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

ACC ACR/7 10000/142/2529 (VOL.III) EOADS - REPOR

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

0/140/2529 ROADS — REPORTS ETC.

R19

ROADS

REPORTS ETC.

VOL. II

Declassified E.O. 12356 Section 3.3/NND No. 780021

REPORTS ETC.

VOL. II

10000/148/2529

THIS FOLDER
CONTAINS PAPERS
FROM AUG 1944
TO NOV. 1944
CATALOGUE.

R/9

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ENTE DEL TESSILE NAZIONALE
ROMA

UFFICI TECNICI

PROSPETTO N. 101

DETERMINAZIONI PREZZI DI VENDITA PER I MANUFATTI BLOCCATI

A NORMA DEL D. M. 16/3/41 XIX

(e successivamente sbloccati con disposizione ministeriale)

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Lt. Col Hodges -
Comments- Please
Do Rome Supply Det
Do Caserta - Maj.

R19

AI/m1

28 November 1944

SUGGESTIONS ON LOCAL RESOURCES

1. The following suggestions are submitted to form the basis of a revised policy on Italian Local Resources. They incorporate ideas discussed with D.E. Bergami, Lieut. Farinzi and others, and are an attempt to satisfy these well-defined needs.

a. Recent clearly expressed views that there should be a large relaxation in or complete abolition of restrictions on the movement of foodstuffs.

b. The necessity for trying to obtain more accurate forecasts of availability of local surpluses.

c. The necessity for attempting to ensure sufficient supplies for the needs of special classes and special areas, such as the large urban centres and the many devastated areas.

2. The organisation of the Under-Secretariat of Food includes a Commissioner for Supplies, to ensure some supplies being made available to the Cooperatives and other institutions. It is suggested that :

(i) Regional or Compartimental Deputy Commissioners be established; one in Bari for Apulia, one in Calabria, one in Naples, one in Salerno etc.

(ii) These Deputy Commissioners shall establish quotas of obvious surplus commodities which must be exported from their areas. These assessments against producing areas would be established upon the advice of local agricultural inspectors and wholesalers, and would be referred to the Central Commissioner for allocation. Upon allocation being received, tenders should be worked for the supply of the specified amounts to the specified places.

(iii) Tenders having been placed and accepted, normal trade channels would then operate, the contractor using trade agencies in the producing areas to collect the commodity, and using his normal agents at the receiving end to distribute the commodity.

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of a revised policy on Italian food resources. They incorporate ideas discussed with S.A.C. Bergami, Lieut. Percival and others, and are an attempt to satisfy three well-defined needs.

a. Recent clearly expressed views that there should be a large relaxation in or complete abolition of restrictions on the movement of foodstuffs.

b. The necessity for trying to obtain more accurate forecasts of availability of local surpluses.

c. The necessity for attempting to ensure sufficient supplies for the needs of special classes and special areas, such as the large urban centres and the many devastated areas.

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(iv) Priority for Rail, Sea or Road Movements would be given to all goods coming under this group. Prefectional or Provincial permits to export or permits to import would not be required.

(v) Deputy Commissioners at the receiving end would receive notification of the amounts arriving and the price paid, and could regulate price and/or distribution, or leave distribution entirely to free channels in his area, as is thought best.

(vi) It is suggested that commodities which can be preserved and transported over long distances and of which well-defined surpluses exist in definite areas could be dealt with in this way. Commodities would be chestnuts, dried figs, citrus and hard fruits, pulses, wine, cheese.

3. For more perishable fruits and vegetables, and specifically because surpluses of these are hard to estimate, are small in quantity compared with those mentioned above and are more widespread in production, it is suggested that the following plan be adopted.

(i) Contractors be asked, through the local Prefs, to tender for delivery of surpluses of any foodstuffs other than rationed commodities and those specifically dealt with by procedure indicated above. Tenders would be required by say Dec. 1'44 for foodstuffs to be supplied thru Ken. 45.

(ii) Tenders should be at prices F.o.R. at indicated localities.

(iii) A severe penalty clause should be part of any contracts subsequently placed as a result of tenders submitted.

(iv) Tenders should be accepted :

a. for movement into deficit areas of amounts considered desirable, and in accordance with knowledge of amount of rail and road tonnage that is known can be moved during the month in question. It is contended that reasonably accurate forcasts can be made of these movements.

b. for local consumption in the area

c. for purchase by the Armed Forces.

(it may be advisable to ask for tenders under headings (a) (b) and (c) rather than to divide up the amounts to be bid for after

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(v) Rail Wagons, truck capacity etc. would be placed at the disposal of successful contractors, so that delivery could be guaranteed. This would save a lot of the present trouble of individual applications for rail space etc. and should appreciably lessen corruption.

4. It is contended that this system would :

a. give much more accurate information of provincial and regional surpluses :

b. enable better allocations of surpluses to be made as between deficiency areas and Armed Forces:

c. eliminate a good deal of the irregularities that exist in the present movement of foodstuffs in Italy.

J.IRRIE
Major, RASC
Acting, Director, Food Sub-Commission

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J.FERIS
Major, RASC
Acting,Director, Food Sub-Commission

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TER/hl

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

29 November 1944

SUBJECT: REPORT ON LANCIA GARAGE - ROME

TO : Col. J.J. CARNES
Transportation Sub-Commission, (Roads)

Lancia Garage is operated as a private enterprise under ACC control. It was requisitioned on August 16, 1944, and after completion of work in progress, has been used exclusively for servicing and repair of ACC civilian automobiles and trucks. As it was engaged in this business previously, it owns all of the necessary equipment and materials. It also has a well stocked spare parts department. Under the verbal arrangement entered into between the Company and ACC, spare parts are furnished at a mark up of 200% over list price in September 1943, and cost of labour has been charged at 55 Lires per hour for skilled workmen, and 35 Lire per hour for apprentices.

Capt.Hay's understanding was that a flat rate of 50 Lire per hour would be charged. The management now contends that the Company is sustaining a loss and wishes to have the basis of operation so revised that this situation will be corrected. Accordingly an examination was made of operations for such period during ACC control as records are available. Observations that can be made are necessarily limited by the fact that this period covers only two months.

BALANCE SHEET OF ACTIVITIES. (see Schedule 1, 2 & 3.)

Little or no change took place in current position of the Company between August 31 and October 31. Decreases in cash on hand and in banks of 410,000 Lire and in inventory value of spare parts of 387,000 Lire were approximately offset by an increase in bills receivable. As indicated in Schedule 3 attached, total bills receivable amounted to over 3 million Lire on October 30, of which 1,720,000 Lire represented amounts owing by German and Fascist organisations, which should be written off as uncollectible, and about 475,000 is due from our Allied Military organisations.

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The Company made small purchases of tools and rigging during the period, and, as far as the other fixed assets were concerned, followed a sound policy of amortisation for depreciation and absolescence. Increase in bills payable is due largely to a debt of 80,000 Lire incurred prior to August 31, but subsequently rendered. Actually net worth of the Company decreased but 100,000 Lire during the period, or less than 2%.

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PROFIT & LOSS. (see Schedule 4, 5, 6, 7, 8 & 9)

Whereas the Company showed a profit of 1,049,210 Lire during the first 8 months of the year, it has sustained losses in both September and October totalling 178,476 Lire. These losses may be attributed in large part to increased expenses due to higher wage and salary scales put into effect on September 1st, 1944, to adjust for changes in cost of living, and increased number of employees the Company has put to work since ACC took over. From September 1, to November 1, number of workers increased from 63 to 91 while wage payments increased from 115,000 Lire in August to 257,000 Lire in October, a rise of 225 %. Number of hours worked by shop employees amounted to 10,317 hours in October, much less than the maximum number on the basis of the eight hour day for which they are paid. This compared with 8,010 hours worked in September. It seems reasonable to suppose, therefore, that a larger volume of work could be performed without increasing expenses. This observation is reinforced by the fact that in October, when volume of work increased, net loss of the Company was smaller.

It is difficult to apportion the loss among divisions of work, inasmuch as the Company makes no allocation of overhead expenses and treats sale of spare parts separately from those that are used in repair and servicing of vehicles. It may be pointed out, however, that sales of spare parts, which amounted to 276,000 Lire for the two months, resulted in a net profit of 55,000 Lire.

Similarly, the Service Departments showed a net profit of 362,000 Lire prior to allocation of overhead expenses.

Overhead expenses seem inordinately high, but this may be characteristic of an enterprise which normally engages in servicing for an automobile manufacturer interested in maintaining good will for its product. Largest outlay is for salaries of administrative and other non-productive labour, which, as is indicated in Schedules 6 & 7 amounts to more than 2/3 of the amount paid for productive labour. Rent charges continue to accrue on the books, although such charges ordinarily are eliminated when premises are requisitioned by ACC. Other overhead expenses are for insurance, taxes, contributions and miscellaneous office expenses which seem fairly reasonable for an organisation of this sort.

If overhead expenses are allocated entirely to the service departments, the books show that actual cost of operations

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229 A. Number of hours worked by shop employees amounted to 10,317 hours in October, much less than the maximum number on the basis of the eight hour day for which they are paid. This compared with 8,010 hours worked in September. It seems reasonable to suppose, therefore, that a larger volume of work could be performed without increasing expenses. This observation is reinforced by the fact that in October, when volume of work increased, net loss of the Company was smaller.

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If overhead expenses are allocated entirely to the service departments, the books show that actual cost of operations is about 65 Lire per hour, exclusive of any profit. Refer to Schedule 8 & 9. This cost is doubtless higher than it would be if the workers were paid only for the number of hours actually worked, and should tend to decline as volume of work increases.

Moreover, while on the present volume of business the books showed a loss during the past two months when labour charges were made at 55 Lire for skilled workmen and 35 Lire for

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apprentices, it must be remembered that some work was performed for other clients at a lower rate. The charge in effect during German occupation was 45 Lire for skilled workmen and 30 Lire for apprentices.

RECOMMENDATION.

Upon the assumption that it is desired to disturb the existing organisation as little as possible during ACC control and to allow the company to operate without loss, it is recommended that effective December 1, the rate paid for labour on ACC vehicles be increased to 60 cents per hour for skilled workmen and 40 cents for apprentices and that, if it is not possible to obtain additional work from ACC, the Company be allowed to undertake work for other clients. No change is recommended in the present basis of operation of the spare parts department except that as additional parts are purchased they should be paid for by the Company instead of by ACC, as is now the case.

In view of the misunderstanding regarding arrangements now in effect, it is suggested that a written contract be drawn up with the Company.

T.E. RAMSEY, Capt.
Tn.Sub.Comm.

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In.Sub.Comm.

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LANCIA

BILANCIO AL 31 AGOSTO 1944

Filiale di Roma

ATTIVITA' (assets)

CASSA (cash)			£. 1.258.126,95
BANCHE (cash in bancks)			
Banca Comm.Itml.	£. 182.299,05		
BANco Napoli	" 172.804,10		
C/C Postale	" 10.811,30		
Credito Italiano	" 3.479,20		" 369.393,65
MACCHINARIO (machinery)	£. 52.781,60		
Ammortamenti 8% (amortization)	" 2.815,05		" 49.966,55
IMPIANTI (fixtures)	£. 218.154,15		
Ammortamenti 10%	" 14.542,40		" 203.611,75
MOBILIO (furniture)	£. 295.141,30		
Ammortamenti 5%	" 9.838,40		" 285.302,90
VEICOLI DI SERVIZIO (service autos)	£. 39.440.=		
Ammortamenti 20%	" 5.258,40		" 34.181,60
ATTREZZI E UTENSILI (tools, riggins)			" 116.556,55
MAGAZZINO RICAMBI (spare parts)			" 2.535.408,30
MAGAZZINO CONSUMI (parts used)			" 19.924,05
CLIENTI (bills receivable)			"
Enti Fascisti	£. 22.487,90		
Enti Germanici	" 1697.178,40		
Others current	" 650.662,35		" 2.370.328,65
DEPOSITI CAUZIONALI (deposits on utilities and others services)			" 11.736,25
		Totale	£. 7.254.537,20

PASSIVITA' (liabilities)

FORNITORI (bills payable deferred)	9.947,70		
CORRISPONDENTI (insurance, ect)	56.474,80	£.	66.422,50
		£.	7.188.114,70
SEDE CENTRALE DI TORINO suo credito		"	6.138.904,25
SALDO ATTIVO GESTIONE		£.	1.049.210,45

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MACCHINARIO (machinery)	£. 52.781,60		
Ammortamenti 8%	" 2.815,05	"	49.966,55
(amortization)			
IMPIANTI (fixtures)	£. 218.154,15		
Ammortamenti 10%	" 14.542,40	"	203.611,75
MOBILIO (furniture)	£. 295.141,30		
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Foglio N. V

BILANCIO AL 30 OTTOBRE 1944

Filiale di Roma

ATTIVITA' (assets)

CASSA (cash)			£.	660.436,95
BANCHE (cash in bancks)				
Banca Comm.Ital.	£.	500.049,90		
C/C postale	"	54.219,75		
Credito Italiano	"	3.479,20	"	557.748,85
MACCHINARIO (machinery)	£.	52.781,60		
Ammortamenti 8% (amortization)	"	3.519,=	"	49.262,60
IMPIANTI (fixtures)	£.	218.154,15		
Ammortamenti 10% (amortization)	"	18.180,=	"	199.974,15
MOBILIO (furniture)	£.	295.141,30		
Ammortamenti 5% (amortization)	"	12.297,50	"	282.843,80
VEICOLI DI SERVIZIO (service autos)	£.	39.440,=	"	
Ammortamenti 20% (amortization)	"	6.573,35		32.866,65
ATTREZZI E UTENSILI (tools, rigging)			"	129.336,=
MAGAZZINO RICAMBI (Spare parts)			"	2.148.655,30
MAGAZZINO CONSUMI (parts used)			"	48.694,95
CLIENTI (bills receivable)				
Enti Fascisti	£.	22.487,90		
Enti Germanici	"	1.697.178,40		
Others current	"	1.288.232,15	"	3.008.898,45
DEPOSITI CAUZIONALI (deposits on utilities and others services)			"	11.736,25
		Totale	£.	7.130.453,95

PASSIVITA' (liabilities)

FORNITORI (bills payable deferred)	£.	103.055,35		
CORRISPONDENTI (insurance, etc.)	£.	68.272,25	"	171.327,60
			£.	6.959.126,35
SEDE CENTRALE DI TORINO suo credito			"	6.050.392,40
SALDO ATTIVO GESTIONE			£.	908.733,95

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Credito Italiano	"	3.479,20	"	557.748,85
MACCHINARIO (machinery)	£.	52.781,60		
Ammortamenti 8% (amortization)	"	3.519,=	"	49.262,60
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CONTO ECONOMICO (Profit those statement)

dal 1.1.44 al 31.8.44

UTILI (income)

RIP.VETTURE (repair motor cars)	£. 1.015.298,70	
RIP.VEICOLI (repair trucks)	" 1.254.245,50	£. 2.269.544,20
VENDITE MAGAZZINO RICAMBI(sales spare parts)		" 190.700,90
Totale (total income)		£. 2.460.245,10

SPESE (expenses)

SPESE DI AMMINISTRAZIONE (adm expenses)	£. 542.548,10	
SPESE INDUSTRIALI (maintenance of Plant)	" 836.032,30	
	£. 1.378.580,40	
AMMORTAMENTI (amortization)	" 32.454,25	£. 1.411.034,65
SALDO ATTIVO (Profit)		£. 1.049.210,45

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PROFIT LOSS STATEMENT

	Sept 1944		Oct 1944		Total	
UTILI (INCOME)						
RIP. VETTURE	183.500,15		187.738,05		371.238,20	
RIP. VEICOLI	52.500,=	R.	43.675,20		8.824,80	R.
VEND.MAGAZZ. RICAMBI	37.254,30		18.004,60		55.258,90	
TOTAL	168.254,45		249.417,85		417.672,30	
SPESE (EXPENSES)						
SPESE DI AMMINISTR.	78.706,40		101.231,65		179.938,05	
SPESE INDUSTRIALI	184.071,80		186.023,35		370.095,15	
TOTAL EXPENSES	262.778,20		287.255,-		550.033,20	
AMORTAMENTI	4.058,75		4.056,85		8.115,60	
ACCANTONAMENTI GRATIF. DI FINE ANNO E INDEN=NITA' DI LICENZIAM.	19.000,=		19.000,=		38.000,=	
	285.836,95		310.311,85		596.148,80	
NET LOSS	117.582,50	-R.	60.894,=		-R.178.476,50	R.

N.B. Under the system of accounting in effect by the company, income reflects net receipt over expenditures for each division of work, while expenses are the unallocated overhead costs of operation. However, industrial expenses include special allowances to workers such as "indennità presenza" and "indennità carovita".

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RIP. VETTURE	183.500,15	187.738,05	371.238,20
RIP. VEICOLI	52.500,= R.	43.675,20	8.824,80 R.
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AMORTAMENTI	4.058,75	4.056,85	8.115,60
ACCANTONAMENTI GRATIF. DI FIN. ANNO E INDEN=NITA' DI LICENZIAM.	19.000,=	19.000,=	38.000,=
	285.836,95	310.311,85	596.148,80
NET LOSS	117.582,50 -R.	60.894,=	-R.178.476,50 R.

N.B. Under the system of accounting in effect by the company, income reflects net receipt over expenditures for each division of work, while expenses are the unapportioned overhead costs of operation. However, industrial expenses include special allowances to workers such as "indennità presenza" and "indennità carovita".

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SALARIES OF ADMINISTRATIVE EMPLOYEES

Nome (Name)	Qualifica Position	Stipendio Basic Salary	Indennità presenza	Indennità carovità	Totale Salary
GRECO ing. Giuseppe	Direttore (Director)	7.400,=	468,=	2.500,=	10.368,=
LASAGNA Francesco	Capo-uffic. (Shop Superintendent)	4.985,=	468,=	2.500,=	7.953,=
LIBERI Giuseppe	Magazziniere (Store Keeper)	2.820,=	468,=	2.500,=	5.788,=
SCHOCH Ernesto	Add.accettaz. (Clerk)	2.660,=	468,=	2.500,=	5.628,=
MONGARDINI Italia	Aiuto-cont. (Bookkeeper)	2.020,=	270,=	2.000,=	4.290,=
COLETTI Ricciotti	Cassiere (Cashier)	1.825,=	468,=	2.500,=	4.793,=
SALVATORI Livio	Aiuto-magazz. (Stock-Keeper)	1.700,=	468,=	2.500,=	4.668,=
MORESI Clara	Dattilografa (Typist)	1.530,=	260,=	2.000,=	3.790,=
MUSOLINO Giovanna	Fatturista (Clerk)	1.290,=	260,=	2.000,=	3.550,=
D'ALESSANDRI Carlo	Segr.Uffic. (Secretary)	1.615,=	468,=	2.500,=	4.583,=
					55.411,=

NB. Tener presente:
13° mensilità
festività nazionali
accantonamento indennità licenziamento
contributi diversi carico Ditta.

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BEST COPY POSSIBLE

-SALARI OPERAI-

(WAGES of INDUSTRIAL EMPLOYEES)

Ottobre 1944

Number of workers	Position	Basic wagel	Indemnita Presenza	Indemnita Carovita	Total wag
SKILLED					
2	Capi-squadra	6.798,05	936,=	3.100,=	10.834,05
1	Collaudatore	3.255,=	450,=	1.450,=	5.155,=
5	Motoristi	8.874,20	2.232,=	5.850,=	16.956,20
8	Aggiust.-mont.	17.820,80	3.204,=	10.000,=	31.024,80
2	Aggiustatori	3.506,90	918,=	2.300,=	6.724,90
9	Montatori	12.858,05	3.438,=	9.230,=	25.528,05
16	Aiuto-mont.	10.045,40	3.438,=	9.345,=	22.828,40
1	Radiatorista	3.102,75	468,=	1.550,=	5.120,75
3	Batt.-saldat.	4.399,50	792,=	2.490,=	7.681,50
5	Elettricisti	7.288,65	2.052,=	4.950,=	14.290,65
2	Tornitori	5.309,25	936,=	3.100,=	9.345,25
1	Forgiatore	1.108,50	252,=	800,=	2.160,50
16	Apprendisti	13.704,80	4.640,=	13.950,=	32.294,80
71		98.071,85	23.756,=	68.115,=	189.942,85
UNSKILLED					
3	Distributori	5.989,05	1.386,=	3.930,=	11.305,05
2	Muratori	4.579,15	990,=	3.100,=	8.669,15
1	Falegname	2.268,75	468,=	1.550,=	4.286,75
1	Gommista	585,=	144,=	400,=	1.129,=
3	Sorveglianti	7.288,05	1.512,=	4.550,=	13.350,05
7	Manovali	11.732,55	2.916,=	9.350,=	23.998,55
2	Fattorini	706,85	520,=	1.860,=	3.086,85

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2	Aggiustatori	3.506,90	918,=	2.300,=	[illegible]
9	Montatori	12.858,05	3.438,=	9.230,=	25.528,05
16	Aiuto-mont.	10.045,40	3.438,=	9.345,=	22.828,40
1	Radiatorista	3.102,75	468,=	1.550,=	5.120,75
3	Batt.-saldat.	4.399,50	792,=	2.490,=	7.681,50
5	Elettricisti	7.288,65	2.052,=	4.950,=	14.290,65
2	Tornitori	5.309,25	936,=	3.100,=	9.345,25
1	Forgiatore	1.108,50	252,=	800,=	2.160,50
16	Apprendisti	13.704,80	4.640,=	13.950,=	32.294,80
71		98.071,85	23.756,=	68.115,=	189.942,85

UNSKILLED

3	Distributori	5.989,05	1.386,=	3.930,=	11.305,05
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1	Falegname	2.268,75	468,=	1.550,=	4.286,75
1	Gommista	585,=	144,=	400,=	1.129,=
3	Sorveglianti	7.288,05	1.512,=	4.550,=	13.350,05
7	Manovali	11.732,55	2.916,=	9.350,=	23.998,55
2	Fattorini	706,85	520,=	1.860,=	3.086,85
1	Autista	664,80	144,=	400,=	1.208,80
20		33.814,20	8.080,=	25.140,=	67.034,20

Totale Generale

91		131.886,05	31.836,=	93.255,=	256.977,05

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LANCIA & C.

FILIALE DI ROMA

COSTO MANO D'OPERA

Paga media oraria (per N° 48 ore settimanali)			£.	12,=
Indennità speciale di guerra			"	7.30
Contributi obbligatori				
assicurazioni sociali	£. 15,90 sett.	0;331		
cassa assegni familiari	20%	2,400		
cassa integrazione salari	5%	0,600		
cassa mutue malattia	2,5%	0,300		
cassa operai richiamati	1%	0,120		
indennità di presenza	£.14 al gierne	1.750		5.501
Indennità accessorie				
contributo mensa aziendale	£.1,= al gierne	0,125		
ferie	48 ore annue	0,231		
gratifica natalizia	192 ore annue	0,923		
indennità licenziamente	60 ore annue	0,290		1,569
				26,370

COSTO MEDIO MANO D'OPERA

TARIFFA FATTURAZIONE

COSTO MEDIO MANO D'OPERA	£.	26,37
SPESE GENERALI 150%	"	39,55
	"	65,92
UTILE INDUSTRIALE 10%	"	6,59
TARIFFA ORARIA	"	72,51

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LANCIA & C.

FILIALE DI ROMA

SPECIFICA SPESE GENERALI

Affitto locali		10%
Ammortamenti macchinari e impianti		5%
Assicurazioni diverse	(infortuni, incendi, responsabilità civile, ecc.)	1%
Attrezzi e utensili di consumo		3%
Imposte, tasse e bolli		15%
Luce, forza motrice, acqua, posta, telefono		5%
Mano d'opera improduttiva	(serveglianti, distributeri, attrezzisti, manovali, ecc.)	40%
Manutenzioni diverse		5%
Materiali di consumo	(detergenti, stracci, gas, elettrodi, ecc.)	10%
Spese amministrative e industriali diverse		5%
Stipendi		50%
Trasporti		1%
	TOTALE SPESE GENERALI	150%

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Other employees — Nome	Productive Qualifica	Salario	Indennità presenza	Indennità carovita	Totale
Gradogni	distributore	2482,10	468,-	1550,=	4500,10
Mancini	manovale	1762,=	468,-	1550,=	3780,=
D'Aniello	muratore	2556,35	522,-	1550,=	4628,35
Corbelli	manovale	1618,20	468,=	1550,=	3636,20
Bracciani	radiatorista	3102,75	468,=	1550,=	5120,75
Lazzaroni	sorvegliante nott.	3084,05	558,=	1550,=	5192,05
Jorii Cesare	manovale	2301,50	522,=	1550,=	4373,50
Pazzini	manovale	1226,65	414,=	1250,=	2890,65
Ouoto	collaudatore	3255,=	450,=	1450,=	5155,=
Roncarolo	capo-squadra	3608,20	468,=	1550,=	5626,20
Trocchi	falegname	2268,75	468,=	1550,=	4286,75
Camilli Claudio	mandatore-aggiust.	3183,35	432,=	1300,=	4915,35
Averardi	capo-squadra	3189,85	468,=	1550,=	5207,85
Proietti	mandatore-aggiust.	3140,65	468,=	1600,=	5208,65
Bollettino	saldatore	2970,=	468,=	1550,=	4988,=
Bemni	mandatore	1680,80	468,=	930,=	3078,80
Para	muratore	2022,80	468,=	1550,-	4040,80
Guidi	apprendista	858,=	378,=	720,-	1956,=
Brandetti Aldo	mandatore	1683,=	450,=	840,=	2973,=
Barzola	apprendista	1370,20	260,=	930,=	2560,20
Fizzicoli	mandatore	1717,40	468,=	930,=	3115,40
Mattoni	apprendista	1231,65	468,=	930,-	2629,65
La Rosa	apprendista	883,-	250,=	840,-	1973,=
Gemma	mandatore-aggiust.	2078,10	450,=	1200,-	3728,10
Pettini	tornitore	2901,55	468,=	1550,=	4919,55
Catelini	mandatore-aggiust.	2090,=	468,=	1550,=	4108,=
Camilli Alfredo	mandatore-aggiust.	2422,50	432,-	1350,=	4204,50
Di Giovanni	apprendista	751,15	250,=	870,=	1871,15

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Mazzini	X	apprendista	918.55	260.=	930.=	2108.55
De Marchi	—	manovale	1624.05	468.=	1550.=	3642.05
Bucillo	V	distributore	2365,55	450.-	1450.-	4265.55
Pesaresi	V	montatore	1616,20	450.-	870.-	2936,20
Passi	X	apprendista	1018.70	260.-	930.-	2208.70
De Angelis	V	montatore-aggiust.	2545.40	450.-	1450.-	4445,40
Alati	X	apprendista	891.90	468.-	930.-	2289.90
De Arcangeli	V	montatore	1044,-	360.-	1100,-	2504.-
Jovi Dante	X	apprendista	1141,40	468.-	930.-	2539.40
Scaletta	—	manovale	1966,50	216.-	750.-	2932,50
Brandetti Alberto	X	apprendista	753.60	240.-	870.-	1863,60
Garattoni	X	apprendista	695,20	260.-	930.-	1885,20
Pasqualini (Capo Montatore)	V	montatore	1562,80	486.-	1450.-	3498,80
Graniccia	V	lamitore	2407,70	468.-	1550.-	4425,70
Zamponi	X	apprendista	1321,85	200.-	660.-	2181,85
Sparapani	X	apprendista	514.60	230.-	810.-	1554.60
Rossetta Ruselmo	X	fattorino	2017.-	522.-	1550.-	4089.-
Lamburco	V	capogr. fattorino	394.15	260.-	930.-	1584.15
Dragone	X	sorvegliante	2187.-	432.-	1450.-	4069.-
Mattei	X	apprendista	447.85	260.-	930.-	1637.85
Pedrucci	X	apprendista	468.10	260.-	930.-	1658.10
Fiordiponte	V	montatore	1869,55	324.-	1050.-	3243,55
Stefani Dante	V	elettricista	2948.75	468.-	1550.-	4966.75
Rossetta Candido	X	montatore	1240.-	396.-	1200.-	2836.-
Stefani Augusto	X	montatore	1671,40	432.-	2293	2913,40
Murlo	V	elettricista	—	468.-	—	468.-
Salvatori	V	montatore	2717.-	468.-	1550.-	4735.-
Masci	X	apprendista	1061.75	356.-	930.-	2347.75

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Lepricuya	apprendista	saldatrice	1466.40	450.-	750.-	2666,40
Fabrizi	"	aiuto	536,80	144.-	400.-	1080,80
Condina	"	fattorino	312.70	260.-	930.-	1502,70
Vasine	"	montatore	1326.-	360.-	1150.-	2836,-
Ferretti	"	montatore	1539.35	450.-	1500.-	3489.35
Nastari	"	aggiustatore	2040.50	468.-	1550,-	4058,50
Gili	"	elettricista	2348.75	468.-	1550.-	4366,75
Braccioli Mario	"	apprendista	518.70	240.-	810.-	1568,70
Cavagna	"	montatore-aggiustatore	2181.60	468.-	1450.-	4099.60
Valentini		aiuto-montatore	961,85	216.-	525.-	1682,85
Battistini		aiuto-montatore	124.45	54.-	150.-	328,45
Giannetti		aiuto-montatore	207.90	72.-	120.-	399.90
Lucarelli		aiuto-montatore	207.90	72.-	200.-	479.90
Gentile		aiuto-montatore	975,25	360.-	1100.-	2435,25
Ferrari		aiuto-~~capo~~ montatore	312.40	360.-	350.-	1022,40
Stroppa		aiuto-montatore	941,85	216.-	525.-	1682,85
Cassano		aiuto-montatore	941,85	216.-	525.-	1682,85
Mazzucco		montatore	1338.75	308.-	900.-	2546.75
Selli		lavatore	1233.65	360.-	1150.-	2743.65
Noscheri		~~montatore~~ saldatore	343.-	72.-	140.-	555,=
Denni		aiuto-montatore	901.20	324.-	1000.-	2225,20
Di Folco		aiuto-elettricista	947.05	342.-	1000.-	2289.05
Cardella		aiuto-montatore	42.60	18.-	50.-	110.60
Bernini		aiuto-montatore	943.80	324.-	1000.-	2267.80
Cosini		aiuto-montatore	936.60	324.-	1000.-	2260,60
Lacchi		aiuto-montatore	943.80	324.-	2292	2267.80
Aragnino		aiuto-montatore	1044.10	306.-	850.-	2200,10
Capozzi		aiuto-montatore	812.45	270.-	900.-	1982.45

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Neri	✓	Battilastra-Infort.	1086.50 ✓	252.- ✓	800.- ✓	2138.50 ✓
Belli	✓	forgiatore	1108.50 ✓	252.- ✓	800.- ✓	2160.50 ✓
Canazza	✓	aiuto-smontatore	722.40 ✓	252.- ✓	800.- ✓	1774.40 ✓
Manfriani	✓	aiuto-smontatore	89.10 ✓	26.- ✓	100.- ✓	225.10 ✓
Sabatini	✓	~~aiuto~~ - smontatore	726.- ✓	252.- ✓	800.- ✓	1778.- ✓
Orlandi	✓	fonnista	585.- ✓	144.- ✓	400.- ✓	1129.- ✓
Sarsonelli	✓	smontatore - aiu	179.20 ✓	26.- ✓	100.- ✓	315,20 ✓
						256.851,05

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CONFIDENTIAL

ALLIED FORCE HEADQAURTERS
G-5 Section
APO 512

Ref. T 18

24 November 1944

SUBJECT: Report of the Combined Inspection Team.

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

1. Reference conversation Col Adams - Lt. Col. Franklin 11 November AC HQ.

2. Attached hereto is copy of minutes of the Meeting held in the Office of the Brigadier, Q(AE) on 2 November 44, on the report of the Combined Inspection Team dated 30 October 44.

For the Assistant Chief of Staff, G-5:

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

Incl: As above.

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COPY

MINUTES OF A MEETING HELD IN THE OFFICE OF THE BRIGADIER, Q(AE) ON 2 NOV. 44 ON THE REPORT OF THE COMBINED INSPECTION TEAM DATED 30 OCT. 44.

Present:

Brig. Cowley	A/DQMG - Chairman.
Col. Thurburn	Q(AE)
Col. Carrol	Combined Inspectorate
Col. Libby	G-4 (A)
,Lt. Col. Sloan	Q(AE)
Lt. Col. Kinley	Combined Inspectorate
Lt. Col.Fernyhaugh	Combined Inspectorate
Major Little	Q(AE)

ACTION

1. Organisation and Operation of Italian Truck BN.

(a) G-4 (A) to investigate the posting of Supervisory Officers and Enlisted Men both Italian and American. G-4(A)

(b) Until further personnel are made available there is no purpose in supplying further transport.

2. Repair of Tyres and Tubes.

(a) The small out-put of reparied tyres and tubes is caused by:-

(i) Shortage of repair material

(ii) shortage of carcasses to repair.

(b) A requisition for the supply of repair material has recently been despatched to CCAC. G-4(A) and Q(AE) to investigate possibilities of a further supply of repair materials to ACC from Army stock to tide over the period before arrival or materials requisitioned for. G-4(A) Q(AE)

(c) REME have a report on the Pirelli Factory at Tivoli. Investigation to be made into raw materials needed to put this Factory into production for the manufacture of repair material. Q(AE)

3. Supply of spare parts from Army Salvage Parks.

Instructions to be issued that before scrap is offered for shipment to UK by Salvage, ACC should be offered the opportunity of taking delivery of any spare parts or material which would be of use to them Q(AE)

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,Lt. Col. Sloan	Q(AE)
Lt. Col. Kinley	Combined Inspectorate
Lt. Col.Fernyhaugh	Combined Inspectorate
Major Little	Q(AE)

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4. Italian Trucks in Italian Army Salvage Parks.

Q(AE) to take up with MMIA the availability for ACC of Italian vehicles held in Italian Vehicle Salvage Parks. It is known that a certain number of vehicles are available in Bari, Brindisi and Torre Annunsiata.

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5. Requisitioning civilian trucks by Italian Army.

Q(AE) to take up with MMIA. It is suggested that the Italian vehicles at present in Sardinia should go towards meeting vehicles which would otherwise have been requisitioned by the Italian Army. — Q(AE)

6. Sale of War Department Vehicles to the Italian Government.

Draft cable to be prepared by G-4 (A) for despatch to Washington recommending that sale should now take place. Special note to be made that spares must accompany. — G-4(A)

7. Action recommended in para 5 of the Report should be passed to G-5 to be taken up with ACC. — Q(AE) to pass to G-5

8. ACC to be informed that the Combined Inspection Team will carry out a further inspection in six weeks time and report on progress made as a result of the present report. — Q(AE) through G-5

(Signed) J.R. LITTLE, Major,
for Brigadier, Q(AE).

JRL/EY.

Distribution:

G-4 (B).

G-4 (A).

Combined Inspection Team.

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HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
TOSCANA REGION.

Allo R/9

RVIII/35/22/21. 24 Nov.'44.

SUBJECT: Transportation Division Workshops and Truck Pool operation.

TO : Regional Commissioner, Toscana Region.

1. The demands upon the Transportation Division workshops for rebuilding and repairing Regional vehicles is rapidly increasing due to the very bad road conditions, long use of the vehicles, difficulties in securing repair parts and in securing repair work at Ordnance and RSME shops. The demand upon the Transportation Division Truck Pool for moving food, fuel, refugees etc. has also increased making necessary the use of the trucks for as many hours each day as loading and unloading facilities are available and the rapid repairing and servicing of the trucks to keep a maximum number available.

2. A corps of experienced and capable drivers has been trained. Reckless and incapable drivers are being replaced when found. This trained corps of drivers has greatly reduced the accidents and damage to vehicles. The amount of grain haulage performed by this truck unit has been per truck 2 to 3 times that of a military unit using similar trucks and also hauling grain. It has been found very unsafe for Italian civilian drivers to work more than 8 hours in operating an Army truck.

a 25 (twenty-five) trucks at Siena and the two in Firenze are operating 16 to 24 hours daily, requiring two drivers per truck. Five trucks have one driver assigned to each. Five extra or relief drivers are available for use to replace drivers that are ill or unable to work. Three drivers are used on Transportation Division passenger cars. To direct the operations of the trucks on the road, requires 4 to 5 formen, who are experienced drivers as there are no NCO/CR available for convoy work. All drivers regularly assigned to a truck work with the shops mechanics when the vehicle is in the shop for servicing and repairs. The drivers are thus better able to care for their own vehicles while in use.

b Whenever the haulage operations are reduced, the number of drivers is also reduced as a measure of economy, by laying

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a 25 (twenty-five) trucks at Siena and the two in Firenze are operating 14 to 24 hours daily, requiring two drivers per truck. Five trucks have one driver assigned to each. Five extra or relief drivers are available for use to replace drivers that are ill or unable to work. Three drivers are used on Transportation Division passenger cars. To direct the operations of the trucks on the road, requires 4 to 5 formen, who are experienced drivers as there are no EM/OR available for convoy work. All drivers regularly assigned to a truck work with the shops mechanics when the vehicle is in the shop for servicing and repairs. The drivers are thus better able to care for their own vehicles while in use.

b Whenever the haulage operations are reduced, the number of drivers is also reduced as a measure of economy, by laying off those drivers who are the more reckless and less dependable.

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3. The roadworthiness of the trucks has been greatly increased through the securing and training of a good crew of mechanics. An excellent master mechanic has built up five working crews, each under a sub-forman, that can completely rebuild a truck or engine when necessary. Trucks with broken and bent frames have been put on the road rather than evacuate them without hope of replacement. Except for re-boring cylinders, engines are being rebuilt since replacement engines cannot be secured. Five working pits accommodating up to

seven/.....

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Seven trucks are in use. Six lathes, etc., Power machines, are used in making repair parts. Many repairs are made by welding and bracing. Parts are forged in the shop. One man with two helpers, do repair work on bodies and cabs. Four mechanics and one electrician, do repair work on the road almost exclusively. An additional room in the shop has been put into use for the repairing of Regional passenger vehicles as required by A.C. directives. The number of mechanics and helpers will vary from 20 to 25 depending upon the volume of repair work being done. The electrical parts require special attention as they are old and worn. Many small parts must be made as new parts are not available. The battery-charging plant is kept busy. It requires two electricians and four helpers to keep the trucks in operation. Road break-downs have been greatly reduced through better care of batteries and electrical systems. The large amount of night haulage requires good head-lights. One electrician is used almost exclusively on road service.

4. The life of the vehicles as well as their appearance has been greatly improved through the work of the two painters and a helper. All the vehicles are now kept well painted and marked.

5. To properly safeguard and keep account of gasoline, oil, tyres and repair parts requires the full time of three storekeepers.

6. The two entrances to the Siena Garage and Yard are kept guarded 24 hours daily. No truck leaves without a proper work-ticket and other vehicle drivers must be identified upon leaving. This requires six men.

7. To provide sufficient electricity for the operation of the power-operated machine-tools, for battery charging and general use of the garage and shop, an electrical generating unit has been built from a borrowed generator and a captured and rebuilt engine.

8. Since Regional HQ has been moved to Lucca and Transportation Division to Firenze, additional courier service has been required. It is necessary to use motor-cycle service in checking routes to be followed especially since so many roads are now impassable. The convoys are also controlled by motor-cycle. These road services require three messengers but save many hours of truck operation.

9. Labourers are used in cleaning the vehicles and about the shop and yard. It requires 7 or 8 labourers depending upon the weather and the amount of work in the garage.

2205

10. Time-keeping, trip-tickets, pay-rolls, purchase orders and [illegible] require the services of 3 to 4

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batteries and generators, etc. Each mechanic in the shop requires good head-lights. One electrician is used almost exclusively on road service.

4. The life of the vehicles as well as their appearance has been greatly improved through the work of the two painters and a helper. All the vehicles are now kept well painted and marked.

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9. Labourers are used in cleaning the vehicles and about the shop and yard. It requires 7 or 8 labourers depending upon the weather and the amount of work in the garage.

2223

10. Time-keeping, trip-tickets, pay-rolls, purchase orders and vouchers, letters and general office work require the services of 3 to 4 clerks. The moving of the HQ has increased the clerical work.

11. The following is a summary of the labour employed at the Siena garage and shop :-

Sheet 3/.....

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	6 Oct.	13 Nov.	Required for Present operations.
Drivers (including truckmaster foremen, and passenger car drivers)	52	57	66
Mechanics (including assistants sheet metal workers, body workers machinists)	29	22	25
Electricians (including assistants)	5	6	6
Storekeepers (including one assistant)	2	3	3
Watchmen (for two posts)	7	6	6
Clerks	3	4	4
Messengers (Courier Siena-Florence) (Motor-cyclist for road service and truck control)	1	2	3
Labourers (including formen).	8	7	7
Painters (one signpainter, one truck-painter, one assistant).	3	1	3
	120	110	123

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

GB3/LC.

Copy to:- Transportation Sub-Commission (Roads), H.Q., A.C.
Officer i/c Transportation Division Garage, Siena.

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/mf

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

REPORT ON INSPECTION OF TRANSPORTATION IN LAZIO-UMBRIA REGION ACC.

AUTHORITY AND SCOPE.

1. In compliance with directive contained in AFHQ letter, file AP 451/105 GSO-O dated 22 September 1944, subject "ACC Transport - AFHQ Combined Inspection Team", an inspection of motor transportation in the Lazio - Umbria Region was conducted during the period 12 25 October 1944. The following report is submitted as a summary of observations made during this inspection.

2. All provinces of the Region were visited, and inquiries were made into the manner of operation and maintenance of all types of vehicles operating for, or under control of ACC. Suggestions for improvement were made during the course of the inspection, and all of the comments contained in this report were discussed with the Regional Commissioner and other interested personnel prior to departure from the Region.

3. For the sake of brevity, this report is confined largely to conclusions and recommendations. Supporting data are on file in this office however, and may be made available if desidered.

OPERATIONS.

4. WD/TE Vehicles.

a. The combined total of WD and requisitioned vehicles held by this region is considerably in excess of WD/TE, and is also in excess of actual needs for performance of necessary duties. Records of requisitioned vehicles are somewhat confused, but the following table represents the approximate distribution of vehicles as compared to personnel:

Location.	WD Vehicles	Requisitioned Vehicles	Officers A	Officers B	EM & C/R
Region HQ	13 Veh. & 4 Trailers	147	59	61	106 & 20
Rome } Littoria } Prov.	6 " " 3 "	16	3	5	5 2
	" " " "	6	1	5	3 2

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Transport - AFHQ Combined Inspection Team", an inspection of [illegible] transportation in the Lazio - Umbria Region was conducted during the period 12-25 October 1944. The following report is submitted as a summary of observations made during this inspection.

2. All provinces of the Region were visited, and inquiries were made into the manner of operation and maintenance of all types of vehicles operating for, or under control of ACC. Suggestions for improvement were made during the course of the inspection, and all of the comments contained in this report were discussed with the Regional Commissioner and other interested personnel prior to departure from the Region.

3. For the sake of brevity, this report is confined largely to conclusions and recommendations. Supporting data are on file in this office however, and may be made available if desired.

OPERATIONS.

4. MD/TD Vehicles.

a. The combined total of MD and requisitioned vehicles held by this region is considerably in excess of MD/TD, and is also in excess of actual needs for performance of necessary duties. Records of requisitioned vehicles are somewhat confused, but the following table represents the approximate distribution of vehicles as compared to personnel:

Location.	MD Vehicles	Requisitioned Vehicles	Officers A	Officers B	EM & O/R	
Region HQ	13 Veh. & 4 Trailers	147	99	61	106 & 20	
Rome)	6 " " 3 "	16	3	5	5	2
Littoria) Prov.						
Frosinone "	4 " " 2 "	6	1	5	3	2
Rieti) "				2284		
Terni) "	9 " " 3 "	11	6	5	5	4
Perugia "	6 " " 1 "	10	8	7	2	1
Viterbo "	2 " "	8	4	3	1	2
TOTAL	40 Veh. & 13 Trailers	198	81	86	122 153	31

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b. Although there is some attempt at pooling of vehicles, the effort has been bery slight, and the great majority are operated as personally assigned transportation.

c. There is practically no supervision over the use of transportation, and it was observed to be common practice for both officers and enlisted men to use these vehicles as though they were privately owned conveyances. Many of the cars receive a large portion of their mileage through personal use in the evenings, and through carrying of unauthorized persons.

d. Tactical vehicles are being used in the city where requisitioned vehicles will operate satisfactorily, when they should be reserved for use in rural areas where civilian type vehicles cannot negotiate the roads.

5. Civilian Owned and Operated Vehicles.

a. Although the Region Headquarters contains a Transportation section, it is still in its early stages of organisation, and to date most of the effort seems to have been expended on the local trucking organization, Ufficio Trasporti di Roma. Major Harris, the Transportation Officer, has several assistants who are intended eventually to organize the outlying districts, but they are relatively new on the job and have accomplished very little to date.

b. The method of handling movement of goods seems to be unduly complicated by the fact that a Control Office is set up as a separate Staff Section apart from the Transportation Section. Requests for transportation of goods are submitted to the Control Officer, who, by telephoning interested Staff Sections determines the urgency of movement and assigns priority to each individual request. Coordination is accomplished at this point to determine whether the particular shipment should move by rail or water instead of truck. If road movement is determined to be in order, the approved requisition is then sent to UTR for action. It is believed that this separation of the Control Section from the Transportation Section is not conducive to best efficiency. Instead, it is recommended that the Transportation Section publish blanket priorities at intervals and allow UTR and similar organisations to apply these priorities to individual movement requests.

c. Numerous empty trucks were observed on the highways of the region and it was determined that in many cases this was due to lack of a system which would provide for two-way loading of vehicles. It was claimed that poor telephone communications had handicapped efforts to establish such a system, but investigation revealed that this handicap no longer exists. It is imperative

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be reserved for use in rural areas where civilian type vehicles cannot negotiate the roads.

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d. The only truck pool in the region which is being operated with any appreciable degree of planning and coordination at present is the Ufficio Trasporti di Roma, but much remains to be done to bring this operation up to a satisfactory level.

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(1) The system of dispatch is extremely inefficient in that the original approved request from the Region Control Office is passed through numerous hands in UTR Headquarters and then in the garage from which the vehicle is to be dispatched. At each point of handling copies are laboriously re-written by hand. There is no advance planning to accomplish this paper work, or to issue petrol in advance of the time of dispatch, and the resultent bottleneck at the dispatch window results in many vehicles not leaving the pool until late in the day.

(2) This organization has a registration list of approximately 2800 vehicles and it has been estimated that the new census now under way will uncover several hundred more. Local managers estimate that from 40% to 50% of this fleet is now off the road for one reason or another and that continued tire shortage will result in an additional 20% going off the road during the coming month. Civilian parts are in short supply but individual owners have managed improvisations in most cases and tires are considered to be the only really critical necessity.

(3) Records of operations show that maximum utilization is not being secured from the vehicles which are available. During the first two weeks of October a daily average of only 1359 and a maximum of 1579 vehicles were in use, yet it appears that essential transportation needs for this area have been met satisfactorily. Small trucks (1 - ton and under) are in surplus supply as some 150 to 200 are estimated to be idle daily through lack of work.

(4) Although, in the absence of advance notification of a return load, a driver is supposed to check at his destination for the possibility of bringing back other goods, it was observed that UTR made little attempt to enforce this procedure. Trip tickets were seen being written in the UTR garage which called for travel empty in one direction, and petrol was issued in quantity sufficient for the round trip. The prescribed tariff rate calls for such an empty trip to be paid for at only 60% of the full-load rate, but UTR has been paying full rates for such trips.

(5) Traffic control has been poor and though road blocks have been used at some points in the country they have been few and ineffective. Control has obviously been adversely effected by lack of uniformity in work tickets, and by bribery of, and inadequate control over, the civilian police used at such points. Military police questioned at several road blocks indicated that they checked the civilian vehicles for possession of a circulation permit, but that knew nothing about requirement of a specific work ticket in addition to the general permit. In the city of Rome itself there is practically no control and there is no question

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2282

(f) There is no uniformity in the method of issuing fuels and lubricants. In some cases they are issued on a monthly basis during which time the trucker may easily use a portion of them for unathorized purposes.

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(g) Records of civilian vehicles are very incomplete, and it is belived that in Rome, at least, there are still many vehicles which have not yet been registered. In addition, it was noted that ACC officials had very little knowledge even of the numbers registered and in every instance it was necessary to go to the Italian trucking organizations to get such figures as were available.

(h) Specific questions were asked in all areas as to the progress being made in implementation of the MMAC decree and it was found that the local peple had little, and in many cases no, knowledge of the nature of the decree. The UTT organization in Rome is being set up along lines similar to the MMAC plan to as to facilitate the switch-over at some later date, but no evidence of this type of organization was seen at any of the other places visited.

REMARKS:

6. WE/TE Vehicles:

(a) Establishment Memo Nº 22, which places maintenance of this class of vehicles under the Transportation Section, has not been implemented to date. Maintenance responsibility is under Company "D" of the 2675th Regiment for U.S. and requisitioned vehicles and under a Sergeant Morris of the British Detachment for British vehicles. A monthly preventive maintenance schedule has been set up to cover WD type vehicles and they are called in from wherever they are located on the approximate date on which the service is due. An attempt is also made to get TD vehicles in for a weekly check, but this is not always possible, as many of them are inconveniently located. In general, the conditions of these vehicles WD was good.

(b) Requisitioned vehicles receive no scheduled preventive maintenance, but are repaired on a "trouble" basis only. This results in many aggravated failures which would have been caught in the incipient stage by routine inspection and service, and is undoubtedly a heavy contributing factor to the high deadline rate on these vehicles.

7. Civilian Vehicles:

(a) Maintenance facilities for repair of civilian trucks appears to exist in all major towns in the region. Machine tools are adequate, and though there is some shortage of hand tools, this shortage is not critical. It may be desireable to sell some specific items from Ordnance stocks, but no great quantity or variety should

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MAINTENANCE:

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2281

(b) ACC has exercised little control over shops of the above type, most of the organization having been done by the Italians themselves. Each individual truck owner cares for his own vehicle according to his own ideas, either working on it himself or taking to the civilian garage. ACC has made some attempt to control the prices charged in some of these garages, but there has been no general progress on this.

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(c) Stocks of part for civilian vehicles exist at many points in the region. These have been theoretically "frozen", and are to be sold only on authority of ACC, but actually there exists no knowledge or control of these parts by ACC. Stock checks are not made, and current records of stocks are not kept by ACC.

(d) Tire repair facilities exist at several points in the region, but so far as can be determined, the Pirelli plant in Rome is the only one known to ACC. Ufficio Trasporti di Roma estimates that their vehicles will go off the road at the rate of 20% per month if tires or tire repairs are not received, yet they have not even been officially informed of the facilities available at the one plant which is known to ACC.

(e) Facilities for manufacture and major rebuild of parts and accessories are available in several points in the region, but to date very little has been done to exploit them. It would appear that the Region should make a general survey of such facilities and then with knowledge of what can be done, they could make the proper efforts to secure the necessary materials on which to work.

W.A. KINSEY
(Lt. Col. I.G.D.
Senior Inspector U.S.)

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ALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM
APO 512

RESTRICTED

REPORT ON TRANSPORTATION IN SOUTHERN REGION

SCOPE OF REPORT

1. Five ACC Zones were covered in the 14 days tour of the British team, comprising the Provinces of NAPLES, AVELLINO, BENEVENTO, FOGGIA, CAMPOBASSO, BARI, BRINDISI, POTENZA, MATERA, TARANTO, and LECCE, with a total population of some 9 million people.
CATANZARO Zone was excluded.

2. All matters relating to the operation and maintenance of WS/TE, requisitioned, U.S. civilian supply, Public Works and Utilities and civilian owned vehicles were investigated. Assistance and advice were given where possible.

3. This report contains conclusions and recommendations only. Details information and statistics on each zone are available if needed. Appendices are attached showing the numbers of each category of vehicle held in the Region, and the number of personnel employed on transportation.

OPERATION.

4. U.S. Civilian Supply Trucks.

(a) No universal method of operation exists due to lack of direction from HQ. ACC. in early days when the trucks were received. Each individual Province thus proceeded with its own plan. Trucks are organised in Truck pools which are now run in three ways - entirely by ACC, by Italians under ACC control and entirely by Italians. These pools should be operated by Italians with ACC supervision only and minimum Allied personnel to check maintenance.
Operation is generally satisfactory but more control of outlying depots is required to ensure that only essential commodities are carried.

2279

(b) The co-ordination of inter-Zone and inter-Provincial haulage requires improvement. At present return loads are mainly arranged by hirers and considerable empty mileage is run.

A monthly or weekly plan of bulk commodities to be imported and export should be made, blocks of trucks, both civilian and U.S. allotted and daily telephone liaison maintained between

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CATANZARO Zone was excluded.

2. All matters relating to the operation and maintenance of WS/TE, requisitioned, W.D. civilian supply, Public Works and Utilities and civilian owned vehicles were investigated. Assistance and advice were given where possible.

3. This report contains conclusions and recommendations only. Details information and statistics on each zone are available if needed. Appendices are attached shewing the numbers of each category of vehicle held in the Region, and the number of personnel employed on transportation.

OPERATION.

4. W.D. Civilian Supply Trucks.

(a) No universal method of operation exists due to lack of direction from HQ. ACC. in early days when the trucks were received. Each individual Province thus proceeded with its own plan. Trucks are organised in Truck pools which are now run in three ways - entirely by ACC. by Italians under ACC control and entirely by Italians. These pools should be operated by Italians with ACC supervision only and minimum Allied personnel to check maintenance.

Operation is generally satisfactory but more control of outlying depots is required to ensure that only essential commodities are carried.

2273

(b) The co-ordination of inter-Zone and inter-Provincial haulage requires improvement. At present return loads are mainly arranged by hirers and considerable empty mileage is run.

A monthly or weekly plan of bulk commodities to be imported and export should be made, blocks of trucks, both civilian and W.D. allotted and daily telephone liaison maintained between Zones and Provinces to produce return loads.

(c) The existing number of trucks held is hardly sufficient to meet essential haulage demands due to the number B.L.R. Unless civilian haulage capacity is increased by stricter control under B.F.A.C. 50% of B.L.R. trucks should be replaced. In the near future the available number of civilian trucks can be expected to decrease due to lack of parts and tyres.

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(d) On grounds of bread policy all W.D. civilian trucks should be sold to the Italian Government to relieve ACC of the commitment. If this is to be the eventual solution there seems to be no point in delaying action. If carried out, the problem of providing parts and tyres will need consideration.

5. CIVILIAN OWNED TRUCKS.

(a) E.N.A.C. is not yet functioning but Compartiment and Provincial Directors have been nominated. Registration of vehicles is not yet complete.

(b) Potential haulage capacity is not fully used since, except in NAPLES, trucks do not operate full time on ACC work. Small truck below 1 ton are not employed at all. ACC control, exercised through civilian operating agencies, should be tightened up to stop private work, to check adherence to commodity priorities and to prevent misuse of petrol.

Periodical inspection, by ACC officials, of agencies record of haulage done and petrol issued is essential. This is done in NAPLES Commune and FOGGIA Province only.

(c) Road blocks manned by Carabinieri exist to check irregular operations. This system is not watertight due to bribery and diversions. Mobile patrols should be run in each Zone manned by a Carabinieri and an Allied N.P. who must be briefed with full information regarding licences, permits and work tickets authorised for all types of vehicles.

Many different forms of work ticket are issued to civilian trucks by dispatch agencies. A standard ACC work ticket, as used in NAPLES, should be introduced throughout ACC areas and no other form permitted.

(d) The legal Tariff Rate for goods haulage, published by the Ministry of Communications in the Gazetta Ufficiale of 8 August '44 is not being adhered to universally. Local variations at AVELLINO, POTENZA, MATERA, and TARANTO require elimination. 2270

(e) A large number of military and civilian trucks are held in Italian Army parks at BARI, MASSACCIA (in BRINDISI) and TORRE ANNUNZIATA. HQ. ACC should investigate the possibility of obtaining release of such trucks from these and other dumps for sale to civilian owners. A proportion could be put on the road after repair and the remainder stripped of parts and tyres.

6. [illegible]

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6. REQUISITIONED CARS

A comprehensive survey of all cars held and usage is now being conducted by Regional HQ. The number of cars held at Zone HQs does not appear excessive, but at Regional HQ more cars are held than officers on strength.

The assignment of cars to individual officers is uneconomic and the pool system should be introduced. All non-essential cars should then be de-requisitioned.

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MAINTENANCE

7. Organisation - WE/TE Requisitioned and Civilian Supply Vehicles.

Prior to the middle of September 1944 no official directive was issued by H.Q. A.F.H.Q. on maintenance and the necessary Allied personnel for supervision at Truck Pools were not provided after repeated requests had been made by the Regional Transportation Officer. Establishment Memo No. 22 on the subject of establishment of maintenance was issued on 27 Sep 44 and Vehicle Maintenance Instruction No. 1 on 6 Oct 44. The latter is not yet distributed to Zone H.Qs, but will improve the standard of maintenance if implemented.

8. Maintenance Below Army standard due to the employment of a proportion of Italian drivers and mechanics and to the fact that neither the Task System nor the 10 Day System is in operation. The 10 Day System should be introduced forthwith and rigidly adhered to. At present inspection and maintenance are unsystematic and not through in general.

Documentation and records are not satisfactory. ABs 412 and 406 are not properly completed and maintained and defects books not used. Standing Order for Drivers should be issued.

Allied BM/ORs allotted are adequate but more officer supervision is needed (see para 12(b)).

(b) Repairs 1/2 Echs repairs only are done, higher echelon work being sent to R.E.M.E. Workshops or to Truck Pool garages. More use should be made of Truck Pool resources.

(c) Tools, Spare Parts and Tyres The supply of tools held is adequate. Spare parts and tyres obtained by indent through local A.D.O.S. for Br vehicles but supply is poor. F.A.M.T.O's should be issued to scale. American speres and tyres are got by exchange at the local ord Depot and the majority of demands are met.

9. Requisitioned Cars

2277

(a) Maintenance generally is fairly satisfactory but improvement is desirable. Again the 10 Day System should be adopted universally. Except in NAPLES where a separate garage exists, cars are pooled with W.S. vehicles and maintained by the same personnel. One E.M. only is available at the NAPLES H.Q. and Zone pool at the Lancia Garage to supervise work on 70 cars. A Sgt/Mech in addition is needed.

(b) Repairs The majority of repair work is done internally

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to Zone H.Qs, but will improve the standard of maintenance if implemented.

8. Maintenance Below Army standard due to the employment of a proportion of Italian drivers and mechanics and to the fact that neither the Task System nor the 10 Day System is in operation. The 10 Day System should be introduced forthwith and rigidly adhered to. At present inspection and maintenance are unsystematic and not through in general.

Documentation and records are not satisfactory. ABs 412 and 406 are not properly completed and maintained and defects books not used. Standing Order for Drivers should be issued.

Allied EM/ORs allotted are adequate but more officer supervision is needed (see para 12(b)).

(b) Repairs 1/2 Ech repairs only are done, higher echelon work being sent to R.E.M.E. Workshops or to Truck Pool garages. More use should be made of Truck Pool resources.

(c) Tools, Spare Parts and Tyres The supply of tools held is adequate. Spare parts and tyres obtained by indent through local A.D.O.S. for Br vehicles but supply is poor. F.A.M.T.O's should be issued to scale. American spares and tyres are got by exchange at the local ord Depot and the majority of demands are met.

9. Requisitioned Cars

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(a) Maintenance generally is fairly satisfactory but improvement is desirable. Again the 10 Day System should be adopted universally. Except in NAPLES where a separate garage exists, cars are pooled with W.E. vehicles and maintained by the same personnel. One E.M. only is available at the NAPLES H.Q. and Zone pool at the Lancia Garage to supervise work on 70 cars. A Sgt/Mech in addition is needed.

(b) Repairs The majority of repair work is done internally but in some cases big jobs are sent to Truck Pools.

(c) Tools, Spare Parts and Tyres Sufficient tools are held for maintenance and repair work. Difficulty exists in obtaining parts except at NAPLES where a good stock is held at the Lancia Garage. Parts are mainly obtained from local sources at high prices through Black Market channels, or by cannibalisation of u/s cars.

The shortage of tyres is in part met by modification of wheels to take Jeep tyres.

Proposals for the solution of the spare parts and tyres problem are set out in para 13(b) and (c).

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10. W.D. Civilian Supply Vehicles

(a) Maintenance The standard of maintenance is generally unsatisfactory, but some improvement is apparent since the original UMI inspections. Trucks run by Sudest in the BARI Zone are well maintained. The 10 Day System is in partial operation at some garages but no proper system exists at others. Inspections and maintenance tend to be unsystematic and insufficiently thorough, thus important points are missed and many faults have been found. This is due to insufficient Allied supervisory personnel and insufficient trained squads of mechanics.

The 10 Day System should be put into operation forthwith and rigidly adhered to. Adequate squads must be trained to deal with the number of trucks at each Garage.

Documentation and records are in the majority of cases unsatisfactory. ABs 412, 406 and Maintenance Form 1 must be maintained and kept up to date as laid down in V.M.I. No.1.

Of the total strength of 481 trucks, 318 only are serviceable, 78 are BLR and 85 under repair which reflects upon maintenance efficiency.

Except in the BARI Zone the number of different types of vehicles at each garage complicates maintenance. Trucks should be re-distributed so that as far as possible one type only is held.

All garage managers, truck drivers and mechanics are Italian. The majority of managers are reasonably efficient and mechanics sound, but additional qualified EM/ORs are essential for supervision and check of Maintenance (see para 12(c)).

(b) Repairs With minor additions adequate equipment and machinery is held at Truck Pool parent garages at FOGGIA, CAMPOBASSO, BARI, MATERA and POTENZA to carry out higher echelon repair and all repair work is done at these garages. Little equipment is held at NAPLES and only 1/2 Ech repairs are done, 3/4 Ech work being sent to R.E.M.E. or U.S. Ord.

All perent garages should be equipped so that all repairs can be handles internally independently of R.E.M.E. Requisitioning or purchase of the necessary equipment should be carried out forthwith.

In many garages considerable ingenuity and initiative is apperent in making parts, improvisation and the employment of local civilian resources. The question of supplying material from Army or civilian sources for this work should be investigated. Repair work is badly handicapped by lack of parts which cannot be made in garages.

Cannibalisation is not baking place except at S.I.T.A. Truck Pool, MATERA.

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(c) Tools In general tools in trucks are confined to those

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2276

(c) Tools In general tools in trucks are confined to those for wheel changing, but in some cases sufficient for driver's maintenance are held. The 10 Day Maintenance System obviates the necessity for vehicle tool kits. Sufficient tools are available for all repair work in the majority of garages. In some cases enough tools for 1st Ech work only are held. All garages should contain adequate tools for higher echelon repair work and additional mechanic's tool sets should be made available when H.Q A.C.C. have determined the number required.

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(d) Spare Parts The problem of spare parts and accessories is acute. Stocks held in garages are negligible and such parts as are held have been obtained from R.S.D.'s and salvage sources. On the British side the supply on indent through local area A.D.O.S. is very small, probably due in part to the low priority of A.C.C. The majority of items demanded are N.A. The system of exchanging parts for American trucks at ord Depots works well. Parts are obtained by local initiative from R.V.P's and Salvage Depots, but this is unofficial and supply is limited.

The spare Parts Section at H.Q. A.C.C. has been unable to meet demands upon it and the quantity received is negligible.

The method of supplying parts to A.C.C. requires decision on policy. It is considered that the present system of indent on Ordnance is unsatisfactory. A.C.C. supplies should be divorced from normal Army channels and handled by H.Q. A.C.C. If stocks permit, a quarterly scale of spare parts should be allotted to H.Q. A.C.C., based on numbers and types of vehicles held, both W.D. and civilian supply. Where scale premits, a stock should be held at each Region H.Q. and items in short supply held at ROMS.

Alternatively, if stocks held are insufficient to meet a scale allotment, all indents from Regions should be handled by H.Q. A.C.C. H.Q. should submit bulk demands direct to 557 A.O.D. After screening by A.F.H.Q. or by an Ordnance Officer at H.Q., collect supplies weekly and distribute to Regions.

In addition Truck Pool Officers should be permitted officially to obtain parts from salvage trucks in R.V.P's and from Salvage Depots.

The manufacture of parts by civilian resources is dealt with in para 13(b).

F.A.M.T.O's should be issued to scale.

(e) Tyres The position is serious. 35 British trucks are deadline awaiting tyres and virtually no spares are held. Tyres for american trucks are obtained by exchange, but on the British side indents meet with little or no result. Some 300 tyres are required immediately to put deadline trucks on the road and for replacement of those worn out but still in use. Due to lack of replacements tyres are being worn beyond the re-treading and repair stage. Patches ad solution are also unobtainable.

Under V.M.I. No.1 applications for tyres can be made to H.Q. A.C.C. but a complicated form, shewing innumerable details, must be submitted for each truck. This is unnecessary and causes delay in rendering indents. Vehicle number, type and size of tyres required should be sufficient. The Regional Transportation Officer has applied for tyres through this channel without result.

Use of civilian repair facilities is discussed in para

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11. Public Works and Utilities Vehicles

Approximately 170 W.D. trucks are operated by Public Utilities, the majority under the Highways Division. These vehicles were handed over by C.E.'s District H.Q. when A.C.C. moved in to provide transport for services essential to military needs such as road and bridge re-construction, water, telecomm and electricity. These trucks have not been taken on charge by A.C.C. and responsibility for maintenance has not been clarified. It is stated that at a meeting at H.Q. A.C.C. in September it was decided not to take these vehicles on charge or accept maintenance responsibility.

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Between May and July 2 District transferred all such trucks in the BARI and FOGGIA areas to H.Q. II Region and issued part X orders, but, although the P.W. & U. officer at H.Q. II Region urged H.Q. A.C.C. to issue the necessary casualties and include in Vehicle Census Returns, no action was taken. The position should be clarified and regularised forthwith.

These trucks were all Class IV and V when drawn from R.V.P's early this year, and many were non-runners. They were put on the road after local repair and have been worked hard ever since. Maintenance has been done by Italian staff at P.W. & U. depots whith no Allied supervisory personnel. Few tools are held and virtually no spare parts have been obtained through normal channels.

The majority of the trucks are used by the Roads Division, but, although Zone Roads Officers are making efforts to maintain them, they have neither the time nor the staff to effect much improvement

Trucks used by A.C.C. BARI are quite well maintained due to the efforts of a very good Italian garage manager, installed by the Roads Officer.

B.L.R. certificates have been obtained for more than 50 and those still running are in a bad state.

The questions of A.C.C. responsibility for maintenance, replacement of B.L.R. trucks, provision of tools, spare parts and repair organisation need solution on a policy basis without delay. If these trucks are required for continued usage in the future and additional vehicles are to be provided V.M.I. No. 1 should be made operative. The regional Transportation officer should take over responsibility for maintenance and be provided with Allied EM/ORs for supervision under the control of Zone Transportation Officers.

The Regional Engineer requires 64 trucks urgently for essential services to replace those B.L.R.

12. Requirements of Additional Allied Personnel for Maintenance of W.D. Vehicles

(a) The present staff position is:

	Establishment	HELD	
Officers	6	7	2274
EM/ORs	60	42	

(b) Officers Of the 6 Officers 4 are more than 50% occupied in operation and other transport matter and can devote little time to maintenance. For this reason each Zone, except TARANTO and CATANZARO where there are very few W.D. vehicles, should be assigned an officer to be responsible for maintenance of all W.E., requisitioned and civilian supply vehicles in the zone. In Naples separate officers are

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(c) EM/ORs The number allotted for W.E. requisitioned vehicles is adequate, excepting at the NAPLES car pool where 1 Sjt/Mech is needed. The present position and prpoposed addition at civilian supply Truck Pools is at Appendix "F".

The provision of men trained in the organisation, inspection and maintenance of M.T. is a critical factor in raising the standard of maintenance. It is understood that 21 EM/ORs will be despatched to S. Region by H.Q., A.C.C. shortly to meet the personnel deficiency.

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13. Civilian Owned Vehicles

(a) Maintenance. A.C.C. are not concerned with the maintenance of civilian trucks except in so far as it effects numbers roadworthy. Owners keep the trucks on the road by ingenious and unorthodox repair work. Spare parts and tyres are the universal problem and, unless it is solved, trucks will become deadline in increasing numbers in the next few months.

(b) Spare Parts Limited stocks exist but, except in NAPLES Commune, are obtainable only through the Black Market at excessively high prices. In NAPLES A.C.C. has frozen the stocks of 4 firms who are permitted to sell parts only to members of the Concorsio Autotrasporti on production of written authority at pre-war price plus 100%.

A similar procedure should be adopted throughout A.C.C. areas. A survey of all stocks of spare parts available should be carried out, the stocks frozen and catalogued and sale controlled on a system whereby truck owners produce the u/s part before an authority to purchase is issued. The civilian haulage agency should be the controller, subject to periodical check by A.C.C. Transport Officers. Such stocks would be available for A.C.C. requisitioned cars.

The possibility of employing civilian resources to manufacture parts should be fully explored. All firms capable of doing this work should be listed together with machiner and equipment available. The supply of material held should also be examined and consideration given to the release of metal etc from Allied sources. It is known that engineering firms exist in NAPLES and BARI capable of performing such work.

(c) Tyres Lack of tyres is the most critical factor affecting the potential number of civilian trucks which can be made available. Trucks are deadline in large numbers without tyres, many of them large vehicles with trailers of 10-15 tons capacity. Tyres are run beyond the limit or normal life until they virtually disintegrate and unless replacements are available, the number of deadline trucks will increase rapidly.

On solution is to sell part worn W.D. tyres to civilians if suitable plants can be found to carry out modification of wheels to fit W.D. sizes. Engineers exist in NAPLES and BARI who are capable of this work if material were released.

A Survey of all civilian tyre repair and re-tread resources should be made with special reference to what assistence from Allied Sources might be given in the supply of materials and equipment. If such firms can be put into production, all owners should be advised of the facilities available and prices

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A Survey of all civilian tyre repair and re-tread resources should be made with special reference to what assistance from Allied Sources might be given in the supply of materials and equipment. If such firms can be put into production, all owners should be advised of the facilities available and prices controlled. Several tyre repair shops can be found in NAPLES but output is limited by lack of materials.

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G.BERNYHOUGH, Lt.Col.R.A
Senior Inspector (Br)
Combined Inspection Team.

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APPENDIX "A"

WE/TE VEHICLES IN S. REGION

Location (Zones)	British	American	Total (Br & Am)
Regional H.Q. & NAPLES	3 x 3 ton 4 x 15 cwt 1 x 8 cwt 5 Utilities 1 Jeep (stolen) 3 M/Cs --- 17	2 x 2½ ton G.M.C. 6 x3/4 ton W/C 1 Comd Car 5 Amp Jeeps 2 Jeeps 2 M/Cs --- 18	35
SALERNO	1 M/C	1 x 3/4 ton W/C	2
FOGGIA	1 x 3 ton 4 x 15 cwt 2 Utilities 1 M/C --- 8	1 x 3/4 ton W.P. Carrier --- 1	9
BARI	3 x 3 ton Dodge 4 x 3 ton Ford (on loan) 6 x 15 cwt Dodge 1 x 15 cwt Ford 1 x 15 cwt Chev 1 Ford Stn Utility 1 Utility 6 M/Cs --- 23	1 x 3/4 ton comd car 1 Jeep 2 " trailers --- 4	27
TARANTO	Nil	Nil	
CATANZARO	2 x 3 ton 2 x 15 cwt 3 M/Cs	Nil	

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	3 L/Cs		
	17	18	35
SALERNO	1 M/C	1 x 3/4 ton W/C	2
FOGGIA	1 x 3 ton 4 x 15 cwt 2 Utilities 1 M/C	1 x 3/4 ton W.P. Carrier	
	8	1	9
BARI	3 x 3 ton Dodge 4 x 3 ton Ford (on loan) 6 x 15 cwt Dodge 1 x 15 cwt Ford 1 x 15 cwt Chev 1 Ford Stn Utility 1 Utility 6 M/Cs	1 x 3/4 ton cord car 1 Jeep 2 " trailers	
	23	4	27
TARANTO	Nil	Nil	
CATANZARO	2 x 3 ton 2 x 15 cwt 3 M/Cs	Nil	
	7		
TOTAL S. REGION	56	24	80

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APPENDIX "B"

REQUISITIONED VEHICLES IN S. REGION

Location (Zone)	No. Serviceable	No. U/R	No. U/S	No Derequisitioned	TOTAL
Regional H.Q., NAPLES	50	8	26 ≠	18	102
NAPLES	12	-	-	-	12
SALERNO	6	-	-	-	6
FOGGIA	20	-	3	-	23
BARI	24	3	6	4 ø	37
TARANTO	6	-	-	1	6
TOTAL S. REGION	117	11	35	23	186

≠ Being cannibalised

ø Includes 2 of which location is unknown.

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W.D. CIVILIAN SUPPLY VEHICLES IN S. REGION

(i) Number of Vehs

Location		Strength			Nos Held			No.Serviceable			No.OR		
Zone	Depot	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	T
NAPLES	Naples	107	39	146	72	39	111	58	37	95	14	2	
	Avellino	10	10	20	10	10	20	8	8	16	2	2	
	Benevento	←	20	20	--	20	20	--	13	13	--	7	
SALERNO	Salerno	20	--	20	12	--	12	12	--	12	--	-	
	TOTAL	137	69	206	94	69	163	78	58	136	16	11	
FOGGIA	San Severe						8						
	Manfredonia						5						
	Ascoli Sat						5						
	Cerignola						6						
	Lucera						7						
	Foggia						44						
	No.1 Truck Pool						--						
	TOTAL	69	39	108	38	37	75	31	33	64	7	4	
	Campobasso x	34	10	44									
	Isernia	2	-	2									
	Angone	1	-	1									
	Trevento	1	-	1									
	No.2 Truck Pool												
	TOTAL	38	10	48	38	10	48	23	8	31	15	2	
	TOTAL	107	49	156	76	47	123	54	41	95	22	6	

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APPENDIX "C"

W.D. CIVILIAN SUPPLY VEHICLES IN S. REGION

th	Nos Held			No.Serviceable			No.O/R			No. B.L.R.		
Total	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total
146	72	39	111	58	37	95	14	2	16	35	—	35
20	10	10	20	8	8	16	2	2	4	—	—	—
20	—	20	20	—	13	13	—	7	7	—	—	—
20	12	—	12	12	—	12	—	-	—	8	—	8
206	94	69	163	78	58	136	16	11	27	43	—	43
			8									
			5									
			5									
			6									
			7									
			44									
			—									
108	38	37	75	31	33	64	7	4	11	31	2	33
	44											
	2											
	1											
	1											
	—											
	48	38	10	48	23	8	31	15	2	17	-	-	-
	156	76	47	123	54	41	95	22	6	28	31	2	33

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Location		Strength			Nos Held			No.Serviceable			No. U/S		
Zone	Depot	Br.	Am.	Total	Br.	Am.	Total	Br.	Am.	Total	Br.	Am.	Total
BARI	Bari	27	–	27	27	–	27	20	–	20	7≠	–	7
	Brindisi	5	–	5	5	–	5	4	–	4	1	–	1
	Lecce	6	–	6	6	–	6	6	–	6	–	–	–
	Spinazzola	1	–	1	1	–	1	1	–	1	–	–	–
	Canosa	1	–	1	1	–	1	1	–	1	–	–	–
SUDEST TOTAL		40	–	40	40	–	40	32	–	32	8	–	8
	Matera	25	–	25	25	–	25	21	–	21	4ø	–	4
	Potenza	31	–	31	30	–	30	19	–	19	11ø	–	11
S.I.T.A. Total		56	–	56	55	–	55	40	–	40	15	–	15
		96	–	96	95	–	95	72	–	72	23	–	23
TARANTO SUDEST													
	Taranto	15	–	15	15	–	15	8	–	8	7≠	–	7
CATANZARO		8	–	8	7	–	7	7	–	7	–	–	–
TOTAL, S.REGION		363	118	481	287	116	403	219	99	318	68	17	85

x Includes 8 captured vehs of misc types
≠ Awaiting parts and tyres
ø Awaiting tyres.

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APPENDIX "C" (cont.)

Nos Held			No.Serviceable			No. U/S			No. B.L.R.		
Total	Br.	Am.	Total	Br.	Am.	Total	Br.	Am.	Total	Br.	Am.	Total
27	27	-	27	20	-	20	7≠	-	7	-	-	-
5	5	-	5	4	-	4	1	-	1	-	-	-
6	6	-	6	6	-	6	-	-	-	-	-	-
1	1	-	1	1	-	1	-	-	-	-	-	-
1	1	-	1	1	-	1	-	-	-	-	-	-
40	40	-	40	32	-	32	8	-	8	-	-	-
25	25	-	25	21	-	21	4Ø	-	4	-	-	-
31	30	-	30	19	-	19	11Ø	-	11	1(stolen)		1
56	55	-	55	40	-	40	15	-	15	1	-	1
96	95	-	95	72	-	72	23	-	23	1	-	1
15	15	-	15	8	-	8	7≠	-	7	-	-	-
8	7	-	7	7	-	7	-	-	-	1	-	1
481	287	116	403	219	99	318	68	17	85	76	2	78

x Includes 8 captured vehs of misc types
≠ Awaiting parts and tyres
Ø Awaiting tyres.

(ii) Vehicles held by Types

Zone	Depot	British	American	Total
NAPLES	Naples	36 x 3 ton Bedford 13 x " Dodge 15 x " Chev 8 x " Ford	30 x 2½ ton G.M.C. 9 x 1½ " Chev	
		72	39	111
	Avellino	10 x 3 ton Ford	10 x 2½ ton G.M.C.	20
	Benevento	-	20 x 2½ ton G.M.C.	20
SALERNO	Salerno	10 x 3 ton Chev 2 x 3 ton Dodge		
		12	Nil	12
	TOTAL	94	69	163
FOGGIA	Foggia No.1 Truck Pool	30 x 3 ton Dodge 1 x 3 ton Chev 1 x 3 ton Austin 6 x 3 ton Bedford	29 x 2½ ton Chev with 31 trailers 8 x 1 ton Fiat	
		38	37	75
	Campobasso No. 2 Truck	38 x 3 ton Dodge & Bedford	10 x 2½ ton G.M.C.	48
	TOTAL	76	47	123
BARI	SUDEST	39 x 3 ton Ford 1 x 3 ton Bedford		
		40	Nil	40
	S.I.T.A.	55 x 3 ton Dodge	Nil	55
		95	Nil	95

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		--	--	
	Avellino	10 x 3 ton Ford	10 x 2½ ton G.M.C.	20
	Benevento	-	20 x 2½ ton G.M.C.	20
SALERNO	Salerno	10 x 3 ton Chev 2 x 3 ton Dodge		
		--		
		12	Nil	12
		--	--	---
	TOTAL	94	69	163
		==	==	====
FOGGIA	Foggia No.1 Truck Pool	30 x 3 ton Dodge 1 x 3 ton Chev 1 x 3 ton Austin 6 x 3 ton Bedford	29 x 2½ ton Chev with 31 trailers 8 x 1 ton Fiat	
		--	--	
		38	37	
		--	--	75
	Campobasso No. 2 Truck	38 x 3 ton Dodge & Bedford	10 x 2½ ton G.M.C.	48
		--	--	---
	TOTAL	76	47	123
		==	==	====
BARI	SUDEST	39 x 3 ton Ford 1 x 3 ton Bedford		
		--		
		40	Nil	40
		--		
	S.I.T.A.	55 x 3 ton Dodge	Nil	55
		--	---	--
		95	Nil	95
		==	==	==
TARANTO	SUD EST	15 x 3 ton Ford	Nil	15
CATANZARO		3 x 3 ton Dodge 3 x 3 ton Austin 1 x 3 ton Bedford		

		7	Nil	7
		==	==	==
TOTAL S. REGION		287	116	403
		===	===	====

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W.D. VEHICLES WITH PUBLIC UTILITIES IN S. REGION

(1) Number of Vehs

Location		Strength			No.Held			No Serviceable			No. U/R	
ZONE	Depot	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am
NAPLES	Roads											
	Naples	4	-	4	4	-	4					
	Avellino	8	-	8	8	-	8					
	Benevento	12	-	12	12	-	12					
	Caserta	9	-	9	9	-	9					
	Total	33	-	33	33	-	33					
SALERNO	Roads											
	Cava						17					
	Baronisse						4					
	Eboli						3					
	Surre						4					
	Etna						4					
	Porto Barisso						2					
	Total	42	-	42	34	-	34	25	-	25	9	-
	TOTAL	75	-	75	67	-	67	25	-	25	9	-
FOGGIA	Roads											
	Bovino						22					
	Foggia						12					
	Canosa						6					
	Lucera						1					
	Total	41	-	41	41	-	41	27	-	27	19	-

- - - - - - - - - - - - - - - - not known

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APPENDIX "D"

W.D. VEHICLES WITH PUBLIC UTILITIES IN S. REGION

gth	No.Held			No Serviceable			No. U/R			No. B.L.R.		
Total	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total
4	4	-	4									
8	8	-	8									
12	12	-	12									
9	9	-	9									
—	—		—									
33	33	-	33	- - - - - - - - - - - - - - - - not known - - - - - - - - - - - - - - - -								
			17									
			4									
			3									
			4									
			4									
			2									
			—									
42	34	-	34	25	-	25	9	-	9	8	-	8
75	67	-	67	25	-	25	9	-	9	8	-	8
			22									
			12									
			6									
			1									
			—									
41	41	-	41	27	-	27	19	-	14	-	-	-

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Location		Strength			No. Held			No.Serviceable			No. U/	
Zone	Depot	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am
BARI	A.S.S.Roads											
	Bari						7					
	Potenza						6					
	Modugno						7					
	Altamura						6					
	Molfetta						5					
	Total	38	-	38	31	-	31	28	-	28	3	-
	Electricity											
	S.F.G.E.	7	-	7	6	-	6	6	-	6	-	-
	S.M.E.	6	-	6	6	-	6	6	-	6	-	-
	Potenza	1	-	1	1	-	1	1	-	1	-	-
	Total	14	-	14	13	-	13	13	-	13	-	-
	Water	2	-	2	1	-	1	1	-	1	-	-
	Street Cleaning (G.S.T)	7	-	7	7	-	7	7	-	7	-	-
	Telecom:Circolo	10	-	10	7	-	7	6	-	6	1	-
	S.E.T.	6	-	6	5	-	5	4	-	4	1	-
		77	-	77	64	-	64	59	-	59	5	-
TOTAL, S. REGION		196	-	196	172	-	172	111	-	111	28	-

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APPENDIX "D" (cont.)

ngth	No. Held			No.Serviceable			No. U/R			No. B.L.R.		
Total	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total
			7									
			6									
			7									
			6									
			5									
38	31	-	31	28	-	28	3	-	3	7	-	7
7	6	-	6	6	-	6	-	-	-	1	-	1
6	6	-	6	6	-	6	-	-	-	-	-	-
1	1	-	1	1	-	1	-	-	-	-	-	-
14	13	-	13	13	-	13	-	-	-	1	-	1
2	1	-	1	1	-	1	-	-	-	1	-	1
7	7	-	7	7	-	7	-	-	-	-	-	-
10	7	-	7	6	-	6	1	-	1	3	-	3
6	5	-	5	4	-	4	1	-	1	1	-	1
77	64	-	64	59	-	59	5	-	5	13	-	13
196	172	-	172	111	-	111	28	-	28	21	-	21

(ii) Vehicles held by Types

Zone	Depot	Type
NAPLES	Naples	4 Utilities
	Avellino	8 x 3 ton
	Benevento	12 x 3 ton
	Caserta	7 x 3 ton
		2 Utilities
	Total	33
SALERNO	Area	32 x 3 ton
		1 x Utility
		1 Jeep (Am)
	Total	34
FOGGIA	Area	15 x 3 ton Bedford
		2 x 15 cwt "
		6 x 3 ton Chev
		5 x 2½ ton " (Tippers)
		1 x 3 ton Austin
		5 x 3 ton Ford
		2 x 3 ton Dodge
		5 " 3 ton Dennis
	Total	41
BARI	Street Cleaning A.S.S.	23 x 3 ton Bedford
		3 x 3 ton Ford
		2 x 3 ton Dodge
		1 x 3 ton Thornycroft
		2 x 3 ton Chev
	Total	31
	Electricity S.P.C.N.	2 x 3 ton Ford
		2 x 3 ton Bedford
		2 x 15 cwt Fordson
		6
	S.M.E.	2 x 3 ton Bedford
		2 x 3 ton Ford
		2 x 15 cwt Fordson
		6
	Potenza	1 x 15 cwt Chev

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		1 x Utility
		1 Jeep (Am)
	Total	34
FOGGIA	Area	15 x 3 ton Bedford
		2 x 15 cwt "
		6 x 3 ton Chev
		5 x 2½ ton " (Tippers)
		1 x 3 ton Austin
		5 x 3 ton Ford
		2 x 3 ton Dodge
		5 " 3 ton Dennis
	Total	41
BARI	Street Cleaning A.S.S.	23 x 3 ton Bedford
		3 x 3 ton Ford
		2 x 3 ton Dodge
		1 x 3 ton Thornycroft
		2 x 3 ton Chev
	Total	31
	Electricity S.P.G.E.	2 x 3 ton Ford
		2 x 3 ton Bedford
		2 x 15 cwt Fordson
		6
	S.M.B.	2 x 3 ton Bedford
		2 x 3 ton Ford
		2 x 15 cwt Fordson
		6
	Potenza	1 x 15 cwt Chev
	Total Electricity	13
	Water	1 x 3 ton Ford
	Street Cleaning	7 - types not known
	Telecom	
	Circolo	4 x 30 cwt Bedford
		1 x 3 ton Ford
		2 x 15 cwt Dodge
		7

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	S.E.T.	5 x 30 cwt Bedford
	Total Telecom	12
	Total BARI	64
Total S. REGION		172

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APPENDIX "E"

CIVILIAN OWNED VEHICLES IN S. REGION

Zone	Province	No. Licensed	No. above 2 tons	No. below 2 tons	No. controlled
NAPLES	Naples	2,750	950	1,800	600
	Avellino	410	45	365	31
	Benevento	466	50	416	35
SALERNO	Salerno	856	182	674	110
		4,482	1,227	3,255	776
FOGGIA	Foggia	130	25	105	25
	Campobasso	176	26	150	26
		306	51	255	51
BARI	Bari	434	140	294	69
	Potenza	188	Not known		188
	Matera	48	22	26	22
	Brindisi	91	5	86	5
	Lecce	103	12	91	12
		864	179	497	296
TARANTO	Taranto	119	Not known		13
CATANZARO		---	---Not known--		---
TOTAL S. REGION		5,771	1,457	4,007	1,136

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		806	182	674	110
		4,482	1,227	3,255	776
FOGGIA	Foggia	130	25	105	25
	Campobasso	176	26	150	26
		306	51	255	51
BARI	Bari	434	140	294	69
	Potenza	188	Not known		188
	Matera	48	22	26	22
	Brindisi	91	5	86	5
	Lecce	103	12	91	12
		864	179	497	296
TARANTO	Taranto	119	Not known		13
CATANZARO		---	---Not known--		---
TOTAL S. REGION		5,771	1,457	4,007	1,136

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APPENDIX "F"

PERSONNEL EMPLOYED ON TRANSPORTATION IN S. REGION

(i) Officers

Regional H.Q.

Regional Tptn Officer	Lt. Col. J.A.N. Giles (Br)
" Maintenance Officer	Mr. G.G. Gross (Am)

Zones

	WE/TE & Requisitioned Vehs.	W.D. Civ. Sup Trucks
NAPLES	Capt. J.L. ZERRA (Am)	Capt.B.G.Jefferson (Br) Lt.R.R. Johnson (Am) M.T.
FOGGIA	-	Capt. R.H. Walker (Br) Capt.J.O.Dodds (Br)
BARI	Capt. D.L. Coleman	Capt. D.L. Coleman
TARANTO	-	Lt. I. Friedman

Total Officers = 9

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(ii) EM/ORs employed on M.T. Mtce

Zone	WE/TE Vehs											W.D. Civ Sup Veh					
	Sjts		Cpls		Mechs		Drs		L/Cpls & Ptes		Total	Sjts		Cpls		Mechs	
	Br	Am	Br	Am	Br	Am	Br	Am	Br	Am		Br	Am	Br	Am	Br	Am
Regional H.Q. & NAPLES	-	-	2	1	-	2	5	-	7	1	18	1	-	1	-	-	-
SALERNO	-	-	-	-	-	-	-	-	1	-	1			Nil			
FOGGIA	-	-	1	-	2	-	6	-	-	-	9	-	-	-	-	-	-
BARI	-	-	-	-	2	-	2	-	-	-	5			Nil			
TARANTO					Nil						-			Nil			
CATANZARO	1	-	-	-	-	-	2	-	2	-	5			Nil			
TOTAL S.REGION	2	-	3	1	4	2	15	-	10	1	38	1	-	1	-	-	-

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APPENDIX "F"

ed on M.T. Mtce

	WE/TE Vehs								W.D. Civ Sup Vehs							Total
	Mechs		Drs		L/Cpls & Ptes		Total	Sjts		Cpls		Mechs		L/Cpls & Ptes		Total	WE/TE & Civ Sup
	Br	Am	Br	Am	Br	Am		Br	Am	Br	Am	Br	Am	Br	Am		
	-	2	5	-	7	1	18	1	-	1	-	-	-	-	-	2	20
	Nil						1									-	1
	-	-	-	-	1	-	1									-	-
	2	-	6	-	-	-	9	-	-	-	-	-	-	2	-	2	11
	2	-	2	-	-	-	5			Nil						-	5
	Nil						-			Nil						-	-
	-	-	2	-	2	-	5			Nil						-	5
1	4	2	15	-	10	1	38	1	-	1	-	-	-	2	-	4	42

(iii) Statement shewing present Staff at Truck Pools and proposed additions

Zone	Depot	Present Staff	Proposed Additions	Total Staff
NAPLES	Naples)			1 Sjt, 1 Cpl
	Avellino)	1 Sjt, 1Cpl	3 cpls,2Pts	1 Cpl, 1 Pte ≠
	Benevento)			1 Cpl, 1 Pte ≠
SALERNO	Salerno)			1 Cpl
FOGGIA	Foggia	1 Pte	1 Sjt,1 Cpl	1 Sjt, 1 Cpl, 1Pte≠
	Campobasso	1 Pte	1 Sjt,	1 Sjt, 1 Pte ≠
BARI	Bari	Nil)		
	Brindisi	")	1 Sjt,1 Cpl	1 Sjt, 1 Cpl
	Lecce	")		
	Potenza	"	1 Sjt, 1Pte	1 Sjt, 1 Pte ≠
	Matera	"	1 Sjt,1 Pte	1 Sjt, 1 Pte ≠
TARANTO	Taranto	"	1 Cpl,1 Pte	1 Cpl, 1 Pte ≠
CATANZARO	Area	"	Nil	
TOTAL		1 Sjt, 2 Cpls 2 Ptes.	5 Sjts, 4 Cpls 5 Ptes.	6 Sjts, 7 Cpls 7 Ptes.

≠ Privates are allotted to cover day and leave reliefs and to obviate an Allied soldier being alone at a depo From the standpoint of supervision they can be dispens with.

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HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. Army
PUBLIC WORKS AND UTILITIES SECTION

R/9.

20 November 1944

SUBJECT : Motor Equipment for Southern Region

TO : Colonel Lester J. Hensley
Regional Engineer Officer

1. Continuing our effort in securing adequate equipment to meet requirements of the Southern Region for all the activities of Public Works and Utilities, I proceeded to Rome with Capt. Ryan, reporting the condition and requirements to all authorities capable of rending service or relief in this department.

2. This summery of facts taken from numerous reports is for the purpose of inlightning these officers who claim they have not b en informed of the existing conditions of the motor equipment, nor the amount of equipment usable by the Public Works and Utilities department.

3. I have been informed that there was no equipment available in Southern Region and making a brief survey of the conditions, found that there were numerous unused military pools and that there were 150 AC. trucks that had been assigned by the ordnance department to AC. some months ago, that were still in the Naples ordnance Motor Pool. I have recently been informed by Colonel Adams that these trucks are to be sent into the Northern Regions at some later time.

4. I have been advised that there are 800 rebuilt Class B trucks available for use in Sardinia and that an additional of 700 are being reconditioned subject to requisition for any purpose.

5. Telephone communication Department has a total of 37 vehicles unused because of no tires.

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6. I am attaching hereto a requirement report submitted to the Public Works and Utilities Section, prepared by Colonel Hensley, on November 1 under priority needs, the equipment necessary to operate this department in the Southern Region.

7. The following is a summary of the total number of trucks in each area of the Southern Division and the condition of same as reported by district engineers:

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Capt. Ryan, reporting the condition and requirements to all authorities capable of rending service or relief in this department.

2. This summary of facts taken from numerous reports is for the purpose of inlightning these officers who claim they have not been informed of the existing conditions of the motor equipment, nor the amount of equipment usable by the Public Works and Utilities department.

3. I have been informed that there was no equipment available in Southern Region and making a brief survey of the conditions, found that there were numerous unused military pools and that there were 190 AC. trucks that had been assigned by the ordnance department to AC. some months ago, that were still in the Naples ordnance Motor Pool. I have recently been informed by Colonel Adams that these trucks are to be sent into the Northern Regions at some later time.

4. I have been advised that there are 800 rebuilt Class B trucks available for use in Sardinia and that an additional of 700 are being reconditioned subject to requisition for any purpose.

5. Telephone communication Department has a total of 37 vehicles unused because of no tires.

22~9

6. I am attaching hereto a requirement report submitted to the Public Works and Utilities Section, prepared by Colonel Hensley, on November 1 under priority needs, the equipment necessary to operate this department in the Southern Region.

7. The following is a summary of the total number of trucks in each area of the Southern Division and the condition of same as reported by district engineers:

		Total	Unfit for use	Fit for use
a)	Caserta Miscellaneous Makes	25	20	5
b)	Benevento	12	12	
c)	Avellino	8	8	

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	Total	Unfit for use	Fit for use
d) Salerno	40	17	23
e) Foggia	40	16	24
f) Bari	38	12	26
Bari - Società Gener. Pugliese di Elettricità	6		
Naples - S.M.E.	6	4	2
Naples - Aqueduct	3	2	1

H. H. Townsend

H.H. TOWNSEND

C.C. to:

Col. Jenny - Rome
Col. Rhodes "
Col. Adams "
Col. Giles - Naples
Mr. Antolini - Rome

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HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. Army
PUBLIC WORKS AND UTILITIES SECTION

1 November 1944

CU-1441

SUBJECT : Motor Vehicle requirements, Public Works Southern Reg.

TO : Public Works Sub-Commission, Hq.,AC.,APO 394

1. At the request of a representative of AF HQ., now making a truck requirement survey for this region herewith is a consolidated estimate for Southern Region, Public Works and Utilities requirement as it stands today.

2. These figures are based on minimums obtained from our officers in the field, electric and tel-com.officers, and from reports submitted by the Genio Civile and Public Utility Companies listed.

3. We realise that a large figure results by the addition of all the demands on this report, therefore we have set up priorities 1 to 5 to show where the vehicles would be placed as they are made available.

LESTER J. KENSLEY
Colonel, C.E.,
Regional Engr.Officer
Southern Region.

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HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. Army
PUBLIC WORKS AND UTILITIES SECTION

1 November 1944

TRUCK REQUIREMENT

	½ ton to 1½ ton trucks	2½ ton or larger trucks
PRIORITY No. 1		
Società Meridionale di Elettricità and Sub-Commission in all of Southern Italy (see attached list for actual breakdown of needs)	24	40
PRIORITY N°. 2		
Compartimento Viabilità Statale, Caserta		20
" " " " Potenza		8
" " " " Catanzaro		20
" " " " Salerno		15
Ferrovia Circumvesuviana, Naples		2
Co. Napoletana del Gas, Naples		4
Tramvie Provinciali, Naples		1
Ferrovia Cumana, Naples		1
Acquedotto di Napoli, Naples	2	3
Azienda Autofiletramviaria, Naples	1	2
Co. Acquedotto Pugliese, Bari	5	5
Water Company, Salerno	1	1
	9	82
PRIORITY N°. 3		
Società Esercizi Telefonici, Naples, Salerno, Avellino, Caserta, Benevento.	6	3
Circolo Costruzioni Co., for all of Southern Italy.	25	9
Genio Civile, Naples	2	6
" " Salerno		1
" " Brindisi		1
" " Lecce		1
" " Potenza		2
" " Catanzaro		8
" " Reggio Calabria		3
" " Taranto		2
" " Cosenza		3
	35	39

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	1½ ton to 1½ ton trucks	1½ ton or larger trucks
PRIORITY N°.4		
Province of Naples		15
" Salerno		6
" Benevento		6
" Campobasso		10
" Bari		4
" Brindisi		1
" Lecce		1
" Matera		3
" Potenza		2
" Catanzaro		6
" Cosenza		5
" Reggio Calabria		5
		64
PRIORITY N°.2		
Province of Naples		10
Benevento		8
Campobasso		10
Brindisi		3
Potenza		1
Catanzaro		2
Taranto		3
Bari		4
Cosenza		1
Reggio Calabria		1
		44

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ANNEX 2

TRUCKS NEEDED BY THE COYS OF THE SME GROUP

SOUTHERN ELECTRIC COMPANY

Capacity		Required		
		Technical and operation Department		
1	Ton Trucks	N°.2		
1½	" "	" 6		
3	" "	" 7	15	
		Construction Department		
1	Ton Trucks	N°.2		
3	" "	" 12		
6 or 8	" "	" 2		
5 or 6	" "	" 1		
40 or 60	" "& trailer	" 1	18	
		Distribution Service in Naples		
1 or 1½	Ton Trucks	" 6		
2½ or 3	" "	" 6		
5	" "	" 7	13	46

"CAMPANIA" ELECTRIC CO.

2	Ton Trucks	N°.2		
3	" "	" 1		3

"LUCANA" COY (For hydroelectrical enterprices)

1 or 1½	Ton Trucks	N°.2		
2 or 3	" "	" 1		3

GENERAL ELECTRIC COY OF APULIA

1 or 1½	Ton Trucks	N°.4		
2 or 3	" "	" 6		10

CALABRIE ELECTRIC COY

2½	Ton Trucks	N°.2		2
				64

Naples 28th October 1944

2264

Colomano Bart
HQs AC Transportation
Sub-Comm.

Rome, November 20, 1944

R/9

Dear Sir,

Subject: Utilization of the civilian trucks leaving Rome empty in order to load foodstuffs and other supplies destined to Rome

(1) Rome is a transit-centre of the high-ways linking up the Northern regions with the South, as well as several longitudinal railroad-lines.

(2) Excepting a small amount of the requirements, Rome must be supplied from rather distant places with all commodities required to feed and to cloth some 1.500.000 to 2.000.000 people.

(3) Rome has practically no production of commodities destined to the exportation to other provinces and it must therefore be considered as fully passive as to feed a traffic whatsoever.

(4) If we consider the movement of trucks during the period from Sept. 15th to Oct. 15th 1944, according to the daily returns sent by the Ufficio Trasporti di Roma, we obtain following results:

Trucks employed during above period No. 23,809
Total mileage run (outwards & return trips) ..... km 5.233.337
" loading capacity ..... To. 54.967

According to the informations supplied by Ufficio Trasporti (Statistics Sect.), it appears that nearly 15% of above Reports have not been actually operated (& they must therefore be deducted from above figures) on account of several reasons: damages at the trucks, cancellation of contracts, etc. a further 15% has been moreover operated with partial &/or full load also during the outwards trips.

(5) My further investigations will therefore be based upon following figures obtained from above date less 15%:

Trucks actually employed ..... No 20.238
Total mileage actually run ..... km 4.447.837
Total loading capacity of the actually employed trucks .. To. 54.967

2253

(6) The employement of said trucks appears therefore to have been, at least teoretically as shown by following prospect:

100% utilized:

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(1)Rome is a transit-centre of the highways [illegible] up the Northern regions with the South, as well as several longitudinal railroad-lines.

(2)Excepting a small amount of the requirements, Rome must be supplied from rather distant places with all commodities required to feed and to cloth some 1.500.000 to 2.000.000 people.

(3)Rome has practically no production of commodities destined to the exportation to other provinces and it must therefore be considered as fully passive as to feed a traffic whatsoever.

(4)If we consider the movement of trucks during the period from Sept.15th to Oct.15th 1944, according to the daily returns sent by the Ufficio Trasporti di Roma, we obtain following results:

Trucks employed during above period No.23,809
Total mileage run(outwards & return trips).....km 5.235.337
" loading capacity.....To.54.967

According to the informations supplied by Ufficio Trasporti(Statistics Sect.), it appears that nearly 15% of above Reports have not been actually operated(& they must therefore be deducted from above figures)on account of several reasons:damages at the trucks, cancellation of contracts, etc.a further 15% has been moreover operated with partial &/or full load also during the outwards trips.

(5)My further investigations will therefore be based upon following figures obtained from above date less 15%:

Trucks actually employed..... No 20.338
Total mileage actually run..... km4.447.857
Total loading capacity of the actually employed trucks.. To. 54.967

2283

(6)The employement of said trucks appears therefore to have been, at least teoretically as shown by folowing prospect:

a/Return trips: 100% utilized:
Trucks employed.....No 20.338
Mileage run.....km 2.223.920
Commodities trasnported.....To. 54.967

b)Outwards trips: 15% utiliz. 85% not utilized:

Total:			up to 1.9t	over 1.9t
20.338	trucks No.	3.051	12.703	4.584
54.967	loading capacity	8.245	25.820	21.102
2.223.920	mileage run km	333.358	1.127.165	862.367

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(7)The quantity of fuel wasted by 12.703 trucks having load.cap.up to 1.9 Te.for empty outwards trips totaling km 1.127.165,amounts at 87.980 gls corresponding to 4.850.000.- Lire(at the price of L 55.- per gallon.)

The consumption of tires can be estimated as follows: (minimum)4 tires each truck,totaling 50.812 tires,at one average unit price of L 4.000.-thus giving total value of L 203.248.000.-;having assumed an amortization of 0.5% upon the average mileage(1.127.965:12.703=)of 89 km for each and consequently for each tire,we obtain a total cost of Lire 800.744.-I am of the opinion that both tire and fuel consumption,that is a total value of L 5.400.000.- will keep surcharging the cost of the supplies transported to Rome because the trucks having a loading capacity up to 1.9 tons could be hardly employed for some other combined work.

(8)I have more carefully investigated the trucks having a loading capacity of 2 tons and more,when the distance covered in a single trip(outwards)is at least 100 km or more. The results of my investigation are shown by following prospect.

distance covered (over)	No of voyages	Loading capacity (tons)	Total dist. covered (km)	Tot.consumption of fuel (gls)
100-149 km	2.275	9.332		
150-199 "	595	2.450		
200-249 "	391	1.847		
250-299 "	679	3.713		
300 & over	644	3.774		
T o t a l	4.584	21.102	862.367	67.265

(9)The cost of the fuel wasted reckoned as under (7)amounts to L 3.700.000.-;the consumption of the tires(having assumed minimum 4 tires for each truck,unit price of the tires L 5000.- and amortization rate 0.5% upon an average of 188 km for each truck and consequently for each tire)amounts to L 550.000.- thus totaling L 4.250.000.-

(10)The total expenses for both tires and fuel consumption for the full-load trips(according to point 6-a),plus 15% of the outwards trips (6-b)amounts to Lire 12.800.000.-,consequently the empty outwards trips for which a total expense of Lire 9.710.000.- has been born,represent an actual increase by 76.5% of the ~~total~~ cost of the full-load transports.

(11)The total movement which has been investigated concerned 35 provinces,among which 12 provinces are represented by a total non-utilized loading capacity of more than 450 tons a month,as shown by following prospect:

22-2

No.	Province	Distance Rome-Prv. Capital	Empty-trips Total	Empty-trips Daily	Mileage covered km	Load.cap. Tot.	Load.cap. averdly	Corresp. 15 t.R.-C. M-ly	Corresp. 15 t.R.-C. D-ly
		km				tons			
	South of Rome:								
1	Latina	60	1.128	38	135.360	2.820	94	188	6
2	Frosinone	80	1.128	38	180.480	2.820	94	188	6
3	Caserta	180	1.128	38	406.080	2.820	94	188	6
4	Benevento	240	1.128	38	541.440	2.820	94	188	6
5	Avellino	240	1.128	38	541.440	2.820	94	188	6
6	Salerno	240	1.128	38	541.440	2.820	94	188	6
7	Potenza	360	1.128	38	812.160	2.820	94	188	6
8	Matera	440	1.128	38	992.320	2.820	94	188	6
9	Cosenza	520	1.128	38	1.172.480	2.820	94	188	6
10	Catanzaro	600	1.128	38	1.352.640	2.820	94	188	6
11	Reggio Calabria	720	1.128	38	1.623.360	2.820	94	188	6
12	Messina	720	1.128	38	1.623.360	2.820	94	188	6
	T o t a l		13.536	456	9.922.560	33.840	1.128	2.256	72

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surcharging the cost of the supplies transported to Rome because the trucks having a loading capacity up to 1.9 tons could be hardly employed for some other combined work.

(8)I have more carefully investigated the trucks having a loading capacity of 2 tons and more,when the distance covered in a single trip(outwards)is at least 100 km or more. The results of my investigation are shown by following prospect:

distance covered (over)	No of voyages	loading capacity (tons)	Total dist. covered (km)	Tot.consumption of fuel (gls)
100-149 km	2.275	9.332		
150-199 "	585	2.436		
200-249 "	391	1.847		
250-299 "	679	3.715		
300 & over	654	3.774		
T o t a l:	4.584	21.102	862.367	67.265

(9)The cost of the fuel wasted reckoned as under (7)amounts to L 3.700.000.-;the consumption of the tires(having assumed minimum 4 tires for each truck,unit price of the tires L 5000.- and amortization rate 0.6% upon an average of 188 km for each truck and consequently for each tire)amounts to L 550.000.- thus totaling L 4.250.000.-

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22~2

No.	Province	Distance Rome-Prv. Capital	Empty-trips Total	Daily	Mileage covered km	Load.cap. Tot.	aver. daily	Corresp. 15 t.R.-C. M-ly	D-ly
North of Rome:		km				tons			
1	Aquila	147	702	23	103.801	2823	940	188	6
2	Rieti	87	600	20	69.487	2435	81	160	5
3	Chieti	223	373	12	104.558	2068	69	137	4
4	Viterbo	76	430	14	53.704	1978	66	131	4
5	Terni	94	403	13	54.551	1626	54	108	4
6	Grosseto	161	235	7	40.188	1012	30	67	2
7	Perugia	176	125	4	23.499	486	16	32	1
8	Macerata	230	110	3	20.908	452	15	30	1
			Total		470.696	12880	425	853	27

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No.	Province	Distance Rome-Prov. Capital	Empty trips Tot.	Empty trips D.ly	Mileage covered km	Load.cap. Tot tons	Load.cap. D-ly tons	Corresp.to 15 t Ry-C. M-ly	Corresp.to 15 t Ry-C. D-ly
South of Rome:		km							
9	Napoli	233	493	16	120.015	2615	87	170	6
10	Salerno	280	133	4	38.344	975	32	65	2
11	Frosinone	86	212	7	26.518	919	31	61	2
12	Littoria	66	185	6	23.835	767	26	51	2
			Total		208.712	5276	176	347	12

(12)The prospect shows that to operate the transports of supplies from the provinces north of Rome listed under 1-8,there have been available transportation means(outwards)corresponding to an average number of 27-29 daily wagonloads of 15 tons, thus totalling 853 wagonloads of 15 tons for the whole period considered.And for the provinces south of Rome listed under 9-12 the available transport means(outwards)have corresponded to an average of 12 wagonloads of 15 tons daily,totalling 347 wagonloads of 15 tons for the whole period considered.

(13)If we could arrange that an average number of 28 rail cars travelling from South towards North to places within a radius of about 300 km from Rome,and 12 cars travelling from North towards South,still within above radius,be daily liberated at Rome,we could free an average number of 40 rail cars daily;assuming that the time saved for each car be only 2 days, we obtain that 1200 monthly car thus freed would mean a monthly saving of 2400 operating-days!

If consider,moreover,that at present the most endowed section of the Italian rail-system,that is the Torre-Annunziata Napoli line,has a daily assignment of only 425 tons,corresponding to nearly 30 wagonloads of 15 tons,we have a still clearer idea of present wasting of transportation means!

(14)If we extend above consideration to a 12 months period, we obtain that the sum yearly wasted for fuel and tire consumption for above empty trips amounts to more than L 116.000.000.- and the corresponding non-utilized capacity reckoned in wagonloads of 15 tons would free 14.400 cars and save about 30.000 operating-days.

(15)In order to prevent at least,to lessen above senseless wasting of transportation means,I want to submit following propositions:

to establish at Rome a Shunting-Centre for goods and materials travelling by rail and destined to localities within a radius of 300/350 Km from Rome;above goods and materials must be chosen among there which can be transferred from rail to truck without being damaged,

to discharge at Rome above goods and materials,

to forward them up to destination by those trucks which would have left Rome empty for the same or nearby destinations.

(16)The working of above shunting-centre should be approximatively organized as follows:

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which would have left Rome empty for the same or nearby desti-
nations.

(16)The working of above shunting-centre should be appro-
ximatively organized as follows:

a)the goods should be dispatched with regular rail docu-
ments covering the whole distance up to destination.

b)Above documents should bear a declaration to be under-
signed by the consignor,saying that:"the consignee grants ISR
Administration the faculty to forward the commodities from
Rome,up to destination by truck,at receiver s own risk and ex-
penses."

b)The commodities should be transfered from rail-car to
ISR warehouse,to be re-loaded on the following day,at ISR s
care upon the trucks which otherwise should leave Rome empty
towards the same or nearby destinations.

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c)ISR Administration(ir the private Enterprise entrusted to this purpose by the ISR),should report daily to Ufficio di Trasporti the commodities which have been unloaded,enabling Ufficio Trasporti to chose the most suitable trucks to carry-out the forther transportation.

d)Ufficio Trasporti should take care of the delivery of the goods to the consignee,and it should moreover collect both transfering expenses and transportation expenses from Rome till destination.

(17)The expenses for transfering general cargo from rail-cars to ISR warehouse and from IRS warehouse to truck,amount presently at Rome about L 6.-(six)per 100 kg;those for direct transfering from rail cars to trucks amount to L 3.-(three) per 100 kg.

These same expenses can be reckoned also for commidities in bulk,as f.i.lemons,oranges,etc.

If we assume an average insurance fee of L 100.- per wagonload of 15 t and for an average stay in the warehouse from 1 to 3 days we have that the total expences(transfering+insurance)for a wagonload of 15 tons amount to round 1000 Lire.

(18)According to point(6) the total non-utilized mileage has been km 1.990.000 with a total expense Lire 9.710.000.-, while if we remain within the limits of the provinces whereof point(11),the total mileage which could be utilized would be only 979.000 km.

In order to may cover above difference,it is necessary to charge at Lire 14.- per km all transports forwarded by truck from Rome.As the dispath by rail should always be considered at full-load,that is 15 tons(minimum)per car,the unit cost per ton and km would result of about Lire 0.95!

Let us consider two examples:

a)onewagonload of 15 tons forwarded from Rome to Viterbo(76 km) by truck:

transfering and insurance.....	L	1.000.-
transportation:76 x 15 x 0.95.....	"	1.083.-
	L	2.083.-

b)one wagonload of 15 tons forwarded from Rome to L'Acquila(147 km)by truck:

transfering and insurance.....	L	1.000.-
transportation:147 x 15 x 0.95.....	"	2.095.-
	L	3.095.-

The consignees would not certainly object to above supplementary expenses,provided that the commodities they are interested for,be transported!

(19)ISR Administration should obviously collect fares according to present tarif conditions and for the whole distance to be covered,as IRS Administration would not complicate their work by above calculations.

The Transport Office which takes care of the transports from Rome to destination should collect the difference between

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The Transport Office which takes care of the transports from Rome to destination should collect the difference between the fare claimed by ISR according to tarif conditions and the realy covered distance per rail.Above sums could be destined to some welfare fund for ISR people or to reconstruction of ISR.

(20)Besides the advantage to may utilize a part of the means which are presently travelling empty,thus recuperating corresponding expenses there is another,esential advantage! That is to may employe for other services a very important number of rail cars(see point 12)thus considerably helping Italian economy.

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This second advantage cannot be easily expressed in figures as every increase of the transportation possibilities of the Italian rail system, affects several sectors of the economical life of the Country so that it is difficult to make any definitive forecast, especially in a general and superficial investigation as the present one.

I want to point-out moreover, that I have investigated only a 30-days period so that my conclusions cannot be considered as an exact picture of the situation but only as suggestions as to the possibility or better, the necessity to take measures which are more adequate to present circumstances.

Believe me

Yours very truly

Colomano Barta

(Colomano Barta)

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TOUR NOTES

DCCAO/13/4.1 20 November 1944

On Saturday 18 Nov 44, we visited Florence in order to check up the management and operation of the civilian load carrying vehicles - the Ufficio Trasporti. A meeting was held attended by Lt. Col. J. B. Thompson, RA, Lt. Col. Rolf, Major Sykes, Capt. Saunders, Lt. Bissy and Capt. W.L. Ainsworth. The general feeling seemed to be that our visit was a little premature in view of certain steps that were in process of being taken to improve operations. It is my intention to go to Florence in a week's time to see what improvements have been made and to attempt to put the whole project on a firm basis. The following facts were obtained:-

a) Number of trucks registered - 425 over 1 ton and below 2 tons
250 over 2 tons
Various smaller vehicles.

Usually just over 50% of these are off the road.
Chief reasons for deadline lack of tyres and spare parts and general condition of engine. All vehicles registered up to the present time are pre-1936.

b) 100 Carabinieri are being used as inspectors at various check posts for the purpose of checking loads against work tickets. These inspectors work in groups of four, two stopping the vehicles and checking them and two standing by to drive off confiscated trucks.
A flying squad is also in operation and this should be a big factor towards stopping black market hauls.

c) Vehicles can only be impounded after a conviction has been obtained and so far there have been few cases and no successful prosecutions of drivers running contraband.

d) In view of (c) above many vehicles are known to be going over to the black market. Black market activities are being investigated at the present time.

e) Not sufficient control is exercised resulting in disorganisation to a certain degree. Too much time is wasted in issuing work tickets and because of this vehicles get on to the road late. Work tickets are compiled and loads supervised by Consorzio Agrario, otherwise there is no control whatsoever. This immediately opens up prospects for graft, especially if there is collusion between drivers and inspectors.

f) 400 tons of Lignite are required in Florence daily and the request was put forward for a certain number of trucks to be put at the disposal of the MTO in order to carry out this task. It was pointed out that this was impossible at the present time. MTO claims that civilian transport is working to capacity but this is obviously not so.

Conclusion:- Owing to the fact that there have been changes of personnel in the transport side, due to sickness etc., the organisation has suffered. Various experiments are being tried out to improve the operation and administration and I propose making a thorough check after one week. The usual obstacles are being met - lack of tyres, spare parts etc. - but these are only to be expected.

W. L. AINSWORTH,
Captain, R. A.

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W. L. AINSWORTH,
Captain, R. A.

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DCCAO/11/7.3

TOUR NOTES
CAPTAIN W. L. AINSWORTH, R. A.

4 Nov

22-27

Serial	Minutes
18.	27 Oct 44. Proceeded to ANCONA to meet the Recce party of 1004 GT Coy.
19.	28-29 Oct 44. As no Recce party had arrived I conferred with Maj. Eardley (A) over the various suggested localities in which it was desired to situate the Coy.
20.	Contacted Staff Captain "Q" of 61 Area with what little information I had (unfortunately even this turned out to be inaccurate) and he informed me that in view of the large numbers of troops and vehicles in Ancona and surrounding district it was quite impossible for him to suggest any locality in the immediate neighborhood where even as few as fifty men could be accomodated. He felt certain that FANO was the nearest place where a platoon might be billeted, this town being approximately 30 miles from Ancona. He did suggest, however, that if I cared to make a reconnaissance of various localities he would be prepared to assist in every possible way when it came to dealing with the Town Major/s.
21.	Surveyed CHIARAVALLE, OSTRA and OSIMO areas. Decided on part of a tobacco factory at CHIARAVALLE (Map Ref Italy Road Map 1:200,000 First Edition - Ans 2 Sheet 14 - 2460465), a monastry at SAN MARCELLO (33643) and the MONOPOLIO CONSORZIALE at STAZ DI OSIMO (8630340), the last mentioned being at present occupied by a Polish RME detachment who are in the process of moving out and should be clear in seven days' time.
22.	30 Oct 44. Learned that the Recce party had arrived during the night 29/30 Oct 44 accompanied by the main party and ancilliaries and at that moment there were 142 load carrying, 6 technical and approximately 12 other vehicles together with 435 personnel parked in the streets of ANCONA.
23.	Having explained the necessity for sending forward a Recce party, I proceeded with Maj. Newberry RASC, the O.C. of 1004 GT Coy, to the proposed HQ site at STAZ DI OSIMO and also to a suggested temporary one on a disused road just outside OSIMO. This site is to accomodate HQ, W/shops and two platoons, the other two sites accomodating one platoon each. Capt. Masters, 2 i/c of the Coy., inspected these and both he and the OC expressed their approval. The whole Coy then moved to their respective sites.

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TOUR NOTES
CAPTAIN W. I. ATHERTH, R. A.

4 Nov 44

P595
TM G/C
R/C

Minutes	Action

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HEADQUARTERS
A. C. C.

Col. Bordas.

For information & return, the C.W.S.
10/11.

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1853

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Serial	Minutes	Ac
24.	They had transported 45 tons of olive oil but NO salt. According to the OC the salt order had been cancelled just before they vacated their previous HQ, but he was unable to say by whom. He is endeavouring to ascertain who was responsible for cancelling the order and will pass his information to Maj. Eardley. AMG 8th Army are putting through a report on this matter.	
25.	At present practically all the vehicles will be utilised for muling grain in the provinces of ANCONA and MACERATA, Capt. Kelly (A) Port Warehouse Officer, only requiring seven or eight vehicles daily for reorganising his warehouse distribution.	
26.	CHIARAVALLE will be used as grain RU thus shortening the haul from MACERATA district by approximately 6 miles.	
27.	Maj. Eardley will receive the bids for road transport from Capt. Kelly and Lt. Col. Spencer (B) and, together with his own, will forward them to OC 1004 GT Coy. Priority -- (i) Capt Kelly -- phasing forward, (ii) Maj. Eardley -- collection of grain, (iii) Lt. Col. Spencer -- miscellaneous.	

DISTRIBUTION:
Col. Monfort
Transportation Sub-Commission
Economic Section
Chief of Staff

1854

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

4 Nov 44 (Cont'd)

Minuten	21	Action
tons of olive oil but NO salt. According to the OC the salt order before they vacated their previous HQ, but he was unable to say by ng to ascertain who was responsible for cancelling the order and on to Maj. Eardley. AAG 8th Army are putting through a report on		
all the vehicles will be utilised for hauling grain in the provinces Capt. Kelly (A) Port Warehouse Officer, only requiring seven or r reorganising his warehouse distribution.		
d as grain RH thus shortening the haul from MACERATA district by		
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W. L. AINSWORTH,
Captain, R. A.

liaison

1851

Declassified E.O. 12356 Section 3.3/NND No. 7850211

A Fig. R 19

Headquarters
A Allied Control Commission
Transportation Suboom.
Roads

T A B L E S

of

trucks in circulation in the Regions VIII, IX, X, XI, XII

showing the SITUATION on 31 December 1942

-=ooooOoooo=-

Rome, 24th September 1944

for Pvt Halstead
c/o Lieut. Mordaca

T 8561

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

T A B L E No.1

Trucks in circulation in the REGION VIII

(situation: on the 31/12-1942)

PROVINCE	TRUCKS up to 2t	up to 3t	up to 4t	up to 5t	up to 7½t	over 7½t
Apuania	217	40	20	9	13	18
Arezzo	359	29	41	9	38	8
Firenze	1.747	136	217	102	145	50
Grosseto	343	41	38	20	34	16
Livorno	372	32	39	40	51	39
Lucca	420	53	51	26	44	18
Pisa	439	33	48	5	18	1
Pistoia	416	40	50	4	28	10
Siena	627	32	74	47	25	21
Sub-Total	4.940	436	578	262	396	181

Total 6.793

Rome, 24-IX-1944

1857

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

T A B L E No. 2

Trucks in circulation in the REGION IX
(situation:on the 31/12-1942)

PROVINCE	TRUCKS up to 2t	up to 3t	up to 4t	up to 5t	up to 7½t	over 7½t
Bologna	1.757	243	118	98	171	56
Ferrara	778	97	69	19	39	9
Forlí	1,096	115	177	39	170	65
Modena	1.220	122	88	24	58	32
Parma	880	74	87	35	53	23
Piacenza	663	82	61	28	71	28
Ravenna	748	75	84	20	76	15
Reggio Emilia	670	74	66	33	118	25
Sub-total	7.812	882	750	296	756	253

Total:10.749 ✓

Roma, 24-IX-1944

1 8 5 81

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

T A B L E No.3

Trucks in circulation in the Region X
(situation: the 31/12-1942)

PROVINCE	TRUCKS					
	up to 2t	up to 3t	up to 4t	up to 5t	up to 7½t	over 7½t
Alessandria	848	170	48	44	141	43
Aosta	508	57	55	10	16	9
Asti	511	24	22	--	1	13
Cuneo	1.342	102	60	54	86	20
Novara	987	94	71	17	--	12
Torino	3.316	343	316	118	292	121
Vercelli	948	112	63	20	54	20
Genova	1.830	292	401	244	196	57
Imperia	724	57	22	15	14	5
La Spezia	259	40	43	21	7	13
Savona	426	69	44	40	70	26
Sub-Total	11.699	1.360	1.145	583	877	339

Total: 16.003

Rome, 24-IX-1944

1959

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

T A B L E No.4

Trucks in circulation in the REGION XI
(situation:on the 31/12-1942)

PROVINCE	TRUCKS up to 2t	up to 3t	up to 4t	up to 5t	up to 7½t	over 7½t
Bergamo	624	96	93	40	47	10
Brescia	1.000	153	97	45	111	7
Como	1.163	165	103	46	44	8
Cremona	870	62	24	24	69	10
Mantova	875	54	73	16	59	--
Milano	4.902	1.320	1013	363	543	221
Pavia	989	133	114	49	92	55
Sondrio	230	--	10	5	5	8
Varese	1.261	150	134	56	53	17
Sub-Total	11.714	2,133	1.661	644	1.023	336

Total:17.511

Rome, 24-IX-1944

2241

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

T A B L E No.5

Trucks in circulation in the REGION XII
(situation the 31/12-1942)

PROVINCE	T R U C K S up to 2t	up to 3t	up to 4t	up to 5t	up to 7½t	over 7½t
Bolzano	655	110	68	45	44	15
Trento	639	38	59	44	67	4
Belluno	448	49	66	36	20	11
Padova	771	74	78	27	110	9
Rovigo	397	46	41	10	7	3
Treviso	884	55	109	24	49	25
Udine	690	97	96	91	67	70
Venezia	437	47	64	47	75	--
Verona	1.029	98	154	82	89	46
Vicenza	832	60	90	11	49	22
Fiume	264	31	24	55	53	23
Gorizia	301	33	28	27	34	28
Pola	317	14	20	21	7	29
Trieste	697	119	125	31	59	11
Zara	71	30	25	5	10	--
Sub-Total	8.432	901	1.047	556	740	296

Total: 11.972

Rome, 24-IX-1944

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

R19

HEADQUARTERS ALLIED COMMISSION
A. F. O. 394
Food Sub-Commission

JAM/mm

31 October 1944

el: 515

ACC/FSB/FOOD

SUBJECT: November surpluses allocated to Rome - Lazio-Umbria Region

TO : Regional Commissioner, Lazio-Umbria Region
(Attn: Supply Officer)

1. FSSA - Southern Region

Bari Zone	1500 tons	Almonds
Salerno Zone	400 tons	Cauliflower
	500 "	Apples
	300 "	Passion Fruit
Naples Zone	1500 tons	Hazel Nuts
	1500 "	Walnuts
	2500 "	Apples
	1000 "	Passion Fruit
Avellino	1500 tons	Hazel Nuts

2. FSSA - Abruzzi-Marche Region

Ascoli-Piceno 75 tons Fennel

3. A letter has been written Southern Region asking for specific locations, quantities, consignors etc., and also whether they wish to arrange to export the items, using their merchants or whether they wish Rome Merchants to arrange to import the merchandise. The Region has been requested to communicate direct with Lazio-Umbria Regional Commissioner for attention Supply Officer.

4. In the case of Abruzzi-Marche Region, the Regional Commissioner has been advised that Lazio-Umbria Region will arrange for the importing (transportation etc.) of the Fennel to Rome.

J. M. Norris
Major, A.U.S.
Food Supply Officer
Food Sub-Commission
for
W. J. LEGG
Colonel
Director, Food Sub-Commission

Copy to: Agric Sub-Comm. (Maj. Marrett)
Trans. " " (Lt. Col. Barnes) Capt. Lester - Econ. Supply. Food

1862

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

D-1755 R/9

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

23 October 1944

MT/1662/8/2

SUBJECT: Transport for grain collection.

TO : Provincial Commissioner

Regards of my trip to Macerata, Ancona and Pesaro, the following points should be mentioned.

1. The 17 trucks supposedly available from G r/Capt. Benson are being used at Ancona for provincial purposes, not grain collection, and are not available for us.

2. Macerata has secured 30 army trucks for an indefinite period for grain collection and after checking road conditions, I believe we can count on 90-100 tons daily, from these trucks.

3. For the time being, the Rome trucks in Jesi will be taken to Ancona section and haul from that region.

4. All Rome trucks in Macerata have been grounded for lack of (1) Diesel oil, (2) Lubricating oil and supposedly the source, Ancona, had refused any help. I would like to point out that when our position was made clear to Lt. Col. Spencer he was glad to help and gave me all the P.O.L. I wanted.

5. The G.T. company 1005 when obtained will go to Ancona region and base from there for the grain collection. Major Carl Eardley will stay in Ancona and coordinate all details both for Ancona and Macerata. Capt. Norman Crute will stay at Jesi railhead.

6. Additional railheads need to be obtained and already efforts are started to lay them on.

7. Final remark - all out effort must be made to get this 1005 company in operation because the terrific haul involved does not make practical any other solution.

M.C. Mc Carty

M.C. Mc CARTY 2238
Capt. Inf.

Copies to: Executive Officer (Rome)
Executive Officer (Provinces)
A.C.C. - Transportation Sub-Commission
A.C.C - Petrol Section

MC/mb

File R/9. CWB. 23/10

REPORT ON THE M.T. SPARES POSITION FOR BRITISH M.D. VEHICLES.

A. To put the M.T. spares supply system on a sound basis it is necessary:-

1) That all indenting for spares be done by one department of this H.Q. At present there is some confusion as to who has indented for what, and the result has been that nothing was done at all.

2) That there be unified system of collecting stores. At present stores have been demanded for " A/C/C/H/Q/ " or even just "A.C.C. " with the result that anyone with an A.C.C. sign on his car has been able to go to an ordnance depot and collect such stores irrespective of which Sub-Commission or Region actually requires them.

3) That there be a central accounting system to keep control of stocks and to ensure that provision action is taken before stocks are exhausted.

4) That a central store be established under the control of the same department of this H.Q. which does the indenting and accounting, to hold a reserve of spares upon which the regional Garages may draw as they use their own stocks. This will lessen the time between a garage requiring an item and the obtaining of it from Ordnance.

B. The first step towards improving the spares position seemed to be to endavour to hasten delivery of F.A.M.T.O. kits and other items already indented for by G-4 Branch of this H.Q.

I accompanied Capt.Rowlands of that branch to A.F.H.Q. (Ord.3). We were informed that the demand for F.A.M.T.O. would be approved and passed to R.E.M.E. for scaling, which would take about seven days, we then went to No. 1 Sub-Depot 557 B.O.D. where the O.C.(Lieut. Col.H.Charles R.A.O.C.) confirmed that issue of F.A.M.T.O. could be made in about seven days from receipt of the scaling from A.F.H.Q.

Col.Charles was strongly in favour of all indenting and collecting for the whole of A.C.C. being under one control, as there have been difficulties in the past as indicated in Para A(2).

It was agreed that he would accept indents direct from the branch of this H.Q. to be made responsible whithout the necessity of passing through a local A.D.O.S. Releases for controlled stores such as engines must continue to be passed through Ordnance channels at A.F.H.Q.

Col.Charles also agreed to give our representative authority,when items are not available on our indents, to go to M.TORRESDOM Beach Factory, contact Major H.L. Lambert, the officer in charge and see what could be obtained there. It was also learned from U.M.I. Office in Naples that 693 Base Manufacturing Workshops are now able to make quantities of spares which are otherwise N.A.

Time did not permit us to visit this establishment but Capt.McLean of U.M.I. says that he obtained Fordson half-shafts and Hillman and Austin pistons there.

To facilitate indenting, a supply of M.T. catalogues was arranged through D.D.O.S. (Publications at 2 Sub-Depot 557 B.O.D)These should be available next week.(Capt.Rowlands collecting)

C. In view of the above I would recommend that the following system be adopted.

1) That one Branch this H.Q. be placed in sole central of indenting,receipt, storage,and issue to Regions of all M.T. spares.

2) That a warhouse in Rome be obtained for a central M.T. store.The floor space required would be at least 150.000 sq ftI to allow for the holding of bulky items such as engines and axles and the erection of bins for detail stores.

3) That one officer take charge of the whole program of supply of spares, including the store. The following staff is considered to be a minimum.

Office

1 Indent Clerk W.C.O.

1 Account Clerk Italian

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

draw as they use their own stocks. This will lessen the time between a garage requiring an item and the obtaining of it from Ordnance.

B. The first step towards improving the spares position seemed to be to endavour to hasten delivery of F.A.M.T.O. kits and other items already indented for by G-4 Branch of this H.Q.

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3) That one officer take charge of the whole program of supply of spares, including the store.

The following staff is considered to be a minimum.

2227

Office

1 Indent Clerk N.C.O.
1 Account Clerk Italian
1 Issue Clerk Italian

Storehouse

1 N.C.O.1/c Senior N.C.O.
1 N.C.O. 1/c Receipts and Collection
1 Soldier, issues.

About 20-30 Italians would be needed for labour and as the scheme developes clerical jobs could be taken over by Italians.

1864

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4.) That as soon as the F.A.M.T.O.'s are received they be put to stock in the Central Store and Issues made on a reduced scale to Regions, so as to leave a small stock in hand. Immediately issues are made, Replacements to be indented for.

5.) That in addition to preparing a scale to be held by the Regional Garages a scale be drawn up of items, beyond the scope of F.A.M.T.O., to be held by the central Store as a reserve to the regions.

If necessary R.E.M.E. scales branch be asked to cooperate in this.

6.) That Regional Garages will cease to indent on Ordnance as soon as the Central Store in established but will put all demands to Cebiral Store.

If items demanded by the Garages are not in stock Central Stores will immediately indent direct on 557 B.O.D. as they are to be entitled to do.

7.) That Central Stores will mantain stocks automatically by indenting weekly to cover their issues during the preceding week.

8.) That Central Stores be furnished with transport once a week to collect stores from 557 B.O.D. and to take in the following week's indents.

9.) That D.D.O.S.A.F.H.Q. be asked to inform ~~Before~~ Depots that all M.T. spares will be indented for and collected only by Central M.T. Stores and that Sub-Commissions and Regions be informed of this.

D.B. Rees Jr
RAOC.

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

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

M.T. SPARES FOR BRITISH W.D. VEHICLES

1.) I agree with the scheme in principle.

2.) At the present time each small unit (even provinces and Sub-Commission) are indenting on their local Ordnances and 557 B.O.D. In almost every case N.A. is the reply and apart from this the loss of time and the waste of transport is considerable. This also in my opinion takes care of the problems that will arise when the Army moves out.

3.) The soldier staff could be obtained on attachment (temporary) I feel sure, and Italians could be trained to replace all but the "receipt" collecting, and issue N.C.O.

4.) Presumably tyres for all W.D. Vehicles would be obtained in the same way as the spares.

5.) In view of the fact that the F.A.M.T.O. Scales will be arriving in the very near future, I feel if the system is to be adopted it should be started immediately, as the staff and Warehouse Accomedation will take a little time to get.

6.) I consider that spare parts is a matter for Roads Division and not G-4 as higher Echelon Maintenance, and spare parts should be entirely ~~especially~~ as G-4 have not the necessary technical Staff to deal with the local manufacture of spares that are not available at Ordnance, ~~and spare parts should not be diverted~~.

7.) Presumably the American Ordnance Officer when he arrives could make a similar arrangement for American Spares and the whole show could work under one roof with a joint staff.

Allan le Capr

Capt.D.C.MOYLE R.A.
Maintenance Officer,
Roads Division.

18/Oct/44

I agree entirely with the scheme.
D.D. Bruce Major.
R.E.M.E.

2225

A. C. C.

Transp. d/g
Hq. Acc

R/4

Col. Bordan
For information
Chief.
19/10.

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
OFFICE OF THE REGIONAL COMMISSIONER
APO 394

R/1115 14 October 1944

SUBJECT: Control of Civilian Goods Vehicles.

TO: Headquarters, Allied Control Commission, (Chief of Staff)

A. C. C.

Copy to: HQ ACC Tr [illegible]
HQ ACC PS [illegible]
HQ ACC EA[illegible]/3
HQ SR ACC Tr [illegible]
HQ SR ACC PS [illegible]
HQ SR ACC E[illegible]

1. To meet the minimum requirements of the civil population, it is clearly essential that privately-owned goods vehicles should be controlled and should be used at official rates for carrying supplies of essential commodities such as grain, oil and the like.

2. The recently-published ENAC decree, although it may be open to criticism and subject to amendment, does supply the machinery for exercising this control. But this is not enough. Owners of goods vehicles can make such quick fortunes by carrying black market goods or private merchandise that they will use every legal and illegal means of avoiding registration with ENAC - or, if they are forced to register, of avoiding the controls which ENAC imposes.

3. It seems clear, therefore, that special measures are necessary to force ENAC on the trade. The following are submitted for consideration.

(a) A common form of work-ticket to be used throughout Italy, so that police officers may immediately recognize a properly authorized journey. The work ticket should be difficult to forge and should bear printed serial numbers. In addition a common form of certificate to be used for any vehicles which Provincial ENAC Committees decide shall be permitted to circulate without work tickets and this to be always with the vehicle.

(b) The work-ticket to include a space or spaces to be filled in by any police officer (Allied or Italian) whenever the vehicle is stopped for examination; headings to be in both English and Italian. A suggested form is given in Appendix A.

NOTE:- It is understood that steps (a) and (b) have already been considered by you.

(c) CCRR, GGFF, Agenti di P.S., and Allied Military Police to be issued with small books containing tickets to be filled out whenever a vehicle is examined - top copy to tear out. A suggested

Declassified E.O. 12356 Section 3.3/NND No. 782021

A. C. O.

HQ SR ACC FB [illegible]
HQ SR ACC EA [illegible]

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NOTE:- It is understood that steps (a) and (b) have already been considered by you.

(c) CCRR, GGFF, Agenti di P.S., and Allied Military Police to be issued with small books containing tickets to be filled out whenever a vehicle is examined - top copy to tear out. A suggested form is given in Appendix B.

etc

(d) CCRR to be ordered and Allied Military Police to be requested to fill in VISTA space on work ticket of every vehicle they stop to examine, and to fill out a ticket in respect to the vehicle. Original of the ticket to be sent by CCRR to CCRR of the Province where the work ticket was issued or the vehicle registered and by Military Police to nearest ACC/AMG HQ for transmission to the same CCRR.

2234

(e) CCRR receiving forms to be responsible for checking forms against records of local ENAC and of taking action under the ENAC decree in case of contravention. (NOTE: This task should NOT be left to ENAC officials).

Declassified E.O. 12356 Section 3.3/NND No. 782021

(f) Lastly CCRR and Military Police to be encouraged to impound (pending court ruling) civilian goods vehicles found without an ENAC work ticket or certificate or obviously engaged in work not authorized by ENAC.

4. It is realized that this means a great deal of hard work by the already overworked CCRR and Military Police, but it can be argued that the provision of essential road transport for Civilian maintenance is so urgent that other police work may have to suffer to provide it. And it is believed that only by a highly organized police campaign such as that suggested in this letter will the ENAC decree be a success and civilian transport be diverted from black market or non-essential trade into essential work.

5. May it be stated, please:-

(a) Whether some such scheme can be inaugurated for Italy as a whole?

(b) If so, or how soon?

(c) If not or if there is to be long delay, whether an immediate local scheme for Southern Region in these lines would be approved.

6. Incidentally a similar scheme for military vehicles, if feasible, would have obvious advantages.

C. E. TEMPERLEY,
Colonel,
Regional Commissioner.

CET/jh
2 Incls.

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

Appendix A

V I S T O

To be filled by Police when vehicle is stopped for Examination.
Da essere riempito dalla Polizia quando il veicolo e' fermato per la verifica.

Date Data	Time Ora	Place Localita'	Load Carico	Examined by Esaminato da
____	____	_____	_____	_____

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1871

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Appendix B

Report on Examination of Goods Vehicle
Rapporto sulla verifica dei veicoli da trasporto

Date / Data _____ Load / Carico _____

Place / Localita' _____ Drivers Name / Nome dell'autista _____

Vehicle No. / Targa No. _____ Identity Card No. / Carta d'Identita' No. _____

Was Work Ticket Produced / E' stato esibito il foglio di marcia? Yes/No / Si/No If so give Number / Se cosi' dare il numero _____

Was certificate exempting vehicle from carrying a work ticket given
E' stato dato il certificato che esenti il veicolo dal portare il foglio di marcia?

Yes/No / Si/No If so, give Number / Se cosi' dare il numero. _____

By what E.N.A.C. was Work Ticket or Certificate issued / Da quale E.N.A.C. e' stato rilasciato il foglio di marcia o il certificato. E.N.A.C. _____.

Did load and place of examination agree with particulars on Work Ticket or Certificate
Corrispondo il carico ed il posto di verifica ai particolari segnati sul foglio di marcia o sul certificato.

2232

ACP/hl

Spare R/G

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.478701
Our Ref: ACC.Tn/16/13

14 October 1944

TO : Economic Section, HQ. ACC

SUBJECT: Coal consumtion, SICILY

1. The railways of Sicily are practically at normal and our representative sends comprehensive reports of activities there, including a regular survey of coal consumption. In early August it was noticed that coal consumption had risen a little and a justifiable answer was given, based on harvest requirements.

2. The fact that all lines have been gradually brought into operation has naturally caused an increase in coal consumption, but it is felt that 9000 ~~tons per month is not~~ an unreasonable figure.

3. In early September a representative of the Coal Division of Industry Sub-Commission, visited Sicily in order to make arrangements for the railways to distribute coal for all consumers, in accordance with pre-war practice. At the same time, he suggested the railway coal consumption is excessive, in comparison with mainland consumption and intended to propose a reduction to 7000 tons a month, and further suggested the division to be arranged between passenger and freight traffic.

4. It is regretted that this information was not primarily conveyed to this Sub-Commission, when the matter could have been objectively discussed on the light of present day policy.

5. Road transport in Sicily is extremely difficult and the railways bear much of the burden. In spite of all the effects of war, the coal consumption in comparison with pre-war is reasonable as the following figures will show:

	Tonnage moved	Coal consumption (tons)
August 1937	232,800	20,761

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1. The railways of Sicily are practically at normal and our representative sends comprehensive reports of activities there, including a regular survey of coal consumption. In early August it was noticed that coal consumption had risen a little and a justifiable answer was given, based on harvest requirements.

2. The fact that all lines have been gradually brought into operation has naturally caused an increase in coal consumption, but it is felt that 9000 ~~increase a month is not~~ an unreasonable figure.

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	Tonnage moved	Coal consumption (tons)
August 1937	232,800	20,761
August 1944	114,612	8,996

We are entering a phase when the policy of AFHQ and consequently of this Sub-Commission require that every possible effort shall be made to assist in the rehabilitation of the Italian Railways. The Sicilian lines are well managed and controlled, and play an important part in the economic life of Italy. This Sub-Commission considers it a retrograde step to consider reduction of coal at this important stage.

1823

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7. This Sub-Commission has recently been concerned with the provision of a plan for developing the railways and our proposed scheme has received the approbation of the Minister of Communications as indicative of the help we intend to give in a practical way. It is at least unfortunate that this reduction of coal was proposed locally without consultation with this Sub-Commission.

8. Full support is given to the Minister's protests at the interference which will be caused to the life of Sicily by this arbitrary reduction, and it is hoped that the tonnage allotment can be restored at least to the monthly figure of 9000 tons at the earliest possible moment.

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

Declassified E.O. 12356 Section 3.3/NND No. 780021

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

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1876

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Clean file ~ R/9 1943

R/9

No. 31

11 October 1944

SUBJECT: Potatoes - Avezzano

TO : Major Horimer Food Sub-Commission

1. As requested I submit herewith report on potato situation at Avezzano covering the period from my posting to that area on 10/9 up to and including meeting with members of Agriculture Sub-Commission in H.Q. ACC on 10/10/44.

2. The potato bearing area concerned is the lake bed of Fucino which I believe covers an extent of 700 square kilometers, contains 20,000 producers. It is surrounded by a fair road and cross-crossed by subsidiary roads which are already almost impassible to M.T. owing to mud. Round the edge of the lake bed are about a dozen communes.

3. My orders were that the potato supply to Rome should be so organised as to reach 100 tons a day from 10/9 - 15/9 and thereafter 150 tons a day to an indefinite period.

4. The factors in the situation at 10/9 were as follows:

I. Organisation of supply. The theory of collection was as follows: On a decree issued by Prefect of Aquila Province on 18/8 all potatoes in the Province were blocked, producers ordered to submit a denunzia of crop within 10 days and all transactions and movements forbidden except through Consorzio of the Province. In each commune were established one or more "collectors" to whom producers were expected to hand over potatoes not required for retention. Payment was to be 6 lire a kilo payable by Consorzio of Aquila to producer and 7 lire by Rome Consorzio to Aquila Consorzio, the lire of difference being divided to cover communal tax for war damage, certain expenses of Rome Consorzio (Federpart), expenses of Aquila Consorzio and remuneration of "collectors". The price of seed potatoes was provisionally fixed at 7.20 lire to Consorzio of Aquila. This did not concern me except as affecting the amass collected for Rome consumption.

This theory of supply had the following loopholes:

a. The decree had no clause compelling handing over to collector the potatoes not required for retentions. The effect was that absolutely no potatoes were being collected. Producers were to be seen digging, carting and storing privately. This they did for two reasons, to sell at their convenience to black market or in the hope of selling as seed at the higher price.

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On 12/9 I requested Aquila Province to publish a new decree, enforcing handing over, and I also requested a republication of the

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Denunzia Clause as the decree of 18/8 had never been effectively published in producing area.

I was assured that a new decree was unnecessary, and that sufficient power existed in law to enforce sale. Also that sufficient publication had been effected.

b. Price. There was dissatisfaction at price of 6 lire, and at proportion of division of balance of 1 lire. I requested Aquila Province to raise price to 6.50 but this was refused and I do not feel strongly that 6 lire is too little, except when it is remembered that a higher price rules in Naples Province, the effect of which on Avezzano producers can be readily understood. Whatever may be the relative value of seed and eating potatoes in normal circumstances, the two prices undoubtedly had a great effect on the producer who, without any compulsion to hand over preferred to think his potatoes suitable for seed and buyable as such. Regional Agricultural officer was opposed to a single price for all potatoes. On 18/9 I submitted proposals for redivision of lire balance but had had no answer by 8/10.

c. Personnel. For the whole area and the whole scheme the Consorzio of Aquila had on 10/9 one elderly local Italian as executive. He was himself a collector, which should have occupied him fully, lived in Avezzano and was without transport. He had a sort of haphazard information service as to availability from collectors. Apart from him there were no other organizers.

The situation on 9/10/44 was as follows:

a. Decree. A day or two before I left Province was prevailed upon to issue a new decree as requested. I hope that it has now been published and that the anomalous position of producers storing potatoes privately while Rome cries out for them - ended.

b. Price. There has been no change in price. If, however, the suggestion at meeting with Agriculture S/C on 10/9 is adopted, that half of every producer's means is paid for as seed and half as eating potatoes, this should be satisfactory. The Consorzio officials on the spot are adamant that without a single price for both types there will be great difficulty. The above suggestions has the same effect.

c. Personnel. The Consorzio of Aquila, thanks to assistance from Provincial Supply officer has been galvanized into activity. It has re-organised the 'collectors' and increased their number and now put a senior representative on the spot, who was under orders from me to make a complete circuit of the lake every day, obtaining availabilities from collectors, settling difficulties, distributing sacks, etc. He has transport. His continued activity in this sense is vital.

II. Black Market. At 10/9 the black market had things practically all its own way. Potatoes could be bought for about 10 lire a kilo and sold in Rome for 50 lire. Producers were either unaware of or undeterred by the blocking decree of 18/8. The black marketeers proper were supplemented by military purchasers of various nationalities who

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sent trucks, by welfare and religious bodies, and by a multitude of small traders hitchhiking to Rome with small and large sacks. To oppose this were ranged the forces of the Carabinieri, some 200 strong but who had other duties, and the Guardia Finanza, who numbered about 20 and had no transport. The Carabinieri were quite useless, and commonly reported to accept bribes. The Guardia Finanza, when once encouraged, were first class but the odds were against them. Neither had any power to stop military vehicles.

During the first few days I had a meeting with Provincial Police Officer and requested reorganisation of blocks, tighter control of police and extra men for flying patrols throughout the Lake. Lack of personnel prevented the full meeting of this request till the first week in October.

As soon as the first step to tighten police block was made it was apparent that the black marketeers included deserters with stolen vehicles and sometimes, armed. The first day one was caught and arrested, another abandoned his loaded truck and escaped And a third forced the block with a tommy gun.

When I left on 8/10 the Provincial Police Officer had been transferred to Avezzano and was superintending on the spot and assuring himself that ~~illegal~~ legal process would effectively follow arrest. The black market is essentially a Police matter and needs continual attention from an Allied Police Officer. The presence of an Allied Officer for a month, the efforts of the Guardia Finanza and, very noticibly the fortunate passage of 4 British CMPs on a deserter, round-up contained to reduce illegal traffic very considerably. But profits are so good that it will start again if given opportunity.

III. Collection and movement to Rome. To date Rome trucks have loaded direct from collectors in communes. The alternative is a fleet of trucks loading, unloading and storing at a central warehouse from which other trucks collect for Rome. I have instructed the Fedesport representative to have a small number of trucks plying inside the area so that a reserve in warehouse can be kept for emergencies, bad weather, late trucks. In spite of complaints Rome trucks still often come too late in the day to load and return and so lose a complete day. An unsolved Police problem is the use of these trucks as a bus service and even to carry potatoes for private passengers. This results in overloading of trucks, delay and all round corruption. The only solution lies in the official police guard, supplied by Rome, who at one time used to travel on every truck. These individuals were useless and at best dead weight, two were caught black marketing, and the escort was accordingly abandoned. The movement to Rome and its co-ordination with availability of potatoes is now in the hands of Sig. TONTI of Rome Fedesport, a tireless worker, who is in the closest touch with Dott. CANLI the Avezzano representative of Aquila Consorzio and I regard this pair as the backbone of the organisation.

5. It was proposed at meeting with Agriculture Sub-Commission on 10/10 that all seed potatoes should be sent to Rome and selected there. This will mean double the Rome movement, but from the point of view of

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clearing the supply points at Fucino and getting away the crops it is a valuable plan. A very large amount of transport will be required.

6. In conclusion I would like to make the following points:

a. Personnel. Aquila Consorzio Sig. CORDI and Dott. CANNI are working excellently together. Dott. CANNI is a vital part of the organisation and must remain till the end. It is not for me to advise on personnel required to collection of seed.

Rome Fedcoport. Ably represented by Sig. TORTI who must remain till end.

Rome Transport. Very poorly represented to date. An authoritative person is required to control the large number of trucks which will soon be operating. He must be permanent.

AMG. Ideally an officer to represent each department all on the spot, e.g. Police, Transport, Agriculture, Food C/C. The police side should be under constant AMG control, but if it is the policy for the campaign to be an Italian affair, the present team, if supported, should do fairly well.

Military police. If half a dozen CMPs could be posted for blocks, patrols, catching deserters, prisoners etc. the effect could hardly be exaggerated. Capt. Ashton, P.S.O. Aquila, himself a professional police officer, intended to try and obtain CMPs from Ortona. They are hard to come by but the area is a likely hunting ground situated as it is, and offering good profits to deserters. In five days the CMP collected 2 stolen trucks, 2 AWOL, and 2 escaped German prisoners, etc., and their presence shook the black market. I recommend strong action to obtain CMP.

b. Price. The suggestion that potatoes assessed should be bought from producer 50% for consumption and 50% for seed, in the existing peculiar circumstances, should be adopted.

c. Transport. Permanent and well selected Rome Tpt. representative on the spot.

The transport should include as many large autotrani as possible.

Trucks should reach Avezzano not later than 1130 hours.

d. Black market. Commune in which black market truck is taken should benefit by part of price of load. This should bring some co-operation from villagers.

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e. Availability. I can only guess at this but with a good organisation it should be possible to reach 200 tons a day shortly, including seed, and excluding Region V.

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I do not know where the original figures which were the subject of my orders, were obtained, but in any circumstances they were unattainable at the dates given, the harvest being then hardly started.

3. From time to time I have heard strong arguments that if the block and the mess were dropped a fair price would result and our troubles end. I am unqualified to express an opinion on this but the above is a fair account of the mess situation, which with the new Decree at last published, tighter Police control and good transport organisation, should now improve very greatly.

Major.

1881

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Pearson on R19

Lt Col Bordais

7 October 1944

NO. 29

SUBJECT: Relations - Avezzano

TO : Regional Commissioner, Region V

1. In accordance with my orders from Food S/C, given before this assignment, I propose with your approval to return to Rome at the earliest opportunity as the potato campaign here is now organised.

2. My orders, dated 2/9, specified a period of approximately 14 days. The complications have necessitated a stay of nearly a month.

3. The daily consignment of potatoes is still far below what it should be (150-200 tons a day). As a result of steps which have been taken during the last few days and earlier I anticipate that it will now increase rapidly. Relevant factors are:

a. publication of new decree enforcing assess as requested in my letter (2) of 12/9.

b. active steps taken by Major Mignull in last 3 days to tighten all police blocks and police action generally with respect to armes and black market. In this the presence of a few British MPs for 5 days has assisted greatly.

c. Presence on the spot of Major Mignull and Capt. Ashton.

d. Much improved performance by Consorzio of Aquila and proper and continual representation on spot thereof. During first fortnight of this campaign I was doing their work for them.

e. Capable work being done here by Rome Foodesport representative, Sig. Torti, who will remain, and who co-ordinates Rome movement.

4. I am satisfied that the implications of the block are now full appreciated in the area, if not outside. I have taken all the steps I can to get the news distributed outside.

5. Producers will always sell to black market if they get the chance. 20 lire per kilo for 3 tons was paid to one black marketer caught 3 days ago (instead of our price of 6 lire). The black market can therefore only be checked by enforcing the block.

6. If coupled with lack of opportunity to sell to black market we now have power to enforce handing over to armse, on new decree, and legal

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process is effective the potatoes will be forthcoming.

7. The crop is being due except when rain prevents work. large quantities are already stored privately, and I should not be surprised if eventually supply of potatoes may exceed transport. With respect to this factor in home supply I am satisfied that Signor Torti is capable of controlling the situation.

8. My stay to in Avezzano itself has been possible by reason of the hospitality of the Holy Sisters, by permission of the Bishop, and I have nothing but gratitude for their co-operation.

9. Besides Sig. Torti of Rome Federport, Sig. Corby and Pott. Carli, both of Consorzio of Aquila, are both loyal and industrious workers for the cause and the Maresciallo of the Guardia Finanza and his small party of men have been first class throughout.

H.E. JENKINS
Major

Copy to: P.C. Aquila
Major Portner Food S/C

1831

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Came file on R) 9
GAIB

Lt Col Jordan

No. 27

6 October 1944

SUBJECT: Potatoes - Avezzano

TO : Major Highall, Provincial Police Officer, Aquila

1. As you are aware I have for the last few days had the assistance in the potato campaign here of a CMP Corporal and 3 men(with bicids) who were on long distance work in the area.

2. You are already only too familiar with the situation here where in an area of 700 square miles we are trying almost single handed to control a surplus of 60,000 tons of potatoes, against the continual efforts of the black market. You are also aware of the fact, that unauthorised persons buying potatoes in this area, include not only black marketeers over whom the Civil Police have the necessary powers but allied soldiers etc. buying potatoes against orders and that these men are sometimes involved in the black market or transport in R.D. vehicles to the black market. Over these latter the Civil Police have no rights whatever.

3. We are now as you know tightening the Civil Police blocks and control generally and I understand that you yourself will be in control on the spot.

4. On the first day of the reorganisation of the blocks, on the only really efficient block, 2 British deserters with stolen trucks loaded with potatoes were stopped and one arrested while the other escaped. Another British soldier was arrested the same day with a load of potatoes and is being dealt with. One of the stolen trucks contained a sub machine gun and ammunition.

5. The arrival of the CMPs 2 days after was most opportune and I think it is a great pity if they are now to be lost. I arranged with the Cpl. that our organisation and our information were at his disposal and the effect of the presence of British CMP in this area has an effect quite out of proportion to their numbers. You will be the first to appreciate the impression made by their smartness and methods on the Civil Police, some of whom are very keen, and there is no doubt that the black marketeers are now thinking twice.

6. However the profits of the traffic are so large and the unauthorised deal so easy that it will not easily be stopped. A ton of potatoes can be bought here for 8000 Lire and sold in Rome for 30-40,000 Lire, showing a profit of 22-32,000 Lire or L.55 to L.80 for a trip to Rome of about 100 miles. A truck will carry up to 5 tons. 2222

7. It seems likely therefore that deserters in need of money are bound to be drawn in this direction and will receive every assistance from the population in their activities.

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6. I suggest therefore, that you attempt to get extended the visit of the CMP to this area where there is undoubtedly work for them and other possibilities, as well as those outlined above.

7. If you are communicating with CMP in this respect, I shall be glad if you will express my appreciation of the first class assistance given during the last few days.

10. Please consider the retention of the 2 stolen vehicles here during this campaign if it can be arranged.

H.E. JENKINS
Major

Copy to: R.C. Aquila,
Major Farmer, Food C/S

Declassified E.O. 12356 Section 3.3/NND No. 782021

File R/9. Chief 11/10

AFHQ/13/4.1

TRANSPORTATION CONFIDENTIAL

Report on Forward Areas by Captain

W. R. AINSWORTH, R.A.

Thursday 28 Sept 44. Proceeded with Lt. Col. Stewart to Leghorn in order to get first hand information of the difficulties etc., under which S and T are working. Capt. Boyd (A) gave us a very clear picture of the complete set-up and it is obvious that one of the main difficulties is transport. He was reticent about giving me any information concerning these difficulties, but I formed the opinion that it is due not so much to a lack of transport, but to a lack of organisation on the part of the Transport Officer concerned. I did not contact Capt. Jessup (A) today but intend spending a couple of days with him, after visiting all forward areas, to see if we can arrive at some solution. It appears that Capt. Boyd never receives an "Availability of Transport" return from Capt. Jessup and consequently details most of the transport himself. Approximately 300 tons daily are supposed to be lifted from CECINA to Allied Commission warehouses Nos. 12 L 50 and 12 L 51 at Leghorn but this figure is not being reached. As there are two drivers to each truck it should be possible to make four trips daily but this needs organising. As soon as railway waggons can run right into Leghorn instead of Cecina the position will be temporarily clarified as this will only necessitate a run of approximately 1½ miles on the part of road transport. 1024/25 Coys are also lifitng a certain amount daily forward to 5th Army - an arrangement made between Lt. Col. Toscani and Capt. Boyd - dependent on the number of trucks available and are thus enabled to get a back load (to Leghorn) from Siena.

Friday 29 Sept 44. Siena. In the absence of Major Sowers (A), Region VIII, I contacted Lieut. Carter (A) who seems to have a very fine set-up and a workshop capable of dealing with between fifty and a hundred vehicles. He is working his trucks on a 24 hr basis and this is running very smoothly at present. However, he is anticipating trouble when he is forced to cut down the men's rations in the immediate future. It appears that between PERUGIA and ANCONA Bailey bridges are being removed before any diversion has been built or an adequate barricade erected, thus making night driving more hazardous than ever. This matter will be taken up in Ancona.

Saturday 30 Sept 44 (returned 1 Oct 44) Unsatisfactory trip. Proceeded with Lieut. Col. B. Thompson to A96 5th Army to make various contacts. Lieut. Col. Toscani was approached but he was preoccupied and not much information was obtained. He directed us to Capt. Halstead (B) who, unfortunately, was out of town, location unknown. Grave concern is felt about future operations when 5th Army move forward. At present the number of trucks in operation is only just sufficient to feed Florence and the existing Army Area; consequently it is imperative that part of the first consignment of the promised five hundred vehicles be made available in the immediate future.

Monday 2 Oct 44. General office routine.

Tuesday 3 Oct 44 (returned 5 Oct 44) Proceeded with Lieut. Col. Stewart to ANCONA. The Bailey bridge question was dealt with and would be put through the usual channels. Route 77 - the one in question - is not now generally used as Route 76 has been opened to all types of traffic. Contacted Capt. [illegible] who informed us that the trucks which were supposed to

Transport" return from Capt. Jessup and consequently details most of the transport himself. Approximately 300 tons daily are supposed to be lifted from CECINA to Allied Commission warehouses Nos. 12 L 50 and 12 L 51 at Leghorn but this figure is not being reached. As there are two drivers to each truck it should be possible to make four trips daily but this needs organising. As soon as railway waggons can run right into Leghorn instead of Cecina the position will be temporarily clarified as this will only necessitate a run of approximately 1½ miles on the part of road transport. 1024/25 Coys are also lifting a certain amount daily forward to 5th Army - an arrangement made between Lt. Col. Toscani and Capt. Boyd - dependent on the number of trucks available and are thus enabled to get a back load (to Leghorn) from Siena.

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Capt. Kelly (A) (Warehouse Officer). Has six Fiat trucks - part of the seventeen recovered vehicles - on loan from Rieta Province. Stores arriving by sea are cleared to warehouses by transport from Dock Clearance Coy and then forward by 1001 Coy for Lieut. Col. Spencer's distribution. It appears that

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the seventeen recovered trucks have been formed into a small company known as the Unione Consorzio del Autotrasporte (U.C.A.), six being on loan to Capt. Kelly, two hauling P.O.L., two charcoal, one fruit, one at Aquila and the remaining five not working on account of lack of Naptha. Nobody seems to know very much about these trucks. However it was arranged that Col. Spencer would leave them to Region V when he moves forward.

Lieut. Col. Spencer (B). Intends moving two thousand tons of stores forward to RIMINI by the end of October. To do this he will have to pull in all his available transport thus putting out of action a small milling programme that he was running. This requires about twenty trucks which will be made available to him when the new G.T. Coy arrives. He feels that the time has arrived when he need no longer look back, i.e. running his transport from Ancona, but that he should now leave that last to Region V who ought to supply his needs.

On the way back we visited the Railhead at JESI and it was noticed that four trucks of the 1001 Coy had been detailed to move grain from the Consorzio Agrario to the rail way trucks, a distance of not more than fifty yards at the very most. As there were facilities for loading only one vehicle at a time the number of trucks detailed was exactly 100% too much. This seems a gross wastage of transport and the matter will be dealt with when next I visit Ancona.

Recommendations and Suggestions.

1. Capt. Jessup has shown in the past that he is not sufficiently responsible to manage a truck company. I recommend that a change of command be made.

2. In view of the 100% surplus transportation at JESI - a small point in itself but one which is obviously being multiplied many times in forward areas - a far closer check should be kept by officers i/c transport. There is supposed to be a serious shortage of transport at the present time and such flagrant cases should be dealt with very severely.

3. I consider it will be necessary to specify the role of the new G.T. Coy and also its operational command. I suggest that it is put under the jurisdiction of the Provincial Commander of that Province immediately in rear of 8th Army and moves forward when 8th Army moves. The policy can be controlled from this office but not the operational efficiency.

W. L. Ainsworth
Captain, R.A.

Civil Affairs Section, HQ AAI
6 Oct 44

DISTRIBUTION:
Col. Monfort
Transportation Sub-Commission
Economic Section
Food Sub-Commission

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

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W. L. Ainsworth Capt R.A.

W. L. AINSWORTH,
Captain, R.A.

Civil Affairs Section, HQ AAI
6 Oct 44

DISTRIBUTION:
Col. Monfort
Transportation Sub-Commission
Economic Section
Food Sub-Commission

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HEADQUARTERS
30 SEP 1944
A. C. C.

Transf

TOUR NOTES

LT. COL. W. N. STEWART, RASC (G90 I, CA)

R/9.

LEGHORN, 28th Sep

Serial	Minutes	Action
1.	Leghorn / Arienne } ASC Warehouses } 12 L 56 / 12 L 57 Stocks 1400 tons Flour 300 tons Miscellaneous 600 tons Vegetables Maintained by Sea and Rail Railhead Cicina Transportation by 4 trips in 24 hours hauling from Railhead to Leghorn Supplies could now be received in Leghorn by rail and it is recommended that Railhead be pushed forward from Cicina	
2.	These warehouses maintain:- Florence Warehouse (5 Army) Leghorn Province Rioma Pisa (5 Army) Grosseto They were receiving up to 300 tons per day until 27th and then began to fall back to 160 tons per day.	
3.	Stocks of soup are very low and there is no sugar.	
4.	Transport - 2 coys, 1054 and 1055 American. The total nominal trucks was 140 - effective total ~~sheet~~ 100. These being used:- (a) To clear Railhead CICINA to Leghorn (b) Hauling supplies to Florence and NOVACOLA (Pisa) on 5th Army commitments.	

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Transportation S/C
SECRET 1638

R/9.

TOUR NOTES

LT. COL. W. H. STEWART, RASC (GSO I, CA)

LEGHORN, 20th September 1944

Minutes	Action
00 Warehouses) 12 L 50) 12 L 51	
tons Flour tons Miscellaneous tons Vegetables ed by Sea and Rail	
ina on by 4 tripe in 2/4 hours hauling from Railhead to Leghorn ld now be received in Leghorn by rail and it is recommended ld be pushed forward from Siena	
nes maintain:- Florence Warehouse (5 Army) Leghorn Province Siena Pisa (5 Army) Grosseto	
eiving up to 300 tons per day until 27th and then began to 160 tons per day.	
up are very low and there is no sugar.	
2 coys, 1054 and 1055 American. The total nominal trucks fective total ~~short~~ 100. being used:- To clear Railhead CIOMA to Leghorn Hauling supplies to Florence and NOVACCIA (Pisa) on 5th Army commitments.	

1891

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Serial	Minutes	Action
4.(Cont'd)	(c) 5th Army ASC haul forward from Florence and PRATOVECCHIA (Pine) (d) 5th Army Pratovecchio is said to have 47 trucks for forward haul. It is not known what number Florence has.	
5.	If the railhead were moved forward from Cecina to Leghorn Victorelli Yard, this would release a considerable lift in Road transport which could be put on to moving the Siena dump forward to either Leghorn or Florence. It is intended to use the 600 tons now in Siena for stockpiling for Bologna. The main tactical thrust is at present towards VERONA by 5 Army with heavy pressure North of Rimini by 8 Army with a secondary thrust (5 Army) towards Bologna. Bologna may fall soon and will almost certainly have to be maintained as 5 Army Stocks. Time is therefore the essence of the problem and the shift of the railhead to relieve road transport is urgent. The haul from Leghorn to Florence and Pratovecchi is properly an Army commitment and should be taken over by them as early as possible. This would:- (a) insure proper maintenance and repair. (b) insure a reserve of transport for lifting from any increased shifting programme from Leghorn. (At the bidding meeting on 29th stress was laid on the necessity for using ports to the fullest and so relieve rail)	
6.	Dock clearance at Leghorn to Warehouse is done by P&S and 21 Beach Group. On the whole, service is satisfactory. The bills of lading are not being put into rail cars as required by Movement Instructions. This means that stocks coming forward cannot be identified - whether for ASG or ADC. The bill of lading should be securely nailed at the top of the rail-car door.	
7.	I feel that more officer help - say an junior - should be given to Captain Boyd at Leghorn. He is alone at present and his commitments	

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Serial	Minutes	Action
8.(Cont'd)	and responsibilities are heavy.	
9.	Warehouses are in good order and docks well cared for. A new round about has been made in Leghorn warehouse so that there is now an "In" and "Out" with one way traffic.	
10.	Efforts should be made to speed up delivery of advices of dispatches with full detail of breakdown and consignor. (Copies both to ADC warehouses and AMG Army concerned.	
11.	The picture of army maintenance will be more complete when I have done the recce of Ancona and the eastern sector.	
12.	Florence is a heavy committment, being as it is, a large town. I am of opinion that the earliest opportunity should be taken to hand it over to Region for maintenance, as they will have to maintain it in the long run. It is at present being maintained by 5 Army. The country round Florence is rich in market garden produce and fruits. There should be an abundance of these in almost all seasons, but wheat or flour will have to be brought in. There is very little fresh meat and on the 29th there was none at all.	
13.	There is a very large quantity of medical stores in the warehouse at Leghorn. They are taking up valuable space, which in inclement weather, should be used for perishable food supplies.	
14.	Some detail. Transport can do 2 turnrounds to Novacchia, " " " 1 " " Florence, " " " ½ " " Monza - i.e. there one day, back next. Four turnrounds are possible between Leghorn and Udine on a one hour shift.	

TO: Deputy Chief ~~of Staff~~ (Forward) Col. Montfort

Copies to: Food Sub-Commission
Transportation Sub-Commission

(Sgd) W. NIHIAN
W. NIHIAN WT
Lieut. Col

2234 cs

1893

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

Minutes	Action
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(Forward) Col. Montfort ion ub-Commission	(Sgd) W. NINIAN STEWART W. NINIAN STEWART, Lt. Col. Lieut. Col.

TO : Regional Commissioner, Abruzzi-Marche Region A.M.G.

FROM : Regional Civil Transport Officer.

SUBJECT : Report for the Month of September.

REF : R5/517/17.

DATE : 28 September 1944.

VEHICLE STATUS

1. During the month of September this Region has received twenty-three new 1½ Ton Chevrolet trucks and sixteen 10 Ton Fiat trucks. The 1½ Ton Chevrolet were in excellent condition but practically all of the 10 Ton Fiats required repairs. Three of the Fiats are undergoing major overhauls at this time. The present MT vehicle status in the Region at this time is as follows:

Location	Number	Type	Trailers (1-Ton)
Aquila	31	10 Ton	25
	25	1½ Ton	
	4	3 Ton	
	3	6 Ton	
	26	1½ Ton	14
Ascoli-Piceno	17	1½ Ton	
Termmo	5	3 Ton	
Avezzano	1	1½ Ton	
Vasto	12	1½ Ton	
Ortona	4	3 Ton	
	1	3 Ton	
Pescara	9	1½ Ton	
	12	1½ Ton	27
Chieti	8	3 Ton	
	20	1½ Ton	
Macerata	10	3 Ton	

TRUCK POOL NO. II.

2. Truck Pool Number II at Campobasso was officially transferred to Foggia Zone, Southern Region, A.M.G. on the 23rd day of this month. This transfer involved the following vehicles: thirty 3Tonners; ten 1½ Tonners; six requisitioned civilian trucks; and two civilian automobiles. Lieut. L.E. Clark (A), the former C.C. of Truck Pool No. II was relieved by Capt. J.C. Dodds (B), who was given two weeks training by Lieut. Clark prior to the transfer.

TRUCK POOL NO. V.

3. Truck Pool Number V with headquarters at Ascoli-Piceno was activated this month by Lieut. R.L. McCorkle (A), who is attached to the Region pending his permanent assignment to the ACC Trans. Sub-Commission. Truck Pool No. V has one branch pool at Macerata.

TRUCK POOL NO. VI.

4. Plans have been made for the activation of Truck Pool No. VI at Ancona or Jesi as a headquarters. Lieut. L.E. Clark will command this Pool. At present he is making a reconaissance of the Ancona area and is prepared to activate [illegible] as soon as the area has been turned over to this Region.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Location	Number	Type	
Aquila	31	10 Ton	25
	25	1½ Ton	
	4	3 Ton	
	3	6 Ton	
Ascoli-Piceno	26	1½ Ton	14
Teramo	17	1½ Ton	
Avezzano	5	3 Ton	
Vasto	1	1½ Ton	
Ortona	12	1½ Ton	
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TRUCK POOL NO. V.

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4. Plans have been made for the activation of Truck Pool No. VI at Ancona or Jesi as a headquarters. Lieut. L.E. Clark will command this Pool. At present he is making a reconaissance of the Ancona area and is prepared to activate the Pool there as soon as the area has been turned over to this Region.

OFFICERS ASSIGNED.

5. Two new officers and three enlisted men have been temporarily attached to the Civil Transport Section as they are now assigned to and working in various Truck Pools.

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TRANSPORT REQUIREMENTS.

6. Sufficient motor transport is not available in the Region for the necessary hauling. A minimum of three-hundred tons lift should be made

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

available immediately by the ACC Trans. Sub-Commission in order to move grain to railheads and warehouses. The Civil Transport Officer, Region V, AMG has arranged to send civilian motor trucks from the Rome area (amounting to one-hundred tons lift) to Macerata to assist in moving grain from the Macerata area to the Jesi railheads. This Transport should be available during the first week of October. Lieut. Clark (while standing by to activate the Truck Pool No. VI) will assume charge of these vehicles at coordination with the Macerata Truck Pool.

BUS SERVICE.

7. Bus service in the Region has been increased practically five-hundred per cent this past month, with bus lines now operating over a good portion of the Region. The increased bus service will reduce the number of civilian passenger cars now circulating, thereby reducing the amount of gasoline used in the Region. Also increased bus service will expedite the distribution of mail. A few wood burning busses have been issued permits to operate.

8. Schooner Transport - A supplemental report covering Schooner Transport will be submitted on or before 10 October 1944.

SPARE PARTS.

9. The dressing of spare parts has been vastly improved with the opening of the Lancia Garage in Rome by the Trans. Sub-Commission (Rome). This garage maintains a spare parts section which draws in bulk from American and British Ordnance Depots and in turn issues to Regions. This has enabled this Section to draw spare parts for Fiat tee Tonners (heretofore impossible except on Black Market) and to draw spare parts for 1½ ton Chevrolets (which has been heretofore impossible). Tires still remain a definite problem which must be straighened out by ACC H.. At present we have no MD Vehicles off the road due to tires, but many of the vehicles in the Region are operating without spare tires.

10. P.O.L. has become an increasingly bigger problem. During the past month an estimated six-hundred truck hours has been lost due to lack of P.O.L.. It is hoped that telegrams and letters written by the Regional Supply Officer to the P.O.L. Section at ACC HQ. will bring better results during the coming month.

11. R.M.A.C. Plans have been drawn up and submitted to your headquarters for the activation of an Official Transport organisation which will entail the licensing and dispatching of all load-carrying motor vehicles in the Region. When this system is put into effect it will greatly increase the ability of the Provincial Supply Section to transport priority goods and commodities.

FOR THE REGIONAL COMMISSIONER :

Dic P. Richardson
DIC P. RICHARDSON
Capt. Inf.
Regional Civil Transport Officer

Copy to:

2 ACC Transport Sub-Commission
Capt. Richardson.

2214

Declassified E.O. 12356 Section 3.3/NND No. 780021

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Dic P. Richardson
DIC P. RICHARDSON
Capt. Inf.
Regional Civil Transport Officer

Copy to:

2 AOC Transport Sub-Commission
Capt. Richardson.

2214

HEADQUARTERS
1 OCT 1944
A. C. C.

Declassified E.O. 12356 Section 3.3/NND No. 782021

T.S.C.

R19

HEAD QUARTERS
AMG FIFTH ARMY
A.P.O. 464 U.S. ARMY

23rd September 1944.

SA/8.

HEADQUARTERS
23 SEP 1944
A. C. C.

Subject: Transport.

To : H.Q. A.C.C.
Establishments Branch.

---

1. Difficulties are always experienced in obtaining sufficient transport for the use of Regional and Provincial officers and their civilian officials. Endeavours have hitherto been made to cope with this deficiency by requisitioning but this has never been satisfactory; invariably the hardship undoubtedly inflicted upon car owners has driven vehicles into hiding.

2. The only alternative to requisitioning is hiring; this means is used by PWB with apparent success. In this connection reference is made to para. 17 (Transportation) of the Minutes of the Conference held at SIENA on 13 September 1944 (Your reference 784/48/CA). Upon enquiry being made G-4, 5th Army states that there is no objection to the hiring of civilian vehicles in 5th Army area.

3. Colonel Grafftey-Smith states that financially there is no objection. It is proposed to try out the hiring system for BOLOGNA if that city comes under 5th Army control.

4. The rates which it is proposed to offer for hire of cars will not exceed those at present paid by PWB in FLORENCE which are as follows:

Car (no driver)	Lire 200 per day
Car (2 seater and driver)	Lire 300 " "
Car (over 2 seater and driver)	Lire 400 " "
Driver	Lire 10 per hour.

These rates apply to a vehicle in good repair only.

5. In order to ensure unity of action all arrangements in the matter will be made in conjunction with PWB.

E B Mayne

E.B. MAYNE,
Colonel, UDF,
Chief of Staff,
A.M.G. 5th Army.

2213

DISTRIBUTION:
HQ. ACC Transportation S-C SCAO, II Corps

Declassified E.O. 12356 Section 3.3/NND No. 782021

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E.B. MAYNE,
Colonel, UDF,
Chief of Staff,
A.M.G. 5th Army.

2213

DISTRIBUTION:
HQ, ACC Transportation S-C
HQ, ACC Finance S-C
SCAO, AMG 5th Army
FWB, Florence
Region VIII
Region IX
SCAO, II Corps
SCAO, IV Corps
SCAO, XIII Corps
SCAO, Florence City
Major Holmgreen
Circulation
File.

HEADQUARTERS
20 SEP 1944
A. C. C.

DIST
C A Br
T n SC
Financial

Declassified E.O. 12356 Section 3.3/NND No. 780021

HEADQUARTERS
22 Sept 1944
A. C. C.

TM S.C.

HVIII/35/27/3. 21 Sep.'44.

File R/9. CWB 23/9.

Civilian Road Haulage Organization.

Regional Commissioner.

1. The organizing and using of civilian road haulage transport in all of the occupied provinces, is progressing rapidly and with good success, using Italian personnel under the direction of the Provincial Transport Officers, who are generally the Supply Officers.

2. a The Italian Consorzio in Firenbe, Grosseto, Siena and Arezzo Provinces, is organised, staffed and operating. Except for the moving of large units of grain, salt, oil, etc., between provinces, there is ample local truck transport available. More transport is being produced daily.

b An Italian organization is being formed in Livorno Province. A few trucks have been produced. It will probably be necessary to keep the 4 Army trucks in this province for the next 2 weeks, as the Germans took away a large portion of the vehicles and the remainder have probably been hidden in the mountains of other provinces. Trucks bearing Livorno Province registration plates should be returned to that province for operation.

c The Executive Officer in Pisa Province is calling the locally interested Italians together this week, to begin the formation of a Consorzio to deal with road haulage. RACI, CTP and SEPRAL representatives are available. Here, as in Livorno Province, many of the trucks have been taken away. It will probably be necessary to send 4 Army trucks to this province for 10 days or 2 weeks as soon as a servicing garage can be found.

d In Lucca Province, preliminary steps looking to the formation of a Consorzio have been taken and and the organising is progressing rapidly under the Transport Officer of the province. RACI reported a goodly number of trucks now available. Army trucks will probably not be required except for special items of long distance haul.

e The organizing of a Consorzio in Pistoia Province should be undertaken next week.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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e The organising of a Consorzio in Pistoia Province should be undertaken next week.

f Apuania Province is not, as yet, occupied.

2212

3. In each province, the road haulage transport is being organised in accordance with the plan set forth in the Italian Government Decree for ENAC, and as recommended by Transportation Sub-Commission (Roads), A.C.C. The haulage rates established by the Italian Government are being charged.

4. It is recommended that the Provincial Director of ENAC be appointed and sent to each Province to serve as an adviser to the AMG organised/.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

organised Provincial Road Haulage Consorzio of that Province in the completion of the organisation and its operation. He, thereby, will be prepared to take over the control of the transport when the Italian Government Decree is published in that Province, with no interruption of service, or radical change in policy.

5. Repair parts for the trucks are being found locally. Tyres for replacement and for trucks from which the tyres have been taken, are not to be found.

GEORGE S. BOWERS,
Major, AUS.,
Regional Transportation Officer.

GBS/LC.

Copy to:- Transportation Sub-Commission (Roads), H.Q., A.C.C. ✓
File 35/10.

Declassified E.O. 12356 Section 3.3/NND No. 782021

ACC 2118 HEA OFFICE

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

GBS/LC.

Copy to:- Transportation Sub-Commission (Roads), H.Q., A.C.C. ✓
File 35/10.

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1904

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

WAH/is

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

Tel: 262

20 September 1944.

AGR/72.1

SUBJECT : Fruit and Vegetable Supply for Rome.

TO : Economic Section - (attention Executive Officer and Vice President).

1. The overall purpose of this Memorandum is to contribute ideas, which may, or may not, be helpful in development of forward plans for the movement of perishable and semi-perishable foods, from producing to consuming centres. These ideas are being presented in writing as a result of a Conference of the Rome Food Sub-Committee, held in Colonel Legge's Office, on 18th September, 1944. We believe that observations and recommendations contained herein can, and should be made applicable, as far as possible, to all of Italy, for both perishable and semi-perishable foods.

2. Considerable interchange of commodities, both from the point of view of food value, and transfer from one area to another always was considered as part of normal operations. However, two factors render unpredictable, with any degree of accuracy, the availability of perishable and semi-perishable foods under current conditions, regardless of whether or not the crop is normal, or below or above normal.

3. Commodities which are relatively perishable, are subject to hoarding, either for subsequent consumption by the local population to supplement limited issue of rationed foods, or by producer or speculator in anticipation of an increase in market prices during winter or out-of-season periods. Under present conditions, the supply of potatoes and onions, for example, are now affected in this way. The supply of apples and nuts will, in our opinion, be similarly affected in the near future.

4. A second unpredictable factor under present conditions is that commodities in relatively heavy demand by the military, as well as by the civil population, or for export, are unduly

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influenced by competitive buying in the absence of a national control price policy. At present, we have no national control of price policies; variations exist between Regions and Provinces. Recent action in Sicily with regard to fish supply and prices, represents a typical example: (Our letter reference AGR/504.2 of 18th of September, 1944). Zone variations stimulate hoarding against higher prices in all areas, not only in Italy, but in other countries as well. The supply of apples, potatoes, onions, lemons and eggs are high, at least in part, because of Army buying through dealers on forward contracts; the fact that the Army is presumably purchasing surpluses, does not offset the fact that the Army is willing to pay high prices to guarantee regular deliveries at certain points. It is anticipated that this situation will specifically result in the case of surplus fruits during the coming winter months.

5. Speculative buying of high profit items, particularly by truckers operating from deficient consumption centres, restricts the supply available for normal commerce. This practice encourages each farmer to hoard his crops against the day the speculator will arrive on his farm and pay more than the farmer could getby delivering his produce to the Consorzio, or other normal delivery centres. Furthermore, the high profit possible through speculative buying, very materially increases truck and schooner transportation costs, where the transportation unit is privately operating for large potential profits; this encourages overcharging and illicit use of transportation for carrying merchandise for re-sale by the driver. This latter situation, is seriously limiting the movement of potatoes from Avezzano. The former situation is limiting the supply for normal buying in the Naples area and in Sicily with regard to fish and lemons.

6. With specific reference to the Avezzano potatoes problem undisciplined movement of the crop has developed a "Seller's Market"; the farmers are holding potatoes for a higher price. Production estimates vary all the way from 60,000 to 100,000 tons. Production is therefore more than adequate to provide 23,000 tons for seed in Southern Italy, plus possibly more than can be transported from the Fucino Lake area for food. In the opinion of this Sub-Commission, therefore, there is little justification for not insisting upon a minimum of 23,000 tons being made available for seed, in accordance with recommendations prepared and submitted to the Economic Section some weeks ago.

Although production of potatoes in the Avezzano area

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is large, it is inadequate to cover demands of all claimants, presently operating more or less independently of each other. These claimants include not only Rome, the Army, various deficit areas in both Regions V and IV, which always depend upon potatoes from the Fucino Lake area, but also the Vatican. To effect most equitable distribution of the 60,000 or more tons produced, it is recommended that the following be given consideration in the formulation and execution of detailed program of action.

a. Delegate full responsibility and authority for allocating estimated supplies to the Italian Government, with close supervision by proper A.C.C. Authorities. Although the Italian Government did not attempt to control fruits and vegetables until recent years they have had several years experience from a national point of view; Italian Organizations were established, and must be made to function efficiently under A.C.C. supervision. The Italian Government, and not A.C.C., is in our opinion the proper Agency to assume responsibility for allocating limited supplies; Food Subcommission, would of course work very closely with the proper Italian Governmental units in making this allocation, to provide adequate assurance that Allied objectives and Italian objectives were made mutual.

b. Adequate responsibility and authority must be delegated to the Italian Government to handle transportation, policing, prices and all other related factors and conditions which will assure full compliance with allocations made. With specific reference to potatoes in the Avezzano area, special authorization will either have to be granted to the Italian Government to operate in A.M.G. territory involved, or Region V R.C. and staff must be made to assume full responsibility and authority to carry out the plans of the Italian Government agreed upon at National Headquarters. Also policing and supervisory problems are difficult, if not impossible in part, in view of the Army purchase program, and the official and semi-official permits granted in the absence of a clear and strong action program, with full responsibility and authority delegated to one agency. Illicit traffic must be minimized until the present crop of potatoes is fairly well along in maturity to force the farmer (if no other means of enforcement are possible) to dispose of his crop as rapidly as possible. Under present conditions the farmer is encouraged to keep his potatoes in the ground.. Fortunately, or unfortunately, the Avezzano potato crop could remain in the ground for 30 or more days without serious spoilage.

1907

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c. Because of present Authorities under which Prefects and Sindacos operate, controls will not be possible without the full cooperation of the Ministry of Interior down through the Sindacos. Unless responsibility and authority are delegated to the Italian Government; it is doubtful that effective policies and procedures can be executed.

7. Under conditions such as are described above, neither the Agriculture Sub-Commission, nor A.C.C., nor the RCs and their staffs, can determine realistic availability of potatoes or any other crop. Although extremely seasonal perishable crops, such as grapes, are predictable, the demand is insufficient to avoid some spoilage on the farm. The Italian Governmental Officials are similarly handicapped for lack of authority, transport, communication, etc., but even more seriously because of military and economic forces with which Italian Officials are unfamiliar.

8. A unified set of policies and procedures executed through the Italian Government under the supervision of A.C.C. must be devised to counteract the present influences which are having a tendency to cause spoilage of valuable food. Without unified policies and procedures, hoarding will continue, and the inflationary market will put the price of food crops above the reach of the average individual. Although this Sub-Commission does not pretend to understand all concrete steps that must be taken, the following specific recommendations are offered for consideration:

a) Pricing and allocation of resources must be established on a national scale as rapidly as possible. Rome and other deficient areas must be considered as part of the national pattern in the allocation from surplus areas. The Italian National Government has always assumed responsibility for that function. Although this function is unpopular, there does not appear to be any reasonable motive why the Italian Government cannot establish a larger and more efficient technical staff than is available through this HQ, particularly when the limited number of officers in this HQ would be available for full time supervisory work. Under present circumstances our time is disastrously divided between operational and supervising activities.

b) Military and other preferential buying in any surplus area must be eliminated or reduced to a minimum and under any circumstances controlled to eliminate buying

1908

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pressure, thereby encouraging farmers to release crops at nationally regulated prices.

c) The application of national limitations on the profit permitted in fruit and vegetable sales is a most important factor to assure making commodities available to consumers at reasonable prices. A Decree limiting profit may be necessary. Authority which Chief High Commissioners and Prefects, as well as various military units now enjoy, must be curtailed or eliminated. If dealers are required to limit their "mark up" to a certain percentage, incentive to pay extreme prices would be eliminated and the low income consumer group would be assured a larger portion of whatever crops are available.

d) Transportation is another very important factor. Complet controls over truck, rail and ship movements are essential. It is assumed that the Transportation Sub-Commission has developed or is developing adequate controls within limitations of availability.

R.A.HARTMAN
Lt. Col.
Director.

DISTRIBUTION:

Rome Food Committee.
Food S/C - Col. Legge.
" " - Major Imrie
Transportation Sub-Commission - Lt. Col. Bordass
Region IV - Capt. Lester
Agriculture Sub-Commission - Major Andrews.

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1909

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MINISTERO DELLE COMUNICAZIONI
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE
ISPETTORATO COMPARTIMENTALE DI PALERMO

Quantitativo permessi speciali di circolazione per autoveicoli, con scadenza al 31 Agosto 1944, da rilasciarsi nelle varie Provincie della Sicilia per disposizione della Commissione Alleata di Controllo.

1°)	Provincia di Palermo.....	n.	1898
2°)	" " Messina.....	"	704
3°)	" " Agrigento.....	"	443
4°)	" " Caltanissetta.....	"	276
5°)	" " Trapani.....	"	534
6°)	" " Catania.....	"	1280
7°)	" " Enna.....	"	158
8°)	" " Ragusa.....	"	236
9°)	" " Siracusa.....	"	312
	Totali	N.	5841

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R/V

QUADRO DEI PERMESSI CONCESSI

PROVINCIE	Motocarri e motofurgoni	Autocarri con portata: Fino a 1° Q.li	Da 13 a 20 Q.li	da 21 a 40 Q.li B.	da 21 a 40 Q.li N.	Oltre i 40 B.	Oltre i 40 N.	Autocarri ad uso speciale	Autobus in servizio di linea B.	Autobus in servizio di linea N.	Autovet. in serv. Noleggio rimessa	Autovet. in serv. Piazza	Autovetture private: case di cura	Autovetture private: Uff. Statali ed Enti Pubblici	Medici	Arcivescovo e Vescovi	Banche	Agricole	Ind. e com.
Palermo	43	543	89	66	-	11	34	17	49	46	90	49	5	161	138	4	12	196	1
Messina	22	188	33	18	17	4	26	6	18	6	57	38	3	63	41	1	3	54	
Agrigento	7	177	11	4	2	-	6	7	14	7	66	-	-	16	18	1	2	71	
Caltanissetta	21	48	5	1	6	-	23	5	6	12	43	4	-	27	8	1	-	39	1
Trapani	24	169	30	12	9	2	17	1	12	4	50	-	-	24	30	1	-	72	
Catania	71	374	76	38	45	5	47	33	9	15	70	19	-	82	63	2	5	163	9
Enna	5	19	3	4	12	-	4	5	2	7	29	-	-	14	1	1	1	29	
Ragusa	17	45	4	8	4	-	9	4	1	-	21	7	-	16	6	-	-	50	2
Siracusa	7	85	25	11	6	2	8	5	3	1	27	7	-	8	14	1	1	41	1
	217	1648	276	162	101	24	174	83	114	98	453	124	8	411	320	12	24	715	40

1953 Automibili

1 car/ 2000 Sicil

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O DEI PERMESSI

CONCESSI

Autovet. m serv.		Autovetture private per:																
rimesse	Piazza	case di cura	Uff. Stalli ed Enti Pubblici	Medici	Arcivescovo e Vescovi	Banche	Titolari aziende Agricole	Titolari aziende Ind. e commerciali	Invalidi	Hotel	Magistrati	Professionisti e	Motocicli e motocarrozzetta	Scuole Guida	Targhe in prova	Varie	Automotrici ferroviarie	TOTALI
0	49	5	161	138	4	12	196	105	1	5	9	47	94	-	-	84	-	1898
7	38	3	63	41	1	3	54	61	1	-	-	-	44	-	-	-	-	704
6	-	-	16	18	1	2	71	24	-	-	-	-	10	-	-	-	-	443
3	4	-	27	8	1	-	39	19	-	-	-	-	8	-	-	-	-	276
0	-	-	24	30	1	-	72	72	-	-	-	-	16	5	-	-	-	534
0	19	-	82	63	2	5	163	92	-	-	-	-	64	7	-	-	4	1284
9	-	-	14	1	1	1	29	8	-	-	-	-	13	1	-	-	-	158
1	7	-	16	6	-	-	50	23	-	-	-	-	18	3	-	-	-	236
7	7	-	8	14	1	1	41	19	-	-	-	-	38	2	-	-	-	312
3	124	8	411	320	12	24	715	400	2	5	9	47	305	18	4	84	4	5841

1953 Automibili

1 car/ 2000 Sicilians

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION VIII

R/9

AVIII/35/8/5 9 Sept. 44

SUBJECT: Transportation Division Report - August 1944

TO : The Regional Commissioner.

1. Summary.

a. Civilian Road Haulage organizations are now in operation in Firenze, Grosseto and Siena Provinces, with a sufficient number of road-worthy vehicles to supply the local Provincial transport needs for the present. The Regional trucks assigned to the Provinces are being withdrawn to the Regional Transportation Division Pool.

b. Civilian Road Haulage organizations are being started in Arezzo and Livorno Provinces.

c. A Regional Transportation Division Pool, composed of the presently available 3-ton (Br.) trucks, has been organized and headquarters for repair and servicing established in a large garage in Siena.

d. A staff of EM/OR convoy leaders has been established and is being trained to supervise and direct all truck details sent out from Transportation Division Pool.

e. Civilian truck drivers are being trained in the Transportation Division Pool, to operate and perform daily service tasks, on their vehicles.

f. Four of the forty trucks are being evacuated by REME. An early replacement is urgently required. One truck in REME being repaired and one being rebuilt at the garage.

2. Regional Transportation Division Hq.

All trucks assigned to this Region will be operated and generally serviced and maintained from the Regional Transportation Division Pool.

A large garage in Siena, suitable for housing, servicing, and maintaining more than forty trucks was requisitioned and occupied 29 Aug. 44. It has some hand-tools, fairly good machine shop, several working pits, greasing pit and washroom. It also has adequate office space and quarters for those drivers who do not live in the town. The garage manager has been hired as a shop forman.

The open-lot servicing yard has been abandonned and the supplies workmen and Carabinieri guards moved to the garage.

A special civilian driver has been designated to train drivers in the operating and servicing of the trucks. A daily "Task-sheet" for the drivers has been prepared in Italian to aid the drivers in checking their vehicles.

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A special civilian driver has been designated to train drivers in the operating and servicing of the trucks. A daily "Task-sheet" for the drivers has been prepared in Italian to aid the drivers in checking their vehicles.

Two drivers are being trained for each trucks, to provide 16 hours a day operations and in order to have competent drivers available at all times. This will also eliminate the changing of drivers as the trucks are moved about.

EM/Or from the Regional Hq. Pool are being detailed to work for the Transportation Division as convoy leaders and accompany each detail of trucks sent out. It will their duty to look after the servicing security and using of the vehicles. These convoy leaders are being trained in their duties and the daily service tasks to be performed by the drivers. Special instructions will be issued to the leader of each missio

A staff of 10 Italian mechanics, 3 lectricians and 3 helpers have been hired.

Repair parts and British REME services for the trucks are very difficult to secure.

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3. Grosseto Province.

The Road Haulage Consorzio has been in operation a month and now 59 vehicles totalling 166 tons capacity, in operation. Sufficient local Road Haulage Trcusk are now available for the normal requirements of the Province and the 8x3 ton British trucks are being withdrawn to the Regional Transportation Division Pool.

The Haulage Rates established by the Italian Government are being used and are in operation now.

Standerd ACC Work Tickets are being used.

Only authorized trucks are permitted on the roads.

The withdrawal of the Regional Trucks will make an excellent garage available with some tools and good mechanics, for the maintenance and servicing of the local trucks. All other garages have been occupied by Armyunits.

4. Siena Province.

The Road Haulage Consorzio is organized and will be placed in operation 1 Sept. 44. 41 vehicles, totalling 115 tons capacity, are in operation. Sufficient local road haulage trucks are available for the normal requirements of the Province and the 10x3 ton British trucks are being withdrawn to the Regional Transportation Division Pool. The maintenance garage for the 10x3 ton trucks has been well operated and the trucks well maintained.

The Haulage Rates established by the Italian Government are now in effect.

Standard ACC Work Tickets are being used.

5. Arezzo Province.

Four 3-ton British trucks from the Regional Pool are being detailed to work in the Province for a short time while local transport is being found and organized. An OR will accompany the trucks. An officer from Transportation Division is being sent to the Province for a few days to aid in organizing the local transport.

6. Livorno Province.

A start is being made to organize and secure local truck transport. Four 3 ton British Trucks are being detailed for special work in the Province. An OR will be sent to act as convoy leader for the detail.

7. Firenze Province

The local truck transport is being well organized. 197 trucks with a capacity of about 240 tons are in operation. The rates in the Italian decree are in effect. The standard ACC Work Ticket is in use. It is expected that the number and capacity of the trucks will increase rapidly.

8. Transportation Division Truck Pool as at 5 Sept. 44.

Trucks operating in the Pool		23
Special temporary details to Provinces.		
Livorno Province	4	
Arezzo Province	4	
Firenze Province	2	10
Evacuated or being evacuated by REME		4
Stolen - (located and being returned		1
In REME for repairs		1

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Special temporary details to Provinces.		
Livorno Province	4	
Arezzo Province	4	
Firenze Province	2	10
Evacuated or being evacuated by REME		4
Stolen - (located and being returned		1
In REME for repairs		1
In Trans. Div. Garage Shop for Repairs		1
TOTAL		40

Of those in the Pool, 3 are deadlined daily for servicing and maintenance.
The 'Stolen' trucks and the one in REME will be back in the Pool by 9 Sept. 44.

9. Personnel.

Major George B. Sowers	(A) Regional Transportation Officer.
Capt. J.F.D. Halstead	(B) On special detail in Province
Lt. Ralph O. Bissey	(A) Organization of civilian transport.
Lt. Herbert L. Carter	(A) In charge of garage and truck pool.
S/Sgt. H.L. Carpenter	(B) Chief Clerk.

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9. Personnel (Cont(').

Sgt. Jerry C. De Stefano	(A)	Interpreter.
Pvt. Joseph Ptenzi	(A)	Despatcher - garage pool.
Pvt. Vincent J. Puocco	(A)	Special detail at Firenze.
Pte. R. Leafe	(B)	Mechanic at garage.
Pvt. Adrian Rosario	(A)	Interpreter at garage and pool.

Eight ORs used as convoy leaders as required.

/s/ George B. Sowers
/t/ GEORGE B. SOWERS
Major, AUS
Regional Transportation Officer.

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/t/ GEORGE B. SOMERS
Major, AUS
Regional Transportation Officer.

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

TRANSPORTATION SUB-COMMISSION
ROAD SECTION

Folio 6
R19.

1. Original Planning

In the beginning, all planning was based on the best methods to adopt to obtain the maximum amount of use of the civilian vehicles available, when we entered Italy. No mention was made or any indication given that military vehicles would be made available to ACC, although it was always understood that in the early stages of occupation road haulage transport would be furnished by the army.

When it was agreed that the Sub-Commission should be close to Army Movements and when in fact the Sub-Commission arrived on the mainland (11th Nov. 1943), it wasthought that a better picture of road transport would be obtained.

The strong dividing line, however, between AMG and ACC put many difficulties in the way and it was not until the 1st Jan. 1944 that arrangements were made for Lt. Col. Bordass to tour the country and ascertain the position as regards Road Transport.

2. Conclusions drawn from tour of country

After visiting the Regional Hq's. and some of the Provinces, it was quite clear that little or no effort had been made to organize what road haulage vehicles were available.

At every place one was met with the same remark. "We know, but we have not got the personnel to do it". At the same time the Regions and Provinces were all arying out for Road Transport.

A report was submitted to this effect and this was forwarded to the Central Economic Committee. In this report, a scheme was outlined as to how the Road Haulage Transport in Regions and Provinces should be organized.

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A report was submitted to this effect and this was forwarded to the Central Economic Committee. In this report, a scheme was outlined as to how the Road Haulage Transport in Regions and Provinces should be organized.

The Central Economic Committee, however, had a very short existence, but long enough to shelve the report.

It was not until the end of January that word was received that the Allied Armies were prepared and were going to hand over to ACC 1,000 vehicles for civilian supplies.

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3. Effect of Military Vehicles being made available

The immediate effect was that some action had to be taken and the result was that the report and suggested scheme was brought and its practicability discussed.

This meeting took place on the 8th of Feb. 1944. Col. Legg (Food Sub-Commission) was in the chair and Col. Adams was present. Whereas, however, all Supply Officers were present, by some misunderstanding, the Transport Officers were not. Col. Legg explained that as the meeting was going to discuss Road Transport, he would vacate the chair in favour of Col. Fitch.

Col. Fitch stated that all present had been supplied with a copy of the Draft Memorandum of Proposed Road Haulage Transport Organization and that they had all had an opportunity of studying the same. Col. Fitch said that he would presume that this had been done and therefore he proposed to go through the Draft, paragraph by paragraph, so that any particular points could be amended or clarified, asnecessary.

The Draft Plan called for one Regional Road Transport Officer at Regional Hq. and a Provincial Road Transport Officer in every Province. Although this meeting approved of the plan in general, the immediate reaction was, "Where is the personnel coming from"? Unfortunately, it was finally agreed that the Provincial Supply Officer could combine with his other duties that of Provincial Road Transport Officer. As in every case, the Provincial Supply Officer was already overworked, this meant that the plan could never be put into effect with the vigour necessary to make it normally efficient.

It was stated at this meeting that the Allied Armies were going to make Military trucks available to ACC for civil supplies and it was also stated that the first 200 trucks would be organized on a military basis. This had been done because it was appreciated that forward areas, where

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It was stated at this meeting that the Allied Armies were going to make Military trucks available to ACC for civil supplies and it was also stated that the first 200 trucks would be organized on a military basis. This had been done because it was appreciated that forward areas, where civil organizations were not practicable, would require trucks for civil supplies. It was stated however that these first 200 trucks would be loaned to Regions, pending their call forward, during which time the Regions must go ahead fast with their civilian organizations. On this basis, a temporary allocation of the 200 trucks, when available, was made.

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As a result of this meeting a directive was issued from ACC Hq. on the 11th Feb. (Copy attached)

Hq. AFHQ Adv. Adm. Sch. letter 36/21/Q3 dated 8 Feb. 1944, in which it was shown from whom and where the trucks were coming, now comes on the scene. This letter laid down that the DDST would form a General Transport Co. of 120 x 3 tonners. It was desired that this should be formed with Italian Military personnel, but this was left to the discretion of the DDST.

It was also laid down that the FBS would form a Military unit of not less than 80 x 2½ CMC's with Italian Military personnel. The history of these two units must be shown in detail.

a. <u>10ClGen. Tpt. Co. (Italian)</u>

This was formed under the jurisdiction of a British Gen Tpt. Co. and should have been ready in working order to be attached to ACC on 15th Feb. 44.

What actually took place was that the Co. was formed with Italian Military personnel and 120 x 3 ton class 5 British lorries of eight different makes. The Co. had little or no workshop equipment and in effect would have been nothing but a liability for ACC. ACC refused to take over the Co. and a protest was registered to MMIA. MMIA were responsible for supplying Italian Military Personnel and had a lot to do with thescheme for the formation of such companies. As a result Brig. Duchesne, at that time head of MMIA, inspected the Co. and agreed that it was not in an operational condition. After much correspondence and after the matter had been referred to High Authority, the Co. was equipped with 120 x new 3 tonners and a British cadre, consisting of four officers (1 Major, 2 Captains and 1 Lt.) and 21 OR's, was attached to it. Maintenance and administration remained a GBT responsibility

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It was also laid down that the CBS would form a military unit of not less than 80 x 2½ CMC's with Italian Military personnel. The history of these two units must be shown in detail.

a. 1001Gen. Tpt. Co. (Italian)

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2200

b. 1024 and 1025 CM Truck Co. (Italian)

In accordance with instructions contained in the letter of the 8th

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Feb. PBS formed two QM Truck Companies, each with 40 x 2½ GMC's , manned by Italian Military personnal. PBS delegated the responsibility of forming these Companies to a QM Group, who put a Lt. in charge. A certain amount of 2nd Echelon maintenance equipment was supplied, and the Companies began operating towards the end of March. In the first instance the QM Group agreed that the Lt. would remain with the Companies until AGC was in a position to provide replacement, and the Companies were allocated to Region III. Without a word of warning the Lt. was removed and in fact a day or two elapsed before the Regional Transport Officer of Region III was aware that the Companies were with an Allied officer in charge.

Owing to these difficulties the companies were transferred to AMG 5 Army, although they were still available to Region III for operations. It was decided that, asthe need for transport in forward areas was considerable, the strength of these two companies should be doubled, and they became two companies of 80 x 2½ GMC's each. The extra vehicles required were taken from the balance of the PBS committment of 220 x 2½ GMC's.

When AMG 5 Army moved forward towards Rome, the 1024 and 1025 QM Truck Co's went with them. The Transport difficulties on the fall of Rome were such that the Army authorities loan a British Gen. Tpt. Co. to AGC and this was attached to AMG 5 Army, which released the 1024 and 1025 QM Truck Companies to deal with the Anzio-Rome situation.

At the present time 1024 and 1025 QM Truck Co's are underthe control of this Sub-Commission and are working on behalf of the Food Sub-Commission.

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c. Plan for use of W. D. Vehicles by Civilian Organizations

The problem was now presented as to how to organize the allotted

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elapsed before the Regional Transport Officer of Region III was aware that the Companies were with an Allied officer in charge.

Owing to these difficulties the companies were transferred to AMG 5 Army, although they were still available to Region III for operations. It was decided that, asthe need for transport in forward areas was considerable, the strength of these two companies should be doubled, and they become two companies of 60 x 2½ CMC's each. The extra vehicles required were taken from the balance of the PBS committment of 220 x 2½ CMC's.

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2199

c. Plan for use of W. D. Vehicles by Civilian Organisations

The problem was now presented as to how to organize the allotted W. D. vehicles which had to be operated by civilians and this problem was divided into two parts.

1. In "King's Italy"
2. In AMG territory.

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1. "King's Italy"

At first the plan was that all W.D. vehicles allocated to this part of the country should be sold to the Italian Gov't. who in turn would sell them on the "hire purchase system" to firms of repute to operate. The reason for selling the vehicles was that it was considered that this method would induce the firm concerned to maintain and look after the vehicles 100%.

This scheme, however, was not acceptable to AFHQ, and therefore the Italian Gov't. were asked to furnish us with the names of the firms, whom they considered reliable. The firms themselves were approached and agreement was signed by them (copy of agreement attached). It was during these negotiations with the Italian Gov't. that it was brought to light that in 1941 the Italian Gov't. had put into force a scheme for the control of Road Transport. This information was only forthcoming after the Government became aware that we were contemplating turning over the operation of road transport in the whole of southern Italy to one firm and they feared a monopoly. This plan covers the complete control of road haulage vehicles under the E.N.A.C. (Known as the ENTE) a Governmental organization under the supervision of the Ministry of Communications and the Inspectorate of Civilian Motorisation and Transportation in Concession.

ENAC is based on very similar lines to the organization set out in this Sub-Commission's directive of the 10th of Feb. It has three levels:

(a) The General Inspectorate, which deals with

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therefore the Italian Gov't. were asked to furnish us with the names of the firms, whom they considered reliable. The firms themselves were approached and agreement was signed by them (copy of agreement attached). It was during these negotiations with the Italian Gov't. that it was brought to light that in 1941 the Italian Gov't. had put into force a scheme for the control of Road Transport. This information was only forthcoming after the Government became aware that we were contemplating turning over the operation of road transport in the whole of southern Italy to one firm and they feared a monopoly. This plan covers the complete control of road haulage vehicles under the M.M.A.C. (Known as the EMTE) a Governmental organization under the supervision of the Ministry of Communications and the Inspectorate of Civilian Motorization and Transportation in Concession.

EMAC is based on very similar lines to the organization set out in this Sub-Commission's directive of the 10th of Feb. It has three levels:

(a) The General Inspectorate, which deals with movement by road affecting more than two compartments.

(b) The Compartimental Inspectorate, which deals with movement by road affecting more than two Province of the same compartment or two adjacent compartments.

(c) The Provincial Commission which deals with movement by road within the Province.

All motor vehicles must be registered with the Ente and all orders for road movement must be issued by Ente

2195

1927

Declassified E.O. 12356 Section 3.3/NND No. 782021

(c) (b) or (c) according to the movement entailed.

This decree, copy attached, will soon become law throughout King's Italy.

A decree, copy attached, has already been issued governing Road Haulage rates, which the Ente will work to and enforce.

The firms, who are operating W.D. vehicles under the agreement referred to previously, will come under the jurisdiction of the Ente for movement as soon as the ACC authorities are sure that the Ente is working efficiently.

2. In AMG territory

The plan adopted here was that Regions set up their own truck pools, with the W.D. vehicles allocated to them. They employed Italian personnel in the form of managers, clerks, mechanics, drivers, etc. but control was exercised directly by an Allied officer. The idea outlined in this plan is that, as the country is handed over to the Italian Government and as the Ente is being brought into being, it will be possible to allow these pools to be controlled for movement by the Ente and the degree of Allied supervision will not have to be so great.

4. Allocation of W.D. Trucks made available for civilian Supplies at the present time:

a. 1001 Gen. Tpt. Co. (Italain)

120 x 3 tonners - AMG 8th Army

b. 1024 and 1025 QM Truck Co. (Italian)

167 x 2½ GMC - Transportation Sub-Commission

c. Region II

110 x 3 tonners operated on their behalf by Ferrovie Sud Est (55 trucks) and S.I.T.A. (55 trucks) with supervision by

2197

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2. In AMG territory

The plan adopted here was that Regions set up their own truck pools, with the W.D. vehicles allocated to them. They employed Italian personnel in the form of managers, clerks, mechanics, drivers, etc. but control was exercised directly by an Allied officer. The idea outlined in this plan is that, as the country is handed over to the Italian Government and as the Ente is being brought into being, it will be possible to allow these pools to be controlled for movement by the Ents and the degree of Allied supervision will not have to be so great.

4. Allocation of W.D. Trucks made available for civilian Supplies at the present time:

a. 1001 Gen. Tpt. Co. (Italain)

120 x 3 tonners - AMG 8th Army

b. 1024 and 1025 GM Truck Co. (Italian)

167 x 2½ GMC - Transportation Sub-Commission 2197

c. Region II

110 x 3 tonners operated on their behalf by Ferrovie Sud Est (55 trucks) and S.I.T.A. (55 trucks) with supervision by allied officers.

d. Region III

60 x 2½ GMC's - 137 x 3 tonners operated in a Pool directly under control of an allied officer.

e. Region IV

40 x 2½ GMC operated in a pool directly under control of an allied officer.

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f. Region V.

144 x 1½ ton, - 15 x 10 tonners - 51 x 3 tonners operating in pools each pool directly under control of an allied officer.

g. Foggia Province

31 x 1½ tonners - 8 x 10 tonners - 69 x 3 tonners operated in a pool directly under control of an allied officer.

h. Region VII

10 x 1½ tonners - 6 x 10 tonners - 9 x 3 tonners operated in a Poll directly under control of an allied officer.

i. Region VIII

40 x 3 tonners operated in a pool directly under control of an allied officer.

j. Region "Z"

33 x 2½ CMC's operated in a Pool directly under control of an allied officer.

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16 x 1½ tonners - 6 x 10 tonners - 9 x 3 tonners operated in a Pool directly under control of an allied officer.

i. Region VIII

40 x 3 tonners operated in a pool directly under control of an allied officer.

j. Region "Z"

33 x 2½ CMC's operated in a Pool directly under control of an allied officer.

Declassified E.O. 12356 Section 3.3/NND No. 782021

1934

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

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

Ref/142/4/CA

11 February 1944

SUBJECT: Organization and Operation of Road Haulage Transport

TO. HQ. Region I, II, III, IV, V

1. Instructions for the organization and operation of road haulage are issued herewith.

2. Immediate steps will be taken to put this plan into force so that trucks may be allocated and brought into use at the earliest possible date.

3. The information asked for in para. III (ii) will be forwarded direct to Int. Tptn. Sub-Commission so as to arrive later than 21 Febr. 1944.

NORMAN E. FISKE
Colonel, Cavalry,
Deputy Executive
Commissioner

Copies to: A.F.H.Q.Adv. Adm Ech.
A.F.H.Q.MGS
No. 1 District
No. 2 District
No. 3 District
Chief Commissioner
Deputy Chief Commissioner
Admin. Section
Economic Section (all sub-comms.)
G-4
A.C.C. Liaison, HQ. ACMF.
P.B.S.
File

2195

HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERNAL TRANSPORTATION SUB COMMISSION

APO 394

10 February 1944.

INSTRUCTIONS FOR ORGANIZATION AND OPERATION OF ROAD HAULAGE TRANSPORT

OBJECT OF THE ORGANIZATION: To re-establish Road Haulage Transport Organizations on a civilian basis throughout occupied territory, in order that the needs of the Country may be met and to supervise such organizations so as to ensure that the interest of the Allied Governments are met and that any Road Haulage Transport abuses are eliminated.

I. ORGANIZATION

(a) Regional

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either ACC/AMG or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer

(i) He will advise his Region HQ. on all matters concerning haulage of goods by road.

(ii) He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officer in his Region so far as Road Transport is concerned.

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer

(i) To liaise with any civilian Road Haulage organization existing in his Province and assist them in re-establishing that organization in order that it may operate under his supervision.

(ii) Where no civilian Road Haulage organisation exists in the Province, to liaise with the Consiglio Provinciale Dell'Economia and through them, to contact the most reliable haulage operator and with him build up an organization to handle Road Transport.

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(c) Regional

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. Those officers will require additional staff, who may be either ACC/AMG or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

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(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer

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(ii) Where no civilian Road Haulage organization exists in the Province, to liaise with the Consiglio Provinciale Dell'Economia and through them, to contact the most reliable haulage operator and with him build up an organization to handle Road Transport. 219

(iii) Through the civilian road haulage organisation established, under (i) or (ii) above, to form a pool or pools of vehicles according to the lay-out and transport needs of his Province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

(iv) To ensure that the civilian road haulage organisation established, under (i) or (ii) above, organizes a Maintenance, Repair and Servicing depot or depots. It must be borne in mind that a good mechanical engineer is absolutely essential.

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(v) At a specified time and in conjunction with the appropriate Regional authorities, to cancel all existing civilian load carrying vehicles licences and issue new permits after proper registration. If the existing C.I.P. system is considered sufficient to prevent road haulage transport abuses, no further section is necessary.

(vi) All drivers will be supplied with a combined work ticket and delivery note, which will bear a serial number. (Copy of this form attached. This work ticket and delivery note to be in triplicate.)

(a) One copy to remain in the hands of the civilian transport organization.
(b) One copy to be handed to consignor.
(c) One copy to be carried by the driver, signed by the consignee and returned by the driver to the transport organization.

These forms will be printed in English with an Italian translation. The printing will be carried out by HQ. AMG/ACC. Regions must give early advice to HQ. ACC (Internal Transportation Sub-Commission) as to their requirements.

(vii) Arrangements will be made with the appropriate authorities (C.I.P.), so that petrol and lubricants can be delivered in bulk to the maintenance depot or depots established, in order that truck owners can draw their supplies from one source. A monthly petrol account will be kept; this account to be open to inspection at any time.

(viii) All application for Provincial Road Haulage movement will be made through his organization.

(ix) He will maintain a record of Road Haulage Movement in his Province and render a weekly vehicle availability statement to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

II. MOVEMENT OF GOODS BY ROAD

This can be divided into two categories.

A. Movement beginning and ending with the Provincial Boundary

Movement of goods by road within the Province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organization all requests for movement by road will be made. The Provincial Civil Supply and Road Haulage Transport Control Officer and his organization will be guided by the following principles.

(i) The priority of Goods to be carried.
(a) ACC/AMG goods
(b) Foodstuffs, vegetables, fruits and wine

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These forms will be printed in English with an Italian translation. The printing will be carried out by HQ. AMG/ACC. Regions must give early advice to HQ. ACC (Internal Transportation Sub-Commission) as to their requirements.

(vii) Arrangements will be made with the appropriate authorities (C.I.P.), so that petrol and lubricants can be delivered in bulk to the maintenance depot or depots established, in order that truck owners can draw their supplies from one source. A monthly petrol account will be kept: this account to be open to inspection at any time.

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(i) The priority of Goods to be carried.
- (a) ACC/AMG goods
- (b) Foodstuffs, vegetables, fruits and wine
- (c) Salt
- (d) Livestock and fowls, alive or slaughtered 219
- (e) Coal and coke for industry
- (f) Cement, lumber and building materials
- (g) Charcoal
- (h) Seeds
- (i) Fertilisers and raw materials for manufacture of fertilisers
- (j) Agricultural machinery
- (k) Soaps

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different Provinces.

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(ii)(a) Goods carried on behalf of ACC/AMG and on behalf of civilian consignors will be carried at freight rates, to be drawn up by each provincial Civil Supply and Road Haulage Transport Control Officer and submitted to the Regional HQ. for review and forwarding to HQ.ACC (Internal Transportation Sub-Commission) for approval. In submitting such rates for approval, the comparative pre-occupation rates should also be shown.

(b) Existing practices regarding payment of freight charges will be continued. Freight charges for goods carried strictly for ACC/AMG domestic purposes will be paid by the consignor (ACC/AMG).

(c) When ACC/AMG vehicles are allocated to civilian road haulage will transport organisations, this will be done on a contract basis. These vehicles will be supplied to the Regions as explained in paragraph III below and it will be the responsibility of the Regional Road Haulage Transport Control Officer to turn over the vehicles to the civilian road haulage organizations, on the recommendations of the provincial officers. Gasoline, oil, maintenance, manpower and other requirements will be supplied and paid for by the civilian road haulage organization. A standard form of contract for each civilian road haulage organization, with provision for local variations as necessary, will be issued.

(iii) Goods preferably will not be transported by road if rail transport is available except when trucks are returning empty.

(iv) No other goods shall be accepted for transport so long as any goods on the priority list are awaiting transport.

(v) The subject of return loads will always be borne in mind.

(vi) All requests for road transport of ACC/AMG goods will be submitted to the Provincial Civil Supply and Road Haulage Control Officer at least 24 hours before the movement is required to take place.

B. Movement extending beyond the Provincial Boundary

(i) All requests for the movement of goods beyond the Provincial Boundaries will be made to the Regional Road Haulage Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organize these moves and utilize the most convenient Provincial Road Haulage Transport Organization or organizations. The Regional Road Haulage Transport Control Officer, acting with the opposite numbers in adjacent regions, will establish thru-rates for inter-regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions.)

(ii) Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

IV. NUMBER OF ADDITIONAL TRUCKS

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(iii) Goods preferably will not be transported by road if rail transport is available except when trucks are returning empty.

(iv) No other goods shall be accepted for transport so long as any goods on the priority list are awaiting transport.

(v) The subject of return loads will always be borne in mind.

(vi) All requests for road transport of ACC/AMC goods will be submitted to the Provincial Civil Supply and Road Haulage Control Officer at least 24 hours before the movement is required to take place.

B. Movement extending beyond the Provincial Boundary

(i) All requests for the movement of goods beyond the Provincial Boundaries will be made to the Regional Road Haulage Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organize these moves and utilize the most convenient Provincial Road Haulage Transport Organization or organizations. The Regional Road Haulage Transport Control Officer, acting with the opposite numbers in adjacent regions, will establish thru-rates for inter-regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions.)

(ii) Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

III. SUPPLY OF ADDITIONAL TRUCKS

(i) It is anticipated that in the near future additional trucks will be made available. Under these circumstances, Regional Road Haulage Transport Control Officers must make every effort to see that organizations, as set out in para I, are established with every possible speed.

(ii) They will collate the following information as soon as possible.

Number and carrying capacity of additional trucks required, (after taking into account those at present available) to maintain

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essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-Commission, ACC c/o Mov. & Tn., A F H Q, Advance Administration Echelon, CMF.

IV. FORMATION OF EMERGENCY TRANSPORT POOL

(i) In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows. Crotone 15 trucks, Reggio 10 trucks, Cosenza 10 trucks and Catanzaro 10 trucks (Region II).
Naples area 80 trucks (Region 3).
Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) with a reserve of 15 trucks at Bari and 10 trucks at Brindisi.

(ii) These 200 trucks will be organised on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported foodstuffs from ports to warehouses and from warehouses to distributing centres.

(iii) The formation of this Emergency Transport Pool is in order to meet the most urgent road haulage requirements until such time as Civilian organizations, as outlined in para I, are capable of taking over commitments. When that time is reached, it will be possible to transfer the Emergency Transport Pool to forward areas of occupied territory, where road transport is of vital urgency and no civilian organisation can be operated. The regions to which this transport is allocated must bear this important fact in mind and appreciate that it may be necessary to withdraw some or all of that transport at very short notice.

Declassified E.O. 12356 Section 3.3/NND No. 789021

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Declassified E.O. 12356 Section 3.3/NND No. 780021

1941

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

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Form

Authorization for Use of Mechanical Road Haulage Vehicle

Controlling Organization _____

Permission is hereby granted for the following vehicle(s) to be on the road for the period _____

Name and Address of Owner	Province	Registration No. of Vehicle	Type of Vehicle	Carrying Capacity of Vehicle

This permit is granted on the sole condition that the vehicle(s) is/are used as directed by the (name of Controlling and a breach of that condition automatically cancels this permit; in addition to which the vehicle(s) will be requ

Signed: "Regional officer designated to Behalf of ACC/AMG."

C5-2

1942

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

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Permit No. .....

Authorization for Use of Mechanical Road Haulage Vehicle

Controlling Organization _____

for the following vehicle(s) to be on the road for the period _____

ance	Registration No. of Vehicle	Type of Vehicle	Carrying Capacity of Vehicle	Where Vehicle is Garaged

condition that the vehicle(s) is/are used as directed by the (name of Controlling Organization inserted here) matically cancels this permit; in addition to which the vehicle(s) will be requisitioned.

Signed: "Regional Officer designated to sign on Behalf of ACC/AMG."

1943

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

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Road Transport Haulage Work Ticket and Delivery Note

Registered No. of Vehicle ..... Carrying Capacity ..... Name of Owner ..... Name of Driver .....

Name & Address	Province	Details of Load		Origin	Destination	Name & Address of Consignee
		Description	Weight (in tons)			

This is to certify that the above mentioned goods have been received.

Time of Arrival of Truck .....

Time of Departure of Truck .....

Signature .....
(Consignee)

Date .....

Signed .....

*Name of Transport

2-23

1941

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

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Road Transport Haulage Work Ticket and Delivery Note

Carrying Capacity.....Name of Owner.....Name of Driver.....Date.....

Details of Load		Origin	Destination	Name & Address of Consignee	To be completed by Driver		
Description	Weight (in tons)				Mileage	Time Out	Time In

tioned

.....

.....

.....

.....

Signed .....

"Name of Transport Organization."

2 Sep 45

1945

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

Road Haulage Transport Vehicle Return

PROVINCE OF .....

Week Ending ...

	Carrying Capacity							
	Under 1 ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons	1
A TOTAL NUMBER OF VEHICLES								
B NUMBER OF VEHICLES EMPLOYED ON ESSENTIAL PROVINCIAL SERVICES								
C NUMBER OF VEHICLES UNDER REPAIR								
D NUMBER OF VEHICLES OFF ROAD AWAITING SPARES								
E NUMBER OF VEHICLES OFF ROAD AWAITING TIRES								
F NUMBER OF VEHICLES AVAILABLE IN POOL								

C.C.2

Signed: .....
Provincial Road Haulage Transport

Region .....

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

Road Haulage Transport Vehicle Return

Week Ending .....

.....

Carrying Capacity

Under 1 ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons	15 Tons	20 Tons

Signed: .....
Provincial Food Haulage Transport Control Officer

Region .....

Declassified E.O. 12356 Section 3.3/NND No. 780221

-7th R19

GMC.

REPORT OF TRIP TO ANZIO - SEPTEMBER 12, 1944

Major J. M. ROEDER, Chairman Rome Supply Division
Capt. LESTER, Region IV, Rome Economics & Supply

The following list of schooners was furnished us at the "Cogema" office at the port of Anzio (Capt. MARIO ABRIANI).

NAME	Cogema No.	CARGO	Date of Arrival Anzio	Date of Depart. Anzio	Consigned To	Sailed From
Nuovo Gennaro	369	18 Tons Wine	Sept. 8	Sept. 10 W Maty Bbla	Montella Ricando	?
Maria Rosa	538	23 Tons Wine	Sept. 7		Marchesi Vincenso	Riposta
Nuova Maria	441	60 tons Wine, Salt Fish	Aug. 26	Torre Del Greco Sept. 6	Hoppe Mesa-ara Del Valle	Portici
Giacomo Francesco	?	50 ton Marsalla	Sept. 10			Trapani
Ida	H 25	50 tons Wine	Sept. 5	Sept.13 Gallipoli with empty casks	Capeza	Gallipoli
Fides		64 tons Wine - 1 ton lemons	Sept.11			Syracuse
Cuore d'Gesu	1073	45 ton Wine & Salted Fish	Sept.1		Tavara Mazzara de Valle	Trapani
Il Nuovo Orsini	213	51 ton Wine	Aug.22		Giuseppi Lo Presti	Trapani
Civononna Madre	979	65 ton Wine	Aug.26		Marsi Ignazio da Roma	Catania
Ida	525	50 ton Wine	Sept. 5		Monti-cristopher	Gallipoli
Nuova Maria	65?	32 Ton Wine	Aug.30		Schiano Domenco	Portici
Intrepido	C491	70 ton Wine & Salted Fish	Sept. 2		Felice Sinatra	Ionia
S.Guisippe	57	40 Ton Vermouth & Marsalla	Sept. 6		Rose Pietro	Marsalla

Nuovo Gennaro	369	18 Tons Wine	Sept. 8	Sept. 10 M Navy Bble	Montalto Ricando	?
Maria Rosa	538	23 Tons Wine	Sept. 7		Marchesi Vincenso	Riposta
Nuova Maria	441	60 tons Wine, Salt Fish	Aug. 26	Torre Del Greco Sept. 6	Hoppe Mazzara Del Valle	Portici
Giacomo Francesco	?	50 ton Marsalla	Sept. 10			Trapani
Ida	M 25	50 tons Wine	Sept. 5	Sept.13 Gallipoli with empty casks	Capeza	Gallipoli
Fidas		64 tons Wine - 1 ton lemons	Sept.11			Syracuse
Cuore d'Gesu	1073	45 ton Wine & Salted Fish	Sept.1		Tavara Mazzara de Valle	Trapani
Il Nuovo Orsini	213	51 ton Wine	Aug.22		Giuseppi Lo Presti	Trapani
Civamonna Madre	979	65 ton Wine	Aug.26		Matti Ignazio da Roma	Catania
Ida	525	50 ton Wine	Sept. 5		Monti-cristopher	Gallipoli
Nuova Maria	659	31 Ton Wine	Aug.30		Schiano Domenco	Portici
Intrepido	CA91	70 ton Wine & Salted Fish	Sept. 2		Felice Sinatra	Ionia
S.Guisippa	37	40 Ton Vermouth & Marsalla	Sept. 6		Paco Pietro	Marsalla
Brigida Romeo	937	64 Ton Wine, Fish & General Cargo	Sept. 8		Dellifore Paula	Syracuse
Maria Assunta	1023	4 tons Wine	Sept. 1		Rush Anim?	Portici
Garibaldi	301	68 Ton salted Fish Gen.Mdse	Sept. 5		Palma-Duro	Palermo
Glesu Giuseppe & Maria	607	10 Tons Wine Marsala, Vermouth	Sept. 6			Reggio Calabria

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THE FOLLOWING ACC OR NASC

NAME	Cogema No.	CARGO	Date of Arrival Anzio	Date of Depart. Anzio	Consigned To	Sailed From
Vera Unique	BT 811	OK			NASC	Piombino
Dovere	11	Marsalla Vermouth	Aug. 28	Sept.12	NASC	Cagliari
St.Caterina	511	Soup 11½ Ton	Sept.10		ACC	Portici
Nuovo Mario	65	Milk 12 Ton	Sept.11		ACC	676
Nuovo Guiseppino	1187	Powdered Milk	Sept.12		ACC	Portici

THE FOLLOWING IN HARBOR BUT COGENA OFFICE DID NOT HAVE RECORD AVAILABLE

Maria S.	?	70 tons Wine & Marsalla	?			Palermo
San Agusco	?		Sept.12			Ischia
San Vincenzo	?		Sept.12			Ischia
Alba	?	?	?	?	?	?
Italia	306	20 tons Marsalla-Vermouth				Palermo
San Francesco di Paula	?	?	?	?	?	?
Fides	?	?	?	?	?	?
San Andrea	?	British Flag - Probably NASC				
	MANY OF THE COGENA PERMITS WHEN THE CAPTAINS OF THE SCHOONERS HAD WERE SIGNED BY "BARDUHA" AS COGENA AGENTS					

Declassified E.O. 12356 Section 3.3/NND No. 782021

Nuovo Mario	65	Milk 12 Ton	Sept.11		ASC	676
Nuovo Guiseppino	1487	Powdered Milk	Sept.12		ACC	Portici

THE FOLLOWING IN HARBOR BUT COGENA OFFICE DID NOT HAVE RECORD AVAILABLE

Maria S.	?	70 tons Wine & Marsalla	?			Palermo
San Agusso	?		Sept.12			Ischia
San Vincenzo	?		Sept.12			Ischia
Alba	?	?	?	?	?	?
Italia	306	20 tons Marsalla-Vermouth				Palermo
San Framesco di Paula	?	?	?	?	?	?
Fides	?	?	?	?	?	?
San Andrea	?	British Flag - Probably RASC				
	MANY OF THE COGENA PERMITS WHICH THE CAPTAINS OF THE SCHOONERS HAD WERE SIGNED BY "BARCUM" AS COGENA AGENTS					

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

T.S.C.

HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
REGION VIII.

RVIII/35/8/5. 5 Sep.'44.

SUBJECT : Transportation Division Report - August, 1944.

TO : The Regional Commissioner.

1. Summary.

a Civilian Road Haulage organizations are now in operation in Firenze, Grosseto and Siena Provinces, with a sufficient number of road-worthy vehicles to supply the local Provincial transport needs for the present. The Regional trucks assigned to the Provinces are being withdrawn to the Regional Transportation Division Pool.

b Civilian Road Haulage organizations are being started in Arezzo and Livorno Provinces.

c A Regional Transportation Division Pool, composed of the presently available 3-ton (Br.) trucks, has been organized and headquarters for repair and servicing established in a large garage in Siena.

d A staff of EM/OR convoy leaders has been established and is being trained to supervise and direct all truck details sent out from Transportation Division Pool.

e Civilian truck drivers are being trained in the Transportation Division Pool, to operate and perform daily service tasks, on their vehicles.

f Four of the forty trucks are being evacuated by R.E.M.E. An early replacement is urgently required. One truck in R.E.M.E. being repaired and one being rebuilt at the garage.

2. Regional Transportation Division Headquarters.

All trucks assigned to this Region will be operated and generally serviced and maintained from the Regional Transportation Division Pool.

A large garage in Siena, suitable for housing, servicing, and maintaining more than forty trucks was requisitioned and occupied 29 Aug.'44. It has some hand-tools, a fairly good machine shop, several working pits, greasing pit and wash-room. It also has adequate office space and quarters for those drivers who do not

Declassified E.O. 12356 Section 3.3/NND No. 782021

number of road-worthy vehicles to supply the local Provincial transport needs for the present. The Regional trucks assigned to the Provinces are being withdrawn to the Regional Transportation Division Pool.

b Civilian Road Haulage organizations are being started in Arezzo and Livorno Provinces.

c A Regional Transportation Division Pool, composed of the presently available 3-ton (Br.) trucks, has been organized and headquarters for repair and servicing established in a large garage in Siena.

d A staff of EM/OR convoy leaders has been established and is being trained to supervise and direct all truck details sent out from Transportation Division Pool.

e Civilian truck drivers are being trained in the Transportation Division Pool, to operate and perform daily service tasks, on their vehicles.

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The open-lot servicing yard has been abandonned and the supplies, workmen and Carabinieri guards moved to the garage.

A special civilian driver has been designated to train drivers in the operating and servicing of the trucks. A daily "desk-sheet" for the drivers has been prepared in Italian to aid the drivers in checking their vehicles.

Two drivers are being trained for each truck, to provide 16 hours a day operations and in order to have competent drivers available at all times. This will also eliminate the changing of drivers as the trucks are moved about.

Declassified E.O. 12356 Section 3.3/NND No. 780021

EM/OR from the Regional Headquarters Pool, are being detailed to work for the Transportation Division as convoy leaders and accompany each detail of trucks sent out. It will be their duty to look after the servicing, security and using of the vehicles. These convoy leaders are being trained in their duties and the daily service tasks to be performed by the drivers. Special instructions will be issued to the leader of each mission.

A staff of 10 Italian mechanics, 3 electricians and 3 helpers have been hired.

Repair parts and British R.E.M.E. services for the trucks are very difficult to secure.

3. Grosseto Province.

The Road Haulage Consorzio has been in operation a month and now has 59 vehicles, totalling 166 tons capacity, in operation. Sufficient local Road Haulage trucks are now available for the normal requirements of the Province and the 8 x 3-ton British trucks are being withdrawn to the Regional Transportation Division Pool.

The Haulage Rates established by the Italian Government are now in operation.

Standard A.C.C. Work Tickets are being used.

Only authorised trucks are permitted on the roads.

The withdrawal of the Regional trucks will make an excellent garage available, with some tools and good mechanics, for the maintenance and servicing of the local trucks. All other garages have been occupied by Army units.

4. Siena Province.

The Road Haulage Consorzio is organised and will be placed in operation 1 Sep.'44. 41 vehicles, totalling 115 tons capacity, are in operation. Sufficient local road haulage trucks are available for the normal requirements of the Province and the 10 x 3-ton British trucks are being withdrawn, to the Regional Transportation Division Pool. The maintenance garage for the 10 x 3-ton trucks has been well operated and the trucks well maintained.

The Haulage Rates established by the Italian Government are now in effect.

Standard A.C.C. Work Tickets are being used.

5. Arezzo Province.

Four 3-ton British trucks from the Regional Pool are being detailed to work in the Province for a short time while local transport is being found and organised. An O.R. will accompany the trucks. An Officer from Transportation Division is being sent to the Province for a few days to aid in organising the local

1953
Declassified E.O. 12356 Section 3.3/NND No. 782021

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6. Livorno Province.

218

A start is being made to organise and secure local truck transport. Four 3-ton British trucks are being detailed for special work in the Province. An O.R. will be sent to act as Convoy leader for the detail.

7. Firenze Province.

The local truck transport is being well organised. 197 trucks

with/.....

Declassified E.O. 12356 Section 3.3/NND No. 780021

with a capacity of about 240 tons, are in operation. The rates in the Italian decree are in effect. The standard A.C.C. Work Ticket is in use. It is expected that the number and capacity of the trucks will increase rapidly.

8. Transportation Division Truck Pool as at 5 Sep.'44.

Trucks operating in the Pool		23
Special temporary details to Provinces		
Livorno Province	4	
Arezzo Province	4	
Firenze Province	2	10
Evacuated or being evacuated by R.E.M.E.		4
Stolen - (Located and being returned)		1
In R.E.M.E. for repairs		1
In Trans. Div. Garage Shop for repairs		1
TOTAL		40

Of those in the Pool, 3 are deadlined daily for servicing and maintenance.

The "stolen" truck and the one in R.E.M.E. will be back in the Pool by 9 Sep.'44.

9. Personnel.

Major	George B. Sowers	(A)	Regional Transportation Officer.
Capt.	J.F.D. Halstead	(B)	On special detail in Provinces.
Lieut.	Ralph O. Bissey	(A)	Organization of civilian transport.
Lieut.	Herbert L. Certer	(A)	In charge of garage and truck Pool.
S/Sgt.	H.L. Carpenter	(B)	Chief Clerk.
Sgt.	Jerry C. de Stefano	(A)	Interpreter.
Pvt.	Vincent J. Ruocco	(A)	Special detail at Firenze.
Pvt.	Joseph Petenzi	(A)	Despatcher - garage and pool.
Pte.	R. Leafe	(B)	Mechanic at garage.
Pvt.	Adrian Rosario	(A)	Interpreter at garage and pool.

Eight O.R's used as convoy leaders as required.

George B. Sowers

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

GBS/LC.

Copy to:- Transportation Sub-Commission,
Headquarters, Allied Control Commission.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Pvt. Vincent J.	Ruocco	(A)	Special detail at Firenze.
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Pte. R.	Leafe	(B)	Mechanic at garage.
Pvt. Adrian	Rosario	(A)	Interpreter at garage and pool.

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George B. Sowers

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

GBS/LC.

Copy to:- Transportation Sub-Commission,
Headquarters, Allied Control Commission.

Executive Officer.

HEADQUARTERS
7 SEP 1944
A.C.C. 2183

Declassified E.O. 12356 Section 3.3/NND No. 782021

2 Septembre 1944

SUBJECT: - Progress Report - Ufficio Autotrasporti Provinciale di Firenze

TO : - THE PROVINCIAL COMMISSIONER

1) - VEHICLES

a) 143, Vehicles (total Quintals 1988) on road Sept. 2nd 1944
b) Details of vehicles available as at 10.00 hrs Aug. 1st, attached (Appendix "A").
c) Total of 4049.24 Q?ls carried from Aug. 26 to 31. Details of goods carried as per appendix "B".
d) Vehicles have been checked in the workshops prior to being made available.
e) A number of vehicles are off the road each day for maintenance.
f) An increasing number of vehicles will be on the road after checking until all available load carrying vehicles in the Province of Florence come under the control of this Company. The present rate of increase is approximately twenty per day.

2) - ADMINISTRATION

a) The Director, has an office and staff in the della Economia building. Here bids are received, work tickets made out, vehiclex availability state prepared, traffic records compiled.
b) The traffic office of the Ufficio is supervised by Capt; Mac Lachlan, who "screens" all the bids for transport, approves the next day's loadings, authorises work tickets and works in close contact with the Provincial Supply Officer.
c) The Ufficio pay the haulier direct for work completed as per the freight charges laid down and deduct approved charges for petrol issued, repairs executed and overhead expenses.

3) - WORKSHOPS

The repair shop is in the process of being organised. Where possible, Lancia equipment damaged by the enemy is being replaced from other plants. An engineer from the Fiat is i/C and will control through his foremen the shops, P.O.L., issued and records. The despatching office is located here and will come under the supervision of Capt Secker.

4) - TYRES AND TUBES

a) It is essential for the continued operation of the Company, that supplies of tyres and tubes be made available. The tyres of many vehicles have only an estimated further two month's life.
b) Detailed estimated requirements for the next six months have been forwarded to the Provincial Commissioner for the necessary

218

Declassified E.O. 12356 Section 3.3/NND No. 783021

tached (Appendix "A").

c) Total of 4049.24 Q?ls carried from Aug. 26 to 31. Details of goods carried as per appendix "B".

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5) - SPARE PARTS

a) Spare parts from LANCIA, SITA, and FIAT, have been made available to the Company.

./.

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

b)Copies of completed inventories taken at other spare parts stores have been called for from the R.A.C.I., through Capt; Secker.

c)It has been agreed that immediate action will be taken (covered by Provincial Order Nº 1) in cases where owners of stores are not complying with the regulations instituted.

6) - PROPERTY

a) The Lancia Garage, (Via La Farina) is used for vehicle maintenance, repairs and all vehicles are dispatched from this point.

b)The Ansaldi Garage, (Viale Principe Amedeo 22), is used for storage of spare parts.

c)Petrol and Nafta, bulk storage will be available on both the above places when repairs to pumps have been completed.

d)Additional office and garage accomodation is being obtained.

7) - COMPANY DECREE

The final draft is now being prepared by the Provincial Legal Officer. When completed same will be posted in the City and in all Communes.

8) - COMMUNES

All Communes are now BEING visited in order to ensure that all load carrying vehicles are registered with the Company. A vehicle census is being taken. In Communes not deemed sufficiently large enough for a branch office of the Company, the Sindaco, will be authorised to carry out the necessary work but the Company, through Traffic Inspectors, will be responsible for control and checking. Vehicle permits will be issued by Capt; Lee, in blocks for each Communes and distributed either by the undersigned or the C.A.C., or Sindaco.

J.F.D. Halstead Capt;

J.F.D. HALSTEAD, Capt, R.A.S.C.

TRANSPORTATION SECTION, REGION VIII

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

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TRANSPORTATION SECTION, REGION VIII

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

A

SITUATION OF VEHICLES AVAILABLE AT 10 O'CLOCK OF THE 1st SEPTEMBER 1944

TYPE	DOTATION		VEHICLES WORKING YESTERDAY		VEHICLES WORKING TO DAY		VEHICLES TO BE REPAIRED		VEHICLES WITHOUT PERMIT		VEHICLES AT DISPOSITION FOR SPECIAL SERVICE		VEHICLES AVAILABLE	
	N°	Q.ls	N°	Q.ls	N°	Q.ls	N°	Q.ls	N°	Q.ls	N°	Q.ls	N°	Q.ls
A.T.P.	3	204,-			1	74	-	-	-	-	-	-	2	130
A.T.M.	-	-			-	-	-	-	-	-	-	-	-	-
A.P.	3	161,8			1	65	-	-	-	-	-	-	2	96,8
A.M.	15	474,2			2	50	2	70	1	35	-	-	10	319,2
A.L.	94	749,9			17	99	-	-	15	119	2	10,5	60	518,4
M.C.	18	134,1			5	32	-	-	-	-	-	-	13	102,1
M.P.	2	12,-			-	-	-	-	-	-	-	-	2	12
	135	1736,-			26	320	2	70	16	144	2	10,5	89	1188,5
A.S.	6	-			-	-	-	-	5	-	-	-	1	-
General Total	141	1736,-			26	320	2	70	21	144	2	10,5	90	1188,5

A.T.P. Heavy trucks further to 40 Q.ls
A.T.M. Medium trucks from 20 to 40 Q.ls
A.P. Heavy trucks further to 40 Q.ls
A.M. Medium trucks from 20 to 40 Q.ls
A.L. Light trucks up to 20 Q.ls
M.C. Motor-cars
M.P. Motor-bycicles trucks
A.S. Special trucks

Declassified E.O. 12356 Section 3.3/NND No. 782021

A.T.P.	3	204,-			1	74	-	-	-	-	-	-	2	130
A.T.M.	-	-			-	-	-	-	-	-	-	-	-	-
A.P.	3	161,8			1	65	-	-	-	-	-	-	2	96,8
A.M.	15	474,2			2	50	2	70	1	25	-	-	10	319,2
A.L.	94	749,9			17	99	-	-	15	119	2	13,5	60	518,4
M.C.	18	134,1			5	32	-	-	-	-	-	-	13	102,1
M.P.	2	12,-			-	-	-	-	-	-	-	-	2	12
	135	1736,-			26	320	2	70	16	144	2	13,5	89	1188,5
A.S.	6	-			-	-	-	-	5	-	-	-	1	-
General Total	141	1736,-			26	320	2	70	21	144	2	13,5	90	1188,5

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

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

GOODS TRANSMITTED FROM 26th to 31th AUGUST 1944.

GOODS DESCRIPTION	Aug. 26th 1944 Trucks Nº	Aug. 26th 1944 Gals	Aug. 27th 1944 Trucks Nº	Aug. 27th 1944 Gals	Aug. 28th 1944 Trucks Nº	Aug. 28th 1944 Gals	Aug. 29th 1944 Trucks Nº	Aug. 29th 1944 Gals	Aug. 30th 1944 Trucks Nº	Aug. 30th 1944 Gals	Aug. 31th 1944 Trucks Nº	Aug. 31th 1944 Gals
Sheet	4	58.00	5	70.00	3	75.00	13	183.96	7	58.40	4	7[illegible]
Food	-	-	-	-	-	-	-	-	-	-	-	-
Vegetables	-	-	-	-	6	78.38	1	14.96	2	60.21	-	-
Fruit	1	18.00	4	21.87	8	78.64	2	13.21	4	27.50	4	78
Wine	-	-	2	15.50	-	-	1	4.50	4	45.61	5	175
Wood	-	-	-	-	-	-	1	5.00	1	10.00	-	-
Miscellaneous	4	22.00	-	-	2	760.00	4	829.00	2	600.00	7	634
	6	98.00	11	107.37	19	1013.02	22	1060.63	20	811.42	20	956

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B

GOODS TRANSPORTED FROM 16th to 31st AUGUST 1944.

1944	Aug. 27th 1944		Aug. 28th 1944		Aug.29th 1944		Aug.30th 1944		Aug. 31th 1944		Totals	
	Trucks N°	Gals	Trucks N°	Gals	Trucks N°	Gals	Trucks N°	Gals	Trucks N°	Gals	Trucks N°	Gals
.00	5	70.00	5	75.00	13	193.96	7	58.40	4	71.10	36	5[illegible].46
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	6	99.38	1	14.96	2	60.21	-	-	9	174.55
.00	4	21.67	8	78.64	2	13.21	4	37.20	4	78.80	23	237.12
	2	15.50	-	-	1	4.50	4	45.61	5	175.25	12	240.85
	-	-	-	-	1	5.00	1	20.00	-	-	2	25.00
.00	-	-	2	760.00	4	829.00	2	600.00	7	634.25	16	2845.25
.00	11	107.37	19	1013.02	22	1060.63	20	311.42	20	958.80	98	4045.24

9473

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/Tn/R/9

Date: 31 August 1944

Tele: 378

SUBJECT: Rome Road Transport.

TO : Vice President, Economic Section.

1. Despite strenous efforts on the part of this Sub-Commission, the control of Road Transport in Rome leaves much to be desired. In the main this is due to the lack of cooperation on the part of our own Region IV and the Italian officials.

2. It is essential that the Prefect of Rome be instructed to issue an order fortwith that only the trip ticket issued by the Ufficio Trasporti di Roma are valid and any truck not in possession of this trip ticket will be impounded. The Prefect has been approached on this matter, but has not taken any action.

3. The Regional Commissioner should be asked to instruct his officers that there will be no permits issued by individual officers, to carry wine by road. The movement of wine will be entirely controlled by the Consorzio Approvizionamento Prodotti Agricole Industriali.

4. Draft letters to the Prefect and the Regional Commissioner of Region IV are attached for your approval.

5. It mayte that E.N.A.O., when formed, would clear away some of these difficulties, but the matter is so urgent that we cannot afford to wait for the Decree to be published.

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

2178

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

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

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

1961

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

HEADQUARTERS
ALLIED CONTROL COMMISSION,
REGION 6.

31 Aug. 1944.

TO: H.Q. Allied Control Commission,
Transportation Sub-Commission.

SUBJECT: Statistical data per 10 Aug, 44 of Motor Transportation.

REFERENCE: Tptn/1607.

1. Reference your Tn/R9 dated 5th August, 1944. Attached information requested so far as data is available for 1940 and 1942. The 1944 data is of course, taken from our own records.

2. It will be noted that no data for 1940 and 1942 has been obtainable from Sassari Province on any of the subject matter. The R.C.A.I. and other interested agencies in this Province do not appear to have functioned prior to the arrival of the Allied Control Commission.

3. The reason for the increase in Gasoil used in 1944 is that the Railways have been extensively used for military movements and also the Foodstuffs brought to the Island by the Allies has all had to be distributed from CAGLIARI.

For the Regional Commissioner,

JOHN H. NEWBY.
Captain.
Regional Transportation Officer.

JHN/mn.

2177

ALLIED CONTROL COMMISSION
REGION 6.

Comparative Chart

Shewing the situation on the 10/6/1940 - 1/1/1942 and 10/8/1944.

PROVINCE	Region	AUTO - BUSES			TAXIS		
		6/1940	1/1942	8/1944	Jun. 1940	Jan. 1942	August. 1944
CAGLIARI	VI.	120	120	33	12	6	=
SASSARI	"	62	62	28	(1)	(1)	=
NUORO	"	33	33	18	=	=	=

(1) Datas not yet received from Automobile Club - Sassari.

Declassified E.O. 12356 Section 3.3/NND No. 782021

SASSARI	"	62	62	28	(1)	(1)	=
NUORO	"	33	33	18	=	=	=

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Declassified E.O. 12356 Section 3.3/NND No. 780021

ALLIED CONTROL COMMISSION REGION 6.

MOTORVEHICLES IN ITALY

COMPARATIVE CHART

Shewing the situation on the - 10/6/1940. - 1/1/1942. and 10/8/1944.

PROVINCE	Region	Trucks over 5t (20 tons trainers)			Private Cars		
		6/1940	1/1942	8/1944	6/1940	1/1942	8/1944.
CAGLIARI	VI	38 (tr)51	61 (tr)43	105 (tr)14	1749	524	600
SASSARI		(1)	(1)	8 (tr) 5	(1)	(1)	231
NUORO		4 (tr) 5	16 (tr) 8	7 (tr) 5	398	142	120

(1) Datas not yet received from automobile Club - Sassari.

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

		(tr)51	(tr)43	(tr)14				
SASSARI		(1)	(1)	8 (tr) 5	(1)	(1)	231	
NUORO		4 (tr) 5	16 (tr) 8	7 (tr) 5	398	142	120	

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Declassified E.O. 12356 Section 3.3/NND No. 782021

ALLIED CONTROL COMMISSION REGION 6.

MOTOVEHICLES IN ITALY
COMPARATIVE CHART

Shewing the situation on the - 10/6/1940. - 1/1/1942. and 10/8/1944.-

PROVINCE	REGION	TRUCKUS UP-TO 2 TONS			TRUCKS 2/5		
		1940/ 6.	1942/1.	1944/8.	6/1940	1/1942	8/1944/
CAGLIARI	VI	494	438	330	112	105	70
SASSARI		(1)	(1)	190	(1)	(1)	28
NUORO		102	78	85	22	17	11

(1) Datas not yet received from automobile club-Sassari.

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SASSARI		(1)	(1)	190	(1)	(1)	28
NUORO		102	78	85	22	17	11

(1) Datas not yet received from automobile club-Sassari.

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1974

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ALLIED CONTROL COMMISSION REGION 6.

INTER URBAN MOTOR - BUS LINES IN SARDINIA AT JUNE 10th 1940 - JANUARY 1th 1942 - AUGUST 10th 1944.

6143

DATE	No. of Lines	NO. of Bus	Length Kilometers	Daily average passengers carried	Fuel consumption Daily average	
					Gasoil Kg.	Petrol Kg.
10/6/1940	104	215	4220	11.044	495	945
1/1/1942	104	215	4219	10.690	598	903
10/8/1944	62	79	2906	3.045	560	430

1975

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ALLIED CONTROL COMMISSION REGION 6.

INTER URBAN MOTOR - BUS LINES IN SARDINIA AT JUNE 10th 1940 - JANUARY 1th 1942 - AUGUST 10th 1944.

2173

NO. of Bus	Length Kilometers	Daily average passengers carried	Fuel consumption Daily average		NOTES
			Gasoil Kg.	Petrol Kg.	
215	4220	11.044	495	945	
215	4219	10.690	598	903	
79	2906	3.045	560	430	No Urban service in Sardinia

1976

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ALLIED CONTROL COMMISSION REGION 6.

STATISTICAL DATAS OF AUGUST 10th 1940. AIR TRANSPORT LINES.

No of Air transport lines	ITINERARY	Number of Kilometers	No of Planes employed	Daily Average passengers carried
1	Lecce - Cagliari, with Catania -Palermo and viceversa - daily	1020	one	7

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ALLIED CONTROL COMMISSION REGION 6.

STATISTICAL DATAS OF AUGUST 10th 1940. AIR TRANSPORT LINES.

2142

	Number of Kilometers	No of Planes employed	Daily Average passengers carried	NOTES
h	1020	one	7	

1978

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ALLIED CONTROL COMMISSION REGION 6.

STATISTICAL DATAS OF JUNE 10th 1946. AIR TRANSPORT LINES.

No of Air transport lines	ITINERARY	Number of Kilometers	No of Planes employed	Daily Average passengers carried
4	Genoa - Tunisi - Stop at Alghero and Cagliari threeweekly	1087	Two : one line, one escort	15 passengers
	Alghero - Rome - Daily	430	Two : one in line, one spare	15 " "
	Cagliari - Rome - Daily	470	do do	15 " "
	Rome - Pollenza - stop at Cagliari - Threeweekly	863	one	16 " "

1979

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ALLIED CONTROL COMMISSION REGION 6.

STATISTICAL DATAS OF JUNE 10th 1946. AIR TRANSPORT LINES.

21 F 1

	Number of Kilometers	No of Planes employed	Daily Average passengers carried	NOTES
Stop at lari	1087	Two : one line, one escort	15 passengers	
Daily	430	Two : one in line, one spare	15 " "	
- Daily	470	do do	15 " "	
- stop reeweekly	863	one	16 " "	

1980

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ALLIED CONTROL COMMISSION REGION 6.

STATISTICAL DATAS OF JANUARY 1th1942. AIR TRANSPORT LINES.

No of Air transport lines	ITINERARY	Number of Kilometers	No of Planes employed	Daily Average passengers carried
2	Cagliari - Rome - daily	470	2 to 4	30 to 60
	Olbia - Rome - daily	270	2 to 4	30 to 60

3981

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ALLIED CONTROL COMMISSION REGION 6.

STATISTICAL DATAS OF JANUARY 1th1942. AIR TRANSPORT LINES.

2143

	Number of Kilometers	No of Planes employed	Daily Average passengers carried	NOTES
daily	470	2 to 4	30 to 60	
ly	270	2 to 4	30 to 60	

1982

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ALLIED CONTROL COMMISSION
REGION 6.

PETROL AND OIL ALLOTMENTS AND CONSUMPTION FOR TRUCK AND PRIVATE CARS IN SARDINIA FOR PE

DATE	ALLOTMENTS		CONSUMPTION		
	Petrol Kg.	Gasoil Kg.	Petrol Kg.	Gasoil Kg.	
10 June 1940	(1)	(1)	(1)	(1)	(1) free dist not ascer
monthly average					
1 January 942	78.840	60.000	78.840	60.000	
monthly average					
10 August 944	70.851	80.909	70.851	80.909	
monthly average					

1983

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ALLIED CONTROL COMMISSION
REGION 6.

TMENTS AND CONSUMPTION FOR TRUCK AND PRIVATE CARS IN SARDINIA FOR PERIODS UP TO:

ENTS	CONSUMPTION		NOTE
Gasoil Kg.	Petrol Kg.	Gasoil Kg.	
(1)	(1)	(1)	(1) free distribution. Consumption not ascertained. No Record.
60.000	78.840	60.000	
80.909	70.851	80.909	

1984

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ALLIED CONTROL COMMISSION REGION 6.

CAGLIARI - POETTO

INTER - URBAN LINE STATISTICAL DATE PER :

2168

DATE	LENGTH KILOMETRES.	CARS		DAILY AVERAGE PASSENGERS CARRIED	DAILY AVERAGE POWER CONSUMP. K.W.H.	DAILY AVERAGE POWER REQUIR.	Hours when has ted
		Motor	Cars				
10/6/1940	6.502	6	24	1.397.232 / 365	321.179 / 365	321.179 / 365	=
1/1/1942	6.502	2	8	2.916.267 / 365	258.317 / 365	258.317 / 365	=
10/8/1944	6.000	5	20	495.501 / 46	1.000	1.000	6.4

1985

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ALLIED CONTROL COMMISSION REGION 6.

CAGLIARI - POETTO

INTER - URBAN LINE STATISTICAL DATE PER : 2168

Cars	DAILY AVERAGE PASSENGERS CARRIED	DAILY AVERAGE POWER CONSUMP. K.W.H.	DAILY AVERAGE POWER REQUIR.	Hours of day to which operation has been limited since liberation	NOTES
24	1.397.232 / 365	321.179 / 365	321.179 / 365	= =	Due to war reasons service was stopped on 13/5/1943 and re-activated 26 June 1944.
8	2.916.267 / 365	258.317 / 365	258.317 / 365	= =	
20	495.501 / 46	1.000	1.000	6.45 - 21.14	

1986

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ALLIED CONTROL COMMISSION REGION 6.

CAGLIARI - QUARTU S. ELENA

INTER - URBAN LINE STATISTICAL DATE PER :

DATE	LENGTH KILOMETERS.	CARS		DAILY AVERAGE PASSENGERS CARRIED	DAILY AVERAGE POWER CONSUMP. K.W.E.	DAILY AVERAGE POWER REQUIR.	Hour which has ted
		Motor	Cars				
10/6/1940	10.467	4	8	1.720.884 / 365	533.426 / 365	533.426 / 365	=
1/1/1942	10.467	4	8	4.183.526 / 365	781.255 / 365	781.255 / 365	=
10/8/1944	8.910	5	18	2.089.060 / 188	1.500	2.500	5.

1987

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ALLIED CONTROL COMMISSION REGION 6.

CAGLIARI - QUARTU S. ELENA

INTER - URBAN LINE STATISTICAL DATE PER : 21 [illegible]

Cars	DAILY AVERAGE PASSENGERS CARRIED	DAILY AVERAGE POWER CONSUMP. K.W.E.	DAILY AVERAGE POWER REQUIR.	Hours of day to which operation has been limited since liberation	NOTES
8	1.720.884 / 365	533.426 / 365	533.426 / 365	= =	Due to war reasons service was stopped on 13/5/1943 and re-activated on february 3 1944.
8	4.183.526 / 365	781.255 / 365	781.255 / 365	= =	
18	2.089.060 / 188	1.500	2.500	5.57 - 21.30	

1981

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ALLIED CONTROL COMMISSION REGION 6.

CITY OF CAGLIARI - URBAN LINES. STATISTICAL DATE PER:

2165

DATE	No. of Lines	CARS	LENGTH KILOMETERS	DAILY AVERAGE PASSENGERS CARRIED	DAILY AVERAGE POWER CONSUM. K.W.H.	DAILY AVERAGE POWER REQUIR.	
10/6/940	3	9	6.590 (u) 1.983 (d)	8.559.398 365	1.153.098 365	1.153.098 365	Urban on 26/ reason
1/1/1942	3	9	6.487 (u)	10.385.250 365	910.859 365	910.859 365	
10/8/944	2	=	1.263 2.026	=	=	2.000 Daily.	

1989

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ALLIED CONTROL COMMISSION REGION 6.

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ITY OF CAGLIARI - URBAN LINES. STATISTICAL DATE PER:

2165

ARS	LENGTH KILOMETERS	DAILY AVERAGE PASSENGERS CARRIED	DAILY AVERAGE POWER CONSUM. K.W.H.	DAILY AVERAGE POWER REQUIR.	NOTES
9	6.590 (u) 1.983 (d)	8.559.398 365	1.153.098 365	1.153.098 365	Urban - Service suspended on 26/2/1943 - for war reasons.
9	6.487 (u)	10.385.250 365	910.859 365	910.859 365	
	1.263 2.026	=	=	2.000 Daily.	

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
FLORENCE PROVINCE

R19

24 Aug.'44

R VIII /F/I/I

SUBJECT: - TRANSPORTATION REPORT - FLORENCE

TO : - PROVINCIAL COMMISSIONER

1) W.D.,M.T. A)-Provincial W.B. vehicles are garaged at the Piazza Romana Garage,and at present,maintenance is also being carried out at this location.
B)-This garage will be used permanently for the"sleeping" of Provincial vehicles.
C)-Two fitters,a foreman,and a clerk interpreter are employed here.
D)-The bulk petroleum storage is being used temporarely by the Supply Officer,pending the availability of larger storage in the north part of the City.
E)-S.I.T.A.,Omnibus station(Maso Finiguerra). This will be used for garaging of Region H.Q.'s W.E. vehicles. There is plenty of office accomodation,and possible quarters for drivers. S.I.T.A. request to retain one office for own use.
F)-S.I.T.A. Omnibus Workshop(Maso Finiguerra) reserved for a control Maintenance and repair shop for Region H.Q.,Provincial and Road Haulage W.D. vehicles. - Shop is well equipped for heavy repairs but requires electric power for complete operation.Application for electric power will be made when same is made available.
G)-A detailed list of S.I.T.A. workshop employees have been obtained and these men will be employed when required.
H)-The Excelsior and Isotta-Fraschini Garages have also been reserved and may be used for garaging approximately 30 vehicles each.

2)VEHICLES REGISTRATION
A)-General Order 20,and a supplementary notice,the latter calling for the declaration of all motor vehicles spare parts and accessories within four days, have been posted.
B)-A.M.G.,vehicles permits are issued by Capt.Lee(Public Safety) at the R.A.C.I.,Office,where civilian vehicles

2165

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employed here.

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A)-General Order 20,and a supplementary notice,the latter calling for the declaration of all motor vehicles spare parts and accessories within four days, have been posted.

2165

B)-A.M.G.,vehicles permits are issued by Capt. Lee(Public Safety) at the R.A.C.I.,Office,where civilian vehicles have to be declared and where Italian vehicles licences are issued.

C)-At the conclusion of the fourth day the following vehicles has been declared:

Private cars	408
Lorries under 2 Tons	185
" over 2 Tons	83
3 Wheel vans	43
Motor cycles and side-cars	84
Specialy adapted vehicles	46

D)-All vehicles declared have either been sabotaged by

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enemy or been stored away for four years and the vital parts removed and buried, therefore immediate use is not possible, except in the case of a few private cars and approximately 80 lorries.

E)-It is requested that the police be instructed to pull in all vehicles on the road without a permit. Several cars and three small lorries have been reported on the road without a permit.

F)-The duties of the R.A.C.I. Director are being executed most efficiently by a representative of Committee of Liberation and it is requested that this man be retained permanently. The former Director, who has left the City, is reputed to be a fascist and now working with the enemy.

3) SPARE PARTS - ITALIAN VEHICLES

A)-Small stocks have been located and "frozen" and Capt. Secker, (Provincial M.T.O.) is having inventaries made.

B)-It is requested that the Army be asked to requisition spare parts through A.M.G., in order to protect the existing small supplies.

4) UNSERVICEABLE VEHICLES

The following action is being taken to put as many vehicles as possible on the road:

A)-Load Carrying Vehicles

All owners are being instructed through the UFFICIO TRASPORTI DI FIRENZE to ressemble their vehicles. Spare parts will be obtained from "frozen" stocks with a written A.M.G., authority. When the first vehicles are roadworthy same will be used to tow others to the workshops for heavy repairs or the replacement of parts necessitating workshop equipment.

B)-Private cars

will be towed in to the H.Q.'s W/ shops and spare parts fitted in all cases where tyres are on the vehicles.

C)-A list is being prepared of cars only requiring tyre-sand tubes to make them roadworthy in order that sizes and quantities may be forwarded to higher authority.

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5)-ROAD HAULAGE SCHEME

A)-A committee has been formed as follows:

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3) SPARE PARTS - ITALIAN VEHICLES

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C)-A list is being prepared of cars only requiring tyre-sand tubes to make them raodworthy in order that sizes and quantities may be forwarded to higher authority.

5)-ROAD HAULAGE SCHEME

2163

A)-A committee has been formed as follows:

Chairman:-The Prefect (When same is appointed)
Vice Chairman: Dott.Giovanni Beccaro
(Direttore Ispettorato Compartimentale Motorizzazione Civile)
Dott. Corrado Ciuti,(Director F.I.A.T.)
Dott. Carlo Antonini(Director LANCIA)
Acting Director:Rag. Michele Asse(Director S.I.T.A.)
Dott. Gustavo Rimini(Committee of Liberation and R.A.C.I.)
Sig.Cini
Sig. Casucci

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B)-Name of Company:"UFFICIO AUTOTRASPORTI DI FIRENZE".

C)-Two Committees meeting have been held and following agreed upon:

I - Lancia Garage and workshops to be H.Q's of Company with an additional office at the della Economia building,the latter to facilitate immediate contact with the A.M.G.,Supply Officer.

II - Spare parts from S.I.T.A.,LANCIA and F.I.A.T., will be made available on sale to the Company.

III - Freight rates agreed.
The Company will pay over to the vehicles owner the full charge for haulage less one Lire for Kilometer for operating costs. This may be subject to future authorization.

IV - S.I.T.A.,LANCIA and F.I.A.T. will finance the initial expenses. First profits of the Company to be used to refund this loan.

V - Petrol supplies have been arranged by the Supply Officer. FIAT,LANCIA and S.I.T.A.,have reserves of lubricating oils which will be sold to the Company.

D)-On August 21st the Committee called a meeting of all available operators.(Part of the City is still in enemy hands).Approximately 200 owners attended. The following vehicles are reported as now being ready for the road.

Under 1	Ton	33
1 to 2	"	26
2	"	4
3	"	7
3½	"	2
4	"	3
4½	"	3
Total		78

The Officers and workshops are now being organised and the above vehicles will be checked over given permits and put into operation as soon as possible.

E)-It is estimated that 20 vehicles will be checked over on Friday,25 August,30 on Saturday,and the workshops staff will then be able to check over 30 vehicles per day.

F)-Two vehicles under one ton capacity are being made available for immediate use by electricity Company in order to expedite repairs. Two small vans are to-day in operation for the Company,transporting spares and

1984
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subject to future authorization.

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G)-Capt. Secker (M.T.O.) will now move his office to the Lancia garage,in order to be able to supervise the dispatching,repairs and operation staff of the Company.

H)-Capt. Mac Lachlan (Supply Section)is assisting the undersigned and will eventually take over the supervision of the administrative side.

I)-It is anticipated that the undersigned having inaugurated the organisation of the Company will be able to

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hand over entirely to the Provincial Officers mentioned above in the near future.

VI - General

a)- The next outstanding committment concerning the undersigned is the organization of the S.I.T.A. workshops for a central maintenance and repair shop for Regional, Provincial and Road Haulage W.D. vehicles.

b)- In connection with this projet it is requested that that the Regional Commissioner, be asked to transfer one M.T., N.C.O., from Region Headquarters, for initial supervisory duties and instructing the Italian Staff on W.D. vehicles Maintenance.

J.F.D. WALSTEAD , R.A.S.C.
REGIONAL TRANSPORTATION OFFICER.

1999

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for initial supervisory duties and instructing the Italian Staff on W.D. vehicles Maintenance.

J.F.D. WALSTEAD , R.A.S.C.
REGIONAL TRANSPORTATION OFFICER.

2162

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Ir

HEADQUARTERS
Region 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

File R/9. CWP. 4/9.

Observation on Transportation Region 3.

Since my posting as a Transportation Officer to ACC on 13 Sept. 43, I have been surprised at the lack of information on the subject which is available with particular reference to officers responsible for breaking in new territory, who apparently do not have even the experiences of others as a guide.

Whilst I fully appreciate that conditions are so variable that considerable initiative must usually be the order of the day, I cannot overestimate the essential need for a sound basic administration, which should be general throughtout a controlling body. In making this point I do not criticise the Transportation Sub-Commission, but rather the fact that all ACC officers have brought home to them, too late, their dependance on transportation, and the complicated situations caused by unorganised and individual efforts to obtain it; prompted largely by the lack of this basic administration.

In an effort to be brief I am avoiding all destructive criticism, except where necessary for emphasis, and restricting my observations to outline rather than detail.

Part 1 <u>General Administration</u>

The responsabilities of the Regional Transport Division should, in my opinion, be as follows.

1) Transport of all civilian supplies between Provinces.
2) All Rail, Sea and Air Transports.
3) Transport of all export materials.
4) Supervisory control of all civilian vehicles in conjunction with Provincional Commissioners, whether used on Civil or Military work.
5) Advance planning for the supply of essential spare parts, tyres, batteries etc. for civilian owned vehicles.
6) Assistance to all officers in the form of advice on transport problems and technical matters.
7) Liaison on transport questions between Region and H.Q.

It then remains to define interdepartmental and interprovincial responsibilities, and the method of obtaining transport, which is as follows:

Regional Transportation Officer is responsible for hauling from quayside or railhead to the Provincial Depot or warehouse, from there it becomes the responsibility of the Provincial Supply and Transport Officer, who in turn can obtain assistance from Region T.O. if facilities

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Regional Transportation Officer is responsible for hauling from quayside or railhead to the Provincial Depot or warehouse, from there it becomes the responsibility of the Provincial Supply and Transport Officer, who in turn can obtain assistance from Region T.O. if facilities withim the Province are inadequate.

A specific case showing my interpretation of Regional and Provincial responsibilities, to demonstrate the transport problem. (This is at present foreign to Region 3)

Region x is advised of import of 5000 tons Grain seed, Regional Agr. Offr. obtains from Prov. Comms. their requirements and balances surplus

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or deficiency. Finally determining quantities for each Province, Provincial Commissioners then arrange their own transport through Provincial Tptn. Officer, who, if the haul is within their province will arrange it themselves, and if it is from another Province will bid for transport to the Regional Transportation Officer.

It must be remembered here that the officers to the Department, Division or Province holding the goods are responsible for furnishing loading gangs, guards and for obtaining payment where necessary. They also submit their bids for transportation; showing tonnage and destination, and giving as much notice as possible, to the Regional or Provincial Office, which ever it may be. These principles are, I am sure, sound and if put into practice at the beginning of occupation would cause no difficulty, provided they are clearly defined and generally understood beforehand.

Next I would ask for an alteration in the present system of the issuance of circulation permits. This is more complicated than at first is apparent, for it is at present intimately concerned with.

1) Industry and Commerce who distribute the permits to Regions.
2) Provincial Transport Officers who issue permits.
3) Public Safety Dept. which is responsible for preventing ab use of them.
4) Economics and Supply which supplies P.O.L. to meet the demand caused by the issue of fuel ration cards given with the permit, and marry up the requirements of Industry, Agriculture, Fishing etc

Taking as a guide the system in England I would like to recommend that the whole matter concerning vehicle permits should be dealt with by the Public Safety Division, including the distribution of fuel ration cards which would be coordinated with the demands of other POL users in the Economics and Supply Divisions, and thence issued to Provincial Commissioners who would supervise the distribution. In addition I strongly recommend, in the early stages, the attachment of an Allied Police Section to the Transportation Division, say six OR/EM at least, who by virtue of their honesty would be od inestimable value when specially trained for checking road delinquents, etc. Undiluted dependence on police of the country occupied is, to say the least of it, slightly exasperating and unsatisfactory. I will refrain from other comments on personnel as conditions and circumstances will determine establishment, particularly under AMG, but I would recommend as a minimum three officers on Regional level, and providing Public Safety issue permits, one officer on Provincial level, plus an additional officer for every city of appreciable size.

I wish also to stress the essential importance of the early issue of proclamations. The restriction of use os vehicles, the method of obtaining permission to use them, the fixing of tariff rates, freezing of

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3) Public Safety Dept. which is responsible for preventing ab use of them.
4) Economics and Supply which supplies P.O.L. to meet the demand caused by the issue of fuel ration cards given with the permit, and marry up the requirements of Industry, Agriculture, Fishing etc

Taking as a guide the system in England I would like to recommend that the whole matter concerning vehicle permits should be dealt with by the Public Safety Division, including the distribution of fuel ration cards which would be coordinated with the demands of other POL users in the Economics and Supply Divisions, and thence issued to Provincial Commissioners who would supervise the distribution. In addition I strongly recommend, in the early stages, the attachment of an Allied Police Section to the Transportation Division, say six OR/EM at least, who by virtue of their honesty would be od inestimable value when specially trained for checking road delinquents, etc. Undiluted dependence on police of the country occupied is, to say the least of it, slightly exasperating and unsatisfactory. I will refrain from other comments on personnel as conditions and circumstances will determine establishment, particularly under AMG, but I would recommend as a minimum three officers on Regional level, and providing Public Safety issue permits, one officer on Provincial level, plus an additional officer for every city of appreciable size.

I wish also to stress the essential importance of the early issue of proclamations. The restriction of use os vehicles, the method of obtaining permission to use them, the fixing of tariff rates, freezing of tyres, spare parts etc., the method of obtaining rail facilities are all essential, should be made public and done early. The civilian population cannot be expected to know what is in the mind of AMG without the opportunity of reading proclamations and directives.

Similarly in this category of basic administration, let us recognise that the scarcity of Allied personnel makes necessary considerable reliance on the already existant organisations, and let us admit that the AMG official who endeavours to cover every detail himself, will undoubtedly be overcome by the deluge, sb that his first thought might be "Why am I doing this, surely my direction and supervision of a local

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organisation capable of doing it for me, should suffice."

My last point will no doubt meet with violent criticism, but as a soldier myself, I have little hesitation in making it. We have now a sort of a triangular set up between the Armed Forces, Civilian Administration and the civil population, which , I submit, causes incessant friction and a considerable duplication of labour. In my own division I have no doubt that the correct channels for all military requirements of transportation are through civil affairs, with the one exception of railways on lines of communications.

Should the armed forces require the use of any civilian road vehicles they should obtain then via civil affairs. I am sure that with every Civil Affairs Officer there is no doubt that he would give absolute priority to every military requirement and if only the Armed Forces could be persuaded of this, and give their instructions to Civil Affairs Officers, instead of direct to the civil population, far greater efficiency would be obtained.

Part II. Rail and Sea Section.

In theatres of war this section has only one responsibility. The allotment of freight available for civil supply by virtue of the fact that stringent control is maintained by the Forces. This responsibility for selection of priority rests with Transportation Sub-Commission and this works well. There is a certain overlap between Regional responsibilities & various H.Q. and Sub-Commissions, but I do not propose to discuss that from this level.

Purely civilian bids, should, in my opinion, be handled entirely by the local authorities, and parcelled out on a priority basis agreed by the Economics and Supply Division.

Close cooperation should be maintained between Rail and Sea Section, and Road Section to insure availability of trucks for loading and unloading where necessary, but it is the officer responsible for the goods to be transported who must order the necessary road trucks, and in that way liason is obtained between loading and unloading gangs with the vehicles in service.

Part III A. Road Section. Passenger carrying vehicles.

There is a little difficulty with these types provided that the responsibility for administration is clearly defined.

It should be the task of the Provincial Commissioner to estimate and apply for requirements of fuel for the various categories, and subsequently to supervise the distribution.

I) Private cars. Of necessity limited to a minimum. Permits should be scrutinised after any public service is reestablished. Local labour which does not have the use of a private car should be utilised for this scrutiny.

2) Taxi cabs, should be authorised by the Prov. Commissioner and regula ted by the local authority. In small communities their use should be controlled by either the Mayor, or Police Superintendent.

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2) Taxi cabs, should be authorised by the Prov. Commissioner and regulated by the local authority. In small communities their use should be controlled by either the Mayor, or Police Superintendent.

3) Tramways, trolley buses and motor buses, even when owned municipally, should be controlled by the Transportation division in close cooperation with both the Provincial Commissioner who is responsible for the operation of the service, and by the Public Utilities Division which is responsible for the initiation.

4) H.Q. Comdt should be responsible for maintaining and allocating all W.D. vehicles, which include requisitioned civilian type vehicles

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used by officers and for the requirements of the internal administration of the Regional personnel.

Particular stress should be given to avoidance of the hopeless confusion resultant with there being more than one source of requisitions and the absolute necessity for all vehicles to be registered centrally.

I also plead for the necessity of regular maintenance of such vehicles. Wear or breakdown due to lack of maintenance is a crime, but is too seldom regarded as such.

Part III B. Road Section. Load Carrying vehicles.

Evasive action, sharp practice and cunning are the passwords of owners of this type of vehicle, and therefore above all, men of some experience are required for control. Even then, for proper organisation, two other factors are essential, firstly complete centralisation, which can only be obtained by cooperation of the Armed Forces, and secondly the ability to see that restrictions, regulations and instructions are enforced.

Assuming that it may be possible at some future date to obtain those eldoradic conditions, the organisation and administration is an easy matter.

Light load carries should only be licensed after careful scrutiny, and issued a normal fuel allotment obtainable in exchange for a ration card.

Heavy load carries should be divided in groups under central control and issued daily with sufficient fuel to carry out that days work only.

These vehicles should remain privately owned and maintained, but should be confiscated and operated by some centmal agency in all cases of delinquency. Arrangements should be made as early as possible for the publication of maximum freight rates, for the freezing of stocks of tyres and other spare parts, and for an equitable distribution of same at reasonable prices, and where possible arrangements for import of essential parts should be made. It is interesting to note that in this Region no replacement tyres or tyre repairing materials have been available to the public except through black market channels, since our occupation nine months ago. For the rest the problem revolves round the balance of essential load to fuel and vehicles available, not forgetting the possibility of 24 hor schedules where fuel supplies are greater then vehicles available.

The minor details of goods clearing houses in various localities, cannibalisation accidents, breakdowns, oil recovery, drivers hours and wages maintenance garages and mechanics, traffic control, charges, insurance, road checks, overloading, etc. are recurrent problems which cannot be dealt with in general.

Capt. Saunders has submitted the following comments which are of particular interest to officers in charge of the road bidding system and also of the vehicles.

1) All bids for road transport should be submitted in writing to the

Declassified E.O. 12356 Section 3.3/NND No. 780021

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Capt. Saunders has submitted the following comments which are of particular interest to officers in charge of the road bidding system and also of the vehicles.

1) All bids for road transport should be submitted in writing to the transport office at least 24 hours before the transport is required, showing full details including agency responsible for payment.
2) The department or section ordering transport should be constantly aware of the situation, and check daily their requirements - to avoid uneconomic use.
3) Trip or work tickets should be signed by a representative of the department for whom the transport is done.
4) Foreman in charge of warehouses, or loading parties should be carefully instructed to give orders to drivers to return for additional loads, when time allows.
5) Departments using transport should keep accurate records.
6) Particular attention should be given to the availability of 1st and 2nd echelon tool sets and vehicles tools, etc, and the instructions of mechanics prior to or on receipt of the vehicles.

J.A.N. GILES, Major
Regional [illegible]

2005
Declassified E.O. 12356 Section 3.3/NND No. 782021

Our Ref:

Date:

SUBJECT: Haulage of Wine by Road.

TO : R.C. Region IV

1. It is apparent that a considerable amount of wine is being brought into Rome by Road haulage to the detriment of the food supplies.

2. This has been made possible by individual officers issuing permits for wine to be carried by Road and as they are Allied officers, the permits are being honored by the Ufficio Trasporti di Roma.

3. An organization has been set up, capable of controlling the movement of wine to Rome - the Consorzio Approvizionamento Prodotti Agricoli Industriali.

4. Obviously unless there is complete cooperation between Allied officials, abuses of this nature will increase and they provide a Happy Hunting Ground for the Black Marketeers.

5. Please issue instructions that permits for the movement of wine will not be issued except through the C.A.P.A.I.

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2. This has been made possible by individual officers issuing permits for wine to be carried by Road and as they are Allied officers, the permits are being honored by the Ufficio Tresporti di Roma.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

Our Ref:

Date:

SUBJECT: Road Transport in Rome

TO : His Excellency the Prefect of Rome

1. Your Excellency's attention is drawn to the fact that the control of Road Transport in the bringing of food supplies to Rome leaves much to be desired.

2. The Ufficio Transporti di Roma was created for the sole purpose of controlling Road Transport in order that the maximum tonnage could be brought into Rome.

3. This aim is completely defeated if vehicles are allowed to make hauls without going through the U.T. di R.

4. Your Excellency is requested to order forthwith that only vehicles dispatched by the U.T. di R. and carrying ~~the~~ chui official trip ticket, will be allowed to travel. Any vehicle not carrying such ticket to be impounded and handed over to the U.T. di R. to operate on behalf of the inhabitants of Rome.

5. I am confident that it is unnecessary for me to stress the urgency of this matter.

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UFFICIO TRASPORTI DI ROMA

R19

ROMA, 25 agosto 1944
VIA NERVA, 2 - TELEF. 484.444

Prot. n. 1421../

Oggetto:
Ordine di precedenza nel servizio dei trasporti.

A S.E. IL PREFETTO di
R O M A

Al Capitano M.C. Mc CARTY
Capo della Divisione Trasporti e Motorizzazione
R O M A

Al Capitano SANTINI
Ufficio Trasporti
R O M A

Come d'accordo con l'Annona, e fino a nuova disposizione, l'ordine di precedenza nell'effettuazione dei trasporti rimane il seguente:

1°) Legna - destinata alla panificazione - per un totale complessivo giornaliero di circa 150/200 tonnellate;

2°) Ortofrutta - per un totale complessivo giornaliero di circa 500/600 tonnellate;

3°) Carbone vegetale - per un totale complessivo giornaliero di circa 150 tonnellate;

4°) Viveri vari, compresi quelli in iscatola;

5°) Merci varie.

Per quanto concerne il trasporto degli sfollati, nei casi urgenti questi avranno la precedenza assoluta senza per altro incidere, come finora si è verificato, sui trasporti alimentari.

Tale ordine di precedenza nei servizi dei trasporti sarebbe bene fosse portato a conoscenza di tutte le Autorità italiane ed alleate e di tutti queli enti pubblici e privati che richiedono trasporti a questo Ufficio.

IL DIRETTORE
(Dott. Luigi Tanfani)

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

Oggetto:
Ordine di precedenza nel servizio dei trasporti.

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IL DIRETTORE
(Dott. Luigi Tanfani)
luy 1945

COPIA PER IL COL. BOLDRAS

LT/iv

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

UFFICIO TRASPORTI DI ROMA

ROMA, 25 agosto 1944

VIA NERVA, 2 - TELEF. 484-444

Prot. n...../D

Subject:
Priority on transportation services.

To H.E. THE PREFECT OF
R O M E
To Capt. M.C. MC CARTY
Chief of Motor Transp. Div.
R O M E
To Capt. SARTINI
Transportation Section
R O M E

As agreed with the Annona, and till new orders are given, the priority rights in the effecting of transports remains as follows:

1°) Firewood - destined for the making of bread - for a daily total of about 150/200 Tons.;

2°) Fruit and vegetables - for a daily total of about 500/600 Tons.;

3°) Charcoal - for a daily total of about 150 Tons.;

4°) Food of various quality, tinned food included;

5°) Various goods.

For what concerns the transport of refugees, in urgent cases these shall have absolute priority, without for that causing any disturbance, as has happened until now, on the food transports.

These priority rights on transportation services should be communicated to all Allied and Italian Authorities and to all Companies of public and private interest which address their requests of transportation to this Ufficio Trasporti.

THE DIRECTOR
(Dr. L. Tanfani)

Declassified E.O. 12356 Sec. 3.3/NND No. 780021

Subject:
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R O M E

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THE DIRECTOR
(Dr. L. Tanfani)

Tr. R/

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Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSPORT SOCIETY
CITY OF FLORENCE

Florence 18 august'44

I. The defensive action against the Germans

After the 8 th Settember the Society has been continually visitated by the German specialists and Military tecnicians. That is why every action of protection and conservation was extremely difficult. Till the last moment the Society was transporting flour, food, waste and deads.

On the 28 th of July ceased every attivity conforming to other dispositions and in consequence of the want of the electricity.

a)concerning the transport material of the Society:

-it had been neglected the reparation of 10 cars beeing in service from August 1943, in order to save them from being taken away by the Germans, who had this intention;

-22 cable-railway cars had been held in a bad state in order to prevent their requisition by the Germans as it has happened with the cars in Livorno;

-it had been avoided, notwithstanding the violent pression of the German Command, to maintain in a good state two autobus on naphta RNL, which are now in the stock in Viale dei Mille (occupied by the Germans);

-7 heavy tram-cars had been taken away by the Germans in order to close Via Bolognese and Via Faentina.

b)concerning the stocks:

-from February 1944 was denied any assignement of materials and gums;

-many of the electric motors are for a long time out of service for want of isolations;

-the Society has hidden a great deal of copper and other materials in unknown places;

-we have no news about our stocks in Viale dei Mille, that was gravely damaged by the bombarding of the 25 th september 1943 and where the Germans have arranged for ca 15 days a sort of reparation station of their motor-cars;

c)concerning the electric centrals

-the Society has hidden an ambulanting substation of 300 Kw for conversion with rotation machines;

-has dismounted the half of the conversion inssallations with commutators on steam of mercury of the centrals of Viale dei Mille, Romito and Varlungo. in this way the installations of conversion have been in a great part saved from the destruction of the central of Varlungo on the night of the 4th August.

D)concerning workshops and utensil-machines;

-the Society has put on in 1933 an installation of new utensil-machines in Galsomino, a place unknown to the Germans, in order to make

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D)concerning workshops and utensil-machines;

-the Society has put on in 1933 an installation of new utensil-machines in Gelsomino, a place unknown to the Germans, in order to make the Society as indepedant as possible from the transports providing from north Italy. These very precious machines are in great part saved.

21.3

II.The installation and vehicles possessed by the Society

On the 18th of August (without knowing what had successed in the stocks of Viale dei Mille)

Vehicles

A) Autobus for naphta - two out of service because of want of gums

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the motors and bodies are damaged.
b) Cable-railway cars: 22 without gums
-autostairs for the aerial line
two on"metano"(gas)
-autoelectrics and acumulators:
eight in a good state with gums
four in reparation.

For these vehicles it is necessary to provide the loading of the acumulators

-tram motoring-cars
80 functioning
80 out of use for want of motors and damages
(without knowing the state of the stocks of Viale dei Mille)

-tram tow-cars
50 functioning
10 out of use

-tram motoring cars for goods
5 functioning

-cars transporting goods
26 functioning
4 out of use

Of all the vehicles of the Society the Germans have taken away 5 autobus on naphta and 7 tram cars (without knowing the state of the stocks of Viale dei Mille, where are 2 autobus on naphta and ca 30 tram motoring cars).

The Centrals

The central of Piazza Alberighi with two groups of synchron dynamo of 1100 Kw every one of them - is intact.

The central of Porta Romana with the power of 600 Kw is intact.

There are intact too three groups of static convertitors every one of Kw 600 dismounted from the cabins of Romito Varlungo and Viale dei Mille and transported to the center of the city.

We don't know if the cabins of Romito and of the Viale dei Mille and of Lastra (Via Bolognese) are damaged or not.

The central of Aretina serving for loading of the acumulator is now intact.

The contact lines

The total weight of the tram-contact-lines including these of the deposit is of ca 95 tons.

The total weight of the contact lines of the cable-railway including the depcsits is of ca 46 tons.

The weight of the contact-lines and alimentators taken away by the Germans is, according to the news we could have till now, of ca 40 tons.

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The railway-trucks

On the total lenght of Km 135 of railway-trucks we retain, that only 4 Km are damaged or taken away.

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The Society is still in possess of following quantities of rails (the quantities are not indicated)

III. Some dates of the Society

The annual consumption of electric energy K.h: 12 millions

Every car has done in a year's time:

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1942 - Km 10.391.533
1943 - " 8.656.049
1st half of 1944-3.340.884

The income of the Society:
1942 L. 46.194.669
1943 " 47.229.795
Ist half of 1944 - 23.500.465

IV. The immediate and future needs

With few means we are provicing to recuperate the contact wires and to take off the damaged wires pending above the streets.

We are trying to realize an electrogen group with gasoline-motor for the loading of acumulators.

It would be possible in the beginning of october to put in service a half of thetram service, as the Selt-Valdarno can probably give to our disposal ca 1500 Kw.

This notwithstanding we have presented to the English Governor the possibility of riattivate a part of the service on the condition if we could receive (beyond the fuel) following termic motors in order to complete those we are possessing:

two motors of 400 HP every one of 100 circuits
one motor of 1200 HP of 500-600 circuits
(the dynamos can be moved by the continual corrent)

At any case to be able to riattivate, even partially, the tram service we need to have for our disposal a railway-trucks on the bridge of Carraia in order to transport the cars to the workshop of Gelsomino.

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File R19.

ROADS SECTION

14 August 1944

MONTHLY REPORT OF ACTIVITIES OF ROADS SECTION OF THE TRANSPORTATION SUB COMMISSION

TO: Director of Transportation Sub-Commission.

1. Considerable expansion of the Roads Section has taken place during the month of July 1944. A list of the present functions of this Section is as follows:

1. General Administration.
2. Accounting
3. Spare parts
4. Tires
5. Operations
6. Maintenance.

General Administration.- Is self explanatory.

Accounting.- Deals with the proper supervision of various sums of money paid in to ACC accounts by the civilian firms operating military vehicles on our behalf.

Spare Parts.- This constitutes the control and proper distribution in order of urgency of those spare parts necessary to maintain non-military transport on the road. Spare parts in Rome area are gradually being frozen, control of same being assumed by this Section.

Tires.- This forms one of our greatest problems at the moment and it is not easy to see how satisfaction can be given to all concerned. A tire plant for the repair of such is on the point of being opened at Bari and it is hoped that the number of repaired tires (8-1 tires drawn from POE) will be available in the near future. Unfortunately, these will be of only limited sizes, but should cover a fair percentage of current demands. In addition a number of repair plants in Naples and Rome are being organized to carry out such line of repairs as their machines are capable of executing.

Operations.- This is being handled by an Italian civilian whose main object is to coordinate all movements of vehicles, both military and civilian, engaged in the transport of supplies. Efficiency of such a system naturally takes time, but it is hoped that the result will be a considerable saving of wastage which occurs at present in the shape of vehicles transporting supplies in one direction fully loaded and returning practically empty or partially full.

Maintenance.- It is the responsibility of this Sub-Commission to ensure that proper maintenance is carried out on all vehicles, both military and civilian, working for ACC. To this end regular inspections will be carried out by responsible officers of this Sub-Commission.

2. The General Transport situation as usual is very strained. A certai

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1. General Administration.
2. Accounting
3. Spare parts
4. Tires
5. Operations
6. Maintenance.

General Administration.- Is self explanatory.

Accounting.- Deals with the proper supervision of various sums of money paid in to ACO accounts by the civilian firms operating military vehicles on our behalf.

Spare Parts.- This constitutes the control and proper distribution in order of urgency of those spare parts necessary to maintain non-military transport on the road. Spare parts in Rome area are gradually being frozen, control of same being assumed by this Section.

Tires.- This forms one of our greatest problems at the moment and it is not easy to see how satisfaction can be given to all concerned. A tire plant for the repair of such is on the point of being opened at Bari and it is hoped that the number of repaired tires (8-1 tires drawn from PBS) will be available in the near future. Unfortunately, these will be of only limited sizes, but should cover a fair percentage of current demands. In addition a number of repair plants in Naples and Rome are being organized to carry out such line of repairs as their machines are capable of executing.

Operations.- This is being handled by an Italian civilian whose main object is to coordinate all movements of vehicles, both military and civilian, engaged in the transport of supplies. Efficiency of such a system naturally takes time, but it is hoped that the result will be a considerable saving of wastage which occurs at present in the shape of vehicles transporting supplies in one direction fully loaded and returning practically empty or partially full.

Maintenance.- It is the responsibility of this Sub-Commission to ensure that proper maintenance is carried out on all vehicles, both military and civilian, working for ACO. To this end regular inspections will be carried out by responsible officers of this Sub-Commission.

2. The General Transport situation as usual is very strained. A certain relief was obtained by the recent arrival of a total of 158 30cwt. Chevrolets trucks from Mideast and a further 42 are expected in the near future. Also approximately 25 x 10 ton Fiats have been received.

Authority has now been received for the permanent allocation to ACO of 100 3-ton trucks which were previously on loan. About 40 of these are of little further use, and it has been agreed that these shall be replaced by serviceable vehicles.

20 vehicles have been transferred from Region III to meet the needs of a rapidly expanding Region VIII.

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7 more 3-ton vehicles have been taken in charge by Region II under instructions from Hq. A.A.I. These vehicles are employed on the special job of street cleaning in Bari.

3. Statistics.- Current statistics are as follows:

Region II - 117 x 3 ton plus 26 on loan from the Army.
Region III - 137 x 3 ton and 60 x 2½ tonners
Region IV - 72 x 2½ tonners
Region V - 248 x 1½ ton. 17 x 10 tonners 120 x 3 tonners
In addition 100 x 1 ton trailers on loan only.
(of these vehicles 100 miscellaneous have been transferred to the new Foggia Province. Exact details are at present not available.)

Region VII - 98 x 3 ton - 10 x 1½ ton.
Region VIII - 10 x 3 tonners
Displaced Persons Sub-Comm. - 26 x 3 tonners.
Food Sub-Commission - 5 x 3 tonners.

In addition to these vehicles there are the following:

With AMG 5th Army - 548 G.T.Co. (120 x 3 ton.) on loan and about to be withdrawn and replaced by civilian lorries and drivers.
1024/1025 Italian Truck Co. Consisting of 163 x 2½ tonners. At present transporting supplies from Civitavecchia to Siena.
With AMG 8th Army - 1001st G.T.Co. (120x3 tonners) on loan.
Operating on the Italian Island of ELBA
4 x 2½ tonners.

This makes a total of 918 vehicles, plus those on loan only.

J.A. Gibbs
Colonel, Inf.
Tn. Sub-Comm.
Director, Trade Section

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Region VII - 9F x 3 ton - 10 x 1½ ton.
Region VIII - 10 x 3 tonners
Displaced Persons Sub-Comm. - 16 x 3 tonners.
Food Sub-Commission - 5 x 3 tonners.

In addition to these vehicles there are the following:

With 5th Army - 548 G.T.Co. (120 x 3 ton.) on loan and about to be withdrawn and replaced by civilian lorries and drivers.
1024/1025 Italian Truck Co. Consisting of 163 x 2½ tonners. At present transporting supplies from Civitavecchia to Siena.
With 8th Army - 100lst G.T.Co. (120x3 tonners) on loan.
Operating on the Italian Island of Elba
4 x 2½ tonners.

This makes a total of 918 vehicles, plus those on loan only.

J.F. Carver
Colonel, Inf.
Tn. Sub-Comm.
Director, Roads Section

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2024

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11

ROAD HAULAGE FRIEGHT RETURN

Resoconto Merce Autotrasportata

21.3 MON

PROVINCE FLORENCE REGION VIII
Provincia Regione

DATE Data	FROM Dal	TO Al	+DISTANCE Kilometres Distanza Kilometri	COMMODITY CARRIED Derrata Trasportata	WEIGHT QUINTAIS Peso Quintali	WEIGHT DAIL TOTAL Peso Totale
14/8/44	FLORENCE	SIENA	150	P.O.L.	3 Ton	3Ton
"	" "	LOCAL	50	Soap, Peas, Beans	1 Ton each	3Ton
15/8/44	" "	"	15	" " "	1 Ton	1Ton
"	" "	SIENA	300	P.O.L.	3Ton each	6Ton
16/8/44	" "	LOCAL	80	Milk, Beans, Peas	1Ton each	3Ton
"	" "	"	30	" " "	" "	"
17/8/44	" "	"	25	Soap, Milk, POL.	1 TON EACH	3TON
18/8/44	" "	"	20	" "	3 ton	3TON
"	" "	"	35	P.O.L.	3TON	3TON
20/8/44	" "	GREVE	90	P.O.L.	3 Ton	3TON
"	" "	IMPRUNETA	32	P.O.L.	3 Ton	3TON
21/8/44	" "	FIGLINE VA	400	Pears, Peaches	3 ton each	12TON
21/8/44	" "	IMPRUNETA	38	FLOUR	3 ton	3ton
22/8/44	" "	GRASSINA	29	P.O.L.	3 TON	2TON
22/8/44	" "	NAPLES	1400	REFUGEES	3 TON	3TON
22/8/44	" "	LOCAL	60	REFUGEES	3TON EACH	6TON
23/8/44	" "	LOCAL	50	REFUGEES	3 TON	3TON
23/8/44	" "	LOCAL	11	P.O.L.	1 TON	1TON
24/8/44	" "	IMPRUNETA	60	FLOUR	3 TON EACH	6TON
25/8/44	" "	FIGLINE VA	255	PEARS	3 TON EACH	9TON
25/8/44	" "	LOCAL	20	WOOD	3 TON	3TON
26/8/44	" "	FIGLINE VA	240	TOMATOES	3 TON EACH	9TON
27/8/44	" "	GRANAIOLO	260	PEACHES	1½TONEACH	3TON

DATE 31/8/44 MONTHLY TOTAL [redacted] 360 MONTHLY TOTAL [redacted]

94 41

2025

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

W.D. Vaughey

ROAD HAULAGE FRIEGHT RETURN

Resoconto Merce Autotrasportata

21 "3"

REGION VIII
Regione

MONTH AUGUST 1944

TO Al	+DISTANCE Kilometres Distanza Kilometri	COMMODITY CARRIED Derrata Trasportata	WEIGHT QUINTAIS Peso Quintali	WEIGHT DAIL TOTAL Peso Totale	REMARKS Annotazioni
IENA	150	P.O.L.	3 Ton	3Ton	1 VEHICLE
OCAL	50	Soap, Peas, Beans	1 Ton each	3Ton	1 VEHICLE
"	15	" " "	1 Ton	1Ton	1 VEHICLE
IENA	300	P.O.L.	3Ton each	6Ton	2 VEHICLES
OCAL	80	Milk, Beans, Peas	1Ton each	3Ton	1 VEHICLE
"	30	" " "	" "	"	1 VEHICLE
"	25	Soap, Milk, POL.	1 TON EACH	3TON	1 VEHICLE
"	20	" "	3 ton	3TON	1 VEHICLE
"	35	P.O.L.	3TON	3TON	1 VEHICLE
REVE	90	P.O.L.	3 Ton	3TON	1 VEHICLE
PRUNETA	32	P.O.L.	3 Ton	3TON	1VEHICLE
GLINE VA	400	Pears, Peaches	3 ton each	12TON	4 VEHICLES
PRUNETA	38	FLOUR	3 ton	3ton	1 VEHICLE
ASSINA	29	P.O.L.	3 TON	2TON	1 VEHICLE
PLES	1400	REFUGEES	3 TON	3TON	1 VEHICLE
CAL	60	REFUGEES	3TON EACH	6TON	2 vehicles
OCAL	50	REFUGEES	3 TON	3TON	1 VEHICLE
CAL	11	P.O.L.	1 TON	1TON	1 VEHICLE
PRUNETA	60	FLOUR	3 TON EACH	6TON	2 VEHICLES
GLINE VA	255	PEARS	3 TON EACH	9TON	3 VEHICLES
CAL	20	WOOD	3 TON	3TON	1 VEHICLE
GLINE VA	240	TOMATOES	3 TON EACH	9TON	3 VEHICLES
ANAIOLO	260	PEACHES	1½TONEACH	3TON	2 VEHICLES

MONTHLY TOTAL 350

MONTHLY TOTAL 94 4

R. Jeeves, Capt. 1st P.C.

2026

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

ROAD HAULAGE FREIGHT RETURN

Resoconto Mrce Autotrasprtata

(Art. 21

PROVINCE FLORENCE Provincia

REGION VIII Regione

MON Mes

DATE Data	FROM Dal	TO Al	+DISTANCE, KMS. Distanza km;	COMMODITY CARRIED Derrata Trasportata	WEIGHT Quintals Peso Quintali	WEIGHT DAILY TOT Peso Tota
28/8	FLORENCE	FIGLINE V.A.	320	Peaches, Pears, TOMATOES	3TON EA	12 TO
29/8	"	LOCAL	15	WOOD & COAL	4 TON	4 TO
30/8	"	REGGELLO	180	COAL	3 TON	3 TO
31/8	"	FIGLINE V.A.	320	TOMATOES	3TON EA	12 TO

DATE 31/8/44 Data

MONTHLY TOTAL 4485

MONTHLY TOTAL 12

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PROVINCIAL CO

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

ROAD HAULAGE FREIGHT RETURN

Resoconto Mrce Autotrasprtata

REGION VIII
Regione

MONTH AUGUST 1944
Mese 1944

TO Al	DISTANCE, KMS. Distanza km;	COMMODITY CARRIED Derrata Trasportata	WEIGHT Quintals Peso Quintali	WEIGHT DAILY TOTAL Peso Totale	REMARKS Annotazioni
FIGLINE V.A.	320	Peaches, Pears, TOMATOES	3TON EA	12 TON	4 VEHICLES
LOCAL	15	WOOD & COAL	4 TON	4 TON	1 VEHICLE
REGGELLO	180	COAL	3 TON	3 TON	1 VEHICLE
FIGLINE V.A.	320	TOMATOES	3TON EA	12 TON	4 VEHICLES
MONTHLY TOTAL	4485		MONTHLY TOTAL	125	

Capt Assistant Commissioner

PROVINCIAL COMMISSIONER

2025

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

N.	NAME	ADDRESS	MATRICULATION N.	T
AL 1	PANDOLFINI SILLA	V.Leonardo da Vinci I9	28805 FI	
MC 2	PUCCINI FALIERO	V.Argin Grosso 2I	6639 FI	
AL 3	TEMPESTINI BRUNETTO	V.Pistoiese I8 - CAMPI BISENZIO	9470 FI	
AL 4	BERTIERI VASCO	V. Villani I2	I3542 FI	
AL 5	DITTA LUIGI BECHERUCCI	Piazza Ghiberti 54 r.	356 FI	
AL 6	COMPARINI REMO	V. dei Servi 90	30475 FI	
AL 7	QUARANTELLI & CORSI	V. Pandolfini 26 r.	28659 FI	
AL 8	PALMIERI FERRE'	V. della Stufa 9 nero	27789 FI	
AL 9	FANTI ARDUINO	V. S. Nicolo' 65	I8600 FI	
AL IO	VIGILI DEL FUOCO	V. La Farina	2235 VF	
AL 11	ALLEGRI ALESSANDRO	V. dei Bastioni 38	30664 FI	
AL I2	atdisposal of PARTITO COMU-NISTA PER MENSA POPOLARE	Driver Frangini Silvio V. Faentina 9I	5347 AR	
AL I3	GAMBACCIANI NATALE (used by Pierozzi Mario)	V. Pisana I3	2411 FI	
AL I4	CHIRICI DARIO & MARIO	V. Curzio 4	11882 FI	
AL I5	PETRONI ITALO	Lungarno delle Grazie 26	I4720	
AL I6	MADIA GIULIO	V.Bellariva 25	I4I52 FI	
AL I7	SPINELLI G. & C.	V.S.Reparata 97	I832I FI	
AL I8	ALARI EGISTO	V. dell'Alloro 8	5333 IM	
AL I9	CASEIFICIO G. INVERNIZZO (represented by Passignani Umberto)	V; dell'Albero I7	7507I MI	
AL 20	BIAGINI ALFREDO	V. Monte alle Croci IO	1198 FI	
MF 2I	BARTOLINI DINO	V. S. Reparata 49	6230 FI	
AL 22	SESTINI CESARE	V. Pisana 59 (address of the Firm V; dei Conti 6 r.)	29725 FI	
AL 23	NUTINI BRUNO	V. Toscanella 1	14458 FI	
AL 24	BOCCACCINI GINO	V. Scipione Ammirato 82	11826 FI	
AL 25	BOCCACCINI GINO	V. Scipione Ammirato 82	8945 FI	
AL 26	RONCONI NICCOLO'	Piazza Cimatori 1	14263 FI	
AL 27	GIANNI LIVIGNI GIOVANNI	V. Francesco Veracini 53 bis	5371 FI	

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

	ADDRESS	MATRICULATION N.		TONNAGE
	V.Leonardo da Vinci I9	28805	FI	5.00
	V.Argin Grosso 2I	6639	FI	7.30
TO	V.Pistoiese I8 - CAMPI BISENZIO	9470	FI	5.00
	V. Villani I2	I3542	FI	6.50
UCCI	Piazza Ghiberti 54 r.	356	FI	I0.00
	V. dei Servi 90	30475	FI	I2.00
I	V. Pandolfini 26 r.	28659	FI	6.50
	V. della Stufa 9 nero	27789	FI	3.00
	V. S. Nicolo' 65	I8600	FI	4.00
	V. La Farina	2235	VF	7.00
	V. dei Bastioni 38	30664	FI	I0.00
ITO COMU-	Driver Frangini Silvio			
POLARE	V. Faentina 9I	5347	AR	-
Mario)	V. Pisana I3	2411	FI	I6.00
RIO	V. Curzio 4	11882	FI	8.00
	Lungarno delle Grazie 26	I4720		9.00
	V.Bellariva 25	I4152	FI	7.00
	V.S.Reparata 97	I832I	FI	6.00
	V. dell'Alloro 8	5333	IM	5.00
RNIZZO				
ssignani				
	V; dell'Albero I7	75071	MI	3.50
	V. Monte alle Croci I0	1198	FI	25.00
	V. S. Reparata 49	6230	FI	4.00
	V. Pisana 59 (address of the Firm			
	V; dei Conti 6 r.)	29725	FI	I0.00
	V. Toscanella 1	14458	FI	12?40
	V. Scipione Ammirato 82	11826	FI	14.00
	V. Scipione Ammirato 82	8945	FI	16.00
	PiaPza Cimatori 1	14263	FI	3,50
OVANNI	V. Francesco Veracini 53 bis	5371	FI	5.00

2031

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

N.	NAME	ADDRESS	MATRICULATION N.	
AM 28	BUZZEGOLI GIOVANNI	V. Giambologna 3 r	8172	FI
AL 29	RIBOLDI LORENZO	V. Faentina 78	28897	FI
AL 30	SABERNI AMLETO	V. Guelfa 94	6946	FI
AL 31	MUGNAI LUIGI	V. Vecchia Possolatico	5859	FI
MC 32	SARTONI GIUSEPPE	V. Giuseppe Verdi 4	5786	FI
AL 33	CELLAI RINO E ANGIOLINO	V. Ripoli 183	26436	FI
AP 34	BIANCHI BIANCO	Figline Valdarno	27949	FI
A.P35	PUGLIOLI EMILIO	V. dei Neri 6	14199	FI
AL 36	I.C.I.	V. dei Tavolini 8	30548	FI
AL 37	RENZI UGO	V. S. Salvi 47	8161	FI
AL 38	DITTA BELLONI REMO	V. Metastasio 11	30693	FI
AL 39	MAGNI GIULIO	V. Tiberio 15	25198	FI
AL 40	PANERAI ALBERTO	Pzza Stazione 1	29983	FI
A.M.41	BRUSCHI IGINO	V. Luigi Loy 17	73	FI
AM 42	ITALTRASPORTI	P;zza S.Maria Novella 3	28811	FI
AL 43	AVONI & POGGESI	V. Torta I7 r.	30009	FI
AL 44	GIABLI ATTILIO	V. della Scala 95	22045	FI
MC 45	CIPRIANI AMEDEO	V. S. Reparata 34	I716	FI
AL 46	S.I.T.A.	V. Maso Finiguerra 5	2935I	FI
AL 47	S.I.T.A.	V. Maso Finguerra 5	I324I	FI
AL 48	MAGNOLFI LATINO	V. Ghibellina 7	2892I	FI
AL 49	CENNI VINCENZO	V. Ponte Sospeso 26	4940	FI
AL 50	PATRIARCHI RENATO	V. della Mattonaia 26	I4900	FI
AL 5I	ARCHETTI FLAVIO	V.G.B.Lulli 3I	30719	FI
AL 52	GHERI SEVERINO	SCANDICCI - V;Padule	2474	FI
AL 53	BIAGINI SILVIO	V.G.Cavalcani 22	I3I95	FI
AL 54	MARILLI ITALO	V.F. Corridoni I2	29465	FI
AL 55	BELLITI OMERO	V. Ponte di Mezzo I2 r	30340	FI
AL 56	S.A.Commercio Articoli Elettrici & Radiofonici S.A.C.A.E.R.	V.dei Cerchi 2 r	30111	FI
AL 57	ALLEGRI ALESSANDRO	PIazza Pallottole 1	30495	FI

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	ADDRESS	MATRICULATION No.		TONNAGE
NNI	V. Giambologna 3 r	8172	FI	Kgla 25.00
	V. Faentina 78	28897	FI	5.00
	V. Guelfa 94	6946	FI	5.00
	V. Vecchia Possolatico	5859	FI	6.00
E	V. Giuseppe Verdi 4	5786	FI	4.00
NGIOLINO	V. Ripoli 183	26436	FI	18.00
	Figline Valdarno	27949	FI	53.20
	V. dei Neri 6	14199	FI	43.60
	V. dei Tavolini 8	30548	FI	7.00
	V. S. Salvi 47	8161	FI	8.00
EMO	V. Metastasio 11	30693	FI	10.00
	V. Tiberio 15	25198	FI	3.50
	Pzza Stazione 1	29983	FI	15.00
	V. Luigi Loy 17	73	FI	24.00
	Pizza S.Maria Novella 3	28811	FI	23.00
	V. Torta I7 r.	30009	FI	I0.00
	V. della Scala 95	22045	FI	6.00
	V. S. Reparata 34	I7I6	FI	4.00
	V. Maso Finiguerra 5	29351	FI	I8.00
	V. Maso Finguerra 5	I324I	FI	I7.00
	V. Ghibellina 7	2892I	FI	3.00
	V. Ponte Sospeso 26	4940	FI	6.00
TO	V. della Mattonaia 26	I4900	FI	I2.00
	V.G.B.Lulli 3I	307I9	FI	5.00
	SCANDICCI - V;Padule	2474	FI	I9.40
	V.G.Cavalcani 22	I3I95	FI	I0.00
	V.F. Corridoni I2	29465	FI	I0.00
	V. Ponte di Mezzo I2 r	30340	FI	6.00
rticoli diofonici	V.dei Cerchi 2 r	30111	FI	3.00
DRO	PIazza Pallottole 1	30495	FI	

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N.	NAME	ADDRESS	MATRICULATION N;	
AM 58	ALLEGRI ALESSANDRO	P.zza Pallottole 1	I7I06	FI
AL 59	BUTI UMBERTO	V.Palazzolo I26	24306	FI
AL 60	BINAZZI DANTE	V.Paradiso 62	11849	FI
AM 61	STABILIMENTO INDUSTRIALE TOSCANO-CARTIERA CINI	V.Arnolfo 4	I0560	FI
AM 62	SORDI ANTENORE	V.Pietro Tacca 59	28296	FI
AMP 63	A.T.A.L.	V.le Manfredo Fanti 5	I0	ATAL
AL 64	FRIZZI OLIVIERO	BAGNO A RIPOLI-V.di Quarto 5I	2619	FI
AL 65	Ing.CHIAPPELLI ATTILIO Presid.Cooperativa Comunista	P.zza Beccaria	I2453	FI
AL 66	DEGLI INNOCENTI FULVIO	V.Pisana 5I3	4262	FI
AL 67	CAFAGGI ASPASIA	V.Fra Paolo Sarpi 66	78I3	FI
AL 68	SOC.in ACC.Temp. GIORGI GIORGIO & C.	P.zza S.Maria Novella I8	5662	FI
AL 69	ditto	ditto	29069	FI
AL 70	DELLA CA' FOSCO	V.Borgognissanti 90	6I22	FI
AL 7I	S.A.E.T. DOLFI & GIOVANNINI	V.dei Pucci 5	02[illegible]4	Montenegro
AM 72	LEPORATI PIETRO	P;za d'Azeglio-Parco Divertim.	49607	TO
MC 73	BIANCHI ENZO	V. dei Servi 24	5534	FI
AL 74	S.A. FAILLI	V.Oriuolo 44 r	24628	FI
AL 75	BIAGINI ALFREDO	V. Monte alle Croci I0	I6652	FI
AL 76	S.A. CESARE SESTINI	V.dei Gondi 6 r	3303	FI
AL 77	CIULLI GIUSEPPE	V.F.sco da Barberino 25	2969	FI
AL 78	STABILIMENTO INDUSTRIALE TOSCANO-CARTIERA CINI	V.Arnolfo 4	6256	FI
AL 79	NEGRI GIOVANNI	V.Brunelleschi 2	2750	FI
AL 80	PABBESI RANIERI	V.del Prato 23	I3565	FI
AL 8I	LEPRI RUGGIERO	V;Cave di Monteripaldo-GALLUZZO	23837	FI
AL 82	SPAGNI ROBERTO	V.Senese 25	I5445	FI
AL 83	S.A. BATTAGLI & SPINELLI	V.le Princ.Umberto 5I r	25520	FI
AL 84	ITALTRASPORTI DI PINI A.	P.zza S.Maria Novella 3	6470	FI

21/24 la.

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

	ADDRESS	MATRICULATION Nr		TONNAGE
ORO	P.zza Pallottole 1	I7I06	FI	21 Qls. 40.00
	V.Palazzolo I26	24306	FI	I5.00
	V.Paradiso 62	11849	FI	8.00
DUSTRIALE				
A CINI	V.Arnolfo 4	I0560	FI	40.00
	V.Pietro Tacca 59	28296	FI	23.70
	V.le Manfredo Fanti 5	I0	ATAL	65.00
	BAGNO A RIPOLI-V.di Quarto 5I	26I9	FI	I4.00
ATTILIO				
iva Comu-				
	P.zza Beccaria	I2453	FI	5.00
FULVIO	V.Pisana 5I3	4262	FI	4.00
	V.Fra Paolo Sarpi 66	78I3	FI	I0.00
& C.	P.zza S.Maria Novella I8	5662	FI	I0.00
	ditto	29069	FI	20.00
	V.Borgognissanti 90	6I22	FI	6.00
& GIOVANNINI	V.dei Pucci 5	02M4	Montenegro	7.00
	P;za d'Azeglio-Parco Divertim.	49607	TO	25.00
	V. dei Servi 24	5534	FI	2.00
	V.Oriuolo 44 r	24628	FI	3.00
	V. Monte alle Croci I0	I6652	FI	3.00
PINI	V.dei Gondi 6 r	3303	FI	6.00
	V.F.sco da Barberino 25	4969	FI	6.00
DUSTRIALE				
A CINI	V.Arnolfo 4	6256	FI	6.00
	V.Brunelleschi 2	2750	FI	6.00
	V.del Prato 23	I3565	FI	5.00
	V;Cave di Monteripaldo-GALLUZZO	23837	FI	6.20
	V.Senese 25	I5445	FI	3.00
SPINELLI	V.le Princ.Umberto 5I r	25520	FI	3.00
I PINI A.	P.zza S.Maria Novella 3	6470	FI	I5 .00

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N.	N A M E	A D D R E S S	MATRICULATION N.		TCHG
ATP					
86	EGISTO RANGONI & MARIO CELLERINI	V. del Casone 23	28712	FI	Qls.
AL 87	SESTINI RAFFAELLO	V; Luisa Sanfelice 3	28198	FI	
AL 88	BROGINI BENVENUTO	V. Faenza 2	6635	FI	
89	MANNUCCI UGO	V. Gherardo Silvano 139	13405	FI	
AL 90	MAZZONI ALESSANDRO	V. Romana 1	17225	FI	
AM 91	COMPARINI REMO	V. della Maàtonaia 18 r	30062	FI	
MC 92	BATISTONI GARIBALDO	V. della Fonderia 16	6349	FI	
MC 93	BATISTONI ENZO	V. Pisana 353	5957	FI	
AM 94	SORDI ARMENO	V. Elio Dolfi 77	28453	FI	
MC 95	PUGLISI LIVIA	V.Guido Monaco 2 r	2239	LI	
AL 96	GORI DINO	BAGNO A RIPOLI-V.Vernalese 7	4130	FI	
AL 97	BALDI GIOVANNOZZI VITTORIO UGO	V;Ghibellina 7	27857	FI	
AL 98	CIAFFI TORELLO	V.Romana 109	14435	FI	
AL 99	MARTINI OTTAVIO	V.Scandicci 308	30508	FI	
ALI00	MIAZZI SECONDO	V.Pisana 194	2901	FI	
APIOI	DOLFI ENZO	V.dei Pucci 5	0490	Montenegro	
ALI02	SESTINI ALAMANNO	P.zza Badia a Ripoli 1 r	8181	FI	
ALI03	MARILLI SABATINO	V.Giovanni Fabbroni 58	563	FI	
CI04	DITTA F.LLI CANOVA	V;le Principe Umberto	2883	FD	
ALI05	PINI IDA	P.zza Ghiberti 7	28377	FI	
ALI06	BENSI GIOVANNI	V.della Faggiola 54	28777	FI	
ALI07	SOC.IDROCARBURI NAZIONALE	V.Gino Capponi 60	29770	FI	
AAL08	RINGRESSI LAMBERTO	PONTE A MENSOLA-V.delle Grazie 30	60	FI	
MCI09	OSANNI GIULIA	V.Orcagna 83	6823	FI	
ATPII0	A.T.A.L.	V.Manfredo Fanti 5	32	ATAL	
MCI11	GABELLINI PIERO	V.Pacinotti 7	6525	FI	
ALII2	DITTA MARCHINI GINO	V.Giampaolo Orsini 50	10666	FI	
ASII3	COMUNE DI FIRENZE		27017	FI	
MCII4	CALZATURIFICIO RANGONI	V.le Poggio Imperiale 11	6841	FI	

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	ADDRESS	NAT IONALITATION N.		TONNAGE	
RIO	V. del Casone 23	287I2	FI	Qls.	74.00
	V; Luisa Sanfelice 3	28I98	FI		6.50
	V. Faenza 2	6635	FI		I0.00
	V. Gherardo Silvano I39	I3405	FI		35.00
	V. Romana 1	I7225	FI		5.00
	V. della Mattonaia I8 r	30062	FI		40.00
	V. della Fonderia I6	6349	FI		I5.00
	V. Pisana 353	5957	FI		I0.00
	V. Elio Dolfi 77	28453	FI		26.00
	V.Guido Monaco 2 r	2239	LI		I0.00
	BAGNO A RIPOLI-V.Vernalese 7	4I30	FI		7.00
ITTORIO	V;Ghibellina 7	27857	FI		3.00
	V.Romana I09	I4435	FI		3.50
	V.Scandicci 308	30508	FI		7.00
	V.Pisana I94	290I	FI		8.00
	V.dei Pucci 5	0490	Montenegro		65.00
	P.zza Badia a Ripoli 1 r	8I8I	FI		3.30
	V.Giovanni Fabbroni 58	563	FI		5.00
	V;le Principe Umberto	2883	PD		5.00
	P.zza Ghiberti 7	28377	FI		4.00
	V.della Faggiola 54	28777	FI		I0.00
IONALE	V.Gino Capponi 60	29770	FI		3.00
	PONTE A MENSOLA-V.delle Grazie 30	60	FI		5.00
	V.Orcagna 83	6823	FI		3.00
	V.Manfredo Fanti 5	32	ATAL		65.00
	V.Pacinotti 7	652[illegible]	FI		9.80
O	V.Giampaolo Orsini 50	I0666	FI		6.50
		27017	FI		I8.00
GONI	V.le Poggio Imperiale 11	684I	FI		I0.00

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N.		NAME	ADRESSE	MATRICULATION N.	
					2
MC	II5	DEL VECCHIO ARNOLFO	V. Giovanni Lanza 5I	68I4	FI
AL	II6	BONCINELLI GIOVANNI	V. Ripoli 234	1170I	FI
MC	II7	BATTISTONI BRUNO	Lungarno del Pignone 25	6733	FI
AL	II8	DEI DINO	V. Maffia 53 r	307I8	FI
AL	II9	CAVALIERI DINO	S. DONNINO -V.Pistoiese or		
			V.Guelfa 70 r	90I3	FI
MF	I20	GRIFONI VINCENZO	P.za Signoria 30 r	30456	FI
AL	I2I	GAZZULLI COSTANTINO	V.le Princ.Umberto I7	27328	FI
AM	I22	DITTA SIDOL	V; della Torretta I6	I2845	FI
AM	I23	CASINI ELIO	SCANDICCI - V.Pisana 59	30655	FI
MC	I24	S.A. CARTIERA F.LLI VISMARA	V; XXVII Aprile 32 r	6294	FI
AL	I25	PISTOLESI GAETANO	V.Locatelli 8I	11903	FI
AL	I26	PISTOLESI GAETANO	V.Locatelli 8I	284I9	FI
AL	I27	FAGIOLI ULDERICO DI PARIS	V;Ghibellina 52	30088	FI
AL	I28	CHELUCCI ORILDO	V.della Querce I2	29292	FI
MC	I29	CAMPANI VASCO	V; dei Ginori 28	5011	FI
MC	I30	SCARAMELLI CLAUDIO	V.del Campuccio 3	2340	FI
AM	I3I	NERI BASILIO	V; Agnolo 22	11105	FI
MC	I32	FANCELLI EUGENIO	V. del Palazzo dei Diavoli I27	6483	FI
MC	I33	BAGLIONE GAETANO	V. delle Caldaie 11	3684	FI
AL	I34	NALDINI GUIDO	V.le Raffaello Sanzio I8	24276	FI
AL	I35	LUPI PLINIO	Lungarno della Zecca 22	I0384	FI
AM	I36	MAGNELLI GINO	V.Ripoli 267	27364	FI
AL	I37	F.LLI COLI	S. CASCIANO VAL DI PESA frazione BARGINO	27784	FI
AS	I38	COMUNE DI FIRENZE		27700	FI
AS	I39	COMUNE DI FIRENZE		26339	FI
AS	I40	COMUNE DI FIREBZE		26380	FI
AS	I4I	O.T.S.U.	V. delle Conce	26328	FI
AS	I42	O.T.S.U.	V. delle Conce	2633I	FI
AS	I43	CIAMBELLOTTI MARIO	V. Augusto Baldesi 6	962I	FI

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	A D R E S S E	MATRICULATION N.		T O N N A G E	
	V. Giovanni Lanza 5I	68I4	FI	Qls.	I0.00
	V. Ripoli 234	1170I	FI		5.00
	Lungarno del Pignone 25	6733	FI		I5.00
	V. Maffia 53 r	307I8	FI		9.50
	S. DONNINO -V.Pistoiese or				I0.80
	V.Guelfa 70 r	90I3	FI		8.00
	P.za Signoria 30 r	30456	FI		I0.00
	V.le Princ.Umberto I7	27328	FI		36.50
	V; della Torretta I6	I2845	FI		32.00
	SCANDICCI - V.Pisana 59	30655	FI		I0.00
ISMARA	V; XXVII Aprile 32 r	6294	FI		6.00
	V.Locatelli 8I	11903	FI		5.00
	V.Locatelli 8I	28419	FI		I2.00
PARIS	V;Ghibellina 52	30088	FI		7.00
	V.della Querce I2	29292	FI		3.5Ð
	V; dei Ginori 28	5011	FI		2.00
	V.del Campuccio 3	2340	FI		54.00
	V; Agnolo 22	11105	FI		6.00
	V. del Palazzo dei Diavoli I27	6483	FI		2.00
	V. delle Caldaie 11	3684	FI		3.00
	V.le Raffaello Sanzio I8	24276	FI		7.00
	Lungarno della Zecca 22	I0384	FI		25.00
	V.Ripoli 267	27364	FI		
	S. CASCIANO VAL DI PESA frazione				7.00
	BARGINO	27784	FI		I0.00
		27700	FI		I8.00
		26339	FI		I0.00
		26380	FI		varia
	V. delle Conce	26328	FI		30. 00
	V. delle Conce	2633I	FI		I0.00
	V. Augusto Baldesi 6	962I	FI		

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N.	NAME	ADRESSE	MATRICULATION N.
AL I44	PAMPALONI EUGENIO	MERCATALE VAL DI PESA	5850 FI
AL I45	BARTALESI GUIDO	S.CASCIANO - V.Borromeo	28034 FI
AM I46	BANI NELLO	V. Cairoli I3	3I36 FI
AL I47	BURGASSI SILVANO	Borgo dei Greci 52 r	11227 FI
AL I48	ROMOLI CESARE	V. dei Conti 9	I0793 RE
MC I49	S.A. AUTOTRASPORTI (S.I.A.S.)	V. delle Ghiacciaie 37	6837 FI
AL I50	MARRI RENATO	S.CASCIANO - V.Fabbrica	7366 FI
AL I5I	DOTT. LAMI FRANCESCO	V. Zara 5	8I26 LI
AP I52	SMERALDI VITTORIO	V. Malavolta I6	28379 FI
MC I53	OFFICINE MECCANICHE POGGIALI	V. Luna 2	5869 FI
MC I54	PAMPALONI OTELLO	V. Pasquale Villari	6492 FI
AL I55	VIGNOZZI DINO	V. dell'Arcolaio 38	I2426 FI
AL I56	PALLOTTI LEONE	V. Ponte alle Mosse 5	28267 FI
AL I57	FIBBI ALBERTO	V. Borgo La Croce 59	1196 FI
AL I58	BIAGINI GINO	V. del Moro 20	29470 FI
AL I59	BEVICINI ARNOLFO	V.Alfani IO	204II FI
AL I60	BINI FRATELLI	BAGNO A RIPOLI-V; di Moggio 27	8884 FI
MC I6I	ROSINI RUGGIERO	V. delle Ruote 24	35I0 FI
AS I62	SPAGNOLI GIUSEPPE	BAGNO A RIPOLI-V;Chiantigiana I48	6952 FI
AL I63	BRUSCHI EUGENIO	V. dei Macci	11082 FI
AL I64	LONGINOTTI NOVARO & SMORTI LUIGI	V; del Podestà IOI	27932 FI
AL I65	SANATORIO DI PRATOLINO & OSPEDALE DI CAREGGI		30460 FI
AM I66	QUARANTELLI & CORSI	V. Pandolfini 26 r	8927 LU
AL I67	FAGIOLI ULDERICO	V. Ghibellina 52	8I89 FI
AL I68	MARCONI PIETRO	V. S.Jacopino I9	8450 FI
AL I69	BINI MARIO	V. della Robbia 94	28889 FI
AL I70	FEDELI DANTE	V. della Robbia 52	I268 GR
AL I7I	S.I.T.A.	V. Mao Finiguerra	24042 FI

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	ADRESSE	MATRICULATION N.		TONNAGE	
	MERCATALE VAL DI PESA	5850	FI	Qls.	7.00
	S.CASCIANO - V.Borromeo	28034	FI		6.00
	V. Cairoli I3	3I36	FI		25.00
	Borgo dei Greci 52 r	11227	FI		7.00
	V. dei Conti 9	I0793	RE		I2.00
I (S.I.A.S.)	V. delle Ghiacciaie 37	6837	FI		I0.00
	S.CASCIANO - V.Fabbrica	7366	FI		8.I0
SCO	V. Zara 5	8I26	LI		3.00
	V. Malavolta I6	28379	FI		70.00
CHE POGGIALI	V. Luna 2	5869	FI		I0.00
	V. Pasquale Villari	6492	FI		I0.00
	V. dell'Arcolaio 38	I2426	FI		6.60
	V. Ponte alle Mosse 5	28267	FI		I2.50
	V. Borgo La Croce 59	1196	FI		7.00
	V. del Moro 20	29470	FI		I8.00
	V.Alfani I0	204II	FI		3.50
	BAGNO A RIPOLI-V; di Moggio 27	8884	FI		6.00
	V. delle Ruote 24	35I0	FI		2.00
	BAGNO A RIPOLI-V;Chiantigiana I48	6952	FI		5.00
	V. dei Macci	11082	FI		I5.00
	V; del Podestà I0I	27932	FI		I4.00
O & SMORTI		30460	FI		7.00
ATOLINO &	V. Pandolfini 26 r	8927	LU		25.00
GGI	V. Ghibellina 52	8I89	FI		I5.00
ORSI	V. S.Jacopino I9	8450	FI		I5.00
O	V. della Robbia 94	28889	FI		2.50
	V. della Robbia 52	I268	GR		5.00
	V. Mac Finiguerra	24042	FI		3.00

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N.	NAME	ADRESSE	MATRICULATION No.	
AL I72	PUGI DOMIZIO	V. del Pignoncino I7	30I0I	FI
AL I73	VIGNOLI ROBERTO	V. delle Ruote 26	29205	FI
AM I74	FAGNI GINO	V. Ponte alle Mosse 92	9284	FI
AL I75	FAGNI GINO	V. Ponte alle Mosse 92	27569	FI
AM I76	ANTONELLI GINO	V. Centostelle 7	I2258	FI
AL I77	BARTALESI GIUSEPPE	POZZOLATICO	I4288	FI
MC I78	PUCCINI DOCAR	V. Bronzino 1	29252	FI
MC I79	FAGIOLI G. Soc.in nome collet.	V. Ginori I5	5755	FI
AL I80	DITTA MENGIARDI ENRICO	P.zza dell'Unità-ALBERGO MAESTOSO	308I	FI
MC I8I	BUONARROTI MICHELANGELO	COMPIOBBI- V.Calzolari 11	6592	FI
AL I82	GRIFONI ALFONSO	CAMPI BISENZIO-V.Limite 24	306I5	FI
AL I83	ROMOLI AUGUSTO	V. delle Muriccie 25	2II69	FI
AL I84	CALOSI ZELINDA	CANDELI BAGNO A RIPOLI		
		V. di Rimaggio 22	I80I4	FI
AM I85	CACIOLLI UGO	V.Pisana 680	I3538	FI
AL I86	LIPPI UGO GINO	V. Celestino Bianchi I6	I9838	FI
AP I87	BUZZECOLI GIOVANNI	V. Giambologna I3	30047	FI
AM I88	NICCOLAI SEVERINO	V. Senese 80	24II7	FI
MC I89	S.A. F.LLI GONDRAND	Piazza Stazione 1	6593	FI
AL I90	CALVELLI ENRICO	ANTELLA - V. 5 Maggio 47	8I2	FI
AM I9I	PAOLI ANCHISE	Piazza Ghiberti 2	112I6	FI
AL I92	TRALLORI FEDELE	CALDINE (Fiesole) V.Faentina 45	2I474	FI
MC I93	VILLANI FERDINANDO	V. Ghibellina I23	6787	FI
AL I94	PEDOTTI RENZO	V; Fossombroni 9	29982	FI
AM I95	ERMINI EMILIO	ANTELLA	28064	FI
MC I96	CHIANTI CAMPOMAGGIO S.p.A.	V. dei Pecori IO	647I	FI
AL I97	MAURINI MARIO	V; del Gelsomino 29	304I6	FI
AL I98	CARMIGNANI GIULIO	V. Domenico Cirillo 11	I7538	FI
AL I99	CAROCCI ORESTE & FIGLI	V. A. Locatelli 77	30049	FI
AL 200	S.A. COOPERATIVA DI RIFREDI	V. Vitt.Emanuele I94	2525	FI
MC 20I	MAGRI ENZO	V. Folco Portinari 7	5907	FI

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	ADRESSE	MATRICULATION N°		TONNAGE	
	V. del Pignoncino I7	30I0I	FI	Qls.	20.00
	V. delle Ruote 26	29205	FI		6.00
	V. Ponte alle Mosse 92	9284	FI		40.00
	V. Ponte alle Mosse 92	27569	FI		I8.00
	V. Centostelle 7	I2258	FI		23.00
	POZZOLATICO	I4288	FI		I0.00
	V. Bronzino 1	29252	FI		I5.00
nome collet.	V. Ginori I5	5755	FI		I0.00
NRICO	P.zza dell'Unità-ALBERGO MAESTOSO	308I	FI		7.00
ANGELO	COMPIOBBI- V.Calzolari 11	6592	FI		I5.00
	CAMPI BISENZIO-V.Limite 24	306I5	FI		I8.00
	V. delle Muricci e 25	2II69	FI		I0.00
	CANDELI BAGNO A RIPOLI				7.00
	V. di Rimaggio 22	I80I4	FI		32.00
	V.Pisana 680	I3538	FI		6.00
	V. Celestino Bianchi I6	I9838	FI		45.00
I	V. Giambologna I3	30047	FI		40.00
O	V. Senese 80	24II7	FI		I5.00
AND	Piazza Stazione 1	6593	FI		5.00
	ANTELLA - V. 5 Maggio 47	8I2	FI		40.00
	Piazza Ghiberti 2	112I6	FI		I0.00
	CALDINE (Fiesole) V.Faentina 45	2I474	FI		I0.00
DO	V. Ghibellina I23	6787	FI		3.00
	V; Fossombroni 9	29982	FI		25.00
	ANTELLA	28064	FI		8.00
GIO S.p.A.	V. dei Pecori I0	647I	FI		6.00
	V; del Gelsomino 29	30416	FI		9.I0
LIO	V. Domenico Cirillo 11	I7538	FI		I5.00
FIGLI	V. A. Locatelli 77	30049	FI		7.60
DI RIFREDI	V. Vitt.Emanuele I94	2525	FI		I0.00
	V. Folco Portinari 7	5907	FI		

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N.	NAME	ADRESSE	MATRICULATION N.		Qls.
AL 202	INNOCENTI FEDERICO	V. Corsica 7I	I564I	FI	
AL 203	PECCHIOLI ZAIRA	V. Villani 34	I6208	FI	
AL 204	CAPECCHI ROBERTO	V. Orcagna 29	I55I7	FI	
AL 205	SINGER a disposione ATAL	V. Manfredo Fanti 5	5023	LI	
			(39	ATAL)	
AL 206	SINGER " " ATAL	V. Manfredo Fanti 5	25955	FI	
			(38	ATAL)	
AL 207	SERACINI FERDINANDO	BAGNO A RIPOLI-V;Villamagna 23	30708	FI	
AL 208	ALLEGRI UBERTO	V. Palchetti 5	I9I52	FI	
AL 209	MAZZANTINI ANGELO	V. della Mosca IO	9627	FI	
AL 2I0	BECUCCI GIUSEPPE	IMPRUNETA - V. della Croce 2	I0934	FI	
MC 2II	CHIAVERINI GIUSEPPE	V. Galliano I06	6445	FI	
AL 2I2	MAZZUOLI ALFREDO	S. CASCIANO VAL DI PESA			
		V. del Borromeo 80	28733	FI	
AL 2I3	S.A. COOP.ARTIERI DEL LAVORO	V. G. Bartolini 59	I2232	FI	
AL 2I4	PELACANI GIULIO	BAGNO A RIPOLI-V.Chiantigiana I8	2I2I2	FI	
AL 2I5	CASTELLANI LUIGI & PRIMO	EMPOLI-V.Curtatone & Montanara 2	28598	FI	
AL 2I6	DITTA NANNUCCI GIUSEPPE	V. Ugo Foscolo 6	4775	FI	
AL 2I7	MARTELLI ADOLFO	BAGNO A RIPOLI - Osteria Nuova	I0953	FI	
AL 2I8	CARLI FERDINANDO	V; del Prato 22	5506	FI	
AL 2I9	RONCHI RINALDO	PONTE A EMA	9442	FI	
AM 220	S.I.T.A.	V. Maso Finiguerra	27782	FI	

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	ADRESSE	MATRICULATION N.		TONNAGE
	V. Corsica 7I	I564I	FI	Qls. I8.00
	V. Villani 34	I6208	FI	3.30
	V. Oreagna 29	I55I7	FI	3.00
TAL	V. Manfredo Fanti 5	5023	LI	3.45
		(39	ATAL)	
TAL	V. Manfredo Fanti 5	25955	FI	2.30
		(38	ATAL)	
	BAGNO A RIPOLI-V; Villamagna 23	30708	FI	7.30
	V. Palchetti 5	I9I52	FI	3.70
	V. della Mosca IO	9627	FI	6.00
	IMPRUNETA - V. della Croce 2	I0934	FI	IO.00
	V. Galliano I06	6445	FI	3.00
	S. CASCIANO VAL DI PESA			
	V. del Borromeo 80	28733	FI	7.00
L LAVORO	V. G. Bartolini 59	I2232	FI	IO.00
	BAGNO A RIPOLI-V.Chiantigiana I8	2I2I2	FI	I5.00
RIMO	EMPOLI-V.Curtatone & Montanara 2	28598	FI	20.00
PPE	V. Ugo Foscolo 6	4775	FI	IO.00
	BAGNO A RIPOLI - Osteria Nuova	I0953	FI	5.90
	V; del Prato 22	5506	FI	3.40
	PONTE A EMA	9442	FI	3.00
	V. Maso Finiguerra	27782	FI	35.00/40.00

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CERTIFICATE

I hereby certify, as American Army Officer in charge of the Am. Army trucks operated by Co's 1024-25 Italian Army QM for the Trans. Sub-Comm. ACC, preceeding and during the move into Rome, that the 2½ ton 6x6 U.S. Army trucks were dispatched upon missions assigned by G-4 Rome Area Command immediately preceeding and following the capture of Rome for the transporting of Carabinieri, food supplies equipment and personnel of Rome Region and RAC and that the trucks were in almost constant use 24 hours daily without substantial relief to the Italian Army drivers. It was reported to the dispatcher by drivers that officers of RAC and Rome Region picked up empty returning trucks at will on the roads and sent them on necessary but unrecorded missions. The truck drivers in numerous instances reported that American and British soldiers took their trucks away from them and drove the same away. In one instance a driver reported his truck captured by the retreating Germans. Several of the lost trucks were later found and returned to the Italian QM Co's. The following seven listed 2½ ton 6x6 U.S. Army trucks have not been located or returned although diligent search was made of the highways and of ordnance shops in the vicinity of Rome and the loss reported to the M.P. The reports from the CO of Co's 1024-25 Italian QM and the drivers are on file stating that the trucks were stolen. I believe this to be correcteand that the loss was occesioned through no fault or neglect on the of any officer:

W.D. 4 104 481 - 4 224 796 - 490 112 - 4 174 117 - 4 118 592 -
4 173 960 - 4 212 551

George B. Sowers

George B. SOWERS
Major Spl. Res.
Trans. Sub-Comm.

Date : 3 August 44

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