

ACC

AC/TN/R1

10000/48/2515
(VOL. I)

TRANSPOR

30/48/2515

TRANSPORT - CORRESPONDENCE

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

Tr S. C.
File
R.I.
19/10.
0.6773

R/5577

16 October, 1944

SUBJECT: Use of Military Convoys.

TO : HQ. Allied Control Commission
CA Section

1. We understand that a recent AFHQ ruling permits ACC/AMG to make use of Military convoys and transport which are moving from one place to another without a load.

2. We are anxious to make sure that we do not fail to take full advantage of this as it will be of enormous value. Convoys moving north through Rome from Naples are the ones which we particularly wish to catch. To do so from this HQ is not easy and we are asking for your assistance so that we may know when any such movement is taking place.

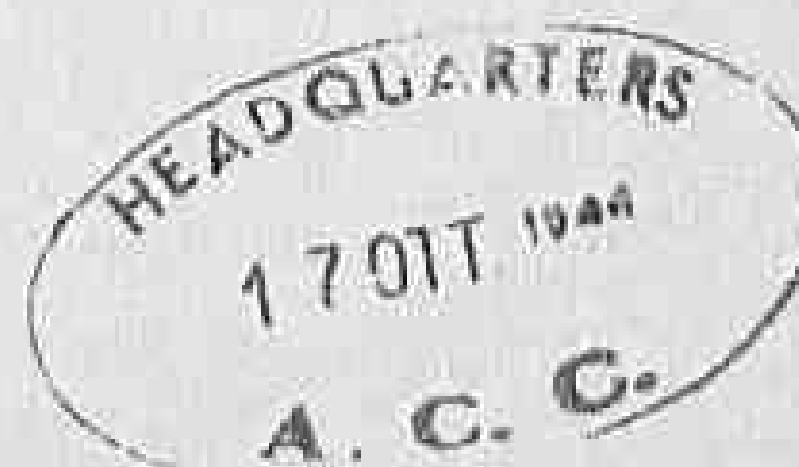
3. Will you inform us whether this is to be handled through Transportation Sub-Commission or are we to be left to make arrangements ourselves.

4. Naples to Rome has been mentioned specifically but other routes are of little less importance.

Charles P. Letti
CHARLES POGGI
Colonel
Regional Commissioner

Copy: Regional Commissioner, Southern Region
HQ. RAAC

Col. Bordas.
For draft of reply,
please. chd.
18/10.



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JHB/jr

Tele: 376

14 October 1944

ACC/TN/R/1

SUBJECT: Grain Haul - Macerata.

TO : R.C. Lazio Umbria Region (for Transportation Officer)

1. Reference your letter MT 1432/3/Q dated 10 Oct. 44.
2. It is the intention of this Sub-Commission to allocate a platoon of a Gen. Tpt. Co. to Macerata to assist in the wheat haul.
3. It will be appreciated that this cannot be done until the Co. has been made available to us by AFHQ and they have given the 16th of October as the earliest possible date.
4. As soon as we have further information we will notify you.

D. S. Adams
D. S. ADAMS,
Colonel, CE.
Director, In. Sub-Comm.

ACC/TN/R/1

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2. It is the intention of this Sub-Commission to allocate a platoon of a Gen. Tpt. Co. to Macerata to assist in the wheat haul.
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4. As soon as we have further information we will notify you.

[Signature]
D. S. ADAMS,
Colonel, GE.
Director, Tn. Sub-Comm.

913

GWAP/bn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 378

14 October 1944

ACC/TN/R/1

SUBJECT: Italian Army Truck.

TO : Capt. Jessup - C.O. Italian Truck Co. Leghorn.

1. The attached copy of letter from DMRS to this HQ., dated 10 October 1944, is forwarded herewith.

2. Kindly investigate this case and forward a report to this HQ., when necessary action will be taken by this Sub-Commission.

3. Please state also, if instructions as contained in the attached letter from No. 3 District, reference 44/1/3 dated 8 July 44, are applicable in this case.

End
D. S. ADAMS
Colonel, C.S.,
Director, Tptn. S/C.

935

*
Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

Tm S.C.
27/15
R/1
A. P. O. 400
10 Oct 1944

Subject: Italian Army Truck.

To: Headquarters, Allied Control Commission,
A.P.O. 394, U.S. Army.

1. It is understood that motor truck Fiat 666, Engine No. 002278, Chassis No. 001003, is an Italian Army vehicle which is under control of A.M.G. at the present time and being used at Leghorn by S&F&L, a private food organization.

2. The 2nd Raggruppamento Ferrovieri (2nd Railway Engineer Group) of the Italian Army, which unit has been assigned under General Orders No. 60, AFHQ, 22 October 1943, to the Military Railway Service, is urgently in need of this truck in carrying out important work they are doing in connection with restoration of Italian State Railways.

3. If consistent, it is requested that this truck be released immediately to the 2nd Railway Engineer Group (Italian) under the provisions of Executive Memorandum No. 32, Hq. A.C.C., 24 February 1944.

For the Director:

L. L. LaFontaine
L. L. LaFontaine
Captain, T.O.
Adjutant



SUBJECT. Italian Army Veho.SECRET

25 Area
 26 Area
 27 Area
 24 Sub-Area
 24 Garrison

3 District
 Ext 7
 44/1/G
 8 July 44

Copy to: G. Ord.

1. It is essential that all Italian Military vehs in this country are made available for the use of the Italian Army.

2. All Italian Military vehs, KCI including trailers, held by British Army units other than under the authority of 'G' Branch this HQ will be handed in at once to 11 RVP GABALUSO'S 829570. Movable parts e.g. Riva and seats will not be removed from vehs before return and action will be taken in respect of any veh found to have been stripped in this way.

If any veh has been held hitherto under authority of some other HQ, a case will be stated showing reasons for retention and submitted to 'G' Branch this HQ for approval.

3. After 1 Aug 44 disciplinary action will be taken in every case in which an Italian veh is found in the possession of a British Army unit or individual without proper authority.

(3rd) D.F. Verner
 Lt. 94.3
 94.3

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub - Commission

APO 394

JHB/bm

Tel: 478303

ACC TN/H/1

14 October 1944.

SUBJECT: Economy in the Use of Transport

TO : H.C. Region.

All Regions

1. Enclosed please find copies of AFHQ Instructions AG 537/

119 TRN-0 dated 4 October, 1944.

2. Will you please take the necessary steps to ensure that the attention of all your Transportation and Supply Officers is drawn to para 3 of the a/m instructions.

3. It would be of considerable assistance and interest to this Sub-Commission, if a return could be rendered at the end of each month showing what tonnage has been moved under this system and what difficulties have been experienced - if any.

Copy to: - Economic Section.

JHB
D.S. ADAMS *dy* C.C.
Colonel, C.E.,
Director, Tptn. S/C.

912

R E S T R I C T E D

ALLIED FORCE HEADQUARTERS
APO 512

4 October 1944

AG 537/119 TPN-O

SUBJECT: Economy in the use of Transport.

TO : All Concerned.

1. The following system will be brought into operation without delay, in order that the maximum use may be made of road transport otherwise travelling empty.

2. The control of transport otherwise travelling empty, moving within the area covered by Base Section, Area and Sub-Area Headquarters, OR WITHIN 30 MILES OF ITS BOUNDARY, will be the responsibility of the Section or Area/Sub-Area Headquarters concerned. Each Base Section or Area/Sub-Area Headquarters will arrange for the notification to all concerned of the appointment and location of the nominated officer(s) to whom convoy commanders will report to obtain return loads. The officer(s) so nominated will be kept advised currently by the local services concerned as to the availability of loads suitable for movement by road within the above mentioned limits. A statement will be rendered weekly to Headquarters, Communications Zone, NATOUSA, or District Headquarters, as applicable, giving details of actual lifts made against the traffic offered.

3. Headquarters, Allied Control Commission will arrange for their Regional Transportation Representatives to maintain close liaison with the appropriate Base Section(US) or Area/Sub-Area Headquarters in order that details of ACC traffic may be similarly collated.

4. Base Section (US) and Area/Sub-Area Headquarters will afford the maximum assistance in the movement of ACC traffic under the circumstances envisaged, always providing essential military requirements have first been met. 041

5. On receipt of demands for the movement of stores by road outside the limits set in paragraph 2 above, Base Section or Area/Sub-Area Headquarters concerned will notify their respective Transportation (US) and Movement Headquarters concerned of the following:

a. The present location of the stores.

1. The following system will be brought into operation without delay, in order that the maximum use may be made of road transport otherwise travelling empty.

2. The control of transport otherwise travelling empty, moving within the area covered by Base Section, Area and Sub-Area Headquarters, OR WITHIN 30 MILES OF ITS BOUNDARY, will be the responsibility of the Section or Area/Sub-Area Headquarters concerned. Each Base Section or Area/Sub-Area Headquarters will arrange for the notification to all concerned of the appointment and location of the nominated officer(s) to whom convey commanders will report to obtain return loads. The officer(s) so nominated will be kept advised currently by the local services concerned as to the availability of loads suitable for movement by road within the above mentioned limits. A statement will be rendered weekly to Headquarters, Communications Zone, NATOUSA, or District Headquarters, as applicable, giving details of actual lifts made against the traffic offered.

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4. Base Section (US) and Area/Sub-Area Headquarters will afford the maximum assistance in the movement of ACC traffic under the circumstances envisaged, always providing essential military requirements have first been met.

5. On receipt of demands for the movement of stores by road outside the limits set in paragraph 2 above, Base Section or Area/Sub-Area Headquarters concerned will notify their respective Transportation (US) and Movement Headquarters concerned of the following:

- a. The present location of the stores.
- b. Destination.
- c. Nature of the stores.
- d. Weight.
- e. Date on which ready for movement.
- f. Urgency of the move (normally in form of the latest acceptable arrival date or the remark "as opportunity offers".)

RECEIVED

Ltr, AFHQ, AG 537/119 TPN-O,
 dtd 4 October 1944, (Cont'd)

6. Transportation (US) and Movement Headquarters will, based on the information indicated in paragraph 5, and on their knowledge of planned rail loadings within the Base Section or Area, allocate the movement stores to the most economic method of transport either road or rail, in order to:

- a. Make full use of transport otherwise travelling empty.
- b. Save unnecessary rail hauls.
- c. Give the most expeditious delivery.

7. All units and formations ordering a move outside the Base Section or Area/Sub-Area in which they are located entailing transport travelling empty on either the outbound or return trip. Will so inform the local Transportation (US) or Movement authority when applying for road movement instructions. The Transportation (US) or Movement authority issuing the road movement orders will then include details of the loads to be lifted.

8. Periodical checks will be carried out by the military police to insure that vehicles are not travelling empty, except where no suitable loads are available.

9. a. This system will normally delay the return of transport, but this delay will be accepted in view of the overall saving to be obtained. Transportation (US) or Movement authorities will not order return loading where such loading will delay transport more than twenty four (24) hours beyond its original date of return.

b. Cargo will be loaded on outbound or returning vehicles only when it is known facilities (e.g. labor) will be available to unload the vehicles at destination without delay.

10. Where it is operationally necessary that there be no delay due to return loading, an order to this effect will be included in the Movement Order mentioned in paragraph 7, above. This order will be produced on demand to military police by convey commander(s).

11. Transportation (US) and Movement Headquarters concerned will render a weekly statement to G-4 (Mev and Tr), this headquarters, showing details of the actual road lifts made against traffic offered in respect of road movement outside the limits set in paragraph 2, above.

to render the maximum resistance to small parties of

c. Give the most expeditious delivery.

7. All units and formations ordering a move outside the Base Section or Area/Sub-area in which they are located entailing transport travelling empty on either the outbound or return trip. Will so inform the local transportation (US) or Movement authority when applying for road movement instructions. The transportation (US) or Movement authority issuing the road movement orders will take include details of the loads to be lifted.

8. Periodical checks will be carried out by the military police to insure that vehicles are not travelling empty, except where no suitable loads are available.

9. a. This system will normally delay the return of transport, but this delay will be accepted in view of the overall saving to be obtained. Transportation (US) or Movement authority will not order re-turn loading where such loading will delay transport more than twenty four (24) hours beyond its original date of return.

b. Cargo will be loaded on outbound or returning vehicles only when it is known quantities (a-g. labor) will be available to unload the vehicles at destination without delay.

10. Where it is operationally necessary that there be no delay due to return loading, an order to this effect will be included in the Movement Order mentioned in paragraph 7, above. This order will be produced on demand to military police by convey commander(s).

11. The Movement Section (US) and Movement Headquarters concerned will render a weekly statement to G-4 (Mov and Tn), this headquarters, showing details of the actual road lifts made against traffic offered in respect of road movement outside the limits set in paragraph 2, above.

12. In order to render the maximum assistance to small parties of vehicles and individual drivers not provided with a specific routing instruction, Base Section, Area and Sub-area Headquarters concerned will arrange signposts (See Inclosure 1) at strategic points indicating the location of suitable loads and where they may be collected by empty vehicles.

By command of General WILSON:

1 Incl signposts
DISTRIBUTION
Same as Incl.

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

- 2 -
REGISTERED

RESTRICTED

Inclosure Number 1
to JPHQ 1tr, AG537/119
dtd 4 October '44. TPN-O

RETURN - LOADS	
FOR	AVAILABLE AT
Travelling light unless a. Operationally essential b. Non-availability of load, will be treated as military offense	

or

REPORT TO FOR RETURN-LOADS	
Travelling light unless	
a. Operationally essential b. Non-availability of load, will be treated as military offense	

940

DISTRIBUTION:

5 - CG, Communications Zone, NATOUSA
1 - Control Commission

Travelling light unless
a. Operationally essential
b. Non-availability of load,
will be treated as military
offense

or

R E P O R T T O
FOR RETURN-LOADS

Travelling light unless
a. Operationally essential
b. Non-availability of load,
will be treated as military
offense

940

DISTRIBUTION:

5 - CG, Communications Zone, NATOUSA
10 - Allied Control Commission
5 - Ea Base Section
5 - Ea District
1 - G-4 (Mov & Tn)
1 - G-4 (A)
1 - Tn(A)
1 - Q (Maint)
2 - AG Records

- 1 -

Inclosure N91

R E S T R I C T E D

Acc/TM/R/1

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

IMC/ep

13 October 1944.

In reply
refer to: RTC 451.1

Subject: AMG/ACC Property Busses.

To : Colonel D.S. Adams, Director
Transportation Sub-Commission.

1. Reference : Attached "A" "B".
2. The Ispettorato Motorizzazione under supervision of this office has carried out "A" and "B" apart from the I.N.T. set-up as an operating agency for A.C.C.
3. Arrangements are being made to have all of these public service lines, authorized operators under Ministry Communications pay a percentage rental fee for these busses.
4. Thinking that A.C.C. is not destined to remain here in Sicilia, at least, too long, this office would like to rid himself of these busses by selling them to proper and authorized public service concerns and under strict control and criteria set down by this office.
5. Hating to give away all this valuable material (just in case some blanket authority should come down even to Hq. A.C.C. to transfer all material gratis), this officer interested in swelling the coffers of A.C.C., would like to be authorize to carry out proposed plan.

909

For the Regional Commissioner:

I. M. Calvanese

I. M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer.



Incl.- 2
Incl.- 1 "A"
Incl.- 2 "B"

A

ARMED CORRUPT COMMISSION
SECRET REGION I
NO 354

29 March 1944

SUBJECT: AR/ACC Property, Busses

TO : All Concerned

1. Busses which were "captured" Italian or German and recovered or requisitioned are the property of AR/ACC and will hereafter be licensed and regulated by the Ispettorato Motorizzazione for ACC Region I.

2. Requests for license, operation, repairs, and all matters concerning busses which are the property of AR/ACC must be referred to the Ispettorato through the A.C.C.P. Division.

Lt. Colonel
Regional Commissioner

908

DISSEMINATION

"B"

0

ISPettorato COMPARTIMENTALE
DELLA MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE
DI PALERMO

258

ELENCO AUTOBUS DI PROVENIENZA MILITARE ASSIGNATI ALLE IMPRESE ESERCENTI AUTOSERVIZI DI LINEA
PALERMO PER L'ESPLETAMENTO DEI PROGRAMMI DI ESERCIZIO DEI SERVIZI STESSI. - (In carico al

N° ord.	Tipo del veicolo	Residenza del veicolo	Targa o matricola	Motore	Telaio	Effi- cien- za	Linea cui è addetto il veicolo	Ditta
1	Alfa Rom. 85A	Palermo	--	32061	138	no	serv.urbani di Palermo	Soc.S.
2	Fiat 635 RN	Petralia Sot	7007 CT	000370	000027	no	autoserv.della Madonie	Soc.S.
3	Fiat 635 RN	Cerda	--	001418	001388	si	Montemaggiore-Termini	F.lli
4	O.M.Benz T.	Valledolmo	11233PA	20269	20269	si	Valledolmo-stazione	Lo Iac
5	Fiat 626 N	Palermo	--			si	Camporeale-Palermo	A.Scar
6	Fiat 635 RN	"	6022	007123	000436	no	autolinee dell'I.N.T.	Istitu
7	Fiat 618	"	6102	007698	000681	si	"	"
8	Spa 25610	"	61114	8334	23834	no	"	"
9	Fiat 635 RN	"	6290	011318	001055	si	"	"
10	Ceirano	"	6443	11leg.	11leg.	no	"	"
11	OM	"	6448	6024	14508	no	"	"
12	Fiat 507	"	6457	5104366	12235	no	"	"
13	Fiat 15 Ter	"	6497	0500/15	16630	no	"	"
14	Alfa Romeo	"	6532	2251323	2151415	no	"	"
15	Fiat 618	"	6543	004234	000439	no	"	"
16	Lancia Pen.	"	6550	11leg.	11leg.	no	"	"
17	Fiat 621	"	6551	000904	000132	no	"	"
18	Fiat 635 RN	"	6554	006797	000369	no	"	"
19	Fiat 626	Trapani	9019	004831	008867	si	"	"
20	Fiat 626	"	9020	005153	009302	si	"	"
21	Fiat 626	"	9051	000320	01139	si	"	"
22	Fiat 626	"	9023	005777	010437	si	"	"
23	Spa 38	"	9021	6933	007027	no	"	"
24	" "	"	9024	36518	018810	si	"	"
25	" "	"	9070	01158	010424	si	"	"
26	" "	"	9071	010565	013876	si	"	"
27	OM Taurus	"	9034	20243	20243	no	"	"
28	Spa 38	"	9082	008879	012111	no	"	"
29	Fiat 626	Messina	9225	008119	11leg.	no	"	"
30	Spa 38	"	5101	017609	01406	no	"	"
31	Bianchi M.	"	5118	500530537	7079	no	"	"
32	Fiat 621	Siracusa	8054	000460	000042	no	"	"
33	Fiat 505	Ragusa	7010	516/619	516/563	si	"	"
34	Fiat 626 RN	Messina		0009151	000264	si	autos.urbani di Messina	Soc.A
35	Lancia Pent	"		7166		si	"	"
36	Fiat 626RN	"		0005996	000159	si	"	"
37	Fiat 621RN	"		004830	000678	si	"	"

IMPRESSE ESERCENTI AUTOSERVIZI DI LINEA COMPRESSE NELLA GIURISDIZIONE DEL COMPARTIMENTO DI
DEI SERVIZI STESSI.- (In carico al 1° Ottobre 1944)

Linea cui è addetto il veicolo	Ditta cui è assegnato il veicolo	LunghKm. ca autolinea cui è addet to il veicolo	Alimen tazio ne	N O T E
serv.urbani di Palermo	Soc.S.A.I.A.-Palermo	123+600.	Nafta	In grande riparazione
autoserv.della Madonie	Soc.S.I.T.A.Petr.Sot.	463	"	Idem
Montemaggiore-Termini	F.lli Macaluso-Cerda	29,960	"	
Valledolmo-stazione	Lo Iacono Salv.-Valled.	8,500	Benzina	
Camporeale-Palermo	A.Scardino e C.-PA	47,000	Nafta	
autolinee dell'I.N.T.	Istituto Naz.Trasp.PA	246,000	"	In grande riparazione
"	"	246,000	Benzina	
"	"	246,000	"	In grande riparazione
"	"	"	Nafta	in conces.al. Com.
"	"	"	"	Chiusa S.
"	"	"	Benzina	in grande riparazion
"	"	"	"	" " "
"	"	"	"	" " "
"	"	"	"	" " "
"	"	"	Nafta	" " "
"	"	"	Benzina	" " "
"	"	"	"	Demolizione
"	"	"	"	"
"	"	"	Nafta	in grande riparazio.
"	"	"	"	"
"	"	"	"	"
"	"	"	"	"
"	"	"	Benzina	in grande riparazio.
"	"	"	"	"
"	"	"	"	"
"	"	"	"	in Demolizione
"	"	"	"	" "
"	"	"	Nafta	in grande ripa.
"	"	"	Benzina	" " "
"	"	"	Nafta	" " "
"	"	"	"	" " "
"	"	"	Benzina	
autos.urbani di Messina	Soc.An.Tram.Messina	---	Nafta	
"	"	---	Benzina	
"	"	---	Nafta	
"	"	---	"	

7	Fiat 618	"	6102	007698	000681	si	"	"	"
8	Spa 25010	"	61114	8334	23834	no	"	"	"
9	Fiat 635 RN	"	6290	011318	001055	si	"	"	"
10	Ceirano	"	6443	illeg.	illeg.	no	"	"	"
11	OM	"	6448	6024	14508	no	"	"	"
12	Fiat 507	"	6457	5104366	12235	no	"	"	"
13	Fiat 15 Ter	"	6497	0500/15	16650	no	"	"	"
14	Alfa Romeo	"	6532	2251323	2151415	no	"	"	"
15	Fiat 618	"	6543	004234	000439	no	"	"	"
16	Lancia Pen.	"	6550	illeg.	illeg.	no	"	"	"
17	Fiat 621	"	6551	000904	000132	no	"	"	"
18	Fiat 635 RN	"	6554	006797	000369	no	"	"	"
19	Fiat 626	Trapani	9019	004831	008867	si	"	"	"
20	Fiat 626	"	9020	005153	009302	si	"	"	"
21	Fiat 626	"	9051	000320	01139	si	"	"	"
22	Fiat 626	"	9023	005777	010437	si	"	"	"
23	Spa 38	"	9021	6933	007027	no	"	"	"
24	" "	"	9024	36518	018810	si	"	"	"
25	" "	"	9070	01158	010424	si	"	"	"
26	" "	"	9071	010565	013876	si	"	"	"
27	OM Taurus	"	9034	20243	20243	no	"	"	"
28	Spa 38	"	9082	008879	012111	no	"	"	"
29	Fiat 626	Messina	9225	008119	illeg.	no	"	"	"
30	Spa 38	"	5101	017609	01406	no	"	"	"
31	Bianchi M.	"	5118	500530537	7079	no	"	"	"
32	Fiat 621	Siracusa	8054	000460	000042	no	"	"	"
33	Fiat 505	Ragusa	7010	516/619	516/563	si	"	"	"
34	Fiat 626 RN	Messina		0009151	000264	si	autos.urbani di Messina		Soc. An
35	Lancia Pent	"		7166		si	"	"	"
36	Fiat 626RN	"		0005996	000159	si	"	"	"
37	Fiat 621RN	"		004830	000678	si	"	"	"
38	Fiat 626	"		005850	000162	si	"	"	"
39	Ceirano 47C	Barcellona	8150RA			no	Castroreale-Barcellona		Soc. S.
40	Spa 38	"	8054RA			no	Novara-Furnari		"
41	Spa 38	Monteforte	681RM			no	Monforte-Torregrotta st.		Giunta
42	Fiat 626	Mussomeli	1490AMG			si	Mussomeli-Caltanissetta		E. Amic
43	Fiat 635	Ravanusa				si	Ravanusa-Canicatti'		Chinn
44	Fiat 635	Riesi				si	Riesi - Canicatti'		"
45	Alfa R. 85A	Palermo		33012	172	no	serv.urbani di Palermo		Soc. S.
46	" " "	"		33001	137	si	" " " "		"

Palermo; 7 Ottobre 1944

F/S

IL DIRET

/F/

"	"	"	"	246,000	Benzina	
"	"	"	"	246,000	"	In grande riparazione
"	"	"	"	"	Nafta	in conces.al Com.
"	"	"	"	"		Chiusa S.
"	"	"	"	"	Benzina	in grande riparazion
"	"	"	"	"	"	" " "
"	"	"	"	"	"	" " "
"	"	"	"	"	"	" " "
"	"	"	"	"	Nafta	" " "
"	"	"	"	"	Benzina	" " "
"	"	"	"	"	"	Demolizione
"	"	"	"	"	"	"
"	"	"	"	"	Nafta	in grande riparazio.
"	"	"	"	"	"	
"	"	"	TP	---	"	
"	"	"	"	---	"	
"	"	"	"	---	"	
"	"	"	"	---	"	
"	"	"	"	---	Benzina	in grande riparazio.
"	"	"	"	---	"	
"	"	"	"	---	"	
"	"	"	"	---	"	
"	"	"	"	---	"	in Demolizione
"	"	"	"	---	"	" "
"	"	"	"	---	Nafta	in grande ripa.
"	"	"	ME	---	Benzina	" " "
"	"	"	"	---	Nafta	" " "
"	"	"	"	---	"	" " "
"	"	"	SR	---	Benzina	
"	"	"	RG	---	Nafta	
autos.urbani di Messina		Soc.An.Tram.Messina		---	Benzina	
" " " "		" " " "		---	Nafta	
" " " "		" " " "		---	"	
" " " "		" " " "		---	"	
Castroreale-Barcellona		Soc.S.I.T.A.Barcellona	(33,591		Benzina	in riparazione
Novara-Furnari		" " " "	(		"	" "
Monforte-Torregrotta st.		Giunta Carmelo-Monf.	10,000		"	" "
Mussomeli-Galtanissetta		E.Amico Roxas S.Catal.	58,000		Nafta	
Ravanusa-Canicatti'		Chinnici Paolo-Caltan.	20,000		"	
Riesi - Canicatti'		" " " "	35,500		"	
serv.urbani di Palermo		Soc.S.A.I.A.Palermo	123,600		"	in grande riparazione
" " " "		" " " "	123,600		"	
IL DIRETTORE COMPARTIMENTALE						
/F/ Dolce						

TRANSLATION

Transportation Sub-Commission

31. st. Sept. 1944

Translation from the "Unità".

Transports and country-towns.

Some days ago we examined the serious conditions in which are the inhabitants of the country towns: then few days after we learnt with great pleasure that the Comune had appointed a Commission to study and solve all the problems concerning the country-towns. We suggest this Commission to solve one of the most important problems: that of the transports.

Every day the inhabitants of the suburbs have to walk or ride with their bicycle for 7 or 8 Km. to go to work and they have to do the same when they return in the evening. This situation is provoked by lack or insufficiency of transports.

This problem must absolutely be solved: the workmen who are weak for malnutrition, cannot support further effort because the transport companies don't think of their people.

It is impossible to say that this problem cannot be solved. The A.T.A.C. has taken care to re-operate some tramway and trolley-bus lines, but this service is limited to the center of the city; the same we can say for the re-operating trolley-busses, which run nearly always with no passengers on board. We suggest therefore to suppress in the center of the city the trolley-busses which are not used by passengers and utilize the electric energy for a periphtric service.

These trolley-busses can solve the problems of some of the country towns. But we must still settle the country towns which had a service of busses. But owing to the lack of busses this does not concern the A.T.A.C. (unless it is not possible to re-operate all the old gas-aggregate busses).

The municipal authorities should be interested in this problem: there are numerous small-trucks which operate in the center of the

/elc

*File
R11.
CWB
11/10*

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96

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The municipal authorities should be interested in this problem: there are numerous small-trucks which operate in the center of the city and when the better classes of people live, with a fare of 10 or 12 liras for each trip. A municipal service of the kind especially for the country towns, will surely improve the situation.

Only in this way the life of nearly 200,000 people will be easier. We beg therefore to solve this problem with good-will and initiative.

905

TRANSPORTATION 5/2 31.5.11

LUNATA

I trasporti e le borgate

Ci occupiamo alcuni giorni or sono delle disperate condizioni in cui si trovano gli abitanti delle borgate, alcuni giorni dopo abbiamo appreso con vivo piacere che il Comune aveva nominata una commissione incaricata di studiare e di risolvere i problemi delle borgate, ed è questa commissione che noi inviamo ad affrontare uno dei problemi che vanno più urgentemente risolti: parliamo dei trasporti.

Ogni giorno per gli abitanti delle borgate si presenta la faticosa necessità di percorrere a piedi o nei migliori dei casi in bicicletta 7 o 8 km. per recarsi sul luogo di lavoro ed altrettanti per tornare a casa la sera, tutto questo perché mancano o sono insufficienti i trasporti.

Questo problema va assolutamente risolto: i lavoratori, già indeboliti dalla denutrizione, non possono continuare a compiere una fatica supplementare solo perché le società dei trasporti non pensano a loro. Non si può dire, infatti, che questo è un problema insolubile. L'ATAC ha provveduto a riattivare qualche linea tranviaria e qualche filobus, ma queste linee servono solamente il centro, così si può dire per gli ultimi filobus riattivati che passeggiano costantemente vuoti per le vie del centro.

Si potrebbe quindi distogliere dal centro i filobus che non vengono utilizzati dal passeggeri e utilizzare l'energia elettrica per servire la periferia.

Questi filobus sono sufficienti per risolvere il problema di alcune delle borgate. Resta a risolvere quello delle borgate che erano servite in precedenza da autobus. Qui l'ATAC ha poco o nulla da offrire (almeno che non sia possibile riattivare i vecchi gasogeneratori, gli autobus non ci sono).

Ed è qui che dovrebbero intervenire gli organi municipali per iniziativa privata, vi sono numerosi camioncini che circolano per il centro e i quartieri alti, carichi di gente che paga 10-20 lire per un viaggio. Un'iniziativa municipale dello stesso genere che servisse le borgate ad un prezzo decente potrebbe migliorare alquanto la situazione.

Si renderebbe così meno difficile la vita di quasi 200.000 per-

976

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Si renderebbe così meno difficile la vita di quasi 200.000 persone. Chiediamo dunque che questo problema venga affrontato con buona volontà e spirito di iniziativa.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JHB/jr

Tele: 373

12 October 1944

ACC/TR/R/1

SUBJECT: ROAD TRANSPORT.

TO : All Regional Commissioners.

1. The bearer of this letter,

is visiting your Region with a view to assisting this Sub-Commission in the organization, operation and maintenance of Road Transport.

2. Will you please give him every assistance.

Col. Carroll.
M. W. Kinsley. (A)
Ferryhouse. (B)
M. W. (A)
W. W. (A)
W. W. (A)
W. W. (A)
W. W. (A)

D. S. ADAMS,
Colonel, CE
Director, Tn. Sub-Comm.

ARMY FORM C 2136 (E) MESSAGE FORM

Register No. 7692

Priority

Srl. No.

Transmission Instructions

INFO - ACTION - IN SEN 50/12 R11

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM (A)

Originator

Date-Time of Origin.

Office Date Stamp

For Action.

WVEYC/9 ROUTINE T ADD FROM
REGION 'CAR' RES SAKS OSIBATOR
TO HQ ACC GRX

Message Instructions GR

(W) For Information (INFO) ALS-19 Area

MEDY/ MIBAY

197 FARKB A/EYE

Originator's No

RESTRICTED B TIMBER HAVLAGE IS
SUBJECT B REFERENCE YOUR FOUR
ZERO THREE SIX OF TWO NINE SEPT
TIMBER HAVLAGE SCHEME WITH NOT
INTERFERE WITH PAKEN ABNE CHARIE
CHARIE SICWIT REGION PAKEN CHARIE
PAKEN TO HOWE QUEEN ABNE CHARIE
CHARIE WITE ROGER EASY SUGAR
DASH FIVE FOUR FIVE PAKEN DISTIRU
TION OF CIVIL SUPPLIES OR COLLECTION
OF HARVEST IN SICWY

C.C.

File R11

13/10

0316500

ACC-DIST

INFO-ACTION - TH. S.C (2)

INFO - A/ee

- ECON-SEC.

- FOOD S.C (2)

FIVE 61

Originator's No.

RESTRICTED (D) TIMBER HAUKAGE IS
 SUBJECT (D) REFERENCE YOUR FOUR
 ZERO THREE SIX OF TWO NINE SEPT
 TIMBER HAUKAGE SCHEME WITH NOT
 INTERFERE WITH PAREN ABNE CHARLIE
 CHARLIE SICILIA REGION TAKEN CHARLIE
 PAREN TO HOWE QUEEN ABNE CHARLIE
 CHARLIE CITE ROGER EASY SUGAR
 DASH FIVE FOUR FIVE PAREN DISTURB
 TION OF CIVIL SUPPLIES OR COLLECTION
 OF HARVEST IN SICILY

A.C.C.

AVAILABILITY

SYNTHETIC

file
P/I

C/10

13/10

031610A
9/2

ACC-DIST

INFO-ACTION - TN.S.C (2)

INFO - 14/00

- ECON-SEC.

- FOOD S. C(2)

- FIVE (2)

- FLOR.

INFO-ACTION

This message may be sent
AS WRITTEN by any means
except

WIRELESS.

Signed.

If liable to be intercepted or so full
into enemy hands this message must
be sent IN CIPHER

Signed.

Originator's Instructions.
Degree of Priority.

Time

THI or TOR

Time Cleared

System Op.

RESTRICTED

*File
P11*

HQ JICHEL REGION

AO3 HQ

4671

11 OCT. 44

RESTRICTED

ROUTINE

IN, SUB-COMMISSION

RECEIVED TO REFERENCE YOUR CABLE PER FIVE THIRTYTHREE DATED EIGHT
OCTOBER ALSO YOUR LETTER RTO FIVE THREE SEVEN DATED 11 OCTOBER TO
PARIS TO HQ JICHEL REGION FROM AO3 HQ PARIS TO REPRESENTATIVE FROM

THAT HQ DRG WENT YOUR HQ IN ~~XXXXXXXXXX~~ IMMEDIATELY

901 *und*

L.T. MONTANT
1st Lt. AGD
Adjutant

RESTRICTED

ROUTINE

IN. SUB-COMMISSION

4671

11 OCT. 44

RESTRICTED BY REFERENCE YOUR CABLE SEE FIVE THIRTYTHREE DATED EIGHT
OCTOBER ALSO YOUR LETTER TWO FIVE THREE SEVEN DATED FOUR OCTOBER RE
PASSED TO HQ SECURITY SECTION FROM HQ HQ PASSED TO REPRESENTATIVE FROM
THAT HQ PROCEEDING YOUR HQ IN ~~XXXXXXXXXX~~ IMMEDIATELY

901 W
L. T. MONTAG
1st Lt. AGD
Adjutant

OWAP/fd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File

11 October 1944

ACC Tn/R/1

TO : HQ., Sicily Region
SUBJECT : Transport - Timber Hauling

1. Reference your WD/S-3d, dated 2 October 1944, and
1st Indorsement.
2. Request approved.

C. Adams
D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

CVAP/ta

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File

11 October 1944

ACC Tn/R/L

TO : HQ. Sardinia Region
(Attn.: Capt. Newby)

SUBJECT : Transport - Transfer

1. Signor Fernando TOSI, of Maritime and Road Transports, has suggested to this HQ. that the undermentioned trucks be transferred from Sardinia to Rome where, he states, they could be more usefully employed:-

1. Lorry	Fiat 634	License plate	Roma 73770	
2. Truck	Lancia 3RO	"	PR 11111	PR 890
3. "	Lancia 3RO	"	PR 10989	PR 872
4. "	Fiat 634	"	VE 9481	VE 700
5. "	OM Titano	"	MI 16295	MI 1978
6. "	Fiat 634	"	VE 10057	VE 850
7. "	IP D/80	"	VE 10957	VE 958
8. "	Lancia 3RO	"	PR 11129	PR 978
9. "	Lancia 3RO	"	PR 11238	PR 965
10. "	Fiat 634	"	VT 4749	VT 85
11. "	IP D/80	"	PR 10654	PR 855
12. "	OM Titano	"	CA 5151	and trailer
13. "	OM Titano	"	CA 5132	and trailer
14. "	OM Titano	"	CA 5153	and trailer

2. He further states that these trucks are in good condition, and that they are not being used in Sardinia.

3. Please furnish this H.Q. with a complete report on the condition of these trucks. State also whether they can be spared, and what prospects there are of shipping them to the Mainland.

clvd

TO : HQ. Sardinia Region
(Attn.: Capt. Newby)

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3. "	Lancia 3RO	" " PR	10989 PR 872
4. "	Fiat 634	" " FE	9481 FE 700
5. "	OM Titano	" " MI	16295 MI 1970
6. "	Fiat 634	" " FE	10057 FE 850
7. "	IF D/80	" " VE	10957 VE 956
8. "	Lancia 3RO	" " PR	11129 PR 975
9. "	Lancia 3RO	" " PR	11238 PR 965
10. "	Fiat 634	" " VT	4749 VT 85
11. "	IF D/80	" " PR	10654 PR 855
12. "	OM Titano	" " CA	5151 and trailer
13. "	OM Titano	" " CA	5132 and trailer
14. "	OM Titano	" " CA	5133 and trailer

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Cwd.
D.S. ADAMS
Colonel, C.E.,
Director, En. S/C.

Copy to : HQ Lazio Region
(Attn.: Maj. Harris)

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APO 394

file CHAT/jr

Tele: 378

ACC/TN/H/L

11 October 1944

SUBJECT: I.N.T.

TO : Hq. Abruzzi-Marche Region.

1. The attached copy of letter, signed by General Di Reimondo, is passed to you.
2. Will you please furnish your comments to enable this Hq. to reply.

Wad
D. S. ADAMS,
Colonel, CE.
Director, Tr. Sub-Comm.

898

Translation

The Provincial Commissary of Allied Command

Considering that the Soc. An. Istituto Nazionale Trasporti I.N.T. (National Institute for Transportations Ltd. Co.) Seat in Rome, and branch Office in Teramo, was founded in fascist times, by initiative of fascist leaders and with fascist methods, for interests and with aims that are not clearly believing, therefore, that the above mentioned Company could have possibly been developed in the Province of Teramo, by means of entreaties of the past Government, that were against the public welfare or against the interests of private concessionary firms.

Awaiting for a serious examination of the position and the settlement of said Company and the measures that could eventually be taken later on; thinking it convenient to suspend every activity of the I.N.T. in the Province of Teramo, by all the proper measures to protect every legal right and interest:

O R D E R S

- 1) that every activity for operating the bus and transportation lines by the I.N.T. is to be suspended in the Province of Teramo and also all Governmental concessions for the operation of the lines hitherto managed to the said I.N.T. in this Province are likewise to be suspended.
- 2) From the time of the notification of this order, the whole I.N.T.'s equipment for the operation of the Branch of Teramo (real estate existing in the Province, shops, motor vehicles, and accessories, personnel (clerks and workmen) and everything that is or could be used for said activity), is to be considered as frozen and put at disposal of the Teramo Province Prefect. In this respect formal precept is made to I.N.T. Teramo agent, also in view of an eventual requisition.

799

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Awaiting for a serious examination of the position and the settlement of said Company and the measures that could eventually be taken later on; thinking it convenient to suspend every activity of the I.N.T. in the Province of Teramo, by all the proper measures to protect every legal right and interest;

C O N C L U S I O N

- 1) that every activity for operating the bus and transportation lines by the I.N.T. is to be suspended in the Province of Teramo and also all Governmental concessions for the operation of the lines hitherto managed to the said I.N.T. in this Province are likewise to be suspended.
- 2) From the time of the notification of this order, the whole I.N.T.'s equipment for the operation of the Branch 897 Teramo (real estate existing in the Province, shops, motorvehicles, and accessories, personnel (clerks and workmen) and everything that is or could be used for said activity), is to be considered as frozen and put at disposal of the Teramo Province Prefect. In this respect formal precept is made to I.N.T. Teramo agent, also in view of an eventual requisition.
- 3) The lines-concessions (whereof paragraph 1) are to be, provisionally transferred to other firms, existing in said Province, according to allotments made among the operative zones.

Cu.6.c.b.

These allotments will be decided by the Province Prefect by granting relative provisional concessions.

The operation of such lines is secured by motor vehicles (belonging to the I.N.T.) and they will be requisitioned and hired on behalf of the temporary concessionary firms, together with the relative personnel and whatsoever may be necessary for the purpose. For the purpose, quoted in the above paragraphs, and to protect the I.N.T.'s rights Mr. Giacinto Ventresca is appointed, an extraordinary Commissary, who will receive the regular delivery, from the I.N.T. local Branch Office, of the whole I.N.T.'s patrimony (real and current assets) being in any way in endowment, to such branch office, even if such assets are provisionally located, for any reason, out of the seat. All the items relating to said delivery shall be written in proper minutes, these to be considered also as inventory. Of these minutes three copies are to be made, whereof the first to be kept by the I.N.T., the second by the Commissary and the third to be deposited at the Teramo Prefect Office.

5. The extraordinary Commissary's obligations are:

- a) to take care of the whole I.N.T. patrimony (real and current assets) existing in Teramo Province, and assigned at said Branch Office, with the absolute prohibition of alienation, under any form
- b) title.
- b) To cede on hire, the motor vehicles - considered as necessary - to the provisional concessionary firms of the lines, at present operated by the I.N.T., throughout the Province or ⁸⁹⁸ going to Teramo as well as of new inaugurated lines owing to Prefect provisional concession. The cession will be take place after an estimation, made by a Commission appointed by the Prefect, which will determine for each vehicle, also on the basis of said estimation, the share to be paid as an indemnity for the use of the vehicle, according to the law. Together with the vehicles are to ceded on hire also their

and the relative personnel. At this records orders

on behalf of the temporary concessionary firms, together with the relative personnel and whatsoever may be necessary for the purpose.

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./.

- 3 -

c) To cede on hire the automobile-sheds, the shop and other plants (water, lighting ect.) to the above firms, through the payment of a share that will be fixed by prefect order, after having contacted the I.N.T. Commissary and the Chief Engineer of the Royal Civil Engineering.

Said share will be divided among the concerned firms according to the interest that each of them may have in the matter.

d) The personnel, now employed at the I.N.T. local Branch Office will be kept wholly and id by the I.N.T., save the refund of the relative expenses to be made by said firms insofar they may be interested.

As regards the travelling and workmen personnel they shall considered as detailed at each firm, in conformity with their needs

Concerning the watering and shop's personnel, the expenses shall be charged to the firms, insofar they are interested.

Such expenses will be taken in consideration on determining the shares - fixed as above - to be collected by the I.N.T. for watch premises and shop's use. Save the refund made by the concerned firms, wherof the first period of this para, the administrative personnel (employees and hired people) shall still remain assigned at the I.N.T., which will be charged also with the expenses for the Commissary's management.

Everything said above shall not infringe the rules for the defascistization. ⁸⁹³

6. All the payment on behalf of the I.N.T. (Teramo Branch Office), are to be made through an account current referred to said branch office, and opened at a local bank.

7. The Province Prefect will issue all the rules deemed suitable for the public interest and that of the I.N.T.

Teramo 24 July 1944

The Provincial Commissary
of the Allied Military Government

Approved 25 July 1944

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Such expenses will be taken in consideration on determining the shares - fixed as above - to be collected by the I.N.T. for watch premises and shop's use. Save the refund made by the concerned firms, whenfor the first period of this. para, the administrative personnel (employees and hired people) shall still remain assigned at the I.N.T., which will be charged also with the expenses for the Commissary's management.

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Teramo 24 July 1944

Approved 25 July 1944
Official A.M.G.
Maj. Fr. Scholtz P.C.
Civil Affairs

The Provincial Commissary
of the Allied Military Government

For true Copy
2 August 1944
The Cabinet Chief
Signed:

HEADQUARTERS
A. M. C.
ABRUZZI-MARCHE REGION
C. M. F.

10 October 1944

(GENERAL ORDERS)

Number 44)

Effective this date, AMG Truck Pool No. 6
is activated at Macerata.

By order of Lieutenant Colonel FRENCH:

ANGELO A. PASCARELLA,
WOJG, USA,
Adjutant.

OFFICIAL:

Angelo A. Pascarella
ANGELO A. PASCARELLA,
WOJG, USA,
Adjutant.

DISTRIBUTION:

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Transportation Sub-Commission
Establishment Section, ACC
Circ file
RCO
PC, Macerata
Lt Clark

89
HEADQUARTERS
11 OCT 1944
A C

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
A.P.O. 394
MOTOR TRANSPORTATION

MT 1432/8/9
11.10.44

10 OCTOBER 1944.

SUBJECT : Grain Haul - Macerata.

TO : A.C.C. - Transportation, Sub Commission.

1. Pursuant to your request of recent date, this office prevailed on the Ufficio Trasporti di Roma to send some 200 tons of vehicles to Macerata on October 1. These vehicles left in convoy under command of an A.M.G. officer and started work in Macerata Province hauling to Iesi.

2. Rains and military operations have combined to render this movement about 25 % efficient. Bridges have been washed out and diversions rendered impassible. In order to get even a small amount of grain to railhead, all available routes were used, but extensive military operations in this area preclude the use of the best highways. Fabriano was also investigated as a railhead, but at this writing it is reported as being entirely cut off by road.

3. It is pointed out that available civilian trucks are not mechanically able to perform their duty in this area. It is suggested that sincere consideration be given to the useage of military vehicles at Macerata, retaining the light vehicles to act as feeders into central warehouses. Unless this procedure is adopted at once, it is feared that the grain supply to railhead will continue at a mere trickle.

M. Harris

M. HARRIS
Major C-E
Chief of Division

M.H/DDI

C.C. Col. AMES
Maj. HORN
Maj. SUTHERLAND
Maj. CULLOTON

Col. Bordans.

For consideration, please.

*Chf.
13/10.*

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

file

CHAP/jr

R/1

Tele: 378

10 October 1944

ACC/TN/E/1

SUBJECT: Transport control.

TO : R.C. Lazio-Umbria Region.

1. This Hq. has observed many civilian buses and trucks entering and leaving Rome.
2. In some cases goods only are carried; in other cases, passengers. In many cases, both.
3. It is requested that you inform this Hq. what steps are taken by your Transportation Officer to control and regulate such traffic.

Chap

D. S. ADAMS?
Colonel, CE.
Director, Tn. Sub-Comm.

TRANSLATION =

MINISTRY OF COMMUNICATIONS
I.S.R. General Direction

Rome 2 October 1944
C 112 / 45 Dec 1954/1

TO ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION

Subject: Istituto Nazionale Trasporti.-

= R O M E =

1. The "Istituto Nazionale Trasporti" was founded in 1929 as Limited Company, with share capital of property of our Administration, in order to have "ad laterem" of I.S.R. an organization to which may be assigned all those subsidiary and complementary working of railway transportation, which could not be directly effectuated by a State Administration, might be entrusted.

2. Generally the services entrusted to the "Istituto Nazionale Trasporti" must be considered as integral part of the railway services, whilst in some particular cases, the Istituto Nazionale Trasporti was charged to effectuate services in substitution of suppressed railway lines.

3. It is therefore evident, that the Administration has a real interest to avoid that the plants and means forming the great capital of said Institute be fractionated, for it should be disadvantageous to our Administration and it will also be of a serious general damage.

4. The principal Delegation of Teramo of said Institute, besides its performance of the normal works of subsidiary condition of railway service, has performed for a long time with great benefit for those areas, a passenger transportation service, between Rome - Ascoli Piceno - Teramo and viceversa and a good service from Rome to Ascoli Piceno and viceversa; services to be considered as integral part of the railway's operations.

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5. But, according to the here attached copy of its decision, the Provincial Commissary of Allied Command of Teramo, on July 24, ordered that every activity of the above mentioned Delegation of "Istituto Nazionale Trasporti" in that Area had to stop; the plants and organization of the said Institute passed under the jurisdiction of the Prefetto, who cared the appointment of a Commissary and

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intrusted the direct management of the mentioned bus lines to a co-operative that has been intrusted at Teramo.

6. The above mentioned situation could bring to trouble and therefore this I.S.R. Administration, that controls the "Istituto Nazionale Trasporti", could provide the operation of ~~the~~ travellers and good's transportation by the care of its own personnel and point out the necessity of restoring to the Delegation of Istituto Nazionale Trasporti at Teramo its normal autonomy of functions, to perform any service the Allied Authorities and the Prefetto could require.

The Director General

F.to DI RAIMONDO

Mi/2/c.b.

The Provincial Commissary of Allied Command

Considering that the Soc. An. Istituto Nazionale Trasporti I.N.T. (National Institute for Transportations Ltd. Co.) Seat in Rome, and branch Office in Teramo, was founded in fascist times, by initiative of fascist leaders and with fascist methods, for interests and with aims that are not clear; believing, therefore, that the above mentioned Company could have possibly been developed in the Province of Teramo, by means of entreaties of the past Government, that were against the public welfare or against the interests of private concessionary Firms.

Awaiting for a serious examination of the position and the settlement of said Company and the measures that could eventually be taken later on; thinking it convenient to suspend every activity of the I.N.T. in the Province of Teramo, by all the proper measures to protect every legal right and interest:

O R D E R S

- 1) that every activity for operating the bus and transportation lines by the I.N.T. is to be suspended in the Province of Teramo and also di Governmental concessions for the operation of the lines hitherto managed to the said I.N.T. in this Province are likewise to be suspended.
- 2) From the time of the notification of this order, the whole I.N.T.'s equipment for the operation of the Branch of Teramo (real estate existing in the Province, shops, motorvehicles, and accessories, personnel (clerks and workmen) and everything that is or could be used for said activity), is to be considered as frozen ^{gg} put at disposal of the Teramo Province Prefect. In this respect formal precept is made to I.N.T. Teramo agent, also in view of an eventual requisition.
- 3) The lines-concessions (whereof paragraph 1) are to be, provisionally, reserved to other firms existing in said Province, according

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- 3) The lines-concessions (whereof paragraph 1) are to be, provisionally transferred to other firms, existing in said Province, according to allotments made among the operative zones.

Ca.6.c.b.

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These allotments will be decided by the Province Prefect by granting relative provisional concessions.

The operation of such lines is secured by motor vehicles (belonging to the I.N.T.) and they will be requisitioned and hired on behalf of the temporary concessionary firms, together with the relative personnel and whatsoever may be necessary for this purpose. For the purpose, cuted in the above paragraphs, and to protect the I.N.T.'s rights Mr. Giacinto Vantresca is appointed, as extraordinary Commissary, who will receive the regular delivery, from the I.N.T. local Branch Office, of the whole I.N.T.'s patrimony (real and current assets) being in any way in endowment, to such branch office, even if such assets are provisionally located, for any reason, out of the seat. All the items relating to said delivery shall be written in proper minutes, these to be considered also as inventory. Of these minutes three copies are to be made, whereof the first to be kept by the I.N.T., the second by the Commissary and the third to be deposited at the Teramo Prefect Office.

5. The extraordinary Commissary's obligations are:

- a) to take care of the whole I.N.T. patrimony (real and current assets) existing in Teramo Province, and assigned at said Branch Office, with the absolute prohibition of alienation, under any form or title.
- b) To cede on hire, the motor vehicles - considered as necessary - to the provisional concessionary firms of the lines, at present operated by the I.N.T., throughout the Province or flowing to Teramo as well as of new inaugurated lines owing to Prefect provisional concession. The cession will be take place after an estimation, made by a Commission appointed by the Prefect, which will determine for each vehicle, also on the basis of said estimation, ~~the~~ share to be paid as an indemnity for the use of the vehicle, according to the law. Together with the vehicles are to ceded on hire also their accessory parts and the relative personnel. At this regards orders

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c) To cede on hire the automobile-sheds, the shop and other plants (water, lighting ect.) to the above firms, through the payment of a share that will be fixed by prefect order, after having contacted the I.N.T. Commissary and the Chief Engineer of the Royal Civil Engineering.

Said share will be divided among the concerned firms according to the interest that each of them may have in the matter.

d) The personnel, now employed at the I.N.T. local Branch Office will be kept wholly and ⁱⁿid by the I.N.T., save the refund of the relative expenses to be made by said firms insofar they may be interested.

As regards the travelling and workmen personnel they shall be considered as detailed at each firm, in conformity with their needs

Concerning the watching and shop's personnel, the expenses shall be charged to the firms, insofar they are interested.

Such expenses will be taken in consideration on determining the shares - fixed as above - to be collected by the I.N.T. for watch premises and shop's use. Save the refund made by the concerned firms, whereof the first period of this para, the administrative personnel (employees and hired people) shall still remain assigned at the I.N.T., which will be charged also with the expenses for the Commissary's management.

Everything said above shall not infringe the rules for the defascistization.

6. All the payment on behalf of the I.N.T. (Teramo Branch Office), are to be made through an account current referred to said branch office, and opened at a local bank.

7. The Province Prefect will issue all the rules deemed suitable for the public interest and that of the I.N.T. 887

Teramo 24 July 1944
The Provincial Commissary
of the Allied Military Government

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Teramo 24 July 1944

The Provincial Commissary
of the Allied Military Government

Approved 25 July 1944
Official A.M.G.
Maj. Fr. Scholtz P.C.
Civil Affairs

For true Copy
2 August 1944
The Cabinet Chief
Signed:....



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 15 OTT. 1944

194 A.

n. C.112/45/Dca/954/1

Al N. _____ del _____

OGGETTO

ALLA COMMISSIONE ALLEATA DI
CONTROLLO = SOTTOCOMMISSIONE TRASPORTI

R O M A

ALLEGATO N. 1

1°) L'Istituto Nazionale Trasporti venne costituito nel 1929 sotto forma di Società per azioni, con capitale azionario esclusivamente di proprietà di questa Amministrazione di Stato, al fine di avere ad latere delle F.S. un organo cui poter assegnare tutte quelle funzioni sussidiarie e complementari del trasporto ferroviario, che non potevano essere assolte direttamente da una amministrazione statale.

In linea generale, i servizi affidati all'Istituto Nazionale Trasporti debbono considerarsi integrativi di quelli ferroviari mentre in taluni casi particolari l'Istituto Nazionale Trasporti fu chiamato a disimpegnare servizi in sostituzione di linee ferroviarie soppresse.

Risulta evidente, pertanto, l'interesse di questa Amministrazione ad evitare il frazionamento degli impianti e dei mezzi che costituiscono l'ingente patrimonio del detto Istituto, frazionamento che, oltre ad essere nocivo a questa Amministrazione, costituirebbe un sicuro danno anche in linea generale.

2°) La Delegazione principale di Teramo del ripetuto Istituto, oltre a svolgere le normali attribuzioni di carattere sussidiario del servizio ferroviario, disimpegna da tempo, con notevole vantaggio

per quelle zone, un servizio di trasporto viaggiatori nei due sensi fra Roma, Ascoli Piceno e Teramo ed un servizio merci da Roma ad Ascoli Piceno e viceversa, servizi che debbono considerarsi integrativi di quelli ferroviari.

Senonchè, come risulta dall'unita copia di deliberazione, il Commissario Provinciale del Comando Alleato di Teramo il 24 luglio c.a. dispose la cessazione in quella provincia di ogni attività da parte dell'amidetta Delegazione dell'Istituto Nazionale Trasporti, mettendo gli impianti e l'organizzazione dell'Istituto stesso a disposizione del Prefetto, il quale provvede alla nomina di un Commissario, ed affidò di fatto la gestione diretta delle autolinee di cui trattasi ad una cooperativa colà costituitasi.

- 3°) La situazione come sopra prospettata non può che provocare conseguenze dannose e pertanto mentre questa Amministrazione delle F.S., che controlla l'Istituto Nazionale Trasporti, è in condizioni di assicurare il funzionamento dei servizi viaggiatori e merci di cui trattasi con propri funzionari ed agenti, segnala la necessità di restituire alla Delegazione principale dell'Istituto Nazionale Trasporti di Teramo la sua normale autonomia di funzionamento per il disimpegno dei servizi che le Autorità Alleate ed il Prefetto chiederanno di fare.-

IL DIRETTORE GENERALE

Udì Raimondo

IL COMMISSARIO PROVINCIALE DEL COMANDO ALLEATO

Ritenuto che la Soc. An. Istituto Nazionale Trasporti con sede a Roma e succursale a Teramo, sorta in epoca, per iniziativa di gerarchi fascisti e con metodi fascisti per interessi e scopi imprecisi e dubbi, si sia potuto affermare in Provincia di Teramo, mediante atti governativi contrari al bene pubblico o ingiusti nei riguardi di concessionari privati;

Considerato l'opportunità, in attesa di un esame profondo della posizione e della sistemazione di detta società e dei provvedimenti che potranno essere adottati in prosieguo di tempo, di sospendere ogni attività in provincia di Teramo dell'Istituto Nazionale e Trasporti con tutte le indispensabili forme cautelative di diritti e di interessi legali;

D E C R E T A

1°) E' sospesa ogni attività di esercizio delle linee automobilistiche e di trasporti da parte della Soc. An. Istituto Nazionale Trasporti in provincia di Teramo e sono contemporaneamente sospesi le concessioni governative per l'esercizio delle linee finora gestite da detto Istituto in questa provincia;

2°) Tutta l'attrezzatura dell'I.N.T. per lo svolgimento dell'attività della Filiale di Teramo di detto Istituto (immobili esistenti in provincia, officine automezzi ed accessori, personale impiegatizio ed operaio, senza esclusione di qualsiasi cosa che sia o possa essere destinata all'esercizio di tale attività) ed al momento della notifica del presente decreto bloccato a disposizione del Prefetto della Provincia e al riguardo si fa formale precepto al rappresentante dell'I.N.T. di Teramo, anche per eventuale requisizione;

3°) Le concessioni delle linee di cui all'art. 1), vengono provvisoriamente trasferite ad altre imprese esistenti in provincia secondo un riparto per zone di esercizio da effettuarsi dal Prefetto della provincia che rilascerà le concessioni provvisorie relative.

L'esercizio di tale linee viene assicurato mediante l'uso di automezzi di pertinenza dell'Istituto predetto, i quali verranno a tal fine requisiti a noleggio a favore delle Ditte concessionarie provvisorie insieme col personale a corrente e con quant'altro necessario all'uso.

4°) Per gli scopi di cui agli art. precedenti e per la tutela dei diritti e degli interessi dell'Istituto Nazionale e Trasporti viene nominato un Commissario Straordinario nella persona del Sig. Giacinto Ventresca il quale prenderà regolare consegna dell'amministrazione della locale succursale dell'I.N.T. di tutto il patrimonio mobiliare ed immobiliare dell'Istituto stesso, in dotazione, comunque della cennata succursale: anche se momentaneamente, per qualsiasi ragione fuori sede, facendo ogni cosa risultare da regolare verbale e che varrà anche come inventario e che sarà redatto in triplice originale dei quali uno sarà trattenuto dall'amministrazione del Commissario ed uno sarà depositato presso la

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5°) Il Commissario straordinario dovrà:

a) tenere in consegna tutto il patrimonio mobiliare ed immobiliare dell'I.N.T. esistente nella provincia di Teramo in servizio della succursale dell'Istituto, con assoluto divieto di alienazione sotto qualsiasi forma e titolo;

b) cedere a noleggio, con gli accessori e col personale addetto (provocando al riguardo ordini di requisizione di uso e di prestazione) alle ditte assegnatarie temporanee di linee esistenti attualmente tenute in esercizio dall'I.N.T. in provincia o comunque facenti capo a Teramo, o di linee di nuova istituzione per provvisoria concessione prefettizia, gli automezzi che si ravviseranno necessari, previa valutazione da parte di speciale commissione di nomina prefettizia, la quale fisserà anche, in base a detta valutazione per ciascun automezzo la quota da corrispondersi a titolo di indennità di uso, secondo legge.

c) cedere in fitto alle ditte provvisorie assegnatarie dei servizi di linea di che sopra, le rimesse, l'officina e gli altri impianti (acqua, illuminazione ecc.) contro corrispettivo da fissarsi con provvedimento prefettizio, sentito il Commissario dell'I.N.T. e l'Ing. Capo del R.Genio Civile.

Detto corrispettivo sarà ripartito a carico delle diverse ditte assegnatarie di servizi di linea in ragione degli interessi che ciascuna potrà averne;

d) il personale attualmente addetto alla locale filiale dell'Istituto Nazionale Trasporti sarà mantenuto al completo della Società e da questa retribuito, salvo rimborso delle relative spese da parte delle Ditte assegnatarie temporanee dei servizi di linea, per quanto possa interessarle.

In riguardo al personale viaggiante ed operaio, esso si considererà distaccato presso ciascuna ditta assegnataria in ragione del rispettivo fabbisogno.

Per il personale di custodia e di officina le spese saranno a carico delle ditte temporanee assegnatarie di linea in ragione degli interessi che ciascuna di essa potrà averne, e saranno tenuti presenti nella determinazione delle corrisposte di affitto che l'I.N.T. avrà diritto di riscuotere per i locali di custodia per l'utilizzazione delle officine, e che saranno stabiliti come sopra detto.

Salvo sempre il rimborso, di cui al primo comma del presente articolo, da parte delle imprese concessionarie interessate, il personale amministrativo (impiegati e salariati) resterà alle dipendenze dell'I.N.T., sul quale graveranno anche le spese della gestione commissariale.

Il tutto senza pregiudizio delle osservanze delle norme sulla defascistizzazione.

6°) Tutti i versamenti da farsi a favore dell'I.N.T. succursale di Teramo, devono effettuarsi in c/c intestato a detta succursale presso un locale Istituto bancario.

7°) Il prefetto della provincia detterà tutte quelle altre norme che si ravviseranno opportune nell'interesse pubblico e dell'azienda.

Teramo 24/7/1944

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IL COMMISSARIO PROV. DEL GOVERNO

Approved 25 July 1944
Official

MILITARE ALLEATO

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Teramo 24/7/1944

Approved 25 Julii 1944
Official

Allied Military Government
Maj Fr. Scholtz P.C.
Civil Affairs

802
IL COMMISSARIO PROV. DEL GOVERNO
MILITARE ALLEATO

per C.C.
2 agosto 1944
Il Capo di Gabinetto
firma illegibile



HEADQUARTERS ~~REGIONAL~~
ALLIED MILITARY GOVERNMENT
TOSCANA REGION.

File Ref: RVIII/35/10/50.

Date: 7 Oct. '44.

SUBJECT: Truck Transport Requirements for October-November 1944.
TO : Transportation Sub-Commission (Roads),
H.Q., Allied Control Commission.

1. Q.M. Truck Companies having approximately 375 trucks will be required for an average of 30 days, to move the grain, flour, seed, sulphur, fertilizer and other needed products that must be moved between the Provinces and to Toscana Region from the first of October to the end of November 1944, over and above the available local civilian vehicles and the 36 x 3-ton W.E. trucks operated by the Regional Transportation Division. The details for this requirement are shown in the attached Appendix "A".

2. The tonnage of grain to be moved to Firenze is based upon two months consumption plus all available storage capacity.

The sulphur movement is from the mine to the carbon-bisulphide factory. The carbon-bisulphide is urgently needed for disinfecting grain.

The fertilizer is required for use in the Fall planting.

GBS/LC.

Robert G. Kirkwood
ROBT. G. KIRKWOOD,
Colonel, FA, US Army,
Regional Commissioner.



Col. Burdars

*Please return when
dealt with.
chb?
11/10.*

HEADQUARTERS,
JLSD MILITARY GOVERNMENT,
TUSCANA REGION.
Transportation Division.

7 Oct. '44.

ESTIMATED TOTAL INTERPROVINCIAL TRUCK TRANSPORT REQUIRED IN

TOSCANA REGION

during October and November 1944.

Commodity to be moved.	Quantity to be moved in tons (10qls.)	No. of truck-days required to move at 3 ton per truck.
Grain for Flour and Seed		
To Firenze from Siena Province	16,000	5,000
To Lucca from Grosseto Province	5,000)	
To Pisa from Grosseto Province	3,000)	3,000
To Pistoia from Grosseto Province	3,000)	
Beans for Seed	360	100
Miscellaneous Seed	100	30
Imported Food from Port of Livorno to the 9 Provinces	6,000	1,800
Sulphur from Mine to Factory where Carbon Bisulphide is manufactured.	500	400
Fertilizer for Agriculture (7000 tons)		
To Apuania from Livorno	100)	
To Firenze from Livorno	1,600)	
To Lucca from Livorno	300)	870
To Pisa from Livorno	700)	
To Pistoia from Livorno	300)	
To Arezzo from Arezzo	1,200	100
To Grosseto from Piombino	900)	
To Siena from Piombino	1,600)	88,750
Miscellaneous Items.		
Salt, Medical Supplies, Red Cross	300	100
TOTALS.	40,960	12,150

Grain for Flour and Seed		
To Firenze from Siena Province	16,000	5,000
To Lucca from Grosseto Province	5,000)	
To Pisa from Grosseto Province	3,000)	3,000
To Pistoia from Grosseto Province	3,000)	
Beans for Seed	360	100
Miscellaneous Seed	100	30
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Fertilizer for Agriculture (7000 tons)		
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To Lucca from Livorno	300)	870
To Pisa from Livorno	700)	
To Pistoia from Livorno	300)	
To Arezzo from Arezzo	1,200	100
To Grosseto from Piombino	900)	
To Siena from Piombino	1,600)	882750
Miscellaneous Items.		
Salt, Medical Supplies, Red Cross	300	100
TOTALS.	40,960	12,150

TRUCK AVAILABILITY FOR LONG DISTANCE HAULING IN TOSCANA REGION (Oct.-Nov.)

	Trucks.	Truck Days.
Regional unit - 3-ton W2 trucks	20 for 60 days	1,200
Civilian	40 for 40 days	1,600
Additional operating Army trucks required	312 for 30 days (Nov.)	9,360
Total Truck-days		12,160

In order to maintain 312x3-ton Army trucks on the road, will require units having a total of 365 - 375 vehicles.

GBS/LC.

George B. Sowers
 GEORGE B. SOWERS,
 AUS.,
 Major,
 Regional Transportation Office.

File R11

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JHB/jr

Tele: 378

5 October 1944

ACC/TN/R/1

SUBJECT: Petrol for CC.RR.

TO : Capt. Hay Lancia Garage.

1. Reference to conversation Col. Carnes had with you, the following vehicles are entitled to have their tanks filled with petrol.

Autovilturna	R.E. RAAC	CC RR 4	80
"	C.Z. 3432		454
"	R.E. CC.RR. 138		50
"	P.A. 10602		42
"	D.A. 9913		400
Autocarro	R.E. CC.R.R. 139		180

2. The vehicles are being used to move CC.RR. Commanders forward.

100

W. Adams, Col.

D.S. ADAMS,
Colonel; CE.
Director, Tn. Sub-Comm.

100 gals
Ben Pepper

*I have supplied 104 gals
to these blokes & signed for it myself
yes*

12 OCT 1944

1826

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

RESTRICTED

*File
R11*

HQ REGION ONE

ACC HQ

4388

5 OCT. 44

RESTRICTED

ROUTINE

TH. SUBCOMMISSION

RESTRICTED

EXPEDITE REPLY TO MY FOUR ZERO THREE SIX DATED TWENTY NINE SEPTEMBER PD

PAGE TO HQ REGION ONE FROM ACC HQ PAREN PD

Chap

L.T. MONTAGUE, JR
1st Lt. AGD

ACC HQ

4388

5 OCT. 44

RESTRICTED

ROUTINE

TH. SUBCOMMISSION

RESTRICTED

URGENT REPLY TO MY FOUR ZERO THREE SIX DATED TWENTY NINE SEPTEMBER PD

PAREN TO HQ REGION ONE FROM ACC HQ PAREN PD

Chap

L. F. MONTAGNI, JR
1st Lt. AGO
Adjutant
880

ADDITIONALS
ARMED CONTROL COMMISSION
Transportation Sub-Commission
ASO 394

Tel: 573

4 October 1944

100/10/5/3

SUBJECT: Policy - Civilian Vehicles.

TO : Executive Officer, Hq. Laio Region.

1. Reference your W/5415 Dated 26 September 1944.

2. This HQ. is in agreement with Para 1 of your letter.

3. Reference Para 2. So long as a vehicle is used for essential purposes; there is no objection to military tires and parts being fitted to it; provided such tires and parts are obtained through this Sub-Commission. Furthermore, there is no objection to the tires and parts remaining on the vehicle after it has been declassified by ACC, provided that the vehicle continues to be used for essential purposes only. It should be the responsibility of the Regional Transportation Officer to ensure that this condition is carried out.

4. Reference Para 3. The use of military tires and parts either on vehicles requisitioned by ACC or on vehicles used for essential purposes is unauthorized, unless such tires and parts have been procured through this Sub-Commission.

D. S. ABRAHAM,
Colonel, C.E.
Director, Hq. Sub-Comm.

Tel: 378

4 October 1944

ACC/25/3/1

SUBJECT: Policy - Civilian Vehicles.

TO : Executive Officer, Ha. Radio Region.

1. Reference your R/5415 Dated 26 September 1944.

2. This HQ. is in agreement with Para 1 of your letter.

3. Reference Para 2. So long as a vehicle is used for essential purposes; there is no objection to military tires and parts being fitted to it; provided such tires and parts are obtained through this Sub-Commission. Further more, there is no objection to the tires and parts remaining on the vehicle after it has been derequisitioned by ACC, provided that the vehicle continues to be used for essential purposes only. It should be the responsibility of the Regional Transportation Officer to ensure that this condition is carried out.

4. Reference Para 3. The use of military tires and parts either on vehicles requisitioned by ACC or on vehicles used for essential purposes is unauthorized, unless such tires and parts have been procured through this Sub-Commission.

D. R. / 25/3/1,
Colonel, O.S.
Director, Ha:Sub-Comm.

879

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEAF/jr

Tels: 378

ACC/Tn/R/1

3 October 1944

SUBJECT: Vehicles for Italian State Railways.

TO : Tn. Sub-Commission, ACC. Hq. I.S.R. Berl.

1. Reference your ACC/TUI/70 dated 27 Sept. 44.
2. This Sub-Commission does not maintain vehicles it does not control.
3. If you desire that these vehicles be turned over to ACC, they will be issued by this Sub-Commission to Hq. Southern Region which, in turn, will re-issue them for the use of the Railroads on a commercial basis.
4. This means that payment will be requested for their use, and that they will be ordered into our garages at prescribed intervals for proper maintenance.
5. Please inform this Hq. of your wishes.

Copy to:
Hq. Southern Region. (Att: Lt.Col. Giles re telephone conversation this morning with Col. Carnes.)

Chd
D. S. ADAMS,
Colonel, GS.
Director, Tn. Sub-Comm.

SUBJECT: Vehicles for Italian State Railways.

TO : Tn. Sub-Commission, ACC. Hq. I.S.R. Bari.

1. Reference your ACC/TDI/70 dated 27 Sept. 44.
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5. Please inform this Hq. of your wishes.

Cwd.

D. S. ADAMS,
Colonel, GS.
Director, Tn. Sub-Comm.

Copy to:
Hq. Southern Region. (Att: Lt.Col. Giles re telephone conversation
this morning with Col. Carnes.)

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

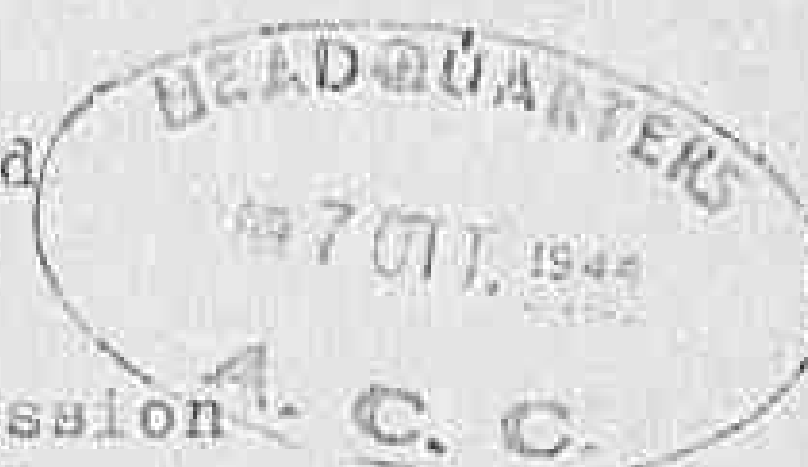
IMC/sb

4 October 1944

In reply
refer to: RTC 537

Subject: Transfer of Trucks Sicily to Mainland

To: Colonel D.S. Adams
Director, Transportation Sub - Commission
Headquarters, Allied Control Commission
APO 394 U.S. Army.



1. Reference: attached letter A.C.C. Catania 27 Sept. 1944
2. In addition Public Safety A.C.C. Region I has referred a total of some ten (10) seeking authorization for passage to the mainland.
3. The A.C.C. policy in dealing with trucks and movements for Sicily Region is based on the fact that all the trucks here now should remain here. In the very near future, due to the rate of wearing out of present roadworthy trucks, it will mean a return to lack of necessary motor highway facilities.
4. Strongly endorsing this thought; it would be advisable to discourage Allied and Italian authorities from directly authorizing movement of trucks out of Sicily Region, and that the practice be discontinued in general.
5. As Sicily Region is interested in keeping these trucks in Sicily, please inform this Region what action is to be taken.

For the Regional Commissioner:

I.M. Calvanese
I.M. CALVANESE
1st Lt. Q.M.C.
Region Road Haulage
Transport Control Officer

1 Incl.

Incl. 1 - Letter A.C.C. Catania 27 Sept. 1944

COPY

" A "

ALLIED CONTROL COMMISSION
(Public Safety Division)
C A T A N I A

27th September 1944

Subject : Authorizations for lorries for the Mainland.

To : Capt. MANUEL
Public Safety Officer
Allied Control Commission
HQ Region 1

Ref. P/T/2

Ref. telephone conversation Manuel/Bateman.

Herewith letter from Trucchi Pasquale to Questura of Catania with enclosures mentioned therein, viz: four permits which have apparently been issued on behalf of the Ministry of Communications relative to the journey to ROME of the following trucks:

CT 11603, Lancia R0
VE 10429, OM
IM 5602, Bianchi S 9
CT 11601, Lancia R0

You will note that these permits bear the date of 30 Aug. 44 and are due to expire 30 Sep. 44.

Please inform me what action is to be taken.

(Signature illegibile)

C O P Y

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

Tm S.C.
JHP/ce

File : MD/S-3 a

2 October 1944

Subject : Trucks for Mine Timber Hauling

To : Highway Transportation Officer

1. Arrangements have been made for procuring mine timbers for Sicilian sulphur mines from the Crotone area of Calabria. However it is found that transportation for the timbers from the forest to the railway is not available there. It is therefore requested that two I.N.T. or private trucks be assigned to this job.

2. Conditions under which they will operate will be as follows:

- a. Trucks to be leased by Ditta Liotta of Palermo Sicily, who has contracted with Ente Zolfi Siciliani under ACC approval to supply the timbers.
- b. Actual operation will be by Liotta under supervision of Capt. Gillespie of Mining Division HQ ACC who is stationed at Crotone for the specific purpose of getting out timber.
- c. Fuel and lubricants will be supplied by Capt. Gillespie.
- d. An estimated period of two months will be required for the work.

3. The equipment preferred is as follows:

2 Auto tenos, O.M. Titano, Fiat 634 or Lancia 3R with trailers, nafta burning.

4. If the above types are not available, others may be substituted. The equipment sent should however be in good condition.



5. This transportation is desired as soon as possible. On arrival at Crotona, trucks should be reported to Capt. Gillespie who will make all necessary arrangements.

For the Regional Commissioner.

J.H. Pollard
J.H. POLLARD
Lt. U.S.N.R.
Chief Mining Division

1st Ind.
ALLIED CONTROL COMMISSION, SICILY REGION HEADQUARTERS, T.C.U.P.W.
DIVISION 3 October 1944 (2/10/44)
To: Colonel D.S. Adams, Director Transportation Sub-Commission,
Headquarters, Allied Control Commission APO 394 U.S. Army

1. Contents noted; forwarded for urgent approval of Transportation Sub - Commission, Hq. A.C.C.
2. Conditions INT trucks roadworthy, new Italian authoritative tariff applicable with compensatory deductions for fuels etc., to be furnished by or under Capt. Gillespies supervision.

For the Regional Commissioner: *I.M. Calvanese*
I.M. CALVANESE
1st Lt. Q.M.C.
Regional Road Haulage
Transport Control Officer

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File CWAT/jr

Tele: 376

2 October 1944

ACC/Tn/F/1

SUBJECT: Assignment of Vehicles.

TO : Admin. Officer, Tn. Sub-Comm.

1. Reference attached memorandum G-4/41/5 dated 27 September 44.
2. The trucks mentioned are at present used by the Lancia Garage for the collection of Spare Parts in and around the area of Rome.
3. Later these vehicles will be operated by the ^{QM.} Truck Companies.
A

AWP
D. S. ADAMS,
Colonel, CR.
Director, Tn. Sub-Comm.

873

CONFIDENTIAL

HQ SICILY REGION FOR CALVANESE

ACC HQ

4206

2 October 44

CONFIDENTIAL

PRIORITY

To. Sub-Commission

THREE

/THREE BY THREE TON TRUCKS UNUSUALLY REQUIRED AT MESSINA FERRY SLIP AT EIGHT HUNDRED
HOURS WEDNESDAY FOUR OCTOBER FOR DELIVERY OF PRIORITY ACC MAIL IN SICILY PD ZONE
TO HQ SICILY REGION FOR CALVANESE FROM ACC HQ PAREN PD TRUCKS REPORT TO LT HIGGS
AT FERRY SLIP PD LACK TRUCK WILL BE OCCUPIED FOR APPROXIMATELY TWO DAYS PD PLEASE
MAKE RECESSARY ARRANGEMENTS AND NOTIFY THIS SUBCOMMISSION COMPLETION

THREE
/THREE BY THREE TWO TRUCKS URGENTLY REQUIRED AT MEDINA FERRY SLIP AT EIGHT HUNDRED
HOURS WEDNESDAY FOUR OCTOBER FOR DELIVERY OF PRIORITY ACC MAIL IN SICILY PD PAREN
TO HQ SICILY REGION FOR CALVANESE FROM ACC HQ PAREN PD TRUCKS REPORT TO LT HIGGS
AT FERRY SLIP PD EACH TRUCK WILL BE OCCUPIED FOR APPROXIMATELY TWO DAYS PD PLEASE
MAKE NECESSARY ARRANGEMENTS AND NOTIFY THIS SUBCOMMISSION COMPLETION

L. F. MONTANT, JR
1st Lt. AGD
Adjutant

872

Chad

R/1/gh

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 324
MOTOR TRANSPORT DIVISION



*File 785021
Tm S.C.
2568*

MT/197/20

10 September 1944

SUBJECT: Statistical dates of
motor Transportation in Italy.

TO : H.Q. ACC.
Transportation Sub-Commission.

1. Reference your letter ACC/Tn/R9 requesting information on transportation.
2. The desired data will be found enclosed.

Col. Borders:
For information
& return, please.
Chf.
6/10.

M. Harris
M. HARRIS
Major, C.E.
Chief of Division

Enclosures 6.

TMAW/ea.

ALA LITTORIA

No. of Routes 10/6/1940 -

Roma-Tirana	R-Tunisi	R-Malta	R-Bucarest
Roma-Rodi	R-Bassora	R-Brindisi-Tirana	R-Barcellona-Madrid-Lisbon
Roma-Venezia-Monaco-Berlino		R-Bengasi-Asmara-Addis Abeba	
Trieste-Ancona	Trieste-Venezia	Fiume-Pola-Venezia	
Tripoli-Bengasi			
Tirana-Valona-Angirocastro		T-Pescopella	T-Scutari
Tirana-Coritza	T-Devoli	T-Valona	T-Kukus
Tirana-Scutari-Kukus-Tirana			
Roma-Cagliari	R-Cagliari-Pollensa	R-Bengasi	R-Barcellona
Roma-Tripoli	R-Tunisi-Tripoli	R-Pollensa-Melilla	R-Marsala-Tripoli
Roma-Barcellona (Servizio Speciale Merci)			
Asmara-Cartum	Addis Abeba-Neghelli-Mogadiscio		Gimma-Gardulla-Javello-Neg
Addis Abeba-Dire Dawa-Gibuti	Gimma-Lekenti-Asosa		Gimma-Dembidollo
Neghelli-Dalle-Soddu-Gimma	Addis Abeba-Gimma		Addis Abeba-Göndar-Asmara
Asmara-Assab	Addis Abeba-Dessie-Gondar-Asmara		Asmara-Dessie-Addis Abeba
Mogadiscio-Dire Dawa-Gorraheh-Addis Abeba			Addis Abeba-Dire Dawa-Asse

= 44 lines

No. of Routes 1/1/1943 -

Roma-Venezia-Monaco-Berlino	R-Olbia	R-Alghero-Pollensa-Barcell
Roma-Cagliari	R-Brindisi-Atene-Rodi	R-Barcellona-Madrid-Lisbon
Roma-Belgrado-Bucarest	R-Castelvetrano-Tripoli	
Trieste-Lussino-Zara	Zara-Ancona	Brindisi-Corfu
Zara-Brindisi		

= 12 lines

RIA

ates 10/6/1940 -

R-Tunisi	R-Malta	R-Bucarest
R-Bassora	R-Brindisi-Tirana	R-Barcellona-Madrid-Lisbona
zia-Monaco-Berlino	R-Bengasi-Asmara-Addis Abeba	
acona Trieste-Venezia	Fiume-Pola-Venezia	
engasi		
lona-Angirolcastro	T-Pescopessa	T-Scutari
ritza T-Devoli	T-Valona	T-Kukus
atari-Kukus-Tirana		
ari R-Cagliari-Pollensa	R-Bengasi	R-Barcellona
oli R-Tunisi-Tripoli	R-Pollensa-Melilla	R-Marsala-Tripoli
ellona (Servizio Speciale Merci)		
rtum Addis Abeba-Neghelli-Mogadiscio		Gimma-Gardulla-Javello-Neghelli
oa-Dire Dava-Gibuti	Gimma-Lekenti-Asosa	Gimma-Dembidello
Dalle-Soddu-Gimma	Addis Abeba-Gimma	Addis Abeba-Gondar-Asmara
gab Addis Abeba-Dessie-Gondar-Asmara		Asmara-Dessie-Addis Abeba
o-Dire Dava-Gorraheh-Addis Abeba		Addis Abeba-Dire Dava-Assab

ates 1/1/1943 -

zia-Monaco-Berlino	R-Olbia	R-Alghero-Pollensa-Barcellona
ari R-Brindisi-Atene-Rodi		R-Barcellona-Madrid-Lisbona
rado-Bucarest	R-Castelvetrano-Tripoli	
ussino-Zara	Zara-Ancona	Brindisi-Corfu
disi		

- 12 lines

MOTORVEHICLES

Comparative Chart

Showing the situation on the 15-VI-1940, 1-I-1942 and 10-VIII-1944.

PROVINCE	REGION IV	URBAN AUTOBUSES			EXTRA URBAN AUTOBUSES		
		June 1940	Jan. 1942	Aug. 1944	June 1940	Jan. 1942	Aug. 1944
	No. of Lines	41	30	-	1	1	
	Total Length	194.640 Km	177.970 Km	-	30 Km	11 Km	
	Actual No. of Vehicles:						
	Petrol	131	24	18			
	Nafta	225	224	189			
	Wood	110	125	114			
		466	373	321			
	Vehicles in circulation:						
	Petrol	89	2	-			
	Nafta	170	118		4	2	
	Wood	65	40				
		324	160				
	Daily Distance covered	36.700 Km	23.700	-	965 Km	70 Km	
	Daily Fuel consumption:						
	Petrol	Lit. 2.500	Lit. 1040	-			
	Nafta	Lit. 12.300	Lit. 11.200		Lit. 475	Lit. 50	
	Wood	Kg. 25.000	Kg. 15.000				
	No passengers carried daily	278.000	252.000	-	2.300	560	
	Hours of operation	0530-0030	0530-2215	-			
	REMARKS:		869				

TMAW

MOTORVEHICLES

Comparative Chart

Showing the situation on the 15-VI-1940, 1-I-1942 and 10-VIII-1944.

REGION IV	URBAN AUTOBUSES			EXTRA URBAN AUTOBUSES		
	June 1940	Jan. 1942	Aug. 1944	June 1940	Jan. 1942	Aug. 1944
No. of Lines	41	36	-	1	1	-
Total Length	194.640 Km	177.970 Km	-	30 Km	11 Km	-
Actual No. of Vehicles:						
Petrol	131	24	18			
Nafta	225	224	189			
Wood	110	125	114			
	466	373	321			
Vehicles in circulation:						
Petrol	89	2	-			
Nafta	170	118	-	4	2	-
Wood	65	40	-			
	324	160	-			
Daily Distance covered	36.700 Km	23.700	-	965 Km	70 Km	-
Daily Fuel consumption:						
Petrol	Lit. 2.500	Lit. 1040	-			
Nafta	Lit. 12.300	Lit. 11.200	-	Lit. 475	Lit. 50	-
Wood	Kg. 25.000	Kg. 15.000	-			
No passengers carried daily	278.000	252.000	-	2.300	560	-
Hours of operation	0530-0030	0530-2215	-			
RKS:		869				

MOTOR VEHICLES IN ITALY

Comparative Chart showing the situation on the 1/VI/1940, 1/I/1943 and 1/VIII/1944.

Province	Region	TRAM	1st. June 1940	1st. Jan. 1943	1st. August 1944
	IV	No. of urban lines	5	5	5
		No. of extra-urban lines	5	5	5
		Total length in Km:			
		Tram Castelli	74	74	21
		" Vicinali	102	117	15
			176 Km	191 Km	36 Km
		No. vehicles urban serv:			
		Tram Castelli	38 cars 7 trailers	57 cars 54 trailers	no change
		Tram Vicinali	19 cars 2 trailers	no change	no change
		No. vehicles extra-urban service:			
		Tram Castelli	37 cars 25 trailers	62 cars 53 trail.	no change
		Tram Vicinali	25 cars 28 trailers 158 goods cars	162 goods cars	no change
		Average No. passengers carried daily:			
		Tram Castelli	74029	84650	61618
		Tram Vicinali	48894	63094	20824
			122.923	147744	82.442
		Average daily consumption Electricity Kw:			
		Tram Castelli	27400	24970	9335
		Tram Vicinali	20910	20983	4631
			48.310	45.953	13.966

REMARKS:

MOTOR VEHICLES IN ITALY

Part showing the situation on the 1/VI/1940, 1/I/1943 and 1/VIII/1944.

TRAM	1st. June 1940	1st. Jan. 1943	1st. August 1944
No. of urban lines	5	5	5
No. of extra-urban lines	5	5	5
Total length in Km:			
Tram Castelli	74 } 176 Km	74 } 191 Km	21 } 36 Km
" Vicinali	102 }	117 }	15 } (urban serv. only)
No. vehicles urban serv:			
Tram Castelli	38 cars 7 trailers	57 cars 54 trailers	no change no change
Tram Vicinali	19 cars 1 trailers	no change	no change
No. vehicles extra-urban service:			
Tram Castelli	37 cars 25 trailers	62 cars 53 trail.	no change no change
Tram Vicinali	4 goods-cars 25 cars 28 trailers 153 goods cars	162 goods cars	no change no change
Average No. passengers carried daily:			
Tram Castelli	74029 }	84650 }	61618 }
Tram Vicinali	48894 }	147744 }	20824 }
Average daily consumption Electricity Kw:			
Tram Castelli	27400 }	24970 }	9335 }
Tram Vicinali	20910 }	45.953 }	4631 }

MOTOR VEHICLES IN ITALY

Comparative Chart showing the situation on the 1/6/1940, 1/1/1943 and 1/8/1944.

Province	Region IV	ROME-OSTIA ELECTRIC RAILWAY	1st June 1940	1st January 1943	1st August 1944
		Length of line	25 Km	25 Km	12 Km
		Number of vehicles	16 motors 45 cars 35 goods vans		
		Passengers carried daily	13.390	8.315	623
		Average daily consumption electricity	7.570 Kw.	6.580 Kw.	2.900 Kw.

REMARKS :

TMAW

MOTOR VEHICLES IN ITALY

Comparative Chart showing the situation on the 1/1/1940, 1/1/1943 and 16/8/1944

Province	Region IV		1st January 1940	1st January 1943	10 August 1944
		Private Motor Cars	n. 11596	29783	9727
		Autobus line	" 690	492	489
		Autobus other services	" 229	171	171
		Motor vehicles up to 20 qts.	" 4093	4368	1011
		Motor vehicles over 20 qts.	" 672	2869	631
		Taxis	" 1700	700	700

REMARKS

TMAW

MOTORVEHICLES IN ITALY

Comparative Chart

Showing the situation on the 15-VI-1940, 1-I-1942 and 10-VIII-1944 .

PROVINCE	REGION IV	TROLLEY BUS			URBAN TRAM		
		June 1940	Jan. 1942	Aug. 1944	June 1940	Jan. 1942	Aug. 1944
	No. of Lines	17	23	3	34	37	19
	Total length Km	67.910	88.970	10.470	170.740	228.010	11.620
	Actual No. of Vehicles	190	281	242	714 (177 trailers)	713 (177 trailers)	574 (114 trailers)
	Vehicles in circulation	142	167	19	600 (155 trailers)	557 (134 trailers)	251 (73 trailers)
	Daily distance covered	26.500	28.700	1.500	101.000	93.000	18.500
	Daily Fuel Consumption						
	Electric Energy	68.000 Kw.	85.500 Kw.	3.000 Kw.	165.000 Kw.	150.000 Kw.	37.000 Kw.
	No. Passengers carried daily	268.000	515.000	33.000	802.000	1.095.000	350.000
	Hours of operation	0530-0030	0630-2215	0630-0000 1230-1700	0530-0030	0530-2330	0630-0900 1330-1700

MOTORVEHICLES IN ITALY

Comparative Chart

Showing the situation on the 15-VI-1940, 1-I-1942 and 10-VIII-1944 .

REGION IV	TROLLEY BUS			URBAN TRAM		
	June 1940	Jan. 1942	Aug. 1944	June 1940	Jan. 1942	Aug. 1944
Lines	17	23	3	34	37	19
length Km	67.910	88.970	10.470	170.740	228.010	11.620
No. of vehicles	190	281	242	714 (177 trailers)	713 (177 trailers)	574 (114 trailers)
vehicles in circulation	142	167	19	600 (155 trailers)	557 (134 trailers)	251 (73 trailers)
distance traveled	26.500	28.700	1.500	101.000	93.000	18.500
Fuel consumption						
Electric Energy	68.000 Kw.	85.500 Kw.	3.000 Kw.	165.000 Kw.	150.000 Kw.	37.000 Kw.
passengers carried daily	268.000	515.000	33.000	802.000	1.095.000	250.000
hours of operation	0530-0030	0630-2215	0630-0000 1230-1700	0530-0030	0530-2330	0630-0900 1230-1700

I. AIR LINE ALA LITTORIA

	June 1940	January 1943	August 1944
Number of lines	45	12	--
Length network Km.	41.371	8.746	--
Number of Planes	133	50	--
Monthly Average Passengers transported	11.858	7.542	--
Daily Consumption Fuel			--

REMARKS:

TMAW

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 994

JTB/jr

File: 378

ACC/Tn/R/1

30 September 1944

SUBJECT: Misuse of Trucks.

TO : Regional Transportation Officer, Region IV.

1. Attached is forwarded to you for information and whatever action you may consider necessary.

2. Your comments in due course would be appreciated.

W. S. Adams
W. S. ADAMS,
Colonel, GE.
Director, Tn. Sub-Comm.

803

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

GWAP/bm

Tele: 378

30 Sept. 1944

ACC/Tn/E//

SUBJECT: Misuse of Transport.

TO : HQ, Region 4 (Att.: Maj. Harria).

1. The attached letter from Commerce Sub-Commission, reference ACC/5087/Commerce dated 25/Sept. '44, together with report from Lt. Benissi and all relevant documents, is passed to you.

2. This matter seems a very serious one, and it is requested that you make a thorough investigation, reporting the result to this H.Q.

3. Please return all correspondence and documents with your report.

D. S. ADAMS
Colonel, C.E.,
Director, Tptn. S/C.

Copy to:-

Public Safety Sub-Commission, H.Q. ACC
Economic Section, HQ, ACC.

3 Encls (as para 1 refs).

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
APO 394

File
R/1.
clerk.
2/10.

Ref/52/ /CA.

29 Sep 1944

SUBJECT : Transportation.

TO ✓ : Transportation S.C.

1. When at HQ VENEZIA Region on 26 September I was informed that two officers arrived that day on assignment and had waited seven days in ROME for transport. They travelled on a weapons carrier with about a ton of newly printed proclamations.
over 1/2
2. The day previously a convoy of ³ ton vehicles had travelled empty to CHIANCIANO.
3. It is suggested that coordination between Dispatch and Transportation SC might result in quicker and more economical movement of individuals and small loads on long hauls.
4. The above is for information and any action considered necessary.

1 *Two Shipp to CR*

NORMAN E. FISKE
Colonel,
Deputy Executive
Commissioner.

Copy to: Economic Section
Dispatch.

861

1854

R11

RESTRICTED

ACC MOBILE FIVE

ACC HQ

4086

29 Sept. 44

RESTRICTED

ROUTING

Mr. Sub-Commission

RESTRICTED

IT WOULD BE APPRECIATED IF YOU WOULD ADVISE FOR YOUR REGIONAL REPRESENTATION
OFFICES TO VISIT THIS SUBCOMMISSION AT AN EARLY DATE TO DISCUSS REGION FIVE

FROM ACC HQ, BUREAU

L.S. WINTER, JR.
Asst. Dir. ACC
Adjutant

RESTRICTED

*File
R/1.*

ACC FOR REGION ONE

ACCHQ

4036

29 SEPT. 44

RESTRICTED

ROUTINE

TH. SUBCOMMISSION

RESTRICTED PD YOUR REG DASH THREE ZERO TWO OF NINETEEN SEPTEMBER
REFERS PD PAREN TO ACC FOR REGION FROM ACC HQ PAREN PD DOES REGGIO
TIMBER HASLAGE SCHEME JEOPARDISE NORMAL DISTRIBUTION OF CIVIL
SUPPLIES IN BISILY AND HARVEST COLLECTION

AWP

L.T. MONTANT, Jr
1st Lt. AGD
Adjutant

859

TRANSLATION

Ref: IT/1335/14

Rome 27th Sept. 44

30-9-44

ROAD AND MARITIME TRANSPORTS
Constructing enterprises for Italy and North Africa.

One of our employees, Mr. Iven Badalic, has received instructions from Major HARRIS - Region IV, Motor Trans. Division, to send the following request:

1. We would like to transfer here from Sardinia, 14 trucks of our own property. We will put these trucks at the disposal of the authorities who operate all transports in Rome.
2. While all trucks and trailers are in good conditions, the tyres are fairly good. All damages will be repaired in our work-shops.
3. The list, as below mentioned, can be easily modified if eventually some trucks cannot be transferred in the main land.
4. We beg you to give us instructions about the transferring of these trucks, so that we can instruct our commissioner who are in Sardinia.

1.	Lorry	Fiat 634	License plate	Roma 73770	
2.	Truck	Lancia 3RO	"	PR 11111	PR 890
3.	"	Lancia 3RO	"	PR 10989	PR 872
4.	"	Fiat 634	"	FE 9481	FE 700
5.	"	OM Titano	"	MI 16295	MI 1978
6.	"	Piat 634	"	FE 10057	FE 850
7.	"	IT D/80	"	VE 10957	VE 956
8.	"	Lancia 3RO	"	PR11129	PR 975
9.	"	Lancia 3RO	"	PR 11238	PR 965
10.	"	Piat 634	"	VT 4749	VT 85
11.	"	IT D/80	"	PR 10654	PR 855
12.	"	OM Titano	"	CA 5151	and trailer
13.	"	OM Titano	"	CA 5132	and trailer
14.	"	OM Titano	"	CA 5133	and trailer

Fernando Tosi 878

Maritime and road transports

From Major HARRIS - Region IV, Motor Trans. Division, to send the following request:

1. We would like to transfer here from Sardinia, 14 trucks of our own property. We will put these trucks at the disposal of the authorities who operate all transports in Rome.

2. While all trucks and trailers are in good conditions, the tyres are fairly good. All damages will be repaired in our work-shops.

3. The list, as below mentioned, can be easily modified if eventually some trucks cannot be transferred in the main land.

4. We beg you to give us instructions about the transferring of these trucks, so that we can instruct our commissioner who are in Sardinia.

1.	Lorry	Fiat 634	License plate	Roma 73770		
2.	Truck	Lancia 3RO	"	PR 11111	PR	890
3.	"	Lancia 3RO	"	PR 10989	PR	872
4.	"	Fiat 634	"	FE 9481	FE	700
5.	"	OM Titano	"	MI 16295	MI	1973
6.	"	Fiat 534	"	FE 10057	FE	950
7.	"	IF D/80	"	VE 10957	VE	956
8.	"	Lancia 3RO	"	PR 11129	PR	975
9.	"	Lancia 3RO	"	PR 11236	PR	965
10.	"	Fiat 634	"	VT 4749	VT	85
11.	"	IF D/80	"	PR 10654	PR	855
12.	"	OM Titano	"	CA 5151		and trailer
13.	"	OM Titano	"	CA 5132		and trailer
14.	"	OM Titano	"	CA 5133		and trailer

Fernando Tosi 88

Maritime and road transports

COPYMT/1235/14
30 9/11

Trasporti Terrestri e Marittimi Costruzioni Edili
Aziende in Italia e Africa Settentrionale

Roma 27 Settembre 1944

Il Ns. Incaricato Signor; IVAN BADALIC ha ricevuto dalla
REGION IV MOTOR-TRANS.DIVISION, MAY.HARRIS istruzioni di presentare
il seguente esposto:

- 1°) noi desideriamo trasportare dalla Sardegna 14 autotreni di ns.
proprietà come sotto elencati. Questi autotreni saranno da parte ns.
messi a disposizione delle Autorità addette a Roma per il servizio
trasporti.
- 2°) tutti i camion e i rimorchi si trovano in condizioni buone e gomme
discrete e in caso di guasti siamo in grado di effettuare tutte le
riparazioni nelle ns. officine.
- 3°) l'elenco come sotto indicato potrebbe eventualmente essere cam-
biato da parte ns. nel caso che qualche autotreno non fosse in grado di
essere portato nel continente.
- 4°) vi preghiamo di avvisarci quando i camion possono essere trasportati
affinchè possiamo dare tempestivamente ai ns. agenti in Sardegna le
necessarie istruzioni.

1.	Autocarro	Fiat 634	- targa	Roma 73770	
2.	Autotreno	Lancia 3RO	"	PR 11111	- PR 890
3.	"	Lancia 3RO	"	PR 10989	- PR 872
4.	"	Fiat 634	"	FE 9481	- FE 700
5.	"	OM Titano	"	MI 16295	- MI 1978
6.	"	Fiat 634	"	FE 10057	- FE 850
7.	"	IF D/80	"	VE 10957	- VE 956
8.	"	Lancia 3RO	"	PR 11129	- PR 975
9.	"	Lancia 3RO	"	PR 11238	- PR 965
10.	"	Fiat 634	"	VT 4749	- VT 85
11.	"	IF D/80	"	PR 10654	- PR 855
12.	"	OM Titano	"	CA 5151	- e rimorchio
13.	"	OM Titano	"	CA 5132	- e rimorchio
14.	"	OM Titano	"	GA 5133	- e rimorchio

857

FERNANDO TOSI
TRASPORTI MARITTIMI E TERRE

To: Sub-Commission A.C.C.

H.Q. I.S.R. Bari

A.C.C./RDL/70

27 Sept. 44

Subject: Vehicles for Italian State Railways.

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

1. The Italian State Railways, Bari Compartimento, are in possession of 7.3-ton Bedford lorries and 1 Hillman P.V. which were handed to them in the past by 6th Army, presumably on the request of D.D. In. (Rlye).

2. It appears that the maintenance of these vehicles by the I.S.R. has been unsatisfactory and adverse reports have been submitted by Unit Maintenance Inspectorate to D.D. In. (Rlye), and Chief Administrative Officer H.Q. A.C.C. under his reference 3226/2/Q(AI) dated 6th Sept. 44 and addressed to In. (British) has asked whether the latter agrees that the vehicles should be withdrawn forthwith.

3. D.D. In. (Rlye) under reference RDL/70/161 dated 23 Sept. 44 and addressed to In. C.M.I. recommends that the vehicles should not be withdrawn forthwith as they are performing essential work.

4. In the same letter referred to in 3 D.D. In. (Rlye) suggests that I, in conjunction with I.S.R. am now taking action for the replacement of these WD Vehicles through A.C.C. Channels, but this is not so, as my instructions do not cover Motor Transport in the possession of I.S.R.

5. I anticipate that difficulties will arise in obtaining spare parts for these vehicles from Military sources now that R.T. (In.) Units have been withdrawn unless some arrangement can be made to enable I.S.R. to incur an expense and S.E.T.

6. At present petrol and oil is supplied from Military petrol point, but I have instructed I.S.R. to make application for supplies from the responsible civilian organisations.

7. I recommend that arrangements should be made for the handing over of these vehicles to Transportation Sub-Commission A.C.C. (Road Section) as the Supervision or maintenance cannot be properly carried out by Railway Officers.

1. The Indian State Railways, Diesel Compartments, are in possession of 7.3-ton Bedford lorries and 1 Hillman P.U. which were handed to them in the past by 8th Army, presumably on the request of D.D. In. (Rlys).

2. It appears that the maintenance of these vehicles by the I.S.R. has been unsatisfactory and adverse reports have been submitted by Unit Maintenance Inspectorate to D.D. In. (Rlys), and Chief Administrative Officer S.A. S.A. R. under his reference 3226/L/3 (ID) dated 8th Sept. 44 and addressed to In. (British) has asked whether the latter agrees that the vehicles should be withdrawn forthwith.

3. D.D. In. (Rlys) under reference RDI/70/161 dated 23 Sept. 44 and addressed to In. C.M. R. recommends that the vehicles should not be withdrawn forthwith as they are performing essential work.

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7. I recommend that arrangements should be made for the handing over of these vehicles to Transportation Sub-Commission A.C.C. (Road Section) as the Supervision of maintenance cannot be properly carried out by Railway Officers.

Copy to D.D. In. (Rlys)
Ancona

856

S.L. Baird

S.L. Baird Major
In. Sub-Commission A.C.C.

53295

Ministry of Communications

I.S.R. Director General Office

Translation

Rome September 27th 1944
N.M. 312/8232/2/25/12, 3cc. 851/42
Refer. n. 024312 of the 5/9/1944

Subject:
Cars Supply

✓ To the Industry Commerce and
Work Ministry
Commerce Service

- R O M E -

c.c. To Allied Control Commission

- R O M E -

Agriculture Ministry

- R O M E -

1. With reference to the entreatis made by the Industrial Free Association of Taranto Province, we beg to inform, that the assignment of civil transportation cars, is subordinate to the authorization of the Transport Sub-Commission, instituted by each Compartimento by Allied Forces Command.

2. Therefore any car requests, as prescribed should be presented each time from the sender to the Station Masters of the point of departure, and, by their care, these requests should be forwarded to the Chiefs Compartimenti interested to be submitted to the competent Sub-Commission examination.

The Director General

Signed: Di Raimondo

HEADQUARTERS

29 SEP 1944

A C C

855

Go/27/c.b.

Commerce Service

- R O M E -

c.c. To Allied Control Commission

- R O M E -

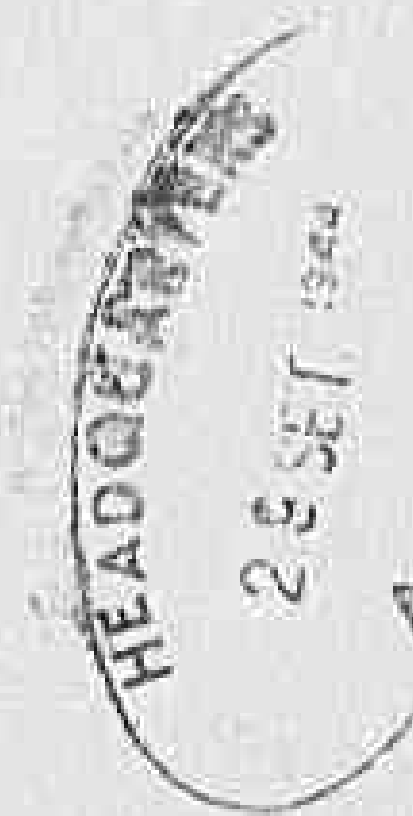
Agriculture Ministry

- R O M E -

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2. Therefore any car requests, as prescribed should be presented each time from the sender to the Station Masters of the point of departure, and, by their care, these requests should be forwarded to the Chiefs Compartimenti interested to be submitted to the competent Sub-Commission examination.

The Director General

Signed: Di Rainondo



825

Go/27/c.b.



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO DIREZIONE GENERALE

(1)

Roma,

24 SET. 1944

Tm S.C.

N. M. 312/8232/2/25/12/

Deca 1854/42

Al N. 024312

del 5/9 c.a.

OGGETTO. Fornitura carri.

Ministero dell'Industria, del Commercio e del Lavoro
Servizio del Commercio R O M A



Commissione Alleata di Controllo

R O M A

Ministero dell'Agricoltura

R O M A

In relazione alle premure rivolte dall'Associazione Libera degli Industriali della Provincia di Taranto, comunicasi che l'assegnazione dei carri, per l'effettuazione dei trasporti civili, è subordinata all'autorizzazione della competente Sotto Commissione per i trasporti, istituita, presso ogni Compartimento, dal Comando delle Forze Alleate.

Pertanto le richieste dei carri a forma della procedura prescritta dovranno essere presentate, di volta in volta, dagli speditori ai Capi

(1) Servizio.

/./

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX. - 1.701.920 1/4

delle stazioni di partenza, a cura dei quali, le richieste stesse, saranno trasmesse ai Capi Compartimento interessati che, a loro volta, le sottoporranno all'esame della competente Sotto Commissione.

IL DIRETTORE GENERALE

Admiral

TRANSLATION

C O P Y

R/1

5973/3138

DEPARTMENT OF THE INTERIOR

Cabinet

Rome, 25 September 1944

Telegraph and Cipher Office

Admiral ELLERY W. STONE - Chief Commissioner
Allied Control Commission

R o m e

Thank you for timely information on situation of flour stocks in Rome period. I have given instructions to the Prefect of Rome to stop activity of transport agencies and provide by every means that adequate number of vehicles should be destined to transport of wheat period Ministry Agriculture and Forests instructed to inform Prefect about localities where it is possible to collect wheat to supply the Capital period I have taken steps that an adequate system of signals should enable the situation to be followed daily period I transmit copy of instructions given today to Prefect of Rome and Minister Agriculture & Forests period.

PRESIDENT COUNCIL MINISTER INTERIOR
BONOMI

Trans. E.C.

853

TRAPAL SIGN

COPY

DEPARTMENT OF THE INTERIOR

Rome 25 September 1944

PREFECT Rome

5973/3138 period Referring today's telephone conversations I confirm that Allied Control Commission has signalled flour stocks in Rome to be so small that in the next days perhaps impossible to distribute entire bread ration to population period. Italian agencies entrusted with transport of wheat from provinces to mills though having sufficient organization to provide for alimentary needs of the capital prefer using it for private profits thus showing obstructionistic mentality and scarce civic sensibility period. Government deems essentially important to avoid any reduction of bread ration period Y. E. will therefore use all the means in his power to assure normal bread supply to the population and baffle every manoeuvre of the agencies in question period Every private interest must give way before this essential need period No useful vehicle can be considered to be lawfully circulating if it has not first served to flour transportation period Through agreements or requisition Y.E. will do what is necessary and keep constant contacts with the Ministry of Agriculture and Forests which will indicate places where flour can be collected period Refer measures adopted and communicate daily by signals situation flour stocks period Meanwhile provide execution period

MINISTER INTERIOR
BONOMI

Trans. 4.C.

C O Y

TRANSLATION

DEPARTMENT OF THE INTERIOR
CABINET

Rome, 25 September 1944

MINISTRY OF AGRICULTURE AND FORESTS
Cabinet

R O M E

5973/3138 period Allied Control Commission has signaled that flour stocks in Rome so small that in the next few days it will perhaps not be possible to distribute entire bread ration to population period Italian transport agencies responsible for this for though having sufficient organization to transport flour needed by Roman population they prefer using it for their own private profit period I have already given instructions Prefect Rome to cope with situation period Will U. E. kindly communicate every day to Prefect names of localities where flour needed for Roman population can be collected and see that organs this Ministry give all possible help and collaboration period Answer would be appreciated period.

MINISTER INTERIOR

BONOMI

Trans R. C.

851

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub - Commission
APO 394

File
CB/bm

23 September 1944

Tele: 378 .

ACC/Tn/R/1

SUBJECT: Request of List of the Addresses of all R.A.C.I.
Houses in Northern Italy.
TO : Direction R.A.C.I. in Rome.

Favorite farci avere ,con cortese sollecitudine,una
distinta degli indirizzi delle Vostre Sedi in Alta Italia,
a nord della linea Livorno-Ancona.

L'elenco dovrebbe contenere,semprechè,a Vostra
conoscenza,pure il nome e l'indirizzo del direttore delle
singole sedi.

Distinti Saluti.

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

RESTRICTED

File
R/I
Chp.

ACC REGION VIII FOR REGIONAL TRANSPORTATION OFFICER

HQ ACC

RESTRICTED

3702

ROUTINE

22 SEPT 44

FW. SUB COMMISSION

AGRICULTURE INFORMS US ESSENTIAL TO MOVE NINE HUNDRED TONS SEED WHEAT
FROM SIENNA PROVINCE TO RAILHEAD AT CHIUSI PD PAHEN TO ACC REGION
EIGHT FOR REGIONAL TRANSPORTATION OFFICER FROM ACC HQ PAHEN PD AT
PRESENT NO MORE MILITARY VEHICLES AVAILABLE CMA ESSENTIAL YOU MAKE
SOME CIVILIAN VEHICLES COVER THIS LEFT PD PLEASE INFORM US ACTION
TAKEN

Chp.

L.T. MONTANT, JR.
1st Lt. AGD
Adjutant

RESTRICTED

FIFTH ARMY FOR AGO

AGO HQ

3720

22 SEPT 44

RESTRICTED

ROUTINE

IN SUBCOMMISSION

FOOD SUBCOMMISSION INFORM US THAT THEY AGREED WITH YOU THAT IF
CLEARANCE OF CECINA RAILHEAD WAS UNDERTAKEN BY THEM YOU WOULD COVER
LIVORNO FLORENCE HAUL PD PAREN TO FIFTH ARMY FOR AGO FOR TOSCANI FROM
AGO HQ PAREN PD PLEASE CLARIFY POSITION

Chap.
L. T. MONTANT, Jr.
1st Lt. AGO
Adjutant

ESTABLISHED

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 334

22 September 1944

MEMORANDUM NO. 1 ON THE ISSUE OF MOTOR VEHICLE PERMITS AND PETROLEUM PRODUCTS IN REGION IV.

1. Owing, chiefly, to the fact that control of government is situated in the Region but does not come under the control of a Provincial Commissioner, and also to the fact that General Order No. 10 was not published in Rome City, it is necessary to make certain modifications to the existing arrangements. The results, it is hoped, will be to simplify the question of Motor Vehicle Permits and Petroleum Products generally and to introduce a uniform system throughout the Region.

This memorandum is based on Executive Memorandum Number 81 (shortly to be revised) and POC Instructions 1, 2 and 3.

2. MOTOR VEHICLE PERMITS AND PETROLEUM COUPON CIPES.

a. The basis of the whole system is the application form (ACC PER 1). This form will be completed for all civilian motor vehicles which it is desired to operate for any reason whatever. Vehicles registered under an Italian Red Cross number plate and vehicles requisitioned by the Military or by ACC/LAG do not come under the heading of civilian vehicles. Notes on the use of ACC PER 1 are given in Appendix 2.

b. Except in those cases listed in Appendix B, it is always wrong to issue a Motor Vehicle Permit without a Petroleum Coupon Card. This practice which has been followed from time to time in the past only serves to create a black market in Petroleum - the only source of black market supplies in military or GIP stocks.

3. RESPONSIBILITY FOR RECOMMENDING THE GRANTING OF PERMITS.

a. The recommendation for the granting of a permit is made on the first paragraph on the back of ACC PER 1.

b. In Rome this responsibility lies with the Sub-Commission, Section or (in some cases) Italian body who is concerned with the operation of that vehicle. For instance, if an applicant requires his car for his insurance business it is a matter for finance, for the supervision or running of an estate - agriculture, for professional services as a doctor - Public Health, and so on. It is impossible to give a complete list but experience will show under which heading any doubtful cases should come. It is not unfair to say that if no Sub-Commission or Section is sufficiently interested to recommend an application there is probably little justification for the permit being granted.

c. As to whether the recommendation should come from the ACC (Sub-Commission) or Regional level, this must depend on the size of the applicant's interests. In cases where the application deals with any type of concern with interests which are wider than Regional, ACC should be the responsible body, where they are Regional the responsibility lies with the Regional HQ will deal with it.

and also to the fact that General Order No. 30 was not published in Rome City, it is necessary to make certain modifications to the existing arrangements. The results, it is hoped, will be to simplify the issuance of Motor Vehicle Permits and Petroleum Products generally and to introduce a uniform system throughout the Region.

This memorandum is issued in Executive Memorandum Number 51 (shortly to be revised) and FOM Instructions 1, 2 and 3.

2. MOTOR VEHICLE PERMITS AND PETROLEUM COUPON CARDS

1. The basis of the whole system is the application form (ACC Form 1). This form will be completed for all civilian motor vehicles which it is desired to operate for any reason whatsoever. Vehicles registered under an Italian Red Cross number plate and vehicles requisitioned by the Military or by ACC/ADM do not come under the heading of civilian vehicles. Notes on the use of ACC PET 1 are given in Appendix A.

2. Except in those cases listed in Appendix B, it is always wrong to issue a Motor Vehicle Permit without a Petroleum Coupon Card. This practice which has been followed from time to time in the past only serves to create a black market in Petroleum - the only source of which market supplies in military or CIP stocks.

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1. The recommendation for the granting of a permit is made on the first paragraph on the back of ACC PET 1.

2. In Rome this responsibility lies with the Sub-Commission, Section or (in some cases) Italian body who is concerned with the operation of that vehicle. For instance, if an applicant requires his car for his insurance business it is a matter for finance, for the supervision or running of an Estate - agriculture, for professional services or a Doctor - Public Health, and so on.

It is impossible to give a complete list but experience will show under which heading any doubtful cases should come. It is not unfair to say that if no Sub-Commission or Section is sufficiently interested to recommend an application there is probably little justification for the permit being granted.

3. As to whether the recommendation should come from the ACC (Sub-Commission) or Regional level, this must depend on the size of the applicant's interests. In cases where the application deals with any type of concern with interests which are wider than Regional, the ACC should be the responsible body. Where they are Regional the appropriate Section at Regional HQ will deal with it. On a Provincial level it is not anticipated that there will be any difficulty.

4. SUBMISSION OF BIDS BY SUPPLIERS

The submission of bids is unnecessary in respect of any vehicle except those which come under one of the headings given in Appendix B - that is to say that with these exceptions the bid is covered by the amount registered against each individual vehicle. Sections, are, therefore, only interested in making the initial recommendation as to the quantity of petroleum to be allocated and to any subsequent alterations which might be desirable, either up or down.

- 1 -
DECLASSIFIED

RESTRICTED5. SUPPLEMENTARY BIDS.

As bids have to be submitted three weeks in advance of the month to which they refer, it will be necessary to have a method of dealing with additional requirements notified too late for inclusion in the bid and also for use during the current month. This will be done by holding a small reserve and submitting a supplementary bid to AFHQ Port Sec when such reserve is nearly exhausted.

For The Regional Commissioner:

W. A. BOWHAM

A. D. BOWHAM CARTER
Lt Colonel,
Executive Officer (Provinces)

Encls: Appendix 1.
Appendix 2.

DISTRIBUTION:

HQ Allied Control Commission
Transportation Region IV
Provincial Commissioners
All other Sections Region IV
CIP Rome
Executive Officer (Rome)
Executive Officer (Provinces)

50
5
2 each
2 each
2
1
1

For The Regional Commissioner:

W. A. Bonham, Jr.

A. D. BONHAM CLATER
Lt Colonel,
Executive Officer (Provinces)

Encls: Appendix A.
Appendix B.

DISTRIBUTION:

MC Allied Control Commission
Transportation Region I
Provincial Commissioners
All other Sections Region IV
CIP Rome
Executive Officer (Rome)
Executive Officer (Provinces)

50
5
2 each
2 each
2
1
1

846

- 2 -

RESTRICTED

RESTRICTED

APPENDIX 'A' to MEMORANDUM NO. 1
dated 22 September 1944.

NOTES ON THE USE OF ACC PET 1.

1. The form will be completed in respect of each and every civilian vehicle which it is desired to operate. It will be forwarded to the Licensing Authority through the body who completes the recommendation paragraph. The same body will make a recommendation as to the quantity of petroleum to be allocated. The licensing authority will approve or disapprove the application and it will then be forwarded to the Ispettorato Generale della Motorizzazione Civili who will issue the permit having obtained satisfactory evidence that
 - a. the applicant is the proper and lawful owner
 - b. the vehicle will normally draw petroleum in the Province where application is now made
 - c. the vehicle is actually in existence and in reasonable running condition
 - d. all taxes and dues under Italian law have been paid.

When the permit is issued Motorizzazione will collect the fee of 50 Lira due as in Executive Memorandum Number 51.

2. It is hoped that by following the order described above two things can be avoided. Firstly, that the approval is granted before the applicant reaches Motorizzazione where he has to pay 50 Lira for the permit. Thus there will be no refund necessary if the application is refused. Secondly, it is aimed to build up a system whereby the applicant is not kept waiting for hours. There is no need for the applicant to be present until the ACC PET 1 reaches Motorizzazione. The actual issue of the permit and the coupon card should not take long.

While the advantages of this will be more obvious as postal facilities improve, and the time will come when forms can be made available to Post Offices, even now the applicant should be able to leave the ACC PET 1 with the Licensing Authority and return not less than 24 hours later to complete the matter with Motorizzazione.

3. In order to fit in with the Italian machinery, it is necessary that Motorizzazione issue the permit and Consiglie Provinciale dell'Economia (CPE) issue the Petrol Coupon Card. It is left to Provincial Commissioners and Civilian Transportation, Rome to make detailed arrangements as to how the "tie up" is effected.

4. Certain records are essential. The licensing authority will keep a record of all applications passed to Motorizzazione. This list will have to be amended by the withdrawal of any names of applications refused by Motorizzazione. These records should show the amount of petroleum authorized, the recommending body and the type of vehicle.

Motorizzazione will require to keep a record of the permits issued. This can be done by the duplicate permits. The question of any other records is a matter for the Italians themselves. CPE will keep a record of the amount of petroleum coupons issued and they will have to keep accounts for the coupons.

- a. the applicant is the proper and lawful owner
- b. the vehicle will normally drive petroleum in the Province where application is now made
- c. the vehicle is actually in existence and in reasonable running condition
- d. all taxes and dues under Italian law have been paid.

When the permit is issued Motorizzazioni will collect the fee of 50 Lira due as in Executive Memorandum Number 51.

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Motorizzazioni will require to keep a record of the permits issued. This can be done by the duplicate permits. The question of any other records is a matter for the Italians themselves. CPE will keep a record of the amount of petroleum coupons issued and they will have to keep accounts for the coupons.

5. The new permits will, as from 1 October 1941, have two lines in place of the one on the present permit for "Use of Vehicle." One line will show the authorized use of the car, the other will show the area in which it is allowed to operate for that use.

RECEIVED

1877

RESTRICTED

APPENDIX 'B' to MEMORANDUM NO. 1
dated 28 September 1944.

1. Any vehicle coming under any of the following headings will be issued with a permit but NOT with a Petroleum Coupon Card.

Petroleum will be allocated in bulk on a bid from the appropriate Section.

1. Public Safety.
2. Postal Services.
3. T.C.U. Public Works.
4. Communications.
5. Motor Transport Pools.
6. Industry and Commerce.
7. Military, ACC and Railway Contractors. (No bid necessary)
8. V. ticon (No bid necessary)

2. Petroleum will be issued to vehicles under any of these headings on an authority to Contribute to Italian Petroleum (CIP). CIP will account for it against the allocation.

3. The permit will be marked "Public Safety" or with whatever category is appropriate.

Section. Petroleum will be allocated in bulk on a bid from the appropriate

1. Public Safety.
2. Postal Services.
3. T.C.S. Public Works.
4. Communications.
5. Motor Transport Pools.
6. Industry and Commerce.
7. Military, ACC and Railway Contractors. (No bid necessary)
8. Veterans (No bid necessary)

2. Petroleum will be issued to vehicles under any of these headings on an authority to Comite Italiano Petroli (CIP). CIP will account for it against the allocation.

3. The permit will be marked "Public Safety" or with whatever category is appropriate.

RESTRICTED

848

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JHB/jr

R/1

file

Tele: 378

22 September 1944

ACC/Tn/R/1

SUBJECT: Civilian Trucks for Sicily.

TO : Regional Transportation Officer Region IV.

1. Reference attached letter from U.T.R. addressed to you and passed to us for comment.

2. If we can be supplied with the Registered Numbers of the trucks together with the name of the owners and the present location of the trucks themselves, we will be in a position to give this matter full consideration.

ChB

D. S. ADAMS,
Colonel, CE.
Director, Tn. Sub-Comm.

*Ufficio Trasporti di Roma. dated 19/9/44
Requesting permission for heavy trucks
to be brought from Sicily to Rome.*

8:3

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APC 394

File *R/1*
CMAP/jr

21 September 1944

Tele: 378

ACC/Tn/R/1

SUBJECT: Transport of Timber for Lemon boxes.

TO : Commerce Sub-Commission, Hq. ACC.

1. Reference your ACC/5113/Commerce dated 17 Sept. 1944
2. Southern Region Transportation Officer was called by telephone yesterday. Unfortunately he was not in, but a message was given to the effect that, if the six 10 - Ton Lorries had not already left Reggio Calabria, they must remain there.
3. Please advise this Sub-Commission if any further assistance can be given in this matter.

CMAP
D. S. ADAMS,
Colonel, CE.
Director, Tn. Sub-Comm.

HEADQUARTERS
ALLIED CONTROL COMMISSION
COMMERCE SUBCOMMISSION
APC 394

WWH/lg

17 September 1944

Ref. ACC/5113/Commerce

SUBJECT : Transport of Timber for Lemon boxes
TO : Transportation Sub-Commission
(Attn: Col. D.S. ADAMS)

File
R/1.
chw
20/9.

1. Mr. Pagella, Representative of the Ministry of Food, London, informed us that ACC Timber Section, Reggio Calabria, had received instructions from Lt. Col. GILES, Transportation Officer for Southern Region, to return the six 10-ton lorries which your office recently assigned to that Section.

2. The Ministry of Food has time and again stressed the importance of the export of lemons to U.K. and has asked ACC's full support in this matter. The entire lemon export programme hinges on the possibility of obtaining sufficient boxes for the packing of lemons. The lorries in question are the only means of bringing the timber from the Calabrian forest down to the sawmills. The export programme would collapse if these lorries should be taken away from Timber Section.

3. It is urged that these lorries may remain at the disposal of Timber Section and your favorable reply is hoped for.

for
W.P. EVANS
Colonel,
Director
Commerce Subcommission

[Signature]
W.P. Evans

81

Action

RESTRICTED

*File
R/I.*

MEMORANDUM FOR SOUTHERN REGION AGC HQ

RE AGC

3543

19 Sept. 1944

RESTRICTED

ROUTINE

TH. Sub-Commission

UNDERSTAND LARGE TRUCK BORN LICENSE EIGHT ZERO TWO THREE TWO WITH TRAILER NUMBER TWO
ZERO SIX TWO STOPPED AND HELD BY ALLIED COMMAND IN MORGAN PD FAIR TO MEMORANDUM FOR AGC
HA SOUTHERN REGION FROM AGC HQ FAIR PD CONTAINS FRUIT PD SENT FROM HOME BY AZIMDA
SERVICE ANCHORAGE PD CAN YOU INVESTIGATE AND SECURE RELEASE OF TRUCK IF POSSIBLE

Chap.
L.T. MONTANT, JR
1st Lt. AGC
Adjutant

8:0

18th Sept 1944*Ministero delle Corporazioni*DIREZIONE GENERALE DEL PERSONALE
DELLA PREVIDENZA E DEL COLLOCAMENTO

IL DIRETTORE GENERALE

*Col. G. S. Adams,
Transportation Sub.com,*

*M^{re} Pagella, of the Land
Ministry, is very concerned over the
possibility of losing six trucks,
of 10 tons capacity each, which are
allocated to Land Section in
Reggio Calabria, Southern Region.*

*He states that Col. Giles
informed him that the trucks
in question would shortly be
withdrawn.*

*The trucks are vital to
the success of the citrus fruit
export program, inasmuch as*

their use ensures to have of
the timber necessary for packing
cases.

I would be glad of an
assurance from you that the
removal of the trucks will not
be effected.

W. H. H. H. H. H.
L. H. H. H. H. H.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

File R/1
JHE/jr

18 September 1944

Tele: 378

AGG/Ta/R/1

SUBJECT: Grain for Rome.

TO : R.C. Region IV.

1. Under the supply programme of grain for Rome, there are 200 tons of grain per day to be hauled from Perugia to railheads at either Bastia or Foligno and 300 tons of grain per day from Macerata to railhead at Jesi or port at Ancona.

2. Road transport in the two provinces mentioned is not adequate to deal with these hauls.

3. There are, however, sufficient road trucks in Rome to allow a number to be allocated to these provinces, to enable this programme to be carried out in default of which Rome will face a more critical food situation than at present.

4. Please arrange for this matter to receive immediate attention.

5. The Provincial Supply Officers in each case will supervise the loading and use of trucks.

For Captain STONE (USNR):

A.G. ANTOLINI, *AD*
Acting Head,
Economic Section.

Copy to:
Food Sub-Commission

*
 HEADQUARTERS
 ALLIED CONTROL COMMISSION
 AGRICULTURE SUB-COMMISSION
 APO 394

SA/EE

R/1

17 September 1944

AGR/70

SUBJECT : Wine problem in Apulia and Sicily

TO : H.E. The Minister of Agriculture, Forests
 and Fisheries.

1. Reference No.6633 - 9/A dated 2 Sept 1944.
2. Your letter No.2787 of July 27 was referred to the Food Sub-Commission and the Transportation Sub-Commission in the attached letter under date of August 2.
3. Since that time many conferences have been held and much effort put forth to secure additional shipping space from the Apulia area in order to alleviate the serious situation on the marketing of wine in that area. We reported to you in our letter of 6 September 1944 that there were prospects of getting a minimum amount of additional transport for this purpose.
4. Within the last week a Liberty ship of 5000 tons has been allocated by the Allied Armies to haul wine from Apulia. That ship is now loading at Bari, Gallipoli and other points. An additional wine tank cars daily will be attached to trains out of the area until further notice.
5. Since military restrictions have been lifted on small schooners between Sicily and the mainland there is considerable movement of the Trapani wines from that area to the mainland. This may not completely meet the situation in Sicily but it will help.
6. While the abovementioned progress will not relieve the situation completely we hope it will assist some first in getting rid of the surplus in Southern Italy and Sicily and second to alleviate the wine shortage in Naples and Rome.

BY ORDER OF CAPTAIN STONE (USNR)

Copy to:

Economic Section
 Food S/Commission
 Transportation S/C ✓

837
 W.A. Hartman
 Lt. Colonel
 Director

Confirmation

SA/is

*
HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

Tel: 262

18 September 1944.

AGR/70

SUBJECT : Table Grapes in Bari Province.

TO : H.E. the Minister of Agriculture, Forests & Fisheries.

1. Reference 6384 September 15, 1944.
2. This Sub-Commission is familiar with the situation on table grapes in the Bari area, and once again the matter comes back to the question of transportation. According to our information there will be available some 7000 tons of table grapes in Apulia between now and October 10, 1944.
3. Limited amounts, about four rail cars daily, have been moving into the Naples market. Considerably more is moving by truck transport, and for the present week an additional 130 tons will be moved by rail to Rome.
4. We realize this is merely a nibble on a mountain of grapes, but military requirements, plus the fact that fresh grapes must compete with wheat, charcoal and wine for such transport as does exist, makes it difficult for the Transportation Sub-Commission to assign the necessary rail tonnage to meet the serious surplus problem existing in the Bari area.
5. Since the above mentioned movements have got under way, the price of table grapes has risen from 6 lire to 14 lire a kilo. This would indicate that no substantial amounts of grapes are being wasted.
6. The matter of wine shipments was discussed in a previous communication addressed to you from this office under date of 17 September 1944, Ref. AGR/70.

BY ORDER OF CAPTAIN STONE (U.S.N.R.)

W.A. HARTMAN
Lt. Col. *66*
Director.

DISTRIBUTION:

Transportation Sub-Commission ✓
Food Sub-Commission
Economic Section
Rome Food Committee

Information

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

Tel: 262

AGR/350.2

18 September 1944.

SUBJECT : Wheat in Macerata Province.

TO : G-4 - (attention Lt. Col. S.W. Miller.)

1. Reference G4/115.

2. The situation on grain stores in Macerata has been before this Sub-Commission for several weeks. It is simply a matter of securing the transport to move the grain from the small collection points to railheads. We have been informed that the Region does not possess such transport.

3. We are advised by the Food Sub-Commission and the Transportation Sub-Commission that trucks will be sent from Rome to handle this road transport to the rail heads.

W.A. HARTMAN
Lt. Col.
Director.

DISTRIBUTION:

Food Sub-Commission (Major Inrie).
Transportation Sub-Commission (Col. Bordass) ✓

825

Information

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APC 394

file
DSA/jr

Tel: 370

16 September 1944

ACC/Ta/R/3

SUBJECT: The 2000 Trucks Proposed for ACC.

TO : C-5, AFHQ (Att: Col. Butterworth)

1. Reference phone conversation (Col. Adams - Col. Butterworth) on the above subject, we would appreciate the following information:

- a. Makes, (Manufacturers) Capacities.
- b. Where located.
- c. When can we inspect them.
- d. When will they be available.
- e. What assistance will be given by FBS, in furnishing parts, shop facilities, including tools and equipment, and also personnel for repair and rebuilding.

For Captain STONE (USNR):

L.O. ANTONI, *LD*
Acting Head,
Economic Section.

SUBJECT: civil transport. *

R/1

AMC Rear Eighth Army.

OA/129

15 Sep 44.

HQ Allied Control Commission,
Executive Commissioner's Branch.

Copy to Economic Section.

Ref your 161/84/CA of 11 Jul 44 and MMIA letter SD/301/1/2 to you.

1. I forward herewith a list of Italian vehs recovered, repaired or cannibalised by the PC of Rieti. These vehs were instrumental in the collection of the grain crop for Rieti Province and have now been brought to Ancona where they are being used for the same purpose.

2. In accordance with the Authy given by MMIA these vehs are being retained on loan.

Group Captain,
Officer Commanding,
AMC Eighth Army.

20 Sep 44

List of vehicles of the Rieti province.

No.	TYPE	Motor No.	chassis No.	Size of tyre
1.	Fiat 626 RE 105465	326012959	626007552	210 x 20
2.	Fiat 666 RI 2801	003735	001758	270 x 20 38 x 9
3.	Fiat 666 RI 934	366000782	666000786	" "
4.	Fiat 626 RE 5467	013079	007661	210 x 20
5.	Fiat 634 TO 36091	000496	000478	42 x 9
7.	Alfa Romeo 500 RI 7802	151449	2152186	"
8.	Lancia J RO RI 2862	1022047	4641977	270 x 20 38 x 9
9.	Isotta Fraschini Roma 81446			" "
10.	Bianchi Milles RA 3551	600634810	10439	210 x 20
11.	Spa 38 RA 3550	022643	017821	32 x 6
12.	Spa 38 RE 5469	021478	017104	"
13.	Taurus RE 5471	02170	02170	210 x 20
14.	Lancia 3RO	102 n 11597	n 564/10007	270 x 20
15.	Taurus RE	23888	23888	210 x 20
16.	Spa (tractor) RE 5470	0066677	54089	50 x 9
17.	Spa (crana)	202672		1125 x 24

List of vehicles of the Rieti province.

Motor No.	Chassis No.	Size of Tyre	Type of fuel.
326012959	626007552	210 x 20	Diesel
003735	001758	270 x 20 38 x 9	"
366000782	666000786	" "	"
013079	007661	210 x 20	"
000496	000478	42 x 9	"
151449	2152186	"	Nafta
1022047	4641977	270 x 20 38 x 9	"
		" "	"
600634810	10439	210 x 20	"
022643	017821	32 x 6	Gas.
021478	017104	"	"
02170	02170	210 x 20	Nafta
102 n 11597	n 564/10007	270 x 20	"
23888	23888	210 x 20	Gas
0066677	54089	50 x 9	Nafta
202672		1125 x 24	Gas

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tn/SP/71

File
R1

Rome, September, 15th, 1944

TO: No 10 Publications Dpot.

May 12 Lubrication Charts be supplied for each
of the following vehicles:

DODGE	3	Ton.	4 x 2
BEDFORD	3	Ton.	4 x 2
FORD	3	Ton.	4 x 4
CHEVROLET	3	Ton.	
CHEVROLET	1½	Ton.	

If available in Rome, they can be colled for on
telephoning: ROME, 878004 or 878194.

Cyber 6
Ph S. C.

[Signature]
M. HAY
Capt. R.A.
821
TRANSPORTATION SUB-COMMISSION

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tn./SP/71

Rome, September, 15th, 1944.

DDOS.L. of C. (Depots).C.M.F.

May 12 copies of Parts Lists and 12 copies of Maintenance
Manuals be supplied for the following vehicles:-

DODGE	3	Ton.	4 x 2
BEDFORD	3	Ton.	4 x 2
FORD	3	Ton.	4 x 4
CHEVROLET	3	Ton.	
CHEVROLET	1½	Ton.	

Also 12 copies of Parts, Common List.

If available in Rome, they can be collected on telephoning
ROME, 878004 or 878194.

*Copies
Tpk & C.*

[Signature]
M. HAY
830
Supply Co. (Roads)
TRANSPORTATION

~~CONFIDENTIAL~~

* *Transp. SIC*

8572

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JEB/RVG/wf

T-11

14 September 1944

SUBJECT: Truck Replacement for ACC.

TO : Headquarters, Allied Control Commission, APO 394.
(Executive Director, Economic Section)

1. We refer to your letter ACC/Tn/R/3 of 9 September.
2. The basic communication referred to by you (ref. ACC/Tn/R/11 of 14 Aug) was answered by 2nd Indorsement from Hq NATOUSA on 2 September, under reference AG 451.2/300 Ord-0.
3. If this indorsement has not come to your attention a copy will be furnished by this section upon request.

Ray
capt
J. E. BUTTERWORTH
Colonel, Infantry,
Economics & Supply.

File
R/3.
WRP.

829

HEADQUARTERS
15 SEP 1944
A. C. C.

~~CONFIDENTIAL~~

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

DSA/jr

Tele 378

9 Sept. 1944

SUBJECT : Truck Replacement for ACC.

ACC/Tn/R/3

TO : G-5, AFHQ.

1. Reference your letter G-5:537 dated 17 August 1944 to ACC in reply to our ACC/Tn/R/3 of 14 August 1944.

2. Your para.4 stated that our letter would be transmitted to the proper authorities by you with the request that action be taken to have the salvaged vehicles (29) requested soonest.

3. In view of our serious need for these vehicles may we have an early reply as to the action taken in response to your request.

For Captain STONE (USNR)

A.G. ANTOLINI
Executive Officer
Economic Section.

BASIC: Ltr, Hq ACC Economic Section, File ACC/Tn/R/11, subj: "Truck Replacement for ACC," dtd 14 Aug 44.

451.2 -0 1st Ind.
HEADQUARTERS, SOS, NATOUA, APO 750, U. S. Army, 25 August 1944.

TO: Commanding General, NATOUA, APO 534, U. S. Army.

1. Present Theater stocks of vehicles are not considered sufficient to allow issue of the 38 trucks requested by Allied Control Commission.

2. Request advice on action desired.

For the Commanding General:

5 Incls:
n/c

John M. Brown
JOHN M. BROWN,
CWO, U. S. A.,
Asst. Adjutant General.

AG 451.2/300 ORD-0 2d Ind
HEADQUARTERS NATOUA, APO 534, 2 September 1944.

/awm

TO: Deputy President, Allied Control Commission, (US Contingent) (Ovhd)
APO 394. (Attention: Economic Section)
(Thru: Commanding General, SOS NATOUA, APO 750.)

1. No vehicles supplied to the Allied Control Commission under an authorized War Department project that have been salvaged will be replaced from United States military stocks. A War Department project is designed for a specific period or mission and maintenance requirements should be included in the original request. The loss of vehicles by the Allied Control Commission through salvage can only be replaced by additional project initiated by Allied Control Commission for shipment from the United States.

2. As long as United States Army Ordnance Service is required to maintain standard United States vehicles for Allied Control Commission, salvage operations will be accomplished by the Ordnance installations and the salvage insofar as practicable used to continue in operating condition other Allied Control Commission vehicles. No segregation of salvage parts will be attempted.

3. Certain quantities of tires and tubes will be supplied to place in operating condition part of the 3,000 vehicles now reported at the disposal of Allied Control Commission. Release of these tubes and tires will be covered in separate correspondence.

By command of Lieutenant General DEWERS:

E. H. Freese
E. H. FRESE,
Captain, AGD,
Asst Adjutant General.

5 Incls
w/a

* *Dean Sec 8516 WLB*
RESTRICTED

Basic: Ltr. HQ ACC, 14 Aug 44, Subject: "Truck Replacement for ACC"; 1st Ind. Hq, SOS NATOUSA, 25 Aug 44, file 451.2-0; 2nd Ind. Hq, NATOUSA, 2 September 1944, file AG 451.2/300 ORD-0.

451.2 - 0

3rd Ind.

HEADQUARTERS, SOS NATOUSA, APO #750, U. S. Army. 12 September 1944

TO: Deputy President, Allied Control Commission (US Contingent) (Ovhd),
APO #394. (Attention: Economic Section).

For the Commanding General:


Vernon W. Rice

VERNON W. RICE,
Colonel, A.G.D.,
Adjutant General.

R13

826

RESTRICTED

*14 Ref
53*

RESTRICTED

Basic: Ltr. HQ ACC, 14 Aug 44, Subject: "Truck Replacement for ACC"; 1st Ind. Hq, SOS HATOUSA, 25 Aug 44, file 451.2-0; 2nd Ind. Hq, HATOUSA, 2 September 1944, file AG 451.2/300 ORD-0.

451.2 - 0

3rd Ind.

12 September 1944

HEADQUARTERS, SOS HATOUSA, APO #750, U. S. Army.

TO: Deputy President, Allied Control Commission (US Contingent) (Ovhd),
APO #394. (Attention: Economic Section).

For the Commanding General:

• VERNON W. RICE,
Colonel, A.G.D.,
Adjutant General.

825

RESTRICTED

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

R/1
JJC/jr

Tele: 378

8 September 1944

ACC/TN/P/1

SUBJECT: Ex-Italian Vehicles Region I.

TO : Transportation Officer Reg. I (Att: Lt. I.M. Calvanese)

1. All Italian vehicles on the mainland of Italy are being returned for use in the Italian Army in compliance with basic communication. This does not apply to the Island of Sicily.

2. You are therefore directed to retain these Italian military vehicles until further orders from this Sub-Commission. It is realized that the bulk of the Transport now in use in Sicily is composed of vehicles of this type. Every effort will be made by ACC to retain these vehicles which are being used for the haulage of civilian supplies in Sicily.

D. S. ADAMS,
Colonel, GE.
Director, Tn. Sub-Comm.

Trans. S.C.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/MM

1370

23 August 1944

In reply
refer to: RTC 386.3 V

Subject: Ex - Italian Army Vehicles - Region I.

To : Colonel D.S. Adams - Director
Transportation Sub - Commission
Hq. Allied Control Commission APO 394 U.S. Army.

1. Reference: attached documents "A", "B", "C", "D".
2. Unless action is taken on "B" Sicily Region I will left in a state of confusion and chaos and with no transport for the haulage of civilian goods.
3. A.M.G.O.T., AMG/ACC, has made a tremendous effort to recover these vehicles, and it has cost them millions of lire to put them into good running order; they are vital to the economic life and movement of essential foodstuffs and other goods, and there are no other trucks that A.C.C. controls for same if these are not used.

4. From the early days when A.M.G.O.T. was organizing road transport, thru A.M.G. and A.C.C., Colonel Hancock the Regional Commissioner, repeatedly presented the case for Region I, in that not a single Army (Allied) vehicle had been assigned, detached, or transferred to this Region, therefore when all ex-Italian and German vehicles were turned back, it was always made clear that all that material in Sicily was not to be turned over. Attempts have been made, and perhaps 6-4 is not aware of the transport situation in Region I, and the de-facto understandings reached; therefore as a representative of the Sub-Commission in this region, I am passing the information to your office, so that the matter may be cleared, as it must be.

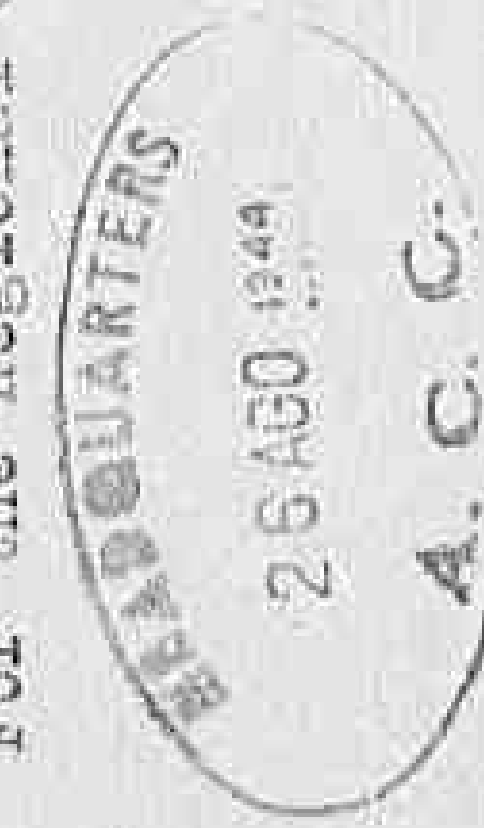
For the Regional Commissioner:

HEADQUARTERS

820

1. Reference: attached documents "A", "B", "C", "D".
2. Unless action is taken on "E" Sicily Region I will left in a state of confusion and chaos and with no transport for the haulage of civilian goods.
3. A.M.G.O.T., AMG/ACC, has made a tremendous effort to recover these vehicles, and it has cost them millions of lire to put them into good running order; they are vital to the economic life and movement of essential foodstuffs and other goods, and there are no other trucks that A.C.C. controls for same if these are not used.
4. From the early days when A.M.G.O.T. was organizing road transport, thru A.M.G. and A.C.C., Colonel Hancock the Regional Commissioner, repeatedly presented the case for Region I, in that not a single Army (Allied) vehicle had been assigned, detached, or transferred to this Region, therefore when all ex-Italian and German vehicles were turned back, it was always made clear that all that material in Sicily was not to be turned over. Attempts have been made, and perhaps G-4 is not aware of the transport situation in Region I, and the de-facto understandings reached; therefore as a representative of the Sub-Commission in this region, I am passing the information to your office, so that the matter may be cleared, as it must be.

For the Regional Commissioner:



823

McLaurie

I.M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer

4 Incls:

Incl. 4 - Exhibit "A", "B", "C", "D".

ALLIED CONTROL COMMISSION
Region I Headquarters
APO 394

386.34
"A"
GC/vp
22 August 1944

SUBJECT/ Italian Army Vehicles.

TO / Lt. CALVANESE, T.C.U.P.W.

1. Forwarded herewith copy of No. 3 District
Memo. 44/1/G together with my letter to Headquarters
on the subject and HQ. reply.

For your information.

G. Coult

G. COULT,
Captain,
Tran. Officer.

3349h

"B"

Ltr, Reg I Hq ACC, dtd 19 July 1944, sub: Italian Army Vehicles.

G4/53/ 1st Ind. WRS/wrp
HEADQUARTERS, ALLIED CONTROL COMMISSION, OFFICE OF G-4, APO 394, 19 Aug 44.

TO: Regional Commissioner, Region I, Allied Control Commission.

1. It is requested that the ex Italian Army vehicles in possession of Region I be reported in or turned in as requested if same has not previously been accomplished.

2. It has been ruled that all ex Italian Army vehicles be returned to the Italian Army for their use, and this headquarters does not have the authority to make any exceptions.

3. This office regrets the inadvertent delay in reply to basic communication.

WALTER P. SCOGGINS
Lt. Colonel, GMC
G-4

821

ALLIED CONTROL COMMISSION
Region I Headquarters
APO 394

GC/si
19 July 1944

SUBJECT. Italian Army Vehicles.

TO . Headquarters, ACC. APO 394 U.S. Army.
ATTENTION. G-4 Section

1. Reference attached, Secret No 3 District 44/I/G.
2. There are several ex Italian Army cars in use this Region and in view of the memorandum quoted above directions are asked as to whether they are to be returned.
3. Para. 2 states, "held by British units" and that parts etc. will not be removed.
4. The vehicles held by this Region were found abandoned and mostly in a wrecked condition, they have been re-conditioned, fitted with batteries, tyres and tubes by this organisation and in view of the fact that there is an acute shortage of these articles, which in effect are our property a ruling on this matter is requested.
5. Attached memo was received this HQ. on 20/7/44.
6. Could this matter be treated as urgent please.

G/COULT,
Captain,
Trans. Officer.

SUBJECT. Italian Army Vehs.

55 Area
56 Area
57 Area
94 Sub Area
64 Garrison

Copy to. Q. 'rd.

1.

1. It is essential that all Italian Military vehs in this country are made available for the use of the Italian Army.

2. All Italian Military vehs, NOT including trailers, held by British Army units other than under the authority of 'G' Branch this HQ will be handed in at once to 11 RVP CASALNUOVO N299570. Movable parts e.g. Stys abd seats will not be removed from vehs before return and action will be taken in respect of any veh found to have been stripped in this way.

If any veh has been held hitherto under authority of some other HQ, a case will be stated showing reasons for retention and submitted to 'G' Branch this HQ for approval.

3. After 1 Aug 44 disciplinary action will be taken in every case in which an Italian veh is found in the possession of a British Army unit or individual without proper authority.

(sgd) E.P. Warner
Lt Col.,
GS.

Subject. Italian Army Vehs.

All Units.

2.

1. Above letter from 3 District 44/1/G dated 8 Jul 44 is forwarded for information.

2. Units holding any Captured Italian Army vehs, against WE or on temporary loan, will inform this HQ stating.

(a) Make & Type.

(b) Whether held against WE.

819

SECRET

3 District
Ext 7
44/1/G
8 Jul 44

Copy to. Q. Vrd.

1. It is essential that all Italian Military vehs in this country are made available for the use of the Italian Army.
2. All Italian Military vehs, NOT including trailers, held by British Army units other than under the authority of 'G' Branch this HQ will be handed in at once to 11 RVP CASALNUOVO N299570. Movable parts e.g. Btys abd seats will not be removed from vehs before return and action will be taken in respect of any veh found to have been stripped in this way.

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(sgd) E.P. Warner
Lt Col.,
GS.

2.

Subject. Italian Army Vehs.

56A/47/4/Q

All Units.

1. Above letter from 3 District 44/1/8 dated 8 Jul 44 is forwarded for information.
2. Units holding any Captured Italian Army vehs, against WE or on temporary loan, will inform this HQ stating.
(a) Make & Type.
(b) Whether held against WE.
(c) Authority for retention if not held against WE.
(d) Reasons for retention.
3. The return of all captured Italian Army vehs will reach this HQ by 17 Jul 44 in order that authority as contained in para 2 of the above letter may be obtained.

Field.
12 Jul 44

Lt Col.
AA & QMG,
HQ 56 Area.

HEADQUARTERS
ALLIED CONTROL COMMISSION
PATRIOTS BRANCH
R.C. & L.G. SECTION
APO 394

File

7th September 1944

Ref. 10/54/PAT.

Subject : Transport.

To : Col. Fordass
Room 18. 6 Floor.

1. Reference to telephone conversation in which you so kindly consented to help with transport for the move of this branch by the loan of a 6 X 6.

2. May the vehicle in question please report to S.Q.M.S. Davies - Albergo Urbe, Via Regina Boris di Bulgaria, at 0800 on Monday 11 August.

ED/EG

B. L. Drage
B. L. DRAGE
Major,
Patriots Branch.
R.C. & L.G. Section.

Transportation

NOTE FOR LT. COL. BORDAS

Transportation Sub
FILE

From a reliable source (Mr Guido Goldschmidt, Trieste, Banker living in Rome) the following has been brought to my notice:

Conte Dudan, Via Villa Sacchetti 8, Rome, (tel. 870-334), has been in touch with a certain Avvocato AGUGLIA of Rome concerning proposed sale of trucks belonging to Allies.

Conte Dudan negotiated with Avv. Aguglia for the purchase of 10 trucks, until the latter suddenly broke off negotiations.

It appears that some 350 practically new 7 ton General Motors trucks are for sale for Lire 150.000 down, the balance in 5 yearly instalments of Lire 35.000 each: total Lire 575.000 per truck.

With the deal goes a contract with the Allied Authorities for one year of 45 centimes per kilometre quintal at a guaranteed minimum haulage of 3.000 to 3.500 kilometres per month.

The whole matter sounds distinctly "phoney" and may repay investigation.

[Signature]
(H. J. MYATT)
Major

6 September 1944

I have had at least four different concerns in my office, all after this phoney contract, including the Margins Godi di Godi!
812
Chubb
alt

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File
R1

Our Ref: ACC/Tn/R/1.

Date: 5 September 1944

Tele: 378

SUBJECT: Temporary loan of 2½ Ton Trucks to Sardinia.

TO : Hq. Region VI.

1. Reference your Tptn/1607 dated 11 August 1944.
2. AFHQ were approached with a view to granting permission for the twelve trucks to be permanently assigned to ACC.
3. AFHQ has replied, however, that this cannot be considered while 310 Service Group is still in Sardinia.
4. It would not appear practicable, therefore, to include them in any ACC Civilian Road Haulage Scheme so long as they remain on temporary loan.

Ad

D. S. ADAMS,
Colonel, CE.
Director, Tn. Sub-Comm.

SUBJECT: Transport.

Com Sec. 8040
AMC 8th Eighth Army.

9/12

4 Sep 44.

File R1

Hq Allied Control Commission,
Executive Commissioner's Branch.

Copy to Economic Section, Hq AOC.

Reference this Hq letter 09/12 dated 25 Aug 44, para 6(a).

1. The requisite OP/WM personnel have now reported for duty at AMC Fort Det ANCONA.

2. Their usefulness is, however, severely restricted by the lack of tpt. IC ANCONA is unable to supply this from the requisitioned vehs at his disposal and it is requested that, as soon as possible, the following be supplied for use by this detachment:

1 x 3 ton truck
1 P.V. jeep or similar small car
1 motor cycle.

3. This tpt is essential to avoid serious losses of time which are now occurring. The tpt would, of course, remain at ANCONA, whenever the Fort Det there ceases to be under Op control this Hq.

P.C. Bent a Ten

Lt. Col. RA,
S.C.I.,
for Group Captain,
Officer Commanding,
AMC Eighth Army.

*Passed to Econ Section
28/8/44*

815

orig copy to C.A. Br.

*6 Sep
47*

ALLIED CONTROL COMMISSION INCOMING MESSAGE

4418

TO: ACC HQ FOR ANTOLINI

SIGNAL MESSAGE CENTER No: 80/3

FROM: AFHQ SIGNED SACMED

CLASSIFICATION: NONE

REFERENCE No: F91695

PRECEDENCE: NONE

DATE AND TIME OF ORIGIN SEP 03 1958 B OFFICE OF ORIGIN: CITE FHGEG

ASSIGNMENT OF VEHICLES TO ACC. REFER YOUR 2380 OF ^{Tn} 28 AUGUST.
ASSIGNMENT OF VEHICLES TO REGION 6 CANNOT BE CONSIDERED WHILE 310 SERVICE
GROUP STILL IN SARDINIA.



DIST

ACTION - Econ Sec (3)
INFO - A/CC
TN SC
FILE (2)
FLOAT

*To Transportation S.C. -
for action*

*File
R/I.
chb.*

814

DATE and Time of RECEIPT

Distribution:

*4 files
13*

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

AJP/sl

31 August 1944

ACC/43-10/FOOD

SUBJECT: Transport of Ration Cards to Aquila

TO : Transportation Sub-Commission

1. This sub-commission requires transport for ration cards from Rome to Region V Headquarters, Aquila.
2. Ten 2½ ton vehicles are needed.
3. Will you please instruct the drivers to be at the Poligrafico della Stato, Via Gino Capponi off Via Appia Nuova, Rome, at 0830 hours Monday 4 September.
4. Delivery to be made to Headquarters Region V Economic And Supply Officer, Aquila.
5. A guard for each truck and rations for them have been arranged.

W. J. Legg
W. J. LEGG
Colonel
Director, Food Sub-Commission

*Information forwarded to Capt. L. L. Kelly
at 1610 hrs 1 Sept 44
Confirmation by letter
2 Sept 44*

REB/mb

MILITARY COMMAND OF CAMPANIA

Motor-cars direction

Ref: 06753/AUTO

P.M.120 - 30 Aug. 1944

SUBJECT: Motor-cars movement.

TO : A.C.C. - MMIA - (Lt.Col. Salvatore Licitra) NAPLES
Transportation Office - Main HQ - (Major Campbell) NAPLES
Military Command of Campania -(Secretariate) NAPLES
Auto-party of Military Command of Campania. NAPLES

Italian Army Staff ordered with letter 5/5464 dated
Aug. 22th that motor-cars:

FIAT 508 - licence plate RE 02337

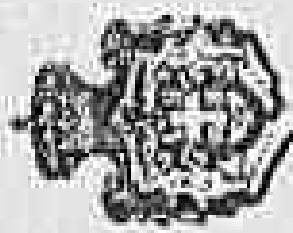
BIANCHI - 59 - licence plate RE 02250

be definitively transferred in charge to the Auto-party of
Military Command of Campania, while keeping operating as
presently employed.

Please therefore transfer above cars to said Auto-party
which will take them in charge.

As for the employ of above cars by said Auto-party,
please get directly in touch with Secretariate Office of
Military Command of Campania.

Motor-cars Director
/sgd/ Colonel O. Postolis.



COMANDO MILITARE DELLA CAMPANIA

DIREZIONE AUTOMOBILISTICA
UFFICIO

N° 06753 / AUTO di prot.

P. I. 120-11,30 agosto 1944

OGGETTO: Movimento autovetture-

ALL' A. C. C. - M. M. I. A.
(Ten. Col. Salvatore Liciana)

= N A P O L I =

ALL'UFFICIO TRASPORTI MAIN H Q - A. C. C.
(Magg. Campbello)

= N A P O L I =

e, per conoscenza:

AL COMANDO MILITARE DELLA CAMPANIA
(Ufficio Segreteria)

= S E D E =

ALL'AUTODRAPPELLO DEL COMANDO MILITARE CAMPANIA- S E D E ==

Lo Stato Maggiore R. S. con dispaccio 6/5464 in data 22 corrente ha disposto che l'autovettura:

Fiat 508 targa RE 02337

Bianchi S/9 targa RE 02250

vengano trasferite con passaggio definitivo di carico all'Autodrappello del Comando Militare della Campania, continuando nel servizio cui sono attualmente adibite.

Eregasi pertanto disporre il versamento delle autovetture al predetto Autodrappello, che le assumerà in regolare carico.

Per quanto riguarda l'uscita e l'impiego di dette autovetture da parte del predetto Autodrappello, preghi prendere opportuni contatti diretti con l'Ufficio Segreteria del Comando Militare della Campania.

IL DIRETTORE AUTOMOBILISTICO
(Colonello O. Postolis)

811

OGGETTO: Movimento autovetture-

ALL' A. C. C. - M. M. I. A.
(Gen. Col. Salvatore Licisera)

ALL'UFFICIO TRASPORTI MAIN H Q - A.C.C.
(Magg. Campbello)

e, per conoscenza:

AL COMANDO MILITARE DELLA CAMPANIA
(Ufficio Segreteria)

ALL'AUTODRAPPELLO DEL COMANDO MILITARE CAMPANIA- S E D E ==

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IL DIRETTORE AUTOMOBILISTICO
(Colonnello O. Postolis)

811

[Handwritten signature]

CONFIDENTIAL

R/I.

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

RVC/em

Ref. 537

30 August 1944

SUBJECT: Availability of Transport - Bari to Naples.

TO : Headquarters, Allied Control Commission, APO 394.
(Attn: Lt. Col. Bordass, Transportation Sub-Commission)

1. Reference telephone conversation (Capt Grady - Lt. Col. Bordass) pertaining to the possibility of 40 2½ ton vehicles being allocated to ACC for one trip from Bari to Naples.
2. These trucks are now being moved by the British Army who are expected to provide a load.
3. We will further notify you if present plans are altered and the vehicles again become available for the use of ACC.

R.V. Grady
R.V. GRADY
Captain T.C.
Econ. & Supply Div.

810

CONFIDENTIAL

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/Tn/R/1

Tele: 378

Date: 28 August 1944

SUBJECT: Haulage of Wine.

TO : Pini Guglielmo,
Via Porta Pertusa, No. 4, Rome.

1. Reference your letter of the 23rd August 1944 addressed to the Regional Commissioner.
2. We would be obliged if you could call at this Headquarters at 1000 hours Wednesday 30th August.
3. You should ask to see Lt. Col. Bordase, of this Sub-Commission.

D.S. Adams
D.S. ADAMS
Colonel, GE.
Tn. Sub-Comm.

I have read the report and it appears that the wine has been taken away from the farm, and if the wine is not returned to the farm, the wine will be lost.

Tr. Sfc.

Roma, 23 Agosto 1944

Ill.mo
Signor Colonnello Charles POLETTI
Commissario Regionale di Roma
del Governo Militare Alleato.
e per conoscenza alla A.C.C.

Costretto dalle vicende della guerra ad abbandonare precipitosamente la sede principale della mia Ditta a Pola (Istria) anche e soprattutto per sfuggire alle rappresaglie tedesche.

Nulla o quasi mi fu possibile salvare dei miei modesti capitali, ad eccezione di alcune piccole partite di vino, impegnate ed in parte pagate, nel Salernitano e nella zona Potenza-Bari-Brindisi.

Senonchè, pur avendo i mezzi di trasporto necessari, non mi è possibile provvedere al ritiro di detto vino in quanto sono due mesi che sto facendo da un ufficio all'altro. La Federazione dei commercianti mi manda Economes Supply dicendo che non è di loro competenza Economes Supply mi dice che non sono autorizzati oltre provincia, e quindi mi consigliano di rivolgermi alla A.C.C.

Da detto Ufficio non vengo ricevuto. Chiedo alla Vostra Grazia, affinchè la presente venga presa in considerazione ~~affin-~~
~~e~~ ~~chè~~ mi venga rilasciato un permesso necessario, ad evitare la mia completa rovina.

Con osservanza.

Pini Guglielmo

Via Porta Pertusa, n. 4 - R O M A

REB/lr

TO : Col. Charles POLETTI
Regional Commissioner of A.M.G. for Rome
and
to ACC.

I have been compelled by the war to suddenly abandon the main office of my firm at Pola, especially to dodge German reprisals.

Nearly nothing could be saved of my capitals, but for some small parcels of wine, contracted and partially prepaid, near Salerno and in zone Potenza-Bari-Brindisi.

Nevertheless I can't get above wine, although I already have necessary transportation means available, as I have been spending two months from one office to another. Tradesmen Federacy sends me to Economic Supply telling me that it is beyond its competence; Economic Supply tells me that they are not authorized beyond province's boundaries and that, therefore, I must apply ACC.

Above office does not let me in. I beg Your Honour to kindly take into consideration present letter so that I may get the permit which is necessary to prevent my thorough ruin.

Sincerely yours

Pini Guglielmo

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File

Our Ref: ACC/Tn/R/1

Date: 25 August 1944

Tele:

SUBJECT: Trucks Ditta Agica.

TO : Agenzia Generale Italiana Commerciale Autotrasporti,
Principe Amedeo 114, Rome.

Reference your letter col/Z dated 6 July 1944, in order that a thorough checkup can be made of your request, please submit motor No. Chassis, targa, telaio, etc.

Chad

D.S. ADAMS
Colonel, CE.
Tn. Sub-Comm.

T.N.S.C.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/mm

19 August 1944

In reply
refer to: RTC 537

Subject: Trucks Ditta Agica.

To : Transportation Sub - Commission, Hq. A.C.C.

1. Reference A.C.C./Tn/R/I/ 10 August 1944.
2. There are no such records of these trucks as such; however if motor number, chassis, targa, telaio, etc., were furnished this region for a thorough check, this officer will cooperate in an effort to locate and release same wherever possible.
3. It is my opinion that they should be released if located.

For the Regional Commissioner:

I.M. Calvanese

I.M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer

I Incls/

Incl. I - File on Subject.



**ISTITUTO NAZIONALE TRASPORTI**

AUTOLINEE DELLA SICILIA

DIREZIONE REGIONALE

PALERMO, 16 AGO 1944
Via Cavour 11 - Tel. 17702

194

Prot. N. 3782 Dir.dL/ag.

Riposta alla lettera N.

del

OGGETTO:

Automezzi Ditta Agiwa

A1

Comando "A.C.C."

Divisione Trasporti

P A L E R M O

Non ci è possibile fornire alcuna notizia circa gli automezzi della Ditta A.G.I.C.A. poichè tale Ditta ci ha segnalato soltanto i numeri delle Targhe di Circolazione, targhe che, al momento dell'occupazione, sono andate smarrite nella quasi totalità degli automezzi.-

Pertanto potremo essere precisi soltanto se e quando la Ditta emarginata ci farà conoscere i numeri dei motori e dei telai.-

N.B. - Si restituiscono i documenti
rimessici

ISTITUTO NAZIONALE TRASPORTI
Direzione Regionale

804

W. Della

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
AFC 394

Our Ref: ACC/To/R./9

Date: 24 August 1944

Tele: 378

SUBJECT: Road Transport.

TO : All Regional Commissioners

1. The bearer of this letter, Capt. F.R. PRICE, R.A.S.C., is making a survey of the position regarding Civilian Road Haulage vehicles throughout occupied Italy.

2. Capt. Price is also interested in the maintenance and usage of all W.D. vehicles, assigned to A.C.C., whether for domestic or civil supply use.

3. Capt. Price is carrying out this mission on behalf of this Section and AFHQ and it will be fully appreciated that a complete record of all load carrying vehicles is essential if Road Transport is to receive the complete attention it demands. I would be greatly obliged if you would give Capt. Price every assistance possible.

WILLIAM O'DWYER
Brigadier General, U.S.A.
Vice President,
Economic Section.

AP/ks

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
Apo 394

23 August 1944

TO : W.J. Legg, Colonel,
Director Food Sub-Commission.

REPORT AND RECOMMENDATIONS FOR THE OLIVE
OIL CROP 1944/45 AND FOR THE PRO-
CESSING OF OLIVE OIL

Part	I	Introduction
	II	The Olive Oil Crop 1944/45
	III	The Ammasso as a Moral Question
	IV	Olive Oil Extraction & Refineries in Naples
	V	Requirements for Oil Industry
	VI	Problems connected with Edible Olive Oil
	VII	Recommendations.

I - INTRODUCTION

Next to grain (hydrocarbons) oil and fats form the basis of Italian alimentation. For the Italian was always a poor protein eater, and now there is still less cheese, meat and fish available. So oil and fats must substitute proteins.

The oil and fat supply has been a problem for many years. In this line the "ANTARONIA" has done very little. It will be enough to state that the Italian olive oil crop 1870 - 1880 was bigger than 1930 - 1940! Italy is more than ever in deficit for both edible and industrial fats. A solution cannot be found in a few days or months by A.C.C. But, anyhow, A.C.C. can help much.

II - The Olive Oil Crop 1944/45

I have collected a lot of information from all parts of liberated Italy; fortunately the crop seems to be good. According to a rough estimate, the figures south of the Appennines are the following:

100,000 q.l.s. pressed edible oil (including 300,000 q.l.s. "Rettificato A") (1)

Part	I	Introduction
	II	The Olive Oil Crop 1944/45
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I - INTRODUCTION

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II - The Olive Oil Crop 1944/45

I have collected a lot of information from all parts of liberated Italy; fortunately the crop seems to be good. According to a rough estimate, the figures south of the Apennines are the following:

2.400.000 q.l.s	pressed edible oil (including 300.000 q.l.s "Rettificato A") (1)
380.000 "	oil extracted from "sansa" (olive husks) viz.:
200.000 q.l.s	edible oil RETTIFICATO B (2)
150.000 "	oil for soap manufacture

- (1) During the war all oil below 7° of acidity were considered as edible. If the new Italian laws return to a maximum of 5° acidity, the figure will increase.
- (2) If the transportation problem for the olive husks (sansa) is not solved, there will be proportionally less edible oil.

- 2 -

REPORT CONTINUED.

2.400.000 quintals pressed edible oil
 200.000 " edible oil from olive husks

2.600.000 quintals total quantity of edible oil; to be deducted
 700.000 " of family retentions for all the people involved in the
 olive work (proprietors, peasants, agricultural workers,
 employees engaged in gathering the harvest), and for
 payment which is often done in cash and oil, finally
 for shepherds (all together roughly 6.000.000 people)

1.900.000 quintals oil should be available.

When the whole of Italy is liberated, I hope very soon, this quantity will have to be distributed to 39.000.000 people (45.000.000 minus 6.000.000 of the "trattenute"). That means 5.000 grs per capita per annum or 400 grs per month on the ration card.

There will be in the North some lard and some butter production and both in the North and South some seed oil. It is impossible to say how many cows and how many pigs will be left. Anyhow, a very conservative estimate will allow another 100 grs per month. 500 grs of fats per month (more oil in the South, more butter and lard in the North) would not only be enough, but would satisfy everybody.

The problem of the leakage (in Italian "evasione") will be amply discussed under par. IGI.

For this problem it is necessary to point out: the Italian olive oil is produced from 12.000.000 of olives in 2.000.000 hectares (20.000 square kms) of land, is pressed in 25.000 presses (frantoi), partly extracted in 180 extraction plants and partly refined in 40 refineries. Millions of people work at the production of olive oil. The total value is abt. 15 billion lire. It is obvious that it is difficult to control such production!

There are parties (The Partito Liberale) and newspapers (see Risorgimento Liberale August 8th) which suggest no control and to leave the oil market perfectly free. This would be subordinate to adequate means of transportation. Personally I am of this opinion! The Italian Government think that olive oil should be controlled.

Now this regolamentazione, that is the sum of laws, decrees, etc., should be issued in August. The first olives are ripe in Italy in the middle of August; if all rules are not published in August all efforts will be spoiled and wasted, because it is well known that all leakages (evasioni) of oil happen in the first days.

These rules must comprise:

(a) the amount of edible oil

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These rules must comprise:

- (a) the Ammasso of edible oil
- (b) the block of "sanza"
- (c) the prices for the different qualities of edible oil, of sansa, of sulphur oil.

All these rules should be issued with very much publicity by newspapers, by radio and by posters. The Ministry of Agriculture has assured us that all rules will be published in due time.

III - THE "AMASSO" AS A MORAL QUESTION.

If Italians will not recognize this as a very important year and think that after 20 years of Fascism they can prove that a new spirit has come over the country and they will not bring all the oil to the Ammassi, everything done by A.C.C. by the Ministry, etc. is paper work!

A control of the oil presses will help, but a new spirit will help more!

Major T. R. Crawford (File ref. Agr. / C) / Date 22 July 1944 gives in his very valuable paper a lot of useful suggestions which I warmly recommend. The "evasioni" can be very high. In the 1942/43 crop 40% was lost.

The oil presses (frantoi) should be immediately registered and the suggested control will help to keep evasion low. There will be a lot of control, but I do not know how it will work.

Everybody who has been in Naples knows that the standard food is (excepted vegetables, meat and fruits) either purchased on the black market or drawn through illegal channels from allied supply stocks. Also in Rome the black market is prevalent. And it could not be otherwise in Rome, because in the last six months up to the present there has been no distribution of pasta or flour and other food has been seldom distributed and in minimum quantities.

It is also well known that most of the civilian motor traffic is run with illegally purchased petrol.

Nevertheless I want to point out that years ago Italy was an honest country and that you could trust Italians.

Twenty years of Fascism and ten years of continuous wars which the Italians did not want but had to bear, as well as the tremendous destruction of this way have transformed and corrupted a quantity of people. Years of educational work done by loving mothers, by priests and by schools and a far-sighted economic policy must first rebuild the Italian nation.

Under such circumstances I am rather pessimistic about evasions!

I have already heard for example that in Sorrento the producers intend to sell their fresh olive husks for fuel instead of giving it to the extraction plants, because they think they will get for one quintal of sansa 80 lire only (180 official price expected, minus 100 lire for transport). On the other hand the producer is urged to sell his fresh olive husks for fuel because little wood and no coal are available. And he has also another good reason for selling his sansa for fuel: the quantity of the sansa gives an exact control of the produced oil. So, if he sells part of his sansa, he can sell part of his oil on

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I also think that if there is a control of olive oil, all other edible fats should be controlled. In Naples I have seen lard sold in all stores at 450 lire per kilo. The official price list in Naples quotes butter at 180 lire per kilo. It does not seem logical that olive oil should be ruled at say 500 lire and butter at 180 and lard at 450 lire.

For next year perhaps a premium scheme could be tried, where farmers who bring their estimated quantities to the ammassi get a premium in soles or U.S.

opper sulphate, etc.

Very important from a moral point of view is the black market price of oil: If that price is somewhere about 100 lire per kilo, as it was in Sicily during 1944, without any control - or 80, as it is now in Taranto, most people will prefer not to have to trouble to bring it to the Ammasso, even if the ammasso-price is 50 lire per kg. But if the price is 450 like it is now in Rome and had even reached 1500 lire per kilo (May 1944), and if the peasant is implored by the hungry man of the town to do him the exceptional favour of selling him a little oil at any price, and when a carload of oil means 3.000.000 lire net profit, then morality went help.

That is why black market prices have to be kept low. I suggest to follow the black market prices and wherever they rise too much, small quantities of imported lard (or oil) should be distributed.

I think that if this policy is known to speculators (even very small distributions, let us say 100 grs pro capita) it will keep black market prices low.

Further, as 400 grs of oil can be distributed monthly, all this quantity should be distributed beginning from December. I do not suggest a smaller distribution for fear of evasions. It is even better to risk being short next year. But if we begin to explain that we can distribute 400 grs per month to everybody and we really begin from December, that will restrict the quantities and prices of the black market. This should be published all over Italy in all the newspapers. It should also be well known not only in Rome and Naples, but in all oil producing regions. I suggest that PWB publish articles, interviews, etc. in newspapers, over the radio, by posters, etc. that the crop is good and that everyone will get his 400 grs per month. All this would help to keep black market activities low.

IV - OLIVE OIL EXTRACTION AND REFINERY IN NAPLES.

=====

I was asked to make a survey of the refining and extraction plants in Naples and will give a short report.

I have visited the following plants:

- (a) "GASLINI" S.A.
- (b) MASTURZO
- (c) GIULIANA.

(a) GASLINI. It is the most important extraction plant and refinery of the region. It is not necessary to give a report because a detailed and perfect report already exists (Dr. Opatowski - Industry S/C)/

From the oil refining point of view and from the point of view of consumption materials and yield of edible oil, I wish to point out the

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From the oil refining point of view and from the point of view of consumption of raw materials and yield of edible oil, I wish to point out the importance of oil distillation by the WECKER system. This method (German patent 397332) consists in a continuous distillation of oil of a certain degree of acidity (all lampante and all sulphur oil is a mixture of neutral oil and fatty acids). By this method oils are divided into 2 portions: one is the so called "Wecker fatty acids" and the other the so called "Wecker neutral oil". The "Wecker neutral oil" is not a 100% neutral oil, but anyhow an oil of low acidity, which must be neutralized by ordinary methods (with caustic soda). It is easy to understand that this method will require less chemicals, and,

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what is more important, will give a higher yield of edible oil.

I think that only two weaker plants exist South of the Apennines: one is "GASLINI" S.A. Naples, and the other "COSTA" in Taranto.

(b) MASTURZO. F.lli Masturzo, Naples, Via Foggioneale 34, has a small refinery, modern, built by Sarti, Genova. Large oil tanks. In good condition. Capacity 200 q.l.s of lampante (less sulphur oil) per 24 hrs. Well conducted, now working. Masturzo has rented the extraction plant "Oleificio di Caserta". I was told that this oleificio was requisitioned by a military laundry. On this occasion I would advise that all requisitioned extraction and refinery plants be derequisitioned.

(c) GIULIANA. Ing. A. & V. Giuliana, Via Nuova Poggioreale, Naples, is a small refinery, not damaged, built by the proprietor, a very clever man. Presently the refinery is not working and the firm buys the necessary fatty acids by assignment from Gaslini.

Connected with the refinery is a plant for soft soap production (sapone melle), where the acid oils (oleine) and fatty acids (acidi grassi) are made into soap with caustic potas (potassa caustica).

Two plants are not so much of interest from a practical as well as from a scientific point of view, viz:

(1) bleaching plant for oil with ozone;

(2) a plant for the production of caustic potash.

Giuliana claims to be the only man in Italy to produce caustic potash from almond husks and never to have bought it ready made. His method is the following: he buys green almond husks in the province of Bari; there he has 40 furnaces where he burns them to ashes, which ashes are brought to Naples. Such ashes plus lime (calce) will give caustic potash. Giuliana asked for 12 tons of coal per month; I recommend that it should be given.

V. SUPPLIES NEEDED FOR THE OIL INDUSTRY.

A. INTRODUCTION.

I was asked to establish a method of control for all raw materials and other supplies needed. I have followed two ideas:

(1) The explanation given and the method of control should be as simple as possible. I have therefore avoided scientific terms, formulas, and have tried to be as clear as possible, so that everyone should understand them and be able to work with them. For this reason my explanations may sometimes seem to a scientist not sufficiently scientific.

(2) The figures I have given are very liberal. I do not pretend to give

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- (2) The figures I have given are very liberal. I do not wish people to think they will not get from ACC what they really need, because if they get that impression, they will buy their raw materials on the black market. That was the mentality of the past years, that is what should be avoided. I would not care if, let us say Gaslini should have a couple of drums of caustic soda left at the end of the month, but what I want to avoid is that people should sell earloads. So if somebody asks in tons what I have put down in quintals, he should be imprisoned.

- (3) All figures are given for normal oils under normal conditions.

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B. EXTRACTION.

(1) Solvents (Solventi).

The chief item used for extraction is the solvent. The consumption is 9,6 - 1% of the worked sansa. If the estimated total production of sansa is 5,000,000 quintals, then 45,000 q.l.s of solvents are needed and precisely:

- (a) 30,000 q.l.s of carbon bisulphide
- (b) 5,000 " of trielene
- (c) 1,500 " of petrol.

(a) Carbon bisulphide (solfo di carbonio) is the most important solvent. In commerce practically all gils extracted from sansa (also by trielene and petrol) are briefly called "sulphuroils" (olio al solfuro), whereas the correct name should be "olive oil extracted from sansa by". (olio d'oliva estratto dalle sansa mediante).

The present stocks in the extraction plants in Apulia are reported to be 11000 q.l.s (Industry & Commerce Bari, 6 July 1944, Major Wilson). Stocks should also exist in the plants of other regions. Some small stocks of carbon bisulphide may be found in the smaller factories.

In the liberated territory the most important factory, the "Umbra Prodetti Chimici di Terni" is reported to be severely damaged. I have suggested blocking the remaining stocks, reported to be 1300 q.l.s of raw carbon bisulphide (solfo di carbonio greggio). I think it can be used for extraction. Anyhow I suggest asking for samples and trying them at the "Gaslini" Naples.

This factory has always produced for the requirements of the "Rayon-Viscosa" group. Several other factories exist who have always worked for the oil extraction plants. Practically all what is needed for extraction was covered by:

- 1) SPERO - INSULARE in Catania, which covered more than half of the production;
- 2) ULISSE CROCCHI in Torrenieri (Siena), who covered about 1/3 of the production;
- 3) small plants who covered the rest.

1) SPERO - INSULARE, Catania.

This firm belongs to a British concern and was always recognized as the most important producer, especially in the South. The factory is not damaged. I have seen a letter of June 27th 1944 from this firm addressed to the Ministry for Agriculture, in which they claim to be able to produce abt. 30,000 q.l.s of carbon bisulphide per annu.

- (a) transportation of 30,000 q.l.s of sulphur from Sicily to Catania
- (b) transportation of 29,000 q.l.s of charcoal of beachwood from Calabria to Catania;

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- (a) transportation of 30.000 q.ls of sulphur from Sicily to Catania
- (b) transportation of 29.000 q.ls of charcoal of beachwood from Calabria to Catania;
- (c) 3300 tons of English coal;
- (d) 600 tons of vegetable coal;
- (e) iron drums.

It seems that transportation will be the most serious problem. I recommend that all possible should be done.

2) ULISSE CROCCHI - Torrenieri (Siena).

This is a modern factory, important for the supplies of Tuscany. The factory is reported not to be too severely damaged. I shall enquire about existing

- 7 -

stocks and what production problems exist.

3) SMALL PLANTS.

About 5 other plants exist, all small. They are mostly connected with extraction plants and cover their own needs.

The price of carbon bisulphide is important for the new oil price. Two years ago the price was about 5 lire per kilo. Now producers speak of 60 lire.

For one kilo of extracted oil abt. 130 grs are required. That meant two years ago 65 centesimi per kilo of olive oil, and now 7,66 lire! Too high a price for carbon bisulphide would affect the olive oil price. Therefore the new price of bisulphide should be controlled.

(b) TRIELINE = Dichlore Ethylene (in Italian tridoro-etilene, or trielina, or Tri).

Two big factories exist in the liberated territory:

- 1) Dinamite Nobel, Milano, with the factory at Bussi (Pescara), of the Montecatini group. This plant is very severely damaged.
- 2) Soc. Chimiche dell'Adriene, Rome, with a big plant in Rossignano, is supposed to be partially efficient in abt. 4 months. I trust that this plant can supply all the 5000 q.l.s needed.

For the production of trieline, besides chlorine carbide, the following is required:

(c) PETROL.

About 1500 q.l.s of "benzina solvente", that is petrol - aviation type - specific weight 0,715. The Petrol Section will have to see about that.

C - TRANSPORTATION.

This is the most vital problem for the sausa. About 5.000.000 q.l.s of sausa must be transported from approximately 25.000 mills (frantoi) to the approximately existing 160 extraction plants between September 1st and May. If one can talk of an average distance, I think it would be very roughly abt. 50 kms.

In normal times this was done:

by animal traction	30%
by trucks	40%
by railway	28%
by schooner	2%

1938

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Today the number of horses is reduced; little fodder is available; important railways for sausa (like the private railway Bari - Barletta,) are reported as practically not working. Thus today the question of transport should be solved by lorries. The transport must be done quickly, that is within a week or two, less in summer, more in winter - if a sulphur oil of low acidity (that is an oil of 20/30° acidity) is required, which can be refined into edible oil. (Rettificato B). Practically speaking, acidity will increase 1° per day. If transport won't be done in due time, all the sulphur oil will only be good for soap manufacture.

At the middle of August the first olives are ripe at Sorrento, at the

end of September in Sicily, in October - December in Apulia (first in the low parts then on the hills), in October - March in Calabria, in November - January in central Italy and the last (December - April) in Liguria.

The greatest quantities will have to be transported in October - November that is after the grain harvest.

I recommend in a special way that ACC contribute with an average of 500 lorries (less in the first and last month, more in October - December). 5 lorries should be given just now to Region III for Sorrento.

C - REFINERIES.

I wish to state beforehand that of all oil pressed in the presses (or mills "frantoio") only abt. 10/25% was refined (Rettificato A). The rest was a natural oil.

A) MATERIALS.

For the refining presses the following materials are required:

- (a) caustic soda (soda caustica)
- (b) sulphuric acid (acido solforico)
- (c) decolorizing earth (terre decoloranti)
- (d) other chemicals
- (e) various items.

(a) Caustic Soda. This item is produced in the liberated territory, viz:

- 1) by the Solvay process in Rossignano
- 2) by electrolytic process in Rossignano, Rome and in several other smaller plants/

The important plant in Rossignano belonging to the Solvay Concern and producing Soda by the Solvay and by the electrolytic process is fortunately in good condition and only part of it has been severely damaged. A stock of 1400 tons of caustic soda and carbonate is reported to have been found. In abt. 4 months all the plant is supposed to be efficient if everything goes well. In future there should be no shortage of caustic soda. But until December, according to my information, Italy is short of caustic soda and this item will have to be imported. Caustic soda is required for neutralizing the acidity. The more the oil is acid, the more caustic soda is necessary. It is therefore impossible to estimate the requirements of the oil industry because oils may turn out more or less acid. Then it must be seen what maximum acidity the Ministry for Agriculture will allow this year. For 1938 the maximum was 5°. During the war it has been raised to 7°.

The required quantities of caustic soda in the refining process are the following:

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The required quantities of caustic soda in the refining process are the following:

Degrees in acidity of the unrefined oil (lampante or sulphuric oil)	Requirements of caustic soda in kgs for 1000 kgs of oil by the usual refining process with caustic soda	Requirements of caustic soda in kgs per 100 kgs oil by the Welker process.
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1°		0,2
2°		0,4
3°		0,6
4°		0,8

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CAUSTIC SODA REQUIREMENTS CONTINUED.

5°	1	0,4
6°	1,2	0,4
7°	1,4	0,4
8°	1,6	0,4
9°	1,8	0,4
10°	2	0,4
11°	2,2	0,4
12°	2,4	0,4
13°	2,6	0,5
14°	2,8	0,5
15°	3	0,6
16°	3,2	0,6
17°	3,4	0,7
18°	3,6	0,7
19°	3,8	0,7
20°	4	0,7
21°	4,2	0,7
22°	4,4	0,8
23°	4,6	0,8
24°	4,8	0,8
25°	5	0,8
26°	5,2	0,8
27°	5,4	0,8
28°	5,6	0,8
29°	5,8	0,8
30°	6	0,8

The annual caustic soda requirements are evidently very variable and can only be roughly estimated in 15,000 - 25,000 q.l.s per year, viz. per olive oil campaign.

(b) Sulphuric Acid (acido solforico).

1) The refiner's work with two systems: a) with diluted caustic soda. In this case the neutralized acid part is liquid and the acid oil (oleine) must be re-covered by sulphuric acid 50 Bé.

Of the 14 plants of sulphuric acid of the Montecatini in the liberated territory, 9 are in good condition and two are working (Portici in Naples province and Campofranco in Sicily). I have enquired and they can supply all the necessary quantity; b) with concentrated caustic soda. The neutralized acid part is thick (like jam or marmelade) and is called soapstock (pasta di raffinazione). This soapstock can be used as it is for the manufacturing of hard soaps (not for soft soaps!). In this case no sulphuric acid is required. Approximately 4 times the employed caustic soda quantity is required of sulphuric acid. Very approximately 20/30,000 q.l.s per year (viz. per olive oil campaign) of sulphuric

16°	3,2	0,6
17°	3,4	0,7
18°	3,6	0,7
19°	3,8	0,7
20°	4	0,7
21°	4,2	0,7
22°	4,4	0,8
23°	4,6	0,8
24°	4,8	0,8
25°	5	0,8
26°	5,2	0,8
27°	5,4	0,8
28°	5,6	0,8
29°	5,8	0,8
30°	6	0,8

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2) For the refining of some qualities of oil small quantities (0,5% of the oil) of sulphuric acid 60Bé is required.

(c) Decolorizing Earth (terre decoloranti).

This earth is used for the decoloration (bleaching) of the lampante and sulphur oil. The required quantities are the following: for lampante 1 - 3%, for

sulphuric 3 - 6%.

I do not know what stocks exist in the refineries. The chief problem is that no decent earth is produced in liberated Italy. There is a branch-plant of LITACROM in San Severo (Foggia), which tries to turn out a bleaching earth.

So I suggest that the refineries use the minimum. Also if the lampante turns out to be a little too yellow or too brown and the sulphuric a little too green, that does not seem so important.

Probably in the 3 Mineral Oil Refineries (Bari, Naples, Leghorn) there are stocks available. I have suggested to ACC to write for samples. Gaslini Naples will try in their laboratory if it can be used. I should be very much obliged to anybody for a suggestion where a suitable earth can be found.

Anyhow, the question is not so urgent as for instance the transportation problem, because the oil could be decolorized later.

D - OTHER CHEMICALS.

1) Carbonate of Sodium (carbonato di sodio or soda solvay); small quantities are required, viz:

- (a) for the depuration of the water of the steam boilers
- (b) for refining.

2) Industrial salt (sale)

A small quantity of industrial salt is required for some refining process.

3) For decoloration a special vegetable coal is required.

4) Only in the Wecker process for the depuration of the sulphuric, very small quantities (0,5% of the oil) of copper sulphate is required; besides small quantities of sodium bisulphate (0,5% of the oil) are needed.

5) Glycerine.

Fatty acids were once only used for soap making. Because of the shortage of the edible fats, a process was found to build up neutral fats in a synthetic way. In this process glycerine is added to distilled fatty acids and an edible fat is obtained. About 6 plants exist in the liberated territory.

The consumption of glycerine for that purpose was:

1941/1942	 3130 q.l.s
1942/1943	 3200 "

E - VARIOUS ITEMS.

1) Filter Cloth (tela per filtropresse). This item is largely used in filterpresses and must be replaced. I am afraid that it is not manufactured in the liberated territory. Gaslini Naples will enquire if this cloth can be produced at the "Cotoniere Meridionale" in Naples. I fear it will be a difficult problem.

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(a) for the depuration of the water of the steam boilers
(b) for refining.

- 2) Industrial salt (sale)

A small quantity of industrial salt is required for some refining process.

- 3) For decoloration a special vegetable coal is required.

- 4) Only in the Wecker process for the depuration of the sulphuroil, very small quantities (0,5% of the oil) of copper sulphate is required; besides small quantities of sodium bisulphate (0,5% of the oil) are needed.

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- 2) Coal. The extraction plants use abt. 40% of their exhausted olive husks as fuel for their own steam boilers. Where refineries are not connected with an extraction plant, sometimes the grills are not equipped for sansa and in such cases coal must be supplied.

- 3) Fuel Oil. (Naphta).

The Wecker plant needs a small quantity of fuel oil for fuel.

- 4) Electricity. Where electricity is rationed all extractions and refineries should be helped to get the necessary electric power.

- 5) Transmission belts. In many plants transmission belts have been stolen.
- 6) Permits for motorcars or the proprietors of the plants should be granted.

B - YIELD OF REFINED OIL.

The oil yield in the refining process can be found by the following considerations:

- a) (a) lampant oil should not contain more than 0,5% moisture and impurities, sulphur oil not more than 2%;
- b) the shrinkage in refining is 0,5 - 1,5%;
- c) a further considerable shrinkage is caused by the fact that the bleaching earth absorbs considerable quantities of oil. The remaining part should be in the ordinary neutralizing process - neutral oil + acid oils (oleins); in the Wecker process: neutral oil + oleine + distilled fatty acids (acid grass distillate).

In the neutralizing theoretically only the acid part should be transformed into acid oil. Practically nearly twice as much is turned into acid oil. Theoretically for instance an oil of 10% should give 10% of acid oil. Anyhow, clover refiners can get a better yield of edible oil. EXAMPLE: 100 q.l.s of lampante 20% should be refined:

- a) by the ordinary method with caustic soda -
 - 3% of oil will remain in the decolorising earth;

1% shrinkage
40% acid oil (oleine)
56% edible oil (rettificato A)
100%

- b) by the Wecker system:

3% of oil will remain in the decolorizing earth
1% shrinkage
18% distilled fatty acids (from which eventually synthetic edible oil can be made)
5% acid oil (from the Wecker neutral oil)
73% edible oil (rettificato A)
100%

VI - PROBLEMS CONNECTED WITH EDIBLE OLIVE OIL.

- Connected with the olive oil problem are the following problems:
- 1) The industrial byproducts of oil refining: soapstock, acid oils, fatty acids
 - 2) Fats necessary for soap factories
 - 3) Fats necessary for candle factories
 - 4) Fats necessary for other industries
 - 5) Domestic resin production

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In the neutralizing theoretically only the acid part should be transformed into acid oil. Practically nearly twice as much is turned into acid oil. Theoretically for instance an oil of 10% should give 10% of acid oil. Anyhow, clever refiners can get a better yield of edible oil. EXAMPLE: 100 q.l.s of lampante (20% should be refined:

a) by the ordinary method with caustic soda -
3% of oil will remain in the decolorizing earth:

1% shrinkage
40% acid oil (oleine)
56% edible oil (rettificato A)
100%

b) by the Wecker system:

3% of oil will remain in the decolorizing earth
1% shrinkage
18% distilled fatty acids (from which eventually synthetic edible oil can be made)

5% acid oil (from the Wecker neutral oil)

73% edible oil (rettificato A)

100%

VI - PROBLEMS CONNECTED WITH EDIBLE OLIVE OIL.

Connected with the olive oil problem are the following problems:

- 1) The industrial byproducts of oil refining: soapstock, acid oils, fatty acids
- 2) Fats necessary for soap factories
- 3) Fats necessary for candle factories
- 4) Fats necessary for other industries
- 5) Domestic rosin production
- 6) The production of industrial oils from domestic seeds
- 7) The production of edible oil from domestic seeds
- 8) The production of domestic fish oil
- 9) The production of margarine
- 10) The production of tallow
- 11) The production of bone grease.

I shall give as soon as possible a report about these problems.

- 12 -

VII - Recommendations.

=====

I recommend:

- 1) That the whole transportation problem for samsa be finally settled with urgent priority;
- 2) that the Ministero dell'Agricoltura issue all provisions and rules and pri-

ces concerning oil, samsa, etc. this month.

Andrea Pollitzer

Dr. Andrea De Pollitzer - Pollenger
Food Sub-Commission

Rome, 19th August 1944

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8 - E. & S. Division	
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16 - Transportation Officer	
17 - Petrol Section.	
18 - E. & S. Division	Region IV
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27 - E. & S. Division	VIII
28 - Regional Agricultural Office	" "
	" "

Rome, 19th August 1944

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13 - Transportation Officer	
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22 - Regional Agricultural Office	V
23 - Transportation Officer	" "
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25 - Regional Agricultural Office	" "
26 - Transportation Officer	" "
27 - E. & S. Division	VIII
28 - Regional Agricultural Office	" "
29 - Transportation Officer	" "

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1950

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

CONFIDENTIAL

*R/11 File
29*

NOV REGGIO (ACTION) DISTRO (INFO)

ADD FROM ADAMS

1035

28 JULY 68

CONFIDENTIAL

TY
PRIO

TRANSPORTATION SUB

REFERENCE YOUR RE BLANT FOUR BUND OF TWO FOUR JUNE ONLY VEHICLES AVAILABLE ARE
TWELVE TEN TEN PLATS AT PRESENT AT BARI TO RAISE TO NEW REGGIO FOR JARAH FOR
INFO
AGENCE TO DISTRO FOR RE REGGIO TWO FOR BARKER/REIN ADD FROM ADAMS BARKER
CONTACT WALKING HQ REGGIO TWO FOR INFORMATION RE BIKES OF TRUCKS AND INFORM THIS
HQ BARKER TRUCKS SUITABLE

R/6:

796

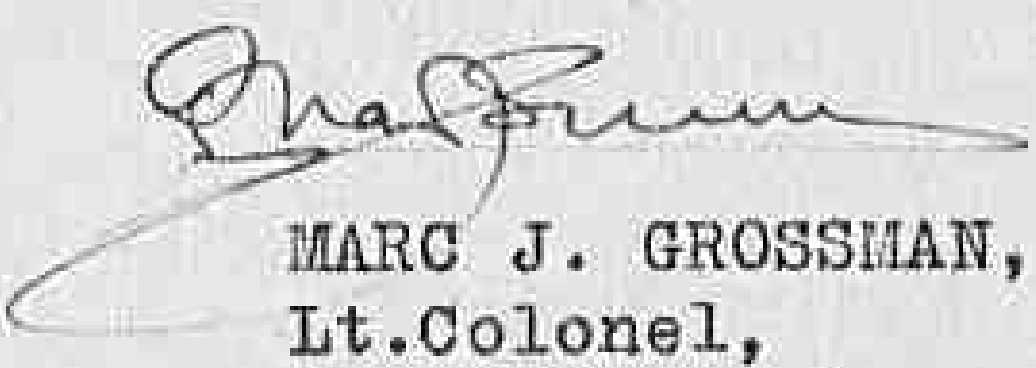
L.T. MONTANT JR.
1st Lieut ADD
Adjutant

MJG/pa

HEADQUARTERS
ALLIED CONTROL COMMISSION
Legal Sub-Commission
APO 394

REFERENCE : ACC/4I22/L. 24 Jul 44.
SUBJECT : Use of Military Vehicles by Italian
Government.
TO : Economic Section.

1. Enclosed please find letter of RLO Region 6 (18 July 1944 Ref.L/1436) and copy of the response thereto (ACC/4I22/L of 24 July 44) .
2. May the matter have your attention please.


MARC J. GROSSMAN,
Lt.Colonel,
Chief Counsel,
for Acting Chief Legal Officer.

795

25 Jul
38

HEADQUARTERS
ALLIED CONTROL COMMISSION

Region VI

18 July 1944

TO : HQ ACC (Fwd): Legal Subcommission.
SUBJECT: Use of Military Vehicles by Italian Government.
REF: L/1436.

1. Reference your ACC/4122/L dated 4 May 1944, the Regional Transportation Officer of this Region is in process of forming a Transport Pool in conjunction with the High Commissioner of Sardinia to be operated by a civilian road haulage organization. This Transport Pool will consist partly of Italian Civilian Vehicles and partly of Allied Military vehicles on loan.

2. It will be necessary to prepare a contract or contracts in respect of the military vehicles on loan referred to above ~~and~~ on the lines of the draft contract annexed to your letter under reference. In connection with these contracts it will be necessary for me to be in possession of the documents referred as Exhibits "a" and "b" in your draft contract. I shall be obliged by your letting me have ^{copies} these:

3. If Exhibits "a" and "b" are not comprehensive lists applicable to all types of vehicles which are authorized to be lent to the Italian Government for civilian purposes, it will, of course, be necessary for the Transport Officer to apply to the Transportation Subcommission for particulars of the value, fixed monthly depreciation charges, ~~and~~ charges ~~and~~ tariffs, etc., applicable to the type of vehicles which are to be the subject of the agreement in this Region.

4. It is presumed that the High Commissioner for Sardinia will be accepted by ACC as the appropriate authority to sign any contract or contracts on behalf of the Italian Government.

5. The above inquiry is of course not connected with my previous inquiry regarding use of vehicles requisitioned by ACC by the Italian Government as regards which I have already received the necessary information from the Economic Subcommission.

R. G. S. ALMANZOR

Major

Regional Legal Officer

1. Reference your AOC/1122/L dated 11 May 1944, the Regional Transportation Officer of this Region is in process of forming a Transport Pool in conjunction with the High Commissioner of Sardinia to be operated by a civilian road haulage organization. This Transport Pool will consist partly of Italian Civilian Vehicles and partly of Allied Military vehicles on loan.

2. It will be necessary to prepare a contract or contracts in respect of the military vehicles on loan referred to above ~~and~~ on the lines of the draft contract annexed to your letter under reference. In connection with these contracts it will be necessary for me to be in possession of the documents referred as Exhibits "a" and "b" in your draft contract. I shall be obliged by your letting me have ^{these} these:

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4. It is presumed that the High Commissioner for Sardinia will be accepted by AOC as the appropriate authority to sign any contract or contracts on behalf of the Italian Government.

5. The above inquiry is of course not connected with my previous inquiry regarding use of vehicles requisitioned by AOC by the Italian Government as regards which I have already received the necessary information from the Economic Subcommittee.

R. G. S. Alexander
R. G. S. ALEXANDER
Major
Regional Legal Officer

794

HEADQUARTERS
ALLIED CONTROL COMMISSION
Legal Sub-Commission
APO 394

MJG/pa

REFERENCE : ACC/4I22/L.

24 Jul 44.

SUBJECT : Use of Military Vehicles by Italian Government.

TO : RLO (THRU: Regional Commissioner) Region 6.

1. Acknowledgement is made of yours 18 July 1944 Ref. L/1436.
2. The draft contract which this Sub-Commission prepared contained no actual exhibits, reference being made thereto solely for the purpose of providing the mechanism whereby the same could be used under varying conditions as to vehicles and charges.
3. Under the circumstances we are forwarding your letter to the Economic Section for whom this contract was prepared.
4. We are unable to answer Para 4 of your letter with respect to the authority of the High Commissioner for Sardinia.

MARC J. GROSSMAN,
Lt. Colonel,
Chief Counsel,
for Acting Chief Legal Officer.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 354

JED/re

Tel.: 470903

Our reference: ABC 14/21/

Date: 7 Aug. 1946.

TO : Regional Commissioner, Region VI, (for Regional Legal Officer).

SUBJECT: Use of Allied Military Vehicles by Italian Government.

1. Reference your letter L/1436 dated 18 July addressed to the Legal Sub-Commission and which has been forwarded on to this Sub-Commission.
2. Exhibit "a" referred to the draft contract, is a list of the vehicles, by A.S. number and type together with any tools or equipment on each vehicle, which are being lent to the firm or person, who are undertaking the operation of the vehicles. If the Italian Government is undertaking this, they will no doubt have appointed a Transport General to handle it for them.
3. As we have no record of the vehicles you propose to loan to the Transport Pool, we cannot let you have a copy of exhibit "a", but would be obliged if you would let us have a copy at your earliest convenience.
4. Exhibit "b" is the tariff rate, which has been agreed with the Italian Government and two copies of this together with copies of a explanation as to how the rates are used are attached.
5. The rate of 2.02 lire per vehicle km. referred to in the draft contract applies to vehicles of carrying capacity up to 5 tons (20 quintals). If you are loaning vehicles of a higher capacity than this, it might be necessary to consider raising this charge.
6. The method of working should be that all haulage is charged for at the approved rates. The owner of the civilian trucks receive the full amount, but the operators of the loaned trucks pay into a bank, nominated by you, at the end of each month the amount due on the basis of 2.02 lire for every vehicle km. operated.
7. The presumption in para 4. of your letter is correct.
8. If there is any further information you require in this matter, please inform us.

J.A.B.
J.A. ADAMS
Colonel, C.E.
Transportation 792

Copy to: Legal Sub-Commission,

RESTRICTED

*File
R/1.
clb*

DISTWO

ACC HQ

2112

22 Aug. 1944

RESTRICTED

ROUTINE

To. Sub-Commission

YOUR MTO OBLIQUE NINE OBLIQUE THREE ZERO OF SEVENTEEN AUGUST REFERS TO PARIN TO LISTED
FOR ACC HEADQUARTERS TWO FOR WATKINS PD WHAT MAKE ARE THESE VEHICLES AND ARE THEY FOUR BY
TWO OR THREE TONNERS

L.T. MONTANT
1st Lt. AGD
Adjutant

791

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394

ES/No. 1376

Rome, 21 August 1944

Subject : Tanks for Olive Oil, Wine, Alcohol
Transport.

To : See distribution.

1. It is reported that there are three tanks that used to be used for the transportation of Milk that could be put at the disposition of the AGC for the transportation of Olive Oil from Apulia or the south of Italy.

a) One (1) 5500 litre tank Auto- with one (1) 5000 litre. Trailer total 15,500 litres.
The motor of this combine is not strong enough to pull the load up any serious hills and would require a tow from a 6 X 6 truck in case it is used.

b) One (1) 6500 litre tank that used to be on a truck has been dismounted and the truck used for other purposes, but could be replaced on original truck provided some other vehicle loaned to replace the truck, which is required for the Milk Central.

2. Dr. NIERI, of the Centrale del Latte, Via "rinci pe di Piemonte - Rome, will show these tanks to anyone wishing to use them.

Telephone : 44875 offices
864456 Home.

Copies to :

(1) Dir. Food Sub-Com. AGC.

(2) " Transp. " " "

(1) Major Garrett

(1) Major Mason

(1) E. S. Div. (1) Region IV

MAJOR S. CASE

Major AGC.

Mr. E. S. Div. C. C.

Region IV

HEADQ

21 Aug 44

Rome, 21 August 1944

Subject : Tanks for Olive Oil, Wine, Alcohol
Transport.

To : See distribution.

1. It is reported that there are three tanks that used to be used for the transportation of Milk that could be put at the disposition of the ACC for the transportation of Olive Oil from Apulia or the south of Italy.

a) One (1) 5600 litre tank Auto- with one (1) 3000 litre. Trailer total 15,500 litres. The motor of this combine is not strong enough to pull the load up any serious hills and would require a tow from a 6 X 6 truck in case it is used.

b) One (1) 6500 litre tank that used to be on a truck has been dismounted and the truck used for other purposes, but could be replaced on original truck provided some other vehicle loaned to replace the truck, which is required for the Milk Central.

2. Dr. NIKKI, of the Centrale del Latte, Via Principe di Piemonte - Rome, will show these tanks to anyone wishing to use them.

Telephone : 44875 offices
864456 Home.

Copies to :

(1) Dir. Food Sub-Com. ACC.
(2) " Transp. " "
(1) Major Garrett
(1) Major Mason
(1) Major Horn
(1) Adj. File

KARL S. CATE
Major AUS.
Dir. E. & S. Div. C. C.
Region IV

(1) E. & S. Div. Pl.
(1) E. & S. Div.
Section Files

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394

Transportation
SC
0-3662
500 452

R/3206

16 August 1944

SUBJECT: Motor Transport entering Region III.

TO : Regional Control and Military Government Section
Headquarters
Allied Control Commission
(Attention: Food Sub-Commission
Executive Commissioner
Transportation Sub-Commission)

1. The attached correspondence has dealt with the seizure of certain trucks carrying seed potatoes from Region III into Region IV. It is the understanding at this Headquarters that an agreement was reached between Region IV (old) Region III and Food Sub-Commission ACC that these seed potatoes should be brought into Region IV area.

2. This correspondence is indicative of inter-regional antagonism as regards supplies and also the difficulties encountered in assuming that administrative boundaries are also economic boundaries.

For The Regional Commissioner:

John D. Ames
JOHN D. AMES
Lt. Colonel, A.G.D.
Executive Commissioner (Rome)

Encls.

RESTRICTED

HEADQUARTERS
17 AUG 1944
789

COPY

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. ARMY

R/2001

12 August 1944

SUBJECT: M.T. Entering Region 3.

TO : Mr. Jac De Vries
Regional Transportation Manager thru
Headquarters, Region 4, A. C. C.

Reference your letter R4/RMG/310 dated 9 August addressed to
Transport Section, Headquarters, Region 3, Naples.

1. Your a/a letter has been handed to me. It will be clearly
understood that there is only one officer in this Region who issues
instructions to his officers and that is myself. Needless to say
no action is being taken on your letter. Your communications in
the future should be addressed to this Region through your superior
officers and authorities.

2. It has also come to my knowledge that you have sent a group
of Finance Guards into this Region with instructions to take the vehicles
which are held by my authority. Needless to say, once again, that the
only authority whose instructions are obeyed within this Region are my own.
I understand the Finance Guards in question are being returned to you empty
handed.

/s/ JOHN W. CHAPMAN.
/t/ JOHN W. CHAPMAN
Colonel, J.A.G.D.
Acting Regional Commissioner.

Copies to:

Regional Commissioner, Region 4
Transportation Officer, Region 3
File

JSG/AHW/jjf

788

Translation by: es

/es

0-3669

C O P Y

HEADQUARTERS REGION IV
Allied Control Commission
APO 394

3th August 1944

TO: ACC Region III HQ
Transport Section - Naples

SUBJECT: Vehicles abusively requisitioned

FILE NO. R/4/NG/310

The following vehicles:

81764/ROMA	type Ceirano 47
82116/ROMA	type Ceirano 47
81976/ROMA	type Fiat 638

are at the moment parked in the ACC garage in Via Brindisi 55. They have been abusively stopped by your Command whilst they were hauling a load of potatoes destined to the Consorzio Agrario of Littoria according to an order of this H.Q.

Therefore these vehicles must be released in the exact condition in which they were stopped to the undermentioned drivers:

Ticconi Vittorio	Pat II Gr. No. 13196
Rossi Franco	" III " " 368
Contenti Nello	" II " " 1310
Moretti Pasquale	" II " " 18474
Francione Eloro	" II " " 38308
Pomponi Guglielmo	" II " " 7700

These drivers will give a regular receipt for the vehicles.

/s. Jac De Vries
/u/ JAC DE VRIES
Regional Transportation Manager.

787

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

YHC/mm

19 August 1944

In reply
refer to: RTC 537

Subject: Thirty I.N.T. Trucks for Export Division.

To : Major Stephens, C.A.W.D.W.

1. Reference: Conference Brigadier Carr., Major Stephens, Captain Hayward, Lt. Calvanese, Mr. Seymour, 18/8/44.
2. A.C.C. Region I entrust (30) thirty I.N.T. trucks, property of A.C.C., to you for the movement of timber in Calabria.
3. These trucks are to return to Sicily Region immediately upon completion of timber transport to Reggio (estimated period 70 work days).
4. The Standard Tariff Rates adopted by I.N.T. and in all liberated Italy will be used in the compilation of freight charges. (re. RTC 531 A.C.C. Hq. Reg. I. 28/6/44.) signed A.N. Hancock Regional Commissioner.
5. I.N.T. Director for Reggio Calabria, will assist you in organizing, operating, and keeping similar records and books on truck and load movement as any I.N.T. Director would in a province in Sicily.
6. Payments should be made not later than every two weeks directly to the I.N.T. Director. The payments should come from you or A.C.C. in that region, or as my experience has been, private individuals will play two ends against the middle and not pay at all. This officer cannot overemphasize this responsibility for payments; I.N.T. Reggio will finance itself from payments, based on Standard Tariff Rates, Reggio funds, no Region I funds will be exported for same. I.N.T. Director will answer to the Director General I.N.T. for accounting of funds received and disbursements.

7. The garaging, safe keeping, and police protection measures are entrusted to you for the time trucks are under your control for this work.

For the Regional Commissioner:

I.M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer

Copies to:

- 1 - Transportation Sub - Commission *Hq. A.C.C.*
- 2 - Regional Road Haulage Transport Control Officer Reg. VII

0-3884

TN-502 JWC

1193

19 August 1944

Subject: Transport of Paper from Gaeta to Rome

To: A. C. C. Finance Sub-Commission
Attention Chief Revenue Officer.

File No.: R4/F1/701

1. Your 17 August file No. 13157/F on the above subject.
2. The transportation division of Region IV is ready, willing and able to undertake the transport of this paper for the account of the Ministry of Finance if the following questions can be answered satisfactorily:
3. Who is going to pay for this transport?
What is exact address in Gaeta and Rome
at which paper can be picked up and delivered?
Can you arrange for loading and unloading
and for guards in transit?
Will "as soon as possible" delivery which means
within two weeks after the order is given be
satisfactory?
Is there a particular time (of the day or night)
at which pickup and deliver must be made?
What is the name of responsible official in
charge of this movement, both in Gaeta and Rome?
4. When these questions are answered satisfactorily we
will arrange the transportation.



EDMUND O. HOWELL, JR.,
Col., Inf.
Regional Finance Officer

Copy to: A.C.C. Transportation Sub Commission
Region IV Transport Division

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

TN.S.C.
Nº 04372 19.VIII.44

File RII
clwd
Ref : MTO/9/30 17 Aug 44
Subject : Vehicles for Street Cleaning - BARI
To : Transportation Sub-Commission HQ. A.C.C.
APO 394.

1. Reference your ACC Tn/R1. dated 9 Aug 44 and further to this Headquarters letter reference MTO/9/24 dated 4 Aug 44.

2. Attached hereto are only available particulars regarding the seven (7) War Department vehicles being used by GESTIONE SERVIZI PUBBLICI, BARI.

For the Regional Commissioner.

J.P. Watkins
J.P. WATKINS.
Major. R.A.S.C.,
Regional Transportation Officer.

WBC/



783

		<u>No TARGA</u>	<u>No CHASSIS</u>	<u>No MOTORE</u>
1	= Automezzo	W.D. 525936	N. 54676	N.O.Y. 10775
2	= "	W.D., 512011	" 37862	" W. 43350
3	= "	W.D. 526004	" 54878	" O.X. 25809
4	= "	G.S. 525900	" 54454	" O.X. 8524
5	= "	G.S. 216556	" 32118	" M.W. 40788
6	= "	G.S. 4655245	" 55367	" O.L. 4319
7	= "	G.S. 4190211	" 16739 K.30/7K	" I.K. 36585

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File

Our Ref: ACC/Tn/R/1

Date: 17 August 1944

Tele: 378

SUBJECT: Civilian Vehicles for Road Haulage.

TO : Provincial Commissioner, Grosseto.

1. Reference is to conversation between Col. Adams and Col. Kirkwood some days ago.
2. It is understood that there are approximately 100 civilian trucks available in your province.
3. This Sub-Commission would appreciate it very much if you could forward a return of the civilian trucks which are roadworthy, giving register number and load carrying capacity of each.

Chib
D.S. ADAMS
Colonel, CE.
Tn. Sub-Comm.

997

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JJC/jr

Tele: 378

Our Ref: ACC/Tn/R/³~~5~~

Date : 14 August 1944

SUBJECT: Truck Replacement for ACC.

TO : C.G. SOS, NATCUSA.
Copies to OO PBS and OO Fifth Army.
Reference 451 (SECORD) 15 July 1944
Letter CG, SOS NATCUSA.

1. ACC received 300 trucks (2½ ton 6x6 GMC) from PBS authorized in letter HQ AFHQ of 8 Feb. 44 (Copy attached). This letter outlined a plan for maintenance (Para 2(d) and (a) and (b).

2. As long as the trucks remained in the Naples area no serious difficulties were encountered with the truck maintenance either on the part of PBS or ACC. However when the trucks were moved forward into 5th Army area, and sent to Army ordnance for repair, not all trucks were returned. Twenty nine of these vehicles were salvaged by 5th Army ordnance. The 5th Army ordnance officer stated that he was not in a position at this time to replace these vehicles. In addition nine trucks were lost or taken from Italian drivers by American or British soldiers. Efforts have been made to recover stolen vehicles and many ACC trucks have been recovered, but it is believed that the nine vehicles in question will not be recovered as our search to date has not located these vehicles. At the present time we are short a total of thirty eight (38) trucks. (29 salvaged and 9 lost). (See attached salvage certificate and statement of loss.)

3. If P.B.S. or 5th Army are permitted to salvage ACC vehicles for parts request they be instructed to make replacement vehicles available to ACC as soon as possible. If it cannot be done, request ACC be permitted to salvage its own vehicles as many ACC vehicles are inoperative at the present time because Ordnance is unable to supply sufficient spare parts. Your attention is invited to the certificate of Lt. Verburg, Maintenance Officer, which is attached.

4. Request the nine lost vehicles and the 29 salvaged be replaced immediately as ACC has insufficient vehicles at this time to meet motor transport requirements.

BY ORDER OF CAPT. STONE (USNR):

783

A. M. Antolini
A. M. ANTOLINI
Executive Director
Economic Section

Incls:-

1. Certificate Lt. Verburg.
2. " of salvaged vehicles
3. " of lost vehicles
4. Copy letter AFHQ of 8 Feb. 1944.
5. Letter SOS NATCUSA dated 15 July 44.

KX1508/1001-1/112

Economic Sec.

*File
N/1.
CWP*

TN 585

Ref: 91/CA.
A/CC. 500

13th August 1944

SUBJECT: Transport - Allied Control Commission.

TO : Allied Force Headquarters,
G-5 Section.

1. I refer to my 91/75/CA, A/CC 500 of 10th August and to my 117/30/CA (copy attached). In order to make this adjustment of organisation effective and in order to carry out our duty in assisting the local Italian Governments to become efficient, it is imperative that 100 Allied Officers in Southern Region should be completely mobile and that the requisitioned cars now held by them should be handed to the Italian local governments for their sole use.

2. In order to effect this it will be necessary to provide 50 light vehicles (staff cars, command cars, etc) for the Southern Region.

3. Unless the additional transport asked for in my 64/101/6 of 11th June and the request which was repeated in my 91/75/CA, A/CC 500 of 10th August is provided, this cannot be done. It is impossible to expect this Commission or the Italian Government to carry out their duties without transport.

4. I therefore again urge that immediate consideration be given to the provision of further transport for the use of officers in this Commission.

A 833

Hq ACC Sec'y Gen.
DISPATCHED
Date-Time 16 AUG 1944
Via <i>Army</i> 0530
Units <i>21</i>

ELLERY W. STONE
Captain, USMR
Acting Chief Commissioner

Copy to: Econ Sec (For Transportation Sub-Com)
G-4(B).

779

*16 Aug
208*

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref. ACC/Tn/Rl

Date: 12 August 1944

SUBJECT: Correspondence - Trucks.

TO : War Material Disposal. (Att: Lt. Col. Campbell.

Enclosed correspondence is forwarded for any action you consider necessary, and reply direct to writer.

J.J. GARNES
Colonel, Inf.
Tn. Sub-Comm.
Director Roads Section

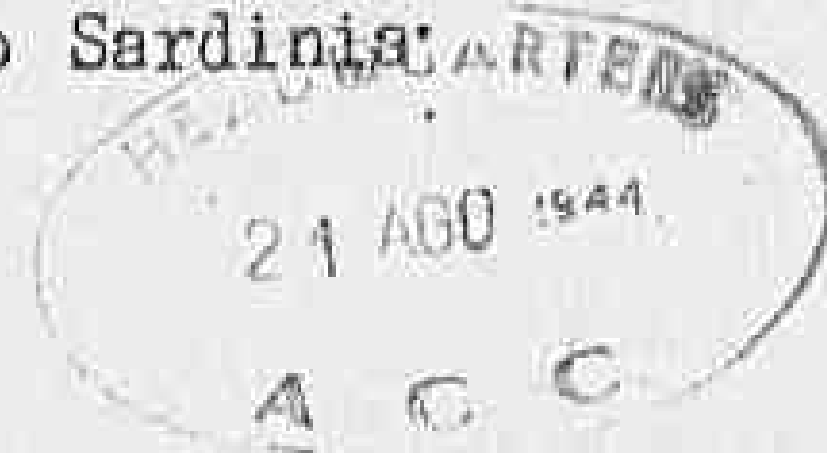
HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION 6

11th August 1944.

To : H.Q., A.C.C., (R.C. & M.G. Section)
Attention Transportation Sub-Commission.

Subject : Temporary Loan of 2½ Ton Truck to Sardinia.

Reference: Tptn/1607.



"With reference to Economic Section letter ES/49 of 17 June 1944 and the 12 Allied Military trucks which it is hoped to put on the road here on the basis of the Road Haulage Transport Scheme, the High Commissioner has drawn attention to the high monthly charges made for depreciation and the large amount required as a deposit for each vehicle. The figures given by the Allied Military Authorities here are lire 26,000 per vehicle for the monthly depreciation charge and lire 157,000 per vehicle as a deposit. It has been pointed out to the High Commissioner that these charges are payable by the Italian Government and that so far as is known they have paid these amounts in respect of a large number of vehicles on the mainland.

The High Commissioner, it is understood, is taking the matter up with the Ministry concerned and as the use of these vehicles in Sardinia would be a great help to civil transportation, this matter is submitted to you so that if appropriate, the matter could be taken up by your H.Q. with the Ministry concerned with a view to having any difficulties in this matter overcome.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner

777

COPY

/bh

JKD/am

HEADQUARTERS REGION "2"
Allied Control Commission
APO 394

5 August 1944

TO : Colonel J.J. Albright
Colonel D.S. Adams
SUBJECT: Load Carrying Transport

FILE NO: RZ/230.1456

Dear

1. I am writing a demi-official letter to the two of you, because it appears unlikely that we shall find an early opportunity of all meeting together and I think that if I put down on paper, notes on the subject of load carrying transport, you can discuss the matter together and get your views up to me. I shall be leaving Rome for Chianciano after lunch (at the Grand) tomorrow, Sunday.
2. I want to assure both of you that Region "2" is anxious to play ball, and we shall abide loyally by whatever decision you make.
3. To recapitulate the recent discussions (a) the starting point might well be the Transportation Division's letter of the 2 August telling us that our 72 trucks were to be left with Region IV, (b) arising out of that, I had a discussion with Colonel Adams on the morning of Thursday 3 August, in which I explained that our Italian driven trucks really consisted of two detachments, of different origins. The attached Appendix "A", which is a copy of a paper I then handed Colonel Adams, will show the organization. I explained that we had already arranged to leave with Region IV, the vehicles of No. 2 Truck Detachment, but that I had hoped to take forward with me the composite group of vehicles known as No. 1 Truck Detachment.
- (c) After further consideration, Colonel Adams agreed to this request and his further letter of the 3 August provided for the retention of the 33 trucks with Region "2".
- (d) On the afternoon of the 3 August, we had a conference in Colonel Albright's room and it was then agreed in principle, that in order to simplify maintenance Region "2" should be provided entirely with British Vehicles. At that time it was agreed, that an exception should be made in respect of the 2 1/2 Ton 6x6, provided they could all be held together at Regional HQ.
- (e) However, on the morning of the 4 August, it appeared that G-4 were very anxious that the substitution policy should apply also to the load carrying vehicles, and that the 10 2 1/2 Ton 6x6 should be withdrawn, from Region "2", to be replaced by British Vehicles.
4. Feeling that the withdrawal of the American drivers and trucks was not in the morning, and in the

it appears unlikely that we shall find an early opportunity of all meeting together and I think that if I put down on paper, notes on the subject of load carrying transport, you can discuss the matter together and get your views up to me. I shall be leaving Rome for Ghianciano after lunch (at the Grand) tomorrow, Sunday.

2. I want to assure both of you that Region "Z" is anxious to play ball, and we shall abide loyally by whatever decision you make.

3. To recapitulate the recent discussions (a) the starting point might well be the Transportation Division's letter of the 2 August telling us that our 72 trucks were to be left with Region IV, (b) arising out of that, I had a discussion with Colonel Adams on the morning of Thursday 3 August, in which I explained that our Italian driven trucks really consisted of two detachments, of different origins. The attached Appendix "A", which is a copy of a paper I then handed Colonel Adams, will show the organisation. I explained that we had already arranged to leave with Region IV, the vehicles of No. 2 Truck Detachment, but that I had hoped to take forward with me the composite group of vehicles known as No. 1 Truck Detachment.

(c) After further consideration, Colonel Adams agreed to this request and his further letter of the 3 August provided for the retention of the 33 trucks with Region "Z".

(d) On the afternoon of the 3 August, we had a conference in Colonel Albright's room and it was then agreed in principle, that in order to simplify maintenance Region "Z" should be provided entirely with British Vehicles. At that time it was agreed, that an exception should be made in respect of the 24 Ton 6x6, provided they could all be held together at Regional HQ.

(e) However, on the morning of the 4 August, it appeared that G-4 were very anxious that the substitution policy should apply also to the load carrying vehicles, and that the 10 24 Ton 6x6 should be withdrawn, from Region "Z", to be replaced by British Vehicles.

4. Feeling that the withdrawal of the American drivers and trucks from the No. 1 Detachment, provided a situation which was not in the minds of Colonel Adams and myself on Thursday morning, and in the absence of both of you, I called on Colonel Clough and secured his consent to the postponement of a further exchange till the completion of our move. This was especially desirable inasmuch as our load tables and march tables received from "Movements" were based on No. 1 Truck Detachment in its present form.

(1)

5. Immediately after our move is completed, I am entirely ready to facilitate any arrangement you may wish to order.
6. It appears to me that the whole question of the continuance of the composite No. 1 Truck Detachment, is one for decision between the RC & MG Section and the economic Section. I shall be desperately sorry to see a good little working organization brought to an end. Especially should I be sorry, to say good-bye to the excellent team of American truck drivers, who have served me so well all through the advance of the Allied Armies.
7. At the same time, I do not wish to claim that the change to British trucks would present an insuperable difficulty for Region "B". My plan is rather that the present No. 1 Truck Detachment should, if possible, be kept in being, if not for Region "B", then perhaps for some other Region.
8. Since this letter was commenced, I have Colonel Adams message that it would be possible to replace the 10 American driver 20 Ten Trucks by British Trucks, and that it might be possible to find additional British vehicles driven by "Civilians" (Italian Soldiers) to be kept joined up to form a new composite platoon.
9. I am quite prepared to try to build up a new composite platoon based on British vehicles and a British Cadre, but I do not think that British drivers will work nearly so well as has been the case with Italian-speaking Americans of No. 1 Detachment.
10. There is only one further point which I should like to make for your consideration if you did decide to allow No. 1 Truck Detachment to continue in being as a composite American Italian organization. I do not think that its maintenance, even in a completely British area, would present insuperable difficulties. A wrecker, with complete equipment, is included in the Detachment and we have a fair supply of spare parts.
11. I think I have put down all the points of importance, and now I leave the whole matter in your hands. We can commence any exchange you propose any time after Tuesday, 5 August, and I suggest that we set a target date for completion as Tuesday, 15 August.

John F. Dwyer, Brigadier
Regional Commissioner

My plan is rather that the present No. 1 Truck Detachment should, if possible, be kept in being, if not for Region "Z", then perhaps for some other Region.

8. Since this letter was commenced, I have Colonel Adams message that it would be possible to replace the 10 American driven 2 1/2 Ton Trucks by British Trucks, and that it might be possible to find additional British vehicles driven by "Civilians" (Italian Soldiers) to be as joined up to form a new composite platoon.

9. I am quite prepared to try to build up a new composite platoon based on British vehicles and a British Cadre, but I do not think that British drivers will work nearly so well as has been the case with Italian-speaking Americans of No. 1 Detachment.

10. There is only one further point which I should like to make for your consideration if you did decide to allow No. 1 Truck Detachment to continue in being as a composite American Italian organization. I do not think that its maintenance, even in a completely British area, would present insuperable difficulties. A wrecker, with complete equipment, is included in the Detachment and we have a fair supply of spare parts.

11. I think I have put down all the points of importance, and now I leave the whole matter in your hands. We can commence any exchange you propose any time after Tuesday, 3 August, and I suggest that we set a target date for completion as Tuesday, 15 August.

John H. Dunlop, Brigadier
Regional Commissioner

273

Copies to: Colonel G.L. Clough
Colonel C.H. Severe

COPY

APPENDIX "5"

HEADQUARTERS REGION "Z"
Allied Control Commission
APO 394

JKD/am

FROM: REGIONAL COMMISSIONER
REGION Z, ALLIED CONTROL COMMISSION

13 11 50 B

TO : H.Q. A.C.C. ESTABLISHMENTS BRANCH
retd REGION IV retd H.Q. A.C.C. ECONOMIC BRANCH

RESTRICTED
PRIORITY

JKD/Z

SUBJECT IS TRANSPORTATION PERIOD PAREN FOR HQ ACC ESTABLISHMENTS
BRANCH REPEATED REGION FOUR REPEATED RE ACC ECONOMIC BRANCH FROM
REGION Z SIGNED DUNLOP PAREN PERIOD OUR DOG SLANT OBOE LETTER OF
FIVE AUGUST TO COLONEL ALBRIGHT AND ADAMS PUT FORWARD PROPOSALS FOR
FUTURE OF COMPOSITE TRUCK DETACHMENT KNOWN TO US AS NUMBER ONE
TRUCK DETACHMENT PERIOD IN ABSENCE REPLY TELEPHONED YOUR OFFICE
YESTERDAY AND LEARNED FROM CAPT GOODICE THAT PRESENT INTENTION WOULD
ALL VEHICLES AMERICAN OR ITALIAN DRIVERS WOULD REMAIN CHIANGIANO
TILL BRITISH REPLACEMENTS AVAILABLE PERIOD HOWEVER LEARNED LAST
NIGHT THAT FIVE DRIVERS BOLLA COMMA JANUZZI COMMA BONACCORSI COMMA
MALTESE COMMA DI NARIS WITH FOUR TRUCKS WHO LEFT CHIANGIANO FOR
ROME WEDNESDAY TO BRING BACK STORES WERE RETAINED IN ROME BY CAPT
JOHNSON ON BASIS WERE MEMBERS OF HIS COMPANY PERIOD AS STATED
OUR ABOVE QUOTED DOG SLANT OBOE LETTER WE ARE ANXIOUS COOPERATE
HEARTILY ANY DESIGN ESTABLISHMENTS BRANCH BUT MAY PRESENT POSITION
BE OFFICIALLY CLARIFIED

REB/lr

Istituto Naz. Trasporti

Regional Direction
Palermo

Palermo Aug 10th 44

Circular No 10-CM

Ref. MG/lee

TO : The Provincial Direction of.....
and to Lt. Calvanese
Transportation Division - Palermo

SUBJECT : Motovehicles hired by XIIth Corpo d'Armata

Please notice that all requests of motorcars for Transportation of freight, submitted by XII^o Corpo d'Armata of that town must be considered as "urgent" and classed immediately after ACC or foodstuff transportations, i.e. after those transportations concerning the Food Division and the Consorzio.

All transports for XII C.d.A. must be operated according our charges and conditions, as valid from July 1st 1944.

Payment of hire-fees will be weekly effected by XII C.d.A.

XII C.d.A. will actually return, every week, all fuel employed for above transports.

It is therefore necessary that for every hire-service both actual fuel consumption and distance covered may be verified upon way-hill.

From the amount invoiced for every service the official cost of the fuel (according C.I.P. pricelist) will be deducted, since above fuel will be actually returned by XII Corpo d'Armata HQ.

Please confirm

Ist. Naz. Trasporti
Regional Direction

*File
R/1.
[Signature]*

TN: S.C. 198

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

INC/mm

12 August 1944

In reply
refer to: RTC 554 - I.N.T.

Subject: Transport For XII Corpo D'Armata.

To : Lt. Col. Albert L.O. Sicily (MIA)
Att: Captain Craig.

1. Attached herewith copy covering verbal understanding last week on priority fuel and payment of freight bills for and by the XII Corpo D'Armata (Italian).

For the Regional Commissioner:

I.M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer

I Incls:

Incl. 1 - I.N.T. Circolare N.10 CM 10/8/44

Copies to:

- 1 - Regional Commissioner
- ✓ 2 - Transportation Sub - Commission



ISTITUTO NAZIONALE TRASPORTI
Direzione Regionale

Palermo

Palermo,

10 AGO. 1944

CIRCOLARE N. 10-OM

Dir. MG/lce

Alla

Direzione Provinciale di:

OGGETTO:

Noleggi Automezzi per il
12° Corpo D'Armata.-

e p.c. Sig. Tenente Calvanese
Comando AGC

- Divisione Trasporti -

P A L E R M O

Vogliate prendere nota che le eventuali richieste di autocarri per trasporti merci, da parte del 12° Corpo D'Armata Italiano di cotesta città dovranno essere considerate "urgenti", e saranno classificate appena dopo i trasporti A.C.G. e viveri, e cioè, appena dopo i trasporti riguardanti l'Alimentazione e il Conserzio.

I trasporti per il 12° Corpo D'Armata saranno effettuati alle nostre tariffe e condizioni in corso dal 1° Luglio 1944.

Il pagamento dei noleggi da parte del 12° Corpo D'Armata avverrà settimanalmente.

Il 12° Corpo D'Armata vi restituirà materialmente settimana per settimana i carburanti consumati per detti noleggi.-

E' quindi necessario che per ognuno di questi noleggi venga accertato sui fogli di viaggio il reale consumo di carburanti, ed l'effettivo chilometraggio percorso.-

Dall'ammontare della fattura di ogni viaggio verrà dedotto il costo ufficiale (listino C.I.2.) del carburante, che, come sopra detto, vi verrà materialmente reintegrato dal Comando 12° Corpo D'Armata.-

Attendiamo un Vostro cenno di ricezione della presente.-

OGGETTO:

Noleggi Automezzi per il
12° Corpo D'Armata.

Comando AGC
- Divisione Trasporti -

P A I E R E O

Vogliate prendere nota che le eventuali richieste di autocarri per trasporti merci, da parte del 12° Corpo D'Armata Italiano di questa città dovranno essere considerate "urgenti", e saranno classificate appena dopo i trasporti A.C.C. e viveri, e cioè, appena dopo i trasporti riguardanti l'alimentazione e il Conserzio.

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E' quindi necessario che per ognuno di questi noleggi venga accertato sui fogli di viaggio il reale consumo di carburanti, ed l'effettivo chilometraggio percorso.

Dall'ammontare della fattura di ogni viaggio verrà dedotto il costo ufficiale (listino C.I.P.) del carburante, che, come sopra detto, vi verrà materialmente reintegrato dal Comando 12° Corpo D'Armata.

presente.

Attendiamo un Vostro cenno di ricezione della

ISTITUTO NAZIONALE TRASPORTI
Direzione Regionale.

REB/lr

ALLIED CONTROL COMMISSION
Regional Headquarters
of Sicily

9th August 44

Reference : Reply to RTC 080 - INT

SUBJECT : Institution of a National Corporation of motor-
transportation of freight.

TO : Doct. Stephan DOLCE
Compartmental Inspectorate of Motorization
P a l e r m o
Via Fonderia Orereia

1. After the agreement between the ACC and the Ministry of Communications of the Italian Government, it has been authorized the institution of a National Corporation of motor-transportation of freights, which will be named E.N.A.C. (ente nazionale autotrasporti cose).

2. All trucks of private property will be under control (Dispatch) of E.N.A.C., for transportation of freights in Sicily.

3. The Regional Commissioner of the Allied Control Commission or his representative will issue to E.N.A.C. necessary instructions about movement and priority of transports.

4. The E.N.A.C. will fixe prizes of new standard-charges the list of freights which must be transported and the priority of mouvement for all trucks of private property. Strict measures will be foreseen and taken against those who don't respect tariffs and don't follow priority....

5. As soon as the E.N.A.C. will operate, the I.N.T. will give its participation and in a second time it may become a great enterprise, operating under the control -(Despatch)- and under the judgments of assignation of the E.N.A.C. (for what it concerns the movement of vehicles).

6. At the beginning the E.N.A.C. can address himself to the I.N.T., for what concerns the movement of particular freights, under condition similar to those fixed for trucks of private property. In any way the E.N.A.C. must not interfere in the interior problems of the I.N.T., because this one uses materials of exclusive property of the Allies, who have all the incomes.

The ACC has the right to fix all priority of mo-

File
R/11

TO : Doct. Stephen DOUCE
Compartmental Inspectorate of Motorization
P a l e r m o
Via Fonderia Orerea

1. After the agreement between the ACC and the Ministry of Communications of the Italian Government, it has been authorized the institution of a National Corporation of motor-transportation of freights, which will be named E.N.A.C. (ente nazionale autotrasporti cose).
2. All trucks of private property will be under control (Dispatch) of E.N.A.C., for transportation of freights in Sicily.
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5. As soon as the E.N.A.C. will operate, the I.N.T. will give its participation and in a second time it may become a great enterprise, operating under the control -(Despatch)- and under the judgments of assignation of the E.N.A.C. (for what it concerns the movement of vehicles).
6. At the beginning the E.N.A.C. can address himself to the I.N.T., for what concerns the movement of particular freights, under condition similar to those fixed for trucks of private property. In any way the E.N.A.C. must not interfere in the interior problems of the I.N.T., because this one uses materials of exclusive property of the Allies, who have all the incomes.
7. The ACC has the right to fix all priority of movement and if necessary to fulfill the territorial arrangement of vehicles of the I.N.T. and even of assigning the places where the E.N.A.C. must eventually group its trucks.

W.R. JORDAN
Colonel, C.A.C.
Regional Executive Officer

TO : Transportation Sub-Commission HQ ACC 1 copy
Regional Direction I.N.T. 2 copies

COMMISSIONE REGIONALE DI CONTROLLO
Quartiere Generale Regionale
della Sicilia

9 agosto 1944

In risposta

con riferimento al: RTO 080 - T.N.T.

Oggetto: Istruzione di un Ente Nazionale Autotrasporti (OSE) -
R.N.A.C.
Al: Dr. Stefano Polce - Reparto Computazionale Motoriz-
zazione - Via Fondaria Greca -
Palermo
c.p.c.: All'alto commissario, per comunicazione alle IL, IL,
i prefetti. - Palermo -

1. In seguito ad accordi intervenuti tra l'A.C.O. ed il Ministero delle Comunicazioni del governo italiano, e' stato autorizzato l'istituzione di un Ente Nazionale Autotrasporti, che si denominera' R.N.A.C.

2. Tutti gli autocarri da carico di proprieta' privata saranno posti sotto il controllo - (Despatch) - della R.N.A.C., per il trasporto delle cose in Sicilia.

3. Il commissario regionale della commissione Allente di Controllo e' un suo rappresentante, deve le necessarie istruzioni all'R.N.A.C. circa il movimento e la precedenza dei trasporti.

4. L'R.N.A.C. importa i prezzi delle nuove tariffe tipo, la precedenza delle cose da trasportare e la precedenza dei movimenti e tutti gli autocarri da carico di proprieta' privata. Provvedimenti severi dovranno essere contemplati e presi a carico dei vettori nel caso rifiutino di conformarsi alle tariffe, alla precedenza, ecc.

5. Non appena l'R.N.A.C. comincera' a funzionare, l'I.N.T. devra' dare la sua collaborazione, ed in un secondo tempo potra' diventare la grande impresa, tra le altre cose, lavorando sotto il controllo - (Despatch) - ed i criteri di assegnazione dell'R.N.A.C. (per quanto riguarda il movimento veicoli).

6. Inizialmente l'R.N.A.C. potra' rivolgersi all'I.N.T. per il movimento di certa merce, con condizioni simili a quelle in vigore per gli autocarri di proprieta' privata; pero' in ogni caso, l'R.N.A.C. non dovra' assolutamente ingerirsi nelle questioni interne dell'I.N.T. perche' il materiale da essa adoperato viene proprieta' degli Allenti, ai quali vanno tutti i proventi.

1. In seguito ai accordi intervenuti tra l'A.C.C. ed il Ministero delle Comunicazioni del Governo Italiano, si è stato autorizzato l'istituzione di un ente nazionale autotrasporti cose, che si denominerà: E.N.A.C.
2. Tutti gli autocarri da carico di proprietà privata saranno posti sotto il controllo - (Despatch) - della E.N.A.C., per il trasporto delle cose in Sicilia.
3. Il commissario regionale della Commissione Allente di Controllo o un suo rappresentante, darà le necessarie istruzioni all'E.N.A.C. circa il movimento e la precedenza dei trasporti.
4. L'E.N.A.C. imporrà i prezzi delle nuove tariffe tipo, la graduatoria delle cose da trasportare e la precedenza dei movimenti a tutti gli autocarri da carico di proprietà privata. Provvedimenti severi dovranno essere contemplati e presi a carico dei vettori nel caso rifiutino di conformarsi alle tariffe, alle precedenza, ecc.
5. Non appena l'E.N.A.C. comincerà a funzionare, l'I.N.F. dovrà dare la sua collaborazione, ed in un secondo tempo potrà diventare la prima impresa, tra le altre piccole, lavorando sotto il controllo - (Despatch) - ed i criteri di assegnazione dell'E.N.A.C. (per quanto riguarda il movimento veicoli).
6. Inizialmente l'E.N.A.C. potrà rivolgersi all'I.N.F. per il movimento di certa merce, con condizioni simili a quelle in vigore per gli autocarri di proprietà privata; però in ogni caso, l'E.N.A.C. non dovrà assolutamente ingerirsi nelle questioni interne dell'I.N.F. perché il materiale da essa adoperato rimane proprietà degli Allente, ai quali vanno tutti i proventi.
7. L'A.C.C. si riserva il diritto di convalidare la precedenza di tutti i movimenti e, se necessario, espletare la distribuzione territoriale dei veicoli dell'I.N.F. e stabilire i posti dove l'E.N.A.C. deve eventualmente trascurare i propri autocarri.

Copia a:
 1-Trans Sub-Comm.E.C. A.C.C.
 2-Direzione Regionale I.N.F.

W.R. Ford

W.R. JORDAN
 Colonel, C.A.C.
 Regional Executive Officer

CONFIDENTIAL

R/6.

HQ REGION 2

ACC FROM ADAMS

1562

9 AUG 44

CONFIDENTIAL

PRIORITY

TRANSPORTATION SUB COMM

YOUR B SLANT TO SLANT EIGHT OF TWO AUG REFERS PD PAREN TO HQ REGION TWO FOR
STEFFENS FROM ACC FROM ADAMS PAREN FOUR TEN TEN FLATS TO BE COLLECTED IMMEDIATELY
BY REGION SEVEN FOR REGGIO PD REMAINING TWO TO BE COLLECTED BY REGION SEVEN WHEN
READY PD NOTIFY REGION SEVEN WHEN THESE TWO ARE READY PD PERMISSION GRANTED
WATKINS PAY REPAIR COSTS PD ACKNOWLEDGE PD

[Handwritten signature]

768 *Chlor*

L.T. MONTANT Jr.
1st Lieut AGD
Adjutant.

D S ADAMS

CONFIDENTIAL

R/6

HQ REGION 7

ACC FROM ADAMS
1563

9 AUG 44

CONFIDENTIAL
PRIORITY

TRANSPORTATION SUB COMM

COLLECT IMMEDIATELY FOUR TEN TON PLATS FROM HQ REGION TWO BARI PD PAREN TO REGION SEVEN
FROM ACC FROM ADAMS PAREN COLLECT FURTHER TWO WHEN REGION TWO NOTIFY YOU THEY ARE READY
PD FURNISH THIS HQ FULL PARTICULARS EARLIEST PD ACKNOWLEDGE PD

767

L.T. MONTANT
1st Lieut. AGD
Adjutant

D.S. ADAMS
Colonel. C

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CHAB/as

R/1

Our Ref: AOC Ta/ES/

Date : 9 August 44

Tel: 478906

TO : HQ Region 2
(Attn. Major Watkins)

SUBJECT : Transport - Vehicles for Street Cleaning,
Bari.

1. Reference your MTO/9/24 dated 4 August 44.
2. Engine Nos are not necessary, but make, type and contract numbers should be forwarded as soon as possible.
3. It is confirmed that arrangements should be made by your Office for Inspection and Maintenance.

CHAB
D.S. ADAMS
Colonel, G.B.
Tr. Sub-Comm.

Copy to: AAI (QAE)(4) reference your 3332/1/Q(AE) to G-4, AOC dated 29 Jun 44.

16 AUG Recd

122 CCB.

P. H. V.

151

ALLIED MILITARY GOVERNMENT.

Ref: PU/B/1/.

ELBA, 7th August 1944.

Subject: Island Bus Services.

(Now in Region 8)

To ; Public Utilities.A.C.G.

1. Previous to the invasion, all the towns on the island were linked up by a Motor Coach Service, but this was completely dislocated with the arrival of the troops. However, with the resumption of work in the iron ore mines and various public works, some form of transport became imperative for the conveyance of labour and the maintenance of trade relations between the inhabitants of various communes.

2. The Motor Coach Service forms the only means of inter-communication on the island, including the carrying of mails between the different post offices. This service was undertaken in the form of a contract with the Italian Government.

The buses are privately owned and the fleet consists of 6 buses, three small petrol driven vehicles, and three other with diesel engines. The owner has a sufficient stock of fuel to maintain the present restricted services for several weeks.

4. Fares have been fixed to cover maintenance costs and overhead charges. The service will be increased as conditions return to normal and traffic justifies it.



Chumachil
Major.

Senior Civil Affairs Officer.

Transportation S/C.

This belongs to you

H. J. H.

16/8

785

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION

Headquarters APO 3940 - Camp ...

RHR/ejb

HQC/10

5 Aug '44

SUBJECT : Transport of Machinery from Aquila to Rome.

TO : Transportation Sub-Commission.

With reference to your letter ACC Tn/B3/23, dated 1 August, vehicles are available as requested, but in view of Major Sower's report from AQUILA to day, it would appear that what is now required is four vehicles to leave ROME on Wednesday, 9 August 44, reporting to Major Sowers at AQUILA that night, these vehicles returning to ROME with their loads the following day; and on Thursday, 10 August 44, another four vehicles to leave ROME for AQUILA, reporting to Major Sowers on arrival. These eight vehicles are to work between AQUILA and ROME until move of this machinery is incomplete. Four 2 1/2 Ton trucks and four 3-Ton trucks have been detailed for this move. It is understood that your Sub-Commission will arrange board and lodging for the drivers at AQUILA, and that you will provide the crane truck at AQUILA to facilitate the loading of the machinery. It is understood that the dispatch of the loaded trucks from AQUILA to ROME will rest entirely with Major Sowers.

signed _____ Lt.Col.

R.H. ROBERTSON
HQ. Commandant.

Copy to :

Transportation Officer; You will arrange that all vehicles proceeding from here on this job will carry sufficient gasoline for the complete round trip, ROME - AQUILA - ROME

Dispatch Office.

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

DIB/1b

4 Aug. 44

G-4/101/14

SUBJECT:- Water Cart. Z. 4873091

TO: - Director, Transportation Sub-Commission
H.Q. Commandant.

R/1

Confirming conversation (Lt.Col. Carnes - Capt. Haslam) an urgent call for Water Carts has been received from Italian Refugee Branch. In view of this it is regretted that it has become necessary to withdraw the above vehicle from your Sub-Commission. It is requested that it be returned to H.Q. Pool as soon as possible as the need is urgent.

If subsequently a Water Truck becomes spare this branch will inform your Sub-Commission.

Donald H. Haslam Capt
for S.W. MILLER 763
Lt.Col.
G-4

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

File
R/1
chb

SA/11
4 August 1944

Tel: 262

AGR/30000

SUBJECT: Army Vehicles for Consorzio.

TO : Transportation Sub-Commission, ATT: Roads Division.

1. The attached was forwarded the Agriculture Sub-Commission. The suggestion that the Consorzio Agrario Provinciali in Foggia as well as in other provinces be allotted a certain amount of transport for use in carrying out their normal distribution functions for food products and agricultural supplies is a sound one if such transportation can be found.

W. A. Hartman
W. A. HARTMAN
Lt. Colonel
Director

*This matter
was settled
verbally between
Maj: Andrews &
Capt. Petter.
Both agreed Trans. Sub-Comm.
could do nothing.
chb.
6/8.*

71-3 Ru
27 LUG 1944

Food PC.

Ref:- FP/4

21 Jul 44.

7 6841

W 8

SUBJECT:- Vehicles for Forage Programme.

TO:- HQ ACC Food Sub-Commission.

FROM:- ACC, FOGGIA PROVINCE.

Attached hereto is copy of letter from
DDS & T. No.2 District to DDS & T. HQ A.A.I.,
ref. ST/4070/9/4 of 27 May 44, in which No.2
District press for the issue of WD Transport
for certain Consorzio Agrario representatives
who are more particularly concerned with the
collection of forage and straw for the Army.

This request is strongly endorsed by this
HQ. May the matter be represented to Q(AE) HQ,
AAI? 3 W.D. vehicles are ~~required~~ required.

Chi D'Amico

Colonel,
Provincial Commissioner,
A.C.C. FOGGIA PROVINCE.

CET/EGFM.

revelary
I will include reply

Chief	<i>[initials]</i>
Staff Officer	<i>[initials]</i>
Statelician	
Supply Officer	
Religion	
Port Liaison Officer	

not from

761

COPY

SUBJECT:- FORAGE PROGRAMME

H.Q., No. 2 District, C.M.F.
ST/4070/9/4/
27 May, 1944.

D.D.S.T., H.Q., A.A.I.

1. In connection with this years forage programme on the Foggia Plain, it is considered essential that the district representatives of the Consorzio Agrario should have transport, in order that they may carry out their functions effectively.

As you will appreciate, there is a considerable area to be covered, and the gathering of the harvest, of which such a large proportion will be required for the army, the settlement of labour disputes, and many other matters, will be very materially eased if the representatives of the Consorzio are able to get about and visit the farms.

2. Three such district representatives of the Consorzio are affected, The position at the moment is that they have cars, but the tyres are completely worn out and the vehicles off the road as a result. It is understood that A.M.G. LUCERA are unable to obtain any replacement tyres at all.

It is submitted that the most satisfactory solution would be for three W.D. vehicles to be released to the Consorzio for this purpose. Owing to the nature of the ground, jeeps would be ideal, but if these are not available, 15 cwt trucks would suffice.

G(SD) this HQ. have been approached and state that HQ., A.A.I. have now ruled that all applications for release of vehicles for such purposes must be made to HQ., A.C.C., who in time represent the matter to Q(AE) HQ., A.A.I.

3. It is understood that a release of W.D. vehicles has recently been made to the civilian electricity supply organisation to the Allied War effort.

It is felt that the gathering of this years harvest is also of sufficient importance to justify a release of these three vehicles being granted. May the matter please be represented to H.Q., A.C.C. accordingly.

CJC

sgd ?? ?? ??

Colonel
D.D.S.T.

COPY TO: Q 2 District. A.D.S.T. 6 Base Sub Area.

.760

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

7812
Nº 03812 - 3. VIII 44

R/I.
Ref : MTO/9/24 4 Aug 44
Subject : Vehicles for Street Cleaning - BARI
To : Transportation Sub - Commission HQ. A.C.C.
APO 394 .

1. Reference your ACC Tn/1/27 dated 27 July 44.
2. The following War Department and Chassis numbers are forwarded in respect of vehicles being used by GESTIONE SERVIZI PUBBLICI, BARI

<u>W.D. Number.</u>	<u>Chassis Numbers.</u>
525936✓	54676
512011✓	37862
526004✓	54878
525900✓	54454
216556✓	32118
4655245✓	55367
4190211✓	K30/VK 16739

3. Engine Numbers will be forwarded on receipt of same at this Headquarters .

4. As these vehicles will be taken over by A.C.C., may it be confirmed that, arrangements will be made by this office for Inspection and Maintenance .

For the Regional Commissioner.



J.P. Watkins
J.P. WATKINS.
Major. R.A.S.C.,
Regional Transportation Officer.

759

CONFIDENTIAL

Roads

File No.

AGC REGIME 2

AGC FROM ADAMS
1298

3 AND 14

CONFIDENTIAL
PRIORITY

TRANSPORTATION SUB COM

THIS IS YOUR AUTHORITY TO PAY TO COL BARBONE ONE HUNDRED TRANSPORT
GROUP ITALIAN ARMY V EXAMPLE BARBONE BASE THE SUM OF ONE HUNDRED
ZERO ZERO ZERO LITRE AS PAYMENT FOR ONE HP AC THREE THREE FOUR FIVE
CYCLES TWO SIX ZERO VOLT TWO FIVE ZERO ZERO RPM MOTOR TO PAY TO
AGC REGIME TWO FOR BARBONE FROM AGC FROM ADAMS FROM THIS MOTOR IS
FOR THE JANEY THE PLANT VIA COMPANY SIX SEVEN DAVE TO INSTALLATION
SHOULD BE MADE BY CAPT FRANKLIN REAG AND RETROGRADING OPERATION BEGUN
AT ONCE TO FINANCE SUB COMMISSION AGREE TO

R/L

788

L.T. MONTAG, JR.
1st Lieut AGP

Transportation

9406

IMC/09

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394.

2 August 1944

In reply
refer to: RTU 451.4

Subject: Auto-Ambulance to be Returned by I.N.T.

To : Lt. Col. Lester R. Albert
Army Sub-Commission ACC (MMIA) L.O. Sicily.

1. Reference: MMIA No. m/4/1235 dated 20 June 44;
Region I A.C.C., in cooperation with request, has prepared
the attached inventory of autosambulances converted and other-
wise, held by A.C.C.'s operating organization (I.N.T.) which
may be transferred to Italian Armed Forces, (XII Corps D'Armata)
by arranging for same with this office.

For the Division Chief:

I. M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer.

1 - Incl.

Incl.- 1 Elenco Autoambulance 31 July 1944.

Copies to:

Regional Commissioner
Transportation Sub-Commission
A.C.C. ~~Box 261~~ Hq.

ELENCO DELLE AUTOAMBLULANZE IN CARICO ALLA DATA DEL 31 LUGLIO 1944

Marca e Tipo	Matricola	Efficiente	grande riparaz.	Demolizione	Dislocazione	N o
FIAT 626/N	1002	si			AGRIGENTO	CC.RR.
" 626/N	1014	si			"	R. Questu
" 626/B	1036	si			"	Mancano
" 626/N	1071			si	"	
FIAT 614	2088	si			CALTANISSETTA	R. Questu
SPA 38/R	3101		si		CATANIA	A dispos
SPA 25/0.10	4051			si	ENNA	
O.M. TAURUS	C.R.I. 903		si		MESSINA	
BIANCHI	C.R.I. 1208			si	"	
FIAT 626	6142		si		PALERMO	
" 626	6376		si		"	
" 1100	6385		si		"	
" 626	6365			si	"	
SPA 38/R	6414			si	"	
SPA 1100						
FIAT 1100	7011	si			RAGUSA	Già con
" 1100	7029		si		"	Provin

STATO DELLE AUTOAMMBULANZE IN CARICO ALLA DATA DEL 31 LUGLIO 1944

Efficiente	Grande riparaz.	Demolizione	Dislocazione	Note
si			AGRIGENTO	CC. RR.
si			"	R. Questura
si			"	Mancano gomme
		si	"	
si			CALTANISSETTA	R. Questura trasformato autobus
	si		CATANIA	A disposizione
		si	ENNA	
	si		MESSINA	
		si	"	
	si		PALERMO	
	si		"	
	si		"	
		si	"	
		si	"	
si			RAGUSA	Già consegnata al medico Provinciale
	si		"	

= 2 =

Marca e Tipo	Matricola	Efficiente	Grande Riparaz.	Demolizione	Dislocazione
FIAT 626/B	8036		si		SIRACUSA
" 626/R	8065		si		"
SPA 38/R	2951 ANG		si		TRAPANI
Le autoambulanze segnate nella colonna efficienti sono mancanti di tutta l'attrezzatura.					
Le autoambulanze segnate nella colonna grande riparazione oltre dell'attrezzatura hanno di pezzi di motore e delle gomme.					
Le autoambulanze segnate nella colonna demolizione, sono relitti.					

L'ISPETTORE TECNICO

ISTITUTO NAZIONALE
Direzione Reg

= 2 =

Efficiente	Grande Riparaz.	Demolizione	Dislocazione	NOTE
	si		SIRACUSA	S L L
	si		"	
	si		TRAPANI	

Le segnate nella colonna efficienti sono mancanti di tutta l'attrezzatura ospedaliera
 Le segnate nella colonna grande riparazione oltre dell'attrezzatura di cui sopra, man-
 di motore e delle gomme.
 Le segnate nella colonna demolizione, sono relitti.

TECNICO

 ISTITUTO NAZIONALE TRASPORTI
 Direzione Regionale

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CWAP/re

Tel.: 478908

Our reference : ACC Tn/R 1/28.
Date : 28 July, 1944.

TO : HQ. Region 5, (Attn.: Transportation Officer).
SUBJECT : Provision of Vehicles - Forage Programme Foggia.

1. May this HQ. please be informed of the action taken by you on receipt of our Tn/193/129 dated 29 June, 1944.
2. Copy of our letter to A.A.I. is enclosed.

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

20021

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CWAP/re

Tel.: 478908 Our reference : ACC Tn/R 1/27
Date : 28 July 1944.

TO : HQ. A.A.I.
SUBJECT : Vehicle Release.

Reference your 3332/1/Q(AE) dated 24 July, 1944.

1. Our letter Tn/R 1/3 of 21 July referred to Region 3 in error, and this is regretted. The correct Region is Region 5, as mentioned in an original letter Tn/193/130 of 29 July, 1944.

2. Also on 29 June, 1944, as promised in an letter to you, we wrote to the Transportation Officer of Region 5, explaining what was wanted, and enclosing a copy of H.Q. 2 District's letter ST/4070/9/4 dated 27 May, 1944. We also requested Region 5 to inform H.Q. District 2 what action could be taken in the matter.

3. Since then, nothing has been heard of the matter by this H.Q. until receipt of your 3332/1/Q(AE) dated 19 July, 44, which we answered with our Tn/R 1/3 dated 21 July, 1944, in which the error above unfortunately occurred.

4. Although, as outlined above, the onus for the supply of whatever vehicles are available for the S.T. Forage Depot was mercenarily placed by us on Region 5 authorities, it should be noted that this Sub-Commission was informed by the Agricultural Sub-Commission that they had all the cars they wanted for Region 5, but needed tyres. There were supplied, and the matter was considered as dealt with.

5. It is therefore felt that, if more cars are needed, they should be requisitioned by the Agricultural Sub-Commission. Transportation Sub-Commission will do its best to supply any tyre requirements for such cars.

6. In any case, Transportation, Sub-Commission, through its Regions, has nothing to offer comparable in any way to the

Reference your 3332/1/Q(AE) dated 24 July, 1944.

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5. It is therefore felt that, if more cars are needed, they should be requisitioned by the Agricultural Sub-Commission. Transportation Sub-Commission will do its best to supply any tyre requirements for such cars.

6. In any case, Transportation, Sub-Commission, through its Regions, has nothing to offer comparable in any way to the vehicles requested. We have only lorries of 30 cwt upwards.

7. A copy of this letter is being sent to H.Q. Region 5, with request for report on action taken on receipt of our ACC Tn/193/129 dated 29 June, 1944.

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

Copy To : HQ. Reg. 5 (Attn: Tr. Officer)

Telephone : 478900

OWAP/gh

R1/27

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC TA/1/27

Date : 27 July 44

TO : H.Q., Region 2.
(attention Transportation Officer).

SUBJECT : Vehicles for Street Cleaning - Bari.

1. Reference your MTO/9/11 dated 18 July '44.
2. A.A.I., cannot place vehicles on charge to G-4, but only to ACC.
3. From para 2 of H.Q., AAI., letter reference 3332/1/Q(AE) dated 29 June '44, it would seem that the intention is that these vehicles should be as on charge.
4. Kindly forward full particulars as soon as possible, please.


D.S. ADAMS,
Colonel, C.E.,
Transportation Sub-Commission.

607/28.

Subject:-Vehicle Awaiting Collection.

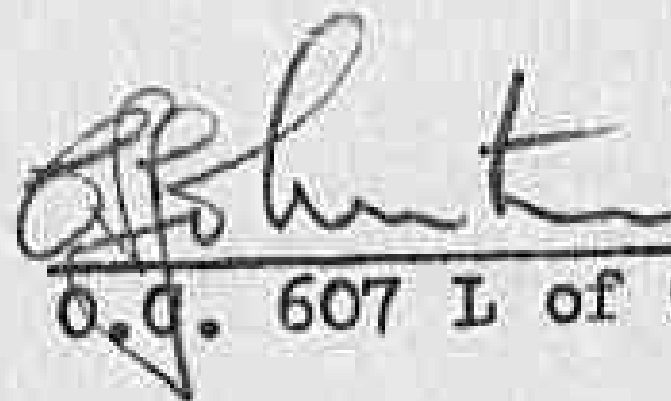
To:-
HQ ACC.
Transportation Sub-Commission.
APO 394.

From:-
607 L of C Wksp. REME. CMF.

Ref your ACC Tn/R 1/6 dated 22 July 44
in reply to our 607/28 dated 14 July 44.

Please note the correct WD N° of the
vehicle is L 525903 and it has since been
collected.

Field.
25 July 44.

 Capt.
O.G. 607 L of C Wksp. REME.

751

Telephone : 478908

GWAP/dt

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

R11. R417
CWP.

Our reference : AOC Tn/R 1/97

Date : 22 July '44

Re : OC 607 L of C, Workshops
R.E.M.E., C.M.F.

Subject : Vehicle awaiting Collection.

Reference your 607/28 dated 14 July, 1944 vehicle L. 525923 cannot be traced on the list of vehicles on charge to this organisation.

Please supply further details.

CWP.
D.S. ADAMS
Colonel, C.E.
Transportation Sub-Comm.

Copy to : Economic Section.

20071

Subject: Vehicle awaiting Collection.

To

A.A.S.S. ACC. CMF.

From:-

607 L of O Workshop. REME. CMF.

Your vehicle BEDFORD 3 ton. WD No L25923 which has been in these Workshops for repairs is now ready and awaiting collection. Please arrange for this to be done as early as possible.

Field.

14 July 44.

Officer Capt.
CC 607 L of O Workshop. REME.

TRANSPORTATION
607/28. ~~CMF~~

R/I
CMF

SUBJECT:- Veh Releases.*Transportation S.C.*

HQ AAI

R1/22

3332/1/Q(AE)

24 July 64*u*
*654*ACC Tn Sub Commission

1. Your AC Tn/R1/3 dated 21 Jul. *see 2*
2. After sending 3332/1/Q(AE) dated 14 Jul, this Branch received, on 20 Jul, your Tn/193/130 of 29 Jun. It is not known how the delay occurred.
3. Your Tn/193/130 of 29 Jun stated that Region V were dealing with the matter, whereas your Tn/R1/3 of 21 Jul specified Region III. ✓
4. May this point be clarified please, and will you kindly ascertain and inform this Branch whether the Regional Commissioner concerned has released any vehs to Consorzio Agrario, FOGGIA.

*R1/21*MEP

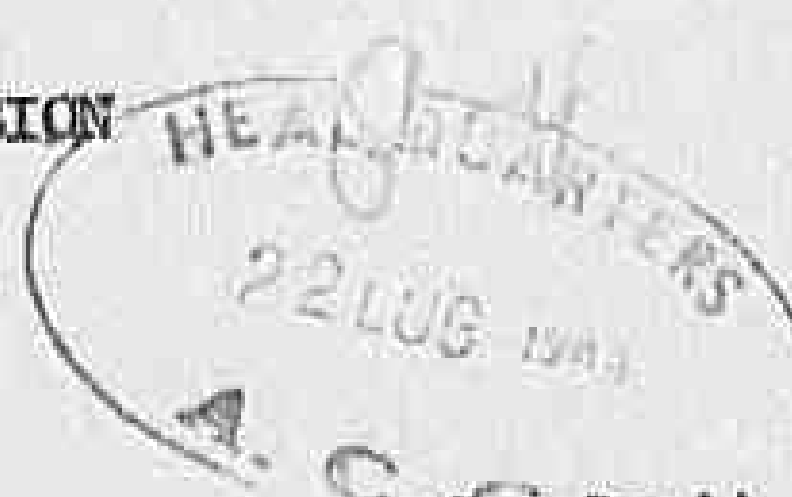
Mt Barton Major
for Major-General,
Chief Administrative Officer.

Copy to: ST - conversations SMITH-TYDALL/BARTON
and 3332/1/Q(AE) of 22 Jul refer.

749

583

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II



Ref : MFO/9/11 18 July 44
Subject : Vehicles for Street Cleaning - Bari .
To : HQ. A.C.C. Office of G-4. APO 394 .

Reference your Tn/193/158 dated 5 July 44 .

1. On making enquiries regarding vehicles for street cleaning it has been found that a letter from HQ. A.A.I., addressed G-4. ACC reference 3332/1/Q (AE) dated 29 June 44 appears to place these vehicles on charge of G-4. May this please be confirmed .

2. It has not been possible up to date to obtain all particulars of these vehicles, every effort will be made to forward same in the course of the next few days .

For the Regional Commissioner .

JPW/WEC.

J.P. WATKINS.
Major, R.A.S.C.,
Regional Transportation Officer.

CMAP/gm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/R1/3

Date : 21 July '44

TO : HQ., AAI.
CMF.

SUBJECT : Issue of Vehicles.

1. Reference your 3332/1/Q(AB) dated 14 July '44.
2. Delay in answering the letter referred to in para 1 of this letter is much regretted, but no trace can be found in this office of the letter mentioned.
3. It is requested that S.T. Storage Depot be asked to submit their request to the Regional Commissioner, Region 3, since this H.Q., merely allocates vehicles in bulk to Regions, after which Regional Commissioner's satisfy demands according to availability.

Chap.
D.S. ADAMS,
Colonel, C.E.,
Director, Transportation Sub-Comm.

Copy to :- Economic Section.

1/10
SUBJECT:- Issue of Vehicles.

Econ Sec
HQ AAT V-5912

3332/1/Q(AE)

19 July 44

AAC
Economic Section

1. Ref your ES/44, dated 16 Jul 44. *asked for copies of letters referred to in para 2 & not received from HQ. by*
2. Herewith copies of letters under even ref addressed to AAC dated and despatched 2 and 10 Jun respectively.
3. The following comments have been received from ST, AAT, dated 17 Jul:-

"Application for the release of three vehs has been made repeatedly by AMG IUGERA to HQ AAC without success, and the position is now becoming very serious.

Consorzio Agrario, FOGGIA, who require these vehs, are heavily committed with the harvesting of this season's ~~18~~ crop for use of the Allied Armies, and their activities are considerably hampered by the non-provision of these three vehs."

MLP



Major-General,
Chief Administrative Officer.

746

RESTRICTED

HEADQUARTERS SERVICES OF SUPPLY
NORTH AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
ARMY POST OFFICE 750

15 July 1944

45L (SSCRD)

SUBJECT: Vehicles Assigned to Allied Control Commission.

TO : Commanding General, Allied Control Commission, APO 512, U.S. Army.

1. Reference Allied Control Commission cable 7122 dated 5 July 1944.
2. General purpose vehicles assigned to Allied Control Commission in this Theater are released under the provisions of paragraph 13, War Department Circular #220. Special projects of this type do not provide maintenance replacements for original allocation.
3. The present status of supply of the type of vehicles referred to is such that replacements can not be made at this time. It is suggested that this request be resubmitted in approximately thirty days, at which time the status of supply may permit some relief.

For the Commanding General:

Vernon W. Rice
VERNON W. RICE
Lt. Col., A.G.D.,
Adjutant General

cc - C.O., PEN BASE



75

RESTRICTED

NAT-837

SUBJECT: Issue of Vehs.

HQ AAI

3332/1/Q(AE)

14 July 44

ACC

1. Please refer to the following letters from this HQ:-

(a) 3332/1/Q(AE) dated 2 Jun

(b) 3332/1/Q(AE) dated 10 Jun

2. The above mentioned dealt with the question of three vehs urgently required by an ST Forage Depot in 2 District, and strongly recommended their release from your stocks of military vehs.

3. ST at this HQ have again approached this Branch with the request that these three vehs be released as early as possible.

4. Please say if this can be arranged.

MLP

Major-General,
Chief Administrative Officer,

Copy: to ACC LO AAI

744

SECRET

HEADQUARTERS
INTERNEES AND DISPLACED PERSONS SUB-COMMISSION
ALLIED CONTROL COMMISSION
APO 394

IDP/517/101-6

SUBJECT : MOVEMENT ORDER * GREEKS

9 July 1944

1. 20 Greek nationals will move by road Rome-Aversa Camp under orders Capt H.T. BEECH at 0900 hrs 10 July 1944.

2. Arrangements have been made to assemble the draft at Central Railway Station Rome by 0800 hrs 10 July 44. On arrival at Aversa, ten of the draft will proceed to Naples. The remaining ten will be held at Aversa for onward routing to No. 1 Transit Camp (Refugees) at Bari.

3. The u/n Greek priests will also proceed with convoy to Aversa and on arrival will proceed under their own arrangements to Palermo and Catania:

VOUTSINOS Nicolas)	
MAKRINIOTIS Markos) -	For PALERMO
VEBER Frederikos)	
RUSSOS Demetrios) -	For CATANIA

4. Father CALLISTER, priest, will also proceed with convoy. He will be held at Aversa for onward routing to Salerno under arrangements Major Sansone.

5. One day's rations and water will be supplied to the a/n by O/C Cine Citta Camp.

6. Tpt for Movg. Para 4(a) of IDP/517/55-7 of 9 July will be amended to read "will be supplied by 235 Corps Tpt Coy (Capt Hewitt). 20 x 3 ton vehicles will report to Capt Beech at 0800 hrs at Central Station, Rome."

For the Director.

K. C. BROWN
Major
D.A.A. & Q.M.G.

DISTRIBUTION:

- Capt Beech
- O/C Cine Citta Camp
- O/C Aversa Camp
- Transportation Sub-Commission
- Sir Clifford Heathcote Smith
- Lt. Col. Talbot, C/O P.B.S.
- File
- Float
- War Diary (2)
- File 55-7
- Capt Hewitt- 235 Corps Tpt Coy
- G-2 Liaison - Maj. Sirocock

R/11.
CUB
6/8

way Station Rome by 0800 hrs 10 July 44. The remaining ten will be held at Aversa for draft will proceed to Naples. The remaining ten will be held at Aversa for onward routing to No. 1 Transit Camp (Refugees) at Bari.

3. The u/m Greek priests will also proceed with convoy to Aversa and on arrival will proceed under their own arrangements to Palermo and Catania:

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VEBER Frederikos)

RUSSOS Demetrios) - For CATANIA

4. Father CALLISTER, priest, will also proceed with convoy. He will be held at Aversa for onward routing to Salerno under arrangements Major Sansone.

5. One d's rations and water will be supplied to the e/m by O/C Cine Citta Camp.

6. Tpt for Move. Para 4(a) of IDP/517/55-7 of 9 July will be amended to read "will be supplied by 235 Corps Tpt Coy (Capt Hewitt). 20 x 3 ton vehicles will report to Capt Beech at 0800 hrs at Central Station, Rome."

For the Director.

K. C. BROWN
Major
D.A.A. & Q.M.G.

DISTRIBUTION:

Capt Beech
O/C Cine Citta Camp
O/C Aversa Camp
Transportation Sub-Commission
Sir Clifford Heathcote Smith
Lt. Col. Talbot, C/O P.B.S.
File
Float
War Diary (2)
File 55-7
Capt Hewitt- 235 Corps Tpt Coy
G-2 Liaison - Maj. Sincroff

R/1.
CWB
6/8

703

SECRET

HEADQUARTERS

INTERNEES AND DISPLACED PERSONS SUB COMMISSION
ALLIED CONTROL COMMISSION

APO 394

KCB/drc.

IDP/517/55-7.

SUBJECT:- Movement Order - Refugees to U.S.A.

9 July 44

1. Ref AGWAR W.50764 of 14 June 44., (not to all).
2. 260 refugees, various nationalities (with 150 lbs of baggage each) will move by road ROME - AVERSA Camp under orders Capt H.T.Beech at 0900 hrs 10 July 44.
3. Arrangements have been made to assemble the draft at Central Railway Sta. Rome by 0800 hrs 10 July 44. On arrival AVERSA Camp the draft will be accommodated by O.C. Aversa Camp and held for embarkation to U.S.A., as per instructions already issued.
4. (a) Tot for move will be supplied by Transportation Sub Commission, A.C.C. 17 : 3 ton vehicles will report to Capt H.T.Beech at 0800 hrs at Central Station, ROME.
(b) 1 x W/Carrier with reserve water, petrol and IAD and 1 x MAC from CINE CITTA will accompany the convoy.
The MAC will carry four patients who will be nominated by Sir Clifford Heathcote Smith.
5. One days rations and water will be supplied to convoy by O.C. Cine Citta Camp.
6. On completion of the move Capt Beech will return to Cine Citta with WC and MAC and report to this HQ on arrival.

For the Director.

DISTRIBUTION:

Capt Beech.
O.C. Cine Citta Camp.
O.C. Aversa Camp.
Transportation Sub Commission.
Sir Clifford Heathcote Smith.
Lt. Col Talbot, c/o P.B.S.
File.
Float.
War Diary (2).

R. C. Brown
R.C. BROWN.
Major
D.A.A. & Q.M.G.

R/21
clap

1. Ref AGWAR W.50764 of 14 June 44., (not to all).
2. 260 refugees, various nationalities (with 150 lbs of baggage each) will move by road ROME - AVERSA Camp under orders Capt H.T.Beech at 0900 hrs 10 July 44.
3. Arrangements have been made to assemble the draft at Central Railway Sta, Rome by 0800 hrs 10 July 44. On arrival AVERSA Camp the draft will be accommodated by O.C. Aversa Camp and held for embarkation to U.S.A., as per instructions already issued.
4. (a) Tpt for move will be supplied by Transportation Sub Commission, A.C.C. 17 : 3 ton vehicles will report to Capt H.T.Beech at 0800 hrs at Central Station, ROME.
(b) 1 x W/Carrier with reserve water, petrol and IAD and 1 x MAC from CINE CITTA will accompany the convoy.
The MAC will carry four patients who will be nominated by Sir Clifford Heathcote Smith.
5. One days rations and water will be supplied to convoy by O.C. Cine Citta Camp.
6. On completion of the move Capt Beech will return to Cine Citta with WC and MAC and report to this HQ on arrival.

For the Director.

R.T.B.
R.C. STOWN.
Major
D.A.A. & Q.M.G.

DISTRIBUTION:

- Capt Beech.
- O.C. Cine Citta Camp.
- O.C. Aversa Camp.
- Transportation Sub Commission.
- Sir Clifford Heathcote Smith.
- Lt. Col Talbot, c/o P.B.S.
- File.
- Flout.
- War Diary (2).

R/
clwp.
6/8702

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

File
GJL/an

193/22

8 July 1944

ACC/92-1/FOOD

MOVEMENT ORDER

1. A number of Civilian trucks from Rome Region have been impounded in Naples.
2. By agreement with Major GUY, Agriculture Officer, Region III, these trucks will load potatoes for Rome Market. A representative of the Consorzio Agrario, Naples will accompany the convoy to insure the necessary control.
3. Movement of the trucks from Naples to Rome is authorized by Transportation Sub-Commission Economic Section, H.Q., A.C.C.

W. L. 44
D. S. LAMM
Colonel, O.R.
Executive Officer
Economic Section

Copy to:

Economic Section, ACC Adv.
Transportation Sub-Commission
Food Sub-Commission, ACC Adv.
Economics and Supply Div., Rome Region

R/1
CHP
6/1

2019

CONFIDENTIAL

ALLIED FORCE HEADQUARTER.

CONFIDENTIAL

LAC A PROGRAM 40, 7 July 1944.

From : FHGEG

To : CCS, for CCAC (4 copies)

Subject: Requisition Number MCS-187

Ship to: DUKO consigned to Transportation Subcommittee, A.C.C.
(The Serial No. of each consignment must include the letters
TOG. Packages must be marked with standard approved markings
of green dots on crossed white tape).

The following items are requested for allocation in relation to their availability and the CCAC's appraisal of the justification. The quantities requested give effect to screening by this headquarters.

If allocation is approved it is requested that procurement be initiated and this headquarters advised so that normal supply procedure may be effected.

Item	No.
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Article

Unit Required

Tire, automobile and truck, pneumatic, regular tread; and Tube, automobile and truck, inner, rubber:

Tire/tube Size	Reg. I	Ref. II	Reg. III	Ref. IV	Reg. V	Ref. VI	Reg. VII
1 30 x 5	6	18	-	-	-	73	-
2 -	6	18	-	-	-	83	-
3 32 x 6	7	28	-	-	6	137	-
4 -	7	28	-	-	2	147	-
5 34 x 7	426	53	7	179	23	128	63
6 -	470	53	7	196	20	133	59
7 42 x 9	-	14	-	-	-	236	251
8 -	-	14	-	-	-	254	267
9 230 x 20	86	41	-	-	-	-	-
10 -	86	41	-	-	-	-	-
11 325 x 19	-	-	48	-	-	-	-
12 -	-	-	48	-	-	-	-
13 400 x 15	11	26	237	98	34	-	-
14 400 x 15	11	26	258	107	40	-	-
15 400 x 17	14	58	9	-	7	9	21
16 -	14	58	9	-	7	9	21

their availability and the GAO's appraisal of the justification. The quantities requested give effect to screening by this headquarters.

If allocation is approved it is requested that procurement be initiated and this headquarters advised so that normal supply procedure may be effected.

Item No.	Article									Unit Required
Tire, automobile and truck, pneumatic; regular tread; and Tube, automobile and truck, inner, rubber:										
	Tire/tube Sizes	Reg. I	Reg. II	Reg. III	Reg. IV	Reg. V	Reg. VI	Reg. VII		
1	30 x 5	6	13	-	-	-	78	-	Ea.	102
2	-	6	13	-	-	-	83	-	"	107
3	32 x 6	7	28	-	-	6	137	-	"	178
4	-	7	28	-	-	2	147	-	"	184
5	34 x 7	426	53	7	179	23	128	63	"	879
6	-	470	53	7	196	20	133	59	"	938
7	42 x 9	-	14	-	-	-	236	251	"	501
8	-	-	14	-	-	-	254	267	"	535
9	230 x 20	86	41	-	-	-	-	-	"	127
10	-	86	41	-	-	-	-	-	"	127
11	325 x 19	-	-	48	-	-	-	-	"	48
12	-	-	-	48	-	-	-	-	"	48
13	400 x 15	11	26	237	98	34	-	-	"	406
14	400 x 15	11	26	258	107	40	-	-	"	442
15	400 x 17	14	58	9	-	7	9	21	"	118
16	-	14	58	9	-	7	9	21	"	118
17	500 x 15	8	43	32	13	12	-	13	"	121
18	-	8	45	35	14	12	-	13	"	127
19	525 x 18	11	18	5	-	-	6	4	"	44
20	-	11	18	5	-	-	6	4	"	44
										740

740

CONFIDENTIAL

CONFIDENTIAL

No.

Tire/Tube	Article							Unit Required
	Reg. I	Reg. II	Reg. III	Reg. IV	Reg. V	Reg. VI	Reg. VII	
21 550 x 15	27	69	3	-	4	-	-	Ea. 103
22 -	27	69	3	-	3	-	-	" 102
23 600 x 16	220	429	1356	476	414	301	148	" 3344
24 -	231	441	1461	498	429	311	148	" 3519
25 750 x 20	339	354	1306	436	314	118	75	" 2942
26 -	372	361	1433	465	332	116	83	" 3162
27 900 x 20	274	203	189	536	-	165	94	" 1461
28 -	274	214	211	567	-	167	94	" 1527
29 1050 x 20	66	74	36	-	-	8	9	" 193
30 -	66	74	36	-	-	8	9	" 193
31 1125 x 25	-	133	.8	-	-	-	-	" 141
32 -	-	141	.8	-	-	-	-	" 149
33 1200 x 20	-	22	324	-	-	-	-	" 346
34 -	-	22	351	-	-	-	-	" 373
TOTAL Tires 1495 1583 3560 1738 814 1186 678								
Tubes 1583 1623 3865 1847 845 1234 698								
GRAND TOTAL - Tires 11,054, Tubes 11,695								

Note: Wheel sizes are not included. For such of the above sizes of tires and tubes as cannot be filled, it is requested that the nearest available sizes be delivered. Necessary adjustments can be made to wheels and rims.

- 35 Kit, tube repair, Shaler & Co., Naupin, Wisconsin, Hardy Motor Kit,
(or equal). Also Biddle Purchasing Agency, New York City. Ea. 3,283
* (A more detailed description of Item 35 appears at Page 8)

Battery, storage, ignition, automobile and truck:

Battery Size	Reg. I	Reg. II	Reg. III	Reg. IV	Reg. V	Reg. VI	Reg. VII	Ea.
36 6-V, 80-A.	-	2	-	-	-	-	-	2
37 6-V, 115-A.	40	21	49	4	31	-	-	145
38 6-V, 120-A.	2	2	7	13	4	16	4	48
39 6-V, 125-A.	11	-	-	-	-	-	-	11
40 12-V, 40-A.	-	2	-	-	2	-	-	4
41 12-V, 50-A.	-	7	2	3	-	-	-	12
42 12-V, 60-A.	5	2	12	-	3	-	-	22
43 12-V, 70-A.	-	2	-	-	2	-	-	4
44 12-V, 80-A.	3	2	12	12	-	10	2	41
45 12-V, 115-A.	-	10	27	15	11	7	2	72
46 12-V, 120-A.	-	3	6	-	3	-	-	12
47 12-V, 120-A.	-	-	-	-	-	-	-	28

29	1050 x 20	66	74	36	-	-	-	9	193
30	-	66	74	36	-	-	-	8	
31	1125 x 25	-	133	.8	-	-	-	-	141
32	-	-	141	.6	-	-	-	-	149
33	1200 x 20	-	22	324	-	-	-	-	346
34	-	-	22	351	-	-	-	-	373

TOTAL Tires 1495 1583 3560 1738 814 1186 673
 Tubes 1583 1623 3365 1847 845 1234 693

GRAND TOTAL - Tires 11,054, Tubes 11,695

Note: Wheel sizes are not included. For such of the above sizes of tires and tubes as cannot be filled, it is requested that the nearest available sizes be delivered. Necessary adjustments can be made to wheels and rims.

Article
 35 Kit, tube repair, Shaler & Co., Waupun, Wisconsin, Handy Kit,
 (or equal). Also Biddle Purchasing Agency, New York City. Lt. 3,283
 * (A more detailed description of Item 35 appears at Page 8)

Battery, storage, ignition, automobile and truck:

Battery Size	Reg. I	Reg. II	Reg. III	Reg. IV	Reg. V	Reg. VI	Reg. VII	Et.
36 6-V, 80-A.	-	2	-	-	-	-	-	2
37 6-V, 115-A.	40	21	49	4	31	-	-	145
38 6-V, 120-A.	2	2	7	13	4	16	4	43
39 6-V, 125-A.	11	-	-	-	-	-	-	11
40 12-V, 40-A.	-	2	-	-	2	-	-	4
41 12-V, 50-A.	-	7	2	3	-	-	-	12
42 12-V, 60-A.	5	2	12	-	3	-	-	22
43 12-V, 70-A.	-	2	-	-	2	-	-	4
44 12-V, 80-A.	3	2	12	12	-	10	2	41
45 12-V, 115-A.	-	10	27	15	11	7	2	72
46 12-V, 120-A.	-	3	6	-	3	-	-	12
47 12-V, 140-A.	-	22	-	-	6	-	-	23
48 12-V, 160-A.	112	32	37	26	13	30	8	258
49 12-V, 180-A.	19	2	-	-	-	-	-	21
50 12-V, 230-A.	-	2	-	-	-	-	-	2
51 24-V, 160-A.	-	2	4	-	-	-	-	6
Totals	192	113	156	73	75	63	16	
			(GRAND TOTAL - 683)					

CONFIDENTIAL

JUSTIFICATION:

1. Items listed on this requisition are tire, tube, and battery requirements to keep 1,436 trucks (lorries), 926 cars, 579 public service buses, 130 fire trucks, and 102 ambulances in operation for a six-month to eight-month period.
2. Listed herein is a detailed breakdown indicating the number of vehicles used for specific purposes in each Region. It should be pointed out that all of these vehicles are used interchangeably in order to secure maximum possible usage and are not therefore strictly limited to use in any one particular category.
3. For the purpose of this requisition, there is detailed in the following a list of categories indicating the various uses for which vehicles are employed:
 - a. Regional & Communal Administration includes:
vehicles for use in transporting regional and communal Italian officials on official business, such as tax collecting and revenue work, postal service, and haulage incidental to essential administrative activities of regional Italian governments.
 - b. Police & Guard Duty includes:
vehicles for use in transporting personnel and materials for work in guarding installations and equipment. This includes Italian military and civil police, Italian Finance guards, black market control operators, air raid workers, etc.
 - c. Public Utilities includes:
vehicles for use in transporting personnel and materials engaged in or to be used in public works such as railways, roads, highways, aqueducts, power and electrical stations, lighting plants, gas works, telephonic communication lay-outs, and other engineering and construction projects of similar nature.
 - d. Food and Agricultural Haulage and Food Distribution Control (also inspectors) includes:
trucks for hauling grain, food supplies, farm materials and products, farming operations, and imports into provinces and communes, and cars for carrying officials engaged in control of food distribution, grain harvest and olive oil, and "arassi" work.
 - e. Industrial and Commercial Haulage includes:
trucks used for carrying supplies, materials, and equipment to and from plants, factories, mines, and mills, engaged in producing iron and steel products, coal, metals, timber, flour, olive oil, soap, fertilizers, textiles, cement, chemicals, and building and construction materials, together with many other items, all of which taken together constitute the Italian industrial economy. Trucks and cars are also engaged in transporting employees to and from places of work.
 - f. Medical and Hospital Haulage includes:
trucks engaged in distribution of medicines, drugs, and veterinarian supplies and medical equipment to provinces and communes, and haulage of medicinal supplies and other

709

- a. Regional & Communal Administration includes:
vehicles for use in transporting regional and communal Italian officials on official business, such as tax collecting and revenue work, postal service, and haulage incidental to essential administrative activities of regional Italian governments.
- b. Police & Guard Duty includes:
vehicles for use in transporting personnel and materials for work in guarding installations and equipment. This includes Italian military and civil police, Italian Finance guards, black market control operators, air raid workers, etc.
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vehicles for use in transporting personnel and materials engaged in or to be used in public works such as railways, roads, highways, aqueducts, power and electrical stations, lighting plants, gas works, telephonic communication lay-outs, and other engineering and construction projects of similar nature.
- d. Food and Agricultural Haulage and Food Distribution Control (also inspectors) includes:
trucks for hauling grain, food supplies, farm materials and products, farming operations, and imports into provinces and communes, and cars for carrying officials engaged in control of food distribution, grain harvest and olive oil, and "amassii" work.
- e. Industrial and Commercial Haulage includes:
trucks used for carrying supplies, materials, and equipment to and from plants, factories, mines, and mills, engaged in producing iron and steel products, coal, metals, timber, flour, olive oil, soap, fertilizers, textiles, cement, chemicals, and building and construction materials, together with many other items, all of which taken together constitute the Italian industrial economy. Trucks and cars are also engaged in transporting employees to and from places of work.
- f. Medical and Hospital Haulage includes:
trucks engaged in distribution of medicines, drugs, and veterinarian supplies and medical equipment to provinces and communes, and haulage of medicinal supplies and other materials for hospital use.
- g. Physicians include:
medical doctors only.
- h. Street Cleaning & Sanitary Service includes:
vehicles engaged in city and communal sanitation work.
- i. Petroleum Haulage & Distribution includes:
vehicles used by the Comitato Italiano Petroli (CIP) for distribution of petroleum products for all A.C.C. civilian needs, and for the military where there are no military petroleum points. This also includes Italian army, navy, and air forces.

CONFIDENTIAL A.C.C. Regional & Provincial Pools, and A.C.C. Headquarters

Pool include:

vehicles from civilian sources used by Allied Control Commission officials in conducting official operations connected with Allied control administration of Italian territory.

4. In the table immediately below there is shown the number of vehicles which Regions reported as performing various essential functions. This shows a total of 6,411 vehicles of which 2912 are trucks, 1781 being passenger cars, 1840 are buses, 130 fire trucks, and 102 for ambulance work.

USE OF VEHICLE	Reg. I	Reg. II	Reg. III	Reg. IV	Reg. V	Reg. VI	Reg. VII	TOTALS
TRUCKS:								
① Regional & Communal Adm.	7	4	28	9	2	8	2	60
② Police & Guard Duty	3	1	5	8	8	13	0	37
③ Public Utilities	7	11	68	42	14	14	2	158
④ Food & Agricultural Haulage	225	175	476	316	165	327	49	1733
⑤ Ind & Commercial Haulage	47	33	307	85	35	74	59	640
⑥ Medical & Hospital "	2	6	15	18	1	8	3	53
⑦ Sanitary Service	23	7	45	39	0	7	0	121
⑧ Petroleum Haulage	17	0	15	0	0	10	0	42
⑨ A.C.C. Regional Pools	5	1	45	20	0	3	0	74
	336	238	1004	536	225	464	115	2918

CARS:

① Regional & Communal Adm.	9	25	30	34	23	23	5	154
② Police & Guard Duty	17	19	8	14	21	32	3	114
③ Public Utilities	12	10	61	73	34	44	13	247
④ Food Control Distribution	9	23	8	6	2	8	5	61
⑤ Agricultural Inspectors	11	39	5	13	27	12	14	121
⑥ Ind & Commercial Haulage	13	27	57	38	59	30	3	227
⑦ Physicians	76	49	367	115	35	65	18	725
⑧ Petroleum Distribution	9	12	10	0	1	5	6	43
⑨ ACC Regional Pools	3	7	4	18	2	7	5	51
⑩ Hqs. ACC Pool	-	-	38	-	-	-	-	38
	164	211	588	311	209	226	72	1781

OTHER:

① Public Service Buses	81	177	569	364	153	100	36	1480
② Fire Trucks	36	34	13	25	8	12	2	130
③ Ambulances	1	14	29	18	16	7	17	102
	118	225	611	407	177	119	55	1712

TOTAL VEHICLES 610 674 2203 1254 611 809 242 6411

5. There is set forth below the total number of tires and tubes of varying sizes requested by Regions for operating the 6,411 vehicles shown in table above. These are as follows:

Food & Agricultural Haulage	225	175	476	316	165	327	49	1733
Ind & Commercial Haulage	47	33	307	85	35	74	59	640
Medical & Hospital "	2	6	15	18	1	8	3	53
Sanitary Service	23	7	45	39	0	7	0	121
Petroleum Haulage	17	0	15	0	0	10	0	42
A.C.C. Regional Pools	5	1	45	20	0	3	0	74
	336	238	1004	536	225	464	115	2918
CARS:								
Regional & Communal Adm.	9	25	30	34	28	23	5	154
Police & Guard Duty	17	19	8	14	21	32	3	114
Public Utilities	12	10	61	73	34	44	13	247
Food Control Distribution	9	23	8	6	2	8	5	61
Agricultural Inspectors	11	39	5	13	27	12	14	121
Ind & Commercial Haulage	13	27	57	38	59	30	3	227
Physicians	76	49	367	115	35	65	18	725
Petroleum Distribution								
Ctrl	9	12	10	0	1	5	6	43
ACC Regional Pools	8	7	4	18	2	7	5	51
Hqs. ACC Pool	-	-	38	-	-	-	-	38
	164	211	588	311	209	226	72	1781
OTHER:								
Public Service Buses	81	177	569	364	153	100	36	1480
Fire Trucks	36	34	13	25	8	12	2	130
Ambulances	1	14	29	18	16	7	17	102
	118	225	611	407	177	119	55	1712
TOTAL VEHICLES	618	674	2203	1254	611	809	242	6411

5. There is set forth below the total number of tires and tubes of varying sizes requested by Regions for operating the 6,411 vehicles shown in table in Para. 4. These are as follows:

Region	No. of Vehicles	Tires	Tubes
I	618	2,865	2,865
II	674	3,035	2,953
III	2,203	7,923	8,084
IV	1,254	3,490	3,563
V	611	1,334	1,305
VI	809	4,412	4,500
VII	242	1,359	1,350
	6,411	24,418	24,620

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The number of vehicles (6,411) reported by the Regions requiring tires and tubes was considered and discussed with Sub-Commissions and others concerned on the basis of actual minimum needs in order to carry out the various services listed in para. 3. The number of vehicles necessary to perform essential services were reduced from 6,411 to 3,293 which resulted also in a considerable reduction in the amount of tires and tube requirements. The following table indicates the number and use of vehicles by Regions as a result of screening operations:

USE OF VEHICLE	Reg. I	Reg. II	Reg. III	Reg. IV	Reg. V	Reg. VI	Reg. VII	TOTALS
TRUCKS:								
Regional & Communal Adm.	3	3	11	5	2	2	2	23
Police & Guard Duty	3	3	5	4	3	5	0	23
Public Utilities.	7	11	34	22	5	7	2	83
Food & Agri. Haulage.	132	125	217	170	103	111	49	907
Ind. & Com. Haulage.	31	33	65	27	35	29	41	261
Med. & Hosp. Haulage.	2	6	15	13	1	3	3	53
Sanitary Service.	11	7	23	17	0	7	0	65
Petroleum Haulage.	17	0	15	0	0	10	0	42
A.C.C. Regional Pools.	2	1	3	4	0	3	0	13
Total trucks:	208	139	393	267	149	182	97	1,435
CARS:								
Regional & Communal Adm.	4	9	17	16	3	7	5	66
Police & Guard Duty.	7	5	18	7	4	6	3	50
Public Utilities.	12	10	41	23	11	16	13	126
Food Dist. Control	9	13	3	6	8	4	5	53
Agricultural Inspectors.	11	29	5	3	22	12	6	93
Ind. & Com. Haulage.	9	16	37	20	12	3	3	105
Physicians.	60	44	103	37	35	37	13	324
Petroleum Dist. Control.	9	12	10	0	1	5	6	43
A.C.C. Regional Pools.	4	7	4	12	2	4	5	38
Hqs. A.C.C. Pool.	-	-	36	-	-	-	-	36
Total Cars:	125	145	231	179	103	99	64	976
OTHER:								
Public Service Buses.	71	58	143	162	49	60	36	579
Fire Trucks	36	34	13	25	3	12	2	130
Ambulances.	1	14	29	13	16	7	17	102
Total Other:	108	106	125	205	73	79	55	811
TOTAL VEHICLES:	441	440	859	651	325	360	216	3,292

7. In reducing the number of vehicles for essential needs thereby bringing about a considerable reduction in tire and tube requirements, one important factor was taken into consideration, this being in connection with tire and tube repair facilities which are or will shortly be put into operation. It is believed that as new tires and tubes replace those worn out or in need of repair, the latter can be repaired and reissued to additional vehicles which may be needed to perform various essential services.

Food & Agri. Haulage.	132	125	217	170	103	111	49	907
Ind. & Com. Haulage.	31	33	65	27	35	29	41	261
Med. & Hosp. Haulage.	2	6	15	13	1	3	3	53
Sanitary Service.	11	7	23	17	0	7	0	65
Petroleum Haulage.	17	0	15	0	0	10	0	42
A.C.C. Regional Pools.	2	1	3	4	0	3	0	13
Total trucks:	203	139	393	267	149	132	97	1,435

CARS:

Regional & Communal Adm.	4	9	17	16	3	7	5	66
Police & Guard Duty.	7	5	13	7	4	6	3	50
Public Utilities.	12	10	41	23	11	16	13	126
Food Dist. Control	9	13	3	6	3	4	5	53
Agricultural Inspectors.	11	29	5	0	22	12	6	93
Ind. & Com. Haulage.	9	13	37	20	12	3	3	105
Physicians.	60	44	103	37	35	37	13	304
Petroleum Dist. Control.	9	12	10	0	1	5	6	43
A.C.C. Regional Pools.	4	7	4	12	2	4	5	30
Hqs. A.C.C. Pool.	-	-	33	-	-	-	-	33
Total Cars:	125	145	231	179	103	99	64	976

OTHER:

Public Service Buses.	71	53	143	162	49	60	36	579
Fire Trucks	36	34	13	25	3	12	2	130
Ambulances.	1	14	29	13	16	7	17	102
Total Other:	103	106	185	205	73	79	55	811

TOTAL VEHICLES: 441 440 839 651 325 360 216 3,292

7. In reducing the number of vehicles for essential needs thereby bringing about a considerable reduction in tire and tube requirements, one important factor was taken into consideration, this being in connection with tire and tube repair facilities which are or will shortly be put into operation. It is believed that as new tires and tubes replace those worn out or in need of repair, the latter can be repaired and reissued to additional vehicles which may be needed to perform various essential services.

8. Vehicles covered by this requisition for which tires, tubes, batteries, and patching materials are required are those now in operation. They are engaged in performing various services, especially food transportation, for the maintenance of life and health of the civilian population of Italy, Sicily, and Sardinia. They are also employed in carrying out certain essential functions in connection with the re-establishment or maintenance of minimum Italian industrial economy.

9. Many public utilities installations destroyed by the effects of the war are being repaired because of their essentiality not only to the civilian population but also to the military in furthering the war effort. Vehicles employed to transport materials and supplies in connection with public works projects are in dire need of tires and tubes to replace those which are rapidly being worn out.

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10. Fire fighting equipment needs are urgent. As indicated in a recent survey made by Public Safety Subcommittee, A.C.C., the amount of equipment that can be used is small and not adequate to meet all demands. Fire fighting machinery includes in addition to designed fire trucks many ordinary vehicles which were converted for this use. The efficiency of what equipment is available is greatly reduced by the fact that they are all equipped with badly worn tires and tubes. With the tires, tubes, and batteries requested in this requisition, fire trucks in use at the present time can be put into good operating condition and additional trucks now standing idle can be put into use.

11. Civil sanitary measures such as street cleaning and garbage collecting were either greatly neglected or almost wholly discontinued by the Italian communal administrations because of lack of equipment and shortage of manpower. At the same time, war operations added considerably to the normal amount of wastage and debris. In an effort to check disease and prevent epidemics, a number of motor vehicles of all types have been pressed into sanitary service work. These vehicles are now used almost exclusively for sanitation purposes. The amount of tires and tubes and batteries included on this requisition is the number needed to keep these vehicles in operation in order to perform the minimum amount of sanitation work necessary to maintain reasonably healthful conditions.

12. Batteries of various types and sizes have also been included in this requisition for the reason that in a varying degree of cases they are as indispensable as tires and tubes. Some trucks are idle due to lack of batteries; others have been or are being taken out of service because of inability to obtain either batteries or tires and tubes. In other cases, considerable difficulty is being experienced in operating vehicles due to the fact that existing batteries are too old to take any appreciable charge in order to prolong their life. Battery requirements have been carefully screened. They were reduced from a total requirement of 1999 to 688. Allowance has been made for the 50 batteries on requisitions HGS-168 and HGS-174.

13. Patching materials for tubes have likewise been included in this requisition. Many vehicles operate without spare tires and no requirements have been included in this requisition to permit use of spares. Punctures and blowouts occurring on the highways, especially in mountainous districts, present serious problems and many delays to operators of motor vehicles. The use of patching material requested in this requisition will prolong the life and use of tubes ordered, and also avoid indeterminable delays in the transportation of goods.

14. There are no facilities in presently Allied occupied Italy for the production of tires and tubes. All of the factories for producing automotive rubber products are located in the northern part of Italy, which is currently held by the enemy. It is doubtful if stocks of rubber or of tires and tubes will be found when the enemy evacuates this area, and it cannot therefore be hoped to obtain stocks from that source.

15. The disruption of railway service in many places in Italy has reduced the amount of goods that can be carried by rail. Much of the food and other essential items which formerly were transported by rail must now be hauled by motor vehicles. However, railway lines are now being put back into operation between various points and this factor was also taken

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15. The disruption of railway service in many places in Italy has reduced the amount of goods that can be carried by rail. Much of the food and other essential items which formerly were transported by rail must now be hauled by motor vehicles. However, railway lines are now being put back into operation between various points and this factor was also taken into consideration in the screening of requirements.

16. In normal times, considerable haulage was performed by draft animals - horses, mules, oxen. At present, however, there is a shortage of mules, horses, and oxen for transportation of civilian supplies due to the fact that a large number of animals were taken by the enemy and many others are being used by Allied military forces. No alleviation of the transportation difficulty can therefore be secured by the use of draft animals since all available stock is now in use.

CONFIDENTIAL

17. The situation with respect to tires, tubes, and batteries is becoming critical. Unless these items can be made available in the immediate future the present system of transporting goods will become paralyzed and much of the effort thus far expended in the interest of providing essential needs and services for Italian welfare and economy will be destroyed. The civilian population are directly dependent upon such services as are enumerated in Par. 3. In the same manner, industry is dependent on facilities for transporting its raw materials and its finished products.

18. In view of the overall shortage of transportation in Italy, it is deemed absolutely essential that the items covered by this requisition be furnished without delay in the quantities specified. The numbers of tires, tubes, and batteries listed on this requisition are considered the minimum number of such items necessary for the minimum number of vehicles required to perform the operations enumerated. Any reduction in tire, tube, or battery requirements will effect a corresponding reduction in the essential services in which vehicles are engaged.

19. The items included in this requisition will be consigned to Transportation Subcommittee, A.C.C., for control and rigid distribution under a program already established.

20. Vehicles from U/D sources, or those requisitioned which apply against TE/VE, have not been included in this requisition.

RATING: THREE

NOTES: a. Requirements for Region 8 have been omitted by reason of rapidity of advance and lack of information - these will follow.
b. Will also follow a requisition for necessary tire rebuilding supplies for recapping plant at Bari.

LANDED COSTS:- Information is requested with the manifests as to itemized costs & whether F.O.B. or C.I.F. If F.O.B. state approximate percentage to be added for freight.

Information Copies to:-

The Directorate of Civil Affairs,
War Office, Whitehall,
London, S.W.1. (4 copies)

CG SOS Matousa for SSCDS (4 copies)

N.Y.P.E. (4 copies)

G-4., A.F.H.Q.

Ordnance, A.F.H.Q.

22

20321
required to perform the operations enumerated. Any reduction in tire, tube, or battery requirements will effect a corresponding reduction in the essential services in which vehicles are engaged.

19. The items included in this requisition will be consigned to Transportation Subcommittee, A.C.C., for control and rigid distribution under a program already established.

20. Vehicles from W/D sources, or those requisitioned which apply against TE/IE, have not been included in this requisition.

RATING: THREE

NOTES: a. Requirements for Region 8 have been omitted by reason of rapidity of advance and lack of information - these will follow.

b. Will also follow a requisition for necessary tire rebuilding supplies for recapping plant at Bari.

LIMITED COSTS:- Information is requested with the manifests as to itemized costs & whether F.O.B. or C.I.F. If F.O.B. state approximate percentage to be added for freight.

Information Copies to:-

The Directorate of Civil Affairs,
War Office, Whitehall,
London, S.W.1. (4 copies)

CG SOS Matsuba for SSGDS (4 copies)

N.Y.P.E. (4 copies)

G-4, A.F.H.Q.

Ordnance, A.F.H.Q.

- 7 -

(Continued on next sheet).

"THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENCE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, U.S.C. 50; 31 AND 32. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW."

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* Page 2, Item 35 is referred to - A more detailed description of this item is as follows:

Kit, tube repair, hot patch, Goodyear-Shaler type, No. M7, each kit containing ten (10) 1-3/8 in. x 2-1/4 in. oblong self-vulcanizing patches.

This item can be procured from:

The Goodyear Tire & Rubber Export Co.,
1144 East Market Street,
Akron 16, Ohio, U.S.A.

Unit price per kit is \$.49, f.o.b. Akron, Ohio.

Total number of this item on requisition (3,203 kits) remains the same.

Akron 16, Ohio, U.S.A.

Unit price per kit is \$49, f.o.b. Akron, Ohio.

Total number of this item on requisition (3,283 kits) remains the same.

CONFIDENTIAL

To: G5 AFHQ

Signal

~~From: AFHQ to G5 AFHQ~~
From: ACC main VINING.

Reference AFHQ Adv. Adm. Echelon letter 35/21/03 dated 8 Feb 1944 STOP. Only 800 trucks received to date STOP Q(AE) AAI have requested your authority to transfer 100 trucks at present on loan which if granted will make total 900 STOP Q(AE) AAI state they have no authority to issue any further vehicles STOP Can a Q(AE) release be given for the balance due of 100

(7/24)

~~18/5~~
5/6

File

R/1

(already in R/6.)

Chd 7.36
6/8

Pen

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEM/re

Tn/193/158

5 July 1944.

SUBJECT: Vehicles for street cleaning - BARI

Tn/193/158
refers

TO : HQ. Region II.

1. On instructions from Q(AE) HQ. AAI., 7 x 3 ton lorries Class V on temporary loan to 6 Base Sub Area are to be handed over to 2 District.
2. It is not clear if these 7 x 3 ton are then to be on your Regional charge, or that you obtain them on temporary loan from HQ. 2 District.
3. It would be appreciated if you could take this matter up with HQ. 2 District, and if the vehicles are to be held on your charge that you let this Sub-Commission have details of W.D. chassis, contract and engine numbers.
4. For information Q(AE) 5307 letter dated 23 June 44 copy to 2 District refers, and release authority is Q(AE) 2615.
5. Your early reply will be appreciated.

for *Alm*
L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

735

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CWAP/re

193/5

4 July 1944.

Tn/125/23

SUBJECT: Recent Convoy of Ten Lorries Rome - Naples

TO : O.C. 1024 Drivers Company ~~G.V.F.~~

1. It is understood that ten lorries from your Company reported to the Piazza Ragusa on Sunday, July 2nd 1944, at the request of Lt. Col. J.J. Carnes, of Allied Control Commission Advance H.Q.

2. These lorries subsequently left for this H.Q. but only six arrived, the remaining four having never been heard of since.

3. It would be appreciated if this H.Q. could be informed whether all ten lorries have returned to you. The six which arrived here left again for Rome yesterday.

Chibbeter, Capt.

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

- Tires (sat.)
- Equip
- Lot

COPY TO: Lt. Col. J.J. CARNES HQ. ACC. ADV ROME

R//
Chibbeter
G/V

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEN/re

29 June 1944.

Tn/193/130

SUBJECT: Provision of Vehicles, (Civilian Authorities).

TO : Q(AE) HQ. A.A.I. C M F .

1. Reference your 3332/1/Q(AE) dated 2 June 1944, enclosing copy of 2 District letter ST/4070/9/4 dated 27 May, which in itself was a request for transport for forage programme on the Foggia Plain. This matter will now be taken up with the Regional Commissioner Region V, who controls Foggia Province through his Provincial Commission, requesting that if possible he makes available requisitioned vehicles for the district representatives of the Consorzio Agrario.

for *Alm*
L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

Copy To: HQ. 2 District. CMF (your ST/4070/9/4 refers.)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEM/re

29 June 1944.

Tn/193/129

SUBJECT: Provision of Vehicles - Forage Programme Foggia.

TO : R.C. HQ. Region V, (Attn.: Transportation Officer).

1. Herewith please find attached copy of HQ. 2 District Letter ST/4070/9/4 dated 27 May 1944. This letter was sent to this Sub-Commission by HQ. A.A.I. requesting some action if possible be taken.

2. It would be appreciated if a few requisitioned vehicles could be put at the disposal of the district representatives for the forage programme on the Foggia Plain.

3. Will you also please inform HQ. 2 District Bari of your action in this matter.

for *Chm*
L.E. VINING
Lieut. Colonel
Director,
Transportation Sub-Commission.

Incl.: 1

Subject:- Vehicles for Civilian Use.

HQ AAI 4-3675

3332/1/Q(AE)

29 Jun 44

143/151

ACC G-7.

113 and
124

Ref our Signal Q(AE)5307 dated 23 Jun 44 to FREEDOM copy to you and 2 District.

1. Authority has now been received for 7 x 3-ton lorries Class V on temporary loan to 6 Base Sub-Area to be handed over to 2 District under Q(AE) release No 2615 for street cleaning in BARI. Required
2. Please arrange to take ~~these~~ vehicles on charge under a/m release.

X. Pascall capt for

Major-General
Chief Administrative Officer.

MP.

Copy:- HQ 2 District(Your 2410/17 G(SD2) dated 12 Jun 44 refers).

File 193.

731

2 July
1944

168

*Subject: Lories
for Sheet
cleaning*

CONFIDENTIAL
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

*ECON SEC
Tr/193/13H
Tr*

2326

TO: FILPOT RPTD ACC DISTWO

SIGNAL MESSAGE CENTER No: N64/26

FROM: AFHQ SGD SACMED

CLASSIFICATION: CONFIDENTIAL

REFERENCE No: FX64521

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: JUN 26

OFFICE OF ORIGIN: CITE/FHQAE

193/113 Tr-rein (Lories for sheet-cleaning Bar)
YOUR Q(AE) 5307 OF 23RD. ISSUE TO ACC AGREED

ACC DIST

INFO/ ECON SEC 3

PUB HEALTH REAR HQ

XXX

DCC

FILE

FLOAT



IN

*He 193
730*

27 June 75

JUN 27

DATE and Time of RECEIPT

Distribution:

CONFIDENTIAL

20421

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

SUBJECT:-

Ransom of vehicles.

H.Q., No. 2 District, C.M.F.
ST/4070/9/A
25th June, 1944.

42883

R.C.
copyStation Sub Comm. (Roads),
AFG 394.

193/128

Ref. your TM/39/226 dated 21 June, herewith as requested, copy of
this office letter to D.D.S.T., H.Q., A.A.I, no. ST/4070/9/A dated 27th
May, 1944.

Encl:-

AC

Jph

IN

Colonel,
D.D.S.T.

729

27 JUN 1944

216 193

27 Jun
57

SUBJECT:-

FORAGE PROGRAMME.

IN

H.Q., Co. 2 District, C.M.F.

30/1070/5/4

27th Nov. 1944.

D.O. H.Q., A.A.I.

1. In connection with this years forage programme on the TOGATA PLANT, it is considered essential that the district representatives of the Consorzio Agrario should have transport, in order that they may carry out their functions effectively.

As you will appreciate, there is a considerable area to be covered, and the gathering of the harvest, of which such a large proportion will be required for the army, the settlement of labour disputes, and many other matters, will be very materially eased if the representatives of the Consorzio are able to get about and visit the farms.

2. Three such district representatives of the Consorzio are affected. The position at the moment is that they have cars, but the tyres are completely worn out and the vehicles off the road as a result. It is understood that A.S. LOGRA are unable to obtain any replacement tyres at all.

It is submitted that the most satisfactory solution would be for three W.D. vehicles to be released to the Consorzio for this purpose. Owing to the nature of the ground, jeeps would be ideal, but if these are not available, 15 cwt trucks would suffice.

G(SD) this HQ have been approached and state that H.Q., A.A.I have now ruled that all applications for release of vehicles for such purposes must be made to H.Q., A.S.C., who in turn represent the matter to Q (AE) H.Q., A.A.I.

3. It is understood that a release of W.D. vehicles has recently been made to the civilian electricity supply organisation owing to the importance of that organisation to the Allied War effort.

It is felt that the gathering of this years harvest is also of sufficient importance to justify a release of these three vehicles being granted. May the matter please be represented to H.Q., A.S.C. accordingly.

/CJC

(sgd) ?? ?? ?? Colonel,
D.P.S.T.

COPY TO:-

Q 2 District.

A.D.S.T. 6 Base Sub Area.

4 Sardinia

A Calabria

3 Sicania

4 Apulia

3 Campania

1 Naples

728

193
Agree inspection
Rural and
Confidential

COMSubject: Forage Programme.H.Q. No. 2 District, C.M.F.,
ST/4070/9/4.
27 May 1944.D.D.S.T., H.Q., A.A.I.

1. In connection with this years forage programme on the Foggia plain, it is considered essential that the district representatives of the Consorzio Agraria should have transport, in order that they may carry out their functions effectively.

2. As you will appreciate, there is a considerable area to be covered, and the gathering of the harvest, of which such a large proportion will be required for the Army, the settlement of labour disputes, and many other matters, will be very materially eased if the representatives of the Consorzio are able to get about and visit the farms.

3. Three such district representatives of the Consorzio are affected. The position at the moment is that they have cars, but the tyres are completely worn out and the vehicles off the road as a result. It is understood that AMG LUCERA are unable to obtain any replacement tyres at all.

It is submitted that the most satisfactory solution would be for three W.D. vehicles to be released to the Consorzio for this purpose. Owing to the nature of the ground, jeeps would be ideal, but if these are not available, 15 cwt trucks would suffice.

G(ED) this HQ have been approached and state that H.Q., A.A.I. have now ruled that all applications for release of vehicles for such purposes must be made to H.Q., A.C.C., who in time represent the matter to G (AE) H.Q., A.A.I.

5. It is understood that a release of W.D. vehicles has recently been made to the civilian electricity supply organisation owing to the importance of that organisation to the Allied War effort.

It is felt that the gathering of this years harvest is also of sufficient importance to justify a release of these three vehicles being granted. May the matter please be represented to H.Q., A.C.C. accordingly.

(Sgt.) ????? Lt. Col.,
COLONEL,
D.D.S.T.

727

Copy to: G 2 District.
A.D.S.T., 6 Base Sub Area.

COPY

SUBJECT:- Provision of Vchs.

HQ AAT

3332/1/Q(AE)

10 June 44

A.C.C.

Reference my letter 3332/1/Q(AE) dated 2 June and attached copy of letter from LW.

1. In both letters application has been made to this HQ for vchs for civilian organisations. In each case the efficient functioning of the civilian organisation concerned has a direct effect upon the Allied War Effort.
2. It is therefore strongly recommended that these organisations should be given high priority in the allocation of vchs provided for you from Army Stocks.
3. Please inform this HQ what arrangements you are able to make.

(sgd) J.G. Ballam. Maj.
for Major-General,
Chief Administrative Officer.

LMB

C O P Y.

Com Sec.

Subject:- Issue of Vehicles to
Civilian Organisations.

HQ AAI

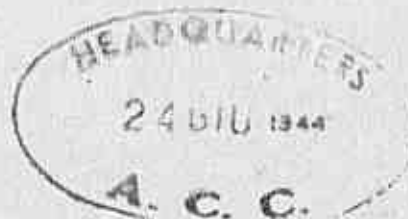
3321/1/4(AE)

A.C.C.

2 Jun 44.

Copy of 2 District letter ST/4070/9/4 dated 27 May is forwarded to you for action.

1. While your difficulties in obtaining sufficient transport are appreciated it is quite impossible for this HQ or District HQ to deal with requests of this nature.
2. At present all low category vehs are required to equip Italian units who are employed on British Military duties. There are however a number of 3 ton lorries which have been released to you and which are still awaiting collection.
3. Requests for vehs should be made by your HQ and not through Departmental channels.



(Signed) H.J. BATHAM.
for Major General,
Chief Administrative Officer.

LMB.

Copy to:- S.T. - Your ST/6/28 dated 1 Jun refers.

624

723

COPY

SUBJECT:- Issue of Vehicles to
civilian Organisations.

HQ AAI

3332/1/Q(AE)

2 June 44

A.C.C.

Copy of 2 District letter ST/4070/9/1, dated 27 May is forwarded to you for action.

1. While your difficulties in obtaining sufficient transport are appreciated, it is quite impossible for this HQ or District HQ to deal with requests of this nature.
2. At present all low category vehs are required to equip Italian units who are employed on British military duties. There are however a number of 3-ton lorries which have been released to you and which are still awaiting collection.
3. Requests for vehs should be made by your HQ and not through Departmental channels.

(sgd) J.G. Ballan. Maj.
for Major-General,
Chief Administrative Officer.

END

copy to: ST - Your ST/6/28 dated 1 June refers.