

ACC AC 51A/TD 4 10000/148/1956 ESTABLISH ME.
APR. 1944 - OCT. 19

0/148/1956 ESTABLISHMENT VEHICLES
APR. 1944-OCT. 1945

TRANSPORTATION SUB-COMMISSION, A. O.
(Rail Division)
§ TRANSPORTATION (RR) MAIN, O. M. F.

Tel. 843238
Ref. HC/58/Tn4

16 October 1946

SUBJECT : Difficulties of Transportation Sub-Commission.

TO : Mr. Edward Richards,
§ Military Railway Service,
Florence.

1. I have received your letter of 11 October and note your additional report in regard to your accident.

2. Arrangements have already been made for a car to be sent to you from this Headquarters and by this time it should have reached you. I am afraid that it is not possible to send a closed car because there are so few vehicles available at Rome Headquarters capable of traveling any length of journey.

3. I might suggest that you talk with the Capo Compartimento with the idea of getting a local car requisitioned by the ISR through the Prefettura and assigned to you for your local use.

for Director

copy sent Col Scoggin 23/10

3371

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Ref. V-1

To : Mr. MOSS
Chief of Rail Division
R O M E

11/10/45

On the morning of the 28th of September 1945 at 10.30 a.m. I was coming from Bologna to Florence in my car driven by CARLO BRAMUCCI and going at a very moderate speed on the right side of the road in locality "Passo della Ramicosa" when an American large truck driven by an Italian civilian driver VECCHI CESARINO working for Ministero Trasporti - Bologna - targ. 169 Bologna came round the bend on the wrong side of the road and collided with us causing severe injury to myself and car. This is submitted in accordance with Lt.Col. Street request and supplements a previous report given to Carlo Bramucci the driver of vehicle in question which I understand he has delivered in Rome at the time of his return with damaged vehicle.

It is requested that another car preferably a closed non Military car be despatched to Florence without delay for my use in the work assigned to me. By reason of my injury I must wear a cast for another three weeks which is very uncomfortable driving in a military car. I have resumed my duties and require this vehicle in my work. Your prompt compliance with this request will be much appreciated and permit me to accomplish my work more efficiently.

Very truly yours



Edward Richard

3370

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel: 843238

Ref: AC/54/Tm 4

12 October 45

SUBJECT : Transport.

TO : Headquarters Commandant,
Despatch Office
HQ AC

1. Mr. Edward Richard, (American) Civil Engineer of this Division, is now out of hospital after sustaining injuries in a car accident.
2. Mr. Richard's duties entail his travelling around on inspection tours, and it is requested that a replacement for the vehicle which was involved in the accident, be sent to contact him at RM building, c/o Cape Compartmento, Florence.
3. May a vehicle be laid on to proceed on Sunday, the driver should first contact Mr. R.P. Moan, Chief of this Sub-Commission at the Flora Hotel.

Edward May
Chief
Rail Division

3308

58/25
ca/ie

ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

5A/19

SUBJECT: Requisitioned Vehicles.

FILE No. HQC/10/11

TO : Director,
Transportation S/C, (Rail Division).

23 May 1945

1. Reference your AC/5A/Tn 4, dated 14 May 45.
2. G-4 (A) state that requisitioned vehicles are being turned over to the Italian Government for derequisitioning only after we have no further use for same, and that they are not prepared to recommend release in this instance.

R. H. Robertson
R. H. ROBERTSON Colonel
Hq. Commandant.

5328

1

5A/18

ACP/1c

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Ex) Main
C.M.F.

Tel. 843238

Ref. AC/5A/Tn 4

14 May 1945

SUBJECT : Transport - Requisitioned vehicles.

TO : HQ Commandant AC

1. Reference is to your letter HQC/10/11 of 11 May 45.
2. There would appear to be some misapprehension on the matter. Car-HQ 90 was not requested for the Italian State Railways, who would be told, as you suggest, that powers of requisition are in Governmental hands.
3. The Ferrovia Roma-Fiuggi-Frosinone is a private narrow gauge railway, and it serves a suburban area of Rome very ^{large} populated, besides operating through to Fiuggi.
4. We have given no active assistance to the rehabilitation of this railway, but under their own initiative, they have reconstructed a considerable distance. They have no fleet of cars and no requisitioning powers.
5. In these exasperating circumstances, it is hoped that further consideration can be given to the release of this car.

M2
for. Director

2367

ALLIED COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

SUBJECT: Transport - Requisitioned Vehicles.

FILE No. HQC/10/11

TO

Director, Transportation Sub-Commission.
(ATTN: Rail Division, c/o Transportation Increment, CMF)

11 May 1945

HQ-90

Your letter, reference AC/5A/Tn 4, dated 3 May 1945, is acknowledged.

It is regretted that it is not possible to comply with your request for the derequisitioning of the above-mentioned vehicle. Would it not be possible for the Italian State Railways, acting through the Italian Government, to requisition for themselves one of the many cars in perfectly good condition and with good tires which are to be found in many places in Rome, being used for civilian pleasure purposes.

R. H. Robertson
R. H. ROBERTSON
Hq. Commandant.

Colonel

5A/17
ACE/10

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

3 May 1945

Tel. 843238
Ref. AC/5A/Tn 4

SUBJECT : FIAT 1100 CAR ROMA 73839 - AC HQ 90.

TO : Headquarters Commandant

1. It is strongly recommended that this car be derequisitioned to the owners, the Ferrovia-Roma-Finaggi-Prosinone.
2. This railway is engaged on re-activation of its tracks and find it a very difficult task without transport being available for its supervising personnel.
3. It is understood you will give special attention to the matter if recommendation from this Sub-Commission is made.

A. Lindberg, Sr. Col.
Gen. Director

8305

S.T.F.E.R.

Roma, 30 April 1945

our ref. G.B.S./g.a.
N. 1084/439

To: Tn. S/Commission AC
Rail Division

Subject: De-requisition of car.

That S/Commission is kindly requested to recommend to concerned Offices our application for the de-requisition of our car Fiat 1100, license plate ROMA 73839, as said car is required for the supervision of the rehabilitation works of our Railway, btw. Gennazzano and Finggi. We trust that the difficulties to follow and direct works being carried out at some 70 km. from Roma, without having any suitable means of transportation, will be fully realized by that S/Commission.

Our application has been duly submitted to HQ Commandant AC where it is still being kept, waiting for decision.

Thanking you in advance we remain, dear Sirs

yours faithfully

sgd. Sirletti
Operating Director

9362

AC/Tn/400

1st IND.

WPS/lr

HQ., Allied Commission, Transportation Sub-Comm. 28 Dec. '44

TO : Chief, Rails Division, Transportation Sub-Commission.
Lt. Col. LINDBERG

1. Authority has been obtained for Major Mole to retain this car while he is on his present duty outside the city.
2. It may be necessary to exchange this car each thirty days unless arrangements can be made by Major Mole with the Super Garage to have the vehicle serviced regularly.

For the Director :

Walter P. Sloggin
WALTER P. SLOGGIN
Lt. Colonel, QMC,
Admin. Officer.

2363

EJM/ef

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
RAILS

1st December 1944

TO : Lt. Col. C. H. Lindberg,
SUBJECT : Motor Cars.

1. I have ~~been~~ heard that all cars are to be pooled in the near future.
2. I would like to point out, that the Engineering Section are constantly travelling very considerable distances all over the country in the course of their duties.
3. To carry out this work it is absolutely necessary to have reliable transport available at all times.
4. In order to keep a car in good condition under the road conditions that prevail constant supervision must be given to the vehicle and this can only be really obtained when the car is assigned to an officer who will then take a personal interest in the good maintenance of the car.
5. Headquarters ^{Car} 296 which has been assigned to me since the 26th July has now covered over 20,000 Km. on official duties and will continue to give good service if maintained as has been the case for the past four months. I personally has spent considerable time in getting this car into good running order.
6. In view of the very numerous reconstruction works which are already in hand and are shortly to be commenced at widely separated points it is essential that reliable transport be always available for my use and it is therefore requested that car HQ 296 be allowed to remain under my personal control.

3302

E. J. McLE Major

E. J. MCLE, Major
TRANSPORTATION SUB-COMMISSION
RAILS.

For. Col. Adams to see.

2. I would like to point out, that the Engineering Section are constantly travelling very considerable distances all over the country in the course of their duties.

3. To carry out this work it is absolutely necessary to have reliable transport available at all times.

4. In order to keep a car in good condition under the road conditions that prevail constant supervision must be given to the vehicle and this can only be really obtained when the car is assigned to an officer who will then take a personal interest in the good maintenance of the car.

5. Headquarters ^{Car} 296 which has been assigned to me since the 26th July has now covered over 20,000 Km. on official duties and will continue to give good service if maintained as has been the case for the past four months. I personally has spent considerable time in getting this car into good running order.

6. In view of the very numerous reconstruction works which are already in hand and are shortly to be commenced at widely separated points it is essential that reliable transport be always available for my use and it is therefore requested that car HQ 296 be allowed to remain under my personal control.

3302

E. J. Molt Major

E. J. MOLT, Major
TRANSPORTATION SUB COMMISSION
RAILS.

For. Col. Adams & co.

A. J. Lindberg
A. J. Col.

2nd Dec.

HEADQUARTERS

ARMED COMMISSION

Transportation Sub Commission

WCF/CM

5A/53

ACC.TM/5.A

October 30th 1944

SUBJECT : Requisitioned vehicles.

TO : Director Transportation Sub Commission
H.Q. A.C.

1. With reference to your letter, reference number ACC/TM/2/26 dated 24th October, on the above subject.

2. Herewith return called for, so far as the Rail Section only of this Commission is concerned, showing the number and type of vehicles assigned to H.Q. Rail Section.

3. a). Number of Cars.

- 1c) - Lt.Col. Vining - Ford saloon - V.D. vehicle
- 2c) - Major Street - 1,500 Bianchi coupé - ACC.H.Q.
No. 73 - Requisitioned.
- 3c) - Major Mole - Alfa Romeo saloon - ACC.H.Q.
No. 296 - Requisitioned.
- 4c) - Capt. Ping - 1,100 Fiat saloon - ACC. H.Q.
No. 90 - Requisitioned.

b). Justification for same.

No. 1c) It is essential for Lt.Col. Vining to have a car as Chief of the Railway section he has to carry out inspections over the very large area of Railway network that is under his control. This includes the whole of Liberated Italy up to the Army boundary line, Sicily and Sardinia.

No. 2c) Used by the Railway Engineer Northern Italy. This car is used for inspection of the Railways due for repair in Northern Italy. The Italian State Railway engineers are accompanied on tours of inspection to assess damage.

It is essential that, due to the very long distances to be covered, the car must be in first condition. The only way to ensure this is

1. with reference to your letter, reference number ACC/TM/X/26 dated 24th October, on the above subject.

2. Herewith return called for, so far as the Rail Section only of this Commission is concerned, showing the number and type of vehicles assigned to H.Q. Rail Section.

3. a). Number of cars.

- 1a) - Lt. Col. Vining - Ford saloon - W.D. vehicle
- 2a) - Major Street - 1,500 Bianchi coupé - ACC.H.Q. No. 73 - Requisitioned.
- 3a) - Major Mole - Alfa Romeo saloon - ACC.H.Q. No. 286 - Requisitioned.
- 4a) - Capt. Ring - 1,100 Fiat saloon - ACC. H.Q. No. 90 - Requisitioned.

b). Justification for size.

No. 1a) It is essential for Lt. Col. Vining to have a car as Chief of the Railway section he has to carry out inspections over the very large area of Railway network that is under his control. This includes the whole of liberated Italy up to the Army boundary line, Sicily and Sardinia.

No. 2a)

Used by the Railway Engineer Northern Italy. This car is used for inspection of the Railways due for repair in Northern Italy. The Italian State Railway engineers are accompanied on tours of inspection to assess damage.

It is essential that, due to the very long distances to be covered, the car must be in first class condition. The only way to ensure this is to allocate the car to be used by one person, who is responsible for its condition. During 5 months Major Street's car has covered 13,000 kilometres on official business.

No. 3c)

Used by Railway Engineer, Southern Italy.
This Section of Railway includes all the lines in the south of Italy and as far north as Rimini in the East Coast and Grosseto on the West Coast, and has over 3,000 miles of track.

The work involves frequent tours of inspection of damaged lines to report on the manner in which they are to be repaired, and tours of inspection for normal maintenance work for which large quantities of materials are required. For such work it is necessary to have a reliable car capable of getting to a distant destination in a set time, and this can only be done by the assignment of the car to one person who is personally responsible for its good maintenance and road performance.

Since taking on this car on the 26th July 1950 kilometres have been travelled on official duties.

No. 4o)

This car is used by Capt. Tines, and for general office use, and is used when cars No. 1, 2 are in garage for repairs or overhaul, also used for inspections of Light Railways and tramways and visiting officers of the Railway Section.

Due to the closing down of Provincial Offices the above cars are of vitally essential to enable officers to perform their duties efficiently.

c). Number of vehicles surplus to minimum requirements

Nil

d). Minimum number of requisitioned or government's vehicles required:

The following cars will be required for officers who are, or will shortly be, doing the work of Divisional Superintendents, and ~~xxxx~~ as such, in order to cover the large areas that will be under their control and for inspection, it is essential that they should each have a car.

Name

Division

Cars required

M. J. J. J. J.

Milan

One

capable of getting to a distant destination in a set time, and this can only be done by the assignment of the car to one person who is personally responsible for its good maintenance and road performance.

Since taking on this car on the 26th July 15,000 kilometres have been travelled on official duties.

No. 40) This car is used by Capt. King, and for General Office use, and is used when cars No. 1, 2 and 3 are in garage for repairs or overhaul, also used for inspections of Light Railways and tramways and visiting offices of the Railway Section.

Due to the closing down of Provincial Offices the above cars are of vitally essential to enable officers to perform their duties efficiently.

c). Number of vehicles surplus to minimum requirements

N I I

d). Minimum number of requisitioned or Government's vehicles required:

The following cars will be required for officers who are, or will shortly be, doing the work of Divisional Superintendents, and ~~xxxxx~~ as such, in order to cover the large areas that will be under their control and for inspection, it is essential that they should each have a car.

Name	Division	Cars required
Lt. Col. Lindberg	Milan	One
Major Bowers	Naples	One
Major Blair	Bologna	One
Captain Cohen	Ancona	One
Captain Boddy	Florence	One
Captain Watson	Turin	One

3

<u>Name</u>	<u>Division</u>	<u>Cars required</u>
Lieut. Bowie	Rome	One
Lt. Col. Vining	H.Q.	One (+)
Major Richardson	Movements	One
	<u>TOTAL</u>	<u>Nine</u>

(+) The car at present used by Lt. Col. Vining, has covered a very big mileage and needs replacing. It is continually in the workshops.

4. Certain cars have been requisitioned for, or by officers working in the field for the Rail Section. These cars are not carried on the strength of HQ. Allied Commission, and are therefore not included in the above list.

W. G. Fletcher Major.

For I. E. VINING,
Lieut-Colonel, R.E.
Tn. Sub.Comm.(Rails).

3339

ADP/elc

File
SA / 52

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

23 October 1944

Del : 478701

Our Ref : ACC/TR/5A/

TO : Minister of Communications,
Ispettorato Generale della Motorizzazione
Civile e dei Trasporti in concessione.

SUBJECT : Rome-Fiuggi-Trosinone Railways-
Release of Car-Flat 1100 plate
73839 Rome.

1. Reference your letter 600.03/1.2 R. 2445 dated
28 Sept. '44.

2. This car is very much in use at the present time
in connection with the activities of this Sub-Commission, and
it is regretted it cannot, at the moment, be released.

3. As soon as opportunity offers, arrangements will
be made for its return.

B. S. Adams
B. S. ADAMS
Colonel C.E.
Director, Tr. Sub-Comm.

33-8

5A/51

TRANSLATION

MINISTRY OF COMMUNICATIONS
General Inspectorat for Civil Motorization
and for Transports in Concession
Compartmental Inspectorat of Rome

Rome, 26 Sept. 44

Ref. 600.63/1.2-N.2445

TO: AGS. Hq. Th. Sub-Commission
ROME

Subject : Rome-Finaggi-Frosinone Railway
Release of car Fiat 1100-plate 73833-Rome

The Direction of above Railway informs, that, since June 21st 1944, their car Fiat 1100, license plate 73833 Rome, has been requisitioned; above car was employed by the Direction of repair works of the damages caused to the line by war.

Since said car is absolutely necessary, the Company asked that HQ for the release of it, but they were recently informed by Col. Vining's office that their car is presently operating out of Rome and for services the car cannot be distracted from.

Going to the scarcity of available transportations means and to the necessity for said Company to dispose of above mentioned car on account of the works concerning the re-operation of above line, we ask that HQ to kindly investigate the possibility to release the car or to allot to the Company another car.

The General Inspector
Director of the Compartment

3337

Tel. 638

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

100/100

7 AUG 44

15/15

SUBJECT: Forward Areas - Transport.

TO : Agriculture Sub-Com. - Transportation Sub-Com.
Finance Sub-Com. - Industry Sub-Com.
Food Sub-Com. - Commerce Sub-Com.
Labor Sub-Com. - Pub. Wks. & Util. Sub-Com.

1. The matter of provision of transport for specialist officers proceeding on assignment to Regions in the forward areas has been discussed to some length with the A.C. & S. Section. The following extract from a letter received from the Establishment Branch clarifies the present situation:

"It appeared to me from your letter that there was some misunderstanding in reference to furnishing suitable transportation to Sub-Commission officers assigned to the various Regions. I discussed the question at the Executive Commissioner's Conference this morning at which Major Master of your Section was present.

It is only possible to supply specialist officers with transportation from that allotted to a Region. Otherwise it would be completely impossible to maintain proper records, make necessary reports to higher Headquarters, and to properly maintain the vehicles of the Commission. The Establishment Branch will do everything possible to insure that Regional Commissioners make suitable transportation available from the transportation furnished them for their over-all needs.

When in the paragraph above I used the term 'if possible', I mean just that. The transportation situation is becoming increasingly difficult in the whole theatre. No new vehicles of either British or American have arrived in the theatre since February. I was given this information in response to a follow-up on our request for a considerable increase in the number of vehicles on the T/R of the Allied Control Commission. I was further informed that it was extremely unlikely that any of the additional vehicles which we had requested for the North of Italy could be made available; if they were made available they would no doubt be Class 'B' vehicles in a rather poor state of repair. Further, we are quite unlikely to get replacements for vehicles damaged beyond repair or for those stolen (sometimes through careless action of officers and G.I.s.) The above facts indicate clearly that my statement that the situation as regards transport being critical is in accord with the facts.

The Establishment Branch has been planning and carrying into effect the movement of transport from rear Regions to the forward Regions. This shift at the present time is being slowed down by the necessity to keep a considerable

amount of transport in Southern Italy during the harvest and the crossing of grain. Beginning about the 15th of August the shift of transport from rear to forward Regions will again be possible without too much handicaps in the rear Regions. At all times, all officers must consider this critical shortage of transport in their operation and make every effort to coordinate their demands with the demands of other specialist officers from other Sub-Commissions.

I have written this long explanation in the belief that if every officer understands the critical situation with regards to transport, not only in ACT but equally in the Army, that we might expect a bit more cooperation from the officers. I do think that we can make out and do all the jobs that will have to be done if there is more cooperation on the part of the Regional Commissioners and of the specialist and Civil Affairs officers of each Region."

2. It is suggested that each Sub-Commission instruct their officers to make the maximum use of the transportation assigned to them. The shortage of transport will be a perennial problem and a thorough spirit of cooperation is urgently requested in order to make the short supply stretch to its utmost.

Wallace M. Mullen Maj: C.E.
 WILLIAM O'DWYER,
 Colonel, A. C.,
 Vice-President,
 Economic Section.

3355

Telephone : 478704

FRAG/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 324

Our Reference : AGC Tn/5A/42

Date : 25 July 44

TO : Capt. B.W. Boddy.
Tn. Sub-Commission.

SUBJECT : W.D. Vehicles

1. With reference to the American amphibious Jeep this vehicle is not assigned to any individual officer but is for the common use of Tn; Sub-Commission officers stationed in Naples and will accordingly be controlled by you as senior officer.
2. With regard to the driving of this vehicle you are referred to H.Q., AGC Memo No. 124 in which it is stated that American and British vehicles are in future to be driven by whatever personnel are available, this included EW/ORs and authorised Italian civilians employed as drivers.
3. Under the circumstances will you therefore please arrange that Pte. Marshall is appointed as driver of the vehicle.
4. In conclusion any signature that may have been given for this vehicle was given not on behalf of the individual but only as the representative of this Sub-Commission.

Signe D.S.A

335*

D.S. ADAMS,
Colonel; C.E.,
Tn. Sub-Comm.

HJM/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/5A/ ³⁹
Date : 5 July '44.

TO : Economic Section,
HQ.A.C.C.

SUBJECT : Assignment of Vehicles.

1. Reference Daily Bulletin No. 154 dated 28 June - para. 7.
2. Frequent requests have in the past been made for additional motor transport for officers of this Sub-Commission posted to all parts of Italy. The officers sent out have to attend to Railway matters, contact supply and Regional officers and CG-ge-na Shipping representatives.
3. On the 26th May, as verbally instructed a letter reference ACC Tn/113/20 was addressed to Colonel Clough for authority to requisition five civilian vehicles.
4. By a letter dated 29th May reference WPS/wrp authority was given by G-4 to requisition five civilian vehicles.
5. Lt-Colonel Carnes, of this Sub-Commission, requisitioned several vehicles in Rome and arrangements were made for five of these vehicles to be assigned to this Sub-Commission.
6. Two days previous to the drivers being sent to collect the vehicles a telephone message was received from Colonel Clough to say that the vehicles were "frozen". On appeal to Colonel Clough it was agreed that five vehicles should be released and he stated that he would see that five good vehicles were set aside. This arrangement was altered and the vehicles frozen again.
7. It is therefore requested that authority be given so that five reliable vehicles are assigned to this Sub-Commission for immediate use.


L.E. VINING,
Lieut-Colonel,
Director, Transportation SubCommission, ACC.

333

ETM/efh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/5M/34

Date : 27 June '44

TO : Capt. S.C. Hall,
c/o Italian State Railways,
Bari Division, Head Office,
BARI.

SUBJECT : Motor Vehicles.

Reference letter M/H/127 dated 14 June '44, signed by Capt. Irvine-

Lynch.

2. The remarks have been noted and while it is agreed a vehicle is necessary, it is not agreed that a Jeep is the only solution and further it is impossible to obtain the assignment of a M.D. vehicle.

3. With regard to Tn. representatives being the only people without transport it may interest you to note that every other Tn. representative stationed away from H.Q., has been successful within a short time of being posted in locating a good civilian vehicle which has been duly requisitioned.

4. Method of requisitioning has now changed and the only channel available to this Sub-Commission is by American Army procedure.

5. Before a vehicle can be requisitioned the following data is required to be forwarded to this H.Q.

- (a) Full name and address of owner.
(b) Engine Number.
(c) Chassis Number.
(d) General condition, i.e., mileage run, type of body, condition of engine gear box, back axle, brakes etc., whether tyres and battery are fitted and in good working condition.

6. On receipt of this information and if approved, three requisition forms will be made out, duly signed by G-4 (American). These forms will be forwarded to you and require to be signed by the owner. One form will be retained by the owner and the remaining two forwarded to this H.Q., when a number will be allocated to the vehicle.

7. A temporary requisition form may be lodged with the owner as per enclosed copy.

8. It is understood that you have now been successful in finding a sound vehicle which only needs five inner tubes. These tubes will be delivered by Capt. Dean.

Reference letter W/H/127 dated 14 June '44, signed by Capt. Irvine-

1. Lynch.

2. The remarks have been noted and while it is agreed a vehicle is necessary, it is not agreed that a Jeep is the only solution and further it is impossible to obtain the assignment of a M.D. vehicle.

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332

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(c) Chassis Number.

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6. On receipt of this information and if approved, three requisition forms will be made out, duly signed by C-4 (American). These forms will be forwarded to you and require to be signed by the owner. One form will be retained by the owner and the remaining two forwarded to this H.Q., when a number will be allocated to the vehicle.

7. A temporary requisition form may be lodged with the owner as per enclosed copy.

8. It is understood that you have now been successful in finding a sound vehicle which only needs five inner tubes. These tubes will be delivered by Capt. Dean.

9. It must be understood that it is impossible for each officer to have a car assigned for his sole use and it is considered that one vehicle is sufficient to meet the needs of the Bari Division.

[Handwritten signature]

L. M. VIEWING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

CGB/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/5A/33

Date : 27 June '44

TO : Economic Section,
H.Q., ACC.

SUBJECT : Automobile.

1. With effect from 26 June 1944, Lieut-Colonel C.G. Brown of this Sub-Commission is attached to staff of Director General Military Railway Service, Allied Force.
2. In this assignment Lieut-Colonel Brown will have to make trips to rail heads, loading points and railway installations throughout Italian mainland.
3. There is now assigned to Lieut-Colonel Brown an amphibious truck $\frac{1}{2}$ ton, 4 x 4, ACC., H.Q., No. 125. This, however, is unsuitable for long trips such as he will frequently make. It is therefore requested that present vehicle be replaced by a U.S. $\frac{3}{4}$ ton C & R car, having desired larger passenger carrying capacity, and ability to make long trips, often over rugged terrain.
4. It is understood that there is available suitable car, ACC., H.Q., No. 66, which could be exchanged for No. 125.
5. May this be promptly arranged, please.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

3351

TO

:- Tn Sub Comm.
ACC H.Q.,
A.P.O. 394.

Ref M/H/I27.

FROM

:- Tn Sub-Comm. Repr.
Bari Division.
C/o I.S.R.
23 Via Reggio Calabria.

SUBJECT

:- Transportation.

(1) It is quite impossible to carry out the work of this Office effectively without transportation.

(2) Civilian Cars are unobtainable and D.A.D.O.S. has already requisitioned all available cars.

(3) The only solution is a jeep as the roads are very bad and old Civilian cars will not stand up to the work.

(4) The Tn Sub-Comm. appears to be the only Dept in A.C.C. without Transport.

(5) The car we have is unreliable and has to be returned by order of the Assistant P.C.

Date 14/6/1944


Capt. IRVINE LYNCH,
TN Sub-Comm. Repr. Bari Div.



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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACF/cfh

5/18

Our Reference : ACC Tn/5/179

Date : 29 May 44

TO : Vice President, Economic Section.
H.Q., ACC.

SUBJECT : Provision of Road Transport Vehicles for Italian State Railways.

1. Recently a request was made that an amphibious truck might be secured for General di Raimondo, Undersecretary of State for Italian Railways & Highways, to enable him to make speedy inspection of rail routes and installations.
2. The reply to be sent was that such vehicles could not be provided from ACC sources and that General di Raimondo should take steps to requisition one.
3. This reply has been postponed in view of the copies of the correspondence now attached, which indicates that the Director General of the Military Railway Service considers the provision of additional trucks and cars essential to the good working of the railways.
4. It will be noted that General di Raimondo is willing to hire or purchase from military sources such vehicles as he considers necessary to carry out his duties efficiently.
5. As a point of policy is involved, direction is sought before further action is taken.

acp.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

COPY

5A/14

Allied Force
MILITARY RAILWAY SERVICE
Offices of Director General

APC 400
16 May 44

451-6

SUBJECT : Motor Trucks for Railway Operation.

TO : AMI, Naples Province, APC 394, U.S. Army.

1. Attached is a copy of translation of letter from Italian Undersecretary of State with reference to automotive equipment required for use of Italian State Railways in connection with their operations.

2. The Director General has established a policy of turning the operation of railways over to civilian personnel, under the supervision of the Military Railway Service, in that portion or portions of Italy where the advance of the Armies permit.

3. The request as contained in letter of the Undersecretary of State for motor transport has been investigated and is believed to be reasonable. The lack of street-car and taxi-cab transportation, the need of transporting materials, repair parts, supplies, etc. from place to place, and the proper supervision of the service in view of the importance of insuring continuous satisfactory operation and the reconstruction and rehabilitation program, requires automotive equipment for successful continued operation.

4. Request is made that, if possible and if available, some consideration be given towards furnishing the equipment requested, or, if it is not feasible to furnish all of the additional equipment, that means be provided, if possible, for furnishing of the necessary tires and repair parts to make service able the unsatisfactory equipment they now have in their possession.

5. We believe that it is unnecessary for us to call attention to the importance of rail transportation lines, not only for the successful carrying on of the war effort but also for the rehabilitation in which we believe you are vitally interested, and we feel it is essential that whatever assistance can be given the railroads by the Allied Governments should be provided to the extent of available means.

6. May we have an expression from you as to the extent of relief that can be given towards fulfilling the requests of the Italian Undersecretary of State.

For the Director General:

E. F. McFADLEN,
Colonel, TC,
Asst. Genl. Mgr-Stores. 99

1 Encl.
Cy Translation.

TRANSLATION

Naples, 23 April 1944

No. 14/2/2541

Subject: Motor trucks for Railway Operation.

To : Brig. Gen. Carl. B. Gray,
Director General of M.R.S.
Building.

I beg to draw your attention to a problem which is connected to the railway rehabilitation, to the operation and maintenance of the working lines and to the improvement of all the action taken by the I.S.R., led by the Military Railway Service, to ensure operation of transports in the liberated Italy.

It is the question of the operation of transport on highways, which is necessary.

1. To handle movement of railroad material to storehouses, workshops, stations, and plants on short distances not connected by train service.
2. To keep in touch the various offices and plants pending lack of telephone, railroad and tramway networks.
3. To allow high officials to make investigations, supervisions, etc. on work and operation, in agreement with the Allied Authorities.

This problem dates from the first day of liberation, when railway communications were nearly totally discontinued and it was necessary to start work of rehabilitation, visiting stations and plants.

This problem has been tackled by salvaging the few I.S.R. motor cars left after the German plundering, by repairing the damaged ones and buying the most needed spare parts.

As all this was not sufficient to ensure a minimum work and connection, we have tried some privately owned cars, with the authorization of the Allied Forces, but these are not all fit for the purpose on account of their oldness and of their having the most important parts worn out, tires especially.

After several months of operation in such condition, many failures, troubles, and wasting have arisen which are to be avoided in the shortest possible time if we want to count on an efficient work in the future.

I point out to you, for instance, the situation in the Naples Compartment which is more damaged than the others by such circumstances.

Before the war, when all, rail, phone and tram services were in full operation and there was no need of special motor car connections now due to war requirements or damages, the motor vehicles status of the Naples Compartment was the following :

Motor Cars	No. 6
Small trucks	" 6
Big trucks	" 12
Total	<u>24</u>

337

During the war requirements have increased and the stock was raised as follows :

Motor cars	No. 13
Small trucks	" 17
Big trucks	" 30
Motorcycle and sidecars	" 3
Total	<u>53</u>

War operations, German havoc, plundering, etc. have decreased this quantity on October 1, 1943, as follows :

Motor cars in running order or repairable	2	missing or not serviceable	11
Small trucks	6		1
Big trucks	4		26
Motorcycle and sidecars	<u>1</u>		<u>2</u>
Totals	<u>13</u>		<u>40</u>

This stock was not enough to carry on a minimum service in connection with the rehabilitation of rail movements and resuming of works and therefore we hired some cars, reaching like that the present status :

	Owned by I.S.R.	Hired from civilians	Total
Motor cars	2	14	16
Small trucks	6	2	8
Big trucks	4	6	10
Motorcycle and sidecars	<u>1</u>	<u>3</u>	<u>4</u>
Total	<u>13</u>	<u>25</u>	<u>38</u>

The present service is far from being satisfactory and your own officers can report failures, which are mainly due to the limited stock of means and their bad quality.

On the other side, to obtain such deficient service, we encounter high expenses not matching with the positive results.

Forecasts for the next future do not allow any hope of improving this situation, as stocks tend to lower.

In connection with the foregoing I must draw your attention to this problem, which is of great interest to improve railway operation and to help the road transportations which are supporting the work of reconstruction.

By the time being I see no other solution but the following : to increase little by little the present stock with motor vehicles of Allied output, military model, strong and lasting.

Therefore, I ask to let us hire or purchase from you a proper number of motor vehicles, which would be driven and repaired by Italian railroad men.

They would be employed in the most important and convenient services.

The quantity needed by the Compartment of Naples is shown in the following list :

	MOTOR CARS	SMALL TRUCKS	BIG TRUCKS
Compartment Director	1	-	-
Movement Section	1	1	-
Traction Section	2	1	3
Commercial Section	1	-	-
Works Section	3	1	-
Electric Inst. & Signal Office	2	2	3
Pietrarsa Shop	1	1	2
"Provvida" and messes	-	1	4
Sanitary Dispensary	1	-	-
Eng. Pomerio	1	-	-
Supplies and purchases offices	1	2	-
Pattison Shop	-	-	1
TOTAL	14	9	13

- Available among these belonging to the I.S.R.
- Required for the Compartment of Naples

2	6	4
12	3	9

According to their own condition, the other Compartments are in need of the following motor vehicles :

	MOTOR CARS	SMALL TRUCKS	BIG TRUCKS
Compartment of Bari	8	2	8
" " Reggio Calabria	8	3	8
" " Palermo	10	2	8
Delegation of Sardinia	6	2	6

Therefore the total requirements of the railway offices in the liberated Italy are the following :

Motor Cars	44
Small trucks	12
Big trucks	39

Motor vehicles might be either new or serviceable though used and be of one of the following models :

- Motor cars : Limousines or jeeps
- Small motor trucks : utility cars or one tone open cars
- Big motor trucks : 3 ton trucks

As it results from the above demonstration, the figures shown represent the minimum necessary to insure an efficient activity of the different offices and to warrant continuance of railroad operation during this war. I am confident that this suggestion of mine will find your full approval.

I must finally report that some other industrial concerns of the liberated Italy, among which the Ferarmecanica, Naples, have already been positively helped by the Allied Authorities, who have supplied them with motor vehicles.

THE UNDERSECRETARY OF STATE
Signed: G. di Reimondo.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/51/13

Date : 17 May '44

TO : H.Q., ACC., Headquarters Commandant.
(Attention Capt. Kearn)

SUBJECT : Trucks, Amphibious, $\frac{1}{2}$ Ton 4 x 4, C & R.

1. Reference two trucks, as above, Nos. 703319 and 709738 which Transportation Sub-Commission, ACC., has been advised are ready for issue, in accordance with duly approved request.
2. When vehicles were first examined some patently desirable cleaning and minor repairs had not been taken care of but advice is that these items have now been cleared.
3. Certificate on receipts tendered for signature were written to make it appear that vehicles would become personal financial responsibility of officer who signed. It is believed that vehicles should be organizational equipment, just as are other vehicles assigned to this Sub-Commission, since they will be used from time to time by various officers and EM/OR.
4. Normally, for the many railway contacts now proving necessary in Naples area, it is expected that vehicles will be driven by officer or EM/OR alone, who will secure vehicle with chain - and usually park in guarded lot at railway shop or yard. However, for trips on line inspections - 50 to 75 Km radius - it is proposed to obtain an Italian civilian driver from I.S. Railways. Can it be arranged that these drivers be presented at some designated point for examination as to driving ability? This scheme, after drivers are approved, will eliminate need for full time civilian drivers yet give competent men.
5. In co-operation with General di Raimondo, Undersecretary of State for Railways, this Sub-Commission is working with plans for use of railway employees wherever possible, to avoid use of full-time "civilian payroll" employees who would not be fully engaged.

33-4

L.E. Vining
L.E. VINING,
Lieut-Colonel,

Director, Transportation Sub-Commission, ACC.

CGB/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our reference : ACC Tn/5/147
Date : 30 Apl 44.

TO : G-4
HQ ACC.,

SUBJECT: Vehicle transfers.

1. Reference your G-4/101/9 of 26 Apl 44, subject Vehicle transfers.
2. In reply to your above-quoted letter I have to draw your attention to this office letter ACC Tn/5/104 of 16 Feb 44, para 2 (d) wherein it has been clearly stated what the position of the Sub-Commission is with regard to vehicles, as a result of which a staff car was permanently allotted to this Sub-Commission on 21 Feb 44.
3. The personnel of this Sub-Commission are being distributed and in fact already the road transport section has been moved to ACC HQ at the Provincia Building. Apart from the fact that it is quite impossible and impracticable to release any of the five vehicles which are at present on the strength of this Sub-Commission it is necessary that an additional Jeep 4 x 4 with one-quarter ton trailer be allotted to meet requirements.
4. Under the new organisation, officers of this HQ. will have to extensively travel about the country supervising not only the working of Sections of the Railway which are being taken over from the D.G.M.R.S., but also in connection with the organisation of road transport throughout the occupied territory in Italy.

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L.B. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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