

A.C.C.

AC/TWR/TWS

(VOL. II)

18000/148/2516

TRANSPORT

C.O.

SEPT. - NOV. 1944

50 / 148 / 254 TRANSPORT
SEPT. - NOV. 1944

CORRESPONDENCE

SUBJECT : Transportation
TO : Regional Commissioner,
Hq. ANG/AC. ABBUZZI MARCHE REGION
FROM : Deputy provincial Commissioner, TERAMO PROVINCE.

Ref. TP/11

20th November 1944

Reference your letter RS/517/12 dated 6th November 1944,
enclosing a communication from P. di Raimondo to A.C.C. Transport-
ation Sub-Commission, regarding the position of I.N.T. in this Pro-
vince.

The proceedings have been quite regular, inasmuch as the
Prefect appointed a Commissario to control the local I.N.T. in July
last.

Since I.N.T. has been once again started as a state concern,
this Commissario has gone to ROME to enquire as to the future of the
Provincial Office. This Official has not yet returned, but there is
no doubt but that the hand-over of I.N.T. from the Province to the
State will be satisfactory to all concerned.

M.B. Marshall. Capt.
Deputy Provincial Commissioner
TERAMO PROVINCE

15'0

#

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

File
WBP INC/cp

29 November 1944.

In reply
refer to: RTC 451.2

Subject: Release of Truck - Sicilia

TO : Headquarters Allied Commission
Director, Colonel D.S. Adams
Transportation Sub-Commission. ✓

1. Reference: a. Finance Sub-Commission letter
13032/F dated 19 November 1944.

b. AC/Tn/R/11 subject same, dated
23 November 1944.

2. Reaction regarding paragraph 2 of reference (a):

a. These trucks may legally be unemployed but it is
felt that they are used by the operators.

b. The implication of "very large number of similar
vehicles in Sicily" is an exaggeration; this officer has never
been consulted on the matter by any official, evidently infor-
mation was obtained elsewhere, arriving at heresy conclusion.

c. It is interesting to note that these operators want
to transfer out of Sicily to "greener pastures" voluntarily;
there may something there which is not clear at present.

d. Upon instructions from the Transportation Sub-Com-
mission A.C. Sicilia Region would authorize transfer, after
examining and ascertaining documents of ownership, etc. of
each and every vehicle seeking transfer - there may be inte-
resting findings to be made approaching the matter that way.

3. It appears that these vehicles are of no urgent need
in Sicilia Region at present; however they would be subject
to ENAC control here in the near future as well as in the
mainland.

For the Regional Commissioner:

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
EIGHTH ARMY

Subject: SAN MARINO.

Capt. Comstock,
C.A.O.
ROME.

OL/223

20 Nov 44.

1. A meeting was held in ROME on the various outstanding points in connection with SAN MARINO.

The points under discussion were as follows:

- (a) Supply of food to the Republic - my letter of 26 Oct 44 refers.
- (b) Supply of P.O.L. - my letter of 26 Oct 44 refers.
- (c) The provision of water carts on loan to the Republic - my letter of 15 Nov 44 refers.
- (d) Provision of certain trucks for the Republic - my letter of 26 Oct 44 refers.

2. The following decisions were arrived at:

- (a) It was decided that the monthly demands for supplies made by the Republic would be met by A.M.G. within the availability of such supplies. The internal basis and scale on which the supplies are distributed by the Republic is not a concern of A.M.G., though it will be necessary for the Civil Affairs Officer and the Supply Officer Fullinwider to keep a close check upon the quantities. Para 3(a) refers.
- (b) The supply of P.O.L. to the Republic will be made by bulk supply, on estimates which the Republic will be asked to submit, based upon a six-monthly estimate split into monthly requirements.
- (c) A.C. will make provision for two water carts to be handed over to EMILIA Region, who in turn will loan these water carts to the Republic, until such time as the pumping facilities are again available.
- (d) It was decided that the Republic should be given six trucks which would be handed over to them against their payment. No payment would be requested. A.C. will make available these trucks to EMILIA Region for the above purpose.

3. In view of the above decisions, you are, therefore, to take the following action:

*Do not supply
water carts
until
pumping
facilities
are
available*

The points under discussion were as follows:

- (a) Supply of food to the Republic - my letter of 26 Oct 44 refers.
- (b) Supply of P.O.L. - my letter of 26 Oct 44 refers.
- (c) The provision of water carts on loan to the Republic - my letter of 15 Nov 44 refers.
- (d) Provision of certain trucks for the Republic - my letter of 26 Oct 44 refers.

2. The following decisions were arrived at:

- (a) It was decided that the monthly demands for supplies made by the Republic would be met by A.M.C. within the availability of such supplies. The internal basis and scale on which the supplies are distributed by the Republic is not a concern of A.M.C., though it will be necessary for the Civil Affairs Officer and the Supply Officer FARA Province to keep a close check upon the quantities. Para 3(a) refers.
- (b) The supply of P.O.L. to the Republic will be made by bulk supply, on estimates which the Republic will be asked to submit, based upon a six-monthly estimate split into monthly requirements.
- (c) A.C. will make provision for two water carts to be handed over to EMILL Region, who in turn will loan these water carts to the Republic, until such time as the pumping installation are again available.
- (d) It was decided that the Republic should be given six trucks which would be handed over to them against the ~~provision~~ ^{of} payment would be requested. A.C. will make available trucks to EMILL Region for the above purpose.

3. In view of the above decisions, you are, therefore, to take the following action:

- (a) The Republic is to be asked to submit its monthly requirements of food supplies, based upon figures of normal population, and refugees in the Republic, which figures should be given separately. All such food supplies will be paid for by the Republic in the manner at present obtaining. It is to be pointed out to the Republic that the provisioning of these food stocks is entirely dependent upon the availability at the time of A.M.C. to supply them, and that it is obviously impossible to transfer to the Republic of S.M. MARINO supplies, if, by so doing, it will not to the detriment of the availability to other parts of the surrounding country. Supply Officer FARA Province must keep a careful check upon the supplies demanded, and watch that there is no large discrepancy in the demand per month, but he will not enquire into the basis of distribution, unless obviously irregularities begin to appear.

2.

(b) The Republic of SAN MARINO is to be asked to submit an estimate of their requirements for P.O.L. for a period of six months, broken down into monthly estimates. Bulk supply will then be given them. It is to be pointed out to the Republic that their demands for P.O.L. must be confined to cars and trucks which are registered in the Republic of SAN MARINO, and that no supply will be entertained for cars belonging to private individuals who are not citizens of SAN MARINO, but who have sent their cars into the Republic in the past, for safety. Supplies of P.O.L. will be paid for in the usual manner obtaining today. Once the six monthly bulk supply and the breakdown into monthly estimates has been obtained, a close check is to be made to see there is no violent fluctuation in demands.

(c & d) As soon as the water carrier and trucks have been made available by L.C., the Republic will be notified of the decisions given in para 2 (c) and (d).

Group Captain,
Officer Commanding,
H.Q., I.M.G. EIGHTH ARMY.

Copy to: H.Q., I.M.G. Eighth Army Rear (2) (one copy for C.I.P. Rep)
R.C.I.C., Emilia Region, MODIGNE.
Prov Comm, Forli Province, Prefettura, FORLI.
H.Q. Allied Commission (G. of S. Office)
Political Section, H.Q., I.C.
Food Sub-Commission, H.Q., I.C.
Transportation Sub-Commission, H.Q., I.C. ✓

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
MOTOR TRANSPORTATION DIVISION

28 November 1944

ME/2378/8a

TO : Ufficio Trasporti di Roma

SUBJECT : Wheat Movements.

1. Attached is letter from the Allied Commission covering proposed movements of wheat from the provinces into Rome.
2. It is expected that you will so arrange your program so as to meet these requirements without fail.
3. Your attention is invited to Paragraph 5.

M. HARRIS
Major C.E.
Chief of Division

Copies to:

Allied Commission: attn, Col. Bordass ✓
Lt. Nunn
E.N.A.C.: attn: Sr. Romella

MH/aa

1027

JHB/fa

R/1

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AC/R/11/Tn

Tele : 478704

27 November 1944

SUBJECT : Transfer of Trucks from Sardinia to Mainland

TO : The Regional Commissioner
Sardinia Region

For the attention of the
Regional Transportation Officer.

Reference the attached letter from EVANGELISTI Enrico
requesting the transfer of two trucks from Sardinia to the Italian
Mainland.

Will you please let this Sub-Commission have your comments
on this matter.

[Signature]
D. S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

Enclosure : (Copy)

188



HEADQUARTERS
AMG/AS
ABRUZZI-MARCHIE PERITON
C. M. F.

25 November 1944

GENERAL ORDERS)

Number 47)

Effective this date, AMG Truck Pool No. 7 is
activated at Ancona.

By Order of Colonel FRENCH:

ANGELO A. PASCARELLA
WOJG, USA,
Adjutant.

OFFICIAL:

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

DISTRIBUTION:

File
NO
Transportation Sub Commission
Establishment Section, AG
Circ File
RCTO
FC, Ancona
Lt. Ash

1035

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

LP/eam

25 November 1944

Tel. 730

SUBJECT: Delay Encountered in Transporting Surplus Wheat from
the Province of Ascoli Piceno

TO : Food Sub-Commission, Attention: Major Imrie

1. The Ispettorato Provinciale of Ascoli Piceno informs us that during the first half of November exports of surplus wheat from the province were slow. This situation retards additional deliveries of wheat to the Granai del Popolo owing to the fact that the warehouses are full.

2. Under the circumstances, would you please contact Transportation Sub-Commission with a view to expediting transports so that space could be made available at the warehouses for further deliveries of wheat.

3. For your information, as of 15 November there were 250,000 Qls. of surplus wheat at the warehouses in the above province ready for export.

Leland G. Allbaugh
LELAND G. ALLEBAUGH
Director

Distribution:
Transportation S/C ✓

1034

(TRANSLATION)

SECRET

Int. Co. for Railroads, Mechanical and Air Force Constructions

Main House and Direction - Milan - Via Guazzini 14.

Branch House in Rome - Piazza Forte Dia 121

Rome 22/11/44

TO : Transportation S/O.

A C M E.

This Company of Rail and Mechanical Constructions is working on account of the Govt. Railroads, for the Allied Force Railway Service and the Transportation (British) in doing at the present time some important demolition and re-construction (re-building) works in many Rome railway-stations and on the Tiber bridges at some points near Orte, Massano Ieverine, Castiglione, Marta & Mignone.

This Company has a workshop at Trapani (Sicily) which is not more to be used because unable to operate efficiently so as the Co. has stated to sell, on place, all the tools and equipments and to provide for the transferring of the most efficient vehicles to Rome to be used in there for jobs as those in course along the Tiber; but such transferring was denied by the Allied authorities in Sicily which are not giving the authorization for such a transferring.

Indeed here is the cable we received from our representatives in Sicily, dated 10/11/44, :-

"FORBIDDEN TO TRANSFER VEHICLES REGISTERED IN SICILY TRY WITH THE ALLIED SUB-COMMISSION FOR THE TRANSPORTATION. NEGOTIATIONS HAVE BEEN STARTED FOR THE SALE AT TRAPANI INCLUDING THE TRUCKS."

In wishing to salvage, at least, the truck 503 Fiat, after having made us sure about the transferring, which depends from the Italian authorities, by The Ministry of Communications and the General Manager of E.N.A.C., we have asked again, in Sicily, to be cleared about the authority able to give us a permit.

The following cable is that we received to-day:-

"ALLIED CONTROL COMMISSION DENIES THE PERMITS TO TRANSFER TO THE MAINLAND VEHICLES REGISTERED IN SICILY STOP TRY ONLY FOR THE TRUCK 503 FIAT"

1003

Therefore we beg this Sub-Commission for the Transportation to examine our application which is done only with the aim to bring to Rome only one truck that is not to be used at Trapani, but which would be very useful for the works in course here in Rome. The trucks plate is 22 10900 type Fiat 503.

important demolition and re-construction (re-building) works in many Rome railway-stations and on the Tiber bridges at some points near Orte, Bassano Teverina, Castiglione, Marta & Mignone.

This Company has a workshop at Trapani (Sicily) which is not more to be used because unable to operate efficiently so as the Co. has stated to sell, on place, all the tools and equipments and to provide for the transferring of the most efficient vehicles to Rome to be used in there for jobs as those in course along the Tiber; but such transferring was denied by the Allied authorities in Sicily which are not giving the authorization for such transferring.

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"FORBIDDEN TO TRANSFER VEHICLES REGISTERED IN SICILY TRY WITH THE ALLIED SUB-COMMISSION FOR THE TRANSPORTATION. NEGOTIATIONS HAVE BEEN STARTED FOR THE SALE AT TRAPANI INCLUDING THE TRUCKS."

In wishing to salvage, at least, the truck 603 Fiat, after having made us sure about the transferring, which depends from the Italian authorities, by The Ministry of Communications and the General Manager of E.M.A.C. We have asked again, in Sicily, to be cleared about the Authority able to give us a permit.

The following cable is that we received to-day:-

"ALLIED CONTROL COMMISSION DENIES THE PERMITS TO TRANSFER TO THE MAINLAND VEHICLES REGISTERED IN SICILY STOP TRY ONLY FOR THE TRUCK 603 FIAT"

10/11

Therefore we beg this Sub-Commission for the Transportation to examine our application which is done only with the aim to bring to Rome only one truck that is not to be used at Trapani, but which would be very useful for the works in course here in Rome. The trucks plate is TA 10900 type Fiat 603.

With many thanks and many regards.

*Dealt with verbally.
Representative called & was told that
Para-X could not be renewed.
Chld.
28/11.*

Zerbinati

Soc. An. per Costruzioni Ferroviarie, Meccaniche e Aeronautiche

CAPITALE L. 2.250.000 INT. VERSATO

Sede e Direzione **MILANO** - Via Grazzini, 14 - Tel. 97155-97156

Filiale di **ROMA** - Piazza Porta Pia, 121 - Tel. 82215

U.P.C. ROMA N. 106355

Telegrammi: ZERBINATI - ROMA

Roma, 22 /11/1944

STABILIMENTI:

MILANO: Via Cosenz, 65 - Via Grazzini, 15

ROMA: Via Tuscolana, 671 - Tel. 790032

Via Papareschi 15 - Tel. 880030

Prot. N° 1191/gf.

(DA CITARE NELLA RISPOSTA)

Spett. **TRANSPORTATION S/COMMISSION**
ROMA

Questa Società per Costruzioni Ferroviarie e Meccaniche lavora per conto delle FERROVIE DELLO STATO, per l'ALLIED FORCE RAILWAY SERVICE per TRASPORTATION (British) e ha attualmente in corso importanti lavori di demolizione e ricostruzione nelle varie stazioni di Roma e ai ponti sul Tevere presso Orte, Bassano Teverina, Castiglione, Marta e Mignone.

Avendo un Cantiere a Trapani (Sicilia) che non è più in efficienza di lavoro, questa Società avrebbe deciso di vendere in luogo le varie attrezzature e di far rientrare gli automezzi più efficienti a Roma necessari ai lavori in corso sul Tevere, ma l'Autorità Alleata in Sicilia nega l'autorizzazione per il trasferimento nel continente.

Infatti i nostri incaricati in Sicilia in data 10 corr. ci hanno telegrafato:

" VIETATO TRASFERIMENTO AUTOMEZZI TARGATI SICILIA
TENTARE SOTTOCOMMISSIONE ALLEATA TRASPORTI STOP.
INIZIATO TRATTATIVE VENDITA ATTREZZATURE TRAPANI
COMPRESI AUTOCARRI. = "

Desiderando almeno poter recuperare l'autocarro 603 Fiat, dopo esserci assicurati presso il Ministero delle Comunicazioni e presso la Direzione Generale dell'E.N.A.C. che il divieto del trasferimento non dipende dalle Autorità Italiane, abbiamo nuovamente richiesto in Sicilia di precisare quale autorità non concede tale permesso.

Abbiamo oggi ricevuto il seguente telegramma:

" COMMISSIONE ALLEATA CONTROLLO NEGA PERMESSI TRASFERIMENTO CONTINENTE AUTOMEZZI IMMATRICOLATI SICILIA STOP.
INTERESSATEVI SOLAMENTE RIENTRO AUTOCARRO 603 FIAT. = "

./.

Meccanica di precisione - Impianti meccanici per depositi e distribuzione carburanti - Apparecchiature di sicurezza per liquidi infiammabili - Impianti prevenzione ed estinzione incendi - Impianti idrici - Lavori di terra e murari - Costruzioni edilizie industriali - Opere in cemento armato.

Zerbinati S.A.
ROMA

Foglio N° 2°

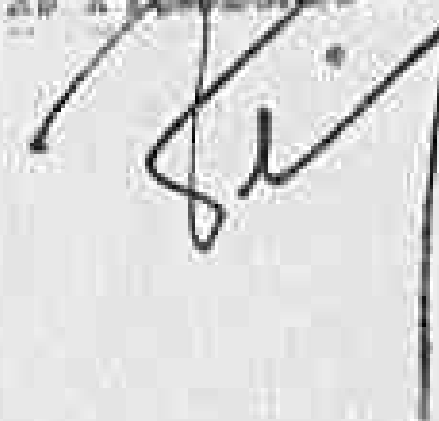
Seguito

lettera N° 1191/gf. TRANSPORTATION S/COMMISSION = R O M A -

Preghiamo perciò codesta On. Commissione Trasporti voler esaminare la nostra richiesta che ha lo scopo di portare a Roma un solo autocarro, attualmente inutilizzato a Trapani, ma che sarebbe di grande utilità per i lavori in corso qui a Roma. L'autocarro é targato: PA 10900 tipo FIAT 603.=

Ringraziando, con osservanza

ZERBINATI S.A.
Il Presidente



1071

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

R/1
CWAP/bm

29 NOV 1944

Tel : 378

AC/TN/R/7

SUBJECT: Timber Haulage - Italian Military Vehicles.

TO : Regional Commissioner - Sicilia Region.

Reference your letter 091.31/2/8 dated 15n Nov. 1944.

In no circumstances may the vehicles mentioned in the above letter be handed over to the Italian Government.

These vehicles are American Comittment vehicles shipped to us from Mid - East.

By Command of Commodore STONE:

*Copy to
Cominsec/PC
(Major's Head Sect)*

[Signature]
D. S. ADAMS,
Colonel, C.E.,
Director, Tptn. S/C.

1000

DPH/60

HEADQUARTERS
AMC/AC
ABRUZZI MARCHE REGION
C.M.F.

R/1

R5/517/12.

29 November 1944.

SUBJECT : Stolen Bus.

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

Reference your letter dated 20 November 1944, AC/TH/R/1,
the following reply is submitted.

1. The bus in question is now being operated on a daily schedule between Popoli and Pescara by the PORLINI GIULIO Bus Company of Pescara Province, Abruzzi Region.
2. Attached hereto please find the comments made by the Regional Legal Officer on this subject. The Provincial Legal Officer for Pescara Province (Maj. COHEN) is of the opinion that this matter is one entirely for the Italian civil courts to decide.
3. From a transportation viewpoint the loss of this bus would not affect this Region in a serious way as there are several other bus schedules to operate over the same route during the course of a week's time.
4. The bus is carrying mail for the Italian Government working in conjunction with the Regional Postal Officer, and has been licensed to operate by the office.

For the Regional Commissioner:

26/11 R/1
H/2 Dr

D.P. RICHARDSON
Capt. 1929
Regional Civil
Transport Officer.

Copy to: R5/517/12.

MEMO FOR CIVIL TRANSPORTATION OFFICER

L'Aquila, 28 November 1944

It would appear that if the Azienda TRAMVIE E AUTOBUS can prove that they are the owners of the bus in question they are entitled to resume possession of it.

I do not think the firm Morlini acquired any right to it merely because they salvaged it. On the other hand I do not see however the owners can resume possession of the vehicle is duly requisitioned. If it is duly requisitioned they will receive compensation in the usual way but they cannot meantime resume possession.

Whether the bus is to be de-requisitioned is now, in AC territory, a matter for the Prefect. No doubt he will act on our advice in the matter. The matter seems to me to be more a question of policy than a legal one.

R.C.C. ALEXANDER, Major
R.L.O.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

R/1 JHB/bm

Tel: 478303

29 November 1944

AC/TN/R/1

SUBJECT: Bus Rates

TO : Regional Commissioner,
Abruzzi - Marche Region

For the attention of the Regional
Transportation Officer.

1. Reference your R5/517/21 of 19 November 1944.
2. Attached are copies of the bus rates as drawn up by the Italian Government. These rates should be put into force in your Region forthwith.

By Command of Commodore STONE:


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

1027

TARIFFA PER VIAGGIATORE x CHILOMETRO PER PUBBLICI AUTOSERVIZI

PERCORRENZA MEDIA GIORNALIERA	TABELLA A strada pianeggiante con manutenzione buona						TABELLA B strade pianeggianti con manutenzione cattiva-apparato stradale accidentato con manutenzione buona					
	HP fino a 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45	HP oltre 45	HP fino a 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45	HP oltre
1 fino a 20 km.	2.63	2.37	2.25	2.17	2.12	2.08	2.71	2.45	2.33	2.25	2.19	2.15
2 da 21 a 30 "	2.33	2.12	2.02	1.95	1.90	1.87	2.41	2.15	2.10	2.03	1.97	1.94
3 " 31 " 40 "	1.99	1.83	1.75	1.70	1.66	1.62	2.07	1.81	1.83	1.78	1.73	1.69
4 " 41 " 50 "	1.80	1.67	1.61	1.56	1.52	1.49	1.88	1.69	1.69	1.64	1.59	1.56
5 " 51 " 60 "	1.67	1.57	1.51	1.47	1.43	1.40	1.75	1.59	1.59	1.55	1.50	1.47
6 " 61 " 70 "	1.59	1.50	1.45	1.41	1.37	1.34	1.67	1.53	1.53	1.49	1.44	1.41
7 " 71 " 80 "	1.53	1.45	1.40	1.36	1.32	1.29	1.61	1.48	1.48	1.44	1.39	1.36
8 " 81 " 90 "	1.48	1.41	1.36	1.33	1.29	1.26	1.56	1.44	1.44	1.41	1.36	1.33
9 " 91 " 100 "	1.45	1.38	1.33	1.30	1.27	1.24	1.53	1.41	1.41	1.38	1.34	1.31
10 " 101 " 110 "	1.42	1.35	1.31	1.28	1.25	1.22	1.50	1.39	1.39	1.36	1.32	1.29
11 " 111 " 120 "	1.39	1.33	1.29	1.26	1.23	1.20	1.47	1.37	1.37	1.34	1.30	1.27
12 " 121 " 130 "	1.37	1.31	1.27	1.24	1.21	1.18	1.45	1.35	1.35	1.32	1.28	1.25
13 " 131 " 140 "	1.35	1.29	1.26	1.23	1.20	1.17	1.43	1.34	1.34	1.31	1.27	1.24
14 " 141 " 150 "	1.33	1.28	1.25	1.22	1.19	1.16	1.41	1.33	1.33	1.30	1.26	1.23
15 " oltre (2) 150 km.	1.32	1.27	1.24	1.21	1.18	1.15	1.40	1.32	1.32	1.29	1.25	1.22

- (1) Tariffa applicabile agli autobus provenienti da trasformazione di autovetture, anche se abbiano un numero di posti non superiore ai 14
- (2) Per autoservizi con percorrenza media giornaliera superiore ai 150 km., e che comportino ricovero degli autobus in località diversa da quella di partenza, le tariffe indicate ne ad un massimo del 30%

TRASPORTO BAGAGLI

- a) fino a un collo, per viaggiatore, di dimensioni non superiori a cm. 0,50 x 0,30 x 0,20 il trasporto è gratuito.
- b) per altri colli, o pacchi agricoli, la tariffa da applicare è di lire 0,025 per kg. e

GIATORE x CHILOMETRO DI PUBBLICI AUTOSERVIZI LINEA

nzione		TABELLA B strada con manutenzione cattiva e strada accidentata con manutenzione						TABELLA C strada accidentata con manutenzione cattiva					
		HP fino 19 (1)	HP 20-26	HP 7-32	HP 33-38	HP 39-45	HP oltre 45	HP fino 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45	HP oltre 45
5	oltre 45												
2	2.08	2.71	2.41	2.33	2.25	2.19	2.15	2.80	2.54	2.42	2.33	2.28	2.24
0	1.87	2.41	2.11	2.10	2.03	1.97	1.94	2.50	2.29	2.19	2.11	2.06	2.03
6	1.62	2.07	1.81	1.83	1.78	1.73	1.69	2.16	2.00	1.92	1.86	1.82	1.78
2	1.49	1.88	1.67	1.69	1.64	1.59	1.56	1.97	1.84	1.78	1.72	1.68	1.65
3	1.40	1.75	1.54	1.59	1.55	1.50	1.47	1.84	1.74	1.68	1.63	1.59	1.56
7	1.34	1.67	1.46	1.53	1.49	1.44	1.41	1.76	1.67	1.62	1.57	1.53	1.50
2	1.29	1.61	1.40	1.48	1.44	1.39	1.36	1.70	1.62	1.57	1.52	1.48	1.45
9	1.26	1.56	1.35	1.44	1.41	1.36	1.33	1.65	1.58	1.53	1.49	1.45	1.42
7	1.24	1.53	1.32	1.41	1.38	1.34	1.31	1.62	1.55	1.50	1.46	1.43	1.40
5	1.22	1.50	1.29	1.39	1.36	1.32	1.29	1.59	1.52	1.48	1.44	1.41	1.38
3	1.20	1.47	1.26	1.37	1.34	1.30	1.27	1.56	1.50	1.46	1.42	1.39	1.36
1	1.18	1.45	1.24	1.35	1.32	1.28	1.25	1.54	1.48	1.44	1.40	1.37	1.34
0	1.17	1.43	1.22	1.34	1.31	1.27	1.24	1.52	1.46	1.43	1.39	1.36	1.33
9	1.16	1.41	1.20	1.33	1.30	1.26	1.23	1.50	1.45	1.42	1.38	1.35	1.32
8	1.15	1.40	1.19	1.32	1.29	1.25	1.22	1.49	1.44	1.41	1.37	1.34	1.31

clienti da trasformazione di autovetture, anche se di potenza superiore a 19 HP, semprechè
e ai 14

giornaliera superiore ai 150 km., e che comportino il pernottamento del personale ed il
orsa da quella di partenza, le tariffe indicate nella riga n. 15 possono essere aumentate fino

dimensioni non superiori a cm. 0,50 x 0,30 x 0,25 e di peso non superiore a kg. 10,11
1024

la tariffa da applicare e di lire 0,025 per kg. e per km., con tassazione di 10 in 10 chilogrammi.

TARIPPA PER VIAGGIATORE A CHILOMETRO SUI PUBBLICI AUTO

PERCORRENZA MEDIA GIORNALIERA		TABELLA A strada pianeggiante con manutenzione buona						TABELLA B strada pianeggiante con manuten cattiva - oppure - strada acci con manutenzione buona				
		HP fino a 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45	HP oltre 45	HP fino a 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45
1	fino a 20 km.	2.63	2.37	2.25	2.17	2.12	2.08	2.71	2.45	2.33	2.25	2.19
2	da 21 " 30 "	2.33	2.12	2.02	1.95	1.90	1.87	2.41	2.20	2.10	2.03	1.97
3	" 31 " 40 "	1.99	1.83	1.75	1.70	1.66	1.62	2.07	1.91	1.83	1.78	1.73
4	" 41 " 50 "	1.80	1.67	1.61	1.56	1.52	1.49	1.88	1.75	1.69	1.64	1.59
5	" 51 " 60 "	1.67	1.57	1.51	1.47	1.43	1.40	1.75	1.65	1.59	1.55	1.51
6	" 61 " 70 "	1.59	1.50	1.45	1.41	1.37	1.34	1.67	1.58	1.53	1.49	1.45
7	" 71 " 80 "	1.53	1.45	1.40	1.36	1.32	1.29	1.61	1.53	1.48	1.44	1.39
8	" 81 " 90 "	1.48	1.41	1.36	1.33	1.29	1.26	1.56	1.49	1.44	1.41	1.37
9	" 91 " 100 "	1.45	1.38	1.33	1.30	1.27	1.24	1.53	1.46	1.41	1.38	1.34
10	" 101 " 110 "	1.42	1.35	1.31	1.28	1.25	1.22	1.50	1.43	1.39	1.36	1.32
11	" 111 " 120 "	1.39	1.33	1.29	1.26	1.23	1.20	1.47	1.41	1.37	1.34	1.30
12	" 121 " 130 "	1.37	1.31	1.27	1.24	1.21	1.18	1.45	1.39	1.35	1.32	1.28
13	" 131 " 140 "	1.35	1.29	1.26	1.23	1.20	1.17	1.43	1.37	1.34	1.31	1.27
14	" 141 " 150 "	1.33	1.28	1.25	1.22	1.19	1.16	1.41	1.36	1.33	1.30	1.26
15	oltre (2) 150 "	1.32	1.27	1.24	1.21	1.18	1.15	1.40	1.35	1.32	1.29	1.25

- (1) Tariffa applicabile agli autobus provenienti da trasformazione di autovettura, anche se mero di posti non superiore ai 14
- (2) Per autoservizi con percorrenza media giornaliera superiore ai 150 km., e che comportino autobus in località diversa da quella di partenza, le tariffe indicate nella riga N° 15

TRASPORTO BAGAGLI

- a) fino a un collo, per viaggiatore, di dimensioni non superiori a cm. 0,50 x 0,30 x 0,25 e
- b) per altri colli, o pacchi agricoli, la tariffa da applicare è di L. 0,025 per Kg. e pe

TARIFFARIO PER CHILOMETRO SUI PUBBLICI AUTOSERVIZI DI LINEA

HP oltre 45	TABELLA B strada pianeggiante con manutenzione cattiva - oppure - strada accidentata con manutenzione buona						TABELLA C strada accidentata con manutenzione cattiva					
	HP fino 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45	HP oltre 45	HP fino 19 (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-45	HP oltre 45
2.08	2.71	2.45	2.33	2.25	2.19	2.15	2.80	2.54	2.42	2.33	2.28	2.24
1.87	2.41	2.20	2.10	2.03	1.97	1.94	2.50	2.29	2.19	2.11	2.06	2.03
1.62	2.07	1.91	1.83	1.78	1.73	1.69	2.16	2.00	1.92	1.86	1.82	1.78
1.49	1.88	1.75	1.69	1.64	1.59	1.56	1.97	1.84	1.78	1.72	1.68	1.65
1.40	1.75	1.65	1.59	1.55	1.50	1.47	1.84	1.74	1.68	1.63	1.59	1.56
1.34	1.67	1.58	1.53	1.49	1.44	1.41	1.76	1.67	1.62	1.57	1.53	1.50
1.29	1.61	1.53	1.48	1.44	1.39	1.36	1.70	1.62	1.57	1.52	1.48	1.45
1.26	1.56	1.49	1.44	1.41	1.36	1.33	1.65	1.58	1.53	1.49	1.45	1.42
1.24	1.53	1.46	1.41	1.38	1.34	1.31	1.62	1.55	1.50	1.46	1.43	1.40
1.22	1.50	1.43	1.39	1.36	1.32	1.29	1.59	1.52	1.48	1.44	1.41	1.38
1.20	1.47	1.41	1.37	1.34	1.30	1.27	1.56	1.50	1.46	1.42	1.39	1.36
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1.17	1.43	1.37	1.34	1.31	1.27	1.24	1.52	1.46	1.43	1.39	1.36	1.33
1.16	1.41	1.36	1.33	1.30	1.26	1.23	1.50	1.45	1.42	1.38	1.35	1.32
1.15	1.40	1.35	1.32	1.29	1.25	1.22	1.49	1.44	1.41	1.37	1.34	1.31

trasformazione di autovetture, anche se di potenza superiore a 19 HP, semprechè abbiano un nu

a superiore ai 150 km., e che comportino il pernottamento del personale ed il ricovero degli
a, le tariffe indicate nella riga N° 15 possono essere aumentate fino ad un massimo del 30%

non superiori a cm. 0,50 x 0,30 x 0,25 e di peso non superiore a Kg. 10, il trasporto è gratuito.
a da applicare e di L. 0,025 per Kg. e per Km., con tassazione di 10 in 10 chilogrammi.

IL MINISTRO PER LE COMUNICAZIONI

JHB/AL

R/1 file

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478303
Our Ref: AC/3/1/Tn

27 November 1944

MEMORANDUM

TO : Chief Staff Officer
Economic Section

SUBJECT: Civilian Transportation for
5 Army Use.

1. Reference your Memo 119/BS dated 22 November '44.
2. The quoted minutes of the conference held at Sienna on Friday, 17 November, give entirely the wrong impression and they are not a true record of what transpired at that meeting.
3. The misunderstanding has obviously arisen through the mixing up of a General Transport Coy (Italian) and a Quarter-Master Truck Coy (Italian). Col. Toscani asked if it would be possible for one Platoon of 1004 G.T. Coy (Italian) at present stationed on the East Coast, to be released and operate out of Florence. It was pointed out to Col. Toscani that a G.T. Coy having its H.Q.'s on the East Coast could not allow a platoon to be so far away from its administration source and Col. Toscani readily appreciated this point.
4. The two Q.M. Truck Coys, namely the 2nd and 3rd Coys are under command of 5 Army AMG, and receive their operational instructions direct from Col. Toscani. Furthermore two Platoons of 1000 G.T. G.T. Coy (Italian) are also put at the disposal of AMG, 5 Army, so long as Florence remains an AMG, 5 Army Commitment.
5. With regard to the minute that "the question of central command of the companies would be considered by the Economic Section". This would not be practical, having regard to the fact that Q.M. Truck Coys (Italian) are based on the American system

0028

TO : Chief Staff Officer
Economic Section

SUBJECT: Civilian Transportation for
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5. With regard to the minute that "the question of central command of the companies would be considered by the Economic Section". This would not be practical, having regard to the fact that Q.M. Truck Coys (Italian) are based on the American system and G.T. Coys (Italian) are based on the British system. As the system of maintenance is an entirely different one, a central command would not prove efficient but what it is proposed to do is to establish an advance Q.M. Truck Bn. H.Q.s in the forward area and this H.Q.s. will be able to supervise the whole of the movements required and there will be no difficulty in the passing on by this H.Q.s. of movement orders to the Commander of the G.T. Coy.

6. With reference to para 2 of your Memo. Two Q.M. Truck Coys are almost ready to move forward, but up to the present time we have not received an allotment of control vehicles and without such vehicles it is impossible to work efficiently.

A further request has been put forward to A.E.H.Q. to issue these control vehicles and it is hoped that two Truck Coys will be in a position to move forward within the next ten days.

D.S. ADAMS
Colonel, C.E.
Director, In. Sub. Comm.

be in a position to move forward within the next ten days.

D.S. ADAMS
Colonel, C.E.
Director, Tr. Sub. Comm.

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

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

JHB/bm

Tel: 478303

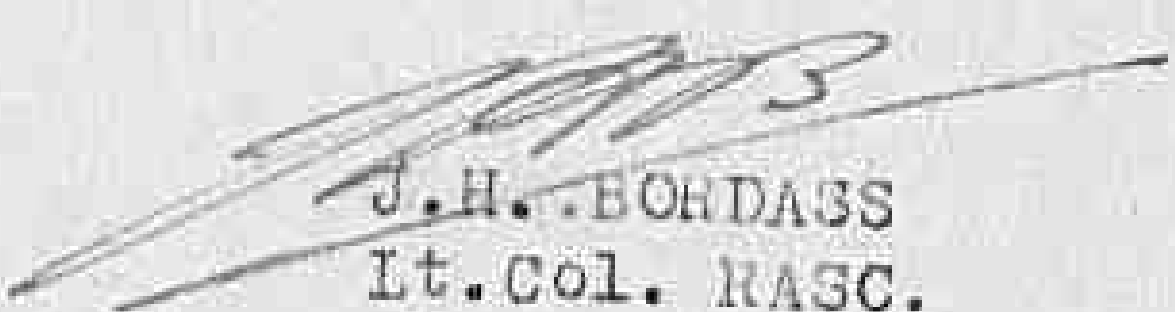
24 Nov 1944

AC/TN/R/

SUBJECT: Discontinuance of AC Functions
and Withdrawal of AC Personnel.

Memo to Col. Adams from Road Section

1. Reference the Economic Section letter dated 18 Nov on the above subject.
2. As far as the Road Section is concerned it is somewhat difficult to say that any of the functions of this Section can be discontinued in territory under the jurisdiction of the Italian Government because at the present moment ENAC is not yet firmly established, in fact it has not yet taken up operations.
3. In my opinion it is essential that ENAC should operate under the closest possible Allied supervision for a number of months before it is left entirely to the Italians themselves.
4. Referring to para 1(e) of the Economic Section's letter no reference appears to have been made to the Ministry of Communications. The Minister of Communications controls the Inspectorate of Motorization (which is ENAC) and it is essential that this Section should have the right to have some control regarding the appointment of the various Compartmental Insp of Motorization and this right must be sustained until such time as ENAC is firmly established and working efficiently


J.H. BORDASS
Lt. Col. RASC.
ROADS Section, Tn

1021

TRANSPORTATION CORPS

CONFIDENTIAL OCEAN MANIFEST
ORDNANCE A M G

CARGO LOADED ON VES

3A 654

BACPE TO MITE ON CONVOY

PRN	ITEM	OVERSEA	ADDRESS	QUANTITY	DESCRIPTION
619	437	126	62 025HPTOG126CO	4	TRK 1 1HFT 4X2
619	437	126	62 025HPTOG126CO	4	2 BX 2EA CHASSIS TUP
619	437	126	62 025HPTOG126CO	4	ABOVE ITEMS HEAVY LIFTS
619	437	126	62 025HPTOG126CO	4	2 BX 2EA CAB TUP
31	413	128	62 025HPTOG126CO	6	TRK 1 1HFT 4X2
31	413	128	62 025HPTOG126CO	6	2 BX 2EA CHASSIS TUP
31	413	128	62 025HPTOG126CO	6	ABOVE ITEMS HEAVY LIFTS
31	413	128	62 025HPTOG126CO	6	2 BX 2EA CAB TUP
1	380	133	62 025HPTOG126CO	8	TRK 1 1HFT 4X2
1	380	133	62 025HPTOG126CO	8	3 BX 3EA CHASSIS TUP
1	380	133	62 025HPTOG126CO	8	ABOVE ITEMS HEAVY LIFTS
1	380	133	62 025HPTOG126CO	8	3 BX 3EA CAB TUP
1	380	133	62 025HPTOG126CO	8	STOWED AS FOLLOWS
1	380	133	62 025HPTOG126CO	8	1BX 4950 LB
1	380	133	62 025HPTOG126CO	8	5BX 31950 LB
707	906	127	62 025HPTOG126CO	7	TRK 1 1HFT 4X2
707	906	127	62 025HPTOG126CO	7	2 BX CHASSIS TUP
707	906	127	62 025HPTOG126CO	7	ABOVE ITEM A HEAVY LIFT
707	906	127	62 025HPTOG126CO	7	2 BX CAB TUP
501	399	543	62 025HPTOG126CO	5	TRK 1 1HFT 4X2
501	399	543	62 025HPTOG126CO	5	2 BX CHASSIS TUP
501	399	543	62 025HPTOG126CO	5	ABOVE ITEM A HEAVY LIFT
501	399	543	62 025HPTOG126CO	5	2 BX CAB TUP

R/1

ORPS CONFIDENTIAL OCEAN MANIFEST PG 2
 ORDNANCE A M G
 VES 3A 654 BACPE TO MITE ON CONVOY UGS 63

QUANTITY	DESCRIPTION	WT	CU	STW	V NO
4	TRK 1 1HFT 4X2			2LH	311
2 BX	EA CHASSIS TUP	20580	1213	2LH	311
	ABOVE ITEMS HEAVY LIFTS			2LH	311
2 BX	3EA CAB TUP	4020	583	2LH	311
6	TRK 1 1HFT 4X2			2LH	311
2 BX	3EA CHASSIS TUP	20580	1213	2LH	311
	ABOVE ITEMS HEAVY LIFTS			2LH	311
2 BX	2EA CAB TUP	4020	583	2LH	311
6	TRK 1 1HFT 4X2				311
3 BX	3EA CHASSIS TUP	30370	1027		311
	ABOVE ITEMS HEAVY LIFTS				311
3 BX	3EA CAB TUP	6030	882		311
	STOWED AS FOLLOWS				311
	1BX 4950 LB			2LH	311
	5BX 31950 LB			5LH	311
7	TRK 1 1HFT 4X2			2LH	311
2 BX	CHASSIS TUP	20580	1213	2LH	311
	ABOVE ITEM A HEAVY LIFT			2LH	311
2 BX	CAB TUP	4020	583	2LH	311
5	TRK 1 1HFT 4X2			5TD	311
2 BX	CHASSIS TUP	20580	1213	5TD	311
	ABOVE ITEM A HEAVY LIFT			5TD	311
2 BX	CAB TUP	4020	583	5TD	311
22		135300	9933		

CONFIDENTIAL

Andrew Moore

MANIFEST

TRANSPORTATION CORPS

CONFIDENTIAL OCEAN MANIFEST
ORDNANCE A M G

CARGO LOADED ON VES

BA 654

BACPE TO MITE

ON CONVOY

PRN	ITEM	OVERSEA	ADDRESS	QUANTITY	DESCRIPTION
501	358	85	62 02SHPTOG126CO	3	TRK 1 1HFT 4X2
501	358	85	62 02SHPTOG126CO	3	4EA CHASSIS TUP
501	358	85	62 02SHPTOG126CO	3	ABOVE ITEMS HEAVY LIFTS
501	358	85	62 02SHPTOG126CO	3	2 BX 4EA CAB TUP
2	655	86	62 02SHPTOG126CO	13	TRK 1 1HFT 4X2
22	655	86	62 02SHPTOG126CO	13	2 BX 4EA CHASSIS TUP
22	655	86	62 02SHPTOG126CO	13	ABOVE ITEMS HEAVY LIFTS
22	655	86	62 02SHPTOG126CO	13	2 BX 4EA CAB TUP
257	866	87	62 02SHPTOG126CO	15	TRK 1 1HFT 4X2
257	866	87	62 02SHPTOG126CO	15	2 BX 4EA CHASSIS TUP
257	866	87	62 02SHPTOG126CO	15	ABOVE ITEMS HEAVY LIFTS
257	866	87	62 02SHPTOG126CO	15	2 BX 4EA CAB TUP
257	837	88	62 02SHPTOG126CO	14	TRK 1 1HFT 4X2
257	837	88	62 02SHPTOG126CO	14	2 BX 4EA CHASSIS TUP
257	837	88	62 02SHPTOG126CO	14	ABOVE ITEMS HEAVY LIFTS
257	837	88	62 02SHPTOG126CO	14	2 BX 4EA CAB TUP
344	358	89	62 02SHPTOG126CO	11	TRK 1 1HFT 4X2
344	358	89	62 02SHPTOG126CO	11	3 BX 6EA CHASSIS TUP
344	358	89	62 02SHPTOG126CO	11	ABOVE ITEMS HEAVY LIFTS
344	358	89	62 02SHPTOG126CO	11	3 BX 3EA CAB TUP
711	230	123	62 02SHPTOG126CO	9	TRK 1 1HFT 4X2
711	230	123	62 02SHPTOG126CO	9	3 BX 3CAB TUP
711	230	123	62 02SHPTOG126CO	9	3 BX CHASSIS TUP
711	230	123	62 02SHPTOG126CO	9	ABOVE ITEMS HEAVY LIFTS
1	024	124	62 02SHPTOG126CO	10	TRK 1 1HFT 4X2
1	024	124	62 02SHPTOG126CO	10	3 BX 3EA CHASSIS TUP
1	024	124	62 02SHPTOG126CO	10	ABOVE ITEMS HEAVY LIFTS
1	024	124	62 02SHPTOG126CO	10	3 BX 3EA CAB TUP
41	957	125	62 02SHPTOG126CO	1	TRK 1 1HFT 4X2
41	957	125	62 02SHPTOG126CO	1	3 BX 3EA CHASSIS TUP
41	957	125	62 02SHPTOG126CO	1	ABOVE ITEMS HEAVY LIFTS
41	957	125	62 02SHPTOG126CO	1	3 BX 3EA CAB TUP

MANIFESTR/1 file
chop.RPS CONFIDENTIAL OCEAN MANIFEST
ORDNANCE A M G
ES BA 654 BACRE TO MITE ON CONVOY

PG 1

UGS 63

QUAN	TYPE	DESCRIPTION	WT	CU	STW	V NO
3		TRK 1 1HFT 4X2			2LH	311
3	2 BX	4EA CHASSIS TUP	20580	1218	2LH	311
3		ABOVE ITEMS HEAVY LIFTS			2LH	311
3	2 BX	4EA CAB TUP	4020	583	2LH	311
13		TRK 1 1HFT 4X2			2LH	311
13	2 BX	4EA CHASSIS TUP	20580	1218	2LH	311
13		ABOVE ITEMS HEAVY LIFTS			2LH	311
13	2 BX	4EA CAB TUP	4020	583	2LH	311
15		TRK 1 1HFT 4X2			2LH	311
15	2 BX	4EA CHASSIS TUP	20580	1218	2LH	311
15		ABOVE ITEMS HEAVY LIFTS			2LH	311
15	2 BX	4EA CAB TUP	4020	583	2LH	311
14		TRK 1 1HFT 4X2			2LH	311
14	2 BX	4EA CHASSIS TUP	20580	1218	2LH	311
14		ABOVE ITEMS HEAVY LIFTS			2LH	311
14	2 BX	4EA CAB TUP	4020	583	2LH	311
11		TRK 1 1HFT 4X2			2LH	311
11	3 BX	6EA CHASSIS TUP	30870	1827	2LH	311
11		ABOVE ITEMS HEAVY LIFTS			2LH	311
11	3 BX	6EA CAB TUP	5030	882	2LH	311
9		TRK 1 1HFT 4X2			2LH	311
9	3 BX	3CAB TUP	5030	882	2LH	311
9	3 BX	CHASSIS TUP	30870	1827	2LH	311
9		ABOVE ITEMS HEAVY LIFTS			2LH	311
10		TRK 1 1HFT 4X2			2LH	311
10	3 BX	3EA CHASSIS TUP	30870	1827	2LH	311
10		ABOVE ITEMS HEAVY LIFTS			2LH	311
10	3 BX	3EA CAB TUP	5030	882	2LH	311
1		TRK 1 1HFT 4X2			2LH	311
1	3 BX	3EA CHASSIS TUP	30870	1827	2LH	311
1		ABOVE ITEMS HEAVY LIFTS			2LH	311
1	3 BX	3EA CAB TUP	5030	882	2LH	311

40 C O N F I D E N T I A L 246000 18060

SECRET

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

22 November 1944

Ref.

SUBJECT: Trucks (1700 4 x 2 Cargo) LAC Airgram 51.

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

1. The 1,700 trucks requested in LAC Airgram 51 have been approved by CCAC. These trucks will give the equivalent lift of 850 three tonners.

2. Arrangements are being made whereby Ordnance technical personnel will be made available to supervise the assembly of the vehicles.

3. Skilled or semi-skilled Italian labour must be procured by AC, far enough in advance to ensure availability upon arrival of the vehicles.

4. It is requested that a phased programme covering delivery etc., be developed by AC and communicated to this HQ soonest possible.

5. American Ordnance have indicated that it may be advisable to call these vehicles forward into Leghorn, due to the assembly facilities available at that Port.

6. Attached hereto are copies of cables relevant to the a/m vehicles.

For the Assistant Chief of Staff, G-5:

G.S. Franklin
G.S. FRANKLIN, Lt. Col.
Economics & Supply Div.

Incls: As above .

1018

SECRET

CONFIDENTIAL

NATOUS
MESSAGE CENTER

OUTGOING MESSAGE ROUTINE

C/1679

TO FOR ACTION: AGWAR FOR CCS FOR CCAC FOR INFO LEVIS

FOR INFO: CENTRAL DISTRICT UK BASE SECTION (LONDON) FOR
BRITISH CHIEFS OF STAFF, HQ COMZONE MAIN (ETOUSA),
SHAEP FOR SHGE, TROOPERS, HQ CZ MTO

REF NO: FX-54558

SIGNED: WILSON

CITE: FHGEG, FHGDS

This is LAC 830.

Refer CAL 954.

Trucks. Please furnish urgently following in-
formation:

(A) Do 1500 trucks have bodies, tarpaulins,
drivers maintenance kits, spare tires.

(B) What is safe load rating for smooth and
rough roads.

(C) What is tire size. If trucks are without
bodies request that a suitable stake body design be furnished
by airmail. Shipping instructions being provided through
normal channels.

New subject. Request procurement responsibility
for ITALYS subsistence requirements for February arrival, which
is now overdue.

ORIGINATOR: G-5

AUTH: ROLAND SEGALINI, CAPT

INFORMATION: G-4
ORD
MWT
AG RECORDS

CONCUR: G-4

MC OUT 4821

19 Nov 44

1151A

Ref No: FX-54558

JJS/D/GB

1017

3

CONFIDENTIAL

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SECRET

AFHQ MESSAGE CENTER
INCOMING MESSAGEWAR
FILED 152116Z
RECD 160134A

AFSC N 206/16

OMC

ROUTINE

FROM: AGWAR FROM CCS

TO: WILSON, INFORMATION UK BASE SECTION FOR ECS, COMZONE, AND
SHAFF

REF NO THIS MESSAGE: WX-63169,

15 November 1944

For PHCEG. For SHGE.

Cite CCAC.

CAL 954.

Refer LAC 770 and LX-50136.

Trucks.

The 72 trucks, 1-1/2 ton, Dodge, without bodies or spare parts, referred to in CAL 878, are scheduled for shipment on UGS 62.

Spare parts for these 72 trucks were ordered, but have not been delivered, and it is not known when they will become available. Will advise soonest.

CCAC approves total requirement for 1700 trucks in LAC Airgram 51, against which the above 72 Dodge trucks, 1-1/2 ton, apply. UNITED STATES will supply an additional 1500 trucks, commercial type, 1-1/2 ton, 4 by 2 cargo, against this requirement. These trucks, with spares, are available now. Total weight for 1500 vehicles is 5,617 L/T; total cubic feet is 517,500 cubic feet. Vehicles are twin-unit pecked. Furnish shipping instructions.

Endeavoring to meet balance (128 trucks) of this requirement.

SECRET

COPY NO.

6

MC IN 11302

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

0034

REF NO: WH 63169 cont'd

FOOTNOTE: LAC 770 REF FX 42021 MC OUT 5556 21/10/44 G-5
LX 50136 MC IN 23173 31/10/44 HQ CZ
CAL 878 WX 49762 MC IN 15569 21/10/44 G-5

ACTION: E-5

INFO : G-4
H & T
ORD (H)
Q (AE)
ORD
AG RECORDS

MC IN 11302 16 Nov 44 0444A REF NO WH 63169 t/f/g

Tel: 546

LDD/es

22 November 1944

1.19 ~~ES~~/ES

MEMO TO: Director, Transportation Sub-Commission.
SUBJECT: Civilian Transportation for 5 Army Use.

1. Quoted below is excerpt (para 10. (c)) from Minutes of Conference Held at Siena, Friday, 17 November 1944:

"Truck Companies. Col. Toscani asked whether it would be possible to place the two truck companies recently sent up to 5 Army under their command. At present there were so many vehicles off the road that they were not capable of dealing with their requirements, and were 120-180 tons short daily. Transportation Sub-Commission said that it was not possible to put these companies under command 5 Army since they were mostly composed of Italian personnel with only a very small Allied cadre, which would not be able to control them if they were split up into small detachments. However, they would do their best to expedite despatch of the third truck company to ease the situation. The question of central command of the companies would be considered by Econ Sec."

2. Please advise if the third truck company has been sent to 5 Army, Col. Toscani and if the question of central command of the companies has been decided, also if Col. Toscani has been informed of action taken.

For the Acting Deputy Chief of Staff:

1015
L. D. DENSMORE
Colonel, F A
Chief Staff Officer
Economic Section

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

JHD/mgd

AC/TW/2/1

Nov. 22, 1944

SUBJECT: Transport - Transfer.

TO : Regional Commissioner,
Lazio Umbria Region.
(Att:Regional Tpt. Officer)

In connection with the request you made for certain trucks to be transferred from Gardinio, the attached correspondence received from the Regional Transportation Officer of that Region is forwarded for your information.

1
Copies retained herewith

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

1014

*
HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

1st November 1944.

Reference : Tntn/1607.

Subject : TRANSPORT - TRANSFER.

To : Headquarters, Allied Commission (Attention Transportation
Sub-Commission)

Reference your ACCTH/R/1 dated 11th October 1944.

1. The Vehicles enumerated in PARA I of the above mentioned letter are still in operation and are very necessary here.

They are not now operated by the TOSI organisation.

It is not understood where Signor TOSI got the information that the Vehicles were not in use or necessary in this Region.

It would seriously interfere with the already Acute TRANSPORTATION Problems if they were withdrawn.

3. A full explanation of the whole situation is given in the attached copy of letter received from the High Commissioner on the Subject. Attached also are copies of Decrees enacted in respect of the vehicles in question.

4. Special attention is invited to the High Commissioner's comments on the possible reason for TOSI making such a suggestion.

For the Regional Commissioner,

John H. Newby
JOHN H. NEWBY.
Captain.

Regional Transportation Officer.

JHN/ejs.

Copy to : His Excellency The High Commissioner for SARDINIA.

1013

AL COMMISSARIATO PER LA SARDEGNA
CAGLIARI Nr/L1

COPY

Prot. n. 19841
Div. III^a

ALLA COMMISSIONE ALLIATA
CAGLIARI

OGGETTO : Autotrasporti Tosi.

Alla fine di Aprile 1943 veniva inoltrata in Sardegna per ordine del Ministero della Guerra l'Organizzazione Tosi, della quale facevano parte n° 11 automezzi dei cosiddetti Padroncini.

L'organizzazione in parola alle dipendenze del Comando RF.AA. della Sardegna veniva impiegata sia per trasporti militari quanto per esigenze civili.

Speciale contratto regolava i rapporti fra Tosi e l'Amministrazione Militare.

Il 11 maggio del c.a. l'autorità Militare poichè (erano venute a mancare per effetto della cessazione delle ostilità) le ragioni che ne avevano determinato la costituzione, provvedeva a rescindere il contratto.

Allo scopo di tenere integra l'organizzazione che sarebbe andata tutto a beneficio dei trasporti civili, questo Ufficio sentito il parere delle parti provvedeva con l'ord. N° 57 del 21 Luglio 1944. (della quale si allega copia) a costituire l'organizzazione Sardegna alle dirette dipendenze di questo Alto Commissariato.

Veniva successivamente stipulato il contratto fra Tosi e Padroncini.

Ai primi del mese di settembre l'Avv. Tullio Mancaleari curatore dei Padroncini richiedeva lo scioglimento dell'organizzazione in quanto Tosi non aveva ottemperato alle clausole del nuovo contratto.

Lo stesso Tosi formulava preposta analoga;

Tenuto conto dell'impossibilità giuridica e l'inopportunità pratica di continuare a realizzare un'organizzazione non gradita a nessuna delle parti componenti quest'Ufficio con ord. N° 96 del 10 Ottobre c.a. (che si allega copia) ha decretava lo scioglimento, e provvedeva ad incorporare gli automezzi nei tre C.O.A. Provinciali.

././.

1012

- 2 -

Tale fatto ha naturalmente provocato un certo risentimento da parte del Tosi che è più degenerato nelle proposte dallo stesso fatte alla Commissione centrale Alleata.

Infatti nell'elenco dei 14 automezzi che il Tosi ha proposto per il trasferimento ne risultano pure tutti e 14 gli automezzi di Padroncini.

La situazione deficitaria dei trasporti nell'Isola è non nota a codesta Commissione. Un provvedimento del genere verrebbe a paralizzare del tutto i rifornimenti dei generi alimentari destinati alle popolazioni civili delle due Province di Sassari e Nuoro dove attualmente tali mezzi trovansi dislocati (8 Sassari - 3 Iguro).

Il 2° punto della lettera precisa che Tosi ha assicurato che gli automezzi in parola non vengono impiegati in Sardegna e che pertanto si trovano in ottimo stato.

Dalla documentazione ufficiale in possesso di questo Ufficio, trasmessa già da tempo dallo stesso Tosi, risulta il lavoro proficuo e costante effettuato dagli automezzi dei Padroncini dall'aprile del 43 a tutto il 30/4/44.

Dal Maggio a tutto il 30 ottobre u.s. detti automezzi sono stati sfruttati al massimo in conseguenza della precaria condizione di efficienza degli altri automezzi civili.

Lo stato generale di ogni singolo automezzo è buono, e la situazione di efficienza potrebbe migliorare sempre che si riuscisse ad avere i pezzi di ricambio e le gomme di cui si ha estrema necessità.

Pregasi codesta Commissione di comunicare alle Autorità Centrali che gli automezzi elencati nel foglio a riferimento -- sono per l'Isola la vita e che pertanto, non è possibile effettuare alcun trasferimento in continente.

L'ALTO COMMISSARIO PER LA SARDEGNA
(Gen. di Squadra Aerea Pietro Pinna)

1011

ALTO COMMISSARIATO PER LA SARDEGNA
Ufficio Affari Civili

COPY

N.57

L'ALTO COMMISSARIO PER LA SARDEGNA

Considerato che a seguito della rescissione del contratto già stipulato tra l'Amministrazione Militare e l'Impresa Autotrasporti F. Tosi, è necessario regolare l'ulteriore impiego nell'Isola degli automezzi compresi nella "ORGANIZZAZIONE SARDEGNA", che appare opportuno mantenere integra per non rendere più difficile la già precaria situazione dei trasporti nell'Isola; Visto il R.D. Legge 27 Gennaio N.21, e considerata l'urgenza di provvedere;
Sentito il parere dei consigli Provinciali dell'Economia

D E C R E T A

1. La "ORGANIZZAZIONE SARDEGNA" dell'impresa autotrasporti Fernando Tosi deve continuare a funzionare come per il passato;
2. I rapporti fra l'impresa Fernando Tosi ed i proprietari degli automezzi incorporati nella "ORGANIZZAZIONE SARDEGNA" devono essere regolati con accordi diretti fra gli interessati;
3. L'Alto Commissariato si riserva la vigilanza sul funzionamento della ORGANIZZAZIONE e regolerà la ripartizione degli automezzi fra le tre provincie dell'Isola;
4. L'impiego degli automezzi avverrà a richiesta del Consorzio Obbligatori Autotrasporti della Provincia alla quale sono stati assegnati.

L'ordine di movimento per ogni singolo trasporto dovrà essere invece rilasciato dall'Impresa Fernando Tosi, in Genova all'articolo 2 della ordinanza N.36 del 13 Dicembre 1943.

Cagliari 21 Luglio 1944.

p. L'ALTO COMMISSARIATO PER LA SARDEGNA
L'AMMIRAGLIO DI DIVISIONE COMANDANTE M.M. DELLA SARDEGNA
(f.to Bruno Brivonesi)

P.C.C.

IL CAPO UFFICIO AFFARI CIVILI
(Ten.Colonnello Raffaele Sanna.)

1010

ORDINANZA N° 1

COPY

- Vista l'ordinanza n°. 37 del 21 Giugno 1944 con la quale veniva costituita l'Organizzazione Sardegna, (Automezzi della Pista F. Tosi e 11 Automezzi dei Padroncini) -
- Ritenuto che le parti sono a' accordo sullo scioglimento dell' - organizzazione -

D E C R E T A

- * L'Ordinanza n. 57 del 21 Giugno 1944 è abrogata -

Cagliari 10 Ottobre 1944

L'ALTO COMMISSARIO PER LA SARDEGNA
(Gen. di Squadra Aerea Pietro Pinna)

P.to Pinna

P. M. G

Dr. De Magistris

/aa

TRANSLATION

High Commissariat for Sardinia
Cagliari Mr/Li

Prot. No 19841 - Div. II

Subj: Road haulage transports Tosi

TO : Allied Commission - Cagliari

At the end of the month of April 1943, the Ministry of War sent to Sardinia the Organizzazione Tosi" which included also 14 motovehicles of "Padroncini"(small truck-owners.

Said Organization, attached to Sardinia Armed Forces HQ, was employed for both military and civil transports.

The connections between Tosi and Military Administration were regulated with a special contract.

On May 31th 1944 above contract was cancelled by Military Authorities as its existence was no longer justified owing to the cessation of hostilities.

In order to maintain above organization at the sole benefit of civil transports, and after having heard both parties' opinion, this Office issued order N.57 of July 21st 1944 (see copy attached) which established the "Organizzazione Sardegna" directly attached to this High -Commissioner.

A contract was successively closed between Tosi and the "Padroncini".

At the beginning of Sep. ult., Mr. Tullio Manceleoni, lawyer, attorney of the "Padroncini" requested that the Organization be dissolved, as Tosi had not fulfilled the clauses of the new contract.

A similar proposal was submitted by Mr. Tosi. Having considered both juridical impossibility and actual ineffectuality to maintain an organization which both parties disliked, this office issued order N.96 of Oct. 10th ult. (see attached copy) which established that the Organization was dissolved and all motovehicles were going to be attached to the three provincial C.A.O.S.

Above fact aroused Tosi's resentment which led him to the proposals he submitted to AC-HQ.

As a matter of fact, among the 14 motovehicles for which Tosi requested that they were transferred into the mainland, all the 11 motovehicles of the "Padroncini" are included.

That Commission is quite aware of the scarcity of transportation means upon this Island. A measure like that proposed by Tosi to AC.HQ would completely paralyse the supply of foodstuffs to the civil population of two provinces, Sassari and Nuoro, where above vehicles are presently dislocated. (8 at Sassari and 3 at Nuoro). 10

At point 2 of the letter it appears that Mr Tosi assured that the motovehicles were not in use in Sardinia and that, therefore, they

employed for both military and civilian administration were regulated with a special contract.

On May 31st 1944 above contract was cancelled by Military Authorities as its existence was no longer justified owing to the cessation of hostilities.

The order to maintain above organization at the sole benefit of civil transports, and after having heard both parties' opinion, this Office issued order N. 57 of July 21st 1944 (see copy attached) which established the "Organizzazione Sardegna" directly attached to this High Commissioner.

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At point 2 of the letter it appears that Mr Tosi assured that the motovehicles were not in use in Sardinia and that, therefore, they were in very good conditions.

From official documents at this Office's hand, documents which have been sent time ago by Mr Tosi himself it results how effectively and usefully the motovehicles of the "Padroncini" operated from April 1943 to the end of April 1944.

From May 1944 to the end of Sept. ult. above motovehicles have been fully exploited, on account of the bad conditions of the other civil means of transportation.

The conditions of said motovehicles are generally good and their efficiency could even improve, should it be possible to receive

spare parts and tires which are badly needed.

That Commission is kindly requested to inform AC.HQ that all motorcycles listed in above mentioned letter are vital for this Island and that therefore no transfer to the mainland can be effected.

The High - Commissioner for Sardinia
sgd. Pietro Pinna - Generale dA Sq. Aerea.

/as

TRANSLATION

High Commissariat for Sardinia
Civil Affairs Dept.

No 57

The High Commissioner for Sardinia, Having considered that, after the cancellation of the contract between Military Administration and Undertaking Tosi for Road Haulage Transports, it has become necessary to regulate the further employment on this Island of the motovehicles attached to the "Organizzazione Sardegna" which will be maintained as it is presently, in order not to aggravate the already difficult conditions of the transports; having seen Royal Law-Decree 27 - 1 - 1944 No 21 and having considered the urgency to take measures; having heard the opinion of Consiglio Provinciale dell'Economia;

DECIDES

- 1) The "Organizzazione Sardegna" of the Undertaking Fernando Tosi for Road Haulage Transports, must keep operating as in past times.
- 2) The Connections between Undertaking Tosi and the owner of the motovehicles attached to "Organizzazione Sardegna" must be regulated by direct agreements between the interested parties.
- 3) The High-Commissariat reserves himself the right to supervise the the operation of the Organization and he will regulate the distribution of the motovehicles among the three provinces of the Island.
- 4) The employment of the motovehicles is subjected to request of the Consorzio Obbligatorio Autotrasporti of the province which said motovehicles have been assigned to.
In order of movement for each transport must be issued by Undertaking Francesco Tosi, according to art. 2 of order No 36 of Dec. 13th 1943:-

Cagliari - 21-7-1944

For the High Commissioner
sgd. Bruno Brivonesi
Ammiraglio di Divisione - Naval
Comds Officer

Order No. 96

- Seen order No 37 of 21-6-1944 which established the "Organizzazione Sardegna" (Motovehicles belonging to the Undertaking Tosi plus 11 motovehicles belonging to the "Padroncini")

Sardegna" which will be maintained as it is presently, in order not to aggravate the already difficult conditions of the transports; having seen Royal Law-Decree 27 - 1 - 1944 No 21 and having considered the urgency to take measures; having heard the opinion of Consigli Provinciale dell'Economia;

DECIDES

- 1) The "Organizzazione Sardegna" of the Undertaking Fernando Tosi for Road Haulage Transports, must keep operating as in past times.
 - 2) The Connections between Undertaking Tosi and the owner of the motovehicles attached to "Organizzazione Sardegna" must be regulated by direct agreements between the interested parties.
 - 3) The High-Commissariat reserves himself the right to supervise the the operation of the Organization and he will regulate the distribution of the motovehicles among the three provinces of the Island.
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Cagliari - 21-7-1944

For the High Commissioner
sgd. Bruno Brivonesi
Ammiraglio di Divisione - Naval
Comdg Officer

Order No. 96

- Seen order No 37 of 21-6-1944 which established the "Organizzazione Sardegna" (Motovehicles belonging to the Undertaking Tosi plus 11 motovehicles belonging to the "Padroncini")
- Considered that both parties agree upon the dissolution of the organization

DECIDES

Order No 57 of June 21st 1944 is abrogated.

Cagliari - Oct. 10th 1944

The High Commissioner

0050

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 334

AC/IN/R/1

and

Nov. 21, 1944

SUBJECT : Food and Transportation.

TO : Chief Staff Officer Econ. Section.

Reference the attached letter 13079/P dated 14 Nov. enclosing copy of a memorandum prepared by Major K.G. Collins.

The following are comments from this Section:

Ref. Para 6 Regional Transportation officers are directed to organize all civilian transport into companies. These companies to operate with a standard work ticket, and a standard tariff as published by the Italian Government.

Difficulties however are caused by the Regional Transportation Officers failing to organize the civilian transport, and Public Safety officials failing to enforce the law.

Captured enemy equipment does not belong to the Allied Commission but to the Italian Government and under present instructions may be claimed by the Italian Army.

Cases have occurred when trucks have been repaired and then, taken over by the Italian Army.

It is essential that the instructions allowing this procedure, be changed as soon as possible.

D. G. [Signature]
Colonel
Director Gen. Sub-Comm.

1026

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB - COMMISSION
APO 394

R/1 JHB/bm

Tel: 473303

21 Nov. 1944

AC/TN/R/ 1

SUBJECT: Road Checks.

TO : Regional Commissioner
Lazio-Umbria Region.

For the attention of the Regional
Transportation officer.

1. We have received information from Southern
Region that a road check was carried out at the junction
of Highways 6 and 7 on 10 November.

2. The following trucks were proceeding to Rome:

R 80566	carrying	37 cwt wine.
R 83356	"	130 cwt apples.
R 79441	"	58 cwt wine.
R 82008	"	Fruit and books.
R 72062	"	30 cwt wine.
R 15663	"	Passengers and baggage.
R 70115	"	Passengers and baggage.
R 39911	"	Passengers and baggage.

3. The following were coming from Rome:

R 19302	carrying	empty sacks.
R 82031	"	empty drums.
R 26672	"	passengers and baggage
R 20209	"	passengers and baggage.
R 82035	"	5 cwt fruit.
R 81611	"	25 cwt fruit.
R 2508	"	30 cwt fruit.
R 81101	"	50 cwt flour.

4. No doubt you will bring these cases to the
correct source for investigation.

[Signature]
D. S. ADAMS
Colonel, C.E.,
Director, Tptn. S/C.

SUBJECT: Road Checks.

TO : Regional Commissioner
Lazio-Umbria Region.

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R 80566	carrying	37 cwt wine.
R 83356	"	130 cwt apples.
R 79441	"	58 cwt wine.
R 82008	"	Fruit and books.
R 72062	"	80 cwt wine.
R 15663	"	Passengers and baggage.
R 70115	"	Passengers and baggage.
R 32911	"	Passengers and baggage.

3. The following were coming from Rome:

R 19302	carrying	empty sacks.
R 82031	"	empty drums.
R 26672	"	passengers and baggage.
R 20209	"	passengers and baggage.
R 82035	"	5 cwt fruit.
R 81611	"	25 cwt fruit.
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R 81101	"	50 cwt flour.

4. No doubt you will bring these cases to the
correct source for investigation.

[Signature]
D. S. ADAMS
Colonel, R.E.,
Director, Tptn. S/C.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

AC/TN/R/1

hgs

Nov. 20, 1944

SUBJECT: Vehicle Ownership

TO : Regional Commissioner Region Abruzzi-
Marche (Att. Tpt. Officer)

The attached correspondence is passed to you for necessary action.

Please report to this Headquarters the status of the vehicle in question with all pertinent information, and state whether or not you are of the opinion that the vehicle should remain in Pescara.

An early reply would be appreciated.

D. S. [Signature]
Colonel, CG
Director, In. Sub-Comm.

1034

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

WFO 394

AC/TW/R/I

Wgd

Nov. 20, 1944

SUBJECT : Transport.

TO : Regional Commissioner,
Ilexis Huetria Region.
(Att: Tpt. Officer)

1. Attached please find copy of a letter which has been received by this HQ and which is passed to you for information and necessary action.

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

103

/aa

IGINO FALLA
V. A.G. Barrili 33
Rome (Monteverde) Tele: 585456

Rome, 15th November 1944

TO : Transportation Sub-Commission
Allied Commission
V. Veneto
Rome

The undersigned, who is owner of this vehicle :
Lorry Fiat type "Ardita" (527 C.10)
wished to co-operate with that Allied Command to transport
passengers and freights for the supply of the town of Rome.
The undersigned points out that he has already a
permanent circulating permit N° 63196

Best regards

Faithfully

(sgd Iginio Falla)

Here are all the "data" of the vehicle:
License plate N° 14573
Motor N° 000135
Chassis N° 000097

The said small lorry is driven by my son Mr. Attilio Falla

(sgd Iginio Falla)

IGINO PALLA

VIA A.C. BARRILI 53

ROMA (SOSTRVERDE) - TEL. 883.456

ROMA 15 Novembre 1944

Spett.le Sottocommissione Trasporti "A.C."

Via Veneto

ROMA

Il sottoscritto, proprietario del seguente veicolo:

Camion Fiat tipo "ADITA" (523 C.V.)

destinato all'attività con Postale Comando Alleato per il trasporto di
Passeggeri e Merci e l'approvvigionamento della città di ROMA.

Il sottoscritto fa presente che è già in possesso del permesso
di circolazione numerato M. 53198.

Vi si attende essequi

Davide

Ignorlaty

Ecco i dati del Veicolo:

Targa M. 44573

Matr. " 000135

Modello " 600097

Il suddetto Camioncino viene condotto dal proprio figlio alge. Atti-

lino PALLA.

Ignorlaty

" 101

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

hgd

Nov. 20, 1944

AC/TN/R/I

SUBJECT : Uniform Bidding Procedure
and Bidding for all Transport.

TO : Priorities and Movements Div.

1. Reference your 15.56/ESPM undated.

2. As regards road transport it is presumed that there is no intention to alter the present arrangements, namely that the Regional Transportation Officer is responsible for organizing his Region so that movement in the Province goes through the Provincial organization and movement in the Region goes through the Regional organization.

3. At the present time the Transportation Sub-Commission only issues instructions through the Regional Transportation Officer concerned when an essential move is required from one Region to another. It is assumed that your Division will now take over this function and instruct this Sub-Commission as to what goods are to be moved by road, but only when this movement entails a long haul out of one region to another.

4. A standard request form for road transport has been devised and this form is to be used in the Provincial set-up and the Regional set-up and it can also be utilized for movements referred to in para 3 above. A copy of this form is attached.

10

[Signature]
W. S. ADAMS,
Colonel, CE

Director, Tn. Sub-Comm.

HEADQUARTERS ALLIED COMMISSION
PRIORITIES AND MOVEMENTS DIVISION
ECONOMIC SECTION

R/1

Phone: 503

Ref 15.55/ESPM

SUBJECT: Uniform Bidding Procedure and Bidding for all Transport

TO: Director, Transportation Sub-Commission

1. It is hoped that one bidding form may be developed to satisfactorily serve the purposes of rail and coast wise shipping. It is also hoped that uniform procedures can be developed describing who makes the bid, clearances, priorities, definition of what bidding is handled locally and what through the national office.
2. So that all problems peculiar to each of the transport media are fully considered, please give me a detailed statement of what information you will require on a bid form and a statement of your requirements with respect to procedures necessary for clearing bids into accomplished transportation.
3. Your reply is needed not later than November 20, after which a meeting will be held to discuss consolidation of all requirements into one form and procedure.

J. H. Richardson
Merritt H. Taylor
Chief, Priorities & Movements Div.

DISTRIBUTION

- 1 - Capt. Boddy - Rail Section
- 1 - Lt. Col. Bordass - Road Section
- 1 - Mr. Charles Crooks - Shipping Section
- 1 - Maj. Sewell
- 1 - File

DDP/oc

R/1

HEADQUARTERS
ANG/AC
ABRUZZI MARCH REGION
C.M.F.

R5/517/21.

19 November 1944.

SUBJECT : Bus Rates.

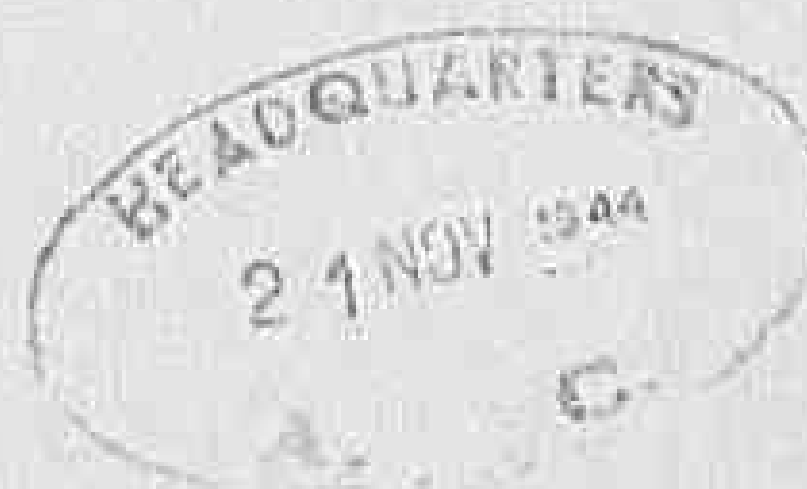
TO : Transportation Sub-Commission, (Roads), Ho. AC.

1. Request information as to the proper rate to be charged for passenger Bus fare per kilometer.
2. In this Region a rate of $1 \frac{1}{2}$ Lire per kilometer is the standard fare charged. There has been some debate between bus owners and this office as to the maximum rate which can be charged.
3. The Bus operators charge that they cannot operate on the present rate because it does not give them enough profit to purchase tires and spare parts on the Black Market.

For the Regional Commissioner:

D.P. Richardson
D.P. RICHARDSON
Capt. Inf.
Regional Civil
Transport Officer.

Copy to: R5/517/21.



998

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G-5 Section, AFSA

35

AG-00-15-15

15 November 1944

SPRINT I.

As indicated below.

ROBERT L. BARTER,
Lt. Col., SR. ORO,
Chief, Revision Division

A. G. AMERSON
Acting Deputy, Chief of Staff,
Economic Section.

Winter Requirements - 1944-45

None TRUCKS - 2 1/2 ton, complete
with boom and tarpaulins,
and spare parts to scale. EA

1,545

None TRUCKS - 3 ton, complete with
boom and tarpaulins, and
spare parts to scale. EA

1,844

Spring Requirements -

None TRUCKS - 2 1/2 ton, complete
with boom and tarpaulins,
and spare parts to scale. EA

4,233

None TRUCKS - 3 ton, complete with
boom and tarpaulins, and
spare parts to scale. EA

4,233

Notes: Heavy duty trucks of maximum capacity available are preferred over at least 50 per cent of the lift and the quantity of trucks could be proportionately reduced, or heavy duty tractor semi-trailer type or heavy duty trucks with trailers would be acceptable up to 50 per cent of the required lift.

Notes: If military operations proceed as far as across the area of Italy north of the Pisa-Rimini line during the winter of 1944-45, 3,000 trucks as indicated above, or equivalent lift, will be required. If, on the other hand, the north is not occupied until the spring, 2,450 trucks or equivalent lift are the minimum requirements.

////////////////////// LAST ITEM ////////////////////////

AC-000-45-45

2

DELIVERY: (a) For Winter Requirements - 1944-45:

Ship to A&N	2,326
" " UNP	1,163
Total	<u>3,489</u>

(b) For Spring Requirements - 1945:

Ship to A&N	5,735
" " UNP	2,661
Total	<u>8,396</u>

BASES: (1) Items requested on this requisition are for transportation requirements for north of the Pisa-Rimini line in Italy.

(2) The requirements are based on the following strategic assumptions which are considered reasonable by this headquarters after review of Intelligence Briefs and discussions with officers acquainted with the Army and Navy forward planning.

a. The Germans will withdraw through northeast Italy in view of the geographical position of Switzerland and the Allied occupation of the French-Italian frontier.

b. The liberation of the northeast will be slower than that of the northwest in view of what may be either organized defensive warfare or rear-guard action.

c. A minimum of a month will be required subsequent to German withdrawal to clear the port of Genoa in the west and a port in the area of Venice on the east.

d. La Spezia will be used in the main as a naval port for which it is suited.

e. The requirements of equipment for mine sweeping, mine clearance, and demolition control will be such as to provide the opening of the port of Savona at the same time as that of Genoa. As a result Savona can only be counted on in a third place.

f. The railroads to the north of Pisa-Rimini will be interrupted insofar as movements are concerned for a considerable period. This presumption results from the destruction which has already been effected and which is assumed from Intelligence reports.

AC-301-45-45

3

indicated in Appendix A. It is anticipated that at the time of the German withdrawal conditions will be exceedingly heavy and the number of railway breaks will at least be doubled.

6. Local trucking will be badly reduced in both numbers and load-carrying capacity as a result of German requisitioning. A preliminary survey of the provinces of Viterbo, Rieti, Frosinone, and Terni showed that 63 per cent of the lift available in 1942 is now missing and 34 1/2 per cent of the load-carrying capacity of trucks of three tons and over. It is also presumed that there will be the usual scarcity of tires and spare parts and the Germans will not leave any of the extensive automotive operative.

(3) Imports for northern Italy are being called forward and stockpiled for the time of occupation. These foods are planned for distribution at the rate of 64,747 tons per month. Approximately 10,000 tons are to go to northwestern Italy and 25,000 tons to the northeast. COMAC has approved request Nov./Dec. subject only to shipping availability. Extract from Col 843 of 29 Sept. 70,000 wheat/floor Nov. requirement and 72,500 tons wheat/floor Dec. requirement; all for North are approved. In phase 1 of the occupation, and presuming that the reasonable assumptions made are correct, this tonnage can not be accepted in any ports north of Livorno and Ancona.

In view of the hypothesis in (b) above, an arbitrary line has been drawn from Firiato to Venice, beyond which it is anticipated that it will not be necessary to feed northeast Italy from the port of Ancona. This is assumed reasonable in view of the anticipated slower German withdrawal whereby Venice can possibly be opened to imports before it becomes incumbent upon the Allies to move civilian supplies into the upper part of northeast Italy. The hypothesis in (b), however, would at the same time call for feeding the whole of northeast Italy in the primary phase from Livorno. (See Map I).

(4) In phase 2 it is presumed that the ports of Livorno, Genoa, Ancona, Venice, and Trieste will be useable. In phase 3 Ravenna will be open.

(5) The quantities of supplies which must be lifted monthly are based on the following calculations:

a. The population concentrated in the principal cities is considered to amount to 5,976,000 people. It is planned that these persons should receive from imports:

1. 205 to 240 grams to include 160 grams of flour, 4 grams of sugar, 15 grams of dried vegetables, 15 grams of dried meat and vegetables, 8 grams of soup, 8 grams of salt, plus 12 1/2

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per cent for heavy workers, and milk and olive oil for 5 per cent of the population.

2. 400 grams of vegetables, etc., for 30 days to derive from local production. The latter lift is considered essential to bring the food consumption per person up to approximately 650 grams per day as a minimum dietary requirement.

3. The population living in the smaller towns and in the country is estimated at 14,756,000 and, in its turn, would receive the following:

1. 200 to 240 grams per person as above for 5 days of the month to come from imports; 200 to 240 grams for the remaining 25 days of the month to come from local production.
2. 400 grams for all 30 days of the month to come from local production.

(6) The total imports estimated amount to 61,747 tons for all of Italy north of the Florence-Venice line. 36,489 tons will be required for the provinces south of the Florence-Venice line. See Table I ((5) Summary). The population in this area amounts to 87 per cent of the total and is distributed among the various capitals of the provinces as indicated in Table A.

(7) The total that must be lifted from sources of production and processing (grain, oil, etc.) to the capitals of the provinces amounts to:

400 grams X 30 X 5,376,000 = 71,712 tons from local production.

This is when all of northern Italy is being considered as in hypothesis No. 2. When only the area north of the Florence-Venice line is being considered, as in hypothesis No. 1, the total lift required amounts to

71,712 tons X 87 per cent = 62,354 tons.

(8) The total, on the other hand, from local supplies, which will be consumed by 14,776,000 persons in minor towns and in the country, amounts to

200 to 240 grams for 25 days	=	85,545 tons.
400 grams for 30 days	=	177,492 tons.
		<u>263,037 tons.</u>

Total from local production

This consumption is for all of northern Italy, whereas for the area south of the Florence-Venice line, the following will be required:

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87 per cent x 83,545 = 72,624 tons

87 per cent x 177,192 = 154,157 tons

Total 226,781 tons

(9) The distances in kilometers and in miles from the port of unloading to the capital of the province has been calculated assuming the use of the best and shortest roads which it is supposed can be rapidly rehabilitated. See Table A, where the calculations have been made for hypotheses No. 1 and No. 2.

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7

DESCRIPTION OF REFERENCE NO. 1

(1) Table No. 1-(1), which follows, indicates the ton-miles from the port of Livorno to the northwest. The amount of movement required totals to 6,928,898 ton-miles per month.

Table 1-(2) indicates the ton-miles from the port of Ancona for the area of the northwest. The total amounts to 3,358,569 ton-miles per month.

Table No. 1-(3), Summary, indicates the total ton-miles per month. This amounts to 10,287,467. In effect, the total ton-miles per day required are:

$$\frac{10,287,467}{30} = 342,816 \text{ ton-miles.}$$

(2) From this total must be subtracted the ton-miles which can be carried by rail. It is assumed in (f) above that all the important railway trunk lines will have been disrupted by the Germans and will be inoperative for a considerable period. The only line on which tonnage can be anticipated is the Ancona-Rimini line on which it is now given acceptance of 100 tons per day. It is not presumed that this tonnage acceptance will increase in phase 1 in view of the fact as presented in (a) above that the Germans will withdraw via the northeast, thereby making it necessary for Allied Army supplies to continue to be hauled to the front on this railway. The Ancona-Rimini rail-road track is 27 kilometers, or 16.27 miles, long. This means, in other words, that the railroad will save

$$100 \times 16.27 = 1,627 \text{ ton-miles per day.}$$

This quantity can now be subtracted from the total daily requirements:

$$342,816 - 1,627 = 341,189 \text{ total daily ton-miles required.}$$

(3) If each truck carries an average load of three tons and presuming that an average of 75 miles per day will be covered per truck:

$$\frac{341,189 \times 3}{75} = 1,364 \text{ 3-ton trucks required.}$$

(4) Over and above the tonnage of 56,189 calculated monthly imports required south of the Tirano-Venice line (see Table 1-(3)), it is also

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necessary to take into account the 400 grams per day which must come from local production. This amounts to

$$71,712 \text{ tons} \times 87 \text{ per cent} = 62,234 \text{ tons.}$$

This tonnage must be lifted to the provincial capitals from smaller centers. The average distance from the capitals to the centers of the provinces in the north is statistically computed at approximately 57.09 kilometers.

40 kilometers is approximately equal to 25 miles, which results in a required lift of

$$62,234 \times 25 = 1,555,833 \text{ ton-miles per month.}$$

In calculating the required lift of the 226,811 tons (see paragraph 6 below), consideration is given to the fact that a part will be consumed by the rural population which is scattered through the country and, therefore, it will not be necessary to provide motor transport. Official statistics show that in the area under consideration, 69 per cent of the population is concentrated in town and, as a result, the same percentage figure will apply to the commodities that must be lifted. In effect,

$$226,811 \times 69 \text{ per cent} = 156,520 \text{ tons of movement required.}$$

In view of the fact that the average distance is short and results in being 1/2 of the calculated for provincial capitals above, or 29 kilometers, equal to 13 miles, a part of this lift, estimated at 1/3, can be moved by animal traction. This leaves 2/3 to be transported by trucks.

$$2/3 \times 156,520 = 104,347 \text{ tons and results in}$$

$$104,347 \times 13 = 1,356,511 \text{ ton-miles of movement per month}$$

required. The total of internal transport required amounts to

$$1,555,833 \text{ plus } 1,356,511 = 2,912,096 \text{ ton-miles per month, or}$$

$$\frac{2,912,096}{31} = 97,070 \text{ ton-miles required per day.}$$

It is presumed that this movement can be carried out with the Italian trucks, which it is estimated will be found in northern Italy. In view of the fact that local rail transport cannot be counted on, at least in the early days, and in view of the fact that the average load-carrying capacity of Italian trucks in that area amounts to 2 tons (statistics show an average of 2.22, but it is presumed that this figure will be lower as a

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result of removal of heavy trucks by the Germans), and if each of these can average 100 kilometers daily, or 62 miles, for the total of round trips needed, the following amount of trucks will be required:

$$\frac{37,072 \times 2}{2 \times 62} = 1,566 \text{ Italian trucks}$$

(5) It is, furthermore, necessary to calculate the number of trucks that will be required to carry petrol and lubricants from the ports of unloading to the interior.

a. It is estimated that Allied military vehicles consume 256 grams per truck per kilometer, or 300 grams per truck per mile. The average daily run has been estimated at about 75 miles. To the number of Allied trucks that are required (2994) let us assume that approximately 130 must be, therefore, added to transport petrol and lubricants.

$$2994 \text{ plus } 130 = 3,124 \text{ trucks}$$

$$3,124 \times 75 = 234,300 \text{ truck-miles per day}$$

$$\frac{234,300 \times 300}{1,000,000} = 70 \text{ tons per day}$$

b. Italian trucks consume an average of 240 grams per kilometer of petrol and lubricants. The average daily run which will be required of the Italian trucks has been computed above at 62 miles per day.

$$1566 \times 62 = 97,092 \text{ truck-miles per day}$$

$$\frac{97,092 \times 240}{1,000,000} = 23 \text{ tons per day}$$

The total, therefore, of petrol and lubricants which will be required daily amounts to

$$70 \text{ plus } 23 = 93 \text{ tons per day}$$

The average distance (taking into account the fact that the nearest dumps will furnish the larger part of the requirements) can be calculated as being 130 miles from the port of unloading, which means, in effect,

$$93 \times 130 = 12,090 \text{ ton-miles per day}$$

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For this transport, the following additional amount of military vehicles will be needed:

$$\frac{15,360 \times 2}{3 \times 75} = 144 \text{ trucks.}$$

(6) The total of Allied trucks which must, therefore, be put into circulation amounts to

$$2,994 \text{ plus } 144 = 3,138.$$

It needs to be considered, however, that 15 per cent of the trucks will be inactive daily for reasons of maintenance. In other words,

$$\frac{3,138}{100} \times 15 = 471 \text{ trucks} \\ 471 \times 15 \text{ per cent}$$

(7) The total amount of trucking will be divided up between the ports of Livorno and Ancona. It is possible to reach a fairly good approximation of this division on the basis of the traffic in each port, excluding that absorbed by the railroads. This calculation has been made in Table 1-(4), which follows. In this table there has likewise been taken into account a factor which this headquarters considers of great importance and that is that the situation is considerably altered if the occupation of Northern Italy takes place in the spring instead of this winter. It is assumed, in the case of the spring, that the

$$87 \text{ per cent} \times 53,313 \text{ tons}$$

or, in other words, the 72,634 which could be counted on from local production to feed 20% to 30% given approximately for 25 days to the whole population will have been already used up by the people. In view of this, imports have been programmed, which will result in a 220 per cent increase, or

$$\frac{56,189 \text{ plus } 72,634}{56,189}$$

The same percentage increase in the number will be required of trucks if these imports are to be moved (see the last column of Table 1-(4)).

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Table I^o - (A)

Harbours	Tonnage miles per month			Traffic Permitted	
	Totals	By Rail	By Road	Winter	Spring
1 - Livorno	6,928,899	---	6,928,899	2,525	5,735
2 - Ancona	3,335,959	100,810 (260,270)	3,175,759	1,502	2,651
Totals	10,264,858	100,810	10,163,658	3,527	8,386

DISCUSSION OF ESTIMATES NO. 2

(1) Table 2-(1), which follows, indicates the ton-miles of lift received from the port of Genoa to Area "A" as worked on Appendix B. The total amount of traffic per month equals 3,336,959 ton-miles. Table 2-(2) indicates the average lift from Venice to Zone "B" in Appendix B; 643,794 ton-miles per month. Table 2-(3) indicates the tonnage lift from the port of Ancona to Zone "C" in Appendix B; 1,000,736 ton-miles per month. Table 2-(4) indicates traffic from the port of Livorno to Zone "D" in Appendix B; 387,997 ton-miles per month. Table 2-(5) refers to the traffic from the port of Trieste to Zone "E" in Appendix B; 162,396 ton-miles per month.

	3,336,959 ton-miles
	643,794 " "
	1,000,736 " "
	387,997 " "
	162,396 " "
Total ton-miles per month =	5,667,988

The division by areas which has been made in Appendix B has been arbitrarily based on considerations of existing road networks and can be estimated as the zones which could be most efficiently served from the major ports. The ton-miles per day amount to

$$\frac{5,667,988}{30} = 188,932.$$

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Departing from the calculation, as was done in Hypothesis 1, the following results:

(2) The traffic absorbed by the railroad Ancona-Ugento amounts to 6,027 ton-miles per day. It is not considered that the reactivation of railways can be counted on even in the early stages of Hypothesis 2. Therefore, the following results:

$$100,932 - 6,027 = 102,955 \text{ ton-miles per day.}$$

(3) The number of military trucks required is as follows:

$$102,955 \times 2 = 1,670 \text{ 3-ton trucks.}$$

The number of Italian trucks required is the same but with the addition of the 15 per cent of the population north of the Tirreno-Genoa Line which under this condition must be fed and, therefore, amounts to

$$1,566 \times \frac{100}{87} = 1,800.$$

(4) The number of trucks which will be required to carry petrol and lubricants (providing these to total to 50) is calculated as follows:

$$1,670 \text{ plus } 100 = 1,770 \times 75 = 132,750 \text{ truck-miles per day.}$$

The Allied trucks consume

$$\frac{132,750 \times 50}{1,000,000} = 6.64 \text{ tons per day.}$$

The Italian trucks represented by

$$33 \times \frac{100}{87}$$

would have requirements equal to 38 tons per day. The total is, therefore,

$$6.64 \text{ plus } 33 = 39 \text{ tons per day.}$$

$$39 \times 130 = 11,570 \text{ ton-miles per day.}$$

For this 11% an additional number of trucks will be required of

$$\frac{11,570 \times 2}{3 \times 75} = 101 \text{ Allied 3-ton trucks.}$$

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(5) The total of Allied trucks which must be put into circulation, therefore, results in

$$1,670 \text{ plus } 103 = 1,773.$$

Taking into account the 15 per cent which will be off the road for maintenance, the final result is

$$\frac{1,773 \times 100}{85 \text{ per cent}} = 2,086 \text{ Allied Trucks.}$$

(6) The trucks will be divided between the ports of unloading in proportion to the traffic of each. In Table 2-(7), which follows, there is also taken into account the number of trucks which will be required in the eventuality that the occupation of the north is effected in the spring instead of the winter.

$$\frac{6,717 \text{ plus } 32,525}{6,717} = 229 \text{ per cent.}$$

Table II² - (7)

Harbours	Totals	Tons x Miles per Month		Trucks Required	
		By Rail	By Road	In the Winter	In the Spring
1 - Genova	3,356,930.51	--	3,356,930.51	1,276	2,922
2 - Livorno	387,097.79	--	387,097.79	125	286
3 - Trieste	168,369.20	--	168,369.20	63	144
4 - Venezia	843,781.33	--	843,781.33	309	703
5 - Ancona	1,000,834.60	100,840	920,021.60	313	717
Totals	5,667,964.03	100,840	5,457,154.03	2,086	4,777

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DESCRIPTION OF PROBLEMS NO. 3.

(1) When the port of Genoa has been rehabilitated and subsequently that of Savona, it will then be possible to feed the cities of Turin, Cuneo, Imperia, and Savona from the latter. In Table 2-(3) is shown the number of ton-miles which will be saved. Instead of 3,356,930 ton-miles required out of Cuneo, 2,577,353 will be required; in other words, a reduction of 779,624 ton-miles. On the other hand, 646,602 ton-miles will then be required from Savona, which leaves a reduction of 463,024 ton-miles in the total needs. This results, then, in a reduction of the number of trucks to be assigned to Genoa in the following proportions:

$$1,276 \frac{779,624}{3,356,930} = 296 \text{ trucks.}$$

For the traffic from Savona, the following will be needed:

$$1,276 \frac{646,602}{3,356,930} = 235 \text{ trucks.}$$

As a result, 61 trucks can be deducted and Table 2-(7) will be modified to Table 2-(7)a, as shown below.

Table II^a - (7)a

Harbours	Tons x Miles per Month			Trucks Required	
	Totals	By Rail	By Road	In the Winter	In the Spring
1 - Genoa	2,577,353.97	- -	2,577,353.97	930	9,214
2 - Livorno	327,977.79	- -	327,977.79	125	206
3 - Trieste	163,369.32	- -	163,369.32	61	144
4 - Venezia	843,734.53	- -	843,734.53	309	708
5 - Ancona	1,020,854.60	109,840	911,014.60	313	717
6 - Savona	646,602.70	- -	646,602.70	235	343
Totals	3,502,942.21	109,840	3,393,102.21	2,025	4,637

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It is the considered opinion of the Economic Section that unless all the military vehicles admitted as requirements in this requisition can be provided and the personnel and maintenance equipment available, either the scheduling of imports should be cut in proportion or the idea of providing any imported supplies to the north be abandoned. It should be noted that this requisition represents obsolete military needs and no consideration has been given to the movement of housing and cooking fuels, medical, agricultural, public works and public utility supplies or internal distribution in cities.

////////////////////////////////////// END OF REQUISITION //

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HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U. S. ARMY

576 File
1510 R11

R/2165

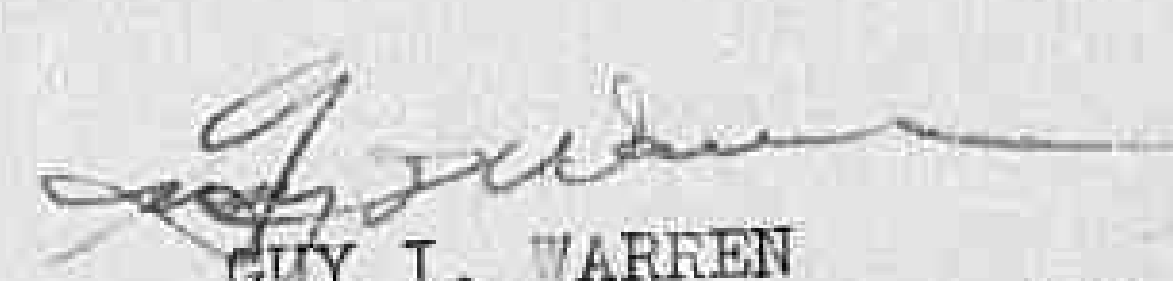
13 November 1944

SUBJECT: Repairs to Buick Car, HQ, AC, No. 9

TO : Headquarters, Allied Commission
(Attention: Mr. Antolini, Economic Section)

1. Further reference to my telephone conversation in regard to the repair of the above automobile, I wish to state that I have just been advised by the 606 Ordnance that the automobile must have new pistons. It is probable that the pistons can be provided within a few days. The Ordnance Company has stated that they would give us definite information on this within two or three days.

For the Regional Commissioner:


GUY I. WARREN
Lt. Col. Sp. Res. AUS
Executive Officer

GIW/jjf

Noted
15A

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15 Nov 44
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ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

IMO/op

24 November 1944.

In reply
refer to: HPO 451.2

Subjects: OT 11601 Heavy Truck Lancia 3 RO
OT 11603 " " " "
VS 10429 " " OM 35 HP
IM 5602 Light " Bianchi "3.9"

To : Public Safety Division A.C. Sicilia Region
Attn: Captain Hannel.

1. Reference your comments 11/11/44 on call from AFHQ Military Rail Section, on urgent need of these trucks for operational needs; this office approves transfer to Rome as specified on permits (N° 357-358-359-361) by Ministry of Communications, under control of the Director General Military Railway Service Allied Force approved by S.M. Bagge Major U.S. Army. Permits state that all trucks belong to Ing. A. & E. Ghira.

2. Ing. A. & E. Ghira will contact Mr. Bamford (Palermo) or Mr. Gibson (Catania) A.C. Headquarters, of Friend Ambulance Unit, for possible utilization of trucks by their respective headquarters at regular standard Italian Tariff rates. Their use of trucks, or written statement to the effect that F.A.U. release same from transporting refugees will be necessary before any this office approves transfer to Rome.

3. Request is made that documents be checked before authorizing trucks to be transferred out of Sicily, that the Transportation Sub-Commission Hq. A.C. be notified of arrival of trucks (Rome destination), and that Ing. A. & E. Ghira report to Rome Transportation Officer (Road Haulage) upon arrival.

For the Regional Commissioner:

I. W. CALVANESE
1st. Lt., A.C.
Regional Road Haulage
Transport Control Officer.

Copy to:
Mr. Bamford F.A.U. Palermo A.C. Hq.
Mr. Gibson F.A.U. Catania A.C. Hq.
Transportation Sub-Commission Hq. A.C.
Ing. A. & E. Ghira.

HEADQUARTERS
18 NOV 1944
A. C.

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394 U.S. Army
Transportation Section

in file R/1
15 November 1944

TN/SR/27/141

SUBJECT : Unofficial Road check.

TO : H.Q. A.C. Rome Region.

Attached list for your information is self explanatory.

By order of Brigadier DUNLOP:

JG/mjg

Copy to : Adjutant's File.



J.A.N. GILES
Lt. Colonel,
Regional Tptn. Officer

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Col. Giles:

Road Check - Junc. Highways 6+7. 10 Nov. 44.

To Rome.

Rome. 80566 Wine (37 cwt.)
 " 83356 Apples (130 cwt.)
 " 79441 Wine (58 cwt.)
 " 82008 Fruit & books
 " 72062 Wine (80 cwt.)
 " 15663 Passengers & baggage.
 " 70115 " "
 39911 " "

From Rome

Rome. 19302 Empty sacks.
 82051 " drums
 26672 Passengers & baggage.
 82035 Fruit (5 cwt.)
 20209 Passengers & baggage.
 81611 Fruit (25 cwt.)
 81101 Flour (40 cwt.)
 2538 Fruit (30 cwt.)

CONFIDENTIAL

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

INC/op

Original to
Mr. Villa to
11 November 1944. *drawn*
with XX
calculated

In reply
refer to : RTC 220.3

Subject: A.C. Representative Sicilia Region
Transportation (Roads).

To: Headquarters Allied Commission
Transportation Sub-Commission
Att: Colonel D.S. Adams Director
Colonel James J. Carnes Director (Roads)

1. There are persistent rumors in Sicily official circles that Sicilia Region is to be liquidated and that one or two "liaison" officers only are to remain. I have been informed that Hq. A.C. had asked Brigadier Carr what use he had of a transportation officer (roads) in Sicily, with the intention of withdrawing same.

2. I do not know what high - level policies call for or dictate; however, any one acquainted with the tremendous task and details of controlling an organization such as I.R.T. (even in our country) operating some 600 trucks would appreciate my thoughts on the subject. I need not mention the fact that nearly all but this officer have received just due in the way of a promotion, but the latest attitude is not appreciated, to say the least.

3. I.R.T. is operating Allied equipment of an estimated valuation 500,000,000 liras. It has progressed along very well and it would be impossible to operate it with one officer as such; however, safe-custody supervision, control, revenue, collecting etc., are the minimum controls which this officer deems necessary over I.R.T. as a whole. And, that is more than any Lieutenant could do; were it not for the fact that the machinery to exercise these relative controls is set-up.

4. In addition this officer is supervising (actually directing) EMAC organization and control; which it is hoped will work if my scheme for Sicily EMAC meets with yours and the Ministero delle Comunicazioni's approval.

- 2 -

5. The actual closing of I.N.T., and final arrangements for transfer or liquidation of I.N.T. as an A.C. operating agency (assuming that it were authorized as of today), would entail some two or three months work of A.C. representation with the Italian authorities.

6. Looking to the future of A.C. in Sicily, this officer would suggest the following for your consideration:

a. This officer be attached or transferred to Southern Region A.C. Reg. in the same capacity over Sicilia Region Transport

b. I.N.T. be authorized to operate Sicilia - Southern Region as a whole (100 trucks to enter Southern Region who could then transfer 100 of its trucks forward).

c. This officer would be a "specialist" in the field probably setting up A.C. Transportation Sub-Commission representation at Messina - Reggio for control and supervision of I.N.T.

d. Suggested date January 1945.

I. M. Calvaneze

I. M. CALVANEZE
1st. Lt., O.M.C.
Regional Road Haulage
Transport Control Officer.

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CONFIDENTIAL

COPY

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HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION

Ref 5/3B/CA

SUBJECT: Transportation of Female Employees.

TO : G-4. (Civ Personnel Section)

11 Nov 44

The provision of transport to take female employees home after night fall is considered extremely urgent. May this section please be informed how the matter now stands. The information requested by G-4 on 27 Oct was supplied on 30 Oct.

(Sgt.) S.H. WHITE Lt Col,
for CSO CA Section.

2

Sir,
G-4 did not request the information. Col. Miller did so on behalf of G-4 (Civilian Personnel).

H.O. 12/11

G.A. Section (Lt.Col. White).

12 November 1944

This is in the hands of the Transportation Sub-Commission (Lt.Col. Bordenes); G-4 signed the letter asking for data, and the details have been given to Transportation Sub-Commission to carry on.

S.W. MILLER
Lieut.Col.
G-4 (B)

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(Sgd.) S.H. WHITE Lt Col,
for G30 CA Section.

2

Sir,
G-4 did not request the information. Col. Miller did so on behalf of G-1 (Civilian Personnel).

H.G. 12/11

3

G.A. Section (Lt.Col. White).

12 November 1944

This is in the hands of the Transportation Sub-Commission (Lt.Col. Bordass); G-4 signed the letter asking for data, and the details have been given to Transportation Sub-Commission to carry on.

S.W. MILLER
Lieut.Col.
G-4 (D)

Copies to:- G-1. (Civilian Personnel)

Transportation Sub-Commission, (Attention Lt.Col. J.H. Bordass).

(I am sorry to trouble you after the kind way you took this on. Parakee you will telephone The Hon. Lt.Col. while I tell him the state of the game.)
S.W. Miller
13.11.44
12.11.44

COPY

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

(Public Safety Division)

FILE NO: RPS/691/JTM.

DATE 6th November, 1944.

SUBJECT: Transport transferred to Rome.

TO : Lt. Calvanese, Road Haulage, Transport Control Officer. ✓

1. Information has been received that two large trucks and trailers (Registration Numbers Roma 80987 with trailer ROMA 2143 and CT 11977 with trailer CT 169) were loaned by a firm named DI DIO of Catania for the conveyance of Refugees from Catania to ROME, where they are expected to arrive on 7th November. This office first heard of the above when the trucks were at Messina loaded with refugees, under the authority of an officer of the Friends Ambulance Unit from Catania, acting for A.C. and to refuse permission for them to cross the straits at that late stage would have caused undue inconvenience and hardship.

2. These trucks were not, so far as is known, made available for official use at Catania in connection with grain, timber, etc. and it is possible they might have been forthcoming for the conveyance of Refugees to Rome in order to get out of the Island to a more profitable area.

3. In the circumstances it is recommended that the Transportation Division of A.C. in Rome be acquainted of the above in order that steps may be taken to see that these vehicles are made available for use on really essential work.

/S/ J.T. Manuel 976
J. T. MANUEL
Captain
Asst. Regional Public
Safety Officer.

Over

1st. Ind.

ALLIED COMMISSION, SICILIA REGION HEADQUARTERS,
TCUPW DIVISION 8 November 1944 (6 November 1944)

TO : Headquarters Allied Commission
Transportation Sub-Commission
Att: Col. Carnes.

1. Contents noted and forwarded for information.
2. Procedure in Sicilia Region is that this office and public safety A.C. must approve passage to mainland; ^{and only mainland} licensed (originally) trucks are usually approved, after thorough examination of each case involved.

For the Regional Commissioner:



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

0084

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

File

hxd

Nov. 20, 1944

AC/TN/R/1

SUBJECT: Move of Venezia Region.

TO : Major Barclay
c/o A.M.J. Ancone,
Regional Commissioner, - For information
Venezia Region.
Capt. Kelly.
c/o A.M.J. ANCONA.

1. It is anticipated that in the very near future Venezia Region will be moving location and they will require transport to enable them to make this move.

2. It is felt that you will be able to meet their requirements without in any way injuring the lift required by yourself and Capt. Kelly.

3. The Regional Commissioner, Venezia Region (Col. Gavers) will be contacting you direct and will you please give him every possible assistance.

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

973

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 334

had

Nov. 11, 1934

AC/TR/R/1
AC/TR/R/6

SUBJECT : Transport.

TO : Deputy Chief of Staff,
Economic Section,
HQ. A.C.

1. Reference P.W. and U. Sub-Commission's letter
ACG/123/PWU dated 24 Oct. 1934, and relevant documents,
returned herewith.

2. It was clearly understood that the vehicles con-
cerned were operated by P.W. and U. Sub-Commission in the
interests of military highways. It was also understood
that A.C. was not responsible for their maintenance.

3. A directive was issued signed by Brigadier
General G. Meyer, to the effect that, in no circumstances
would A.C. accept any responsibility for these vehicles.

4. So far as is known, the position remains un-
changed to date.

L. B. ADAMS,
Colonel, CE
Director Tr. Sub-Comm.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

hgd

AO/TN/R/1

Nov. 11, 1944

SUBJECT : Petrol for Public Security Agents.

TO : Capt. Hey, Lancia Garage

Please supply petrol to enable the u/m
car to proceed to PISA.

N.A. 25322

The car is conveying Public Security Agents.

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

THB/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref : AC Tn/R/I

13 November 1944

TO : Psychological Warfare Branch,
Italian Theatre Headquarters

For the attention of the Deputy Chief,
Printing and Paper Section.

SUBJECT : Transport of Oil.

1. Reference your letter dated 8th Nov; addressed to the Economic Section, AC.
2. It is noted that arrangements have been made to transport this oil from Puglia to Florence and we therefore do not appreciate what is required of this Headquarters.
3. We are very interested to know how these arrangements have been made and we have to inform you that as Florence is still in the Army Area we are not in a position to furnish you with the necessary authority. This must be obtained from 5th Army.

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

REPUBLICAN ALLIANCE COMMISSION
Public Safety Sub Commission
APR 394

AG/14/02/17/10.

9 November, 1944:

Subject : Importation of Motor Cars into Italy.

To : Regional Commissioners,
Sicily Region,
Southern Region.
(Attention R.P.S.C.)

1. Attached is a copy of a translation of a letter sent by the R.P.S.C. Central Seat to the Provincial Seats at Palermo, Bari and Naples with regard to the importation of motor vehicles into Italy.

2. Forwarded for information.

Wm. C. Ballance May
for JOHN W. CHAPMAN
Colonel U.S.A. G.D.
Director Public Safety
Sub Commission.

1. Enclosure.

Copy :

Finance Sub Commission.

(Attention R.P.S.C.)

Transportation Sub Commission.

Translation of a letter sent to:

R.A.I. Provincial Seats : BARI
PALERMO
NAPLES

Subject : Temporary importation of motorcars.

This Central Seat has been visited by Mr. Sparrow, Permanent Delegate of American Automobile Association to R.A.I. who has declared that this association is intended to deliver customs documents for the temporary importation in Italy of motorcars belonging to diplomats and other personalities coming to Italy by order of their Government.

We beg you to dispose that the whole assistance may be given to these automobilists, so that the settlement of all customs matters concerning the temporary importation can be facilitated to them.

You shall also arrange with the local Allied authorities in order to put at disposal of the motorists in question, after their disembarking, a supply of gasoline, this in analogy to what had been made before the war.

For the expenses supported and for the cost of the membership card no sum must be collected, but you will debit to this Central Seat which will provide to obtain the reimbursement by the memb of American Automobile Association.

In the meantime you will try to deliver to the motorists in question membership card of the R.A.I.

Would the motorists not be in possession of customs documents for temporary importation, you shall deliver an Italian triptyque valid for an year, without requiring any guarantee.

Awaiting to hear from you

FOR THE CENTRAL R.A.I. (Antonio Cataldo)

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

hgd

Nov. 6, 1944

AC/TN/R/1

SUBJECT : Italian Army Truck FIAT 666

TO : Headquarters Forward Echelon, 1st Truck Bn.,
2675th Regt. (Att: Capt Jessup)

1. Reference your letter dated 25 Oct. 1944.
2. Information furnished by you does not state to what use the vehicle is at present being put, and it is requested whether you consider the attached correspondence takes priority.
3. Please treat this matter as urgent.

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

Copy to:

Allied Force Military
Railway Service.

969

cc. RR. naming the vehicle

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

A.P.O. 400
28 October 1944

SUBJECT: Italian Army Truck.

TO : Commanding General, Allied Control Commission, APO 394,
U.S. Army.

1. Reference letter this Headquarters same subject as above,
dated 10 October 1944, copy attached.

2. The 2nd Railway Engineer Group of the Italian Army is in
urgent need of the vehicle in question, therefore this second
request for compliance with Executive Memorandum No 32 ACC (RC &
MG Section) 24 February 1944 is forwarded.

For the Deputy Director:

A. M. HARBER
Major, TC.
Adjutant

Incl:
ltr this Hq. dtd 10 Oct 44.

968



00921

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

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

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. 001008, is an Italian Army vehicle which is under control of A.M.G. at the present time and being used at Leghorn by SEPRAL, 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. LaFOUNTAIN
Captain, T.C.
Adjutant

987



HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGIONC. I. Sect.
Transportation
file R/1
5th November 1944. 10 NOV. 1944

Reference : HQ/2109.

Subject : Civilian Travel Facilities.

To : H. Q. Southern Region, Allied Commission.

Civilians from Sardinia have frequently, to go on Allied and/or Italian Government duty to Naples and from there on to Rome. In addition some travel, for family reasons, is permitted.

It would be a great assistance if we could be given information, for transmission to the High Commissioner's Office, of the facilities now available for travel by rail or road between Rome and Naples. If it is possible to give the information with a degree of precision, the extent of delays that must normally occur in getting an allotment of accommodation on a train or bus after arrival in Naples should also be given.

The information is asked for in particular reference is Rome, but if any general statement can be sent of travel facilities to other parts of Italy for Italian Civilians it would be much appreciated.

J. A. G. Pennyquick
J. A. G. PENNYQUICK.
Colonel.
Regional Commissioner.

Copy to: H. Q., Allied Commission. —



*Col Bonalant
for comment*

3885

0094

ALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM
A.F.O. 512.

In SE 2105
R/1

SUBJECT: Preliminary Report on A.C.C. Transportation.

CI/6/2.

TO: H.Q. A.C.C.

1. Referring to Appendix "A", para 6, of A.F.H.Q. letter A.G. 451/105 G.E.C.-O. dated 22 Sep 44, the first report of the Combined Inspection Team is attached for your information and consideration. Ten copies are enclosed for internal distribution.

2. This report has been rendered to G-4 A.F.H.Q.

DIST
Ref - In 3/c (2)
INF - COS (2)

ECOM SEC 1
ESTAB SEC (2)
G-1 (A)
G-1 (B)
G-4 (A)
G-4 (B)

30 Oct 44

RECEIVED
2 NOV 1944
A.C.C.

Dufanoll
Senior Inspector,
Combined Inspection Team.

965

No.

785021

52

$$\frac{1}{\sqrt{2}}$$

30 October 1961

SUBJECT: Proposals for the Improvement of .00 Transportation.

1. In putting forward this preliminary report on the operation of .OC, it is necessary to clarify the following points:

2. It is stated by .CC that the Transportation Sub-Commission is at present in the process of being completely reorganized.

b. All of the matters presented below have been discussed with appropriate personnel of the affected headquarters. It has been stated by ASC that many of these matters are being considered for incorporation in the current reorganization.

c. The report is not intended to give a detailed picture of the present organization, as it must be assumed that those to whom it is rendered are familiar with its background.

6. This report represents the findings of a preliminary broad survey which is intended to furnish a basis for subsequent detailed inspections of specific subunits and areas.

2. It would appear that prior to the middle of September 1944, the various regions had been allowed to try to work out their own solution, which seems to have resulted in no coordinated plan and in widely varying methods of working. It has obviously been uneconomical in the use of civilian transport facilities both as regards the maximum use of the vehicles and the full use being made of repair and maintenance facilities. This in turn has resulted in heavy demands for vehicles being made on army supplies. It is these apparently excessive demands which have caused the setting up of this Allied Inspection Team for the purpose of investigating ACC methods of collection.

3. The results of the first program of visits to 100 Headquarters and various regions have amply justified Allied Force Headquarters' worst fears; namely that the Transportation Sub-Commission was working most inefficiently and with little or no regard to economy.

4. The following points require immediate attention:

a. The organization and operation of the Italian truck battalion is badly handicapped by the delay in furnishing authorized personnel. The absence of necessary supervisory officers and enlisted men is particularly serious. The same need exists for additional qualified supervisory personnel in civilian

b. All of the matters presented below have been discussed with appropriate personnel of the affected headquarters. It has been stated by AGC that many of these matters are being considered for incorporation in the current reorganization.

c. The report is not intended to give a detailed picture of the present organization, as it must be assumed that those to whom it is rendered are familiar with its background.

d. This report represents the findings of a preliminary broad survey which is intended to furnish a basis for subsequent detailed inspections of specific subjects and areas.

INTRODUCTION

2. It would appear that prior to the middle of September 1944, the various regions had been allowed to try to work out their own solution, which seems to have resulted in no coordinated plan and in widely varying methods of working. It has obviously been uneconomical in the use of civilian transport facilities both as regards the maximum use of the vehicles and the full use being made of repair and maintenance facilities. This in turn has resulted in heavy demands for vehicles being made on Army supplies. It is these apparently excessive demands which have caused the setting up of this Allied Inspection Team for the purpose of investigating AGC methods of operation.

3. The results of the first program of visits to AGC Headquarters and various regions has amply justified Allied Force Headquarters' worst fears; namely that the Transportation Sub-Commission was working most inefficiently and with little or no regard to economy.

ACTION REQUIRED EXTENSIVE TO AGC

4. The following points require immediate attention:

a. The organization and operation of the Italian truck ^{regulation} is badly handicapped by the delay in furnishing authorized personnel. The absence of necessary supervisory officers and enlisted men is particularly serious. The same need exists for additional qualified supervisory personnel in civilian truck pools.

b. Existing facilities for repair of tires and tubes are not being fully utilized, because of the shortage of necessary repair materials. It is imperative that adequate quantities of such materials be supplied to AGC at the earliest possible date, as shortage of tires is the most critical factor affecting availability of civilian trucks. Indents for such materials have been submitted by AGC.

c. Consideration should be given to the possibility of salvaging parts and accessories to AGC from Army salvage, for reconditioning by civilian facilities. In this connection, it should be noted that standards of quality for civilian use are considerably below those of the Army, and that many items

RESTRICTED

Memo AFHQ Combined Inspection Team
dtd 30 October 1944 (Cont'd)

which would be considered as pure scrap by military standards, can be utilized in such a way as to furnish many miles of operation for a civilian vehicle.

d. The possibility of releasing for civilian usage Italian trucks seen in Italian army salvage parks should be investigated. Some of these trucks can be put on the road after repair, while others could be stripped for spare parts to be sold to civilian owners.

e. Instances have been found where the Italian army has requisitioned civilian trucks being operated for ACC, resulting in errors concerning vehicles. This practice should be stopped in order to increase the number of civilian trucks available.

f. It is understood that discussions are now under way as to the eventual policy of selling to the Italian Government those War Department vehicles now in the theater which will not be suitable for redeployment to other theaters. It is considered essential that a firm decision be reached on this matter as early as possible, for many other policies rest upon this decision. For example, no recommendation can logically be made relative to methods of holding and distributing War Department surplus and tires within the ACC until it is known whether War Department vehicles currently in the theater will be ultimately turned over to civilians or retained by the military.

ACTION REQUIRED INSIDE ACC ORGANIZATION

5. ACC should investigate and incorporate wherever possible the following:

a. Utilization to the full of civilian transport. The aim of replacement of War Department transportation by civilian transportation of all kinds should be kept constantly in mind.

b. Arrange throughout the provinces and regions a system which will allow for back loads to be obtained. This will necessitate considerable organization especially as regards laying down times of requests being received; and extensive use of telephone communication, possibly even to the extent of asking priority at set times in the evening. In some areas this inadequate advance planning results in dependence upon the individual truck operator to check in at the dispatch office at termination of "out" trip and inquire for return loads. There is no incentive for truck operators to cooperate in this, however, for the civilian trucking agency has been allowing parcel and paying truckers the same rate for movement of an empty vehicle as for a loaded one.

c. A complete review of repair and reconditioning facilities in the regions should be made by the region and province personnel, i.e. spare parts can be manufactured, where tires can be repaired, etc., and what assistance would be required to assist civilian work shops to increase their output and scope for ACC purposes.

d. Clear instructions should be issued on the method of **spare**ing spares. No complete survey has been made of civilian spares available in the various regions and provinces. In those areas where such items have been surveyed and frozen, there has been inadequate supervision to insure their remaining frozen and inadequate records to facilitate their distribution to those

f. It is understood that discussions are now under way as to the eventual policy of selling to the Italian Government those War Department vehicles now in the theater which will not be suitable for redeployment to other theaters. It is considered essential that a firm decision be reached on this matter as early as possible, for many other policies rest upon this decision. For example, no recommendation can logically be made relative to methods of holding and distributing War Department spares and tires within the AEC until it is known whether War Department vehicles currently in the theater will be ultimately turned over to civilians or retained by the military.

ACTION REQUIRED INSIDE AEC ORGANIZATION

5. AEC should investigate and incorporate wherever possible the following:

a. Utilization to the full of civilian transport. The aim of replacement of War Department transportation by civilian transportation of all kinds should be kept constantly in mind.

b. Arrange throughout the provinces and regions a system which will allow for back loads to be obtained. This will necessitate considerably organization especially as regards laying down times of requests being received; and extensive use of telephone communication, possibly even to the extent of asking priority at set times in the evening. In some areas this inadequate advance planning results in dependence upon the individual truck operator to check in at the dispatch office at termination of "out" trip and inquire for return loads. There is no incentive for truck operators to cooperate in this, however, for the civilian trucking agency has been allowing patrol and spying truckers the same rate for movement of an empty vehicle as for a loaded one.

c. A complete review of repair and reconditioning facilities in the regions should be made by the region and province personnel, i.e., where spare parts can be manufactured, where tires can be repaired, etc., and what assistance would be required to assist civilian work shops to increase their output and scope for AEC purposes.

d. Clear instructions should be issued on the method of **Q&D** spares. No complete survey has been made of civilian spares available in the various regions and provinces. In those areas where such items have been surveyed and frozen, there has been inadequate supervision to insure their remaining frozen, and inadequate records to facilitate their distribution to those needing them.

e. Information regarding availability of civilian tire repair and recap facilities has not been adequately disseminated to all concerned. As a result, civilian tires are being operated beyond the point of possible repair, and at the same time repair molds are standing empty for lack of castings on which to work. Correction of this condition should be effected forthwith, in anticipation of action recommended in paragraph 4 b above.

f. The use of War Department and requisitioned personnel carrying vehicles is most uneconomical. It is recommended that all transport be worked on

RESTRICTED

Memo AMHC Combined Inspection Team
dtd 30 October 1964 (Cont'd)

a pool basis, and, except for the Chief Commissioner and Regional Commissioners, no vehicles be assigned to individuals or sub-commissions. It is agreed that that many difficulties will be put forward as to why this cannot be operated. There is no doubt, however, that enormous savings of vehicles can be effected by the pool system, together with more efficient supervision of maintenance. Naturally, efficient personnel would have to be found or trained. An efficient organization already exists under Captain Birch, who manages the small pool now in operation at ACC Headquarters, and necessary additional personnel could be trained by him.

c. A general system of routing requests for transport to and through civilian trucking organizations should be laid down on as simple lines as possible. The delay in getting trucks actually in motion seems unnecessarily long and complicated.

d. Establishment Memorandum 22, which sets up a maintenance organization within ACC, does it in such a way as to cut across command channels in violation of normal procedure. This directive transfers all operating and maintenance personnel of all echelons of ACC to the Transportation Sub-Commission, thus making the Road Division of this Sub-Commission an operating, rather than a staff organization. Operation and maintenance of all transport should be under the regions and not under the Transportation Sub-Commission. The latter should furnish technical information, establish policy and issue broad general directives, but implementation of such directives should be the responsibility of the Region Commissioner, whose staff is intimately conversant with local conditions. ACC Headquarters should then have a maintenance inspector whose duty it is to visit all installations to see that compliance is effected within the general frame work of these directives.

e. Clear instructions should be issued to personnel operating fixed and mobile road blocks as to what forms are in use and what particulars they should expect to find. This clear check should have a deterrent effect on unauthorized travel. A uniform work ticket should be prescribed to cover movements of civilian vehicles.

f. The use of transport for personnel and non-official purposes requires very strict control. The indiscriminate carriage of unauthorized persons is extensive and should be stopped.

T. J. Carroll

R. W. CARROLL,
Colonel,
Chief Inspector

962

civilian trucking organizations should be laid down on as simple lines as possible. The delay in getting trucks actually in motion seems unnecessary long and complicated.

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T. J. Carroll

R. W. CARROLL,
Colonel,
Chief Inspector

962

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

File
hgd

Nov. 6, 1944

AC/TN/R/1

SUBJECT : Italian Army Truck FIAT 666

TO : Headquarters Forward Echelon, 1st Truck Bn.,
2675th Regt. (Att: Capt Jessup)

1. Reference your letter dated 25 Oct. 1944.
2. Information furnished by you does not state to what use the vehicle is at present being put, and it is requested whether you consider the attached correspondence takes priority.
3. Please treat this matter as urgent.

Wild
D. S. ADAMS,
Colonel, CB
Director Tn. Sub-Comm.

Copy to:
Allied Force Military
Railway Service.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

File

hgd

AO/R/1

Nov. 6, 1944

SUBJECT : Army Vehicles for Civilian Supply.

TO : Headquarters Emilia Region.

Reference your letter AO/R/1/2/3 dated
25 Oct. 1944.

Five copies of a directive as mentioned in
your letter above, were despatched to your Headquarters
on October 15th, 1944.

A further copy is attached for your infor-
mation.

WBP

D. S. ADAMS,
Colonel, CE
Director In. Sub-Commission.

Copy sent Econ Sect

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

hgd

Nov. 5, 1944

AC/R/1

SUBJECT : Request for Petrol.

TO : Lancia Garage (Attn:Capt. Hay)

The u/m vehicle, belonging to CC.RR General TABDEI
is proceeding to Florence on military duty.

RMAC CC.RR. No. 4.

Please allow his driver CC.RR DENTINI Giuseppe,
to have the car's tank filled with petrol necessary
for the journey.


D. E. ADAMS,
Colonel, C.E.
Director In. Sub-Comm.

HEADQUARTERS
ALLIED COMMISSION
Public Safety Sub Commission
APO 394

Ref: ACC/14601/53/PS

4 November 1944

SUBJECT: Transport-CC.RR

TO: Director-Transportation S/C
(attention Lt.Col. Bordass)

1. CC.RR General TADDEI is travelling to Florence in connexion with his duties as Commander, Milan Division. He will use his own motor car-RAAC CC.RR No.4- driven by CC.RR DENTINI Giuseppe.
2. Can arrangements be made please for this vehicle to be filled with petrol for the journey.

Handwritten signature: J.W. Chapman
John W. Chapman
Colonel, J.A.C.D.
Director Public Safety
Sub Commission

FJW/acf

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 334

R11
hgd

Nov. 4, 1944

R/1

SUBJECT : Request for Petrol.

TO : Capt. Hay, Lencle Garage.

1. The u/m vehicle is entitled to have its tank filled with petrol, for military reasons.

FIAT, License No. F.G. 3513.

2. This vehicle is owned by D'Onofino and Longo and is driven by Sig. L. Mucci, Consorzio A.C. Foggia.

[Signature]
D. S. ADAMS,
Colonel, C. S.
Director,
In. Sub-Commission.

HEADQUARTERS
ALLIED COMMISSION
ECONOMIC SECTION
APO 394

LDD/es

Tel: 546

3 November 1944

ES/44

MEMORANDUM FOR COLONEL ADAMS: (TRANSPORTATION S/C) ✓

Subject: Allied Commission Transport -
AFHQ Combined Inspection Team.

1. Reference attached copy AG 451/105 GEG-O
AFHQ 22 September 1944, above subject.
2. Copy of the attached was sent to Transportation Sub-Commission, but when the inspection team from AFHQ arrived during your absence no one around here seemed to know what they came for.
3. AFHQ was represented by Lieutenant Colonel Kinley (A) and Colonel Carroll (B). They made a very adverse report verbally to Mr. Antolini on what they found and I understand they are going to make a written report to AFHQ. They left here on 24 October.
4. We wanted to be sure that you had had a chance to see the attached letter.


L. D. DENSMORE
Col, FA, CSO
Economic Section

Incl - m/a

C O P Y
R E S T R I C T E D

ALLIED FORCE HEADQUARTERS
APO 512

22 September 1944

AG 451/105 GEG-0

SUBJECT: Allied Control Commission Transport - AFHQ Combined
Inspection Team.

TO : Deputy President, Allied Control Commission, APO 394

1. In order to ensure that the transport (road) used by Allied Control Commission is efficiently operated and maintained, a COMBINED INSPECTION TEAM is being established by this headquarters. The object of this inspection team is:

a. To report to this headquarters on all problems relating to the operation and maintenance of all Allied Control Commission vehicles, both TP/WE, and transport used in the performance of essential civilian services.

b. To advise the Allied Control Commission on the best methods of obtaining the maximum efficiency from all vehicles operated by them.

2. The Allied Control Commission will extend every assistance to this inspection team in the execution of its duties, including the provision of interpreters when required.

3. Terms of reference covering this inspection team are attached at appendix A.

By command of General WILSON:

/s/ Jack Carter
Captain, AGD
Asst Adjutant General

1 Incl
Appendix "A"

955

C O P Y
R E S T R I C T E D

APPENDIX "A"

TERMS OF REFERENCE OF THE COMBINED INSPECTION
TEAM OPERATING WITH ALLIED CONTROL COMMISSION

1. COMMAND

The Inspection Team will work under direct command of AFHQ.

2. ORGANIZATION

The Inspection Team will consist of a Senior Inspector, Assistant Inspectors, and field and office staffs. The detailed composition will be decided later.

3. EQUIPMENT

A minimum amount of transportation and office equipment, as determined by G-4, AFHQ will be issued on Memorandum Receipt by the respective services, U. S. and British, on an equal basis, to the Inspection Team.

4. LOCATION.

The headquarters of the Inspection Team will be with AFHQ. The Senior Inspector will have full power to move his inspectors wherever he may desire within the area of responsibility of ACC.

5. DUTIES

The duties of the Inspection Team are:

(a) Operation of Vehicles: To insure that maximum operating efficiency is attained on all vehicles, both military and civilian, under control of ACC. Recommendations for improvement will be made whenever deemed appropriate.

(b) Maintenance of Vehicles: To insure that the highest possible standard of maintenance is attained by ACC on all vehicles under its control to include both military and civilian transport. Recommendations for improvement will be made whenever deemed appropriate. As far as possible British personnel of the Inspection Team will inspect British type vehicles and American personnel of the Inspection Team will inspect U. S. type vehicles. Inspection of Italian vehicles will be divided between the British and the U.S. inspectors by the Senior Inspector.

(c) Vehicle Requirements: To insure that maximum use of all civilian resources of vehicles, equipment and parts is made prior to calling on Allied Military resources for additional requirements. The Senior Inspector will screen all requirements for vehicles, equipment and parts made by ACC on military

sources.

(d) Property Responsibility: To insure that all vehicles, tools, equipment and parts assigned to or on memorandum receipt to ACC are properly accounted for in accordance with regulations of the respective armies, U.S. and British.

6. REPORTS.

The Senior Inspector will send in fortnightly consolidated reports giving results of inspections carried out, recommendations, and statements as to whether or not action has been taken on previous recommendations. These reports will be sent to AFHQ with copies to HQ, ACC.

HEADQUARTERS UNITED STATES
APO 634
TRANSPORTATION SUB-COMMISSION

R/1

JJC/hl

ACC/TM/R/1

2 NOV. '44

Tel: 375

SUBJECT: AMO/AC Property Buses

TO : Regional Commissioner, Sicilian Region,
Att'n: Transportation Officer

1. Reference para. 3, Ltr. ATC 431.1, dtd 15 October 44, request information as to financial arrangements under which this company operates. Also a statement of its present financial condition.

2. Reference para. 4, no authority at the present time exists for selling government property.

3. Reference para. 5, this office is interested in a plan for selling these buses. It is suggested that you forward your plan to this Headquarters. In case the sale of the buses is authorized, your plan will be given consideration.

For Commodore 310-1:

James J. Barnes,
Colonel, Infantry,
Director, Road Div.

HEADQUARTERS
2675TH REGIMENT
ALLIED CONTROL COMMISSION
(OVERHEAD)
APO 394

LV/NND/Jan
R/1

1 November 1944

SA 451.

SUBJECT: Trailer

TO : Captain D. C. MOYLE, Transportation Sub-Commission, Allied Commission,
APO #394, U.S. Army

1. Reference Trailer, 1/4-ton, USA #0168869 now in your possession.
2. Above mentioned Trailer is now property of R.S.O. and attached Memorandum Receipt will be signed and returned to R.S.O., 2675th Regiment, A.C.C., without delay.

By order of Colonel PARKIN:

H. W. DRAGNETT
Major, AGD
Adjutant

Incl.
M/R

*Original passed
Capt Moyle with receipt.*

C O P Y

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

GSF/jm

Ref. T-11

30 October 1944

SUBJECT: 72 1 $\frac{1}{2}$ -ton Trucks ex U.S.

TO : Headquarters, Allied Commission APO 394
Attn: Acting Deputy Chief of Staff, Economic Section

1. Reference conversation Col. Densmore - Lt. Col. Franklin Saturday 29 October at A. C. Headquarters, attached hereto are copies of cables dealing with 72 trucks which have been called forward from the U.S.

2. It will be noted that these trucks are without bodies, but arrangements have been made to have suitable bodies released by Ord (British). It will be the responsibility of A. C. to have the bodies fitted to the vehicles upon arrival in Italy.

For the Assistant Chief of Staff, G-5:

/s/ G. S. Franklin
Lt. Colonel, R.C.A.S.C.
Economics & Supply Div.

3 Incls:

1. CAL 878 dated 20 Oct 44
2. LAC 770 dated 21 Oct 44
3. NATOUSA letter to Comzone Natouse dated 24 Oct 44, ref AG 451/232 D-0

C O P Y

HEADQUARTERS
NORTH AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 534

24 October 1944

In reply
refer to
AG 451/232 D-0

SUBJECT: Call Forward of Trucks for Allied Control Commission.

TO : Commanding General, COMZONE NATOUSA, APO 750

1. Reference is made to CALs 825 and 828, and to LACs 724, 738 and 770.

2. It is requested that 72 boxed 1 1/2 ton trucks, together with spare parts, be called forward for delivery to ACC at DUKO.

3. AGWAR has indicated that priority is to be established on this shipment. Although these trucks are urgently required, call forward must be without jeopardizing urgent military requirements of shipping.

By command of Lieutenant General McNARNEY:

R. H. FRESE
Captain, AGO
Asst Adjutant General

copy to ACC

G-4
G-5
Q(AE)
ORD
M&TN

C O P Y

AFHQ
OUTGOING MESSAGE

ROUTINE

TO FOR ACTION: AGWAR FOR CCS FOR CCAC AND INFO LEVIS
INFORMATION: CENTRAL DISTRICT UK BASE SECTION (LONDON)
FOR BRITISH CHIEFS OF STAFF, HQ COMZONE
MAIN (ETOUA), SHAEP FOR SHGE, TROOPERS

REF NO: FX 42021

SIGNED: WILSON CITE: FHGEG

This is LAC 770.

Trucks. Refer CAL 878 of 20 October 44.

72 trucks now available acceptable without bodies:
spare parts should be provided soonest.

Shipping instructions to follow through normal chan-
nels.

ORIGINATOR: G-5

AUTH: N P SEAGRAVE, MAJ

INFORMATION: G-4
M&TN
HQ CZ
ORD (B)
Q(AE)
ORD
RECORDS

MC OUT 5556

21 OCT 44 2027A Ref No: FX 42021 f/BA/J

CONFIDENTIAL

MC IN 15569 21 Oct 44 1045 A Ref No. WX 49762 k/D/G

C O P Y

AFHQ
INCOMING MESSAGE

WAR

202256Z

AFSC N-348/21
21C500A
mp

ROUTINE

FROM: AGWAR FROM CCS

TO: WILSON INFORMATION US BASE SECTION FOR BCS, COMMUNICATION
ZONE AND SHAEF

REF NO THIS MESSAGE: WX-49762 20 OCT 1944

CAL 878

FOR FHGEG, SHGE.

CAL 878

Cite CCAC

Refer LAC 724.

Trucks.

The 72 available trucks are Dodge 1½ ton, WF52-160
inch WB chassis, left hand drive, equipped with BU cab.
These trucks are without bodies, and spare parts have not
been delivered.

Packing: Boxed, 2 unit strip packed, total 36
boxes, 10,290 pounds each, 609 cubic feet. Total 36 boxes,
2,010 pounds each, 294 cubic feet. Grand total 72 boxes,
442,000, 800 pounds, 32,508 cubic feet.

Bodies are not immediately available for the
above trucks. Information is requested as to whether or
not the trucks will be accepted without bodies.

NOTE: LAC 724 IS REF FX 45759 MC OUT 1226 5/10/44 G-5

ACTION: G-5

INFORMATION: HQ CZ
M&TN
ORD (B)
Q(AE)
G-4
ORD
AG RECORDS

947

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 304

~~2/25~~
R/1

In/32 temp.

Date : October 21st, 1944.
Subj. : REPAIRS TO M.O. No 149.
To : W.C. COMPTON.

- a) Reference your HQ/10/44 of 25 Oct. 44, the estimate for the repair of the above vehicle is Lit. 27,500.-
- b) It is difficult to estimate exactly before the material is purchased but I consider the above estimate is as accurate as possible and while it will not be exceeded, it is probable that it may be less.

M. Hay

M. HAY
Capt. R.

Supply Officer (General)

TRANSPORTATION SUB

Copy to: Col. Barker
Admin. Bn.

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

A.P.O. 400
28 October 1944

SUBJECT: Italian Army Truck.

TO : Commanding General, Allied Control Commission, APO 394,
U.S. Army.

1. Reference letter this Headquarters same subject as above,
dated 10 October 1944, copy attached.

2. The 2nd Railway Engineer Group of the Italian Army is in
urgent need of the vehicle in question, therefore this second
request for compliance with Executive Memorandum No 32 ACC (RC &
MG Section) 24 February 1944 is forwarded.

For the Deputy Director:

A. M. Hansen
A. M. HANSEN
Major, TC,
Adjutant

Incl:
ltr this Hq. dtd 10 Oct 44.



943

HEADQUARTERS FORWARD ECHELON
FIRST TRUCK BATTALION, 2675 RECT.
APO 394

25 October 1944

SUBJECT: Report on Italian Army Truck - FIAT 666.

TO : Director, Transportation s/c, ACC, APO 394

1. In compliance with your letter dated 14 Oct
file ACC/Tn/R/1, the following report is submitted.

2. Truck Fiat 666, motor No. 002278, chassis
no. 001008 was requisitioned by the Carabinieri, via
Manelli, Livorno on 19 Sept 44. Permission was received
from Major Stevens, who was Public Safety Officer, AMG
in Livorno. Vehicle in use by the Carabinieri at present.

3. The above mentioned vehicle does not apply
to letter 44/I/G dated 8 July 1944.

O. C. Jessup
O. C. JESSUP,
Captain, CWP.

944

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

R | JFC/jr

Tele: 378

25 October 1944

ACC/TR/R/1

SUBJECT: 1½ Ton Dodge Trucks.

TO : Mr. Antolini, Acting Deputy Chief of Staff,
Economic Section.

1. Reference your memorandum ES/44 dated 22 October 1944.

2. Col. Carnes spoke to Col. Butterworth AFHQ to-day and a formal requisition is unnecessary as the trucks have already been requested.

D. F. ADAMS,
Colonel, CE.
Director, Tr. Sub-Comm.

TRANSMISSION

LANCIA & COMPANY - Motor-cars Factory-Turin

HEAD OFFICE OF ROME

Rome 25th October 1944

Ref. bRD/FE-13777

Registered

To : Capt. R.A. MAY
Transportation Sub-Commission
Roads Section
Rome
Boulevard Parioli 162

In order to avoid further misunderstanding I wish to clarify that the organization of the LANCIA & Company of Rome is the following:

- 1) HEADOFFICE OF ROME, this office, of which I am the Attorney Director, has nothing to do with the repair shop.
- 2) BRANCH OFFICE OF ROME, with attached a repair-shop, directed by Ing. Graco.
- 3) ADMINISTRATION OF THE INMOVABLE PROPERTIES OF THE LANCIA HEIRS, who administers the buildings in which are the offices of the headoffice and branch-office (offices, repair-shop, spare-parts, warehouse). Of these I am the administration and the only attorney.
Therefore all instructions concerning building works or variation of the present arrangements of the premises must be previously notified to me. The same is for the eventual deduction of material or objects from the premises of the archives which are of exclusive property of the Administration.

Kindest regards

for LANCIA & COMPANY
Motor-cars Factory-Turin

File R/1

To : Cant. R.A. HAY
Transportation Sub-Commission
Roads Section
Rome
Boulevard Parodi 152

In order to avoid further misunderstanding I wish to clarify that the organization of the LANCIA "A" Company of Rome is the following:

- 1) HEADOFFICE OF ROME, this office, of which I am the Attorney Director, has nothing to do with the repair shop.
- 2) BRANCH OFFICE OF ROME, with attached a repair-shop, directed by Eng. Greco.
- 3) ADMINISTRATION OF THE IMMOVABLE PROPERTIES OF THE LANCIA HEIRS, who administers the buildings in which are the offices of the headoffice and branch-office (offices, repair-shop, spare-parts, warehouse). Of these I am the administration and the only attorney. Therefore all instructions concerning building works or variation of the present arrangements of the premises must be previously notified to me. The same is for the eventual deduction of material or objects from the premises of the archives which are of exclusive property of the Administration.

Kindest regards

for LANCIA & COMPANY
 Motor-cars Factory Society-Turin
 HEAD OFFICE OF ROME
 The Director
 (Car. E. DE MARTINO)

Copy to:
 for attn. MC.ACC
 Transportation Sub-Commission
 APO 394
 ex Ministry of Corporations
 Via Vittorio Veneto



LANCIA & C. FABBRICA AUTOMOBILI - TORINO - S. A.

CAPITALE SOCIALE L. 50.000.000 INTERAMENTE VERSATO

VIALE PARIOLI, N. 162
Telegr.: LANCIAUTO - Roma
C.P.C. di Roma N. 62.431

SEDE DI
ROMA
Telefoni: Direzione N. 870.182
Off. Ripar.: 871.332 - 873.601
Magaz. Pezzi Ricambio 871.256

CAPITANO

M. EAY - R.A.

TRANSPORTATION SUB-COMMISSION
Roads Section

ROMA

Viale Parioli, 162

e p.c. H.Q. A.C.C.

Transportation Sub-Commission
A.P.C. 394

Palazzo Ministero delle Corporazioni - Via Vittorio Veneto

Roma, li 25 Ottobre 1944

W. inferimento

N. siglo do dove nella risposta BRD/CM-13777

Oggetto: Raccomandata

A scurico ai ogni equivoco desidero chiarire come è costituita l'organizzazione Lancia & C. di Roma che è la seguente:

1°) - SEDE DI ROMA con ufficio che non ha nulla a che vedere con l'officina. Di questo io ne sono il Direttore Procuratore.

2°) - FILIALE DI ROMA con annessa officina di riparazione di cui ne è direttore l'ing. Greco.

3°) - AMMINISTRAZIONE DEI BENI IMMOBILIARI DEGLI EREDI LANCIA

Esse amministra i palazzi nei quali si trovano tanto gli uffici della Sede che i locali della Filiale (uffici, officina, magazzino parti di ricambio).

Di esso sono l'amministratore e Procuratore unico.

Ne consegue pertanto che qualsiasi disposizione relativa a lavori edili o variazione nell'attuale sistemazione dei locali deve essersi preventivamente comunicata. Io stesso dicasi per eventuale prelievo di materiale od oggetti nei locali Arcaivio che sono di esclusivo proprietà dell'amministrazione.

TRANSPORTATION SUB-COMMISSION
Roads Section

R O M A

Viale Parioli, 162

e p.c. R.Q. A.C.C.

Transportation Sub-Commission
A P C 394

Palazzo Ministero delle Corporazioni - Via Vittorio Veneto

NR 12356

NR 12356

TRANSPORTATION SUB-COMMISSION

Roads Section

R O M A

Viale Parioli, 162

e p.c. R.Q. A.C.C.

Transportation Sub-Commission

A P C 394

Palazzo Ministero delle Corporazioni - Via Vittorio Veneto

Coperto: Raccomandata

A servizio di ogni equivoco desidero chiarire come è costituita l'organizzazione Lancia & C. di Roma che è la seguente:

1°) - SEDE DI ROMA con ufficio che non ha nulla a che vedere con l'officina. Di questo io ne sono il Direttore procuratore.

2°) - FILIALE DI ROMA con annessa officina di riparazione di cui ne è direttore l'Ing. Greco.

3°) - AMMINISTRAZIONE DEI BENI IMMOBILIARI DEGLI ARZBI LANCIA

Esse amministra i palazzi nei quali si trovano tanto gli Uffici della Sede che i locali della Filiale (uffici, officina, magazzino parti di ricambio).

Di esso sono l'Amministratore e Procuratore unico.

Ne consegue pertanto che qualsiasi disposizione relativa a lavori edili o variazione dell'attuale sistemazione dei locali deve essermi preventivamente comunicata. Io stesso dicasi per eventuale prelievo di materiale od oggetti nel locale Archivio che sono di esclusivo proprietà dell'Amministrazione.

Distinti saluti.

P. LANCIA & C.
Ingegneri - Torino - S. A.
SEDE DI ROMA
Il Direttore
(Car. R. F. Martini)

Trattare UN solo argomento per ogni lettera - Indirizzare la corrispondenza imperionalmente alla Sede

~~CONFIDENTIAL~~
HEADQUARTERS
NORTH AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 584

Im S/C *isl* *R/1*
1523

In reply
refer to

AG 451/232 D-0

24 October 1944

SUBJECT: Call Forward of Trucks for Allied Control Commission

TO : Commanding General, COMZONE MATOUSA, APO 750

1. Reference is made to CALs 325 and 326, and to LACs 724, 738 and 770.
2. It is requested that 72 boxed 1 1/2 ton trucks, together with spare parts, be called forward for delivery to ACC at DUKO.
3. AGFAR has indicated that a priority is to be established on this shipment. Although these trucks are urgently required, call forward must be without jeopardizing urgent military requirements of shipping.

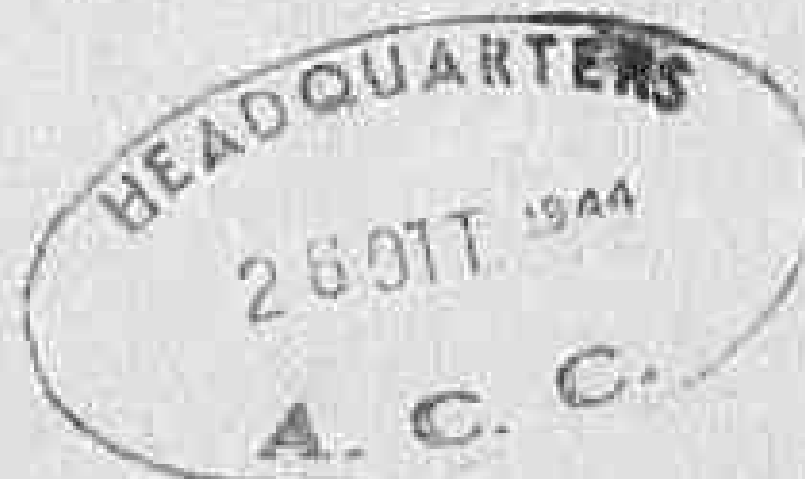
ACC at HOME

By command of Lieutenant General McHANNAY:



B. H. FROSE
Captain, AGC
Asst Adjutant General

copy to AGC ✓



~~CONFIDENTIAL~~

940

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

File 21
JJC/jr

Tele: 378

30 October 1944

ACC/TN/R/1

MEMORANDUM:

TO : Mr. Antolini, Acting Head, Economic Section.

1. Reference cable WX 40257 dated 3 October 44, from AGWAR to AFHQ.

2. 72 trucks are stated to be available against AFHQ requisition LAC Airgram 51.

3. In view of the fact that these trucks have already been requisitioned for by A.C., any additional requisition by A.C. should be unnecessary.

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

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

file R11
JJC/jr

Tele: 378

28 October 1944

ACC/TN/R/1

SUBJECT: Petrol for CC.RR.

TO : Capt. Ray Lencie Garage.

1. The u/m vehicle is entitled to have its tank filled with petrol for the purpose of proceeding to Ascoli - Teramo: (and return journey)

POLIZIE 2531

2. The vehicle is required to move CC.RR.

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

*Original passed by hand
to Capt Rencel (Room 6, 5th floor)
(478708 Phone No) 938*

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/1

Tele: 378

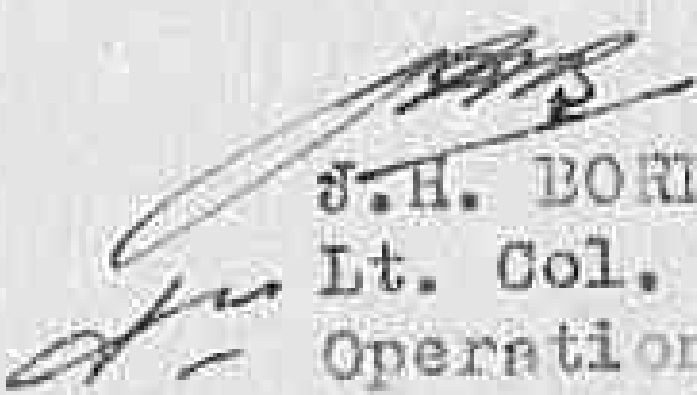
30 October 1944

MEMORANDUM:

TO : Capt. Hay, Lancia Garage

This is to certify that Major VERDE CC.RR. is hereby
given permission to have his car tank filled with gasoline.
Oil is also requested for the same car and should be afforded
to him.

Above Major is on official business with this Hq.


J.H. BORDASS,
Lt. Col.
Operations Officer,
Tn. Sub-Commission

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

R/1
JHB/jr

Tele: 378

27 October 1944

ACC/TN/R/1

SUBJECT: Wine Ship - Transport.

TO : E.C. Lazio-Umbria Region (Att: Major Gulloten)
Via Lucullo 6.

1. Reference our ACC/TN/R/1 dated 21 October 1944.
2. The wine ship has now been in Civitavecchia for two days and despite the fact that rail waggons have been laid on and are waiting to be loaded, there are no trucks to carry out the haul from ship side to rail waggons.
3. It will be appreciated that the holding up of rail waggons is a very serious matter and because of such delays the authorities are inclined to refuse us rail tonnage in the future.
4. Will you please give this matter your immediate attention.

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

R/1
JHB/jr

Tele: 478303

27 October 1944

AOC/TN/W/1

SUBJECT: Road Transport.

TO : AMG 5th Army (Att: Capt. Halstead)

1. With reference to the formation of Ufficio Autotrasporti on the E.N.A.C. plan in forward towns.
2. This Sub-Commission has received information to the effect that although the plan is being ^{now} into operation, standard haulage rates are not being laid down.
3. Our information is that the ^{noting} ~~sections~~ forming the Ufficio Autotrasporti, state that the rates will be agreed by the Autotrasporti itself.
4. Please let us have your report on this at the earliest possible moment and if our information is correct, please make every effort to ensure that the standard haulage rates are laid down.


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

0 1 3 0

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

R/H JJC/jr

25 October 1944

Tele: 378

ACC/TN/R/1

SUBJECT: Transport.

TO : Hq. Commandant (Att: Lt.Col. Robertson,

1. Reference your HQC/10/11 dated 23 October 44.
2. 54,630 Lire is believed to be excessive for the repair of this vehicle. Capt. Hay of the Lancia Garage is of the opinion that he can get the car repaired for much less. Suggest that Capt. Hay be directed to start reparation on this vehicle immediately as it is needed.
3. The vehicle was parked in a private garage one block from my apartment which is approximately 3 miles from this Hq. It was parked there in order to save operating the vehicle unnecessarily as both the driver and myself live in that vicinity. A check at the Super Garage indicates that about 50% of the cars are parked in private garages undoubtedly for the same reason. Neither I or any member of the Garage staff know of any regulations requiring vehicles to be parked in the Super Garage.

JAMES J. CARNES,
Colonel, Inf.
Director, Roads Section

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub - Commission
APO 394

JHB/bm.

25 October '44.

Tele: 478303.

ACC/TN/R/1.

SUBJECT: Authorisations for Lorries.

TO : Regional Commissioner Lazio - Umbria Region
(For Attention: Major Harris).

1. The following extract is taken from the Daily Digest of Rome Press dated October 18, 1944.

"Authorisation for lorries, which are supposed to carry food into Rome, are terribly complicated things to get. Very often the whole day is spent among various offices, and when authorisation finally is obtained, it is then too late to leave".

2. The Vice President of the Economic Section has asked for a report as to how such authorisations are issued.

3. Please forward the report to this Sub-Commission together with any comments you have to make.

4. Please treat this matter as urgent.

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

*Maya Bullock already informed
of above action*

923

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

[Handwritten signature]
JHE/jr
[Handwritten initials]

Tele: 378

25 October 1944

ACC/TN/R/1

SUBJECT: Truck Transport Requirements for October-November 44.

TO : R.C; Toscana Region.

1. Reference your RVIII/35/10/50 dated 7 October 44, together with appendix "A".
2. It is regretted that QM Truck Co's cannot be allocated to your Region as the operational duties of such companies will be further forward.
3. At the present time, however, the Truck Co's stationed at Leghorn are not being fully employed and the officer commanding these Co's has been instructed to contact you with a view to putting his spare vehicles at your disposal.
4. It will be appreciated, however, that it may be necessary to withdraw these trucks at anytime, according to operational circumstances.
5. In any case owing to your recent visit here, it is understood that this matter has now been settled at least temporarily.

[Handwritten signature]
D. S. ADAMS
Colonel, CE.
Director, Tn. Sub-Comm.

RESTRICTED

R/1

AFHQ FOR GEORGE FIVE

ACC HQ
5325

24 OCT. 44

RESTRICTED
PRIORITY
IN. SUBCOMMISSION

RESTRICTED PD NEED OF GT COMPANY ESSENTIAL FOR MOVEMENT OF SEED WHEAT PD
PARIS TO AFHQ FOR GEORGE FIVE FROM ACC HQ PARIS PD PLEASE NOTIFY US THE
EARLIEST POSSIBLE DATE THAT ONE ZERO ZERO FOUR COMPANY WILL BE
RELEASED

931

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

ALLIED CONTROL COMMISSION
OFFICE OF THE HEADQUARTERS COMMANDANT

SUBJECT: Transport.

FILE No. HQC/10/11

TO: Col. J.J. Carnes, Transportation S/C. 23 October 1944

An estimate amounting to 54,630 Lires has been submitted to me for the repair of requisitioned car HQ-145 (Packard), Registered No. 59041, ROMA.

In accordance with Establishment Memorandum No. 5, dated 2 August 1944, as this expenditure was over 10,000 Lire, I submitted the estimate to the Chief of Staff for approval or otherwise. The estimate has been returned to me for further information and I have been instructed by the Chief of Staff to request you to be good enough to forward to me for submission to him, along with the estimate, a statement as to why this vehicle, which is a properly requisitioned vehicle belonging to this Headquarters and assigned to you, was parked in a private garage and not in a duly authorized official garage of this Headquarters.

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

Lt. Col.

920

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CWAP/bm

File

23 October 1944

Tele: 378

ACC/TN/R/1

SUBJECT: Truck for work at Tyre Plant.

TO : Capt. Hay, Lancia Garage.

1. Please arrange for one truck to report daily to Capt. Bullock, Pirelli Tyre Plant, Via Assisi, at 0830 hours.
2. This truck will be employed all day by Capt. Bullock.
3. This is effective forthwith.

CSB

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

SECRETALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JEB/GSF/jm

21 October 1944

SUBJECT: Trucks for A. C. C.

TO : Headquarters, Allied Control Commission, APO 394
Att'n: Executive Director, Economic Section

1. Further to and confirming conversation of today's date, Colonel Butterworth/Mr. Antolini, reference is made to following letters etc.:

LAC Airgram 51, 20 Aug 44 - requisition for 1700 vehicles
ACC requisition MGS-194-Ord.

ACC letter 400/165 dated 25 Aug 44 giving truck requirements North of Pisa-Rimini Line.

G-5 letter to ACC - ref 537 dated 2 Sept 44 enclosing a copy of memorandum of Economics and Supply Section which was passed to A. C. C. G-5 on 30 Aug 44.

Memorandum G-5 to CAO, 7 Sept 44 - ACC transportation.

G-5 letter 13 Sept 44 to ACC confirming discussions of meeting 5 Sept.

G-5 letter T-11 dated 16 Sept to ACC confirming telephone conversation Butterworth-Carnes re 6400 civilian trucks.

G-5 letter T-4 dated 20 Sept 44 to ACC ref classified vehicles for ACC.

G-5 cable to AGWAR outlining correct position of transportation problem (MC OUT 593 dated 3 Oct). I

Cable AGWAR to AFHQ admitting urgency of truck needs and advising 72 1 $\frac{1}{2}$ -ton type commercial available for shipment (MC IN 1861 dated 3 Oct).

Cable AGWAR to AFHQ asking that estimates be reckoned in terms of tons and not trucks (MC IN 11308 dated 15 Oct).

Cable AFHQ to AGWAR giving estimated daily tonnage lifts required for area North of Pisa-Rimini Line (MC OUT 4551 dated 18 Oct).

2. Further to ACC requisition, MGS-194-ORD, it was agreed (Rome conference - 5 Sept 44) that the requisition would now cover requirements for North of Pisa-Rimini line, and not the south as originally intended.

R11

928

SECRET
- 2 -

3. Since placing LAC Airgram 51 for 1700 vehicles, 500 have been made available ex theatre stocks, 250 (B), 250 (A). The 250 British vehicles in the form of G. T. Coys, self-contained. The 250 (A) vehicles are being formed into Q. M. Coys by A. C. C. under the direction of Col. Carnes. American and Italian personnel have been made available for this purpose.

For the Assistant Chief of Staff G-5:

J. E. BUTTERWORTH
Colonel, Infantry
Economics & Supply Division

S E C R E T

AFHQ MESSAGE CENTER

OUTGOING MESSAGE

PRIORITY

TO FOR ACTION : AGWAR FOR COS FOR CCAC

FOR INFO : LEVIS - CENTRAL DISTRICT UK BASE SECTION
LONDON FOR BCS - TROOPERS - SHAEF FOR BHGE -
HQ COM ZONE ETOUSA - NADIST

REF NO : FX 33701

SIGNED : WILSON CITE: FHGEG, FHGDS, FHQAE

This is LAC 720.

Refer CAL 751

ACC transportation. Your presentation of position not correct. Actual situation as follows:

(A) To meet current essential commitments, south of PISA-RIMINI line, 500 trucks necessary above those now in use. Decision taken this Headquarters to provide these now from military at expense of operational requirements.

(B) Reference TTX conversation AGWARNATOUZA 29 Sept. The best considered estimate prior to actual occupation of area north of PISA-RIMINI line requires provision of a further 1700 trucks in addition to those which may be found from indigenous sources.

(C) Studebakers acceptable provided sufficient maintenance parts are provided with the vehicles.

(D) Until cessation of hostilities trucks not available from military sources without affecting operations.

(E) Request special provision of 1700 trucks for ACC consigned to Theater Commander. Our LAC airgram 51 of 20 August refers.

MC OUT 593

SECRET
AFHQ message center
incoming message

WAR

AFSC N656/03
031221A
acp

FILED: 030015Z

ROUTINE

FROM: AGWAR FROM CCS

TO : AFHQ TO WILSON INFO UK BASE SECTION FOR BCS, COMMUNICATION
ZONE, AND SHAEP

REF NO THIS MESSAGE: WX40257, 03 October 1944

FOR FHGE
- For SHGE
Cite CCAC
CAL 825
Trucks.

We realize the urgency of your truck needs and every effort is being made to aid in all ways possible. Supply status of US shows trucks to be in extremely tight supply. Possibility of UK as source of supply is being studied by British. When supply source is determined and after the needs of other areas are considered you will be advised of any trucks which may be available.

72 (trucks) 1-1/2 ton commercial type with 6 month spare parts are now available ex UNITED STATES against your requisition LAC Airgram 51. Request you initiate normal supply procedure.

Request that Theater assign a military priority rating to implement delivery of such vehicles as are necessary to assure essential transportation facilities.

ACTION: G-5

INFORMATION: HQ CZ M&TN G-4 ORD Q(AE) ORD (B) AG RECORDS
MC IN 1861 3 Oct 44 1727A REF NO: WX 40257 E/X/B

SECRET

923

INCOMING MESSAGE

FROM: AGWAR FROM CCS

TO : SHAEF MAIN TO WILSON TO WILTON AND MHQ BALKANS INFO UK
BASE SECTION FOR BCS, TO SHAEF REAR COMMUNICATIONS ZONE
AND USAFIME FOR BALKANS AND GHQ MEF

REF NO. THIS MESSAGE: WX-46697, 14 October 1944

FOR SHGE
FOR FHGEG
LEM 263
CAL 854
Cite CCAC

Truck requirements from various Theatres have been stated

1. In terms of carrying capacity.
 2. In terms of trucks, with size unspecified or
 3. In terms of trucks specified sizes without
- indicating whether at United States or United Kingdom rating.

It is understood here that the methods of rating lift or carrying capacity of trucks is not the same in the United States and United Kingdom. In general, carrying capacity of United States trucks is twice the manufacturers rated capacity of the vehicle and it is understood here that the carrying capacity of United Kingdom vehicles is only equal to the rated capacity.

In view of this uncertainty, it is requested that you restate your overall highway transport import requirements showing provisions against such requirements in terms of carrying capacity without reference to US or UK rated capacity.

Conformation is requested that trucks of various carrying capacities can be utilized to advantage for Civil Affairs use, including used vehicles if reconditioned and accompanied by spares if necessary.

This information is urgently needed. Your requirements are currently being considered by the assignment authorities. Over 11 assignment cannot be made until the requested information is received, as the number of vehicles required is dependent on the basis of your calculations.

ACTION: G-5 INFO: G-4, ORD (A), Q (AE), G-4 (B)
ORD (B) HQ CZ
MC IN 11308 15 Oct. 44 2305A REF NO: WX 46697/AG Recd 924

OUTGOING MESSAGE

TO FOR ACTION: AGWAR FOR CCS FOR CCAC AND INFO LEVIS
 FOR INFO : CENTRAL DISTRICT UK BASE SECTION (LONDON)
 FOR BRITISH CHIEFS OF STAFF? HQ CONZONE
 MAIN (ETOUSA), SHAEF FOR SHGE, TROOPERS
 REF NO : FX 40394
 SIGNED : WILSON CITE: FHGEG, GHGDS, FHQAE

This LAC 755

The subject is trucks. Reference your CAL 854. Estimated total lift North of PISA-RIMINI Line 30,000 tons daily. Estimated lift which may be available from indigenous sources is 20,000 tons daily.

Lift required from military or other sources is estimated at 10,000 tons daily.

When computing truck requirements allowances must be made for approximately 15 percent of vehicles off the road daily for maintenance.

Regardless of capacity or type it is not possible for a vehicle to make more than 3 trips per day. The total carrying capacity required is therefore 3,850 tons. Our calculations are based on this. In many cases volume of load to be carried precludes loading trucks to rated capacity.

Vehicles of any capacity can be utilized. If they are reconditioned they must be in first class/mechanical condition.

Vehicles whether new or reconditioned must be provided with at least 6 months supply of spare parts, spare tires, and must be equipped with the normal complement of hand tools necessary for every day maintenance.

Reference GAY 55, Balkan position being investigated, will advise soonest.

ORIGINATOR : G-5

AUTH. N. P. SEAGRAVE, MAJOR

INFORMATION :

G-4

CONCUR: G-4 (A)
 Q (AE)

M&TH

HQ CZ

ORD (A)

Q (AE)

G-4 (B)

ORD (B)

AG Records

928

TRANSLATION

Rome, Oct. 21th 1944

To the kind attention of Lt.Col.Bordass
ACC.HQ. Roads Section. - Rome

We very much appreciated your exquisite courtesy and remembering your promise to investigate the possibility of employment for our small truck FIAT 51B - license plate Roma, 38084 - loading capacity 10 Quintals, we beg to submit to your kind attention what follows.

After the last interview you granted to us, we followed your advice and we registered our truck before Ufficio Trasporti - General Markets Section; we acknowledge that at the beginning the results were quite satisfactory since we regularly obtained the way-bills enabling us to carry-out our work.

It seems almost impossible, but it happens always so: as soon as things start going their way, something occurs which entangle all threads again.

It is a matter of a few days since E.N.A.C. started operating and the first visible effect was the delay when issuing the way-bills for the transports concerning General Markets. On Oct. 16th the commissioner whom we are working for, applied for a way-bill; on Oct. 19 he was told that his application had gone lost. It seems that the same lot befell also other application. Another application was submitted yesterday, Oct. 20th but today they informed us that it had been rejected because the total mileage exceeded 200 Km. As a matter of fact our truck has been unemployed these five days and we don't see any immediate chance to get an employment.

Should it have been the consequence of accidental circumstances, we would not have dared to bother you, but we are under the impression that something is wrong with that Office and our felling is confirmed by following considerations.

- 1) Why do not they give a receipt whenever a n application is submitted?
- 2) Why do not they register and record all applications?
- 3) Why do not they publish a list of all applications granted, showing for each application the date and the serial number of said-application?
- 4) Why small enterprise are not allowed to enter the office, while big concerns and forwarding agents can go indisturbed to and fro, being thus in a position to better look after their own applications?

We will not call in question the correctness of the Office, but we request that way-bills be issued within 24 hours, enabling us to keep working; if E.N.A.C. wants that every truck be registered claiming that this is to assure the best utilization of all trucks,

Markets Section; we acknowledge that at the beginning the results were quite satisfactory since we regularly obtained the way-bills enabling us to carry-out our work.

It seems almost impossible, but it happens always so: as soon as things start going their way, something occurs which entangle all threads again.

It is a matter of a few days since E.N.A.C. started operating and the first visible effect was the delay when issuing the way-bills from the transports concerning General Markets. On Oct. 15th the commissioner whom we are working for, applied for a way-bill; on Oct. 19 he was told that his application had gone lost. It seems that the same lot befell also other application. Another application was submitted yesterday, Oct. 20th but today they informed us that it had been rejected because the total mileage exceeded 200 Km. As a matter of fact our truck has been unemployed these five days and we don't see any immediate chance to get an employment.

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We will not call in question the correctness of the Office, but we request that way-bills be issued within 24 hours, enabling us to keep working; if E.N.A.C. wants that every truck be registered claiming that this is to assure the best utilization of all trucks, we have the right to ask E.N.A.C. that our truck be employed without delays.

What above as far as we are directly concerned, but, more in general, we cannot help pointing out that ENAC, with the burden of its bureaucratic proceedings, did not have a good start; we want to particularly mention the fact that now advance payment of the hire is required, which is against all principles of a free trade, since the hire should, as a rule, be paid after the service and not in advance. As a matter of fact several motorvehicles, of all capacities are employed on account of lack of way-bill; it is enough to ask the direction of general Markets.

Is it income

Is it incompetency or illwill?

May be the former, may be the latter, may be both together.

We trust in your effective help in order to work somewhere and while thanking you in advance, we keep ourselves fully at your disposal.

sgd. Giulio Parri - phone 581360

Umberto Proia - " 581402

Annia Faustina street - Rome

ROMA 21 ottobre 1944

Alla cortese attenzione del sig. col. BORDAS

A.C.C.

ROMA

=====

Lusingati dalla cortese accoglienza avuta e dalla promessa di esaminare la possibilità d'impiego del nostro piccolo autocarro ^{FIAT 518-1000} ROMA 38084, Vi esponiamo quanto segue/

Dopo l'ultima colloquio gentilmente concessoci, seguendo il vostro consiglio iscrivemmo il mezzo all'ufficio trasporti sezione mercati generali e doverosamente dobbiamo riconoscere che i risultati furono soddisfacenti, riuscimmo infatti ad ottenere i regolari fogli di via senza alcuna ostacolo per lo svolgimento del nostro modesto lavoro.

Sembrava impossibile, ma purtroppo avviene, proprio quando le cose cominciano a funzionare bene qualcosa viene a turbarne l'andamento.

E' infatti di attualità l'entrata in funzione dell'E.N.A.C. che ha causato nella sezione trasporti dei mercati generali il ristagno nel rilascio dei fogli di viaggio. Infatti il 16 corrente il commerciante per il quale noi lavoriamo, richiese il foglio di viaggio, ed il 19 ebbe per risposta che la pratica era stata smarrita. Pare che la stessa sorte abbiano subito le pratiche di altri richiedenti. Presentata ^{20/10} altra richiesta, oggi 21 ci viene comunicato che non è stata accettata perché il percorso complessivo si supera i 200 KM. Sta di fatto che l'automezzo è fermo da cinque giorni e resterà fermo ancora.

Se l'accaduto fosse il risultato di un fatto accidentale ⁹²⁶ sarebbe stato ridicolo da parte nostra importunarvi, ma noi abbiamo avuta l'impressione invece che le cose non vanno bene in quell'ufficio, e l'impressione ci viene confermata dalle seguenti considerazioni.

I) perché non si fornisce il richiedente di una ricevuta all'atto

(2)

della presentazione della richiesta?

II) perché le richieste non vengono protocollate progressivamente?

III) perché non si espone un elenco al pubblico delle richieste accettate con l'indicazione della data e del numero progressivo della richiesta stessa?

IV) perché ai piccoli trasportatori non è permesso entrare nell'ufficio mentre i capi gruppi entrano da padroni, sollecitando così questo o quel permesso?

Noi non vogliamo dubitare della correttezza dell'ufficio ma chiediamo che entro le 24 ore ci sia rilasciato il foglio di via in modo da consentirci di lavorare, perché se l'E.N.A.C. ha imposto la denuncia del mezzo per la migliore utilizzazione da parte sua, noi abbiamo il diritto di chiedere all'E.N.A.C. che utilizzi il mezzo e senza intralci.

Tanto per quanto ci riguarda direttamente, mentre in linea generale non possiamo fare a meno di dire che l'E.N.A.C. con tutte le complicazioni burocratiche, non ultima quella di pretendere il regolamento anticipato del nolo, capevolgendo ogni principio di libere commercio (il nolo è stato sempre pagato dopo), non ha iniziato felicemente il suo lavoro.

Dal giorno 16 corrente infatti automezzi di ogni portata sostano per mancanza di permesso, basta infermarsi presso la direzione dei mercati.

Incompetenza e malafede?

Forse l'una, forse l'altra, forse l'una e l'altra.

Noi speriamo sul Vostro aiuto perché in qualche modo si possa lavorare e ringraziandovi siamo a Vostra completa disposizione

Con osservanza

Giulio Savi
Roma
Via Annia Faustina, 4

581360

R. Umberto Peria
919 Roma
Via Annia Faustina 4

581402

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 334

File R/1
374/31

Tele: 378

21 October 1944

130/12/2/1

SUBJECT: Wine Ship - Transport.

TO : R.C. Lazio-Medria Region (att: Maj. Calloton
Via Lucullo 6, Rome.)

1. The following information is communicated to you in case you have not been notified through other channels.
2. A wine ship is now on its way to Civitavecchia with a cargo of wine for Rome.
3. It is carrying 4,300 tons of wine and is due into Civitavecchia about ~~Monday~~ to Thursday ~~23~~ 25 to 26 October.
4. They are desirous of unloading in this ship in fourteen days, 300 tons per day.
5. The wine is to be brought to Rome by rail, but road transport will be required to lift from ship's side to rail wagons, a distance of approximately 1/2 mile.
6. In these circumstances it will be necessary to have a number of lorries stationed at Civitavecchia during the unloading period.

J. H. S. Adams
L. S. ADAMS,
Colonel, GS.
Director, In. Sub-Comm.

0148