

ACC AC39/TN4 10000/148/2027 PETROL SUPPLY
AUG 1944-OCT. 1

148/2027

PETROL SUPPLIES - PROCEDURE
AUG. 1944 - OCT. 1945

TW

INCOMING MESSAGE

Originator's Reference: WOI 28369 Message Centre no: 8/5484
Date Time of Origin: DEC 12253Z Date Time Rec'd: Dec 13330

Precedence: ROUTINE

FROM: WAR CCS CITE 0040

TO: ALEXANDER FOR ENGEG. INFO: ALCON, AND VA BASE SECTION
FOR CABINET SECRETARIAT.

UNCLASSIFIED.

THIS IS CAL 1502. ISSUES OF PCL TO PUBLIC UTILITIES.
CLARIFICATION REQUESTED AS TO HOW TERMINATION LEAD LEASE AS
AT 31 AUGUST 1945 RENDERS IMPOSSIBLE COMMUNICATION PRESENT
METHOD ACCOUNTING FOR ISSUES OF PCL TO PUBLIC UTILITIES.
IS MILITARY RAILWAY SERVICE UNABLE TO SUPPLY SAME DATE AS
PRIOR TO 31 AUGUST 1945 ?
NEW SUBJECT: PLEASE SEND CORRECT NUMBER O 45568 RECEIVED AS
NEG 51 T HILLDRING.

AC DIST

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

ADVANCE COPIES TO
COMMERCE SC 2
FINANCE SC
FOOD AGRIC SC 2
IND UTILITIES SC 2
COAL DIV 1
BY SC 2

INFO
CHIEF COMMISSIONER
EXEC CCHL 2 1594
DD BR END
CA US EMB
WSA HOME
MWR
FILE

UNCLASSIFIED.

THIS IS CAL 1502. ISSUES OF POL TO PUBLIC UTILITIES.
 CLARIFICATION REQUESTED AS TO HOW TERMINATION LEAD LEASE AS
 AT 31 AUGUST 1945 RENDERS IMPOSSIBLE CONTINUATION PRESENT
 METHOD ACCOUNTING FOR ISSUES OF POL TO PUBLIC UTILITIES.
 IS MILITARY RAILWAY SERVICE UNABLE TO SUPPLY SAID DATE AS
 PRIOR TO 31 AUGUST 1945 ?
 NEW SUBJECT: PLEASE SEND CORRECT NUMBER O 45568 RECEIVED AS
 REC 51 T HILLDRING.

AS DIST

ACTION DIRECTION 200M SES (16)
 (CGO (6)
 (SUPPLY GROUP
 (PROGRAM ER.
 (REQUISITION ER.(16))

ADVANCE COPIES TO
 COMMERCE SO 2
 FINANCE SO
 FOOD AGRIC SO 2
 IND UTILITIES SO 2
 COAL DEV 1
 TR SO 2

INFO
 CHIEF COMMISSIONER
 EXEC COM 2
 CC TO THE
 CA TO THE
 WGA HOME
 LEVER
 FILE

1594

0 8 7 2

39/38

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
& TRANSPORTATION (RR) MAIN, C. M. F.

Tel. 645238
Ref. AC/39/Tn4.

31 October 1945

SUBJECT : Tires and Tubes for I.E.S. Office Vehicles,
Italian State Railways.
TO : Director, Military Railway Service.

1. Reference is to your letter Tn.A.S.(E)17-132 of 29 October.
2. Responsibility for obtaining tires for road vehicles is now entirely a matter between the Italian State Railways and the Ministry of Commerce.
3. A copy of your letter is being sent to Commerce Sub-Commission with a request that they draw the special attention of the Minister of Commerce to the particular needs of the Italian State Railways.
4. In view of the fact that a very large number of tires was handed over to the Italian Government only a few days ago, it is felt that the Italian State Railways should be in a position to take immediate action to meet their urgent demands.

for Director

1593

Subject - Tyres and Tubes for I.E.S. Office
Vehicles - Italian State Railways.

Military Railway Service
C.A.M.
Tele: Varesio 5377
Th. S. (E)/17-192
25th October 1945.

To: Transportation Sub-Commission A.C. (Files)

Copy to: Servizio Lavori e Costruzioni,
M.C.C. Italian State Railways.

1. Re-electricification of the Italian State Railway system is, at present, of the utmost importance in order that the extremely difficult coal and oil fuel situations may be ameliorated and consumption reduced.
2. This rehabilitation work now being carried out by the various I.E.S. Offices of the I.S.R. is undergoing serious delay through vehicles, which are allotted to these offices, continually breaking down due to the bad condition of tyres and tubes.
3. The position has now reached a critical stage and unless energetic action is taken immediately to put these vehicles back into service the work of re-electricification must come to a standstill.
4. The following is a summary of the tyres and tubes required:-

(a) Ufficio Meccanico I.S.R. Roma.

5 size	4.50,	4.25	or	4.00	x	17	Tyres
6 "	5.00	x	19				"

My letter Th. S. (E)/13 dated 20 Sept. 1945 refers.

(b) I.E.S. Ufficio Milano.

1592

30 size	4.50	x	17	Tyres and Tubes
30 "	5.50	x	15	" "

My letter Th. S. (E)/25 dated 8 October 1945 refers.

(c) I.E.S. Ufficio Bologna.

Copy to: Servizio Igiene e Custodie,
I.I.R. Italian State Railways.

1. Re-electrification of the Italian State Railway system is, at present, of the utmost importance in order that the extremely difficult coal and oil fuel situations may be alleviated and consumption reduced.
2. This rehabilitation work now being carried out by the various I.I.R. Offices of the I.I.R. is undergoing serious delay through vehicles, which are allotted to these offices, continually breaking down due to the bad condition of tyres and tubes.
3. The position has now reached a critical stage and unless energetic action is taken immediately to get these vehicles back into service the work of re-electrification must come to a standstill.
4. The following is a summary of the tyres and tubes required:-

(a) UFFICIO Istituzionale I.S.R. Roma.

5 size	4.50, 4.35 or 4.00 x 17	Tyres
6 "	3.00 x 19	"

By letter Tn...3.(E)/12 dated 20 Sept. 1945 refers.

(b) I.I.R. Ufficio I.I.R. no.

30 size	4.50 x 17	Tyres and Tubes	1592
30 "	5.50 x 15	" "	

By letter Tn...5.(E)/36 dated 9 October 1945 refers.

(c) I.I.R. Ufficio Bologna.

15 size	165 x 400	Tyres and Tubes
24 "	5.50 x 15	" "
24 "	4.50 x 17	" "

5. Will you please take the necessary action for endeavouring to obtain the above tyres and tubes.

[Signature]
 Lt. Col. R.F.
 for the Director,
 Director, Military Railway Service.

39/36

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
U. S. TRANSPORTATION (RR) RAIN, C. M. F.

8 October 1945

Tel. 848238
Ref. 10/39/ra4

SUBJECT : Petrol for IRR and Contractors.

TO : Director, Military Railway Service.

1. Reference is to your letter TMA.2/7/1 of 19 September 1945.

2. This matter has been fully examined with the Road Section of this Sub-Commission and the Commerce Sub-Commission, and it is confirmed that the statement made in our letter of 17 September is correct, in that the distribution of P.O.L. for IRR contractors and the IRR in general is now a matter entirely for the Ministry of Industry and Commerce.

3. Stores Section of the Transportation Sub-Commission is in process of ensuring that the IRR is capable of undertaking the necessary work of obtaining supplies and from the first of November 1945, we shall only exist in an advisory capacity to give such guidance and help as is asked of us by the IRR.

Arthur May
for Director

Copy to: Roads Section, (Ref. 10/18/145/ra5)
Commerce Sub-Commission
Chief, Stores Branch, Rail Division

18

ACP/ic

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

27 September 45

el. 843238
Ref. AC/39/Tn 4

SUBJECT : Petrol for ISR and contractors.
TO : Chief,
Roads Division, Tn Sub-Commission

1. Attached is correspondence with MRS on the question of supply of petrol for ISR and contractors, in which it will be seen that MRS have linked petrol supplies for contractors with the initial petrol supplies which you provided for the trucks handed over to ISR.
2. Stores Branch of this Division is not in a position to take on any extra responsibility, nor is it consistent with our present policy. Please confirm that you agree with the content of our letter of 17 September 45, which indicated that petrol distribution is now a matter entirely for the Minister of Transport to thrash out with Minister of Industry and Commerce.

W. B. May
for Chief
Rail Division

Enclosures

1593

Subject: P.O.L. for I.S.R. Contractors.

Transportation (Pr) Main,

U.S.R.

TO : In. Sub-Commission, A.C.,
(Mail Division).

Ref.: Wirebox 9342.

In.A.2/1/1.

19 Sept.42.

Copy to:- In.4

Ing. U. Preci, Stores Dept., U.S. I.O.R.

1. further to our In.A.2/1/1, 15 Aug. 42 and your 46/39/In.4, 11 Sept.42).
2. I am of the opinion that this matter has been misunderstood and would recapitulate in an endeavour to assure you that this subject is eminently one for action by the Allied Commission.
3. Your 46/12/140/In.2, 23 Jul.42 confirmed that P.O.L. requirements for the vehicles operated on behalf of I.S.R. would in future be dealt with by A.C. through your Sub-Commission and Commerce Sub-Commission. At the same time you confirmed that 2000 barrels of petrol were being issued to cover July requirements and increased allotments for Aug., and Sept.42 would be made by Pet.Sec.
4. Subsequent to the correspondence which led up to the agreement referred to in para. 3 above, it was discovered that certain special arrangements, made in certain instances at the request of your Stores branch during the period when the A.C. supply position was difficult, were still in force and supplies from military sources continued to be made available to I.S.R. staff vehicles and also I.S.R. contractors in the Rome Area.
5. It is not our intention to continue sponsorship of any road vehicles' P.O.L. requirements, whether for I.S.R. Officials staff cars or for contractors engaged in non-military projects in the Rome Area. Our Construction branch has confirmed they are not interested in any of the works in which these contractors are now engaged.
6. To avoid a stoppage of necessary supplies whilst we reach agreement on this matter, I have arranged for October supplies to be made available from S.R. military channels. Supplies for November and after will not be sponsored by this branch and will need to be included in the I.S.R. demand for supplies to be submitted to Pet.Sec. Rome on 15 Oct.42. These requirements together with all others for road vehicle use are subject to A.C. scrutiny and approval, hence our referring the matter to you in the first instance.
7. Please confirm you will instruct I.S.R. to take action to arrange supply in the manner indicated, when redistribution will be the responsibility of the Italian Government through C.I.P.

1. further to our m.A.2/1/1, 15 Aug. 45 and your AC/39/m.4, 1(Sept.45).

2. I am of the opinion that this matter has been misunderstood and would recapitulate in an endeavour to assure you that this subject is eminently one for action by the Allied Commission.

3. Your AC/12/140/m.5, 23 Jul.45 confirmed that P.O.L. requirements for the vehicles operated on behalf of I.S.A. would in future be dealt with by A.C. through your Sub-Commission and Commerce Sub-Commission. At the same time you confirmed that 2000 barrels of petrol were being issued to cover July requirements and increased allotments for Aug., and Sept.45 would be made by Pet.Sec.

4. Subsequent to the correspondence which led up to the agreement referred to in para. 3 above, it was discovered that certain special arrangements, made in certain instances at the request of your Stores Branch during the period when the A.C. supply position was difficult, were still in force and supplies from military sources continued to be made available to I.S.A. staff vehicles and also I.S.A. contractors in the Rome Area.

5. It is not our intention to continue sponsorship of any road vehicles' P.O.L. requirements, whether for I.S.A. Officials staff cars or for contractors engaged in non-military projects in the Rome Area. Our Construction Branch has confirmed they are not interested in any of the works in which these contractors are now engaged.

6. To avoid a stoppage of necessary supplies whilst we reach agreement on this matter, I have arranged for October supplies to be made available from D.R. military channels. Supplies for November and after will not be sponsored by this branch and will need to be included in the I.S.A. demand for supplies to be submitted to Pet.Sec. Rome on 15 Oct.45. These requirements together with all others for road vehicle use are subject to A.C. scrutiny and approval, hence our referring the matter to you in the first instance.

7. Please confirm you will instruct I.S.A. to take action to arrange supply in the manner indicated, when redistribution will be the responsibility of the Italian Government through C.I.F.

1589

D.R. CHAPMAN, Lt.Col.,
A.C. (Stores)
for Brigadier,
Director of Transportation.

AGF/Lal

TRANSPORTATION SUB-COMMISSION, C. C.
(Rail Division)
S TRANSPORTATION (EP) MAIN, C. N. P.

Tel. 54332
Ref. AG/39/TH4

17 September 1945

SUBJECT : PGL for I. S. N. Contractors.
TO : Director, Military Railway Service.

1. Reference is to your letter Th. 8/7/1 copy of which is now at hand.
2. It is not possible for Transportation Sub-Commission to accept responsibility for the distribution and supply of PGL to ISN contractors.
3. Distribution of petroleum is now entirely the responsibility of the Ministry of Industry and Commerce, this being in accordance with Allied policy of restoring to the Italians as much work as possible.
4. I am fully aware that there is considerable self-distribution of petroleum products, and have personally had an interview with the Minister of Industry and Commerce, in company with the Minister of Transport, to endeavor to point out to him the essential need for insuring that contractors engaged on railway reconstruction shall receive sufficient petroleum to enable them to maintain the very important works they have in hand.
5. The outcome has not been entirely satisfactory, and work is almost at a standstill on the important reconstruction of the Florence-Arezzo line through the failure of the local Italian authorities to distribute PGL to the various contractors engaged on the work.
6. The Minister of Transport is fully aware of the difficulties and it is our desire to help him as much as possible, but the actual distribution and supply is now entirely an Italian matter, and we are only in the position of being able to tender suitable advice.

1533

for Director

Copy to: Commerce Sub-Commission

0680

Aircoax 9359.

copy

MILITARY RAILWAY SERVICE

Subject: POL for I.S.R. Contractors. file: m.A.2/1/7.
15 AUG. 1942.

To : in.sub-Commission.A.C.

1. Referring to our letter of even reference dated 10th July headed "Supply of POL Products to I.S.R., para.1). The enclosed lists give details of the POL requirements of the Contractors working for the I.S.R. in the Rome district and originally sponsored by M.B.S. Also indicated is the work on which each Contractor is engaged and the vehicle particulars.
2. It is proposed that from the 1st September 1942 you take over the supply of POL or have it incorporated in the requirements mentioned in Appendix 0 of our letter aforementioned, as the in.sub-Commission are now supervising these Contractors and supplies. POL for road vehicles, as agreed by Petroleum section, A.S.S.S., is an A.C. responsibility and not M.B.S.
3. Where is also the question of the supply of POL for the U.G.I.S.R. fleet of cars which we have always included with the supplies for Contractors. Will you please arrange supply in future as it is considered inadvisable to supply through Military channels. Particulars of U.G.I.S.R. vehicles are as follows:-

<u>Make of vehicle</u>	<u>Registration</u>	<u>Daily consumption</u>
Car Fiat 1500	R.M. 02611	22 Litres.
" " 1100	Roma 02559	10 "
" Lancia Augusta	Roma 02222	20 "
Truck Fiat 500	Roma 00022	10 "
" Fiat 621	Roma 34194	15 "
Motor-cycle Guzzi 500	Roma 14714	2 "

Estimated consumption for the month of September is 2,100 litres for this fleet.

1587

L.S. ROYSON, Major,
for Brigadier,
Director Military Railway Service.

1. Referring to our letter of even reference dated 10th July headed "Supply of Fuel Products to I.S.R., para.1). The enclosed lists give details of the FOU requirements of the Contractors working for the I.S.R. in the Rome district and originally sponsored by M.A.S. Also indicated is the work on which each Contractor is engaged and the vehicle particulars.

2. It is proposed that from the 1st September 1947 you take over the supply of FOU or have it incorporated in the requirements mentioned in Appendix 0 of our letter aforementioned, as the M.S.C. Commission are now supervising these Contractors and supplies. FOU for road vehicles, as agreed by Petroleum section, A.S.S.C., is an A.O. responsibility and not M.A.S.

3. There is also the question of the supply of FOU for the D.G.I.S.R. fleet of cars which we have always included with the supplies for Contractors. Will you please arrange supply in future as it is considered inadvisable to supply through Military channels. Particulars of D.G.I.S.R. vehicles are as follows:-

<u>Make of vehicle</u>	<u>Registration</u>	<u>Daily consumption</u>
Car Fiat 1500	R.M. 02011	22 Litres.
" " 1100	Rome 02059	15 "
" Lancia Augusta	Rome 02252	20 "
Truck Fiat 500	Rome 00027	10 "
" " Fiat 621	Rome 34194	15 "
Motor-Cycle Guzzi 500	Rome 14714	5 "

Estimated consumption for the month of September is 2,100 litres for this fleet.

1587

L.S.MOSBY, Major,
for Brigadier,
Director Military Railway Service.

L.S.M.

39/34
AGP/1c

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

cl. 843238
Ref. AC/39/Tn 4

27 September 45

SUBJECT : Petrol for ISR and contractors.
TO : Chief,
Roads Division, Tn Sub-Commission

1. Attached is correspondence with MRS on the question of supply of petrol for ISR and contractors, in which it will be seen that MRS have linked petrol supplies for contractors with the initial petrol supplies which you provided for the trucks handed over to ISR.

2. Stores Branch of this Division is not in a position to take on any extra responsibility, nor is it consistent with our present policy. Please confirm that you agree with the content of our letter of 17 September 45, which indicated that petrol distribution is now a matter entirely for the Minister of Transport to thrash out with Minister of Industry and Commerce.

A.C.

for Chief
Rail Division

Enclosures

1588

0683
Transportation (Br.) Main,
C.M.F.
Tel: Firebox 9345.

Tn.A. 2/7/4.

19 Sep. 45.

Subject: P.O.L. for I.S.R. Contractors.

To: Tn. Sub-Commission, A.C.,
(Rail Division).

Copy to: Tn. 4.

Ing. G. Brecci, Stores Dept., I.C. I.S.R.

1. Further to our Tn.A. 2/7/4, 15 Aug. 45 and your AC/39/TW4, 17 Sep. 45.
2. I am of the opinion that this matter has been misunderstood and would recapitulate in an endeavour to assure you that this subject is eminently one for action by the Allied Commission.
3. Your AC/12/146/TW5, 23 Jul. 45 confirmed that P.O.L. requirements for the vehicles operated on behalf of I.S.R. would in future be dealt with by A.C. through your Sub-Commission and Commerce Sub-Commission. At the same time you confirmed that 2000 barrels of petrol were being issued to cover July requirements and increased allotments for Aug. and Sep. 45 would be made by Pet. Sec.
4. Subsequent to the correspondence which led up to the agreement referred to in para. 3 above, it was discovered that certain special arrangements, made in certain instances at the request of your Stores branch during the period when the A.C. supply position was difficult, were still in force and supplies from military sources continued to be made available to I.S.R. staff vehicles and also I.S.R. contractors in the Rome area.
5. It is not our intention to continue sponsorship of any road vehicles' P.O.L. requirements, whether for I.S.R. officials staff cars or for contractors engaged in non-military projects in the Rome Area. Our Construction branch has confirmed they are not interested in any of the works in which these contractors are now engaged.
6. To avoid a stoppage of necessary supplies whilst we reach agreement on this matter, I have arranged for October supplies to be made available from BR. military channels. Supplies for November and after will not be sponsored by this branch and will need to be included in the I.S.R. demand for supplies to be submitted to Pet. Sec. Rome on 15 Oct. 45. These requirements together with all others for road vehicle use are subject to A.C. scrutiny and approval, hence our referring the matter to you in the first instance.
7. Please confirm you will instruct I.S.R. to take action to arrange supply in the manner indicated, when distribution will be the responsibility of the Italian Government through C.I.P.

1. Further to our Tn.A.2/7/1, 15 Aug. 45 and your AC/39/TN4, 17 Sep. 45.
2. I am of the opinion that this matter has been misunderstood and would recapitulate in an endeavour to assure you that this subject is eminently one for action by the Allied Commission.
3. Your AC/12/146/TN5, 25 Jul. 45 confirmed that P.O.L. requirements for the vehicles operated on behalf of I.S.R. would in future be dealt with by A.C. through your Sub-Commission and Commerce Sub-Commission. At the same time you confirmed that 2000 barrels of petrol were being issued to cover July requirements and increased allotments for Aug. and Sep. 45 would be made by Pet. Sec.
4. Subsequent to the correspondence which led up to the agreement referred to in para. 3 above, it was discovered that certain special arrangements, made in certain instances at the request of your Stores branch during the period when the A.C. supply position was difficult, were still in force and supplies from military sources continued to be made available to I.S.R. staff vehicles and also I.S.R. contractors in the Rome area.
5. It is not our intention to continue sponsorship of any road vehicles' P.O.L. requirements, whether for I.S.R. officials staff cars or for contractors engaged in non-military projects in the Rome area. Our Construction branch has confirmed they are not interested in any of the works in which these contractors are now engaged.
6. To avoid a stoppage of necessary supplies whilst we reach agreement on this matter, I have arranged for October supplies to be made available from BR. military channels. Supplies for November and after will not be sponsored by this branch and will need to be included in the I.S.R. demand for supplies to be submitted to Pet. Sec. Rome on 15 Oct. 45. These requirements together with all others for road vehicle use are subject to A.C. scrutiny and approval, hence our referring the matter to you in the first instance.
7. Please confirm you will instruct I.S.R. to take action to arrange supply in the manner indicated, when distribution will be the responsibility of the Italian Government through C.I.P.

1585

L. H. Chaplin
 D.R.H. CHAPLIN, Lt. Col.,
 A.D.Th. (Stores),
 for Brigadier,

Director of Transportation.

39/32
ACP/10TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.Tel: 84,3238
Ref: AG/39/Tn 4

19 September 45

SUBJECT : Supply of Petrol to IIR Contractors.

Dear Dottore Ia Malfa:

I am fully aware of the difficulties in obtaining petrol for the use of the Italian State Railways' contractors, but must again emphasize the urgent need for reconstruction and rehabilitation of many of the railroad tracks at present in hand, before the winter season not only renders working difficult, but also affects the tracks themselves. In the Florence area where the urgent work is necessary on the line between Arezzo and Florence, so that every opportunity can be taken to obtain lignite from the many mines in the district, the contractors are still suffering from complete lack of essential petroleum.

Attached hereto is a copy of a letter sent to the Ministry of Industry and Commerce by our Engineer in the Florence area, setting out all the difficulties which have arisen and pressing for some speedy action to insure a satisfactory petrol supply. It is hoped that you will think it desirable to press on with the Ministry of Industry and Commerce on this very important matter before winter is upon us.

(Signed) *[Signature]*
CHIEF, RAIL DIVISION
for Director

Dottore Ugo Ia Malfa
Minister of Transport
Ministry of Communications Building
Piazza della Croce Rossa
R o m e

1584

Attachment:
As stated above.

Senza Dattilo Lombardi

di riferisce alla riunione tenuta con lei il 27 luglio 1949 riguardante l'assegnazione di carburante alle diverse Usine di Concastio, per le Imprese della F.S., che rinverrebbero la Ferrovie Italiane, ed alla lettura del Col. Strati del 6 settembre 1949.

In questa riunione la S.V.L. mi promise di dare le necessarie istruzioni ai vari Direttori dei Consigli di Economia per specifico assegnazioni di date quantità di carburante, assegnando specificamente ai Contrattisti delle Ferrovie dello Stato per i loro macchinari e veicoli usati per la ricostruzione delle F.S., al solo chè i Direttori dei Consigli di Economia evasero piena autorità per la consegna di tale quantità di carburante per i suddetti Contrattisti per le specifiche ricostruzioni delle Ferrovie dello Stato.

La ragione per la necessità di tali dette istruzioni ai Direttori dei vari Consigli di Economia per l'ordine di manutenzione e relative interferenze con questi importanti lavori per l'economia d'Italia fu provata in detta riunione. Esisteva nel passato quando il carburante per i contrattisti era incluso in quello dei trasporti in generale, altri anni di trasporti ricevevano il carburante ed ai contrattisti ne veniva dato molto poco e sempre insufficiente per fare il lavoro nel minimo spazio di tempo che essi avevano a loro disposizione per completo prima della parte e che le condizioni invernali impedivano tale ricostruzione.

Fu chiaramente accordato dalla S.V.L. ed altri presenti alla riunione che l'unica soluzione a questo difficile problema era di dare una quantità separata di carburante ai contrattisti ricostruendo la F.S. nello stesso modo come una quantità separata di carburante viene ora assegnata per l'Industria, l'Agricoltura, ecc.

Alla riunione e nella lettera alla quale mi riferisco vi fu chiesto d'informare il Direttore del S.V.L. e di dare alla S.V.L. le specifiche istruzioni date da lei ai Direttori dei vari Consigli di Economia.

Il sottoscritto approssimò molto ricevere una copia delle sue istruzioni ai vari Direttori dei Consigli di Economia a Firenze, Siena, Arezzo, Pisa, Imole, e Apuania.

In Agosto molti di questi importanti lavori per la ricostruzione della F.S. furono impediti ed in settembre il lavoro è stato di nuovo interrotto per la mancanza di carburante e sarà fermato del tutto molto presto se il carburante necessario non verrà prontamente consegnato. Il Consiglio Economia di Firenze ha ricevuto 73250 Litri di carburante per il settembre ed i contrattisti della F.S. della Provincia di Firenze necessitano 72.855 Litri al chè è solamente il 10% dell'assegnazione per Firenze il quale lascia il 90% per gli altri fabbisogni Industria, Agricoltura ecc. e quanti contrattisti hanno ricevuto solo 29.000 litri in settembre, come dalla qui acclusa lettera del Dott. Bonagoli 12 sett. 45

14/9/45

Tel. F.B. 13

Ref. P-4

From : AC/TN/RAILS/FLORENCE

To : The Director

Transportation Sub-Commission

Thru Lt.Col. A.H. STREET

Edward Richard

Subject : Probable complete cessation of railroad reconstruction due to non-delivery of petrol to contractors.

1. Failure on the part of the Italian Government Officials to specifically allocate petrol for use of I.S.R. contractors working on the reconstruction and winterization of railways has greatly retarded this work in August and in September has become so critical that all work will cease within a few days. To expedite action by the proper authorities a letter, explaining the situation, the solution, and what inaction will cause, has been forwarded direct to Dr. Lombardi as per copy inclosed.

2. The contractors on this very important work for the economy and wellbeing of the Italians only require about 10% of the petrol available for distribution for all purposes. With this small quantity of petrol new lines can be opened every two or three months thereby permitting transport of greater tonnages of food, fuel and other necessities, which are now being transported in inadequate quantities by trucks.

3. It is believed that necessary action can be secured if greater pressure is brought to bear on Dr. Lombardi who has authority to give necessary orders.

4. The Directors of the various Consigli di Economia (Chambers of Commerce) informed the writer that if their instructions from the Minister of Industry and Commerce allocates a certain quantity of petrol for "Contractors on reconstruction of railroads", they will deliver such quantity to such contractors and to no one else as they now do for "Industries", Agriculture", etc. If the Rome Office does not receive a copy of the orders issued by Dr. Lombardi within a few days, it is recommended that he be contacted by phone or in person frequently or until the necessary orders have been given as it would appear that only in this way can the work continue.

1 Incl.

c/c 1. to Dr. Lombardi

1581

To : The Director
 Transportation Sub-Commission
 Thru Lt. Col. A.H. STREET

Subject : Probable complete cessation of railroad reconstruction
 due to non-delivery of petrol to contractors.

1. Failure on the part of the Italian Government Officials to specifically allocate petrol for use of I.S.R. contractors working on the reconstruction and winterization of railways has greatly retarded this work in August and in September has become so critical that all work will cease within a few days. To expedite action by the proper authorities a letter, explaining the situation, the solution, and what inaction will cause, has been forwarded direct to Dr. Lombardi as per copy inclosed.

2. The contractors on this very important work for the economy and wellbeing of the Italians only require about 10% of the petrol available for distribution for all purposes. With this small quantity of petrol new lines can be opened every two or three months thereby permitting transport of greater tonnages of food, fuel and other necessities, which are now being transported in inadequate quantities by trucks.

3. It is believed that necessary action can be secured if greater pressure is brought to bear on Dr. Lombardi who has authority to give necessary orders.

4. The Directors of the various Consigli di Economia (Chambers of Commerce) informed the writer that if their instructions from the Minister of Industry and Commerce allocates a certain quantity of petrol for "Contractors on reconstruction of railroads", they will deliver such quantity to such contractors and to no one else as they now do for "Industries", Agriculture", etc. If the Rome Office does not receive a copy of the orders issued by Dr. Lombardi within a few days, it is recommended that he be contacted by phone or in person frequently or until the necessary orders have been given as it would appear that only in this way can the work continue.

1 Incl.
 c/c L. to Dr. Lombardi

1581

39/30

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
WASHINGTON

15 settembre 1945

Dr. Ivon Matteo Lombardi
Sottosegretario per l'Industria
e Commercio

Gentile dottor Lombardi

Si riferisco alla riunione avuta con lei il 27 luglio 1945 riguardante l'assegnazione di carburante alle diverse Camere di Commercio, per le Imprese delle F.S., che ricostruiscono le Ferrovie Italiane, ed alla lettera del Col. Street del 6 settembre 1945.

In questa riunione la M.V.L. mi promise di dare le necessarie istruzioni ai vari Direttori dei Consigli di Economia per specifiche assegnazioni di date quantità di carburante, assegnate specificamente ai Contrattisti delle Ferrovie dello Stato per i loro macchinari e veicoli usati per la ricostruzione delle F.S., di modo che i Direttori dei Consigli di Economia avrebbero piena autorità per la consegna di tale quantità di carburante per i sopradetti Contrattisti per le specifiche ricostruzioni delle Ferrovie dello Stato.

1589

La ragione per la necessità di tali chiare istruzioni ai Direttori dei vari Consigli di Economia per impedire malintesi e relative interferenze con questi importanti lavori per l'economia d'Italia fu provata in detta riunione. Poiché nel passato quando il carburante per i contrattisti era incluso in quello dei trasporti in generale, altri Enti di trasporti ricevevano il carburante ed ai contrattisti ne veniva dato molto poco e sempre insufficiente per fare il lavoro nel minimo spazio di tempo che essi avevano a loro disposizione per compierlo prima delle piene e che le condizioni invernali impedissero tale ricostruzione.

(2)

Fu chiaramente accettato dalla S.V.I. ed altri presenti alla riunione che l'unica soluzione a questo difficile problema era di dare una quantità separata di carburante ai contrattisti ricostruenti le F.S. nello stesso modo come una quantità separata di carburante viene ora assegnata per l'Industria, Agricoltura, ecc.

Alla riunione e nella lettera alla quale mi riferisco vi fu chiesto d'informare il Direttore del Tn.SUB.Com. riguardo alle specifiche istruzioni date da lei ai direttori dei vari Consigli di Economia. Il sottoscritto apprezzerrebbe molto ricevere una copia delle sue istruzioni ai vari Direttori dei Consigli di Economia a Firenze, Siena, Arezzo, Pisa, Lucca e Apuania.

In agosto molti di questi importanti lavori per la ricostruzione delle F.S. furono impediti ed in settembre il lavoro è stato di nuovo ostacolato per la mancanza di carburante e sarà fermato del tutto molto presto se il carburante necessario non verrà prontamente consegnato. Il Consiglio Economia di Firenze ha ricevuto 73220 Litri di carburante per il settembre ed i contrattisti delle F.S. nella Provincia di Firenze necessitano 72.855 Litri il che è solamente il 10% dell'assegnazione per Firenze il quale lascia il 90% per gli altri fabbisogni Industria, Agricoltura ecc. e questi contrattisti hanno ricevuto solo 29.000 litri in settembre, come dalla sua eccelsa lettera del Dott. Romagnoli 12 sett. 1945 nella quale egli afferma di non poter dare più carburante in questo mese ai contrattisti delle F.S. Successivamente egli ha promesso di consegnare a questi contrattisti un'addizionale quantità di 15.000 litri di benzina dicendo di non poterne dare di più.

Una riduzione del 10% della quantità di carburante per l'Agricoltura, Industria e Trasporti in generale permetterebbe di avere carburante sufficiente per i contrattisti delle F.S. Questo sarebbe necessario solo per pochi mesi poiché in quel tempo la ricostruzione di un binario delle linee più importanti sarebbe terminata. D'allora in poi le F.S. sarebbero in grado di trasportare un tonnellaggio ben superiore sia di generi alimentari, lignite ed altri materiali col risultato di una riduzione negli autotrasporti e relativo risparmio di carburante che potrebbe essere adibito ad altri usi.

1579

(3)

Io spero sinceramente che voi vorrete correggere la presente distribuzione di carburante riguardo ai contrattisti che lavorano per la ricostruzione delle P.S. poiché dal trascurare di far ciò adesso risulterà la sospensione di tutti i lavori delle ricostruzioni ferroviarie, nessun trasporto di lignite per ferrovia da S.Giovanni potrà aver luogo in questo inverno e l'interruzione della linea Prato-Bologna sarà dovuta causata dalla distruzione delle temporanee riparazioni militari eseguite su quella linea, a causa delle forti piogge invernali e nei seri ritardi nell'apertura di altre linee ferroviarie necessarie ai trasporti di cibi ed altri materiali importanti per l'Economia della popolazione italiana in questo inverno.

Sento fortemente l'importanza di questo problema e per detta ragione ho scritto questa lettera così dettagliata alla S.V.I. direttamente con la speranza che verrà presa azione immediata.

Sinceramente

Edward Richard
Chief Engineer

P.S. Accusa lettera Dott. Romagnoli
" " Ditta Ferrobeton

1578

39/29

/lml

TRANSPORTATION SUB-COMMISSION, A. G.
 (Rail Division)
 * TRANSPORTATION (ER) MAIN, C. M. F.

Tel. 843236
 Ref. AG/38/TRA

17 September 1945

SUBJECT : POL for I. S. R. Contractors.

TO : Director, Military Railway Service.

1. Reference is to your letter Tr.A.2/7/1 copy of which is now at hand.
2. It is not possible for Transportation Sub-Commission to accept responsibility for the distribution and supply of POL to ISR contractors.
3. Distribution of petroleum is now entirely the responsibility of the Ministry of Industry and Commerce, this being in accordance with Allied policy of restoring to the Italians as much work as possible.
4. I am fully aware that there is considerable mal-distribution of petroleum products, and have personally had an interview with the Minister of Industry and Commerce, in company with the Minister of Transport, to endeavor to point out to him the essential need for insuring that contractors engaged on railway reconstruction shall receive sufficient petroleum to enable them to maintain the very important works they have in hand.
5. The outcome has not been entirely satisfactory, and work is almost at a standstill on the important reconstruction of the Florence-Arezzo line through the failure of the local Italian authorities to distribute POL to the various contractors engaged on the work.
6. The Minister of Transport is fully aware of the difficulties and it is our desire to help him as much as possible, but the actual distribution and supply is now entirely an Italian matter, and we are only in the position of being able to tender suitable advice.

1577

for Director

Copy to: Commerce Sub-Commission

Tel. ROOM 26315/2 (Wireless)
EXT 9359.

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject: POL for I.S.R. Contractors.

File: Tn.A.2/7/1.

Sep. 1945.

To: Tn. Sub-Commission A.C. ✓

1. Reference conversation Major Ping - Capt. Kilsby 11th Sep. regarding above.
2. Attached is a further copy of this HQ letter Tn.A.2/7/1 of 15th Aug. 45.
3. We shall be glad to have a firm date when you will accept responsibility for the supply of POL to these contractors.



W.D. KILSBY, Capt. R.E.
for Brigadier,
Director Military Railway Service.

Enc.

1573

Firebox 9859.

COPY.

MILITARY RAILWAY SERVICE

File: In. A. 277/1.

15 Aug. 1945.

Subject: POL for I.S.R. Contractors.

To: In. Sub-Commission, A.C.

1. Referring to our letter of even reference dated 16th July headed "Supply of POL Products to I.S.R., para. 1b. The enclosed lists give details of the POL requirements of the Contractors working for the I.S.R. in the Rome district and originally sponsored by M.R.S. Also indicated is the work on which each Contractor is engaged and the vehicle particulars.

2. It is proposed that from the 1st September 1945 you take over the supply of POL or have it incorporated in the requirements mentioned in Appendix S of our letter aforementioned, as the In. Sub-Commission are now supervising these Contractors and supplies. POL for road vehicles, as agreed by Petroleum Section, A.P.M.M., is an A.C. responsibility and not M.R.S.

3. There is also the question of the supply of POL for the D.C.I.S.R. fleet of cars which we have always included with the supplies for Contractors. Will you please arrange supply in future as it is considered inadvisable to supply through Military channels. Particulars of D.C.I.S.R. vehicles are as follows :-

<u>Type of Vehicle</u>	<u>Registration</u>	<u>Daily consumption</u>
Car. Fiat 1500	Rome 026571	22 litres.
" Fiat 1100	Rome 026833	13 "
" Lancia Augusta	Rome 023452	20 "
Truck. Fiat 500	Rome 306215	10 "
" Fiat 621	Rome 341194	10 "
Motor-cycle. Guzzi 500	Rome 14774	5 "

Estimated consumption for the month of September is 2,700 litres for this fleet.

15 Aug. 1945.

To: Sub-Commission, A.C.

1. Referring to our letter of even reference dated 16th July headed "Supply of POL Products to I.S.R.", para. 15. The enclosed lists give details of the POL requirements of the Contractor working for the I.S.R. in the Rome district and originally sponsored by M.R.S. Also indicated in the work on which each Contractor is engaged and the vehicle particulars.

2. It is proposed that from the 1st September 1945 you take over the supply of POL or have it incorporated in the requirements mentioned in Appendix 6 of our letter aforementioned, as the In. Sub-Commission are now supervising these Contractors and supplies. POL for road vehicles, as agreed by Petroleum Section, A.F.H.Q., is an A.C. responsibility and not M.R.S.

3. There is also the question of the supply of POL for the D.G.I.S.R. fleet of cars which we have always included with the supplies for Contractors. Will you please arrange supply in future as it is considered inadvisable to supply through Military channels. Particulars of D.G.I.S.R. vehicles are as follows :-

Type of Vehicle	Registration	Daily consumption in litres.
Car. Fiat 1500	R.M. 02671	12
" Fiat 1100	Roma 84039	20
" Lancia Augusta	Roma 02235	10
Truck. Fiat 500	Roma 80925	15
" Fiat 521	Roma 34194	5
Motor-cycle. Guzzi 500	Roma 14774	

Estimated consumption for the month of September is 2,700 litres for this fleet.

PSK
L.S. ROBSON, Major,
for Brigadier,
Director Military Railway Service.

LIR/RJA

ACP/Lml

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION


5 September 1945

Tel. 843238
Ref. AC/839/Tn4

SUBJECT : Fuel Allotment.

TO : Director, Italian State Railways.

1. Reference is to your letter L.4/44425/2 of 31 August 1945.
2. The difficulties in regard to the supply of fuel to the various contractors of the Italian State Railways is well known to this Sub-Commission, and the urgency for the restoration of the rail lines set out in your letter is such that some special effort should be made by the Minister of Transport to insure that the Ministry of Commerce arrange suitable allocations of petrol to the contractors.
3. The statement in your Paragraph 2, that the Allied Commission (Petrol Branch) does not take care of petrol for rail reconstruction work is not true. Fuel is allocated to the Ministry of Industry and Commerce by the Allied Commission, and so far as Allied Commission is concerned, it has no intention of emphasizing the distribution of petrol to any particular need.
4. It is assumed, however, that the Italian Government is fully aware of the urgent need for the rehabilitation of means of transport in this country, particularly where such rail lines serve productive lignite areas and agricultural areas, such as those you have mentioned.
5. Allied Commission has already complained to the Italian Government that petrol is being distributed without attention to the rehabilitation needs of the country, but if the Government still desired to permit the petrol to be used for ordinary civilian needs, rather than for rebuilding of essential means of transport, then it is the responsibility of the Minister of Transport to endeavor to persuade the Government that mal-distribution is taking place and that unless more attention is given to the needs of the railway contractors, serious delay will result in the restoration of railways.


FRANK UPMAN, Jr.
Director

Approved *as per*
Rank *Major*
Date *5 Sept 45*

TELETYPE

MINISTRY OF TRANSPORTS
ISR WORK AND CONSTRUCTION SERVICE.

Rome, 31 August, 1945
Ref. L.4/4425/2

SUBJECT: Fuel allotment.

TO : The Sub-Commission A.C.
Bldg.

1. ISR Contractors working for the restoration of Tuscany Railway lines (Florence-Firenze; Ghivai-Siena-Mepoli; Pisa-Caroli-Florence); Pisa-Spesia; Florence-Bologna) are in need of the usual allotment of fuel to be used for their motor transportation and machinery. Application for about 120,000 monthly litres has been presented to the Ministry of Industry and Commerce.
2. Above Ministry informed us verbally that fuel availability for Tuscany Region is very poor and there is no other way to increase it because fuel is contingently by the A.C. (Petrol Branch) which do not take care of works for the railway plant reconstruction, but only for civilian needs, alimentation and agriculture.
3. Only 50% of the request has been assigned to contractors working in Siena and Arezzo provinces, and so far nothing has been assigned to the other provinces' contractors.
4. The non-allotment of the required fuel will election and could even stop the works, causing heavy prejudices both to our Administration and to this country.
5. We submit the matter to your kind attention in order to possibly consider if the allotment of needed fuel may be assigned by the Allied Military Authorities, or in fault if the A.C. (Petrol Branch) could be requested to assign such needed fuel in surplus of the present ration.

- 0709
- Declassified E.O. 12356 Section 3.3/NND No. 785021
1. IRI Contractors working for the restoration of Tuscany Railway lines (Florence-Arezzo; Chieti-Siena-Rapelli; Pisa-Livorno; Florence); Pisa-Spezia; Florence-Bologna) are in need of the usual allotment of fuel to be used for their motor transportation and machinery. Application for about 120,000 monthly litres has been presented to the Ministry of Industry and Commerce.
 2. Above Ministry informed us verbally that fuel availability for Tuscany Region is very poor and there is no other way to increase it because fuel is contingented by the A.C. (Petrol Branch) which do not take care of works for the railway plant reconstruction, but only for civilian needs, alimentation and agriculture.
 3. Only 50% of the request has been assigned to contractors working in Siena and Arezzo provinces, and so far nothing has been assigned to the other provinces' contractors.
 4. The non-allotment of the required fuel will slacken and could even stop the works, causing heavy prejudices both to our Administration and to this country.
 5. We submit the matter to your kind attention in order to possibly consider if the allotment of needed fuel may be assigned by the Allied Military Authorities, or in fault if the A.C. (Petrol Branch) could be requested to assign such needed fuel in surplus of the present ration.
 6. Please, let us know the issue of this matter.

The General Director
Sed. DI RANNO

Tr/61/4/9/45.

caso contrario di voler almeno interessare la Allied Commission (Petrel Branch) perché venga assegnato tale fabbisogno di carburanti in più dell'attuale contingentamento.

6°) Si prega di fare conoscere il seguito di tali pratiche.

IL DIRETTORE GENERALE

Udo Kaimond

HEADQUARTERS ALLIED COMMISSION
 APO 394
 COMMERCE SUB-COMMISSION

JRC/na

Ref. AG/5146/2/Commerce/POL 14

TelRome 478829
20 March 1945

SUBJECT: POL for civilian contractors - Naples

TO : Ministry of Industry, Commerce & Labour.

1. It is desired to confirm telephone conversation Dott. De Martino - Capt. Cowlin of this morning, the object of which was to bring to your notice that UPIC Naples have stated their intention of refusing to make allocations from April 1st onwards to trucks engaged in the service of Italian State Railways.
2. We can see no valid reason for such a refusal as the bulk allocation to the Italian Government is calculated to cover such supplies.
3. It is requested, therefore, that the position be clarified and that the necessary instructions be given to UPIC Naples to ensure that supplies are made available as heretofore.

MELBA S. BRERETON

for W.P. EVANS
 Colonel
 Director
 Commerce Sub-Commission

Copy to: Transportation Sub-Commission - Rails Division
 Pet. Sec. AFHQ, RAAC .

1526

Subject : POL for Contractors.

Military Railway Service,
C.M.F.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/60.
8 March 1945.

To : Tn. Sub Commission, AC. (Bdg.)
(att. Major S.L. Baister)

1. Petrol coupons Nos. 18151 - 18174 for the firm of Compagnia Internazionale Carrozze con Letto for the month of March are forwarded.
2. Also attached is receipt form, which must be signed by the firm and returned to this office as soon as possible, and a letter to the Comera di Commercio authorising the issue of a circulation permit for the vehicle concerned.
3. Please note that requests for POL for contractors engaged on military priority work must reach this office by 24th of each month and that with the requests the cover and counterfoils of the present months coupon books must be forwarded.

1575

Wadsworth
Capt

A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

0710



TH INC (Th Sub-Commission)

141200

39/21

ICRE 4 FOR WOLF

023 (.) RESTRICTED (.)

YOUR AC 4 (.) AFHQ PET. SECTION ADVISES THAT D.S.T. WILL GIVE CONTRACTORS LETTER OF AUTHORIZATION TO SECURE PETROL

UNTIL COUPON ARRIVE (.)

8910

IMPORTANT

1504

U R G E N T

39/20

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc
Ref : F/IL/10
Date: 12 Feb 45.

SUBJECT: Diesel Oil for the Ferry.

TO : Trans Sub-Commission AC (Rail Section)
c/o Trans Increment C.M.F.

1. The Navy at Messina has in the past supplied Diesel Oil for the Ferry. It now appears that they intend to discontinue to supply the Ferry in future. Some alternative arrangement will have to be made at once from your end, possible through C.I.P. (Consorzio Italiano Petrolii)

2. Please note the Diesel oil consumption for the Messina ferry is 650 kilograms per day but when the Villa ferry is in service (in March) & both ferries are in operation the consumption will rise to 2,650 kilograms per day. Please give this matter your immediate attention.

3. Note new ^{VILLA} ferry, higher consumption oil burning to produce steam.

Irvine Lynch

IRVINE-LYNCH
Capt RE's (M.C. Sec)
Trans Sub-Commission.

39/19

CML/ic

TRANSPORTATION SUB-COMMISSION, AG.
(RAIL DIVISION)
C/o Transportation Increment
G.M.F.

Tel. 843191/11
Com Ref. AG/39/Tn 4

19 February 45

TO : AFHQ Petroleum Section, RAAG

SUBJECT: P.O.L. for Railways.

1. Referring to A3/39/Tn dated 10 Jan.45 from this headquarters requesting monthly allotment of P.O.L. for the Calabria Division of the Ferrovie dello Stato.
2. Advice has just been received from Palermo that the British Navy at Messina intends to discontinue supplying diesel oil for the Messina Ferries in the very near future.
3. The monthly requirements for this service is 20,000 kilograms which should be delivered at either Messina or Reggio Calabria.
4. It is requested that the allotment be made available to the Railway within 30 days.

Cmf

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

1562

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel:- ROME 478131

PET 30/A/6

21 Jan. 45

SUBJECT: POL for State Railways

Allied Force Military Rail Service,
APO 512, U.S. Army.

1. Further to this section's letter Reference PET 30/A/6 dated 12 January 1945, to which no reply has as yet been received.
2. Advice has been received today from Transportation Sub-Commission HQ. AG, Rail Section that the Railway Division at Bari and Naples may be handed over to Allied Commission for supervision within the next 2 or 3 months.
3. Will you please advise -
 - a) up to what date you have slated for the POL requirement of these divisions.
 - b) what are the quantities you have slated for to take care of these divisions.
 - c) that you will deduct from your slate the requirements for these divisions so that this section may include for same in future slating.
4. As the Calabria Division has been handed over, the same information is required to cover this division also.

H. B. Miles
H. B. MILES
Colonel
Petroleum Section

Copy to: HQ. A.C., Transportation
Sub-Commission (Rail Section),
c/o Transportation Increment, C.M.F.

1581

39/17

PGM/lc

TRANSPORTATION SUB-COMMISSION, AG.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 843191/11
Our Reference: AC 39/Tn

17 January 1945

TO : AFHQ Petroleum Section R.A.A.C.

SUBJECT : P.O.L. for Railways.

1. The Railway Divisions at Bari and Naples may be handed over to Allied Commission for Supervision within the next two or three months and when this change takes place, the Railways will require approximately P.O.L. as per attached list, monthly at Naples.

2. As soon as the date is definitely known when the hand over will take place advise will be forwarded to your section immediately and exact requirements specified.

O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section



1580

Following is list of approximate monthly requirements of P.O.L. for the Bari and Naples Divisions.

ITALIAN NAME	ENGLISH NAME	USED FOR	QUANTITY
OLIO MINERALE SCURO	DARK MINERAL OIL	ORDINARY LOCO. ENG. OIL	KG 25,000
OLIO SPECIALE PER CILINDRI A VAPORE SATURO	SPECIAL CYLINDER OIL FOR SATURATED STEAM LOCCOS.	CYLINDER OIL FOR SATURATED STEAM LOCCOS.	# 3,000
OLIO A VAPORE SURRISCALDA= TO	OIL FOR SUPERHEATED STEAM LOCCOS	SUPERHEATED STEAM LOCCO	# 7,000
OLIO FLUIDO PER MOTORI	FLUID OIL FOR MOTORS	OIL FOR MOTORS IN SHOPS & RAIL MOTOR CARS	# 7,000
OLIO SEMIDENSO PER MOTORI	OIL SEMIDENSE FOR MOTORS	FOR ELECTRIC LOCO & SHOPS MACHINERY	# 1,500
GRASSO MINERALE CONSISTENTE	THICK MINERAL GREASE	VASELINE TYPE OR STUFFERS GREASE FOR WESTINGHOUSE BRAKES, ETC.	# 1,000
BENZINA	GASOLINE	VARIOUS	# 6,000
NAFTA FLUIDISSIMA PER MOTORI	VERY FLUID NAFTA FOR MOTORS	DIESEL OIL FOR DIESEL ENGINES	# 10,000
PETROLIO	KEROSENE	VARIOUS	# 15,000

1500

39/17

PGS/10

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 843191/11
Our Reference: AG 39/Tn

17 January 1945

TO : AFHQ Petroleum Section R.A.A.C.

SUBJECT : P.O.L. for Railways.

1. The Railway Divisions at Bari and Naples may be handed over to Allied Commission for Supervision within the next two or three months and when this change takes place, the Railways will require approximately P.O.L. as per attached list, monthly at Naples.
2. As soon as the date is definitely known when the hand over will take place advise will be forwarded to your section immediately and exact requirements specified.

O.H.LINDBERG
Lt.Col. R.E.,
Chief Rail Section

1558

PGM/1c

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 843191/11

Our Reference: 40/39/Tn

10 January 1945

TO : AFHQ Petroleum Section RAAC.

SUBJECT : P.O.L. for Railways

1. Monthly allotment of P.O.L. as listed in para. 6 of this letter is required monthly for the Calabria Division of the Ferrovie dello Stato.
2. Request is made that amounts specified made available to the F.S. at Naples monthly. Reason for requesting delivery at Naples is because the Railway store that supplies Reggio is located at Naples.
3. The Calabria Division was handed over to A.C. for control on 5 July 1944 as per para. 2 Director Generale Memo No.1 dated 29 August 1944.
4. It is requested that the first monthly allotment be made available to the Railway as soon as possible due to the fact that the Railways stocks on the Calabria Division being depleted.
5. It is understood that the Ferrovie dello Stato will purchase the P.O.L. from C.I.P. and the Railway will pay cash for these products.
6. ^{attached} Following is a list of products required monthly. 1945

Proprietor in goods
Done

O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

<u>ITALIAN NAME</u>	<u>ENGLISH NAME</u>	<u>USED FOR</u>	<u>QUANTITY MONTHLY</u> KG.
OLIO MINERALI SCURO	BLACK MINERAL OIL	Ordinary loco engine oil	10,000
OLIO SPECIALI PER CILINDRI A VAPORE SATURO	SPECIAL OIL FOR STEAM CYLINDERS	Cylinder oil for saturated steam loco	1,000
OLIO A VAPORE SURRESCALATO	OVERHEAT STEAM OIL	Cylinder oil for super heated steam engines	3,000
OLIO FLUIDO PER MOTORI	Fluid oil for Motors	Oil for motors in Shops & Rail Motor Cars	3,000
OLIO SEMIDENSO PER MOTORI	SEMI-FLUID OIL FOR MOTORS	for electric loco, motive and for machinery oil (shop)	500
GRASSO MINERALE CONSISTENTE	THICK MINERAL GREASE	Vaseline type or staffs grease used for Westinghouse Brakes, etc.	300
BENZINA	GASOLINE	Various	2,500
NAFTA PIU'VISSIMA PER MOTORI	VERY FLUID NAFTA FOR MOTORS	Diesel Cars and Stationary Diesel engines	3,000
PETROLIO	KEROSENE	Various	6,000

FABBISOGNO MENSILE PER I COMPARTIMENTI NAPOLI - BARI - REGGIO C.
SULLA BASE DEGLI ATTUALI CONSUMI

		Reggio C.
<i>(Lg. 4)</i> Olio minerale scuro <i>(Zanzanella)</i>	Kg. 39.000	10.000
" speciale per cilindri a vapore saturo	" 3.000	1.000
Olio a vapore surriscaldato	" 9.000	3.000
" fluido per motori	" 8.000	2.500
" semidenso per motori	" 1.500	500
" denso	" 1.500	1.000
<i>P</i> Grasso minerale consistente # <i>700?</i>	" 1.000	335
Benzina	" 8.000	2.000
Nafta fluidissima per motori	" 10.000	3.350
Petrolio	" 20.000	7.000

20/33

Motore a vapore

grasso

Via Vapore

*47 kg
fabbrica
apparecchi
flour shop*

CAPT. MATSON
FIREBOX II.

*AFH 6
Del Sec. St. ...*

1575

(L E T T E R S I N G)

The Rolling Stock and Traction Section of Railco Dullahan
informs us that, though they had been granted the authorization
by the Royal Irish Constabulary by the Local S.I. 2.
(Constable I. J. O'Connell), the Railway will not they could not
plant diesel, being forbidden by conditions brought by General
Secretary of the same S.I. 2. In fact,

He got information by the S.I. 2. Director and what more said
has been confirmed, that in to say that it is put up to S.I. 2. to
carry out railway operations, for the same S.I. 2. Committee,
but up to Allied G.I. 2.

About the supply of fuel and lubricating oils, necessary for
railway operation (Diesel engine) and other cars used for the
requirements of railway plants, we asked also the advice of Ministry
of Industry Commerce and Works that verbally stated that (through
Dott. Bellucci) that, for the requirement of railway operation in
Ireland Italy in the whole, it is necessary to
send to that Ministry an application, showing the requirements of
fuel and lubricating oils for each region according to these re-
quirements, and on the basis of the application granted by said
Ministry, it should have been possible for the Railways to get the
supplies through S.I. 2.

In the meeting held by S. Bellucci on 27 November, it has been
agreed that the application for supply of lubricating oils, required by
Committee of said, should be submitted to the S.I. 2. of Allied
Commission in Paris.

15/4

It is necessary therefore to ask that, for the requirements
of fuel and lubricating oils for S.I. 2. the Allied Command will have
for each Committee in Ireland Italy, or if it is necessary to
show the same requirements submitted for each Region, to Ministry of
Industry - Commerce and Works to get the supplies through S.I. 2.

1046, 13 December 1941

(13 December)

has been considered, that is to be set up in I.T.D. in
early about early of 1954, for the day do all the things
set up to Allen Board.

About the supply of fuels in winter (and also, necessary for
falling operations (like of oil) and other things for the
the interests of the country, we asked less the aircraft industry
of Ministry of Defense and hope that variously stated for through
Dott, (by the way) that, for the requirements of military operations in
liberated Italy in the whole, it is necessary to
send to get things in difficulty, showing the requirements of
fuels and lubricating oils but such requirements according to these re-
quirements, and on the basis of the authorization granted by said
Ministry, it should have been possible for the Ministry to get the
supplies through O.I.I.

In the meeting held by I. Mol. Comand on 10 November, it has been
perceived that the applications for supply of materials, required by
Comandamento of Bari, should be submitted to the O.I. of Allied
Comand in Bari.

15.4

It is necessary therefore to take care of, for the requirements
of fuel and lubricating oils for I & II the Allied Command will care
for such Comandamento in liberated Italy, or if it is necessary to
show the same requirements subdivided for each Region, to Ministry of
Economy - Commerce and Work to get the supplies through I.T.D.

13 December 1944

Through a telephone call we got this morning from Naples (12 December)
Supply and Stores Section - we have been informed that the Allied
Comand in Naples asks for the supply of fuels and lubricating oils.

478829 communication
478876 my papers
478131 Barak and King

0722

39/16

AFHQ PETROLEUM SECTION

ROME AREA ALLIED COMMAND

Tel:- ROME 178131

FET 30/1/6

13/ Jan. 15

SUBJECT: POL for State Railways.

Allied Force, Military Railway Service,
ITALY, APO 512, U. S. Army.

1. HQ. A.C., Transportation Sub-Commission, have written this Section on 10 January, requesting release through C.I.F. of certain monthly quantities of petroleum.
2. It would appear that the Calabria Division of the State Railways were handed over to A.C. for control on 5 July 1944.
3. It is the duty of this Section to slate for and provide all POL for civilian consumption, consequently, this Section should be notified in advance of any transfers that take place of railway control from military to civilian so that provision can be made for POL requirements.
4. The present demand is a small one but were it otherwise, call would have to be made on Military Railway Service POL stocks to meet the situation.
5. It would accordingly be appreciated if in future, this Section be notified of any proposed transfers, at the same time notifying monthly estimated requirements, so that the necessary quantities may be slated for.

H. B. Ely

H. B. ELY
Colonel
Petroleum Section

Copy to: HQ. A.C., Transportation
Sub-Commission (Rail Section),
c/o Transportation Increment, C.I.F.

W. W. Baker

1553

*I think this is a matter for
Way Baithe to Rail Div
1/15/46*

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel:- ROME 478131

FET 30/A/6

12 Jan. 45

SUBJECT: POL for Calabria Division,
Ferrovie dello Stato.

C.I.P., Rome.

1. The above Railway Division has been transferred to the control of HQ. A.C., Transportation Sub-Commission, and the quantities of POL shown on the attached are to be supplied monthly in future through C.I.P.
2. Delivery is requested at Naples, as Railway store supplying Calabria is in Naples.
3. Payment will be made by the Ferrovie dello Stato for all POL purchased.
4. Please instruct your Naples office to contact the Railway authorities and arrange supplies.

H. B. EYLES
Colonel
Petroleum Section

Enclosure.

Copy to: HQ. A.C., Transportation
Sub-Commission (Rail Section),
c/o Transportation Increment, C.M.F.

1572

0724

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

39/15

TN INC (Tn Sub-Comm.)

131100

PROVINCIAL SUPPLY OFFICER CHIETI PROVINCE
CAPT SMITH ANG ANCONA

011

QUESTION SUPPLY OF PETROL FOR CIVILIAN CONTRACTORS
WORKING ON ITALIAN STATE RAILWAYS RAISED MAJOR BORREGO PET SECTION
AFHQ (.) STATED DEFINITELY CONTRACTORS CONTINUE DRAW PETROL FROM CII
ON P.S.O. AUTHORITY (.)

Egn

IMPORTANT

1551

SECRET

39/13

TO : HQ, AC, Transportation Sub-Commission
 Pet Section AFHQ, Rome Area Allied Command (for Maj. Borrego)

Copy to: PC, for PSO, Ancona Province

FROM : HQ, AC/AMG, Abruzzi-Marche Region, E & S

REF : R5/518/120

DATE : 8 January 1945

SUBJECT: POL for Contractors on Repair of Railway

1. Ref attached copy of letter from Capt. Smith, AC in S/C representative at Ancona.

2. Pet Section, AFHQ, agree that the POL will be made available, but they and we must know whether it is for "W.D. Contractors" or not.

a. If they are "W.D. Contractors" i.e. working on an Army contract (as opposed to AMG or Genio Civile or ISR or Italian Gov't contract) Pet Section will merely see that POL is available to CIP Ancona in sufficient quantities each month Jan-May 45 inclusive. The contractors obtain from CIP Ancona on payment on authority from the Allied Officer i/c the work.

b. If they are not working on an Army contract, your representative must see that PSO of the province in which the POL is to be drawn receives a demand for each month's needs one month in advance to include on his monthly demand (Pet Form 6). For Jan 45 it should have been in by 1 Dec 44; for Feb 45 by 1 Jan 45, and so on. The contractors would buy POL from CIP on PSO's authority; such authorizations would be made as indicated by your representative.

In this case (b) will you kindly ~~inform us~~ arrange direct with Major Borrego of Pet Section AFHQ (Tel Rome 478876), and would Major Borrego kindly inform us the exact supplementary allocations in which provinces he has agreed to for Jan 45.

3. Your representative's letter seems to ask for all POL to be drawn from Ancona. There is also a CIP Bulk-drawing Depot at Pescara that is partly fed from Ortona. It may be more economical for the contractors to draw some from there, in which case under para 2(b) above allocations for that part should be made to PSO Pescara or Chieti.

For the Regional Commissioner:

1550

D. Shaw-Kennedy

D. SHAW-KENNEDY
 Captain
 Regional Supply Officer.

Encl.

0726

COPIES
ALLIED COMMISSION
FRAN REPARATION SUB-COMMISSION
ANCONA

SECRET

From: A.C. Tu S/C Representative, c/o DE Tu. (Railways) C.M.F.

To : Provincial Supply Officer, Ancona

Subject: POL for Italian State Railway Contractors

Reference: AC/Tu 2 f. 32 Anc.

December 30th 1944

1. The rebuilding of the railway line Ortona/Ancona has been authorized and the work is to commence forthwith, being regarded as a MILITARY PRIORITY No. 1.

2. Three important contracts have been entered into with the firms:

- CIDONIO, Pietro
- ARGENTINI, Orinto
- CHELLA, Giovanni

who will carry out work between S. Benedetto and Ancona.

3. The firm's requirements of POL have been the subject of much discussion, and the following figures have been arrived at for the month of January 1945.

- Petrol.....20,000 litres
- Naptha.....20,000 litres
- Lubrific. Oil .. 1,500 litres
- Grease..... 400 KG.

4. The figures given may appear rather high, but taking into consideration the immensity of the task, including, as it does, the re-building of 490 bridges, clearance and reling of tunnels (including the Ancona tunnel) to which end the contractors will bring into use every conceivable type of mechanical equipment the estimate is now considered reasonable.

5. As stated in paragraph one the job is listed as a Military Priority No. 1, and is to be completed within four months. Will you please take such steps as will ensure that there is no hold up of the work due to any hitch in the supply of POL to the contractors.

6. Similar quantities will be required for the months of February, March, April and May.

7. This letter need not be regarded as the definite application for the supplies stated, it is simply advanced information in order to assist in provision being made.

8. A further letter on the subject will be sent to you in a few days' time.

Capt. R.B.

M. Stanley Smith.

1548

1. The rebuilding of the railway line Ortona/Ancona has been authorized and the work is to commence forthwith, being regarded as a MILITARY PRIORITY No. 1.

2. Three important contracts have been entered into with the firms:

CIDONIO, Pietro
ARGENTINI, Olinto
GHELLA, Giovanni

who will carry out work between S. Benedetto and Ancona.

3. The firm's requirements of PQL have been the subject of much discussion, and the following figures have been arrived at for the month of January 1945.

Petrol.....20,000 litres
Naptha.....20,000 litres
Lubrific. Oil .. 1,500 litres
Grease..... 400 Kg.

4. The figures given may appear rather high, but taking into consideration the immensity of the task, including, as it does, the re-building of 490 bridges, clearance and reling of tunnels (including the Anconus tunnel) to which end the contractors will bring into use every conceivable type of mechanical equipment the estimate is now considered reasonable.

5. As stated in paragraph one the job is listed as a Military Priority No. 1, and is to be completed within four months. Will you please take such steps as will ensure that there is no hold up of the work due to any hitch in the supply of DOL to the contractors.

6. Similar quantities will be required for the months of February, March, April and May.

7. This letter need not be regarded as the definite application for the supplies stated, it is simply advanced information in order to assist in provision being made.

8. A further letter on the subject will be sent to you in a few days' time.

Capt. R.E.

1945

M. Stanley Smith.

Via Calatafimi n. 1
2nd Floor.

FILE
39/10

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

Ret AC.TN/39/10

CML/reb

APO 512
17 December 1944

SUBJECT: Petrol for Italian State Railway Contractor.

TO : AD S.T. R.A.A.C.
ATTN: Major Watt.

1. The contracting firm of Casillo is under contract with the Italian State Railways and under the supervision of Director Military Railway Service. Their work requires the following fuel for month of December 1944 which it is requested be issued to them:

300 Liters of Gasoline
18 Liters of Motor Oil

2. The fuel is to be used in the following cars of the firm Casillo: Fiat 500-Rome 702, Fiat 500c-Rome 5782, Motor Bike Truck 350-Rome 2389, also for gasoline lamps, rail drilling machine, and in their Electric mechanical construction workshop.

3. The need of the supplies as requested is affirmed.

For the Director:

CML
C.M. LONG
Capt., TC
Stores Section

15.8

FILE

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Director

Ref. AC./TN/29/7

CML/reb

APC 512
17 December 1944

SUBJECT: Petrol for Contractors.

TO : D.M.R.S. Building
ATTN: S/Captain Wright.

1. Reference your letter 13 December 1944 file Tn A.4/62 above subject.
2. Please instruct the firm of Casillo to take the attached letter to A.D.S.C. R.A.A.C. for the approval of Major Watt.
3. Major Watt will instruct them where to go to get their coupons.

For the Director:

CML

C. M. LONG
Capt., TC
Stores Section

1547

0730

37/9

Subject: <u>Petrol for Contractors.</u>	Military Railway Service. C.M.F.
To: A.C., Transportation Sub Commission (Hdq)	Tele. Firebox 30. Outside Line 863429
-----	Ref. Tn.A.4/62 13th Dec. '44.

Will you please arrange to obtain petrol and lubricants for Capillo firm as shown in enclosed letter.

Enclosure to be returned.

M. Wright
 (M. Wright)
 S/Captain
 for Brig.

Director, Military Railway Service.

POW/AR

39/8

RESTRICTED

ALLIED FORCE HEADQUARTERS
AFHQ 512

5 October 1944

ADMINISTRATIVE MEMORANDUM }
NUMBER 43 }

POWER REHABILITATION

1. The function of power rehabilitation having been transferred to control of AFHQ the following will govern:

- 2. a. The Chief Engineer, AFHQ, will
 - (1) Exercise staff supervision of power rehabilitation activities.
 - (2) Recommend rehabilitation policies.
 - (3) Coordinate power rehabilitation activities of the various agencies concerned.

b. Electrical Reconstruction Committee.

(1) The Central Electrical Board, Italy, is dissolved. There is hereby created an Electrical Reconstruction Committee (Italy), with membership as follows:

Chief Engineer AFHQ (Chairman).
Representatives of: ACC, R.N., AAI and CZ, MATOUSA.
It is requested that ACC, R.N., AAI and CZ, MATOUSA, advise AFHQ of representatives selected for membership.

(2) The Electrical Reconstruction Committee will:

- a. Meet at the call of the Chairman.
- b. Recommend studies for determining power requirements as may be required.
- c. Recommend study of and preparation of plans for power rehabilitation as may be required.
- d. Review ACC plans for power rehabilitation, correlating them with the requirements and make recommendations as to extent and nature of rehabilitation.
- e. Recommend designation of agency to perform specific construction work of rehabilitation, when necessary.
- f. Make such other recommendations regarding power rehabilitation as it deems necessary.

c. The ACC will:

Secretary for the Electrical Reconstruction

- (2) Recommend rehabilitation policies.
- (3) Coordinate power rehabilitation activities of the various agencies concerned.
- b. Electrical Reconstruction Committee.
 - (1) The Central Electrical Board, Italy, is dissolved. There is hereby created an Electrical Reconstruction Committee (Italy), with membership as follows:
Chief Engineer AFHQ (Chairman).
Representatives of: ACC, R.M., AAI and CZ, NATOUSA.
It is requested that ACC, R.M., AAI and CZ, NATOUSA, advise AFHQ of representatives selected for membership.
 - (2) The Electrical Reconstruction Committee will:
 - a. Meet at the call of the Chairman.
 - b. Recommend studies for determining power requirements as may be required.
 - c. Recommend study of and preparation of plans for power rehabilitation as may be required.
 - d. Review ACC plans for power rehabilitation, correlating them with the requirements and make recommendations as to extent and nature of rehabilitation.
 - e. Recommend designation of agency to perform specific construction work of rehabilitation, when necessary.
 - f. Make such other recommendations regarding power rehabilitation as it deems necessary.
- c. The ACC will:
 - (1) Furnish Secretariat for the Electrical Reconstruction Committee.
 - (2) Be responsible for planning power rehabilitation throughout Italy.
 - (3) Maintain liaison with AAI and keep informed as to existence and condition of power plants and probable rehabilitation needs in operational area.

1545

RESERVED

AFHQ Admin Memo # 43 (cont'd)

7 October 1944

- (4) Ascertain power requirements from AAI, CG, NAROUSA Districts (Er), and other sources.
- (5) Submit plans for rehabilitation to the Chief Engineer for consideration and approval of the Electrical Reconstruction Committee.
- (6) Using Italian labor and local materials, direct, administer and supervise construction work of rehabilitation and operate the power systems except those projects specifically assigned other agencies by AFHQ and except as provided in paragraphs 2d (2) and 2e (f).
- (7) Will issue all orders necessary to implement the program to Italian Power Companies or other civilian agencies.
- (8) Keep the Chief Engineer, AFHQ, advised of its activities.

d. AAI will:

- (1) Cooperate with ACC in determining existence and condition of power plants and probable rehabilitation needs in the operational area.
- (2) Insofar as practicable initiate, construct and operate such power installations within the operational area as it considers necessary, coordinating with plans of ACC.
- (3) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

e. CG, NAROUSA and Districts (Er) under command AFHQ will:

- (1) Initiate, construct and operate such power installations as are required locally for their own activities.
- (2) Undertake such general power rehabilitation projects as may be specifically assigned by AFHQ.
- (3) Cooperate with ACC and AAI and render them such aid and assistance as is practicable within available means and without detriment to their own operations.
- (4) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

- 3. Orders to implement plans will be issued through normal staff channels in respect to work for which military agencies are to be responsible.
- 4. The agencies mentioned above will furnish the required personnel from their own allotments.

assigned under agencies by AFHQ and except as provided in paragraphs 2d (2) and 2e (1).

- (7) Will issue all orders necessary to implement the program to Italian Power Companies or other civilian agencies.
 - (8) Keep the Chief Engineer, AFHQ, advised of its activities.
6. AAI will:
- (1) Cooperate with ACC in determining existence and condition of power plants and probable rehabilitation needs in the operational area.
 - (2) Insofar as practicable initiate, construct and operate such power installations within the operational area as it considers necessary, coordinating with plans of ACC.
 - (3) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

6. 02. MATOUSA and Districts (Br) under command AFHQ will:

- (1) Initiate, construct and operate such power installations as are required locally for their own activities.
- (2) Undertake such general power rehabilitation projects as may be specifically assigned by AFHQ.
- (3) Cooperate with ACC and AAI and render them such aid and assistance as is practicable within available means and without detriment to their own operations.
- (4) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

3. Orders to implement plans will be issued through normal staff channels in respect to work for which military agencies are to be responsible.

4. The agencies mentioned above will furnish the required personnel from their own allotments.

By command of General WILSON.

/s/ H.V. Roberts

H.V. ROBERTS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION

"C"

R E S T R I C T E D

39/7 3

AFHQ PETROLEUM SECTION
ROMA ALLIED AREA COMMAND
Tel:- ROMA 478875

SUBJECT: ^{Italian Railways} Petroleum for ~~Ministerial~~
~~use.~~

PET 30/AQ
Sep. 44

HQ. A.C.C. Commerce Sub-Commission, APC 394.

Reference your AGC/5087/Commerce dated 26 Sep. 44.

1. It is important that the definition of "military projects" should be clearly understood. This term should be used to cover only those activities which are carried out solely for the benefit of the Allied Armies and which will cease on the withdrawal of the Allied Forces. All services normally performed by the State, all Public Utilities, are properly supplied from the civil allocation of petroleum, and not as contractors working for the military."
2. In this office letter, PPT 19/3/8 dated 13 Aug. 44, referring to your POL Instruction No. 2, this point was brought out.
3. It is requested that the matter may be made clear to the Military Railway Service which have already been advised by this Section that the vehicles of the Italian State Railways must get their POL from the civil allotment which agrees fully with the interpretation of existing regulations indicated above.
4. It is expected that an Administrative Memorandum will shortly be published by AFHQ clarifying this definition.

H. B. Eyles
H. B. EYLES
Colonel
Petroleum Section

HEADQUARTERS
 ALLIED CONTROL COMMISSION
 COMMERCE SUBCOMMISSION
 APO 394

39/6
ASB/ur

2 October 1944

Ref. AGC/3087/Comseroe

SUBJECT: POL for Contractors working on Military Projects.

TO : Pat. Sec. AFHQ, Base Allied Area Command.

1. Your let 30/4/44 undated refers.
2. Whilst your decision relative to the Italian State Railways and their contractors is noted the effect of it is to make POL Instruction No 2 inoperative and ineffective. Moreover it would deprive ACC of control over supplies made available to it.
3. POL instruction No 2 was issued on instructions from Pat. Sec. after the detail had been discussed at some length and agreed in all respects. It provides a simple means of separating Military from Civilian requirements judged solely on the basis of who ordered the work to be done. If the Military started it and subsequently handed over the unfinished work to ACC it still remains a Military requirement. Similarly if the Military order the work to be done by ACC it is equally a Military requirement. By this definition there can be no confusion.
4. In the case of the Railway Companies operating directly under the Military it appears to this Headquarters that works carried out directly by them or by subcontractors should be considered essentially Military Requirements as ACC has no control whatever over them. Under your definition however they would be considered as Civilian requirements will be swelled to an unknown extent on account of what is at present purely a Military need.
5. According to the same definition all road and bridge repairs would become Civilian requirements since they will

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153

- 2 -

clearly continue after the Military leave, whereas many originated either by direct contract from the Military or are being carried out by ACC on the order of the Military.

6. A communication has been received from RAAO that a contract is not a Military one unless the Military actually signed the contract and stating that when ACC signs the contract it is automatically a Civilian Contract even if performed on a direct order issued by the Military. In practice ACC never signs contracts but instructs the Italian Civil Engineer Services to carry out the work.

7. As it appears that there is considerable doubt as to what constitutes a Military Contract or Contractor and it is essential to have some definition which can be readily applied in practice and will give ACC Control over its supplies, it is requested that a conference may be called at which Pet. Sec., the interested Military Authorities and ACC may be present so that a definition can be agreed which will leave no doubt as to procedure either in the minds of Petroleum Section, the Military or ACC.

For the Acting Chief Commissioner:

A. G. ANTONINI
Acting Head
Economic Section.

Copy: ~~Public Works and Utilities Sub-Commission~~
~~Transportation Sub-Commission (Railways)~~
~~Military Railway Service.~~

152

See
39/5

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

26 September 1944

ACC Tn/39

SUBJECT : POL supplies for contractors employed on Military Projects.

TO : Regional Commissioner - Region IV

1. Reference POL instruction No. 2 ACC/3146/Com dated 10 August 1944.

2. The undermentioned contractor is employed on the re-roofing of the Italian State Railways Workshops at Foligno under a contract with the I.S.R. This work is being undertaken at the direction of the D.G.M.R.S. and is essential for the maintenance of railways L of C.

3. A total of 1500 litres of petrol is required for the contractor's lorry spread over a period of approximately two months and it is requested that the supply be commenced at once.

4. The following are the details of the lorry to be used:

Names of contractor : Società Anonima Coop. Lavori e Forniture Ferroviarie - Foligno - Via Roncalli, 1

Make of lorry : Ford
Civilian Registration : 5234 P.G.

FQM
D.S. ADAMS
Colonel, C.E.
Director, Tn. S.C.

3 copies to : Director of Transportation (British)

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMERCE SUB-COMMISSION
APO 394

ASB/hp

Ref. ACS/ 5146/2/Commerce

11 September 1944

SUBJECT : Petroleum (POL) Supplies , August - Sicily.

TO : ~~Ministry of Industry, Commerce and Labour - Rome~~

1. We acknowledge receipt of your 1779 of 14 August which only reached us on 27 August 1944 too late to enable any effective action to be taken should that have been necessary.

2. Your statement that no allocation was made for Public Service, including Postal Services, is incorrect as an allocation of no less than 2956 barrels Benzine (159 litres of each) and 765 barrels of Hafta were allocated for automotive purposes in Sicily excluding truck transportation pools (ITP).

3. According to information furnished, there are 1000 cars and taxis and 803 trucks in Palermo also 588 cars and taxis and 697 trucks in Catania excluding IWS, R. Questura, Carabinieri, Guardia Finanza and Fire Departments. There are also 212 buses in Sicily of which no less than 95 are in Palermo alone.

4. It appears therefore that fuel, which should have been available for the Services you mention, was being used for what is considered a grossly excessive number of buses, taxis, and private cars in Palermo and Catania and it is hardly to be wondered at that the rest of the Island went short.

5. We had a similar complaint from you in July which as already advised was not substantiated by information reaching us from other source and in fact, our own people reported that "generally speaking the POL allocation (July) worked out very well and it would appear that the present allocation is sufficient for the essential needs of the Island". They also reported that "too many Italian Officials are using cars needlessly - there are 75 in Palermo - we suggest a cut of 25% in allocations".

6. The Italian Government have already been told that new

450

0720

- 2 -

calls on available supplies both by the Army and for essential civilian purposes in forward areas have made it necessary to freeze all allocations - with the possible exception of Agriculture - at their June levels.

7. It would appear however to be abundantly clear that the best use is not being made of available supplies or even that they are being wanted. It also seems that the value and shortage of these imported products is not properly appreciated as only 22 barrels less Benzine were requested for September than for August, although there was a reduction of 1,327 cars.

For Captain STONE (USMC)

W. F. EVANS
Colonel
Director
Commerce Sub-Commission

Copy to : ENT. SMO. Adv/ AFMO, HQ AAI
Region I (Attn HQ. S. Div.)

Transportation S/C

One 5146/Com of 31 Aug refers

1539

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMERCE SUB-COMMISSION
APO 394

ASB/hp

Ref. ACC/5146/2/Com

28 August 1944

SUBJECT : Supplies for Italian Government Territory
TO : Economic Section.

1. Information has been requested by Petroleum Section as to the intentions with regard to supplies of staple Commodities (including POL) in Italian Government Territory.
2. Is it intended to continue indefinitely the present method where the Italian Government, being deprived of Control of Ports, Railways and Road Transport, are necessarily dependent on us for distribution of supplies from Port to Commune.
3. Under these conditions they can exercise practically none of the functions of Government in so far as supplies are concerned.
4. Alternatively is it intended to draw a line across the map and hand over to the Italian Government complete control of railways, transportation and other facilities and the Exclusive use of certain ports retaining only the right of priority for essential Allied Military or Export Traffic.
5. This would enable the Italian Government to exercise all the normal functions of Government within their Territory and would permit us to withdraw our Supply organisation entirely and hand over to the Italian Supplies of Staples in bulk at selected ports.
6. The matter is of pressing importance in the case of POL since, as the Armies move forward and evacuate completely Southern Italy, there will be no occasion to bring in Military Supplies in the South and supplies for civilian purposes will represent a very high percentage of the total.

1538

29 Aug
54

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- 2 -

7. Being only a small percentage of the total incoming tankers those with civilian supplies will come in only at relatively long intervals which will involve building up Stocks and other detailed arrangements for distribution.

8. The distributing organisation (CIP) is already functioning and able to perform all the functions necessary to handle bulk supplies provided it has returned to it those port installations and facilities which are now under military control.

9. It will also be necessary to arrive at a basis on which a fixed monthly tonnage of POL is available to the Italians and this will require some further consideration as supplies not yet stabilised in entirety.

For Captain STONE (USNR)



W.P. EVANS
Colonel
Director
Commerce Sub-Commission

Copy to: Pet.Sec., Adv.APHQ, HQ AAI

157

EWE/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our ref: ACC Tn/39/2
Date : 21 Aug. 44

TO : Ministry of Communications
Min. of Comms. Bldg. - Rome -

SUBJECT: Supply of Petrol.

1. Please note that in future applications for all Petroleum products for civilian use on behalf of the Italian Ministries must be submitted to

Petroleum Committee (Avv. Rossetti)
Ministry of Industry, Commerce and Labour
Inter Ministerial Committee.

2. This Committee has been appointed by the Italian Government, by arrangement with the Allied Control Committee to coordinate all requests from the various Italian Ministries for the supply of Petroleum products to meet the requirements of ministerial vehicles operated by them.

3. No requests by individual ministries or by individuals direct to the Allied Control Commission can be entertained.

1526

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

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