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

TN3/4

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From: ma
To: July

10000/148/244
From: Mar '45
To: July '45

21741

SECRET

Sup

WHH/mef

84-32

1.01

Ref: 220.12/5C(4)

2 July 1945

SUBJECT: Movement of Axis Diplomats

TO : Transportation Sub-Commission
attn: Lt. Colonel C.W. Christensen

1. Reference is made to your AG/OL/27/In.3 of 30 June, subject as above.

2. According to AFHQ authority, letter no. 091.112-75 of 14 June, (copy enclosed), movement of Axis diplomats from Taormina to Salsomaggiore is reinstated.

Officer in Charge
Inspection Division

1 Encl: as in para 2 above.

Copies to: Executive Commissioner's Office
Supply Division, Economic Section
Director, Transportation Sub-Commission

*Await reply to
Signal 1038 2 July
to Army*

SEE Folio 33

ECM

100 3 1342

1733

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation-Sub-Commission

CSG/sa

3

Our Ref :- AG/72/4/Tn.3.

29 March 1945

SUBJECT :- ENAC

TO :- Roads Division

(copy of letter is attached)

1. Attached is letter from HQ. AMG. LAZIO-UMBRIA Region Ref. AGR/LUR/161 - undated, but received in this office 27 March '45. (2)

2. The letter refers to a telephoned request from Capt. Keim on 23 Mar. '45 for movement of straw & hay from warehouse in Rome to FUSCOLANA Station for movement by rail to CIVITAVECCHIA. The telephone call came at a time when Mr. Bompard of ENAC was in this office & he said he would make immediate arrangements, which he did by telephoning his H.Q. from this office. No orders were given by this office to Mr. Bompard. Capt. Keim was later telephoned & informed that rail arrangements had been made & that ENAC had made arrangements for the lift from warehouse to Rly station.

3. In reference to para 3 of Lazio-Umbria Region letter, it cannot yet be confirmed by Lazio-Umbria Region that any application had in fact been made to the Inspector of Agriculture for a permit to move the hay & straw (telephone conversation Cotterill/Stait Gardner 1200 hrs 28 Mar.) If an approval had been obtained it would appear that the action of the, ENAC representative referred to was justified.

for ON. CHRISTENSEN
Lt. Col.

Movements Division
Roads Branch.

1732

Enclos Letter AGR/LUR/161 undated

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394

AGR/LUR/1

SUBJECT Request for transportation.

TO Major Stait Gardner,
Transportation Sub-Commission (Roads)

1. Reference telephone conversation Major Stait Gardner-Capt. Ke. Agric O. Lazio Umbria Region concerning the authorized use of trucks by ENAC to transport hay and straw to Tuscan Station for shipment to Civitavecchia on the account of Berico Arati, Via Balbo No. 3, phone 42760.

2. As per telephone instructions received from you we advised Signor Arati of the arrangements you had worked out namely for EN/ to transport the hay to the Station thence to be expedited by rail to Civitavecchia 24 March 1945. His secretary proceeded to the ENAC office on the above date filled out the necessary forms with cash in hand to pay the charges.

3. The individual of ENAC whom he contacted advised him that for the movement of hay he needed the approval of the Inspector of Agriculture and refused to act despite orders received by ENAC from your office. Thus the movement did not take place as planned.

4. To say that we are disappointed is putting it mildly. However we are not surprised because every other previous attempt of this office to make use of ENAC transport has been a gross failure and we have studiously avoided any contact whatsoever with their unwieldy machinery so clogged with red tape as to be useless for any action that requires promptness in its execution.

J. R. G. SUTHERLAND
Major
Chief Agriculture Division.

1731

ALLIED [REDACTED] MISSION
INTER OFFICE MEMORANDUM

SUBJECT:

Issues in Transit
R 111/35/70/67

FILE No.

16 Mar 1945

TO

Col Staff

*TN 5 have received reply from MTF who admit losses
& support the. They recommend escorts.*

*Paragraph 2. It is believed that a careful check and
disciplinary action in "Thelby Shuts" being
handled in by drivers will reduce losses.
Instructions being issued by TN 5 accordingly.
Task Bn to be instructed to submit report
after 1st day's experience.*

*Paragraph 5. No of escorts necessary in this
impossible.*

1730

[Signature]

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVTII/35/70/57

2 March 1945

SUBJECT : Losses in transit

TO : Transportation Sub-Commission, HQ., Allied Commission.

1. Will Food Sub-Commission please be advised that losses of food by pilfering are continually taking place from the W.D. trucks hauling food from the Livorno warehouses to Army and Regional Area warehouses, after the trucks have left the warehouses. Such losses as are reported in detail to the warehouse staff are made the subject of reports but many losses come to the attention of the office indirectly and long after they take place. The warehouse C.O. does not believe that such losses, in total exceed 1% of the total food hauled. This date, a telephone call advised that a truck had been located which with its load of barley, had been "hi-jacked" about 2 weeks ago. Recently large, sealed, steel drums of lard were shipped by trucks of the 1st Truck Bn. to Florence. It is now reported that several of the drums arrived at destination with the head removed and up to half of the lard content removed. Barrels of powdered milk have been reported opened in transit and apart of the contents removed. Shortages occur in the number of packages and boxes received.

2. Before leaving the Livorno warehouse, the driver of each truck signs a "Tally Out" as having received the goods. Two transfer sheets are furnished the driver of each truck, showing the goods moved and the destination. One sheet is to be left at the receiving warehouse and the other signed by the warehouse foreman and returned to the truck HQ for transmission to the warehouse at Livorno. Only about half of these forms are returned to the warehouse.

3. The Warehousing Section of this Division, can assume no responsibility for safeguarding commodities once they are checked out of the warehouse on to the trucks as it has no guards to accompany the trucks.

4. The Region has no control of the trucking units generally used to haul from the warehouses; they are usually P.B.S., 5 Army QM Units of trucks of the A.C. 1st Truck Bn.

5. Since the greater portion of the hauling is performed by A.C. 1st Truck Bn., it is suggested that a Carabinieri, Finance Guard or Italian soldier guard accompany each truck hauling food and that this guard be under command of the Truck Bn. C.O. and stationed with the several companies of the Truck Bn. If the guards were stationed at any point other than at or near the Truck companies, it would not be possible to return the guard to his quarters at the end of a day's trip.

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6. The warehouse at Livorno will continue to issue food for transportation on unguarded trucks until orders are received from Food-Sub-Commission, AC, to the contrary.

GEORGE B. SOWERS, Major AUS.
Chief, Transportation Officer.

Copies to : Regional Commissioner
C.O. Livorno Whses.
Food S/C HQ. AC

GHS/IC
Distribution - See overleaf

1729

Copy

ALLIED MILITARY GOVERNMENT

BOLOGNA PROVINCE

Office of
Provincial Commissioner

Ref. :

29 May 1945

SUBJECT : Proposed Bus-Line to Rome.

TO : Officer, Hq. Emilia Region.

I. The Società Italiana Aero-Motore Italia Centrale (SIAMIC), via Usberti No 1 Bologna, was organized about 1928 and operated bus-lines in northeastern Italy, and in 1943-4 also ran a once-a-week bus from Bologna to Rome. The Società has now made application to me for a permit to resume the Bologna to Rome line on a once a week or twice a week basis.

2. For equipment the Society has :

a) a 1938 Fiat 621 RN, with places for 26 Passengers; 40 hp; diesel motor; six tires in fair condition with two spares; present mileage about 50,000 Km.

I have inspected this bus and it looks like it could do the job.

b) also a 1940 Fiat 626 RN, with 28 places, 50hp, 6 tires plus 2 spares, also about 50,000 Km. mileage.

This vehicle is of a later model, and is now at Padua undergoing certain small repairs. It was stated that this bus would be brought to Bologna in good condition in a week or ten days.

3. In addition to passengers the bus could carry up two quintals of mail on a trip.

4. The Rome terminal would be at Ministry of Transportation, via Nomentana.

5. The proposed tariff would be 900 lire per passenger each way.

6. For motor fuel the requirements would be 400 liters

TO : Officer, Hq. Emilia Region.

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 - a) a 1938 Fiat 621 RN, with places for 26 Passengers; 40 hp; diesel motor; six tires in fair condition with two spares; present mileage about 50,000 Km. I have inspected this bus and it looks like it could do the job.
 - b) also a 1940 Fiat 626 RN, with 28 places, 50hp, 6 tires plus 2 spares, also about 50,000 Km. mileage.

This vehicle is of a later model, and is now at Padua undergoing certain small repairs. It was stated that this bus would be brought to Bologna in good condition in a week or ten days.
3. In addition to passengers the bus could carry up two quintals of mail on a trip.
4. The Rome terminal would be at Ministry of Transportation, via Nomentana.
5. The proposed tariff would be 900 lire per passenger each way.
6. For motor fuel the requirements would be 400 liters of diesel oil (Naphta) for the round trip, with half (200 liters) available at each terminus.
7. It is the Società's proposal that only full-trip passengers be carried, so there would be no en-route stations.
8. The need for such bus service is very great, especially for transportation of officials on public business. The amount of naphta consumed would make unnecessary the expenditure

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-2-

of a much larger quantity of petrol now used by many small vehicles which carry two to four people to and from Rome. The Società has offered to give all public official requests the priority on space booking.

9. There is no fuel available here for this enterprise, but the authorities at Rome could make an extra allocation for the necessary amount at each end of the trip.

10. I recommend the establishment of this service and request that this letter be forwarded to the Transportation Sub-Commission, AC. at Rome with your indorsement.

FLOYD F. THOMAS
Colonel, Inf.,
Provincial Commissioner.

Sub-Commission, AC, at Rome with your indorsement.

FLOYD E. THOMAS
Colonel, Inf.,
Provincial Commissioner.

1727

/tp

TRANSLATION

MINISTRY OF TRANSPORTS

General Inspectorate of Civil Motorization
and Transports in concession.

Service 3rd - H - ROME .

Rome, 19 May 1945.

Ref. 3173.

Reply to letter AC/45/18/Tn3 dtd 12/4/1945.

SUBJECT. Rome - Siena - Florence Bus-line.

TO . HQ. Allied Commission,
Transportation Sub-Commission,
ROME.

Reference is made to the above mentioned letter with which it is requested the reason why it has been instituted the said bus line of the "Compagnia Italiana di Oltremare" (C.I.D.O.) and the opinion of this Ministry.

Therefore we point out that owing to the interruption of the rail service between Rome and Florence, the operation of mentioned bus-service will be very useful to link up these towns and other important urban centres.

This Ministry is favourable to the institution of the service which will still operate for a length of 40 Kms. on the territory under the administration of the Allied Commission.

THE MINISTER
(sgd. illegible).

23 May 1945

1726

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

HJM/m1
File

Our Ref : AC/65/1/Tn.3

7 April 1945

SUBJECT : Road Intelligence Circular

TO : H.Q. Movements
Central Italy.

It is understood that you have issued^a "Road Intelligence Circular" of the area covered by your H.Q.

It would be appreciated if you would forward two copies to this Sub Commission.

By Command of Rear Admiral STONE :

[Signature]
for W.B. THOMAS, Colonel
Deputy Director

1725

COPY

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment
C.E.F.

LOP/ic

Tel. 843238
Ref. AC/100/277/E

10 March 1945

TO : Movements In Sub-Commission, AC.BQ.

SUBJECT: Rehabilitation Rail Line Terni-Aquila.

1. The section of this line between Antrodice and Rieti has been in operation since August of last year, and work is on hand for the repair of the section Terni Rieti.
2. A request has now been received from ICR for authority to proceed with the rebuilding of the section Antrodice-Aquila in order to reach the chief town of the Province.
3. It is appreciated that Aquila is extremely difficult to reach by road, and that it has no means of access other than routes over mountain passes.
4. Your report as to the desirability of the reconstruction of the line, (without immediate priority owing to cement shortage) is requested.

C.H. LINDBERG
Lieut. Col. R.E.
Chief Rail Division.

1724

WHI/nof

Ref: 220.12/E(L)

2 July 1945

SUBJECT: Movement of Axis Diplomats

TO : Transportation Sub-Commission
attn: Lt. Colonel C.N. Christensen

- (2)
1. Reference is made to your AC/SA/27/En.3 of 30 June, subject as above.
 2. According to AFHQ authority, letter no. 091.112-75 of 14 June, (copy enclosed), movement of Axis diplomats from Tassima to Salomaggiore is reinstated.

Officer in Charge
Liaison Division

1 Encl: as in para 2 above.

Copies to: Executive Commissioner's Office
Supply Division, Economic Section
Director, Transportation Sub-Commission

1722

ALLIED MILITARY GOVERNMENT

File: P1/4

Subject: Road Transport

To: TH. S.O. 10v. DIV.

H.Q. A.G. (2)

TH. Officer Toscana Reg. (Attn. Maj. Sowers)

1722

12 April 45

1. Ing. Salvi of Ilva company has informed me today that he has been authorized by Col. Campbell Pitt 80 E.B.W. S.A.E.C. Via Botteghe Oscure - Rome to remove from Piombino to San Giovanni Valdarno certain machinery to activate a plant working in the allied interest.

2. Ing. Salvi states the first consignment will be ready to move in approx two weeks time. It consists of a large piece of machinery weighing 15 Tons.

3. May information be forwarded as to the correct procedure to take to effect this movement.

A. Webb L.T.R.A.
PORT LIAISON OFFICER
PIOMBINO

2186