per gli studi riguardante tale sostituzione sotto i diversi aspetti: strade, materiale rotabile, traffico etc.

Tale programma venne posto in parziale attuazione per lo stato di guerra sopravvenuto con la gestione di alcuni servizi di linea viaggiatori - attualmente in atto su percorsi facenti capo a Palermo - mentre per i servizi merci di linea - unici in Italia - stati istituiti e gestiti servizi regolari di linea per la macchina trasporto del collettanea sulla Palermo-Messina-Catania, Palermo-Cagliari, vetrano ed altri. E' ancora da segnalare che l'I.N.T. ha anche una rete di Concessionari di Agenzie di Città - come da nota a suo tempo presentata - per il trasporto nelle varie zone di competenza delle merci a collettanea (presa o consegna a domicilio) e carri Groupages, spedizione e consegna di pacchi espressi etc.

L'attuale Dirigente dell'INT ha anche eseguito, per conto del suo Istituto, l'organizzazione dei servizi di linea viaggiatori e merci nella Venezia Giulia; importanti servizi questi istituiti in sostituzione delle Ferrovie Secondaria di quella zona. Nei riguardi dei servizi siciliani l'attuale Dirigente oltre ai primi studi, come sopra è detto, ha curato, in unione ad altro funzionario, il progetto per l'istituzione dei servizi in sostituzione di una parte delle Ferrovie Secondarie in Sicilia che, come accennato, venne posto in attuazione parziale.

L'I.N.T. ha anche eseguito trasporti con autotreni delle merci per l'alimentazione sia durante il periodo precedente all'emergenza, sia durante l'emergenza stessa. E' indubbio che in Sicilia non esisteva una completa ed organica impresa del genere ma esistevano, come esistono, solamente dei piccoli trasportatori privati a tipo familiare; s'intende per quanto riguarda trasporti merci con autotreni.

L'Istituto ha quindi la massima esperienza dei trasporti su strada tanto che l'On. Comando ha ritenuto, su progetto richiesto dallo stesso Comando, e dall'I.N.T. eseguito rapidamente (progetto di massima), di affidargli il servizio di autotrasporti in alcune provincie per conto dell'A.M.G. Come è ben noto l'I.N.T. aveva già in gestione, in Palermo, una parte degli automezzi ANO di questa piazza. Con tale assunzione di gestione l'I.N.T., secondo le direttive del Comando, si prefigge i seguenti principali scopi:

1°) utilizzazione al massimo della capacità produttiva degli automezzi con conseguente miglioramento negli scambi e quindi nell'economia dell'Isola -

2°) aumento della disponibilità di trasporto per la più organica utilizzazione di tutto l'autoparco -

3°) abbassamento delle tariffe (nolo) che in effetti sono state già ridotte sensibilmente. Infatti la tariffa attualmente vigente di 0,50 Q.li-Km. è stata ridotta a 0,25 - 0,30 - 0,35 - 0,40 rispettivamente secondo le categorie di merci; per quelle alimentari (vivendi) la tariffa è stata fissata in 0,30 Q.li-Km. cioè 40% di riduzione -

4°) ordinare con scrupolo l'assegnazione degli autocarri secondo le precedenti stabilite e le necessità delle varie Amministrazioni - evitando abusi speculativi -

5°) Coordinare i vari trasporti interprovinciali - su strada - riducendo al minimo i vuoti.

ISTITUTO NAZIONALE TRASPORTI

- e quindi nell'economia dell'Isola -
- 2°) aumento delle disponibilità di trasporto per la più organica utilizzazione di tutto l'autoparco."
 - 3°) abbassamento delle tariffe (nolo) che in effetti sono state già ridotte sensibilmente. Infatti la tariffa attualmente vigente di 0,50 Q.li-Km. è stata ridotta a 0,25 - 0,30 - 0,35 - 0,40 rispettivamente secondo le categorie di merci; per quelle alimentari (vivieri) la tariffa è stata fissata in 0,30 Q.li-Km. cioè 40% di riduzione -
 - 4°) ordinare con scrupolo l'assegnazione degli autocarri secondo le precedenti stabilite e le necessità delle varie Amministrazioni - evitando abusi speculativi -
 - 5°) Coordinare i vari trasporti interprovinciali - su strada - riducendo al minimo i vuoti.

ISTITUTO NAZIONALE TRASPORTI

9362

STESO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Direzione Generale

Roma, 20 Gennaio 1942
n. PAG 024/E/55817

Servizio P.A.C.

Servizio Movimento	Sede
Servizio Comm.le & Traffico	Sede
Servizio Lavori	Sede
Servizio Mat.e Trazione	Firenze
Capi Compartimenti	Tutti
Capo Delegazione	Cagliari

OCCASIONE : Istituto Nazionale Trasporti "

Com'è noto a edeste Sedi l'Istituto Nazionale Trasporti (I.N.T.) disimpegna per conto e nell'interesse delle Ferrovie dello Stato molteplici e complessi servizi di trasporto fra i quali assunono particolare importanza quelli di presa e consegna merci e domicilio nei più importanti centri ferroviari del Regno, quelli interstazionali, tendenti ad alleggerire il traffico merci sulla rete statale e gli autoservizi in linea in sostituzione di linee ferroviarie sopresse o a sussidio di dette linee.

Come è noto il prefato Istituto è emanazione diretta di questa Amministrazione Ferroviaria che è proprietaria di tutto il capitale dell'Istituto stesso e ne controlla tutta la gestione.

Pertanto tale Istituto deve considerarsi come una branca della Ferrovie dello Stato e a queste affiancato.

Ora, dato il grave e delicato compito che l'INT deve assolvere, specie nel presente eccezionale momento in cui i traffici ferroviari per la loro intensità richiedono la cooperazione di altri mezzi di trasporto fuori rotta, è necessario che l'opera del detto Istituto sia valutata nella sua reale importanza e che lo, Sedi in indirizzo, nei frequenti rapporti che indubbiamente hanno con la Sede Centrale o con le varie Delegazioni dell'INT istituite in vari centri del Regno, cooperino e facilitino il complesso lavoro cui esso è chiamato ad assolvere, tenendo presente che tutta l'attività del detto Istituto è collegata direttamente all'interesse di questa Amministrazione.

Prago pertanto tutte le Sedi in indirizzo di attenersi a quanto sopra esposto condone conforme.

IL DIRETTORE GENERALE

Com'è noto a codeste Sedd l'Istituto Nazionale Trasporti (I.N.T.) disimpegna per conto e nell'interesse delle Ferrovie dello Stato molteplici e complessi servizi di trasporto fra i quali assumono particolare importanza quelli di presa e consegna merci a domicilio nei più importanti centri ferroviari del Regno, quelli inter-stazionali, tendenti ad alleggerire il traffico merci sulla rete Statale e gli autoservizi in linea in sostituzione di linee ferroviarie sopresse o a sussidio di dette linee.

Come è noto il prefato Istituto è emanazione diretta di questa Amministrazione Ferroviaria che è proprietaria di tutto il capitale dell'Istituto stesso e ne controlla tutta la gestione.

Pertanto tale Istituto deve considerarsi come una branca della Ferrovie dello Stato e a questo affiancato.

Ora, dato il grave e delicato compito che l'INT deve assolvere, specie nel presente eccezionale momento in cui i traffici ferroviari per la loro intensità richiedono la cooperazione di altri mezzi di trasporto fuori rotale, è necessario che l'opera del detto Istituto sia valutata nella sua reale importanza e che le Sedd in indirizzo, nei frequenti rapporti che indubbiamente hanno con la Sede Centrale o con le varie Delegazioni dell'INT istituite in vari centri del Regno, cooperino e facilitino il complesso lavoro cui esso è chiamato ad assolvere, tenendo presente che tutta l'attività del detto Istituto è collegata direttamente all'interesse di questa Amministrazione.

Prego pertanto tutte le Sedd in indirizzo di attenersi a quanto sopra esposto dandone conferma.

IL DIRETTORE GENERALE

F.to VELANI

2251

R E L A Z I O N E

Circa l'istituzione di autolinee viaggiatori e merci gestite dalle Ferrovie dello Stato sia direttamente che a mezzo dell'Istituto Nazionale Trasporti (I.N.T.) o di altre imprese concessionarie.

L'ATTUALE SITUAZIONE NEI TRASPORTI DI STRADA

L'assenza totale, o quasi, di traffico civile sulle ferrovie dello Stato nella maggior parte delle regioni dell'Italia liberata, ha determinato un disordinato proliferare di iniziative private e l'istituzione di autolinee viaggiatori e merci, spesso tra esse concorrenti, con tariffe e condizioni di trasporto le più assurde. Il traffico viaggiatori, ad esempio, tra Roma e i più importanti centri dell'Italia C.le e meridionale si effettua oggi in prevalenza con automobili per trasporto merci ed a prezzi da vera borsa nera. Pochi sono gli autobus e le autovetture adibiti da privati a servizi di linea ed a prezzi ragionevoli. Basti ricordare che mentre l'I.R.T. e qualche altra impresa effettuano su comodi torpedoni il servizio viaggiatori tra Roma e le Marche o tra Roma e gli Abruzzi sulle basi di una tariffa media che s'aggira sulle L.2 per viaggio tore-chilometro, degli autocarri malamente attrezzati partono pur essi da Roma per le direzioni le più disparate, senza orari, con condizioni di prenotazione onerosa ed aleatorie e con tariffe che raggiungono spesso le dieci lire per viaggiatore-chilometro. Sono stati denunciati alla Direzione Generale delle Ferrovie dello Stato dei casi di vera esosità nei quali per viaggi da Roma a Campobasso e da Roma a Reggio Calabria sono stati chiesti rispettivamente L. 3.000 e L. 10.000. Fenomeni simili si verificano anche nel trasporto delle merci. Il Sindacato Ferrovie Italiani ci ha recentemente denunciato il caso di un carico di ricami seccati dalle Puglie a Roma per

ed privata e l'istituzione di autolinee viaggiatori e merci, spesso tra esse concorrenti, con tariffe e condizioni di trasporto le più assurde. Il traffico viaggiatori, ad esempio, tra Roma e i più importanti centri dell'Italia C.le e meridionale si effettua oggi in prevalenza con automezzi per trasporto merci ed a prezzi da vera borsa nera. Pochi sono gli autobus e le autovetture adibiti da privati a servizi di linea e da prezzi ragionevoli. Basti ricordare che mentre l'I.N.T. e qualche altra impresa effettuano su comodi torpedoni il servizio viaggiatori tra Roma e le Marche o tra Roma e gli Abruzzi sulla base di una tariffa media che s'aggira sulle L.2 per viaggiatore-chilometro, degli autocarri malamente attrezzati partono pur essi da Roma per le direzioni le più disparate, senza orari, con condizioni di prenotazione onerosa ed aleatorie e con tariffe che raggiungono spesso le dieci lire per viaggiatore-chilometro. Sono stati denunciati alla Direzione Generale delle Ferrovie dello Stato dei casi di vera esosità nei quali per viaggi da Roma a Campobasso e da Roma a Reggio Calabria sono stati chiesti rispettivamente L. 3.000 e L. 10.000. Fenomeni simili si verificano anche nel trasporto delle merci. Il Sindacato Ferrovie Italiani ci ha recentemente denunciato il caso di un carico di fichi secchi dalle Puglie a Roma per il quale sono state pagate ben L. 3.000 il quintale (oltre il 30% del prezzo di vendita sul mercato di Roma) mentre per farrovia, lo si ricorda soltanto per avere un termine di raffronto, la stessa merce avrebbe pagato L. 71 circa a quintale e auto trasportatori onesti avrebbero chiesto, al massimo, mille lire il quintale!

2880

- 2 -

Il Governo e quanti hanno a cuore la ricostruzione dell'Italia, non possono disinteressarsi di tale situazione e le Ferrovie dello Stato, che assicuravano, fino allo scorso anno, i trasporti per la maggior parte della produzione nazionale e per il traffico d'importazione ed esportazione e di transito, non possono assistere inoperose al sorgere di tante iniziative le quali, a parte la loro attuale funzione, spesso negativa data l'onerosità dei loro servizi, potranno, se ulteriormente tollerate, sottrarre definitivamente alla ferrovia quelle correnti di traffico che le appartengono. D'altra parte, molti si domandano: perchè le Ferrovie dello Stato che ebbero, in epoca non lontana, a combattere la concorrenza dei trasporti su strada anche con l'esercizio di autolinee merci e viaggiatori non riprendono oggi la stessa attività? E' giusto di lasciare del tutto inoperosi gli impianti ed il personale ferroviario sopravvissuti al flagello della guerra? Data l'assenza, quasi assoluta, di trasporti per il pubblico, quanti magazzini merci, quante gestioni viaggiatori e merci e quanto personale dirigente ed esecutivo, d'ufficio e di manovalanza, su molte linee ferroviarie, rimangono inutilizzate ed inoperosi? Eppure se l'I.R.F. ed altre Imprese di autotrasporti controllate dalle F.S. od operanti sotto la loro direzione, effettuassero trasporti merci e viaggiatori in partenza ed in arrivo nelle stazioni ferroviarie al cui personale fossero affidate le operazioni terminali (carico, scarico e custodia delle merci, riconsegna delle medesime, riscossione delle tasse, prenotazioni dei posti e vendita dei biglietti per i servizi viaggiatori ecc.) caratteristi-

potranno, se ulteriormente tollerate, sottrarre definitivamente alla ferrovia quelle correnti di traffico che le appartengono. D'altra parte, molti si domandano: perchè le Ferrovie dello Stato che ebbero, in epoca non lontana, a combattere la concorrenza dei trasporti su strada anche con l'esercizio di autolinee merci e viaggiatori non riprendono oggi la stessa attività? E' giusto di lasciare del tutto inoperosi gli impianti ed il personale ferroviario sopravvissuti al flagello della guerra? Data l'assenza, quasi assoluta, di trasporti per il pubblico, quanti negozianti merci, quante gestioni viaggiatori e merci e quanto personale dirigente ed esecutivo, d'ufficio e di manovalanza, su molte linee ferroviarie, rimangono inutilizzate ed inoperosi? Eppure se l'I.N.T. ed altre Imprese di autotrasporti controllate dalle F.S. od operanti sotto la loro direzione, effettuassero trasporti merci e viaggiatori in partenza ed in arrivo nelle stazioni ferroviarie al cui personale fossero affidate le operazioni terminali (carico, scarico e custodia delle merci, riconsegna delle medesime, riscossione delle tasse, prenotazioni dei posti e vendita dei biglietti per i servizi viaggiatori ecc.) caratteristiche che dei due servizi (merci e viaggiatori) oltre ad aver l'utilizzazione di mezzi d'esercizio e di personale ferroviario si potrebbe perseguire una politica di basse tasse di trasporto con vantaggi sicuri per la ripresa della vita economica nazionale.

Le Ferrovie dello Stato, non perseguendo fini di lucro,

- 3 -

potrebbero assecondare le alte finalità del Governo di liberazione e favorire, nel modo migliore, lo spostamento di quelle materie prime e di quelle merci che sono indispensabili per l'attuazione sollecite dei piani di ricostruzione nazionale.

UN PRIMO PROGRAMMA DI TRASPORTI SU STRADA.

Come si è accennato, le P.S. nella loro qualità di proprietarie dell'Istituto Nazionale Trasporti hanno tutto l'interesse di vedere sviluppati gli autoservizi I.N.T. - Attualmente quest'istituto gestisce, per conto degli Alleati, circa 1800 automezzi in Sicilia ed ha una discreta rete automobilistica per servizio viaggiatori in Provincia di Teramo oltre alle linee interprovinciali Ascoli - Roma, Roma - Campobasso e S. Benedetto del Tronto - Ancona. I servizi I.N.T. sono molto apprezzati sia per la modicità delle tariffe sia per la loro regolarità ed efficienza. Ora se si tiene conto che l'I.N.T. possiede a Roma e nei capoluoghi di provincia delle ottime Delegazioni le quali dispongono quasi sempre di autorimesse, di officine di riparazione ecc., risulta evidente tutta l'opportunità di intensificare l'utilizzazione dell'attrezzatura tecnica ed amministrativa dell'I.N.T. mediante l'incremento dei suoi autoservizi. Occorre che le P.S. ottengano dagli Alleati nuovi automezzi (per trasporto merci e viaggiatori) da affidare in gestione all'I.N.T. il quale dovrebbe, sotto la direzione delle P.S. fino a quando verranno ripresi i trasporti civili per ferrovia, assicurare regolari trasporti di merci e collettame sugli itinerari di cui al punto seguente. Altrettanto dovrebbe farsi per il traffico viaggiatori

I.I.N.T. - Attuale
degli Alleati, circa 1800 automezzi in Sicilia ed ha una discreta rete automobilistica per servizio viaggiatori in Provincia di Teramo oltre alle linee interprovinciali Ascoli - Roma, Roma - Campobasso e S. Benedetto del Tronto - Ancona. I servizi I.A.T. sono molto apprezzati sia per la modicità delle tariffe sia per la loro regolarità ed efficienza. Ora se si tiene conto che l'I.I.N.T. possiede a Roma e nei capoluoghi di provincia delle ottime delegazioni le quali dispongono quasi sempre di automezzi, di officine di riparazione ecc., risulta evidente tutta l'opportunità di intensificare l'utilizzazione dell'I.I.N.T. me- l'attrezzatura tecnica ed amministrativa dell'I.I.N.T. me- diante l'incremento dei suoi autoservizi. Occorre che le P.S. ottengano dagli Alleati nuovi automezzi (per trasporto merci e viaggiatori) da affidare in gestione all'I.I.N.T. il quale dovrebbe, sotto la direzione delle P.S. fino a quando verranno ripresi i trasporti di merci e per ferrovia, assicurare regolari trasporti di merci e collette sugli itinerari di cui al punto seguente. Altrimenti dovrebbe farsi per il traffico viaggiatori con l'istituzione di nuove comunicazioni (bisettimanali o trisettimanali) tra Roma e le provincie non ancora servite da regolari corse di corriere.

2350

- 4 -

Passiamo ora ad illustrare brevemente un primo programma di trasporti su strada da attuarsi sotto l'egida del Ministero Trasporti (Ferrovie dello Stato) ed in sostituzione, fino a quando non potranno essere ripristinati, dei servizi ferroviari.

A - SERVIZIO VIAGGIATORI.

Tenuto conto dei molti servizi viaggiatori già in esercizio nella provincia romana ed effettuati con piccole vetture da turismo o con autocarri nonché delle linee automobilistiche colleganti Roma ad alcuni Capoluoghi di Provincia dell'Italia Centrale (vedasi alleg. n° 1) quali Perugia, Macerata, Pescara ecc., l'Istituto Nazionale Trasporti dovrebbe, a complemento dei suoi servizi viaggiatori già in esercizio sul percorso Roma - Ascoli - S. Benedetto del Tronto (via Salaria), S. Benedetto del Tronto - Ancona (via Adriatica), Roma - Cassino - Venafrò - Campobasso (via Casilina e strada n° 85), avere altre autolinee viaggiatori in corrispondenza dei percorsi ferroviari sui quali, prima della guerra, si svolgevano i traffici di maggiore intensità e precisamente: Roma - Napoli (ad integrazione del servizio già esistente il quale è insufficiente ad accogliere una parte minima delle richieste); Roma - Avezzano - Sulmona - Pescara (vale la stessa osservazione fatta per la linea precedente); Pescara - S. Benedetto; Roma - Viterbo - Siena - Firenze (strada nazionale n° 2); Roma - Terni - Foligno - Ancona (strada nazionale n° 3 fino a Fossato di Vico e poi strada n° 76). In tal modo le P.S. avrebbero in esercizio, per mezzo del l'I.N.T., una rete di automezzi viaggiatori collegante Roma ai centri popolosi e ferroviari più importanti dell'Italia Centro-meridionale.

Naturalmente perché tale programma minimo possa avere una immediata realizzazione occorre che l'I.N.T. abbia in restitui-

colleganti Roma ad alcuni Capoluoghi di Provincia dell'Italia Centrale (vedasi alleg. n° 1) quali Perugia, Macerata, Pescara ecc., l'Istituto Nazionale Trasporti dovrebbe, a complemento dei suoi servizi viaggiatori già in esercizio sul percorso Roma - Ascoli - S. Benedetto del Tronto (via Salaria), S. Benedetto del Tronto - Ancona (via Adriatica), Roma - Cassino - Viterbo - Campobasso (via Casilina e strada n° 85), avere altre autolinee viaggiatori in corrispondenza dei percorsi ferroviari sui quali, prima della guerra, si svolgevano i traffici di maggiore intensità e precisamente: Roma - Napoli (ad integrazione del servizio già esistente il quale è insufficiente ad accogliere una parte minima delle richieste); Roma - Avezzano - Sulmona - Pescara (vale la stessa osservazione fatta per la linea precedente); Pescara - S. Benedetto; Roma - Viterbo - Biadene - Firenze (strada nazionale n° 2); Roma - Terni - Foligno - Ancona (strada nazionale n° 3 fino a Fossato di Vico e poi strada n° 76). In tal modo le P.S. avrebbero in esercizio, per mezzo dell'I.N.T., una rete di automezzi viaggiatori collegante Roma ai centri popolosi e ferroviari più importanti dell'Italia Centro-meridionale.

Naturalmente perchè tale programma minimo possa avere una immediata realizzazione occorre che l'I.N.T. abbia in restituzione gli otto autobus di sua proprietà rimasti in Sicilia. Di più, e questo vale anche per l'autoparco già in possesso dell'I.N.T., occorre ottenere dagli Alleati un'adeguata e sollecitata assegnazione di gomme, di pezzi di ricambio e di carburante senza di che ogni attività dell'Istituto verrebbe successivamente

- 5 -

mente a declinare ed a spregersi. Su quest'ultima necessità si richiama la speciale attenzione della Direzione Generale delle P.S. e del Ministro dei Trasporti.

B - SERVIZIO MERCI.

E' bene ricordare che le P.S. furono già autorizzate con R.D. 2 dicembre 1934 n° 1575 (alleg. n° 2) a trasportare merci e viaggiatori con uso di automezzi per integrare e sostituire i servizi ferroviari il tutto con esclusività di esercizio. In base a tale Decreto il Ministro delle Comunicazioni oltre ad essere autorizzato a sostituire parzialmente o totalmente i servizi ferroviari con servizi automobilistici, affidandone la gestione alle P.S., era altresì autorizzato ad affidare alle stesse altri servizi automobilistici interrenti la rete ferroviaria. Disponeva poi il Decreto che le P.S. possono provvedere all'esercizio dei servizi automobilistici direttamente od a mezzo delle Imprese alle quali esse partecipano ai sensi di legge o mediante appalto a mezzo di altre Imprese.

Nell'allegato n° 3 sono tracciati i servizi attuati dalle P.S. fino a tutto l'esercizio 1942-43 nel quale essi raggiunsero una percorrenza giornaliera di autotreno di km. 32.000 circa su un percorso di circa km. 7.000 di linea. La media giornaliera di merci trasportate raggiunse le tonnellate 2.200 circa ed il trasporto complessivo di merci superò i due milioni ~~di tonnellate~~ ^{di tonnellate} (allegato n° 3) al rito di tonnellate. Dalla cartina annessa (allegato n° 3) si rileva che per quanto si riferisce all'Italia liberata le P.S. avevano in esercizio autolinee per il trasporto merci sui percorsi Viareggio - Firenze; Viareggio - Pisa - Firenze; Firenze - Siena; Firenze - Roma - Napoli; Pienza - Ancona - Pescara; Roma - Civitavecchia; Toggia - Bari - Lecce; Messina - Palermo - Trapani; Messina - Catania e Libari - Cosenza. I servizi erano

i servizi ferroviari con servizi automobilistici, affidandone la gestione alle P.S., era altresì autorizzato ad affidare alle stesse altri servizi automobilistici integranti la rete ferroviaria. Disponeva poi il Decreto che le P.S. possono provvedere all'esercizio dei servizi automobilistici direttamente od a mezzo delle imprese alle quali esse partecipano ai sensi di legge o mediante appalto a mezzo di altre imprese.

Nell'allegato n° 3 sono tracciati i servizi attuati dalle P.S. fino a tutto l'esercizio 1942-43 nel quale essi raggiunsero una percorrenza giornaliera di autotreno di km. 32.000 circa su un percorso di circa km. 7.000 di linee. La media giornaliera di merci trasportate raggiunse le tonnellate 2.200 circa ed il trasporto complessivo di merci superò i due milioni ~~di~~ ^{di} tonnellate. Della cartina annessa (allegato n° 2) si rileva che per quanto si riferisce all'Italia liberata le P.S. avevano in esercizio autolinee per il trasporto merci sui percorsi Viareggio - Firenze; Viareggio - Pisa - Firenze; Firenze - Siena; Firenze - Roma - Napoli; Pesera - Ancona - Pesera; Roma - Civitavecchia; Poggia - Bari - Lecce; Messina - Palermo - Trapani; Messina - Catania e Siracusa - Cosenza. I servizi erano affidati a varie ditte con compensi basati su prezzi determinati per autotreno - chilometro.

Come si è accennato le operazioni terminali dei trasporti su strada venivano assicurate dalle P.S. - Così vennero utilizzati negli scali ferroviari assegnati, piani caricatori ed provvedendo, ove necessario, a speciali lavori di adattamento.

2356

- 6 -

L'accettazione delle spedizioni continuò ad avere luogo nello stesso scalo ferroviario, come se l'inoltro delle merci dovesse aver luogo per ferrovia e la riconsegna alla stazione destinataria aveva pur luogo negli scali ferroviari per il collettame o, se possibile, al domicilio del destinatario per le merci di massa.

I trasporti venivano tassati sulla base delle tariffe ferroviarie i cui prezzi, nonostante fossero bloccati, non subirono alcuna maggiorazione per gli autoservizi. Anche in casi di interruzioni di linea o di congestionamento di traffico l'esercizio ferroviario fu integrato con trasporti su strada eseguiti con automezzi sui tratti interrotti o comunque chiusi al traffico.

L'attuale situazione pur richiamandoci ad altre situazioni analoghe dei tempi passati le supera tutte ma è fuori dubbio che anche ad essa si debba far fronte con l'impiego di servizi sussidiari su strada da affidarsi in gestione alla P.S. le quali posseggono da tempo, come si è ricordato, la necessaria organizzazione tecnica ed amministrativa nonché una pluriennale esperienza in materia.

Occorre pertanto assegnare alle P.S. un congruo numero di automezzi in relazione al quale verranno ripristinati quei servizi su strade che anche oggi rispondono a necessità di traffico o verranno create nuove linee in corrispondenza a necessità sorte con la guerra.

C - L' E.N.A.C. E LE P.S. -

La creazione dell'E.N.A.C., a parte qualunque opinione che si possa avere circa la realizzazione del suo programma, non impedisce che le P.S. possano riprendere i trasporti su strada. Anzi l'E.N.A.C. può essere di aiuto alle ferrovie stesse in quanto che avendo sotto il suo controllo

servizio ferroviario fu integrato con trasporti su strada usati
giunti con automezzi sui tratti interrotti o comunque chiusi al
traffico.

L'attuale situazione pur richiamandoci ad altre situazioni
analoghe dei tempi passati le supera tutte ma è fuori dubbio
che anche ad essa si debba far fronte con l'impiego di servi-
zi sussidiari su strada da affidarsi in gestione alle P.S. le
quali posseggono da tempo, come si è ricordato, la necessaria
organizzazione tecnica ed amministrativa nonché una plurienna
le esperienze in materia.

Occorre pertanto assegnare alle P.S. un congruo numero di su-
to mezzi in relazione al quale verranno ripristinati quei ser-
vizi su strada che anche oggi rispondono a necessità di traffi-
co o verranno create nuove linee in corrispondenza a **2005** ne-
cessità sorte con la guerra.

C - L' E.N.A.C. E L'E.F.S.-

La creazione dell'E.N.A.C., a parte qualunque opinione che
si possa avere circa la realizzazione del suo programma, non
impedisce che le P.S. possano riprendere i trasporti su strada.
Anzi l'E.N.A.C. può essere di aiuto alle ferrovie stesse in
quanto che avendo sotto il suo controllo tutti gli automezzi
privati ai quali assegna i trasporti da compiere, può trasfe-
rire un'aliquota di tali mezzi alle P.S. per l'effettuazione
di una parte di quei trasporti da effettuarsi sulle strade
parallele alle linee ferroviarie o congiungenti centri di
traffico già di pertinenza delle ferrovie stesse.

Le P.S. potranno stipulare con le ditte proprietarie degli
automezzi i consueti contratti di concessione per servizi
sussidiari alle ferrovie le quali, come si è già detto, oltre
ad utilizzare i propri impianti ed il proprio personale, di-
sciplinerebbero le relative spedizioni sulla base delle

- 7 -

tariffe ferroviarie sia per quanto concerne i prezzi del trasporto che per la responsabilità del vettore ecc.

In tal modo oltre ad impedire alla clientela ferroviaria di passare ad altro vettore, gli utenti verrebbero sottratti alle libere speculazioni dei privati con innegabili vantaggi per i consumatori e per la politica dei prezzi.

D CONCLUSIONI E CONSIDERAZIONI FINALI.

Da tutto quanto precede deriva chiara l'opportunità, anzi la necessità, che le Ferrovie italiane dello Stato riprendano subito (a mezzo dell'I.N.F. o di altre imprese) la gestione di servizi sussidiari su strada sia per il trasporto merci che per il trasporto di persone. Ogni ritardo sarebbe deprecabile in quanto che oltre a costituire una ulteriore inutilizzazione di personale e di impianti ferroviari, rappresenterebbe un danno enorme per la vita economica nazionale la quale non può non risentire gli effetti di tariffe arbitrarie ed incontrollate nel campo dei trasporti. E' soltanto l'Amministrazione delle F.S. che, nella sua duplice qualità di massima Azienda industriale dello Stato e di vettore avente la più grande attrezzatura tecnico-amministrativa ed una massa di personale particolarmente specializzata, può efficacemente partecipare all'opera di ricostruzione nazionale facendo sentire in modo speciale la sua funzione-aliena da fini di lucro-nella riduzione e nella stabilizzazione del costo dei trasporti.

IL CAPO DEL SERVIZIO COMMERCIALE

E DEL TECNICO

di servizi sussidiari su strada sia per il trasporto merci che per il trasporto di persone. Ogni ritardo sarebbe deprecabile in quanto che oltre a costituire una ulteriore inutilizzazione di personale e di impianti ferroviari, rappresenterebbe un danno enorme per la vita economica nazionale la quale non può non risentire gli effetti di tariffe arbitrarie ed incontrollate nel campo dei trasporti. Al soltanto l'Amministrazione delle F.S. che, nella sua duplice qualità di massima azienda industriale dello Stato e di vettore avente la più grande attrezzatura tecnico-amministrativa ed una massa di personale particolarmente specializzata, può efficacemente partecipare all'opera di ricostruzione nazionale facendo sentire in modo speciale la sua funzione-aliena da fini di lucro--nella riduzione e nella stabilizzazione del costo dei trasporti.

IL CAPO DEL SERVIZIO COMMERCIALE

E DEL TECNICO

Roma, 11 giugno 1945

233/6

ALL.N°2

R.DECRETO LEGGE 21 DICEMBRE 1931 N°1575 - ESERCIZIO DELLE LINEE DELLA RE
DELLE FERROVIE DELLO STATO

(pubblicato nella Gazzetta Ufficiale del 31 dicembre 1931 n°3010)

VITTORIO EMANUELE III per grazia di Dio e per volontà della Nazione Re d'Ita-
lia

Vista la legge 7 luglio 1907 n°429, riguardante l'ordinamento delle Ferrovie
dello Stato, modificata dal R.D.28 giugno 1912 n°728, e successivamente dal
Decreto Luogotenenziale 20 febbraio 1916 n°223;

Visto l'articolo 3, n°2 della legge 31 gennaio 1926, n°100;
Ritenuta la necessità urgente ed assoluta di apportare alcune modificazioni
a scopo di economie, alle norme che regolano l'esercizio delle Ferrovie del-
lo Stato;

Riconosciuta la convenienza generale di istituire, in alcuni casi, servizi
di autotrasporti, in luogo dei servizi ferroviari;

Udito il Consiglio dei Ministri;

Sulla proposta del Nostro Ministro Segretario di Stato per le Comunicazioni
di concerto con quelli per le Finanze, per la Guerra e per le Corporazioni;

Abbiamo decretato e decretiamo:

Art.1

Il Ministro per le Comunicazioni, sentito il Consiglio d'Amministrazione
delle Ferrovie dello Stato, ha facoltà di stabilire, in relazione alle esi-
genze del traffico, i servizi ferroviari sulle linee esercitate dallo Stato.

E' altresì autorizzato a sostituire parzialmente o totalmente i servizi
ferroviari con servizi automobilistici.

Art.2

Il Ministro per le Comunicazioni, sentito il Consiglio d'amministrazione
delle Ferrovie dello Stato, ha la facoltà di affidare l'esercizio di detti
servizi automobilistici all'Amministrazione delle Ferrovie dello Stato, ovve-
ro all'industria privata. Può anche affidare alle Ferrovie dello Stato altri
servizi automobilistici integranti la rete ferroviaria.

L'Amministrazione delle Ferrovie dello Stato ha l'esclusività del servizio
sulle linee automobilistiche ad essa affidate.

Art.3

L'Amministrazione delle Ferrovie dello Stato provvede all'esercizio dei
servizi automobilistici, ad essa affidati, direttamente o a mezzo delle im-
prese, alle quali essa partecipa a sensi di legge, o mediante appalto a mez-
zo di altre imprese.

Art.4

Con Decreti Reali, su proposta del Ministro per le Comunicazioni, sentito
il Consiglio dei Ministri, può essere ordinata la soppressione delle linee
ferroviarie i cui servizi siano stati soppressi.

Riconosciuta la convenienza generale di istituire, in alcuni casi, servizi di autotrasporti, in luogo dei servizi ferroviari;

Udito il Consiglio dei Ministri;

Sulla proposta del Nostro Ministro Segretario di Stato per le Comunicazioni di concerto con quelli per le Finanze, per la Guerra e per le Corporazioni;

Abbiamo decretato e decretiamo:

Art. 1

Il Ministro per le Comunicazioni, sentito il Consiglio d'Amministrazione delle Ferrovie dello Stato, ha facoltà di stabilire, in relazione alle esigenze del traffico, i servizi ferroviari sulle linee esercitate dallo Stato.

E' altresì autorizzato a sostituire parzialmente o totalmente i servizi ferroviari con servizi automobilistici.

Art. 2

Il Ministro per le Comunicazioni, sentito il Consiglio d'Amministrazione delle Ferrovie dello Stato, ha la facoltà di affidare l'esercizio di detti servizi automobilistici all'Amministrazione delle Ferrovie dello Stato, ovvero all'industria privata. Può anche affidare alle Ferrovie dello Stato altri servizi automobilistici integranti la rete ferroviaria.

L'Amministrazione delle Ferrovie dello Stato ha l'esclusività del servizio sulle linee automobilistiche ad essa affidate.

Art. 3

L'Amministrazione delle Ferrovie dello Stato provvede all'esercizio dei servizi automobilistici, ad essa affidati, direttamente o a mezzo delle imprese, alle quali essa partecipa a sensi di legge, o mediante appalto a mezzo di altre imprese.

Art. 4

Con Decreti Reali, su proposta del Ministro per le Comunicazioni, sentito il Consiglio dei Ministri, può essere ordinata la soppressione delle linee ferroviarie i cui servizi siano stati sospesi totalmente a mente dell'art. 1.

Art. 5

Sono abrogati gli articoli 47, 49 e 50 della legge 7 luglio 1907 n° 422, modificata dal R. Decreto 28 giugno 1912, n° 728, e dal decreto luogotenenziale 20 febbraio 1916, n° 222, riguardante l'ordinamento delle Ferrovie dello Stato, nonché ogni altra disposizione contraria a quelle contenute nel presente decreto che sarà presentato al parlamento per la sua conversione in legge.

Il Ministro proponente è autorizzato alla presentazione del relativo disegno di legge.

Ordiniamo che il presente decreto, munito del sigillo dello Stato, sia inserito nella raccolta ufficiale delle leggi e dei decreti del Regno d'Italia, mandando a chiunque spetti di osservarlo e di farlo osservare.

Dato a Roma, addì 21 dicembre 1931 Anno X

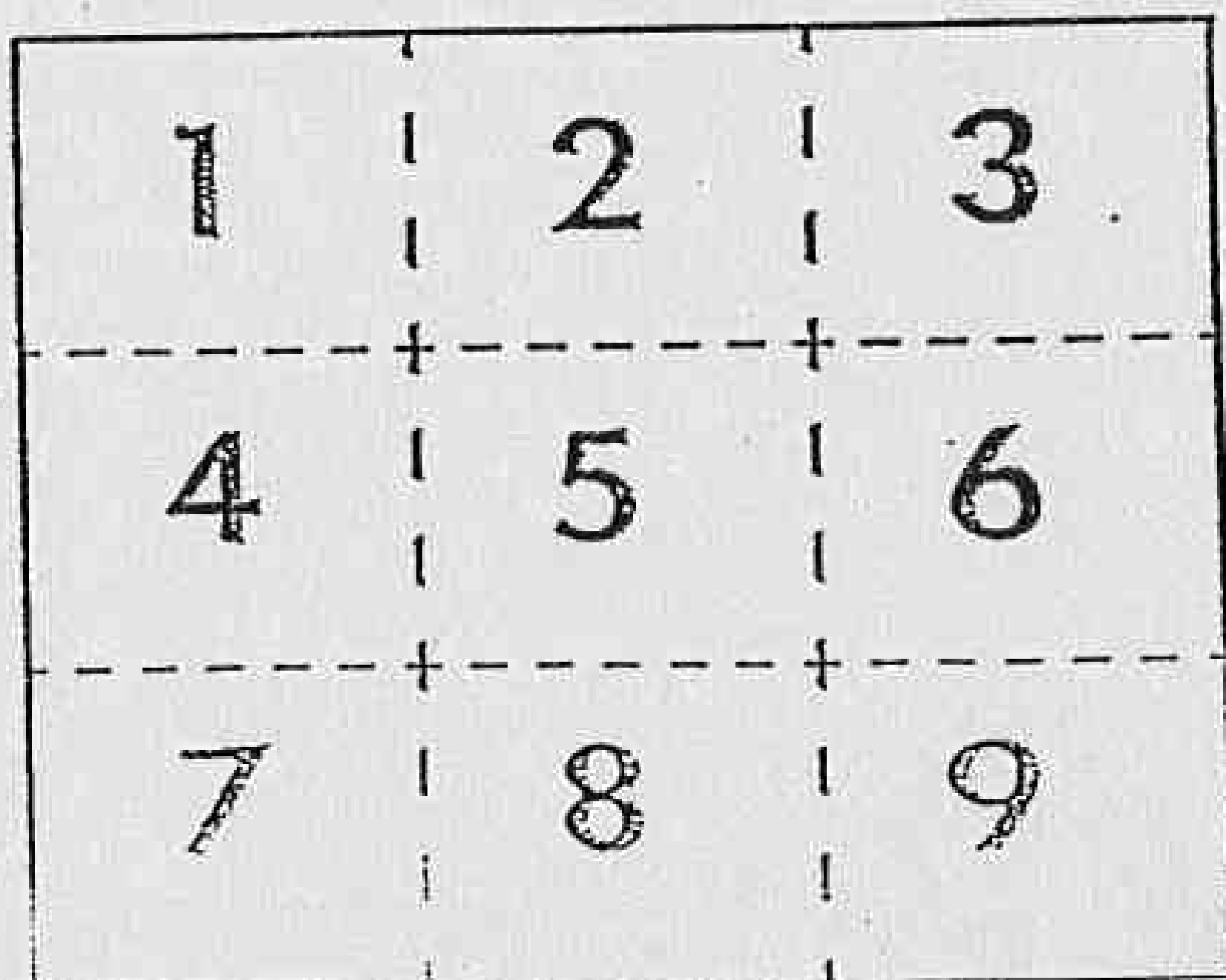
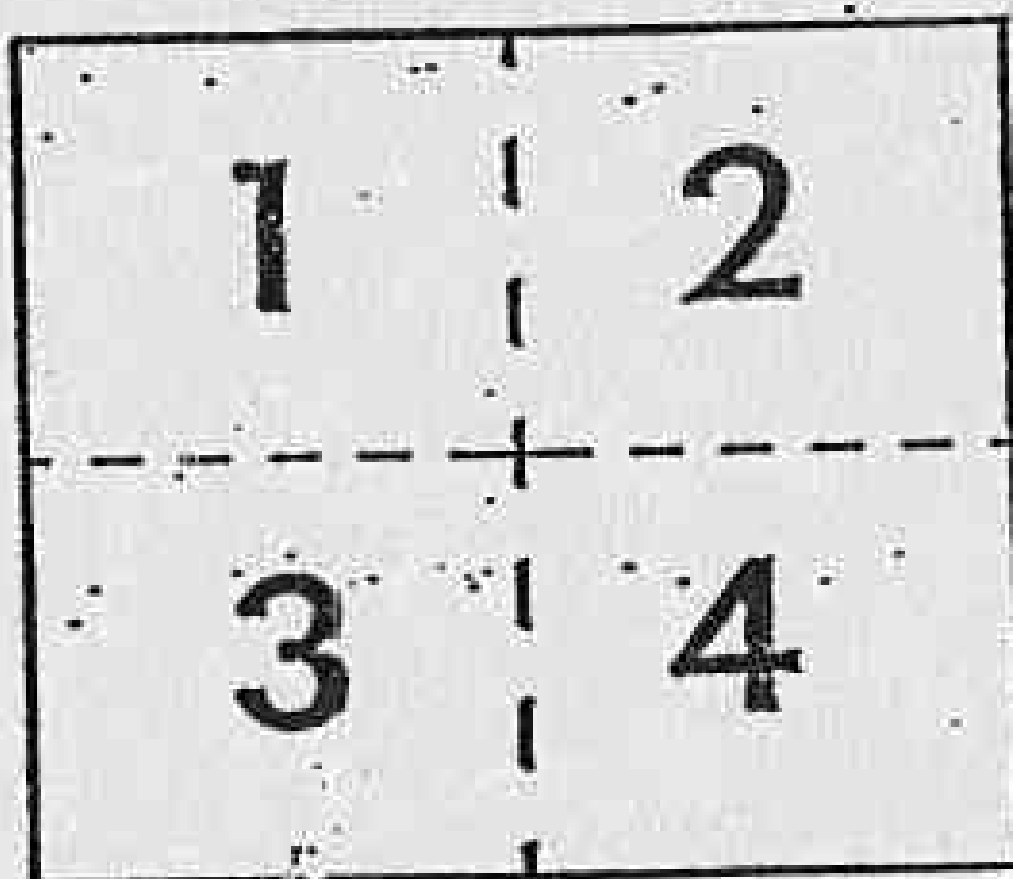
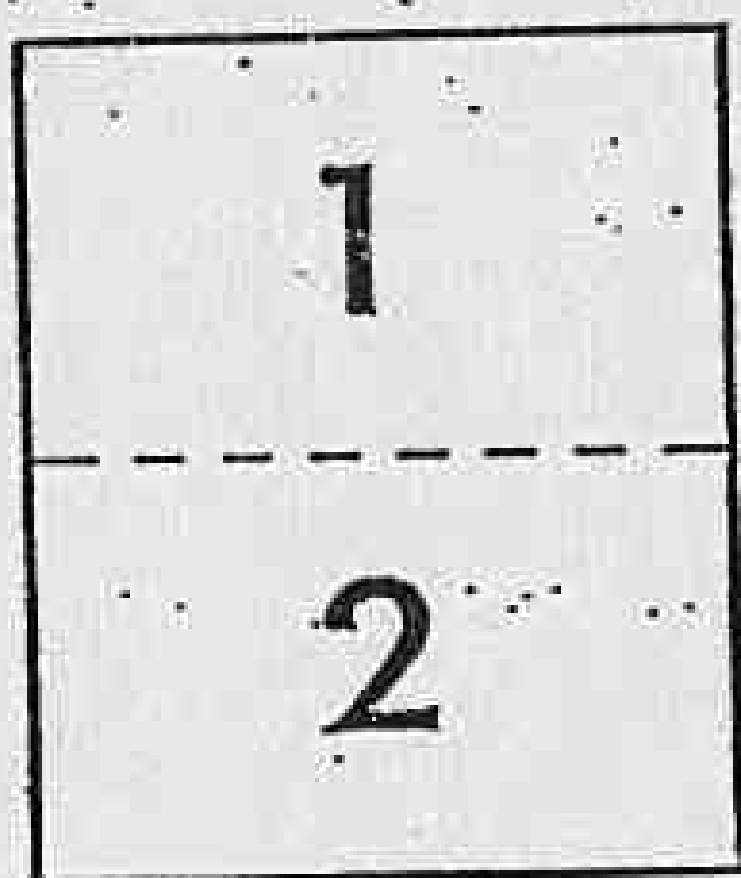
VITTORIO EMANUELE

Il Guardasigilli: Rocco

Mussolini - Ciano - Mosconi - Gazzera - Bottai

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

SEE DIAGRAMS BELOW.



ISTITUTO NAZIONALE TRASPORTI
 Direzione Generale
 =====
 = Palermo =

RENDICONTO ANALITICO DI GENNAIO
 =====

	Paghe	Accantonamenti D.	Carburanti	Lubrificanti	Ma
<u>M E R C I</u>					
Direz. Generale					
Agrigento	307.398,10	9.750,00	367.953,10	21.401,80	
Caltanissetta	240.301,60	9.030,00	228.315,55	30.556,10	
Catania	586.431,10	32.180,00	548.233,25	71.252,95	1
E n n a	201.991,40	72.511,05	177.661,45	30.692,10	
Messina	961.895,00	269.262,20	970.122,35	98.340,55	1
Palermo	1.238.024,05	30.500,00	1.222.370,35	106.133,90	1
Ragusa	106.015,15	3.990,00	142.136,75	13.571,90	
Siracusa	284.539,90	10.290,00	322.187,15	27.303,60	
Trapani	284.551,35	21.620,00	399.894,50	50.048,55	
TOTALI	4.211.147,65	459.133,25	4.378.874,45	449.301,45	6
<u>VIAGGIATORI</u>					
Agrigento	6.125,15	1.190,00	6.399,00	935,00	
Palermo	171.792,45	9.683,90	65.423,50	12.516,00	
Trapani	62.057,75	11.298,50	54.709,70	4.804,20	

CONTO ANALITICO DI GENNAIO 1945

nti	Labrificanti	Manutenzione	Pneumatici	Spese Generali	Sopravvenienze	Ammortamenti	Esiti
				518.973,95			518.
,10	21.401,80	347.472,20	245.928,00	338.816,60		259.727,70	1.898.
,55	30.556,10	490.016,30	230.478,00	270.891,80	90.352,75	100.000,00	1.689.
,25	71.252,95	1.030.979,30	444.342,00	499.294,60	250.706,35		3.463.
,45	30.692,10	353.694,25	112.368,00	162.430,05			1.111.
,35	98.340,55	1.290.973,15	703.269,00	685.267,35	33.840,00		5.012.
,35	106.133,90	1.798.454,40	1.014.582,00	777.316,55	443.906,45	1.220.628,10	7.851.
,75	13.571,90	96.297,50	81.018,00	220.954,25			663.
,15	27.303,60	458.229,20	268.455,00	282.465,65		206.498,35	1.859.
,50	50.048,55	657.881,70	240.813,00	329.129,90	47.860,80	30.277,50	2.062.
,45	449.301,45	6.523.998,00	3.341.253,00	4.085.540,70	866.666,35	1.817.131,65	26.133.
,00	945,00		4.197,00				18.
,50	12.516,00	83.673,00	47.559,00	61.914,90		15.636,55	468.
,70	4.804,20	89.546,85	32.778,00	44.799,20			299.

Ammortamenti	TOTALI		DIFFERENZE		
	Esiti	Introiti	Attive	Passive	
	518.973,95			518.973,95	
259.727,70	1.898.447,50	2.177.209,25	278.761,75		
100.000,00	1.689.942,10	2.279.460,50	589.518,40		
	3.463.419,55	3.944.262,95	480.843,40		
	1.111.348,30	1.188.991,50	77.643,20		
	5.012.969,60	5.688.609,85	675.640,25		
220.628,10	7.851.915,80	10.228.049,10	2.376.133,30		
	663.983,55	1.031.401,85	367.418,30		
206.498,35	1.859.968,85	2.740.242,60	880.273,75		
30.277,50	2.062.077,30	2.169.321,35	107.244,05		
817.131,65	26.133.046,50	31.447.548,95	5.833.476,40	518.973,95	5.314.502,45
	18.836,15	34.611,50	15.775,35		
15.636,55	468.199,30	336.977,65		131.221,65	
	299.994,20	310.679,00	10.684,80		

Dires. Generale				
Agrigento	307.398,10	9.750,00	367.953,10	21.401,80
Caltanissetta	240.301,60	9.030,00	228.315,55	30.556,10
Catania	586.431,10	32.180,00	548.233,25	71.252,95
E n n a	201.991,40	72.511,05	177.661,45	30.692,10
Messina	961.895,00	269.262,20	970.122,35	98.340,55
Palermo	1.238.024,05	30.500,00	1.222.370,35	106.133,90
Ragusa	106.015,15	3.990,00	142.136,75	13.571,90
Siracusa	284.539,90	10.290,00	322.187,15	27.303,60
Trapani	284.551,35	21.620,00	399.894,50	50.048,55
TOTALI	4.211.147,65	459.133,25	4.378.874,45	449.301,45
<u>VIAGGIATORI</u>				
Agrigento	6.125,15	1.190,00	6.399,00	925,00
Palermo	171.792,45	9.683,90	65.423,50	12.516,00
Trapani	62.057,75	11.298,50	54.709,70	4.804,20
TOTALI	239.975,35	22.172,40	126.532,20	18.245,20

21.401,80	347.472,20	245.928,00	338.816,60		259.727,70	1.898.447
30.556,10	490.016,30	230.478,00	270.891,80	90.352,75	100.000,00	1.689.942
71.252,95	1.030.979,30	444.342,00	499.294,60	250.706,35		3.463.419
30.692,10	353.694,25	112.368,00	162.430,05			1.111.348
98.340,55	1.290.973,15	703.269,00	685.267,35	33.840,00		5.012.969
106.133,90	1.798.454,40	1.014.582,00	777.316,55	443.906,45	1.220.628,10	7.851.915
13.571,90	96.297,50	81.018,00	220.954,25			663.983
27.303,60	458.229,20	268.455,00	282.465,65		206.498,35	1.859.968
50.048,55	657.881,70	240.813,00	329.129,90	47.860,80	30.277,50	2.062.077
449.301,45	6.523.998,00	3.341.253,00	4.085.540,70	866.666,35	1.817.131,65	26.133.046
935,00		4.197,00				18.836
12.516,00	83.673,00	47.559,00	61.914,90		15.636,55	468.199
4.804,20	89.546,85	32.778,00	44.799,20			299.994
18.245,20	219,85	84.534,00	106.714,10		15.636,55	787.029

Alm



[illegible]

27/2/45 Utile no
McAlvanese
Capt QMC
AC Sicilian Region

Alleg/ 1NOTE AL BILANCIO DEL 31 DICEMBRE 1944CREDITI DI PRONTA ESAGIONE :

Consorzio Agrario delle 9 provincie	£. 15.361.161,25
Enti diversi " " "	" 4.152.183,85
Diversi da tutte le 9 Filiali	" 3.552.234,75
Banco di Sicilia per uguaglianza del conto al 31/12/44 in conseguenza di una scrittura da noi fatta al 31/12/44 e dal Banco al 2/1/45 (in gennaio la partita passa a debito del Banco)	" 1.000.000,00
Riscontri attivi (scheda transitoria in gennaio passa ai conti rispettivi)	" 864.697,05
Anticipazioni di fondi :	
- ai sotto impianti	£. 49.000,00
- a Giordano Giovanni -Economo-	" 46.040,50
- " Mazzini Remo - sorveg.	" 60.075,75
- " Salerno Giuseppe - Acquisti	" 825.000,00
- " Molino Giuseppe -Colonna Roma	" 502.166,45
- " Trapani " " "	" 400.000,00
- " Lo Bue Gaetano - Acquisti	" 24.650,00
	<u>" 1.906.932,70</u>
	<u>£. 26.837.209,60</u>

alari


B I L A N C I Odell'ISTITUTO NAZIONALE TRASPORTI AL 31 DICEMBRES O S T A N Z A1) Immobilizzazioni Finanziarie :

a) automezzi :

Autobus e autocarri I.N.T.	£. 3.556.736,75	
Autocarri ricostruiti	" 6.040.107,00	
Tendoni per autocarri	" 33.974,35	£. 9.630.818,10

b) Officine :

Macchine ed attrezzi	£. 4.360.803,60	
Impianti	" 2.376.128,85	" 6.736.932,45

c) Uffici di amministrazione :

Macchine e mobili	£. 3.254.050,10	
Stampati e Cancelleria	" 1.595.584,95	" 4.849.635,05 £. 21.217.385,60

2) Disponibilità ordinarie :

a) Magazzini :

Carburante	£. 1.198.220,55	
Lubrificante	" 492.448,05	
Materiale vario	" 5.493.766,35	
Pneumatici	" 5.502.261,40	£. 12.686.696,35

b) Crediti :

di pronta esazione	£. 26.837.209,60	
" ritardata esazione	" 14.496.397,40	
" dubbia esazione	" 7.169.121,30	
Depositi e cauzioni	" 312.261,85	
Spacci Aziendali	" 1.481.369,90	" 50.296.360,05 " 62.983.056,40

3) Liquidità :

Cassa	£. 1.383.084,85	
Depositi in Banche	" 22.199.534,35	" 23.582.619,20

£. 107.783.061,20

I L A N C I OTRASPORTI AL 31 DICEMBRE 1944C O N T R O S O S T A N Z A1) Capitalizzazioni :a) Permanenti

Capitale Sociale	£. - "	
Riserve	" 7.042.418,60	£. 7.042.418,60

b) Transitorie

Utili al 30 giugno 1944	£. 3.873.815,80	
Ammortamenti I.N.T.	" 2.725.695,05	
" Impianti	" 342.465,10	
Accantonamenti speciali	" 1.717.175,10	
" pneumatici	" 16.913.531,55	" 25.572.682,60
		£. 32.615.101,20

2) Redimibilità :

Responsabilità civile	£. 1.154.924,90	
Infortuni sul lavoro	" 1.161.564,15	
Fondo impiegati	" 2.197.812,90	
Ricchezza mobile	" 1.503.468,75	
Assicurazioni varie	" 350.825,05	" 6.368.595,75

3) Esigibilità :

Ns/ Sede Roma	£. 6.293.501,90	
Creditori diversi	" 14.880.727,65	
Personale Creditore	" 3.172.145,70	" 24.346.375,25

UTILE NETTO DEL 2° SEMESTRE 1944

	£. 63.330.072,20
	" 44.452.989,00
	£. 107.783.061,20

2390

Alleg/ 3

NOTE AL BILANCIO DEL 31 DICEMBRE 1944

CREDITI DI DUBBIA ESAGIONE

Assegni familiari	Palermo	£. 1.138.117,75	
"	"	" 74.484,10	
"	Agrigento	" 32.571,70	£. 1.245.173,55
"	Direz.Gen.		
Noleggi A.M.A.	S.Stefano	£. 469.379,50	
Servizi conto privati		" 201.173,40	
Alto Commissariato		" 416.315,15	
Istituto Palagonia		" 865,00	
I.M.P.S.		" 3.100,35	
Gil e P.N.F.		" 20.937,00	" 1.111.770,70
Indennità presenza		£. 771.973,60	
Premio operosità		" 44.371,60	
Indennità richiamati		" 3.399,45	
Danni Bellioi		" 19.653,20	
"	"	" 39.827,90	
"	F.S.	" 35.397,45	" 914.623,20
Tassa entrata			
Rimborso carburanti		£. 286.807,80	
Mercoi in viaggio		" 139.473,05	" 426.280,85
Messina: diversi Comuni		£. 1.302.545,35	
A.C. R.Calabria		" 1.452.837,85	
Enti diversi		" 347.128,60	
Bonaccorso Michele		" 35.845,20	
Carabiniere Greco Giuseppe		" 679,60	
Diversi		" 238.126,65	" 3.377.163,25
Agrigento		£. 104,10	
Galtanissetta		" 61.502,05	
Catania		" 32.503,90	" 94.110,05
			£. 7.169.121,30

2269

Alleg/ 2NOTE AL BILANCIO DEL 31 DICEMBRE 1944Crediti di ritardata esazione

Ferrovie dello Stato	£. 3.526.876,05	
Delegazione Teramo	" 6.153,50	
Sanità Pubblica	" 1.275.984,55	
A.C.C.	" 281.743,35	
Anticipi al personale	" 362.052,75	
Fondo spese (alcune filiali)	" 897.515,60	£. 6.350.325,80
Palermo - Vari clienti autolinee	£. 3.331.235,00	
Catania id.	" 2.425.677,20	
Agrigento id.	" 1.185.990,95	
Trapani	" 496.198,80	
Messina	" 467.361,70	
Enna	" 111.223,25	
Galtanissetta	" 76.770,70	
Siracusa	" 51.614,00	£. 8.146.071,60
		<u>£. 14.496.397,40</u>

2368

TN 5/c

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

IMC/cp

25 Marzo 1945

In reply
refer to: RTC 451.2

Subject: Identification Certificate On I.N.T. Vehicles

To : Headquarters Allied Commission
Transportation Sub-Commission
Att: Mr. Gross, Chief Roads Division.

Pursuant to our conversation, Rome March 45, on MMIA - A.C. agreement, as suggested by Land Forces Sub-Commission; to settle the "military vehicle" question approval of your office is sought for attached certificate "when and if" title thereto is transferred to Italian Government.



I. M. CALVANESE
Captain, Q. M. C.
Transportation Officer.

Attached:
Certificate.

Copy to: I.N.T.



2267



Ministry of Transports
General Direction ISR

Roma 22 March 1945

C/01/Sogr.

TO: Transportation S/Commission
Rail Division.

Following to our letter same reference dated 9 March ult. addressed to that S/Commission, we beg to inform you that this General Direction ISR has heard that the direct operation by Allied Commission Palermo of the road haulage transports with INT Staff and equipment will be soon discontinued.

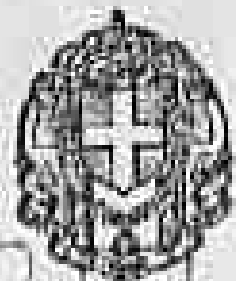
It is therefore necessary that a decision be urgently taken by that S.Commission as to the application submitted by this General Direction ISR, in order that INT motorvehicles left in Sicily after the liberation, be returned to their owner and the body be established which will be entrusted with the operation of said road haulage transports.

We want to recall, on this subject, the report already submitted to Mr. Taylor (copy attached) and we ask that S/Commission to kindly investigate the possibility and the opportunity for both the Italian State and the Sicilian population that the motorvehicles belonging to Allied Commission Palermo be transferred to ISR which would carry on the operation of the services through INT; as you are already aware, INT operates under ISR control and supervision.

We therefore await that S/Commission's decision.

Sgd. G. DI RAIMONDO
Director General

2366



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO

Roma, 22-3

194 Anno

N° C.01/Segr.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti

ROMA
=====

- 1 -

A seguito della lettera p.n. diretta a codesta Sottocommissione Trasporti in data 9 corrente mese, si fa presente che questa Direzione Generale è venuta a conoscenza della prossima cessazione dell'esercizio diretto, da parte della Commissione Alleata di Palermo, del noto complesso automobilistico gestito con il personale e con l'uso degli impianti INT.-

La cessazione rende di speciale urgenza una decisione da parte di codesta Commissione in merito alle richieste formulate da questa Amministrazione per la restituzione all'INT degli automezzi di sua proprietà, lasciati in Sicilia dopo la liberazione, nonché dell'Ente cui affidare la continuazione dell'esercizio dei trasporti su strada.

A tale riguardo, mentre si fa riferimento alla relazione a suo tempo trasmessa al Direttore Sig. Taylor, e di cui si manda ad ogni buon fine una copia, si prega codesta Sottocommissione di esaminare l'opportunità e la convenienza economica per lo Stato italiano e per la popolazione siciliana di trasferire gli automezzi della Commissione Alleata di Palermo alle F.S., le quali continueranno l'esercizio a mezzo dell'INT che, come vi è noto, opera alle dipendenze e sotto il controllo di questa Amministrazione.

Si resta pertanto in attesa di conoscere le decisioni di codesta Sottocommissione.

IL DIRETTORE GENERALE

Indi Adinoro



R E P O R T

about the inauguration of passenger and freight road services (by motortruck), operated by the I.S.R., either as a direct management or through the I.M.T. (Istituto Nazionale Trasporti), as well as through other contractors.

The present situation of road transportation

The almost complete absence of civilian traffic on the I.S.R., in nearly all areas of liberated Italy, has brought on a disordered swarming of private initiatives and the inauguration of passenger and freight services, which are after in competition one with another at the most unfair rates and conveyance - conditions. For instance, the passenger service between Rome and the most important towns, in central and southern Italy, is at present operated by motorlorries and at actual black market prices. Indeed, only few are the busses and motorcars operated as public service by private owners and at fair rates. It is enough to quote that, while the I.M.T. and some other firms are operating the passenger service Rome-Marche and Rome-Abryzzi by comfortable busses and at an average fare of approx. L.2 per passenger-kilom., on the contrary, also from Rome to sundry towns are riding -without fixed timings - some badly equipped lorries at the heaviest and most aleatory booking conditions and at fares reaching often L.10.00 per passenger-kilom. Some very odious cases have been denounced to the I.S.R. General Direction, for instance, for trips from Rome to Campobasso and to Reggio C. the requested fare was respectively of 3,000 and 10,000 liras. Similar cases

The almost complete absence of civilian traffic on the I.S.R., in nearly all areas of liberated Italy, has brought on a disordered swarming of private initiatives and the inauguration of passenger and freight services, which are often in competition one with another at the most unfair rates and conveyance - conditions. For instance, the passenger service between Rome and the most important towns, in central and southern Italy, is at present operated by motorlorries and at actual black market prices. Indeed, only few are the busses and motorcars operated as public service by private owners and at fair rates. It is enough to note that, while the I.M.T. and some other firms are operating the passenger service Rome-Marche and Rome-Abruzzi by comfortable busses and at an average fare of approx. L.8 per passenger-kilom., on the contrary, also from Rome to sundry towns are riding - without fixed timings - some badly equipped lorries at the heaviest and most aleatory booking conditions and at fares reaching often L.10.00 per passeng.kilom. Some very odious cases have been denounced to the I.S.R. General Direction, for instance, for trips from Rome to Campobasso and to Reggio C. the requested fare was respectively of 3.000 and 10.000 liras. Similar cases occur also in freight movements. The "Sindacato Ferrovieri Italiani" have recently denounced the following case: To carry a load of dry figs from Puglia to Rome, were requested L.3.000 per quintale (namely over 30% of the safe price on the Rome market), while the rail rate - quoted here only for comparison - would have been approx. L.71 per quintale and the rate charged

1

by an honest truck owner L.1.000 per quint. at the utmost. Our Government and all those who care for Italy's reconstruction cannot shut their eyes on such a situation. And also the I.S.R., who up to last year secured the movement of mostly of the ~~national~~ products, as well as the import ~~and~~ export and transit traffic, can not assist as inactive onlooker at the rise of so many new carriers. As a matter of fact these carriers (apart from their present function - often negative due to the burdens connected with the service) they could, if fartherly tolerated, deprive for ever the I.S.R. of those traffic currents once pertaining to the rail. On the other hand, many people put hereto following questions: why the I.S.R., who in recent times had to fight the competition of road transports, also through the operation of freight and passenger motor trucks, do not resume, at present, this activity? Is it right to leave completely inactive the plants and personnel escaped from war destruction? How many freight depots, passenger and freight offices, and personnel (of the various ranks, managers, clerks and labourers) are not utilized and inactive on various railway lines, due to the almost total lack of public transport-facilities? And yet, if the I.N.T., or other carriers - controlled by the I.S.R. and managed under I.S.R. supervision - would operate freight and passenger road services, we could, not only utilize the railway equipment and personnel, but also pursue a low-rates-policy and thus secure actual advantages for the recovery of the economic national life. These services should depart from and arrive at the very railway stations, whose personnel should be charged with the terminal handlings (loading,

burders connected with the service) they could, if furtherly
 tolerated, deprive for ever the I.S.R. of those traffic currents
 once pertaining to the rail. On the other hand, many people
 put hereto following questions: why the I.S.R., who in recent
 times had to fight the competition of road transports, also
 through the operation of freight and passenger motor trucks,
 do not resume, at present, this activity? Is it right to leave
 completely inactive the plants and personnel escaped from war
 destruction? How many freight depots, passenger and freight
 offices, and personnel (of the various ranks, managers, clerks
 and labourers) are not utilized and inactive on various railway
 lines, due to the almost total lack of public transport-facili-
 ties? And yet, if the I.N.T., or other carriers - controlled
 by the I.S.R. and managed under I.S.R. supervision - would
 operate freight and passenger road services, we could, not only
 utilize the railway equipment and personnel, but also pursue
 a low-rates- policy and thus secure actual advantages for the
 recovery of the economic national life. These services should
 depart from and arrive at the very railway stations, whose
 personnel should be charged with the terminal handlings (loading,
 unloading, custody and delivery of goods, collection of rates,
 booking of reserved seats and tickets-sale) namely, the handlings
 pertaining both to freight and passenger services.

The I.S.R. - as they do not pursue profit aims - could
 support the high purposes of the Liberation Government
 facilitate, in the best way, the movement of those raw materials

- 3 -

and of those goods which are essential to carry out the plans for the national reconstruction

A first programme of road transports

As already pointed out, the I.S.R., being owner of the "I.N.T." Istituto Nazionale Trasporti - are interested in the increment of the road services managed by said Institute. At present, the I.N.T. are managing some 1800 motor vehicles in Sicily, on behalf of the Allies, and are owner of a remarkable road network for passengers service, in the province of Teramo, besides the interprovincial lines Ascoli-Roma, Rome Campobasso and S. Benedetto del Tronto-Ancona. The services carried on by the I.N.T. are very much appreciated, due both to fair rates and regular and efficient operation. Now, if we consider that there are very good I.N.T. Delegations in Rome and Province Chief Towns, and the most of them can avail of motor pools, repair shops, etc., it is evident that the utilization of the technical and administrative equipment of the above Institute should be intensified through the increment of their services. It is necessary that I.S.R. get from the Allied sources more freight and passenger vehicles to be managed by the I.N.T. who should secure regular transports of mails, on the routes hereafter outlined under the supervision of I.S.R., until railway civilian movements will be resumed.

The same should be done on regard of the passenger traffic, by operating new services, bi- or tri-weekly, between Rome and the provinces not yet availing of regular road services.

the interprovincial lines Ascoli-Roma, Rome Campobasso and S. Benedetto del Tronto-Ancona. The services carried on by the I.M.F. are very much appreciated, due both to fair rates and regular and efficient operation. Now, if we consider that there are very good I.M.F. Delegations in Rome and Province Chief Towns, and the most of them can avail of motor pools, repair shops, etc., it is evident that the utilization of the technical and administrative equipment of the above Institute should be intensified through the increment of their services. It is necessary that I.S.R. get from the Allied sources more freight and passenger vehicles to be managed by the I.M.F. who should secure regular transports of mails, on the routes hereafter outlined under the supervision of I.S.R., until railway civilian movements will be resumed.

The same should be done on regard of the passenger traffic, by operating new services, bi- or tri-weekly, between Rome and the provinces not yet availing of regular road services.

We are now going to outline, in short, a first programme of road transports to be operated under the supervision of the Ministry of Transports (I.S.R.), to replace the railway traffic, until this will be reoperated.

- 4 -

A. Passengers service

Considering that many passenger services are already operated, in the Rome province, by small cars or trucks, and that road lines are connecting Rome with some Province Chief Towns of the middle Italy (see encl.1), as for instance, Perugia, Macerata, Pescara etc., the I.N.T. should operate - as a completion of their passenger services already operated on the routes Rome - Ascoli S. Benedetto del Tronto (Salaria highway), S. Benedetto del Tronto Ancona (Adriatica highway), Rome-Cassino-Venafro-Campobasso (Casilina highway, and road n.86) - more passenger road services, along the railway routes where the most traffic was carried on, prior to the war. The routes should be the following: Rome-Naples (in addition to the present service which is scarcely sufficient to meet a minimal portion of the requirements); Rome-Avezzano-Sulmona-Pescara (same remarks as above); Pescara - S. Benedetto; Rome-Viterbo-Siena-Florence (highway n.2); Rome-Termini-Foligno-Ancona (highway n.3 up to Fossato di Vico, then road n.76). The I.S.R. could thus avail-through the I.N.T. - of a passenger road system connecting Rome with the most populated and most important railway centres in middle and southern Italy.

In order that such minimum of programme might be carried on at once, the I.N.T. should be given back the eight busses being their property, still located in Sicily. Moreover, it should be necessary to get from the Allied sources an adequate and quick supply of tyres, spare parts and fuel, and this applies also for the pool already owned by the I.N.T. Lacking these

passenger services already operated on the routes Rome - Ascoli S. Benedetto del Tronto (Salaria highway), S. Benedetto del Tronto Ancona (Adriatica highway), Rome-Cassino-Venafro-Campobasso (Casilina highway, and road n.85) - more passenger road services, along the railway routes where the most traffic was carried on, prior to the war. The routes should be the following: Rome-Naples (in addition to the present service which is scarcely sufficient to meet a minimal portion of the requirements); Rome-Avezzano-Sulmona-Pescara (same remarks as above); Pescara - S. Benedetto; Rome-Viterbo-Siena-Florence (highway n.2); Rome-Termini-Ignazio-Ancona (highway n.3 up to Fossato di Vico, then road n.76). The I.S.R. could thus avail-through the I.N.T. - of a passenger road system connecting Rome with the most populated and most important railway centres in middle and southern Italy.

In order that such minimum of programme might be carried on at once, the I.N.T. should be given back the eight busses being their property, still located in Sicily. Moreover, it should be necessary to get from the Allied sources an adequate and quick supply of tyres, spare parts and fuel, and this applies also for the pool already owned by the I.N.T. Lacking these items, any activity of the Institute would come, furtherly to decline and to be extinguished. We call the particular attention of the I.B.R. General Direction and of the Minister Of Transports on the above outlined necessity.

23412

B. Goods traffic

It is opportune to remind that the I.S.R. - by the Royal decree n.1575 of December 1934 (incl.2) were already authorized to convey, both freight and passengers, by motor-trucks, in order to complete and replace the railway service.

Both traffics were authorized as an exclusive operation. According to such Decree, the Minister of Communications, besides to be authorized to replace, partially or totally, the railway service by road services, allotting the operation to the I.S.R., he was also entitled to allot to the very I.S.R. other road services, completing the railway net. The same Decree stated also that the I.S.R. are permitted to provide for the operation of road services, either directly or through Bodies to which the I.S.R. participate according to the law, and finally through allotment of said services to other Contractors.

In the attached incl.n.3 are shown the services, operated by the I.S.R. up to the financial year 1942-43. In this year said services had a daily running of motortruck of about 32.00 Km. on lines of about 7.000 Km. The daily average of the conveyed freight reached approx. 2.200 tonn. and the whole bulk of goods was over 2,5 millions of tonn. On the attached sketch (incl.3) is to be read that, as regards the

Both traffic were authorized as an exclusive operation. According to such Decree, the Minister of Communications, begins to be authorized to replace, partially or totally, the railway service by road services, authorizing the operation to the I.S.R., he was also entitled to allot to the very I.S.R. other road services, completing the railway net. The same Decree stated also that the I.S.R. are permitted to provide for the operation of road services, either directly or through Bodies to which the I.S.R. participate according to the law, and finally through allotment of said services to other Contractors.

In the attached incl.n.3 are shown the services, operated by the I.S.R. up to the financial year 1942-43. In this year said services had a daily running of motortruck of about 32,000 Km. on lines of about 7,000 Km. The daily average of the conveyed freight reached approx. 2,200 tonn. and the whole bulk of goods was over 2,5 millions of tonn. On the attached sketch (incl.3) is to be read that, as regards the liberated Italy, the I.S.R. operated road services on the lines: Viareggio - Florence; Viareggio - Pisa; - Florence; Florence - Siena; Florence - Rome - Naples; Fano - Ancona - Pescara; Rome - Civitavecchia; Reggio - Bari - Lecce; Messina - Palermo - Trapani and Messina - Catania. The services were allotted to various contractors, according to fees reckoned after prices determined on auto-train kilometer.

As we have hinted above the terminal handlings of road transports were secured by the I.S.R. By this way, provided railway depots, loading platforms a.s.o., providing - if necessary - for special plants rehabilitation.

- 6 -

The dispatching of consignments continued to take place on the very railway yard, as if the transport should be made by rail, and likewise, the delivery happened on the rail yards of the terminal station for shalls or if possible, at the consignee's residence for bulk goods. The transport prices were charged on the basis of railway tariffs, whose rates - although blocked, were in no way increased for road services. Also in case of line interruption or traffic - congestion, the railway operation was completed by road transports along the interrupted sections, as well as along those closed to the traffic.

The present situation, although similar to other ones of past time is the worst of all, but it is obvious that we must face it by operating additional road services, managed by the I.S.R., who since long time - as already said - have the required technical and administrative organization, as well as long years of experience on the matter.

C. The S.N.A.C. and the I.S.R.

The creation of the S.N.A.C., apart any opinion about the realization of their programme, does not prevent that the I.S.R. may resume the operation of road - transports. Nay, the S.N.A.C. can assist the very I.S.R., because - having under their jurisdiction all private motortrucks - to which they allot the transports ^{of such vehicles to the I.S.R. to convey the part} they would be able to transfer a part of those transports to be carried by roads parallel to rail lines or by roads connecting traffic centres already pertaining to the very I.S.R.

The I.S.R. would stipulate the usual contracts (concession of

on the basis of railway tariffs, whose rates - although blocked, were in no way increased for road services. Also in case of line interruption or traffic - congestion, the railway operation was completed by road transports along the interrupted sections, as well as along those closed to the traffic.

The present situation, although similar to other ones of past time is the worst of all, but it is obvious that we must face it by operating additional road services, managed by the I.S.R., who since long time - as already said - have the required technical and administrative organization, as well as long years of experience on the matter.

C. The E.N.A.C. and the I.S.R.

The creation of the E.N.A.C., apart any opinion about the realization of their programme, does not prevent that the I.S.R. may resume the operation of road - transports. Nay, the E.N.A.C. can assist the very I.S.R., because - having under their jurisdiction all private motortrucks - to which they allot ^{the transports of and vehicles to the I.S.R. to convey one part} they would be able to transfer a part of those transports to be carried by roads parallel to rail lines or by roads connecting traffic centres already pertaining to the very I.S.R.

The I.S.R. would stipulate the usual contracts (concession of auxiliary services for the railways) with the motortruck owners, so that the I.S.R. besides to utilize - as already said - their own plants and personnel, they could regulate the relative dispatching on the basis of railway tariffs, both as regards rates and carrier's responsibility a.s.o.

2339

- 7 -

In such a way, besides to prevent that the rail customers should be transferred to other carriers, the very customers would be protected against the free speculations of private carriers thus obtaining undeniable advantages on behalf of the consumers and of the prices-policy.

D. Final conclusions and comments.

From what above reported derives the plain opportunity, nay the necessity, that the I.C.R. resume, at once, (through the I.N.T. or other contractors) the management of the auxiliary road-services, both for passengers and freight. Any delay on the matter should be a misfortune, because not only it would mean a further inutilization of railway plants and personnel, but also it would cause an enormous prejudice for this country's economical life, which is obviously affected by uncontrolled and arbitrary transport-fates. The I.S.R., as the *largest* industrial State concern and as a carrier having the *largest* technical - administrative structure as well as a great mass of particularly specialized personnel, are the sole body who can efficiently cooperate in the national reconstruction, by driving their action - not aiming at profit - especially towards the reduction and steadiness of the transport-cost.

The Chief of the Commercial and Traffic Service
signed Laloni

Rome 11th January 1945

or other contractors) the management of the auxiliary road-services, both for passengers and freight. Any delay on the matter should be a misfortune, because not only it would mean a further inutilization of railway plants and personnel, but also it would cause an enormous prejudice for this country's economical life, which is obviously affected by uncontrolled and arbitrary transport-rates. The I.C.R., as the largest industrial State concern and as a carrier having the largest technical - administrative structure as well as a great mass of particularly specialized personnel, are the sole body who can efficiently cooperate in the national reconstruction, by driving their action - not aiming at profit - especially towards the reduction and steadiness of the transport-cost.

The Chief of the Commercial and Traffic Service
signed Laloni

Rome 11th January 1945

2338

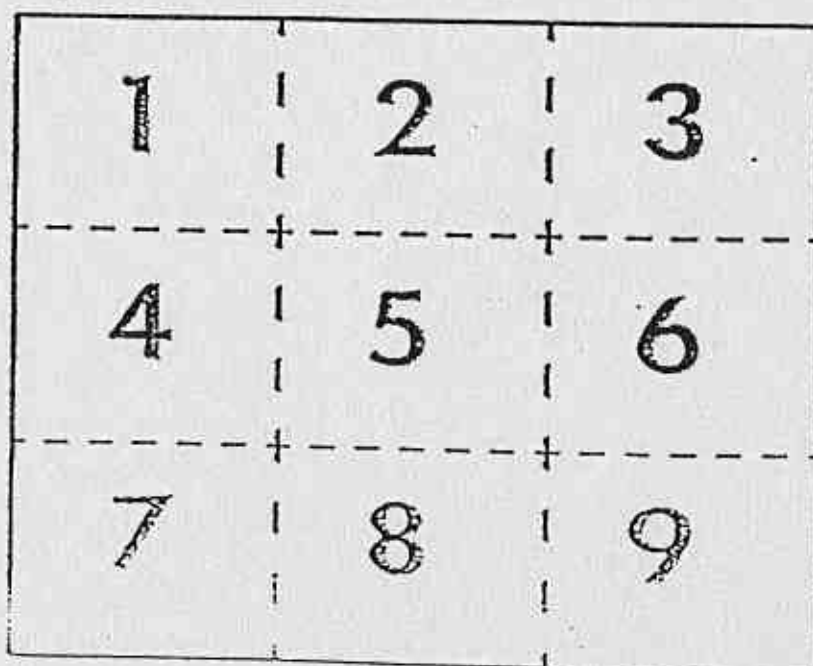
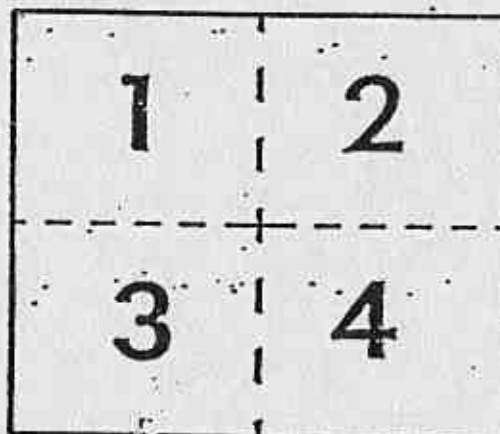
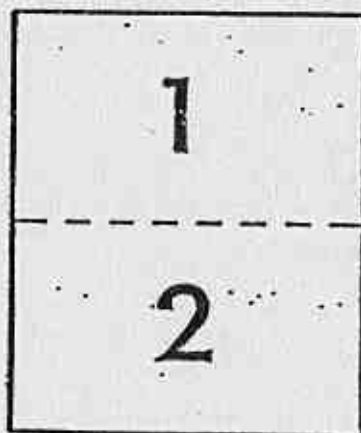
ISTITUTO NAZIONALE TRASPORTI
 Direzione Generale
 = Palermo =

RIEPILOGO SITUAZIONE AUTOPARCO
 Autocarri

F I L I A L I	A U T O C A R R I			A U T O B U S			TOTALE GENERALE
	Eff.	G.R.	Demol.	TOTALE Eff.	G.R.	Demol.	TOTALE
<u>AGRIGENTO</u>	61	51	45	157			157
<u>CALTANISSETTA</u>	28	36	13	77			77
<u>C A T A N I A</u>	64	41	19	124			124
<u>E N N A</u>	21	29	36	86			86
<u>M E S S I N A</u>	145	160	144	449	-	-1	450
<u>P A L E R M O</u>	151	191	66	408	4	7	427
<u>R A G U S A</u>	25	16	16	57	1	-	53
<u>S I R A C U S A</u>	30	62	5	97	-	-	98
<u>T R A P A N I</u>	47	39	75	161	8	1	172
<u>TOTALE</u>	572	625	419	1616	13	9	1649
Automezzi di propr. INT	8	13	-	21	11	1	38
<u>TOTALE GENERALE</u>	580	638	419	1637	24	10	1687

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

SEE DIAGRAMS BELOW.



1

NET PROFIT-READY FINANCIAL SITUATION CARD

INT.

MONTH	DIREZ. GENERALE	PALERMO	AGRIGENTO	CALTANISSETTA	CATANIA
1943					
JULY.					
AUG.					
SEPT.		— 193.904.20			
OCT.					
NOV.					
DEC.					
1944					
JAN.					
FEB.		— 507.931.55			
MAR.			318.453.95	220.046.20	— 351.195.45
APR.		— 998.525.20	80.437.60	199.948.40	— 136.904. =
MAY.	— 627.740.35	— 888.828.25	471.255.25	204.531. =	72.384.16
JUNE	— 103.295.10	— 1.586.372.85	— 128.433.05	457.219.45	147.084.40
JULY.	— 361.447. =	— 837.020.10	— 356.803.55	— 127.936.65	1.018.851.50
AUG.	— 474.667.25	— 2.087.793.05	974.615.25	268.387.00	1.469.645.20
SEPT.	— 433.569.50	3.319.886.05	351.470.10	396.593.50	327.991.30
OCT.	— 523.793.75	115.645.40	798.918.05	1.209.706.85	1.274.820.05
NOV.	— 414.568.20	548.701.75	480.042.10	580.262.35	556.255.25
DEC.	— 583.962.85	3.096.631.35	600.764. =	— 257.018.55	932.189.35

NOV.									
DEC.									
1944									
JAN.									
FEB.									
MAR.									
APR.									
MAY.									
JUNE									
JULY.									
AUG.									
SEPT.									
OCT.									
NOV.									
DEC.									
TOTAL									
GRAND TOTAL									

REMARKS : A NUMBER PRECEDED BY MINUS SIGN (-) M
 NOTE : UN NUMERO PRECEDUTO DAL SEGNO MENO (-) ESPR

2

TOTAL (INCOME - EXPENDITURE)

ENTRATA - SPESA

INT.

MONTH	DIREZ. GENER.		PALERMO		AGRIGENTO		CALTANISSETTA		CATANIA		
	J	E	J	E	J	E	J	E	J	E	J
1943											
JULY.											
AUG.											
SEPT.											
OCT.			8.014.839.65	3.108.703.85							
NOV.											
DEC.											
1944											
JAN.											
FEB.											
MAR.			18.899.916.50	13.007.898.05	1.241.418.00	923.014.95	623.563.30	403.517.00	205.484.45	546.670.50	477.26
APR.			5.111.967.35	6.110.465.40	796.747.00	916.310.30	1.576.634.05	1.376.686.55	646.066.05	681.970.00	519.38
MAY.			103.895.10	4.558.934.65	5.447.762.00	1.260.931.68	789.646.40	1.514.016.30	4.300.485.30	1.015.431.55	943.097.40
JUNE.			627.740.05	3.531.375.60	5.167.748.45	1.160.570.60	1.298.433.55	1.694.763.20	1.237.543.75	1.467.937.90	1.320.856.90
JULY.			361.447.00	5.511.718.25	6.348.718.30	1.274.682.30	1.631.485.85	1.690.377.25	3.038.313.90	3.757.014.15	2.659.062.85
AUG.			471.667.85	8.214.537.50	6.136.734.45	3.422.525.50	1.447.910.25	2.115.742.20	1.847.435.15	4.616.031.05	3.196.403.95
SEPT.			433.569.50	9.689.350.60	6.369.364.55	1.888.298.65	1.536.838.65	1.910.605.15	1.514.011.65	3.587.444.25	3.239.452.90
OCT.			523.793.75	8.620.071.75	8.474.376.35	2.293.854.85	1.534.936.80	2.674.967.35	1.745.260.40	4.497.842.05	3.233.032.00
NOV.			414.568.20	8.550.247.05	8.001.540.40	2.622.620.10	2.142.575.40	2.837.009.75	1.956.747.60	4.058.337.10	3.512.071.75
DEC.			583.963.85	11.343.072.05	9.846.441.65	2.625.313.15	2.224.560.15	1.832.714.60	2.060.801.15	4.038.980.35	3.106.791.20

NOV.												
DEC.												
1944												
JAN.												
FEB.												
MAR.			14,809,916.50	13,207,898.05	1,341,468.90	0,23,014.95	623,563.30	1103,517.00	2,95,484.45	546,670.50	477.	
APR.			5,111,960.25	6,110,465.05	0,96,747.00	916,310.10	1,536,674.05	1,376,686.65	545,466.00	681,970.00	510.	
MAY.			103,895.10	4,558,704.65	5,407,762.00	1,260,901.65	780,606.40	1,514,416.30	1,309,485.10	1,285,481.55	743,007.40	320.
JUNE.			627,740.05	3,531,325.60	5,617,708.45	1,160,570.60	1,208,401.65	1,604,763.20	1,337,343.75	1,467,937.40	1,320,856.00	900.
JULY.			361,447.00	6,511,718.20	6,348,738.10	1,274,681.30	1,631,483.85	1,014,372.25	3,038,303.00	3,707,410.35	2,630,062.85	1,380.
AUG.			434,667.85	8,214,522.50	6,121,734.45	2,422,525.50	1,447,910.25	2,115,702.20	1,847,453.15	4,611,051.05	3,106,445.05	1,785.
SEPT.			423,569.50	2,689,250.60	6,369,364.55	1,888,298.15	1,536,828.65	1,010,605.15	1,514,011.65	1,587,444.20	3,259,452.00	1,873.
OCT.			523,793.75	8,620,011.75	8,474,376.35	2,293,854.85	1,534,936.80	2,674,967.25	1,765,260.00	4,407,842.05	3,233,022.00	2,376.
NOV.			214,568.20	8,550,247.05	8,001,540.10	2,662,620.10	2,142,578.40	2,837,409.75	1,956,247.10	4,068,337.10	3,512,071.75	1,990.
DEC.			583,462.85	11,042,012.05	9,846,446.60	2,685,313.15	2,024,540.15	1,802,784.60	2,060,802.15	4,038,980.25	3,105,701.20	1,405.
TOTAL				51,595,404.70		17,705,713.10		18,621,464.25		27,594,520.20		18,717.
			3,533,645.20		38,400,814.25		14,210,361.90		15,500,824.45		32,479,440.45	
GRAND TOTAL	272,168,104.55											
TOTAL		273,841,309.85										

[illegible]

3

DEPOSITS ON BANKS

INT.

SEDE E FILIALI	BANCHE	LUGLIO	AGOSTO	SETTEMBRE	OTTOBRE	NOVEMBRE	DICEMBRE
DIREZ. GENER.	BANCO SICILIA	54.292.80	598.370.45	668.877.70	1.087.324.6	1.613.95	31.585.10
	CRED. ITALIANO	534.944.80	239.866.60	139.335.5	584.183.30	175.950.20	341.360.5
	CASSA VITT. EMAN.	0.650.5	88.408.55	3.056.55	408.876.55	178.376.50	178.876.55
	BANCA DEL SUD	4.814.10	53.001.95	3.941.95	143.991.95	237.678.95	157.678.95
	COMIT					253.907.55	178.033.20
	BANCA DEL LAVORO					171.839.30	53.907.85
AGRIGENTO	BANCO SICILIA	109.044.25	223.319.5	613.766.40	611.752.05	737.616.30	679.132.80
	CASSA RISPARMIO					358.000.5	259.544.35
C.NISSETTA	BANCO SICILIA	178.102.45	576.023.10	520.217.85	100.335.40	199.536.10	31.497.5
CATANIA	BANCO SICILIA	560.5	560.5	560.5	560.5	560.5	573.5
	CREDITO ITALIANO	40.10	562.849.10	1.1157.468.75	2.342.132.115	2.000.151.70	1.186.430.5
	CASSA RISPARMIO	360.45	360.45	360.45	360.45	360.45	360.45
	BANCO ROMA	1.595.50	1.595.50	411.408.10	134.100.40	134.100.40	47.671.90
	BANCA LAVORO		1.010.000.00	131.173.50	105.592.90	302.065.65	520.557.40
ENNA	BANCO SICILIA	168.456.30	330.921.10		967.672.95	446.397.50	796.416.60
	CASSA RISPARMIO	138.656.55	65.313.10		103.428.85	363.428.85	612.822.05
MESSINA	BANCO SICILIA	414.527.5	285.777.50	1.306.217.35	4.557.774.30	1.665.014.25	7.065.559.50
	CREDITO ITALIANO	212.037.40	450.000.5	694.777.10	1.124.872.5	871.291.10	175.360.5
	COMIT			136.000.5	146.378.20	121.638.10	474.138.10
	CASSA RISPARMIO			227.868.40	1.038.110.45	388.110.45	2.396.585.60
PALERMO	COMIT		41.800.5	95.751.5	107.134.5		
RAGUSA	BANCO SICILIA	242.439.45	842.534.75	407.640.75	1.085.421.35	1.744.802.45	784.794.60
	CASSA RISPARMIO			1.432.759.65	1.210.631.85	777.084.30	1.015.461.80
SIRACUSA	BANCO SICILIA	223.765.30	224.765.30	1.900.000.5	4.119.120.30	2.327.603.70	2.835.655.5
TRAPANI	CASSA RISPARMIO	550.000.5	820.000.5	300.000.5	1.462.000.5	300.000.5	51.172.30
	BANCO ROMA	35.000.5	80.000.5	50.000.5	100.000.5	170.000.5	170.406.40
	BANCA DEL SUD	300.000.5	700.000.5	1.140.000.5	710.000.5	600.000.5	542.877.50
	BANCO SICILIA				50.000.5	100.000.5	110.380.70
	BANCA DEL POPOLO						970.103.85

INT.**DISPONIBILITÀ PRESSO BANCHE**

NOVEMBRE	DICEMBRE	GENNAIO	FEBBRAIO	MARZO	APRILE	MAGGIO	GIUGNO
4.643,95	91.585,10						
175.930,00	341.360,00						
178.876,50	178.876,50						
337.678,95	137.678,95						
953.907,85	170.033,80						
171.839,90	53.907,85						
737.616,30	679.432,80						
358.000,00	259.564,35						
499.536,40	31.497,00						
560,00	573,00						
2.000.151,70	1.186.430,00						
360,45	362,45						
634.100,40	47.671,95						
302.065,45	520.557,10						
446.297,50	796.416,45						
353.428,85	518.800,00						
1.665.014,85	7.055.359,50						
871.291,30	675.310,00						
151.638,70	474.438,70						
388.110,45	2.396.523,65						
1.744.829,45	784.794,00						
777.084,30	1.015.761,85						
3.337.633,80	2.235.625,00						
300.000,00	51.178,50						
170.000,00	180.400,40						
600.000,00	540.877,50						
100.000,00	110.280,70						
	970.403,85						

7 9 3