

ACC

AC/R/TAS

10000/111/253/(10F2)
(Y3L ID)

TRANSA
JAN. 1945

10000/143/253/1072
(VOL. 12)

TRANSPORT-CORRESPONDENCE
JAN. 1945 - FEB. 1946



AL MINISTERO DEI TRASPORTI "GOVERNO ITALIANO"UFFI-

CIO TRUCH POOL626 O M A

ALL'UFFICIO NAZIONALE DEI MILITARI REDUCI DALLA

PRIGIONIA R O M A

ALLA COMMISSIONE ALIATA DI CONTROLLO IN ITALIA

PER LE COMUNICAZIONI ED I TRASPORTI "TRUCH POOL"

R O M A

Il sottoscritto SCAVELLA PASQUALE di

Agostino e di Aita Rosina, reduce dalla prigionia in Germania, si rivolge agli indirizzi di cui sopra affinché provvedano presso il Ministero dei Trasporti "Truch Pool" Governo Italiano "per la mia assunzione, quale autista, presso l'Ufficio Trasporti Truch Pool N° 6 - dislocato nella città di Macerata.

A seguito della presente, il sottoscritto, espone quanto segue:

Sono rientrato dalla prigionia, già da circa quattro mesi e continuo a vivere sulle spalle della famiglia di mio fratello, povero ma onesto impiegato. Ho invano tentato di salire e scendere gradinate di palazzi, o di uffici, sia pu

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onesto impiegato. Ho invano tentato di salire e
scendere gradinate di palazzi, e di uffici, sia pu-
blici che privati, per cercare del lavoro; ma tutti
le stesse risposte : non ne abbiamo; ripassateci
ecc. (una breve parentesi: certo, perchè io la fa-

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me la rimanderò sempre al domani).

Infatti, parlando di uffici, e queste parole le rivolgo ora al Ministero dei Trasporti "Governo Italiano Uffici Truck Pool, vollì fare un ultimo tentativo a mezzo dello appena costituito ufficio reduci dalla prigionia, in Macerata, per cercare di ottenere, non la elemosina, ma dell'onesto lavoro. Infatti, detto ufficio mi segnalò, unito ad altri due nominativi, all'Ufficio Provinciale del Lavoro che, a sua volta su richiesta avuta dal servizio trasporti Truck Pool N° 6 per N° tre agenti, li aveva domandati all'ufficio reduci. Venni segnalato alla Truck Pool attraverso l'ufficio del Lavoro; ma passò un giorno, due ed anche un mese e più e questa assunzione non veniva mai a realizzarsi. Perché questo? Lo lascio immaginare agli uffici a cui la presente è diretta; anzi mi fu anche detto che colà, non esisteva la mia domanda di assunzione quando, la stessa gli venne trasmessa con una lettera accompagnatoria dall'ufficio reduci.

Non è scacciandolo che si accoglie un reduce che ha veramente sofferto una dura prigionia,

le le rivolgo ora al Ministero de Trasporti "Governo Italiano Uffici Truck Pool, vollì fare un ultimo tentativo a mezzo dello appena costituito ufficio reduci dalla prigionia, in Macerata, per cercare di ottenere, non la elemosina, ma dell'onesto lavoro. Infatti, detto ufficio mi segnalò, unito ad altri due nominativi, all'Ufficio Provinciale del lavoro che, a sua volta su richiesta avuta dal servizio trasporti Truck Pool N° 6 per N° tre autisti, li aveva domandati all'ufficio reduci. Venni segnalato alla Truck Pool attraverso l'ufficio del lavoro; ma passò un giorno, due ed anche un mese e più e questa assunzione non veniva mai a realizzarsi. Perchè questo? Lo lascio immaginare agli uffici a cui la presente è diretta; anzi mi fu anche detto che colà, non esisteva la mia domanda di assunzione quando, la stessa gli venne trasmessa con una lettera accompagnatoria dall'ufficio reduci.

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duce che ha veramente sofferto una dura prigionia, nè tampoco sono le belle parole e le belle promesse che quotidianamente si sentono attraverso la radio o a mezzo di arringhe o riunioni propagandisti

che ecc.; ma sono i fatti che contano, sono i fatti e la realizzazione di essi, a cui si deve la sistemazione dei reduci. Rammentiamo, e questo a tutti gli indirizzi di cui sopra, che la ormai ex rivoluzione dei manganelli ebbe esito favorevole, appunto perchè poggiata, o del tutto azionata dai reduci della guerra 1915-18 che allora furono abbandonati e scacciati da ogni parte, appunto perchè allora non furono prese delle iniziative per la loro sistemazione. Le circolari diramate dagli Organi competenti, per la sistemazione dei reduci, sono troppo belle, ma, in verità, sono certo che ancora nessuno li ha rispettate. Ecco, per esempio, la situazione del servizio trasporti Truck Pool N°6: la dentro vi è della gente che ha improvvisato il mestiere di autista; come per esempio: il sarto, il calzolaio e così via, mentre io, autista di nascita reduce dalla prigionia in Germania con mia madre ammalata da molti anni e privo di qualsiasi altra risorsa od entrata, nonchè privo della casa perchè resa inabitabile dagli eventi bellici, devo stare a spasso e vivere sulle spalle della famiglia di

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Certo, Codesto Ministero dei trasporti, si renderà perfettamente conto del nostro stato di miseria

in cui veniamo a trovarci e sono certo che imparti
ra disposizioni per la mia diretta assunzione da pr
te di Codesto Ministero stesso, quale autista presso
l'Ufficio Trasporti Truck Pool N°6 Macerata; tanto
più che da circa due mesi sto lottando, tramite lo
Ufficio reduci e l'Ufficio Fv.le del lavoro per po
ter essere assunto; e mentre io busso da una porta,
dall'altra, forse, entrano i così detti raccomandati
di ferro. Voglia, dunque, il Ministero di cui sopra
provvedere, con cortese sollecitudine, a comunicare
la mia assunzione, tramite lo stesso, all'Ufficio
Trasporti Truck Pool N°6 della provincia di Macera-
ta ed ordinare all'Ufficio Trasporti stesso, una ve
ra revisione di tutto il personale. Con questo, cre
do di aver spiegato, almeno in parte, la situazione
e le difficoltà in cui ciascun reduce viene a trovar
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soprattutto, perchè impartisca severi ordini per la sistemazione di tutti i reduci.

In attesa di ricevere al più presto la comunicazione della mia assunzione, ringrazia ed ossequia.

Macerata LI *A. 11:..1945...*

VIALE DELLA VITTORIA N° 31 -

C O N S E R V A N Z A

(Scavella Pasquale)

Scavella Pasquale

27.8

HEADQUARTERS ARMED COMMISSION
APO 394
Communications Sub-Commission

HUS/ec

2 February 1946

AC 11/17/46 File

ADM. 309.88.05

SUBJECT: Motor Vehicles

TO : C.S.O. 3 District

1. Communication has been received from G.H.Q. C.M.F. to the effect that the following vehicles are on charge to AC in the Bari district

COMMUNICATIONS SUB-COMMISSION

TYPE	V.D. No.	DATE	REMARKS
Lorry 30 Cwt. 4 x 2 G.S.	4444269	29 Jun 44	Telecommunication vehicles.
"	4444500	"	
Lorry 3 Ton 4 x 2 G.S.	4885844	"	
Truck 15 Cwt. 4 x 2 G.S.	4977944	"	

2. It was our understanding that you were arranging to replace these vehicles with others obtained thru' C.S.O. A.F.E. for the BARBER scheme and it would be appreciated if it could be confirmed that this has been done. From records of this Sub-Commission no trace of vehicle V.D. 4444500 having been issued can be found. Can it please be confirmed that this vehicle is one of the ones issued and that it was replaced.

Copy to C.S.O. C.R.O. C.M.F.
0-4 (3)

E.H. SCUDGER,
Col. Sig.O.
Director

Transportation S/C A.C. ✓

2750

Mod. D. 16. 2



SOCIETÀ ANONIMA ITALIANA
PER LE
FERROVIE DEL SUD-EST

SEDE IN ROMA
Capitale L. 14.020.000 interamente versato

DIREZIONE DELL'ESERCIZIO

INDIRIZZO: Bari - Piazza Roma n. 42
Telefono Interprovinciale n. 11585
Telegrafi: FERSUD - Bari

Bari,

N. _____

(Allegati N. _____)

Risposta al N. _____

OGGETTO:

1) Tipo delle macchine in dotazione:

(55)	(22)	40
FORD 8V	DODGE 6 cil.	FORD 6 c
3 Ton	3 Ton	1,5 Ton
gommone ↓	gommone ↓	gommone ↓
10.50 x 16	10.50 x 16	7.50 x 20
9.00 x 16		8.25 x 20

2) Materiali di cui si ha bisogno:

MOTORI - CARBURATORI - 27³ PONTI
POSTERIORI - COMPLETI - ASIALI ANTER
CABINE - TENDONI - CAPPONI
BATTERIE - ATTREZZATURA

N. 4. Nella risposta si prega indicare la data e il numero della presente in una lettera italiana di un solo argomento.

VEICOLI ITALIANI di EVALUARE

TIPO

L+DMMME 10.50 x 20 } Per Pulchry
11.00 x 20 }

4 6.00 x 16 } per ritratti

19/10/45

0223

TRADUZIONI

GF/gbl

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

EXE :- 566
REF :- AC/1/61/Tn5
OGGETTO :- Permesso di circolazione
Alla :- Camera di Commercio -LECCO

25 Settembre 1945

1. Si allega alla presente lettera Prot. 11231. P.C.6 del 24 Settembre 1945 dell' Ispettorato Generale della Motorizzazione Civile che vi autorizza a rilasciare un permesso di circolazione alla Signora Contessa Maria Bianca Gallone della Posta .
2. Si prega di voler ora rilasciare il suddetto permesso , come dall'allegata autorizzazione, la richiedente avendo assoluto bisogno di usare permanentemente la sua vettura per attendere alla gestione delle sue fattorie e delle sue aziende agricole .

Per il DIRETTORE


G. FENNYHOUGH
Lt. Colonel R.A.

2744

TO THE MINISTER OF TRANSPORTS
and for information
SUB COMMISSION TRANSPORTATION

R O M A

=====

Proposition of reform at the service of the things by motortransports in Ital

=====

The activity given by me to the motortransports of the things, the studies and the observations that in a long time I have had the chance to deepen and to examine in the practical development of the exercises by of the corporations directed by me, had imposed to me duty to suggest the following practical propositions in order to give a natural readinations to all the transports service of the things by motortransports.

Fundamental object of the reform at the system new in vigour it is to live in perfect free the transport, to the object to consent the free traffic of the merchandise. From such an activity will derive a competition in the price's value of the merchandise and in the cost of the transport. Only so it will be possible to reach a natural compensation of the Provincial necessity.

That means a free sale of the fuel and the free transport of all the merchandise. Such an object of transportation's freedom, in other words, without any special tutelage's branches called branches of assistance and control, it is practical and necessary also if the fuel were completely sufficient or some merchandise would still remain controlled for a short time.

E.N.A.C.

Actually the motortransports of the things is an exclusive of the E.N.A.C. that in the first time had to represent a branch of rule and coordination. Viceversa in the effective development of his activity the E.N.A.C. decided) to substitute itself to the transportator in the report with the "Contractor" The E.N.A.C. did not rejoin this object and it would be never

SUB COMMISSION TRANSPORTATION

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./.

FUEL'S ASSEGNATION

The first problem that have to be treated and organised with the opportunity and understanding is fuel's distribution, in order to the amount of importation and successive operations of capillary assignation and distribution. This service is the base of the problem that has to be resolved because it is the only one useful to the transportater that does not need any technical or assistential branches for the traffic of his truck. It is necessary do not divide anymore the fuel distribution in so many successive services, the Societies that have the charge to do the first refueling have to provide in the sometime to the successive distribution of the fuel. A practical and economical necessity, and the partition of the named attribution gave very bad results and contributed to bring up the cost of the transport and to make very hard and expensive the refueling's operation of the truck.

FREEDOM OF TRANSPORT

The motortransport has to be delivered from every formality that from the beginning of the war have been effected till the hard running of the E.N.A.C.

The reasons that may have justified the restrictions and the rigours of the traffic and that have contributed to bring up the transport's cost have no more reason to still any longer. The rule and the control that the Authorities intended to have giving ever new deliberations wanted to utilise completely the trucks; this to make sufficient vehicles on hand in relation to the merchandise to be transported and to obtain from all these things a big saving of fuel, tires and supplies. Viceversa, we can say very easy that never this object has been reached, because no organisation has been able to utilise completely transport in relation to the loades to bring back and to their utilisation with railway and by water, and to the limitation of the circulating vehicles. 272

Now that the war is over, is indispensable to make motortransport easier, letting the commercial and industrial development of traffics to the private initiative, and this means activity coordination and cooperation between Contractor and motortransportaters.

TARIFF

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TARIFF

To give an orientation and a guide about the cost of the transport, the qualitative branches could elaborate a tariff to be constantly adjourned and to help

contractors and transportators as a guide.

The competition will give his good results on the prices and economical advantages will come from those.

SUFFICIENT FUELS AND NOT RATIONED MERCHANDISE

For that reason, should be free to circulate without any formality of category's distinction.

Having enough fuel, no limitation has to be given to them. The owner's capacity in keeping driving the truck and in spending short time to transport, to load to unload, is the economical principle contributing to the market's traffic competition. The trucks traffic has to be controlled by the TRAFFIC'S CODE "that

has to be adjourned, and the driver will limit the operations of the merchandise transports with a simple formality, writing on special pads (original and copy) the transported merchandise, the amount, the place of start and the destination. All these operations are necessary to the traffic's rule, and to relation between contractors and transportators.

NOT SUFFICIENT FUEL AND MERCHANDISE STILL RATIONED

If fuel is not sufficient and his sale non free, and merchandise cannot be freely transported the principle of the transport's freedom has to be always kept; in other words no special branches of distribution, of control and of assegnation for all the trucks that transport non rationed merchandise. In this case the trucks should be divided capacity; the fuel should be given specially to all those have medium and large capacity with a stable monthly rate.

About the small capacity's trucks, after qualified branches made a selection of respective activities it will be possible to do a monthly assegnation suggested by Syndecalist Organisations.

The work to do about rationed merchandise must be given only to the Corporation interested about such a special activity. These Corporations to take care of the transport of the merchandise controlled by themselves will choose with regular contracts the aptest transportators, and in the same time they will dispose of the assegnation of the fuel in relation to the monthly traffic and to all the control's formality requested by their regulations. So it will be a spe-

3022

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

SUFFICIENT FUELS AND NOT RATIONED MERCHANDISE

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them to fix a special tariff, and to divide, if it is necessary the trucks of this service, with special indications.

UNIFICATION OF CONTROL SERVICE

It is necessary, in the same time, regulate some precautions, that till today, were about the truck, and unite them made them easy, and possibly fixed. (relation among truck, R.A.C.I., Motorisation Inspectorship, Intendenza di Finanza, Camera di Commercio) etc.

When the circulation pass is emitted must be legal for the complete year, and the transportator has the only duty to pay the usual taxes. This too is an advantage of the cost of the transports.

The detail and the modality of the organization foreseen by me to give a practical and economical assurance to the trucks; will be in the next future developed by me if I will have the chance to be asked about it.

PAOLO PAVANI

HEADQUARTERS
AMG NAPLES COMMUNE

INCOMING MESSAGE

23 JULY 1945

FROM : 3 DISTRICT
TO : AMG NAPLES COMMUNE
DATE TIME : 231145B
REF NR : QG3183

RESTRICTED

REF THIS HQ LETTER 8392Q DATED 10 MAY
AND YOUR TN/SR/25/945 DATED 08 MAR. EXPEDITE
REPLY.

Phoned Capt King 3 Dist 24 July that
all correspondence on the subject being
forwarded to Rome for action in obtaining
required signature.

DISTRIBUTION

: Tn.
File

SENIOR
TRANSPORTATION
OFFICER
DATE 24/7
FILE 169
A.M.G. - NAPLES 3

TN ROADS

SUBJECT: Handing over of WD Vehicles
15 L of C Sigs.3 District
BASEBALL 13
8392 Q

HQ A.C. Southern Region.

10 May 45.

1. Reference this HQ letter dated 11 Jan 45 and subsequent reminders and further to your TN/SR/25/945 dated 8 Mar 45.
2. It is requested that the present position may now be stated.

J. H. King, Capt

for Maj Gen
Comd

DMK/CMC.

FOR	
TRANSMISSION	
OFFICER	
DATE	14/5
FILE	129
A.M.G. - NAPLES	

U.S. ARMY MIL. GOVT.	
NAPLES COMMUNE	
17	1945
Time in	1115 27 8

SUBJECT: Handing over of WD Vehicles
15 L of C Sigs

Transportation

HQ AD Southern Region

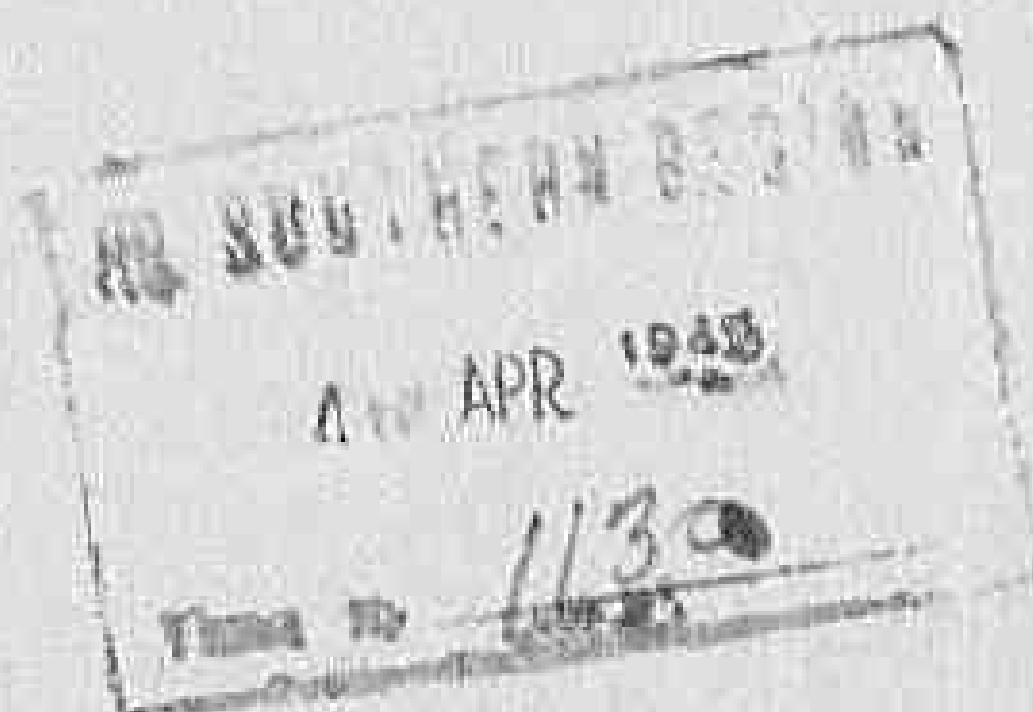
3 District
BASEBALL 13
8392 Q
3 Apr 45

Reference your TN/SR/25/945 dated 8 Mar 45 and further to
this HQ letter even number dated 2 Mar 45.

Please expedite rendition of AFAC 1033.

HVL/CWAN

J.R. King
Maj Gen
Comd



2727

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

TN/SR/25/945

8 March 1945

SUBJECT: Handing over of W. D. Vehicles 15 L or C Sigs.

TO : 3 District.

1. Reference your 8392 Q dated 2 March '45.
2. It is regretted that A.V.s G.1033 are not yet to hand in respect of the WD Vehicles.
An expedite has been forwarded recently to the Zone concerned and APs will be submitted as soon as available.

By order of Brigadier DUNN:

BJ/aml

[Signature]
B.G. JEFFERSON,
Captain, R.A.,
Regional Tptn. Ofcr.

Copy to: Adjutant's File.

2776

0028

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

SUBJECT:- Handing Over of WD Vehicles
15 L of G Sigs

Transfer

3 District
BASEBALL 13
8392 Q

HQ AC
Southern Region

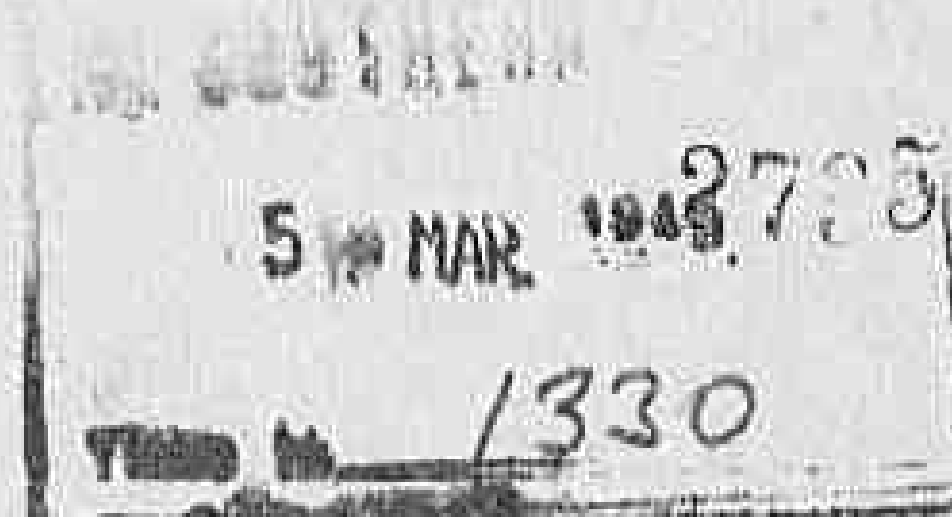
7 Mar 45

Ref your Tn/SR/25/841 dated 16 Jan 45.

Please state whether the hand over is completed and AL's G 1033 forwarded.

JEW/GWAN

Thompson
Maj Gen
Comd



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

46 January 1945

TN/SR/25 /341

SUBJECT : Handing over of W.D.Vehs.

TO : D.A. & Q.M.G.

1. Reference your 8392 Q dated 11 January 1945.
2. Instructions have already been issued to the persons responsible for the vehicles to forward AFS Q 1033. Delay is anticipated in the completion and forwarding of these AFS owing to the wide dispersal of two vehicles in the Bari Zone.

For the Regional Commissioner:


B. G. JEFFERSON
Captain, R.A.
Regional Tptn. Officer

BGS/mjs
Copy to : Adjutant's File.

2734

SUBJECT:-- Handing Over of WD Vehs - 15 L of C Sigs

12 GEN 1945

1675

3 District
BASEBALL 11
8592 Q

11 Jan 45



AC Southern Region

Q 54 Area

X

1. Nine vehs as detailed in attached C of I proceedings were handed over to AC in the person of Assistant Regional Tpt Offr Region II, Major J.F. WANKINS. These were to be handed by him to Italian SET and it is understood that this was done.

AFSG 108 were signed, but not AFSG 1033.

2. In order to clear 15 L of C Sigs it is necessary that the G 1033's be signed.

3. As the matter appeared to be in dispute a C of I was summoned to consider the facts. Proceedings are enclosed.

4. You will observe that ^{it was} they found that the vehs are, in fact, on charge to AC, and that you are responsible for them and for their maintenance.

5. This is agreed. May instructions now be issued to the persons responsible for these vehs, to sign the AFSG 1033 and send these to Q 54 Area for 15 L of C Sigs.

EMAG/TM

27.3
Autograph
1 Col
DA & GAG
(E.A.H. GOODWIN)

30190. WLW31514/1974. 600,000. 10/42. K. Lbl. G657/10. Form A2/64.

Army Form A2.

*N.B. — The Form being applicable to any Board, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by the President and by each Member of the Board, etc.

Attention is particularly drawn to the Rules for Courts of Inquiry contained in Rules of Procedure 124-125A, and especially to Rule 125A(n); also to paragraph 764, et seq., King's Regulations, 1940.

PROCEEDINGS of a Court of Inquiry

assembled at H.Q. 2 District

on the 30th. September. 1944

by order of Lt. Col. J. Reading M.B.E.

O.C. 15 L. of C. Signals.

- for the purpose of inquiring into
- (a) the circumstances in which certain vehicles were handed over to and taken on charge by 15 L. of C. Signals
 - (b) on whose authority the vehicles were handed over to employees of the Italian SRT and State Telephone Service.
 - (c) on whose charge the vehicles are at present.

PRESIDENT.

Major R. Oldham R.E.

MEMBERS.

Capt. J. C. Soggett, Royal Signals.
Lt. P. T. H. Morgan Son. L.I.

IN ATTENDANCE.

The Court having assembled pursuant to order, proceed to 2722

take evidence, NOT on oath.

1st. Witness. Major W. Calvelley, R.Sgt. No. 93677

In accordance with the terms of the Armistice between the Allied Government & the Italian, Telephone lines are handed back to civilian companies as and when they cease to be necessary to the Allies. Once handed back the maintenance of these lines becomes the responsibility of the civilian companies under direction of the A.C.C. Six vehicles were allotted to A.C.C. and were drawn by them. These were handed to the Italian Telephone companies and were the first issued for the maintenance of the lines in the heel of Italy, which had been handed back. Later further lines were handed back and more transport became necessary.

I arranged with H.Q., 2 district for the further release of 9 vehicles and this was agreed by H.Q., A.A.I. These vehicles became available on the disbanding of an A.H. Unit and had to be taken over & collected on the unit's move out of Italy. Time being short before the unit's move I indicated 15 L.O.C. Sigs etc. to collect the vehicles. A few days later the vehicles were handed over by 15 L.O.C. Sigs to Italian S.I.T. Sigs. I am a 1958 arrived by Dr. Freshwater,

Italian companies under question were allotted to A.C.C. and were drawn by them. These were handed to the Italian Telephone companies and were the first issued for the maintenance of the lines in the heel of Italy, which had been bombed back. Later further lines were bombed back and more transport became necessary.

I arranged with H.Q., 2 district for the further release of 9 vehicles and this was agreed by H.Q., A.A.T. These vehicles became available on the disbanding of an A.A. Unit and had to be taken over & collected on the unit marching out of Italy. Time being short before the unit's move I indicated 15 h. of C. Sig. to collect the vehicles.

A few days later the vehicles were handed over by 15 h. of C. Sig. to Italian S.E.T.

Evidence of this is a 108 signed by Lt. Westhurst, dated 26 April 1944. This exhibit is marked "A" and attached to these proceedings. Lt. Westhurst was O.C. of a line section of 15 h. of C. Sig.

Captain Guyre U.S. Signal Corps, communication officer Region IV A.C.C. was responsible for telephone lines in this area. As these vehicles were in the possession

2/2 of an Italian company Captain Ayre was requested by me to have these vehicles taken over by the A.C.C. as had been done with the first 6 vehicles issued. No progress was made by Captain Ayre in the matter and I requested him to arrange a meeting in my office with his transportation officer and myself. This meeting was held and Major Watkins was the transportation officer at the meeting. As Major Watkins had only just taken over the matter was fully explained to him, discussed, and all correspondence in my possession shown him. As the meeting was somewhat delayed I had written a letter to the A.C.C. re the whole matter. This letter I signed after the discussion with Major Watkins and handed him a copy. The date of this letter is the date of the meeting and my copy should be in the file with 3 ditto's. As a result of the meeting Major Watkins agreed to visit 15 L. of C. Sign and to make full arrangements to take over from them the 9 vehicles due to arrange maintenance of same. As two (2) of the vehicles had been damaged it was also

Watkins was the transportation officer at the meeting. Major Watkins had only just taken over the matter was fully explained to him, desired, and all correspondence in my possession shown him. At the meeting was somewhat delayed I had written a letter to the A.C.C. re the whole matter. This letter I signed after the discussion with Major Watkins and handed him a copy. The date of this letter is the date of the meeting and my copy should be in the files with 3 distinct. As a result of the meeting Major Watkins agreed to visit 15 h. of C. Sig and to make good arrangements to take over from them the 9 vehicles due to arrange maintenance of Jan 27. As two (2) of the vehicles had been damaged it was also agreed by Major Watkins & myself that these two vehicles and the other 7 vehicles should be taken over by A.C.C. in the condition received by 15 h. of C. Sig from the A.A. Unit.

Some time later I asked O.C. 15 h. of C. Sig, when he was in my office, what was the position of the hand over of these vehicles and I was told the matter was in hand.

At no time after my meeting with Major Watrous was I informed by 15 L.O.C. Sigs or the A.C.C. that any difficulties had arisen or that the vehicles had not been properly taken over by the A.C.C.

Around the 1st. September 1944 I was informed by Gen. Francesco Fiori that he was well satisfied with the maintenance position of the telephone lines. He said it was mainly due to lack of transport. He brought me a report dated 2nd. September, 1944. (Exhibit "B"). After reading this report I telephoned to the A.C.C. and told them that I would like to see their communication officer. He duly arrived and was seen by Capt. Swinerton who had taken over from me. Captain Swinerton then told me that the vehicles had not been taken over by the A.C.C. I telephoned Major Watrous and he told me that this was so and that he had been instructed by his higher authority not to take over the 9 vehicles.

W. Watling
Major's original.

Gen. Francisco Fioin that he was well satisfied with
 the maintenance position of the telephone lines. He
 said it was mainly due to luck of transport. He
 brought me a report dated 2nd. September, 1944. (Exhibit
 B). After reading this report I telephoned to the A.C.C.
 and told them that I would like to see their communication
 officer. He duly arrived and was seen by Capt. Swinerton
 who had taken over from me. Captain Swinerton
 then told me that the vehicles had not been taken over
 by the A.C.C. I telephoned Major Watkins and he
 told me that this was so and that he had been
 instructed by his higher authority not to take over
 the 9 vehicles.

Captain
 Fioin
 Major Watkins
 Captain Swinerton
 10.050 2.10.44

30/Sept/44

2nd. Witness. Dr. Field H. 322018 T.M.O. of 15 L.S.C.

Signals stated:-

I took over the duties of T.M.O. to the 15 L.S.C. Signals on the 6th. May, 1944. About the middle of May I received from the office of the unit orders from CSO 2 district to hand over to the A.C.C. the

following vehicles:-

Bedford 30 cwt.	L 177801
"	L 219202
"	L 219210
"	L 444269
"	L 444486
"	L 4444500
"	L 4444951
"	L 4445499
"	L 4166751

B.S.A. M/c. C 4342778

Dodge 15 cwt. G.S. Z 4977844

Bedford 3 ton G.S. L 4885844

2723

I had on my files a Park III Order dated 26th. I had on my files a Park III Order dated 26th.

From CSO 2 distinct to hand over to the A.C.C. the following vehicles:-

Bedford 30 cwt.	L 177801
"	L 219202
"	L 219210
"	L 444269
"	L 444486
"	L 4444500
"	L 4444951
"	L 4445499
"	L 4166751

B.S.A. M/c. C 4342778

Dodge 15 cwt. G.S. Z 4977844

Bedford 3 ton G.S. L 4885844

I had on my files a Park III Order dated 26th April, 1944 signed by Major Kilington, exhibit "C" attached. This was for the 9 Bedford 30 cwt. and chassis that they were drawn from 80 H.A.A. Regt. for issue on loan to the 8th A.T. I also had a 108 signed by Lt. Hedworth dated 26th April showing they were

viewed to S.E.T. (See Exhibit "A") Also in my possession was a district release No. 797 dated 8th May 1944 in respect of the last three vehicles. The vehicles were duly drawn by 15 L. of C. Signals.

For. each of my office was sent to the A.C.C. at Madras for the purpose of arranging for these vehicles to be taken over. Following this I sent a letter to

Capt. Holshead then Regional Transportation Officer of Region II A.C.C. (Exhibit "E") About a week

afterwards a Major Watkins arrived from the A.C.C. and I took him to C.C. Ho. 1 box. 18 L. of C. Sigs.

Major Watkins produced a list of vehicles showing the numbers and also what I remember as an authority to take over the vehicles. There were one or two numbers we could not agree. I handed over to him the B.H.R.

certificates for Bedford 30 at 4444 951 and we did not agree this number. (Exhibit "F") On the 27th

8th June, 1944 Major Watkins again came to my office and a number of

be taken over. Following this I sent a letter to Captain Holdhead then Regional Transportation Officer of Region II A.C.C. (Exhibit K) About a week afterwards a Major Watkins arrived from the A.C.C. and I took him to O.C. Ho. 1 box. 18 L.J.C. Says. Major Watkins produced a list of vehicles showing the numbers and also what I remember as an authority to take over the vehicles. There were one or two numbers we could not agree. I handed over to him the B.L.R. Certificate for Bedford 30 car 4444 951 and we did not agree this number. (Exhibit F.) On the 8th June, 1944 Major Watkins again came to my office. He told me that he had seen a number of the Bedford 30 cars. We then went to my vehicle garden and Major Watkins took over the Bedford 3 tonner, the Dodge 15 cars & the P.S.A. of cycle which his division drove away. He gave me a 108. (Exhibit G.)

6/ I had prepared the 1033³ but Major Wadman told me he had no authority to sign them, so I accepted the 108. I sent the 1033³ to the A.C.C. on 19th June, 1944. (Exhibit "H"). On the 15th June Major Wadman again came to my office and told me that he had to take over the 9 Bedford 30 cars, though he had not seen them all, and thus clear 15 L.F.C. Sigs. He gave me a 108 (Exhibit "I") and told me to send the 1033³ to the A.C.C. office (Exhibit "H"). I made out a Park "X" order dated 29th June, 1944 (Exhibit "J"). On the 6th July, 1944 I sent a letter to the A.C.C. (Exhibit "K"). No further action was taken for me and I did not tell my O.C. I had not received the 1033³ but duly contacted. Shortly after the 6th July I was handing over to 3 boys

Sigals.

2728

W. L. L. (June)

over the 9 Redford 30 cuts, though he had not seen them
all, and thus bear 15 L.F.C. Sigs. He gave me a
108 (Exhibit I) and told me to send the 1033's

to the A.C.C. office (Exhibit H.) I made out a
Park "X" order dated 29th. June, 1944 (Exhibit J.)

On the 6th. July, 1944 I sent a letter to the
A.C.C. (Exhibit K.) No further action was taken
by me and I did not tell my O.C. I had not
received the 1033's but duly completed. Shortly
after the 6th. July I was handing over to 3 boys
Signals.

2728

W. L. Lueder (T.M.C.)

3044
2nd Witness. Major William J.P. 104766 R.A.S.C.

states:-

About the 1st. June, 1944 I was acting as Assistant Regional Transport Officer to Region II A.C.C. in company with Major Lye, U.S. Signal Corps. I visited Major Calveley at No. 2. District H.Q. Major Lye had asked me to come with him re the Transport of the Italian telephone companies. Major Calveley told me at this meeting that certain vehicles loaned to the telephone companies were to be taken over by the A.C.C. Major Lye produced a list showing who had the vehicles and where they were located. It was agreed I should inspect these vehicles and later I did inspect some of the vehicles.

A day or so later I went to India and saw Mr. Field of No. 1 Coy., 18 h. of C. 2725
who produced a list of vehicles showing certain numbers. I have a list of these vehicles and of

Freight Corp had asked me to come with him re the transport of the Italian telephone companies. Freight Corpn told me at this meeting that certain vehicles loaned to the telephone companies were to be taken over by the A.C.C. Freight Corp produced a list showing who had the vehicles and where they were located. It was agreed I should inspect these vehicles and later I did inspect some of the vehicles.

A day or so later I went to India and saw Mr. Field of No. 1 Coy. 18 h. of C. ²⁷²⁵ Sgt. who produced a list of vehicles showing certain numbers. I also saw Captain Michael and J.C. of the company who went with me to SET. Here I saw representatives of SET and AIRCONO who complained of the condition of certain of the vehicles. During this visit I agreed to U.N.I.F. to inspect the vehicles then in 18 h. of C. Park and

which had NOT been handed to SET & CIRCONO.
(These vehicles were the Bedford 3 tonner, 15 seat Dodge
and the B.S.A. motorcycle.)

On the 7th June I again saw Mr. Field and,
arrangements having been made by me for drivers of
SET & CIRCONO to collect the three vehicles from
D.O. 1601 park. I signed a 108 for them and handed
same to Mr. Field. (Exhibit G). On or before this
date I had had a conversation with G.H. (Ba.) A.C.C.
H.Q. and also Major Boddess (W. Sub-Commissioner).
I had been told that I should NOT sign a 1033 for
the vehicles but a 108 could be signed by me.
Pending instructions from H.Q. A.C.C. I told Mr.
Field this and also I told O.C. D.O. 1601, L.O. C. D.O.
the same during a conversation during lunch.

On the 18th June I saw Mr. Field re the 4
Bedfords. I told him that in addition to one that
had been B.H.R. several more would have to be
sent into R.H.M.E. for repairs. I agreed with Mr.
Field that I would arrange with R.H.M.E. for the

0047
1st Cor. Paul. I signed a 108 for them and name
same to Mr. Field. (Edwards G). On or before this
date I had had a conversation with G.H. (Ba.) A.C.C.
H.Q. and also Trip Borders (W. Sub-Commissioner)
had been told that I should NOT sign a 1033 for
the vehicles but a 108 could be signed for new
pending instructions from H.Q. A.C.C. I told Mr.
Field this and also of the C.C. to 1 Cor. L. of C. Regs
the same during a conversation during lunch.

On the 18th June I saw Mr. Field re the 9
Pearfords. I told him that in addition to one that
had been R.R. several more would have to be
sent into R.R.M.E. for repairs. I agreed with Mr.
Field that I would arrange with R.R.M.E. for the
disposal of the vehicles. I signed a 108 and again
told Mr. Field that I still had no authority to

sign a 1033.
I then had nothing further to do with the
matter due from subsequent conversation with
Major Apple & his successor Major Newell.

9. I understood that the ³most ³valuable ³pieces of vehicles
was in the hands of ³communications ³sub-commission

HQ. A.C.C.

Sometime about the end of August 1944 in
consequence of a visit to me by Major Fredegar
I made the report dated 2nd. Sept. (Part of Exhibit B.)

J. P. Wackman
Lieutenant

2723

10/ 1st Witness. Gen. Bonanno A. Italian Signals.

states that:-

As I remember sometime in April 1944, when I was attached to No. 1 Coy. 15 L. of C. Signals as Liaison Officer, I was present when some lorries were handed over to SFT by Lt. W. Hedderley. I was acting as interpreter. The vehicles were on No. 1 Coy. 15 L. of C. Signals park in MOHA. Lt. Hedderley had a list of the vehicles and each driver signed a book of the vehicle when he took over. These drivers were brought to MOHA by Mr. Prina of SFT and Major Cecilio of CIRCOLO. These two representatives were present when the drivers took over.

Lt. Ambr. Bonanno

2722

"Link of further exhibits produced to the Court, which have NOT been referred to in evidence.

Exhibit "L": Copy of letter produced by Major Watkins taken from the files of Communications Officer Region II A.C.C. Attention is drawn to the footnote, which the Court thinks was in the hand writing of Major Aaga.

Exhibit "M": Original of letter from file of H.Q., 2 District. No footnote to this letter.

Exhibit "N": Copy of report by Major Watkins taken from his files. Dated 5th June, 1944. Attention is drawn to frequent references to Watkins over in this letter.

Exhibit "O": Original memorandum of Gen. Frier, Liaison Officer to CSO 2 District, redrafted by Major Calverley and forwarded to H.Q., A.C.C. II Region on 11th June. This is drawn to para 2 of

forwarded, which the Comd thinks was in the hand
writing of Major Clegg.

Exhibit "M". Original of letter from file of H.Q.,
2 district. He forwarded to this letter.

Exhibit "N". Copy of report by Major Dathnis
taken from his files. Dated 5th June, 1944. ~~21~~
Attention is drawn to frequent references to taking
over in this letter.

Exhibit "O". Original memorandum of Gen. Frier,
Division Officer to C50 2 district; reworked by Major
Calverley and forwarded to H.Q., A.C.C. II Region on
23rd July, 1944. Attention is drawn to para 2 of
the covering memo signed by Major Calverley.

Exhibit "P". Letter received from C1R C50 Bari dated
3rd October, 1944. Attention is drawn to the first
para of this letter. It would appear that in June 1944
C1R C50 considered that Major Dathnis was the responsible party.

12/ The Court having heard the evidence and examined the documents produced are of the opinion that:-

(a) 1. The three vehicles, B.S.A. M/c., Dodge 15 est., and Bedford 3 tonner were released on 2 district release (Exhibit D) and drawn by 15 L. of C. Signals and held by them for issue by ACC to CIRCOLO. (Exhibit Q) The Court can find no evidence as to who made the arrangements for the vehicles to be provided by this method.

2. The 9 Bedford 30 ests. were drawn from the A.A. Unit by 15 L. of C. Signals on instructions received from Major Calverley 2 district with the authority of H.Q. A.A.I.

(b) 1. The three vehicles were handed over to employees of CIRCOLO & SET by Major Mathews, (transportation officer A.L.C. Region II, who himself produced drivers for them when he signed a 108 for them on 8th June, 1944.

and held by them for issue by ACC to CIRCOLO.
(Exhibit Q) The book can find no evidence as to who made the arrangements for the vehicles to be provided by this method.

2. The 9 Bedford 30 cwt. were drawn from the A.A. Unit by 18 L. of C. Signals on instructions received from Major Colvelley 2 District with the authority of H.Q. A.A.I.

(P.) 1. The three vehicles were handed over to employees of CIRCOLO & S&T by Major Watkins, Transportation Officer A.C.C. Region II, who himself produced drivers for them when he signed a 108 for them on 8th June, 1944.

2. The 9 Bedford 30 cwt. were handed over to the employees of S&T & CIRCOLO on the authority of the directors of those companies, whose representatives were present, and who produced drivers on 26th April 1944. These vehicles were handed to the directors of the companies by authority of G2 Signals 2 District

13.

-2-

(2) It is considered that the 12 vehicles are at present on charge to the ACC. for the following reasons:-

- (1) Although no 1033 has been signed by ACC the signed 108 by Major Watkins, as representative of the ACC, is considered to constitute a valid hand over in a theatre of war.
- (2) At all times the representatives of A.C.C. Region II have given the impression that they were willing and empowered to take over the vehicles. No evidence to the contrary has been produced.
- (3) The actions of both Major Ayre & Major Watkins²⁷¹⁹ in dealing with the vehicles, both before and after the signing of the 108, raises the presumption that they considered the ACC were responsible for the vehicles and their maintenance.

NOTE: Various other vehicles mentioned in the exhibits would appear to be covered by the 1st & last

of the ACC, is considered to constitute a valid hand over in a theatre of war.

(2) At all times the representatives of A.C.C. Region II have given the impression that they were willing and empowered to take over the vehicles. No evidence to the contrary has been produced.

(3) The actions of both Major Ayre & Major Watkins ^{P. 119} in dealing with the vehicles, both before and after the signing of the 108, raises the presumption that they considered the ACC were responsible for the vehicles and their maintenance.

NOTE: Various other vehicles mentioned in the exhibits would appear to be covered by the 1st & last para. of letter (Exhibit R) and do NOT therefore come within the scope of this enquiry.

R. Deane Major President

[Signature] R. Sigs. } Members.
R. Sigs. }
R. Sigs. }

5 Oct. 44.

Exhibit "A" ALL SERVICES

List of Stores, Plant, Tools, Instruments, &c.

Issued to } Italian S.E.T.
Requisitioned by }

From NO 156 de Sigala Date 25 4 44

Index (or Cat.) No.	Designation	Quantity
	Bedford 3000.1 85	
	Mod 4444 951	
	4444 56, 4166 751	
	4444 500, 4444 269	
	219210, 177801	
	219202, 4445499	
	Complete w/ tools & equipment as per AB 412	
		2718

b) Bedhru ly

Signature

*

Rank 26/4/64 Date

MEMORANDUM

10) The situation of the vehicles of the Allied Forces delivered to the Circolo and S.E.T. is precarious. As known, for the maintenance of the lines of the Allied Forces, committed to Italian civilians, 16 vehicles-to be so allotted-had been requested by the Italian Government:

-10 to the Circolo

-6 to the S.E.T.

30) 15 vehicles only were given by the Allied Forces instead of the 16 ones requested.- Exactly were granted:

i) to the Circolo the following:

No. 4444486 Bedford 30 CWT

" 4444500 " "

" 219210 " "

" 4983291 Dodge 15

" 219202 Bedford 30

" 4444951 " "

" 4964130 " "

" 5288652 Utility

" 4776478 " "

ii) to the S.E.T. the following:

No. 5288763 Utility

" 4885244 Bedford 30 CWT

" 4166751 " 30

" 4444269 " "

" 177804 " "

" 4443489 " 15

40) In a first time the maintenance of these vehicles was committed to 1 Coy of 15 I of C Sigs.-

i) The Circolo lost the vehicles ^{GLR handed to Maj. Watkins. ACC}

-4444951 Bedford 30 CWT } delivered to 1 Coy 15 I of C

-5288652 Utility } for repair - handed to Capt W.

-4776478 Utility -abandoned on the road Taranto-S.Giorgio

in consequence of a serious road incident in which the

driver was injured

ii) The S.E.T. lost the vehicle 4444951 Bedford 30 CWT -delivered to 1 Coy 15 I of C for repair and by this unit given the Circolo.

50) In the month of June, Major Ayre of the A.C.C.-Subcommission Reg.2

prea nounced to me-verbally-that the maintenance of the vehicles

would have passed in competence of an organization on purpose

created by the A.C.C.

Under that date the situation of the vehicles was the

following:

i) the Circolo had:

4444486 Bedford 30 CWT

" 4444506 " "

219210 " "

4983291 Dodge 15

2717

" 4983291 Dodge 15
 " 219202 Bedford 30
 " 4444951 " "
 " 4964130 " "
 " 5288652 Utility
 " 4776478 "

ii) to the S.E.T. the following:

No. 5288763 Utility
 " 4885844 Bedford 30 CMT
 " 4166751 " 30
 " 4444269 " "
 " 177801 " "
 " 4445499 " 15

40) In a first time the maintenance of these vehicles was committed to 1 Coy of 15 L of C Sigs.-

i) The Circolo lost the vehicles
 -4444951 Bedford 30 CMT } - Car handed to Maj. Wetherin Acc
 -5288652 Utility } delivered to 1 Coy 15 L of C
 for repair - handed to Capt. W.

-4776478 Utility -abandoned on the road Taranto-S.Giorgio
 in consequence of a serious road incident in which the
 driver was injured
veh. was ded to Maj. Wetherin

ii) The S.E.T. lost the vehicle 4445499 Bedford 30 CMT -delivered
 to 1 Coy 15 L of C for repair and by this unit given the Circolo.
 50) In the month of June, Major Ayre of the A.C.O.-Subcommission Reg.2
 preannounced to me-verbally-that the maintenance of the vehicles
 would have passed in competence of an organization on purpose
 created by the A.C.O.

Under that date the situation of the vehicles was the
 following:

i) the Circolo had:
 4444486 Bedford 30 CMT
 4444506 " "
 219210 " "
 4983291 Dodge 15
 219202 Bedford 30
 4964130 " "
 4445499 " 15 (before of the S.E.T.)

ii) the S.E.T. had:
 5288763 Utility
 4885844 Bedford 15 CMT
 4166751 " 30
 4444269 " "
 177808 " "

2717

Completion Act signed
8 June

On the 14th of June, afterwards a visit of inspection, were withdrawn-- because damaged and deemed not repairable--by the Major Hallstead of the Subcommission Reg. 2 A.O.C. the following vehicles of the Circolo:

-4864130 Bedford 300WT
-219202 " " "
-4445499 " 15 "

In change to the Circolo was allotted the vehicle 4977844 Dodge.--

70) Situation at the present time.

i) The Circolo has the following vehicles:

NUMBER PLATE	TYPE	LOCALITY OF EMPLOY	CONDITIONS OF WORKING
4444486	Bedford	Taranto	Out of gear
4444506	"	Brindisi	Out of gear
219210	"	Ostuni	Efficient
4983291	Dodge	Locorotondo	It needs revision
4977848	"	Bari	Out of gear
ii) The S.E.T. has the following vehicles:			
5288763	Utility	Bari	Out of gear
4885844	Bedford	Bari	Efficient
4186751	"	Brindisi	Out of gear
4444269	"	Lecco	Efficient
177808	"	Taranto	It needs revision

80) The situation is serious. To be able to fulfil suitably the engagements of the maintenance, it is necessary that Circolo and S.E.T. have in total 16 efficient vehicles.

90) Your kindness is requested to take the following measures:

- i) to reintegrate the vehicles--not efficient or already withdrawn-- by others of similar type, so that the vehicles attain again the number of 16 efficient ones
- ii) to intervene for the settlement of the maintenance of these vehicles, indicating to what workshops the vehicles out of gear have to be carried, for the repair.

L'Ufficiale Addetto
(Ten. Francesco Fiori)

Bari 2 Sept 44

160/2 Dic

195/2 Dic. - 41 Adv VP Corato

ACMF 2737/3/1 of 31 Jan

2 vch & RVS Bitato.

drawn by 15163

9 vch drawn by 15164 of C. Sign.
and banded over

W. approached to sign 1033.
would not but signed 108.

To Sublun ACC must decide

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref : Tptn/13/24 2 Sept 44
Subject : Vehicles on Loan to S.E.T. and CIRCOLO
To : 'X' Branch Signale. No. 2. District.

1. On inspection of the War Department vehicles on loan to S.E.T. and CIRCOLO was made by the undersigned and the following report submitted.

CIRCOLO	W.D. 219210.	Bedford 30cwt.	OSTUNI. On Road Poor Condt.
"	W.D. 4444500.	" "	BRINDISI " " "
"	W.D. 4444486.	" "	TARANTO Cannibalised.
"	W.D. 4983291.	Dodge 15cwt.	LOCOROTONDO On Road Fair
"	W.D. 4964130.	Ford 3 Ton.	BAHI - Off Road - R.E.M.E.
"	W.D. 4444951.	Bedford 30cwt. ✓	" - B.L.R. Canibalised
"	W.D. 5288652.	Utility ✓	" - Missing. BLR
"	W.D. 4776478.	"	" - Missing
"	W.D. 219202.	Bedford 30cwt.	CASERIANA.

S.E.T.	W.D. 4166731.	Bedford 30cwt.	BRINDISI. On Road Poor Condt.
"	W.D. 444259.	" "	LECCE. " " "
"	W.D. 177801.	" "	TARANTO " " "
"	W.D. 5288753.	Utility ✓	B.L.R.
"	W.D. 4865344.	Bedford 30cwt. 5 ✓	Off Road.

2713

~~Not all listed.~~

S.E.T. / W.D. L.4445499; - Bedford 30cwt. at Bari. on road.
CIRCOLO / W.D. 2.4977344. - Dodge 15cwt. at Bari. no battery.
REGION II/C.4342778. - - - B.S.A. Motor Cycle. - at PCC Bari.
(awaiting instructions)

2. All vehicles inspected were found to be in a condition which revealed lack of maintenance. Most cases differentials were short of oil, one vehicle without any. Batteries were in all cases short of distilled water and same

1. An inspection of the War Department vehicles on loan to S.E.I. and CIRCOLO was made by the undersigned and the following report submitted.

CIRCOLO	W.D.	Bedford 30cwt.	OSTUNI. On Road Poor Condtn.
"	219210.	"	BRINDISI "
"	4444500.	"	TARANTO Cannibalised.
"	4444486.	Dodge 15cwt.	LOCOROTONDO On Road Fair
"	4983291.	Ford 3 Ton.	BARI - Off Road - R.E.M.E.
"	4954130.	Bedford 30cwt. ✓	" - B.I.R. Canibalised
"	4444951.	Utility	" - Missing BLR
"	5288652.	"	" - Missing
"	4776478.	Besford 30cwt.	CASTELLANA.
"	219202.		

S.E.T.	W.D.	Bedford 30cwt.	BRINDISI. On Road Poor Condtn.
"	4166751.	"	LECCE. "
"	444269.	"	TARANTO "
"	177801.	Utility	B.I.R.
"	5293763.	Bedford 30cwt. ✓	Off Road.
"	4885844.		

2715

~~Not included.~~

S.E.T. / W.D. L.4445198; - Bedford 30cwt. at Bari. on road.
CIRCOLO / W.D. Z.4977844. - Dodge 15cwt. at Bari. no battery.
REGION II/C.4342778. - - - B.S.A. Motor Cycle. - at ACE Bari.
(Awaiting instructions)

2. All vehicles inspected were found to be in a condition which revealed lack of maintenance. Most cases differentials were short of oil, one vehicle without any. Batteries were in all cases short of distilled water and some damaged through corrosion. Engines were dirty, oil levels in sump 'low', lubrication in practically all vehicles was bad. The vehicle seen in park at Taranto on loan to CIRCOLO had been seriously cannibalised and had been off the road for over 2. months.

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

JPW/WEC.

15 L. OF C. SIGNALS

PART III ORDER OF VEHICLE CASUALTY

Make	Type	WD No.	Contract	From	To
BEDFORD	30-cwt 4x2 GS Lorry	L.219202	V.3905)	O.C.,	O.C.,
"	" " " "	L.219210	")	80 HAA Regt,	15 L. of C.
"	" " " "	L.177801	V.3612)	62 AA Bde	Signals
"	" " " "	L.4166751	V.3732)		(for issue on
"	" " " "	L.4444269	V.3838)		loan to SET)
"	" " " "	L.4444486	")		
"	" " " "	L.4444500	")		
"	" " " "	L.4444951	") X BLR		
"	" " " "	L.4445499	")		
MATCHLESS	350cc Solo Motor-cycle	C.939093	-	O.C. 15 L. of C. Signals	O.C. 59 Area 2nd Line W/shop RENE

In the Field
26 April 44
MHL

W. Lidington
Major

for Lieut-Col., R. Signals,
Commanding
15 L. of C. Signals

Distribution :

Q(AE) AFHQ BNAF
Q(AE)4 GHQ MEF
DADOS 6 BSA

2712

SIGNALS

PART III ORDER OF VEHICLE CASUALTY

Ref. 376/7/13

WD No.	Contract	From	To	Authority
L.219202	V.3905	O.C.,	O.C.,	District Signal SDR/1830
L.219210	"	80 HAA Regt,	15 L. of C.	Dated 16 April 44
L.177801	V.3612	62 AA Bde	Signals	
L.4166751	V.3732		(for issue on	
L.4444269	V.3838		loan to SET)	
L.4444486	"			
L.4444500	"			
L.4444951	"	) X B.L.R.		
L.4445499	"	)		
le C.933033	-	O.C. 15 L. of C. Signals	O.C. 59 Area 2nd Line W/chops, REMB	Condemnation Certificate AF 61043 of 28 Oct.43 B.L.R.

W. L. Dunnington
Major

for Lieut-Col., R. Signals,
Commanding
15 L. of C. Signals

Exhibit "C"

A. D. Datta Major
President

Exhibit D
Subject:- Issue of Vehs

HQ 2 District CMB

8 May 44

2 District Release No 797
AAI Serial No

President
1st L of C Sigs

Copy to:- 38 Veh Coy
2 Gp 38 Veh Coy
'X'

1 Authority is given for the release to you of the following
vehs:

Serial 1	MO Solo	1 -
Serial 36	Trucks 15 cwt 4 x 2 GS	2 -
Serial 85	Lorries 3 ton 4 x 2 GS	1 -

2 Please arrange collection through 2 Gp 38 Veh Coy.

Whitely Capt
Lieutenant Colonel,
General Staff

JMS

Subject: Handing over of Vehicles

Captain Helstead,
R.A.S.C.,
Regional Transportation Officer,
Region 2 A.C.C.

383/2

2

Reference handing over of eight 30-cwt Lorries of S.E.T.
and Circles.

C.O. suggests you meet Italian superintendent at Bari and
take over these vehicles. Present situation will not allow
vehicles to be gathered in. Instructions re maintenance etc.
can be made through superintendent.

Can you make appointment to be at Mola, and O.C. MT of
No. 1 Coy will take you to said superintendent for final
arrangements. Vouchers etc. will then be cleared, as soon as
you are satisfied.

Sorry I can't make this deal any simpler.

The ninth 30-cwt was condemned and application for
replacement made to G(SD2) on 15 May 44 under reference 377/1.
Copy of B.L.R. certificate is already held by you.

Field
May 44
MHL

Lieut. (T.M.O.); R. Signals,
60 T.M. Section,
15 L. of C. Signals

Exhibit "B" 7/2
H. Oldham
President.

Army Form G1043
(Pads of 100)

W. Indent No. 1034

R.A.O.C. WORKSHOPS REPORT ON STORES SENT IN.

OFFICER COMMANDING

12 L. of C. Signals Coy.

With reference to your Workshop Repair Indent (A.F. G1045) No. _____ dated _____, the stores mentioned below have been "conditioned" as shewn, due to Fair Wear except as otherwise stated.

Catalogue No.	DESIGNATION.	No.	CONDITION	
			Beyond Local Repair	Uns.
<u>24</u>	<u>Bedford Book</u>			
	<u>12 L. of C. Signals Coy.</u>	<u>1</u>	<u>BLK</u>	<u>-</u>
	<u>Expendable</u>			
	<u>Signal Telephone</u>			
	<u>3A21</u>			
	<u>Expendable to BLK</u>			
		<u>2711</u>		

1. { A.F. G1032 }
{ A.F. G1033 } for these stores should be forwarded to the C.O.O./D.A.D.O.S.

, quoting this report as your authority.

2. If stores are required in replacement, { A.F. G1032 }
{ A.F. G997 } should be submitted to the

C.O.O./D.A.D.O.

with this report attached.

Station

Date

12 L. of C. Signals

* Delete A.F. not applicable.

Exhibit F
Subject: Transport.

RESTRICTED.

FMV
CSO 3 District (East)
Tel: Ext: Bari 11418.
Ref: 5253 X 12.
19 Sep 44.

*W. H. Wilson
President*
OC 15 4 of C Signals.

Ref CSO 3 District letter 4061 X 299 of 16 Sep, para 6 (e).

1. Herewith BLR certificates forwarded by Major Watkins in respect of certain vehicles.
2. Ack.

JWS/s.

W. H. Wilson
2717 *Cast*
Colonel.
Chief Signal Officer.

No. 785021

ALL SERVICES

Issued to _____
Requisitioned by _____

A. E. C.

From

Date 8/6/2011

Index (or Cat.) No	Designation	Quantity
	BSA M/2 M/6	
	M. C. DTU 778	
	3.0000 3-100 45	
	2.0000 844	
	0.0000 1500 65	
	2.0000 77844	
	Complete with tools	
	original as per AB 42	
	Transmitted to HQ Region	

~~Interagency~~
HQ Region

279

王德山 王德山 王德山

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Date _____

Subject: Transport of S.E.T. and Circolo

Regional Transportation Officer,
A.C.C.

377

(8)

Reference Transport of S.E.T. and Circolo

1. Herewith receipt for Austin Utility M.5288652, delivered to 607 L. of C. Workshop, REME as requested.
2. Herewith AFs G1033 MT/16 and MT/17 in respect of vehicles handed over to Major Watkins and signed for by him on AB 103. Please may the authority for the transfer of these vehicles be inserted in the appropriate place on the AF G1033, and the duplicate copies signed and returned.

[Signature]

Lieut. (T.M.O.), R. Signals,
for O.C. 15 L. of C. Signals

Field
19 June 44
MHE

2718

BEST COPY POSSIBLE

ISSUE AND RECEIPT VOUCHER.

Army Form G. 1033
(in books of 100.)

Issue
Voucher No. 117/17
Account 117/15 LC
Date account commences 1/1

To be completed
by Consignor

For Office Use Only

SECTION
Date 1/1
OFFICE SIGNALS

To be completed
by Consignee

No. of sheets in voucher 1 Sheet No. 1
Receipt Voucher No. 1
Account 1
Date account commences 1/1

Issued by CC 15 L of C
To 117/15 LC
Authority 117/15 LC
Date and mode of conveyance 117/15 LC

Carrier's or Convey Note No. and Date

For Store Depot use only

Ledge Folio (i)	Cat. or Part No. (ii)	DESIGNATION (iii) Section or Sub-Section	Total number or quantity (iv)	Description and marks on packages (v)					Rate (vi)	Value (vii)		
					S. (vi)	R. (vii)	D. (viii)	U. (ix)		L	s.	d.
		DEPTORD 30-101 1/2 1/2										
		RS LARRIES	9									
		WD HRS L 157801 L 4116751										
		L 219202 L 219210										
		L 4444269 L 4444486										
		L 4444549 L 4444500										
		L 4444951 (2LR)										
									27.07			

* Of Consignor on original and triplicate and of Consignee on duplicate.
† Part No. to be completed in the case of M.T. and similar stores.

IF USED BY ORDNANCE OFFICERS AS AN ISSUE VOUCHER, TONNAGE TO BE ENTERED ON REVERSE

(Signature of Consignor or Consignee)
LEUT. R. SIGNALS
Technical. Maintenance. Officer.

*(Signature of Consignor or Consignee.)

Exhibit I

ALL SERVICES (15)

List of Stores, Plant, Tools, Instruments, &c.

Issued to
Requisitioned by *1st Lt. J. H. Brown 2000*

From *1st Lt. J. H. Brown 2000* Date *15 June 1964*

Index (or Cat.) No.	Designation	Quantity
	<i>1. DNOs 147801</i>	
	<i>319202</i>	
	<i>319210</i>	
	<i>414304</i>	
	<i>414400</i>	
	<i>4144500</i>	
	<i>414451 EHR</i>	
	<i>414459</i>	
	<i>416571</i>	
<i>G1033 to be prepared and forwarded to Regt</i>		
<i>1st Lt. J. H. Brown 2000</i>		
	<i>J. H. Brown</i>	Signature
	<i>1st Lt.</i>	Rank
	<i>1st Lt.</i>	Signature

15 L. of C. Signals

Part I Order D/S of 29 June 44

Sheet 1

ED No.	Type and Capacity	Make	From	To
L.177851	30-cwt 4x2 GS Lorry	BRIDGEMAN	O.C. 15 L. of C. Signals	Regional Transportation Officer, Region 2, Allied Control Commission
L.419202	" " "	"		
L.419210	" " "	"		
L.4444269	" " "	"		
L.4444486	" " "	"		
L.4444500	" " "	"		
L.44445493	" " "	"		
L.4166751	" " "	"		
L.4885844	3-ton 4x2 GS Lorry	"	} SET	
L.4977844	15-cwt 4x2/ GS Truck	Bridge		
L.4342778	500cc Solo M/cycle	B.S.A.		

Field
27 June 44
ML

for *Walter L. (TWO)*
Lieut-Col., R. Signals,
Commanding
15 L. of C. Signals

Distribution :

3(AS)4 GNC MFP
3(AS) AFHQ HMAP
DADGB 6 BSA

E
1

Sheet 3 of 3

ok

for *Paul L (two)*
Lieut-Col., R. Signals,
Commanding
15 L. of C. Signals

Exhibit "J"

R. D. Allen Major
President.

Subject: Transport of S.E.T. and Circolo

Regional Transportation Officer,
Region 2, A.C.G.

377

Reference my 377 of 19 June 44, regarding
transport of S.E.T. and Circolo handed over to you.

May the duplicate copies of AF 61033 now be
returned, so that we are able to regard the matter
as finalised.

Field

6 July 44

MIL

W. H. H. H.

Lieut. (T.M.O.), R. Signals,
for CG 15 L. of C. Signals

27.3

Exhibit "K"*R. D. Alba Major**President.*

(COPY)

Subject: Vehicles for Maintenance of Routes.

Communications Officer
Region 2
A.G.C.

HQ 2 District CMT
Tel : 11418
Ref : 2791 X

18 May 44

1. The following vehicles were obtained through Staff channels 2 District for use by S.E.T. and Circolo for maintenance of routes handed back by Allied Military

- + L 219210
- + L 4444951
- + L 4444500
- + L 4444488
- + L 219202
- + L 477801
- + L 4444269
- + L 44445499
- + L 4466751

Vehicles marked '+' were handed over to Circolo and those marked 'Ø' to S.E.T. The hand-over was carried out on Apr 26. 44.

2. The normal class of vehicle allotted for this type of work is class V. On this occasion, however, we were fortunate in being able to obtain Class II vehicles which had just become available, and were offered on the condition that they were drawn immediately. As these vehicles must be on charge to a military unit they were drawn by 15 L of C Signals and were handed over to S.E.T. and Circolo by them.

3. As 15 L of C Signals have no authority to hold these vehicles which are in excess of their War Establishment we shall be glad if you will arrange to take them over with effect from the date on which they were first driven by civilian drivers, i.e. 26 Apr 44.

4. The reason for requesting that these vehicles be taken over from the date of being driven by civilian drivers is that during the interim period Vehicle No. 4444951 has been involved in an accident with consequent damage, for which 15 L of C Signals cannot be held responsible.

(signed) ?????????? Major,
for Colonel
Chief Signal Officer.

18 May 44

Foot Note in Handwriting

2702

Discussed with Col. Clapp and Major Colneley in Bari with Major Bordass, Transportation Sub-Commission and Capt. Hanstead, Regional Transportation Officer. The latter two went to Molo on 19 May 44.

+ L 4444500
 + L 4444488
 + L 219202
 Ø L 177801
 Ø L 4444269
 Ø L 4445499
 Ø L 4166751

Vehicles marked '4' were handed over to Circolo and those marked 'Ø' to S.E.T. The hand-over was carried out on Apr 26. 44.

2. The normal class of vehicle allotted for this type of work is class V. On this occasion, however, we were fortunate in being able to obtain Class II vehicles which had just become available, and were offered on the condition that they were drawn immediately. As these vehicles must be on charge to a military unit they were drawn by 15 L of C Signals and were handed over to S.E.T. and Circolo by them.

3. As 15 L of C Signals have no authority to hold these vehicles which are in excess of their War Establishment we shall be glad if you will arrange to take them over with effect from the date on which they were first driven by civilian drivers, i.e. 26 Apr 44.

4. The reason for requesting that these vehicles be taken over from the date of being driven by civilian drivers is that during the interim period Vehicle No. 4444951 has been involved in an accident with consequent damage, for which 15 L of C Signals cannot be held responsible.

(signed) ????????? Major,
 for Colonel
 Chief Signal Officer.

18 May 44

Foot Note in Handwriting

2772

Discussed with Col. Clapp and Major Colneley in
 Bari with Major Bordass, Transportation Sub-Commission and Capt. Halstead,
 Regional Transportation Officer. The latter two went to Molo on 19 May 44
 and arranged for the transfer from 15 L of C. to A.C.C.

(signed) ???????

Extracted from ECA/ 28.

HEADQUARTERS
AFRICAN ALLIED COMMAND OVERSEAS
SECTION II

5 June 44

Subject: Inspection of U.D. Vehicles allotted to SET and CIRCULO.

L. 4685844.	Bedford 3 Ton.	-	Arranged U.M.I. to inspect June 3rd, and take over.
Z. 4977844.	Dodge 15cwt.	-	Arranged U.M.I. to inspect June 3rd, and take over.
C. 4342776.	M/Cycle.	-	Arranged U.M.I. to inspect June 3rd, and take over.
<u>Circulo.</u>			
L. 219202.	Bedford 30cwt.	-	See Report.
L. 4964430.	Ford 3 Ton	-	See Report.
<u>S.E.T. - Bard.</u>			
L. 4445499.	-	-	See Report.
L. 4903721	Bedford 15cwt.	-	See Report.
M. 5288763	Austin Utility	-	See Report.
M. 5288652	Austin Utility	-	See Report.

Not on charge to
Lot C Sigs Coy.

do.

do.

L. 4325844 - Bedford 3 Ton.

This vehicle is at present in L of C Sigs No. 1. Company Workshops MOLA being fitted with new valves - reported by M.C.O. fitter to be in good condition. A.B. 406. A.B. 412 available - Unit Maintenance Inspection 3 April 44 - suggested that vehicle be taken over on report of U.M.I., and handed over to CIRCULO.

Z. 4977844 - Dodge 15cwt.

Engine No. 2 2252020. Chassis No. 91095364. This vehicle at present in Vehicle Park of L of C Sigs No. 1. Coy. MOLA in fairly good condition. A.B. 406 and A.B. 412 available. Some tools in kit. No super-structures or canvas. No spare wheel. Lighting set complete. Requires painting and markings - Unit Maintenance Inspection 3 April 44. - suggest that vehicle be taken over on report of U.M.I., and handed over to S.E.T.

C. 4342776 - Motor cycle.

Fair condition. Approximate mileage 30 to 40

Circolo.

L. 249202.	Bedford 30cwt.	-	See Report.	
L. 4964130.	Ford 3 Ton	-	See Report.	
<u>S.E.T. - Bari.</u>				
L. 4445499.		-	See Report.	(Not on charge to Loss C Sign Coy.
L. 4903724	Bedford 15cwt.	-	See Report	(
M. 5286763	Austin Utility	-	See Report	do.
M. 5283652	Austin Utility	-	See Report	do.

L. 4005944 - Bedford 3 Ton.

This vehicle is at present in L of C Migs No. 1. Company Workshops MOZA being fitted with new valves - reported by H.C.O. fitter to be in good condition. A.B. 406. A.B. 412 available - Unit Maintenance inspection 3 April 44 - suggested that vehicle be taken over on report of U.M.I., and handed over to CIRCOLO.

Z. 4977844 - Dodge 15cwt.

Engine No. 2 2235203. Chassis No. 91005361. This vehicle at present in Vehicle Park of L of C Sigs No. 1. Coy. MOZA in fairly good condition. A.D. 406 and A.B. 412 available. Some tools in kit. No super-structures or canvas. No spare wheel. Lighting not complete. Requires painting and marlings - Unit Maintenance inspection 3 April 44. - suggest that vehicle be taken over on report of U.M.I., and handed over to S.M.I.

C. 4342776 - Motor cycle.

Fair condition. Approximate mileage 30 to 40 thousand. Battery unserviceable. Tires good. To be inspected U.M.I. 3 April 44. suggested taken over and handed to HQ. A.C.C., for disposal for reasons of both Economy and Security. This Motor cycle should not be handed to Italian Civilian Authorities.

- 2 -

L. 219202 - Bedford 30wt. 4 & 2 GS. Engine No. 63004.
Chassis No. 6954.

Vehicle at Bari with CIRCOLO in bad condition - General condition very dirty and neglected. No super-structure or canvas. Wings damaged. Part of bonnet. No electrical system. Chassis bolts slack. Springs rusty. Engine oil leaks and fuel leaks. Starter not working. Tires poor but serviceable. Shows last maintenance 13 April 43. A.E. 412, incomplete. Suggest evacuation to R.E.M.E. at once. Estimated cost of repairs to be charged to CIRCOLO on completion of repair to be taken over by A.C.O., and handed over correctly to CIRCOLO.

EVACUATE
R.E.M.E.

L. 4964130 - Ford 5 Ton. CIRCOLO.

General condition - fair - requires painting - super-structure but no canvas. Metal body fair condition - tires sound with spare assembly - some tools. Accumulator bad - Engine running fair - probable water leak to engine. Fuel feed defective. Recommend - Evacuate to R.E.M.E. Shops for overhaul at once. Accepted only on A.E.E. 100.

EVACUATE
R.E.M.E.

L. 4905721 - Bedford 15wt. Chassis No. MTR 42567. Engine No. M 45111. Body Work requires re-painting - tail board smashed - canvas torn - wind screen broken - serviceable - Drivers seat and Passengers seat missing. Horn contact missing. Lighting system - Nil. Mileage 8032, appears to have been re-set. Engine Running Gasket. Oil and Fuel leaks. No driving mirror. No Tools - no A.D. 412 or 406. Recommend Evacuation to R.E.M.E.

EVACUATE
R.E.M.E.

L. 4445499 - Bedford 30wt.

Body - metal - super-structure no canvas fair condition requires re-painting. Chassis - very dirty. U.J. bolts loose. Springs bad. Shockle pins bound. Engine - Fan belt very loose. Oil and Fuel leaks - no appearance of greasing and maintenance. Electrical system - Nil. No tools. Recommend Evacuation to R.E.M.E.

EVACUATE
R.E.M.E.

M. 528763 - Austin Utility. Engine No. 1G 22346. Chassis No. G/X 216323.

General condition Fair. No bridge sign or markings. Electrical system working. Engine dirty. Fan belt requires adjusting - Steering slack - Springs rusty. No A.D. 412. No allotted driver - 4 drivers have authority to drive. Recommend Evacuation to R.E.M.E. for check. This vehicle not on charge to L of C Sigs. Coy.

R.E.M.E.
CHECK.

M. 528652 - Austin Utility. Chassis No. G/X 216212.

Damaged in accident - Front axle - steering - radiator. Engine bracket wing and lamp.

EVACUATE
R.E.M.B.

L. 4905721 - Bedford 15376. Chassis No. LVR 42567. Engine No. LW 46411. Body work requires re-painting - tail board smashed - canvas torn - wind screen broken - serviceable - Drivers seat and Passengers seat missing. Horn contact missing. Lighting system - Nil. Mileage 8092. Appears to have been re-set. Engine blowing gasket. Oil and Fuel leaks. No driving mirror. No tools - no A.B. 442 or 406. Recommend evacuation to R.E.M.B. 198.

EVACUATE
R.E.M.B.

L. 4445499 - Bedford 30076.

Body - metal - super-structure no canvas fair condition requires re-painting. Chassis - very dirty. U.J. bolts loose. Springs bad. Shockle pins bent. Engine - fan belt very loose. Oil and Fuel leaks - no appearance of greasing and maintenance. Electrical system - Nil. No tools. Recommend evacuation to R.E.M.B.

EVACUATE
R.E.M.B.

M. 5298763 - Austin Utility. Engine No. 1G 223446. Chassis No. G/TG 216323. General condition fair. No bridge sign or markings. Electrical system working. Engine dirty. Fan belt requires adjusting - Steering slack - Springs rusty. No A.B. 412. No allotted driver - 4 drivers have authority to drive. Recommend evacuation to R.E.M.B. for check. This vehicle not on charge to L of C Sigs. Coy.

R.E.M.B.
CHECK.

M. 5298652 - Austin Utility. Chassis No. G/TG 216212. Damaged in accident - Front axle - steering - radiator Engine bracket wing and lamp. 3 tires good, 1 - split wall. Spare wheel - no tire. Mileage 5609. Recommend B.L.R. U.M.I. arranging replacement to be arranged.

B.L.R.

SIR/REC.

J.P. WALKER.
Major, R.A.S.C.,
Transportation Officer.

Subject: H.E. Circolo, S.E.T. Telephone Cows.

H.Q. No 2 District

ACC.,
Region 2.Ext 11418,
2791 A.

23 Jul. 44.

Exhibit
Inf.
President

I enclose herewith report on the transport position of Circolo and S.E.T., received from my Liaison Officer.

As this is purely an ACC matter the report is forwarded for such action as you may consider necessary.

/PAL.

Wahby
Colonel,
Chief Signal Officer.

2693

MEMORANDUM

The situation of 16 vehicles of the Allied Forces ceded to Circolo and S.E.T. is precarious.

As it is known, for maintenance of lines of the Allied Forces, entrusted to Italian civilians, by the Italian Government had been requested 16 vehicles to be divided 10:10 to Circolo and 6 to S.E.T.

20) By the Allied Forces were requested 15 vehicles instead of 16 vehicles demanded. *Exactly were given 15 vehicles as below.*

1) to Circolo the following:

4444486	Bedford	30 CWT
4444506	"	"
219210	"	"
4983291	Dodge	15
219202	Bedford	30
4444951	"	"
4984130	"	"
5288652	Utility	"
4776478	"	"

ii) to S.E.T. the following:

5288763	Utility
4885844	Bedford 15 CWT
4166731	" 30
4444269	" "
177808	" "
4445499	" 15

40) In the beginning, the maintenance of these vehicles was entrusted to S.E.T. of 15 I of C Sigs. *Later on, the maintenance was entrusted to Circolo.*

4444951 Bedford 30 CWT and 5288652 Utility, delivered to 1 Coy 15 I of C for repair.

4776478 Utility abandoned on the road Taranto-S. Giorgio. After a ~~few days~~ accident of the road, in which the driver was ~~injured~~ killed. S.E.T. lost the vehicle ~~4444951~~ 4445499 Bedford 15 CWT delivered for ~~repair~~ to 1 Coy 15 I of C, and by this that ~~as 2000~~ Circolo. During the month of June, Major Ayre of the A.C.C. Subcommission Region 2, advertised me verbally that the maintenance of vehicles, in future, would have to be ~~entrusted~~ *entrusted to Circolo*. At that date the situation of the vehicles was the following:

i) Circolo had

4444486	Bedford	30 CWT
4444506	"	"
219210	"	"
4983291	Dodge	15
219202	Bedford	30
4984130	"	"
4445499	"	"
5288763	Utility	15

ii) S.E.T. had

4985844	Bedford	15 CWT
4166751	"	30

100

2) situation at the present time.

i) Circolo has the following vehicles:

NUMBER	TYPE	LOCALITY OF EMPLOY	CONDITIONS OF WORKING
4444486	Bedford	Taranto	Faulty
4444506	"	Brindisi	Efficient
219210	"	Ostuni	Efficient
4933291	Dodge	Locorotondo	It needs revision
4977848	"	Bari	Efficient

ii) S.E.T. has the following vehicles:

NUMBER	TYPE	LOCALITY OF EMPLOY	CONDITIONS OF WORKING
5288763	Utility	Bari	Faulty
4885844	Bedford	Bari	Efficient
4166751	"	Brindisi	Efficient
4444269	"	Lecce	Efficient
177838	"	Taranto	Faulty

2c) The situation is ~~very~~ serious. To be able to ~~carry out~~ ^{carry out} the duties of maintenance, it is necessary that Circolo and S.E.T. have ~~a~~ total of 16 ~~efficient~~ vehicles.

2d) It is requested to take kindly the following steps:

i) to get the vehicles, not efficient or already withdrawn, reintegrated with other vehicles of similar type, so that the vehicles are again

15

ii) to intervene for the definition of the maintenance of these vehicles, indicating to what workshops they have to be carried - when they are faulty - for the reparation.

action
L'Ufficiale Addetto
(Ten. Francesco Fiori)

Bari 21 Jul 44

9. It is requested that action be taken ~~2797~~
Have the total made up to the working vehicles
It is further suggested that the system of
maintenance be investigated.

U R G E N T I S S I M O

Mod. 151 B - Ediz. 1942

MODULARIO
C. - Dir. Pr. Post. - 443 B

Amministrazione delle Poste e dei Telegrafi

CIRCOLO AUTOMOBILISTICO

Direzione Provinciale _____ Ufficio di _____

CIRCOLARE N. 9747-28BIS-2

OGGETTO
AUTOMEZZI.

MAKI _____

Al C.S.O. 3° District (LAST)
Signal Officer. B A R I

→ P.C. Ten. Francesco FIORI
Ufficiale di Collegamento con CSO B A R I
2° District.

Con riferimento alla lettera di codesto Comando del 29 settembre u.s.

1°- Il 14 giugno 1944 in seguito a verifica eseguita a-
gli automezzi avariati da parte del Major Watkins della Subcommis-
sion Reg 2 dell'A.O.C. furono ritirati a cura dell'ufficiale me-
desimo tre automezzi:

4964130	Bedford	30	Owt
219202	"	"	"
4445499	"	"	"

2696

In cambio il Major Watkins fornì un Dodge targato 4977848, quindi
gli automezzi militari forniti nel mese di giugno u.s. non sono tre,
bensì uno.

2°- La manutenzione degli autoveicoli in uso presso questo
Circolo viene curata giornalmente nei limiti del possibile e compa-
tibilmente con i mezzi a disposizione, non disponendo delle materie
grasse indispensabili alla lubrificazione delle diverse parti del
degli altri convegni degli automezzi e degli utensili adat-

CIRCOLARE N. 9747-28BIS-2

OGGETTO
AUTOMEZZI.

MAI 1944

Al C.S.O. 3° District (EAST)
Signal Officer.

= B A R I =

P.C. Ten. Francesco FIORI
Ufficiale di Collegamento con CSO
2° District.

= B A R I =

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Circolo viene curata giornalmente nei limiti del possibile e compa-
tibilmente con i mezzi a disposizione, non disponendo delle materie
grasse indispensabili alla lubrificazione delle diverse parti del
motore e degli altri congegni degli automezzi, e degli utensili adat-
ti per eventuali piccole riparazioni.

Inoltre, nonostante l'interessamento di questo Circolo
presso le Autorità competenti non ancora è stata segnalata l'offi-
cina per la periodica revisione degli automezzi medesimi. E, pertanto,

./.

in caso di assoluto bisogno - per urgenti riparazioni - questo Circolo è stato costretto rivolgersi all'industria privata per mantenere gli automezzi in efficienza.

Il Tenente Fiori è al corrente di tale situazione e sa quanto interessamento abbia spiegato finora questo Circolo a beneficio degli automezzi che ha in consegna.

3°- L'autoveicolo "Utility" targato 4776478 rimase gravemente danneggiato in seguito ad incidente avvenuto l'8 maggio 1944 sulla strada S.Giorgio-Ionio - Taranto.

L'automezzo era guidato dall'autiere retmazzelli Vito del IX Raggruppamento Autieri di Bari, il quale rimasto ferito fu soccorso da alcuni militari inglesi e trasportato all'ospedale di Taranto, abbandonando necessariamente sul posto dell'incidente la macchina.

Le ricerche tempestive disposte dallo scrivente per il rintraccio dell'autoveicolo - che risulta' rimorchiato poco dopo l'incidente da un automezzo americano che si dirigeva verso S.Giorgio Ionico- dettero esito negativo. Anche la Polizia Militare Inglese di Taranto, alla quale fu denunciato il fatto, non riuscì a rintracciare l'automezzo.

L'incidente fu regolarmente segnalato al CC 15 L of C

Signe di Mola.

4°-L'autoveicolo targa 4444486 affidato all'autista Caracciolo Giuseppe della Direzione delle Poste di Taranto, il 7 luglio u.s. per avaria al motore fu dichiarato non suscettibile a riparazioni ed a cura dello stesso autista fu trasportato per la custodia nel parco inglese di piazza Abalia di Taranto. L'automezzo era completo di tutte le sue parti.

Al riguardo non si è in grado di fornire altre precise

indicazioni. =

ficio degli automezzi che ha in consegna.

3°- L'autoveicolo "utility" targato 47764V8 rimase gravemente danneggiato in seguito ad incidente avvenuto l'8 maggio 1944 sulla strada S.Giorgio-Ionico - Taranto.

L'automezzo era guidato dall'autiere Letruzelli Vito del IX Raggruppamento Autieri di Bari, il quale rimasto ferito fu soccorso da alcuni militari inglesi e trasportato all'ospedale di Taranto, abbandonando necessariamente sul posto dell'incidente la macchina.

Le ricerche tempestive disposte dallo scrivente per il rintraccio dell'autoveicolo - che risulterà rimorchiato poco dopo l'incidente da un automezzo americano che si dirigeva verso S.Giorgio Ionico- dettero esito negativo. Anche la Polizia Militare Inglese di Taranto, alla quale fu denunciato il fatto, non riuscì a rintracciare l'automezzo.

L'incidente fu regolarmente segnalato al CC 15 L of C Signs di Mola.

4°-L'autoveicolo targa 444486 affidato all'autista Caracciolo Giuseppe della Direzione delle Poste di Taranto, il 7 luglio u.s. per avaria al motore fu dichiarato non suscettibile a riparazioni ed a cura dello stesso autista fu trasportato per la custodia nel parco inglese di Piazza Ebolia di Taranto. L'automezzo era completo di tutte le sue parti.

Al riguardo non si è in grado di fornire altre precise indicazioni.=

beyond repair
IL DIRETTORE DEL CIRCOLO.=
P. W. H.

TRANSLATION.

Referring to your letter of the 29th Sep 44.

In June 44 Maj Watkins came to inspect condition of transport and decided to withdraw 3 trucks.

4964130 Bedford 30 cwt.
219202 " "
4445499 " "

Maj Watkins gave in exchange one Dodge 4977384. In June we have received only one truck.

2. We are doing all is possible to do about routine maintenance.
We submit to you the lack of oil and tools, without which it is not possible to take over appropriate maintenance.
We have not yet received the authority to bring our trucks in a W.D. Work shop for repair.
Consequently we were obliged to bring our trucks in civil garage for urgent repair.
Lt Fiori knows the situation and all we have done in order to keep in tidy condition the trucks handed over to us.
3. The Utility No. 4776478 was damaged during a road accident which occurred on 8 May 1944 on the S. Giorzias Tonico - Taranto road.
The driver PETRWZZELLI VITO IX Raggrup - parmento-Autleri - Bari - was seriously injured and taken into the hospital of Taranto by some English soldiers.
Consequently he left the place of accident.
Anything we did in order to find the vehicle had no result.
As far as we know the vehicle was drawn by an American truck going towards S. Giorzias Tonico.
The M.P. received a statement about, but was not able to find the truck.
We forwarded a traffic accident statement to the CC 15 L of C Signals of of NOLA.
4. The vehicle No. 4444486 driven by CARACCILO GIUSEPPE della Direzione della Poste di Taranto on the 7th July was brought in the vehicle park at Piazza Ebalia in Taranto as beyond repair. The truck was complete in all parts.
About this matter we are not able to give you further news.

Q. Subject: Vehicle St 2.

*H. DeScha
President*

H. DeScha

102/3.

T.M.O.,
15 L of C Signals.

Reference your 378, dated 25 May 44.

1. Dodge 15 cwt C5625220 issued to 159 Line Section.
Dodge 15 cwt C5625202 issued to ~~159~~ L M Section *X*
BSA Solo 5123877 issued to CHQ
Dodge 3 Ton 5652160 issued to 41 Construction Section.

2. The following vehicles are held for issue by
A.C.C. to CIRCOLO -

BSA Solo 4342778 from CHQ
Dodge 15 cwt 24977844 from 159 Line Section
Beford 3 Ton 4885844 from 41 Construction Section

for R. Signals

Major, R. Signals,
Commanding 1 Coy.,
15 L of C Signals.

Field.
27 May 44.

JH.

269

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AMO 394

MSC/3015
23 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Economic Section, Hq. Allied Commission.
Subject: Italian Navy Motor Transport, Tires and Spare Parts -
Supply and maintenance of.
Reference: (a) Navy Sub-Commission ltr MSC/2863 of 6 July 1945.
Enclosure: (A) Copy Chief Commissioner, AG ltr MSC/1202 of 23 Nov. 1944.
(B) Copy Allied Force Headquarters ltr AFHQ/3200/5/3/2(30) of 9 April 1945.
(C) Copy Navy Sub-Commission ltr MSC/2260 of 26 April 1945.
(D) Copy CHC ltr Med.45/955/16/8 of 13 May 1945.
(E) Copy Ministry of Marine ltr MM.14127 of 19 July 1945, W/C Enclosure.
(F) Copy CHC ltr Med.45/955/16/8 of 10 July 1945.

1. The Commander-in-Chief, Mediterranean was advised in enclosure (A) that the Allied Commission is not considered to be responsible for the supply of motor transport to the Italian Navy for port operations affecting civilian economy and the rehabilitation of Italy. Allied Force Headquarters in enclosure (B) established a policy for the supply and method of procuring vehicles, spares and ancillary equipment for the Italian Navy after discussion with G-4(A) and the Royal Navy. Paragraph 1(a) thereof provided that demands for vehicles, spares, tires, tubes, etc., for Italian Naval Units working for the clearance of civilian supplies will be met by the Allied Commission without call on Allied Force Headquarters.

2. The Commander-in-Chief, Mediterranean was informed in enclosure (C) that the provisions of paragraph 1(a) referred to above were not clearly understood and was requested to clarify the procedure to be adopted. Enclosure (D) requests that the provisions of enclosure (A) be reviewed, with the object of implementing the decision contained in paragraph 1(a) of enclosure (B), namely, that the Allied Commission is responsible for the supply of vehicles, spares, tires, tubes and etc., for Italian Naval Units working for the clearance of civilian supplies.

3. The Italian Ministry of Marine has been requested to review the position regarding tires and spares for vehicles in ports such as Civitavecchia, Frosinone and San Stefano which are operating mainly in the interest of Italian civilian economy. The Ministry in enclosure (E) submitted the requirements for tires and inner tubes for these ports and the ports of Genoa, Naples, La Spezia, Leghorn and Venice for the second half of 1945.

1000/3015
23 July 1945

Subject: Italian Navy Motor Transport, Tires and Spare Parts -
Supply and Maintenance of.

4. In addition to the supply of tires and spares for Italian Navy vehicles, the matter of maintenance has caused considerable difficulty. The Commander-in-Chief, Mediterranean proposed that this service be provided by the Italian transport companies which are under the control of the Transportation Sub-Commission, Headquarters Allied Commission. The matter was referred to that Sub-Commission and a reply received that the companies are primarily operational except for minor repairs. Maintenance shops have been authorized for Allied Commission vehicles and vehicles of Allied relief agencies and missions and are being set up in various centers of Italy. The Transportation Sub-Commission stated that the vehicles are American and no facilities are available to maintain Italian vehicles.

5. The Commander-in-Chief, Mediterranean in enclosure (F) states that the vehicles supplied so far to the Italian Navy are two-thirds American and one-third British, and that arrangements will be made to supply a majority of American vehicles in the future. For this reason it is proposed to deploy the vehicles so that British vehicles may be employed in areas where the Italian Navy have adequate maintenance facilities, leaving American vehicles to be maintained by the Allied Commission.

6. It is requested that the provisions of paragraph 1(a) of enclosure (E) be reviewed to determine whether the Allied Commission can accept responsibility for the supply of tires and spare parts to Italian Navy vehicles allegedly employed in the interest of civilian economy, taking into consideration the Allied Commission policy set forth in enclosure (A) and observing that the initial Italian Navy demands for tires and tubes forwarded by enclosure (E) provides for the supply of 1900 tires and tubes for the second half of 1945. It is further recommended that a decision be made whether the Allied Commission can accept responsibility for the repair and maintenance of American vehicles supplied by the Royal Navy to the Italian Navy as proposed in enclosure (F).

7. To assist in determining whether the Italian Navy is engaged in the operation of ports for the clearance of civilian supplies and in the interests of civilian economy to such an extent as to modify the provisions of paragraph 3 of enclosure (A), reference is made to the report of the CAMPBELL COMMITTEE, May 1945 which has been approved by Allied Forces Headquarters, as indicated in reference (a). Section 1, paragraph 7 of the

NSC/2015
23 July 1945

Subject: Italian Navy Motor Transport, Tires and Spare Parts -
Supply and maintenance of.

report provides that the Director General of the Merchant Marine under the office of the Minister of Marine, provide the necessary administrative authority and staff to operate ports which may be returned to Italian Governmental control. No provision is made in the report for the direct utilization of Italian Navy vehicles for the clearance of civilian supplies.

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, A.C.

Copy to:
CINC MED
A.F.H.Q. G-5
Chief Commissioner, A.C.
Commerce S/C, A.C.
Transportation S/C, A.C. ✓

2691

File No:
MSC/1262

S-E-C-R-E-T

23 November 1944.

From: Chief Commissioner, Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: Italian Controlled Ports - Provision of Transport for.
Enclosure: (A) Copy FCWIT letter No. 955-2-F of 20 October 1944.

1. In accordance with directives issued by the Flag Officer Western Italy, the ports of CIVITAVECCHIA, PIOMBINO and SAN STEFANO are now the operational and administrative responsibility of the Royal Italian Navy.

2. In each of these ports motor transport was allocated to the Italian Naval authorities prior to the turn-over. The Flag Officer Western Italy in enclosure (A), requests that transport for the ports of CIVITAVECCHIA and PIOMBINO now be provided by the Allied Commission for the stated reason that these ports are now working for the Commission.

3. It appears that the transport required will ultimately be used for the supply and maintenance of Italian Naval vessels and facilities in the ports concerned. Under this condition the necessary facilities should be provided by the Royal Navy inasmuch as under paragraph 9 of Combined Chiefs' of Staff Secret letter COS. 515/1 of 19 March 1944, the repair, maintenance and supply of the Italian Navy is a United Kingdom responsibility. The necessary transport required for other purposes will presumably be supplied by the user of the facilities in question.

4. In any event, the Allied Commission is not in a position to supply the over-all transport requirements which will be necessary for the complete rehabilitation of Italy, including all port operations. If these views are not concurred in, it is recommended that the matter be referred to Allied Force Headquarters, in order that plans may be made to furnish adequate transport to the Allied Commission for purposes which are determined to be the responsibility of the Commission.

ELDERY W. STONE.

Copy to:
FOITALI (Teramo)
PCMAN

COPY

ENCLOSURE (A)

2630

SUBJECT: Provision of Transport,
Tyres & Tubes for the
Italian Navy.

ALLIED FORCE HEADQUARTERS
TEL. NO. FREEDOM 124
AFHQ/8200/6/3/Q(AE)

3rd April 1945.

G.-5

1. The policy of supply and method of demanding vehicles, spares, and ancillary equipment for the Italian Navy has been discussed with G-4(A) and Royal Navy, and the following has been agreed:

- (a) Demands for vehicle spares, tyres, tubes, etc., for Italian Naval Units working for the clearance of civilian supplies will be met by AC without call on AFHQ. It is not considered that any additional demands should be placed by AC on Allied military services to meet these requirements, owing to the extensive truck transportation programmes at present being undertaken for AC as a joint British - US commitment, and owing to the large requisitions for ancillary equipment that have already been placed on them.
- (b) Demands for Italian Naval Units working within the establishment of the British Royal Navy.
 - (i) Demands for vehicles will be forwarded through the Flag Officer, TARANTO, Adriatic and Liaison, Italy, to the Commander-in-Chief, Mediterranean, with recommendations, and after approval will be passed to Q(AE) AFHQ for allocation.
 - (ii) Demands for spares, tyres etc will be forwarded to, and screened by, the Flag Officer, TARANTO, Adriatic and Liaison, Italy, who will arrange supply from local Royal Naval stock if available.
 - (iii) Spares, less tyres and tubes not available will be demanded on 997 B.O.D. Demands for tyres and tubes not available will be submitted to F.M.T.O. Royal Navy, A.P.H.Q.

2. The demands forwarded under AC reference HEC/1313 of 11 Dec 44 are, therefore, returned to be met by AC in accordance with the terms of paragraph 1 (a) above.

J.H. BLOAN LT.COL.
for Brigadier, Q(AE)

Copy to: G-4 (B)
Ord (B)
G-4 (A)
F.M.T.O.
HQ AC
Office of C-in-C Med, AFHQ.

COPY

ENCLOSURE (B)

2683

HEADQUARTERS, ALLIED COMMISSION,
Navy Sub-Commission APO 394.

NSC/2260.
26th April, 1945.

From:
To :

Navy Sub Commission, Hq. Allied Commission.
Commander-in-Chief, Mediterranean Station.
(Copy to: Flag Officer Taranto, Adriatic and
Liaison, Italy.)

Subject: Provision of transport, tyres and tubes for Italian Navy.

With reference to the Commander-in-Chief, Mediterranean Station's letter No. 45/955/16/8 of the 17th April, 1945, a distinction has been made between two categories of transportation supplied for the use of the Italian Royal Navy as follows:

(a) vehicles, etc, supplied to Italian Naval Units working "for the clearance of civilian supplies";

and (b) vehicles, etc, supplied for units working within the establishment of the Royal Navy.

2. The division of responsibility for the supply of transportation to the Italian Navy which has thus been made is not fully understood. The Navy Sub Commission has no information concerning Italian units working for the clearance of civilian supplies unless this function is, in fact, the operation of ports such as Civitavecchia, Pionchio, San Stefano, etc, and the Chief Commissioner, Allied Commission, in his letter No. 1202 of the 22nd November, 1944, disclaimed responsibility for the provision of transportation to the Italian Navy for the supply and maintenance of Italian vessels and port facilities in these ports.

3. It is requested, therefore, that the intention of paragraph 1(a) of Allied Force Headquarters Memorandum No. 8200/6/3/Q (AS) of the 3rd April, 1945, be clarified before steps are taken to promulgate the supply procedure agreed at Allied Force Headquarters.

/s/ G. L. Warren
REAR ADMIRAL
CHIEF, NAVY SUB COMMISSION,
for CHIEF COMMISSIONER.

2683

COPY

ENCLOSURE (c)

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
13th May, 1945.

Med.45/955/16/8.

THE CHIEF, NAVY SUB COMMISSION.

(Copy to:- The Flag Officer Taranto Adriatic and Liaison Italy).

PROVISION OF TRANSPORT, TYPES AND TONES FOR ITALIAN NAVY.

With reference to your letter No. 2260 dated 26th April, 1945 it is considered that the supply of spares for Motor Transport vehicles in use by the Italian Navy at ports such as Civita-vecchia, Frosinone, San Stefano etc., which are operating mainly in the interest of Italian Civilian economy should be dealt with by the Transport Section of Allied Commission. In this connection the circumstances have changed since the letter of 22nd November, 1944 from Chief Commissioner, to which you refer, was written and it is therefore requested that you will cause the question to be reviewed with the object of implementing the decision contained in Allied Force Headquarters' communication forwarded with Med.45/955/16/8 of 17th April, 1945.

/s/ J.R.S. Haines
for ADMIRAL

COPY

2687

ENCLOSURE (2)

From: MINISTRY OF MARINE (Maristat)
To : M.S.C. - Rome
Date: 19 July '45
Ref.: SM.14427

Subject: Tyres and Inner Tubes for I.R.N.

With ref. to letter No. MSC/2643 dated 13th June, this Naval Staff Office, in thanking the E.R. Commission for their offer of Tyres and Inner Tubes, enclose a note showing the quantity required for the various Navy HQ.'s for the second half of 1945.

2. It is pointed out that, besides the ports mentioned in letter referred to, it has been necessary to take into consideration also the ports of Genoa, Naples, La Spezia, Leghorn and Venice, which are of highest importance to the National Economy.

for CHIEF OF STAFF

ACL/P.

COPY

2686

ENCLOSURE (7)

REQUIREMENTS FOR TUBES AND INNER TUBES FOR THE SECOND HALF OF 1945.

SIZE	BASES								TOTAL
	GENOVA	NAPLES	LA SPEZIA	LEGHORE	VENICE	SAN STEFANO	PIOMBINO	CIVITA-VECCHIA	
165x400	20	25	25	20	25	20	10	25	170
550x36	20	25	25	20	25	20	25	30	185
600x36	20	25	30	20	20	25	25	30	295
34 x 7	25	30	35	20	20	20	20	30	210
38 x 9	15	20	20	15	20	20	20	30	160
825x20	20	20	20	20	15	25	25	30	175
32 x 6	25	30	30	30	25	30	30	30	230
750x20	30	30	30	20	20	30	35	40	335
325x19	30	30	30	20	24	20	26	40	220
10.50x20	25	25	25	25	20	25	25	30	200
TOTAL									1980

2685

COPY

(Enclosure to ENCLOSURE E)

Office of Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters,
10th July, 1945.

Ref 45/955/16/8.
THE NAVY SUB COMMISSION,
HEADQUARTERS, ALLIED COMMISSION.

PROVISION OF SERVICE FOR VEHICLES SUPPLIED TO ITALIAN ROYAL NAVY

With reference to your letter ESC/2757 of 26th June, 1945, it is presumed that the Italian Royal Navy have existing maintenance facilities and that it would, at the most, be necessary to assist with the maintenance of the additional vehicles provided only. The vehicles supplied so far are two-thirds American and one-third British, and it is considered that this fleet could be deployed so that the British vehicles could be employed in areas where the Italian Royal Navy have adequate maintenance facilities, leaving the American vehicles to be maintained by the Allied Commission in areas where Italian Royal Naval facilities are lacking.

2. Arrangements will be made to supply a majority of American vehicles in future.

/s/ J.R.S. Raines
for ADMIRAL

COPY

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ENCLOSURE (F)

RSW/361

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AC/1

24 AUGUST 1945

EXT :- 250
REF :- AC/1/56/Tn5
SUBJECT :- Memorandum by S.C.A.T.E.S.
TO :- Mr. G.G. GROSS, Jr.
Chief Roads Division- Tpn S/C

1. I beg to enclose a memorandum submitted to this Division by a Mr. Trojani, President of the S.C.A.T.E.S., a Cooperative Society of Truckers in Rome, comprising about 250 truckers working under ENAC control. A translation in English of same is also enclosed. The memorandum gives the opinion of small truck-operators on the subject of the pending reform of ENAC, and suggests some ideas in that respect.
2. As some of the ideas contained in the memorandum appear to be sound, and as most of the defects of the present state of affairs, such as, e.g. the harm done by the existence of "Groups" and "Group-Chiefs", as set forth in the memorandum appear to be real ones, were denounced as such in my previous reports on ENAC, and should be avoided in the organization which is being framed for the Ente, I venture to suggest that the memorandum, although somewhat crudely worded, may deserve your attention.

Dr. *Ing. Renato Santamaria*
Dr. Ing. Renato SANTAMARIA

2683

TRANSLATION R34

S . C . A . T . E . S .

SOCIETA COOPERATIVA AUTOMOBILISTICA TRASPORTI & SPEDIZIONI

ROME 20 AUGUST 1945

MEMORANDUM CONCERNING THE MEASURES RELATING TO THE NEW ORGANIZATION TO BE GIVEN TO ENAC IN CONNECTION WITH THE PRESENT SITUATION OF HAULAGE BY ROAD .

1. The proposals for the new solution to be given to the motor transport problem, as outlined in the "Reporter" news paper in its 30 July issue, namely that a compulsory service for haulage of essential commodities should be enforced, and once this has been carried out, freedom of circulation would be granted, thus allowing the free choice of transport, rather than meeting the requirements of bonafide hauliers, favour the activities of "Group Chiefs". They may result in placing the former in the hands of the latter, inasmuch these would be offered the opportunity of getting hold of the monopoly of transport, by securing all the fuel of which hauliers cannot do without.

2. The action of "Group Chiefs" is a purely profit-grabbing one, and causes considerable harm to the class of genuine hauliers, who, unless they care to risk remaining idle, are compelled to pay, out of their work, grievous percentages running up to 11 per cent, which make it possible for a few unscrupulous persons, practising corruption on a large scale, to become immoderately wealthy. The harmful activity of Group Chiefs is unanimously deprecated by truckers, who unfortunately, are compelled to suffer it, and by all who are concerned or conversant with the problems of the haulage trade; it encroaches considerably on the cost of transport and, consequently on the price of transported goods.

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3. Should this freedom for all but essential commodities, be not accompanied by an adequate supply of fuel, such freedom would be only a sham, inasmuch either it would compel truckers to keep their trucks idle, or it would bring about an increase in

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3. Should this freedom for all but essential commodities, be not accompanied by an adequate supply of fuel, such freedom would be only a sham, inasmuch either it would compel truckers to keep their trucks idle, or it would bring about an increase in hoarding of black market petrol: a hoarding which would be practically all carried out in very large quantities by Group Chiefs. They can dispose of ample means, and in this way they are able to control as they please, the distribution of loads, thus becoming in the end, the real arbiters of the whole trucking trade; this, as it may ^beasily understood, would cause great harm to the national economy, through the rise in the prices of commodities.

4. In case it is decided to enforce at all costs the solution as mentioned in para 1) it must be avoided that all the haulage of essential commodities be monopolized by Group Chiefs and it is necessary that a Committee, formed by genuine truck operators be appointed to watch the distribution of loads. On this subject it is to be noted that in order to frame plans and suggestions for the new organization to be set up for transport control, both the competent Ministry and ENAC have heard and kept in mind the opinion of all but the real, genuine truckers; as for their protection, no Association exists, except a National Federation of Truck Operators whose prominent figures are the usual Group Chiefs and the executives of a few big Companies, with the exclusion of all small operators, which form 90 percent of the class of truck operators.

5. In our opinion, the question might be solved by maintaining control on all haulages to be carried out, so as to prevent either the purchase of black market fuel, or consumption of fuel for recreational purposes, or its being the subject of speculation in case it was issued for the free transport period.

In order to quicken up the distribution of loads, the issue of trip tickets should be entrusted to Cooperative Societies of truckers, allotting to them an allocation of fuel in proportion to the number of registered trucks. Time after time ENAC should assign to Cooperative Societies, quantities of essential commodities to be hauled as first priorities, and then they should be left free to arrange normal haulages among their members, to receive transport bids from hirers, to collect ~~transport~~ transport charges, and pay truckers' bills.

Cooperative Societies being purely democratic concerns, exempt from all profiteering purposes, should be easily controlled as to the issue of fuel, for which they would be responsible to ENAC. In this way the haulage of essential commodities would be assured, and the Trip-Ticket, which is the only sure means of fuel rationing and control, would be maintained.

The solution which is hereby suggested would automatically cause the disbandment of Groups with the ensuing benefit to hirers.

For the few truckers who might not want to join any Cooperative Society, ENAC could set up one single station after the model of the existing ones.

2681

THE PRESIDENT

Signed) Giovanni TROJANI

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THE PRESIDENT

Signed) Giovanni TROJANI

S. C. A. T. E. S.
SOCIETÀ COOPERATIVA AUTOMOBILISTICA TRASPORTI E SPEDIZIONI

A responsabilità limitata

(RM)

Roma, 20 Agosto 1945

VIA CAVOUR 47 - TELEF. 485.713 - 481.440

PRO-MEMORIA RIGUARDANTE I PROVVEDIMENTI RELATIVI
ALLA NUOVA SISTEMAZIONE DA DARE ALL'E.N.A.C. IN RELAZIONE
ALLA SITUAZIONE ATTUALE DEGLI AUTOTRASPORTI.

- 1) - La proposta della nuova sistemazione da dare al problema degli autotrasporti, come è stata pubblicata dal giornale "Reporter" del 30 luglio c.a., cioè di istituire un servizio obbligatorio per trasporto merci di prima necessità effettuato il quale verrebbe lasciata libertà di circolazione e conseguentemente di scelta del trasporto stesso, più che venire incontro ai veri trasportatori favorisce l'attività del Capi-Gruppo, mettendo i primi nelle mani dei secondi, in quanto a questi verrebbe offerta l'opportunità di accaparrare il monopolio dei trasporti concedendo nascondamente quel carburante di cui i trasportatori non potrebbero fare a meno.
- 2) - L'attività del Capi-Gruppo è prettamente speculativa e reca danni notevolissimi alla categoria dei veri trasportatori i quali se non vogliono rimanere inattivi si vedono costretti a pagare, sul proprio lavoro, percentuali esose che vanno sino all'11% e che permettono a poche persone prive di scrupoli, che praticano la corruzione su larga scala, di arricchirsi smoderatamente. La perniciosa attività del Capi-Gruppo è deprecata all'unanimità dai trasportatori, i quali purtroppo sono costretti a subirla, e da quanti si interessano e sono a conoscenza delle questioni inerenti l'industria degli autotrasporti ed incide notevolmente sul prezzo dei trasporti stessi e di conseguenza delle merci trasportate.
- 3) - Ove questa libertà, esclusi i trasporti di prima necessità, non fosse accompagnata da una adeguata distribuzione di carburante, questa libertà stessa diverrebbe illusoria in quanto costringerebbe i trasportatori a tener ferme le loro macchine oppure porterebbe ad una recrudescenza dell'accaparramento di benzina in borsa nera, accaparramento che in definitiva verrebbe effettuato quasi totalmente e per quantità ingentissime dal Capi-Gruppo i quali, in possesso di cospicui mezzi finanziari, potrebbero in tal modo regolare a piacere loro la distribuzione del lavoro divenendo in ultima analisi arbitri di tutte

Roma, 20 Agosto 1945

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non diminuiti i costi delle merci.

4) - Qualora si volesse addivenire forzatamente alla soluzione di cui al 1° punto, occorre evitare che i trasporti di carattere contintativo e di prima necessità siano accaparrati dal Capi-Gruppo e che sia costituita una Commissione di vigilanza formata di autentici trasportatori la quale eserciti il controllo sulla distribuzione del lavoro. A tal proposito si fa notare che per la formulazione di piani e proposte per la nuova sistemazione da dare al problema degli autotrasporti, sia il Ministero competente che l'Enac hanno sentito e tenuto conto del parere di tutti all'infuori di quello dei veri - autentici trasportatori per la cui difesa non esiste alcun Ente all'infuori di una Federazione Nazionale Autotrasportatori i cui esponenti non sono altro che alcuni dei soliti Capi-Gruppo ed i dirigenti di alcune grandi Società con esclusione assoluta dei piccoli proprietari di automezzi che per il 90% costituiscono la categoria degli autotrasportatori.

5) - Esprimendo il nostro parere la questione potrebbe essere risolta mantenendo il controllo su tutti i trasporti da eseguire, ad evitare sia l'acquisto di carburante in borsa nera sia che questo, ove ne fosse concesso per il periodo di libero trasporto, venisse consumato per scopi voluttuari o costituisse oggetto di speculazione. Allo scopo di snellire la distribuzione del lavoro dovrebbe essere concessa facoltà di rilascio dei fogli di via a Cooperative di autotrasportatori, assegnando loro una quota parte del carburante disponibile in relazione agli automezzi iscritti. L'Enac assegnerebbe di volta in volta alle Cooperative quantitative di merci in prima necessità da trasportare con precedenza assoluta, lasciandole poi libere di regolare i trasporti ordinari fra i propri iscritti ricevendo le commissioni dai committenti riscuotendo da questi gli importi dei trasporti ed effettuandone poi il pagamento ai trasportatori stessi.

Le Cooperative, che sono organismi prettamente democratici esenti da qualsiasi fine speculativo, sarebbero facilmente controllabili circa l'impiego del carburante di cui ne dovrebbero rispondere all'I.E.N.A.C. - Sarebbe in tal modo assicurato il trasporto delle merci indispensabili e mantenuto il foglio di via che è l'unica forma sicura di razionamento e controllo del consumo del carburante. La soluzione su prospettata provocherebbe automaticamente la soppressione del Gruppo con evidente beneficio dei consumatori stessi. Per i pochi trasportatori che eventualmente non volessero aderire a Cooperative, l'Enac potrebbe istituire una sola Stazione sul modello di quelle ora esistenti.

IL PRESIDENTE
(Giovanni Troiani)
Giovanni Troiani

zione del lavoro. A tal proposito si fa notare che per la formulazione di piani e proposte per la nuova sistemazione da dare al problema degli autotrasporti, sia il Ministero competente che l'Enac hanno sentito e tenuto conto del parere di tutti all'interno di quello dei veri - autentici trasportatori per la cui difesa non esiste alcun Ente all'interno di una Federazione Nazionale Autotrasportatori i cui esponenti non sono altro che alcuni dei soliti Capi-Gruppo ed i dirigenti di alcune grandi Società con esclusione assoluta dei piccoli proprietari di automezzi che per il 90 % costituiscono la categoria degli autotrasportatori.

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IL PRESIDENTE

(Giovanni Troiani)

Giovanni Troiani

43

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION
Materials Division

CAM/lp

Tel. 478703

14 August 1945

Ref. AC/5300/Commerce

SUBJECT: Distribution of newly manufactured vehicles

TO : Transportation Subcommittee
(Attn. Mr. J.R. Gross Jr.)

1. Conversation S/Lt. MacKenzie - Mr. Gross refers.
2. Attached herewith copies of basic communication to Piemonte Region together with reply by indorsement from Lt. Col. Reiter on above mentioned subject.
3. In the light of the procedure being followed by the Regional Transportation Officer, and with reference to the Chief Commissioner's directive, reference 100/ES of 9 July, copy to your Subcommittee, it would be appreciated if your recommendations could be set out in the form of a directive which could be issued from the Economic Section for the guidance of all Regional Commissioners concerned.

H. A. Gent
H. A. GENT 42858
Major
Director
Commerce Subcommittee

Encl. Copy of letter AC/5300/Commerce S/C dated 26 July
" " 1st Indors. from Piemonte Region

Copy to: Economic Section
Industry Subcommittee

PR/CO/125

1st. Ind.

FWR:m

Regional Commerce Officer, Piemonte Region - 6 August 1945.

TO : Commerce Sub-Commission HQ-AC.

1. The vehicles are distributed under the direction of the Regional Transportation Officer, based upon his priorities and estimate of urgencies, under the instructions of the Transportation Sub-Commission, HQ-AC.
2. ~~On~~ Regional Transportation Officer recommends that basic memorandum be referred to Transportation Sub-Commission HQ-AC Rome, for general instructions.

Fred M. Reiter

FRED M. REITER
Lt. Colonel, CWS,
Regional Commerce Officer.

Added 1/8

*John of with
Hawf. SFC 10/18/45*

2677

C O P I A
=====

55

Ref. RIX/TF/4.10

19 luglio 1945

OGGETTO: Materiale di guerra germanico

Al Cp. Hannon, Ufficio Autotrasporti per l'esecuzione
Direttore Ufficio Autotrasporti = P A R M A =

Nella Provincia di Parma sarà in vigore quanto segue:

1°) - Gli autocarri di provenienza germanica tenuti dalla Alleanza Nazionale delle Cooperative di Parma non saranno requisiti:

2°) - Essa ~~non~~ gestirà i suoi autocarri come prima.

3°) - Coi ricavi essa pagherà le spese correnti e si rimborserà delle spese in conto capitale incontrate nel mettere in efficienza i singoli autocarri.

4°) - Quando gli autocarri saranno liberi da debiti tutti gli utili saranno pagati all'Ufficio Autotrasporti sul conto Fondo Trasporti tedeschi;

5°) - L'Ufficio Autotrasporti avrà facoltà di ispezionare della suddetta Cooperativa.

PER IL COMMISSARIO REGIONALE

F:to I.O. DODDA, Cpt.
He Queend's

Capo Ufficio Trasporti

C O P I A

IL PREFETTO DI PARMA

Parma, 24 luglio 1945

Caro La Malfa,

invoco il tuo intervento per una questione che può sembrare modesta, ma che ci preoccupa moltissimo, per i riflessi che può avere sulla situazione economica, e non solo economica, della nostra Provincia.

Tu sai che ci sono qui, come altrove, degli autocarri di provenienza sconosciuta; ho sentito che ci sono al riguardo delle trattative tra il Governo Italiano e la Commissione Alleata. Ma, frattanto, l'A.M.G. provinciale esige che gli autocarri siano consegnati immediatamente all'Ufficio Autotrasporti.

Questo avrebbe per conseguenza la impossibilità di usare per chissà quanto tempo questi autocarri, perchè i detentori, che sono per lo più cooperative di partigiani che hanno lavorato e speso per rimettere in efficienza i veicoli, si sentirebbero defraudati delle loro aspettative di lavoro oltrechè del loro denaro, e, per lo meno, toglierebbero dagli automezzi tutto quanto da loro vi è stato aggiunto. Conseguenza ovvia: l'Ufficio Autotrasporti riceverebbe delle carcasse non più in grado di funzionare, ^{proprio} mentre noi abbiamo assoluto bisogno di contare su tutti i mezzi a disposizione per la esecuzione dei trasporti indispensabili (generi alimentari e soprattutto legna) e già ci troviamo al riguardo di fronte a difficoltà forse insuperabili.

Aggiungo che la esasperazione di questi giovani è che finora siamo riusciti a contenere, cosicchè, tra le province dell'Emilia, Parma è quella nella quale si sono verificate violenze in misura di gran lunga minore - potrebbe avere pericolose conseguenze.

Ciò stante, alcuni giorni fa a Bologna avevo ottenuto una lettera dell'Ufficio Regionale dei Trasporti con cui si consentiva a non requisire gli autocarri delle cooperative (ti accludo una copia della traduzione, perchè non ho l'originale), ma poi questo modus vivendi è

stato rovesciato dal Commissario Provinciale, e anche quello Regionale ha dichiarato di non potere fare nulla. Cosa tanto più strana, in quanto il Governo Regionale della Lombardia ha invece lasciato gli autocarri in uso alle cooperative contro versamento del 10 % degli incassi.

Non resta quindi che rivolgersi alla Commissione Alleata di Roma, con il tuo autorevole e amichevole tramite, per tentare di ottenere o una breve sospensione dell'ordine di consegna (tra quindici giorni sembra che passeremo sotto l'amministrazione Italiana) oppure la conferma dell'accordo fatto con l'Ufficio Regionale di Bologna o, infine, la estensione del provvedimento Foletti.

Sousemi. Ti ripeto: nell'ambito provinciale, è questa, per le conseguenze dirette e indirette, una delle nostre preoccupazioni più vive.

Grazie e cordiali saluti

Dr. Ugo LA MALFA

Ministro dei Trasporti

R O M A

FRONTE DEMOCRATICO

Venerdì 8 giugno 1945

IL FUNZIONAMENTO DELLE COOPERATIVE DEI TRASPORTI FISSATO DALL'A.M.G.
Milano, 7 giugno

Il Governo Militare Alleato ha emanato l'ordinanza n.2 relativa agli accordi sul funzionamento delle cooperative trasporti intervenuti fra il Colonnello Charles Poletti, un ufficiale alleato e i rappresentanti del C.L.N. della Lombardia:

- 1) Gli autocarri irregolari sono di proprietà del Governo Militare Alleato.
 - 2) Il Governo Militare Alleato autorizza la formazione di cooperative e concede in uso detti veicoli.
 - 3) Le cooperative saranno sotto il diretto controllo degli uffici di trasporto provinciali.
 - 4) Gli automezzi irregolari concessi alle cooperative che verranno trovati in circolazione senza regolare trittico saranno immediatamente ritirati dal governo militare alleato.
 - 5) Le cooperative verranno riconosciute da un apposita commissione proposta dai Prefetti e convalidata dal governo militare alleato.
 - 6) Tutti gli autotrasportatori dovranno versare un 5 per cento dell'importo totale dei trasporti calcolato sulle tariffe U.A.P.
I trasportatori cui sia affidato l'uso di automezzi irregolari e le cooperative dovranno versare un ulteriore 10 per cento sull'importo totale dei trasporti. Tali percentuali verranno versate all'atto della richiesta dell'ordine di trasporto.
 - 7) La numerazione di tali veicoli verrà data dall'U.A.P..
 - 8) Le cooperative e i singoli che desiderano consorziarsi dovranno inoltrare la domanda di riconoscimento alla Commissione dell'U.A.P. entro il 30 giugno.
- sarà gratuitamente ceduto in un secondo tempo fino a disponibilità dell'U.A.P. alle cooperative per le riparazioni necessarie.
- 1) Tutti i camion irregolarmente detenuti devono essere denunciati entro il 15 giugno 1945
 - 2) Le cooperative devono essere formate entro il 30 giugno 1945, dopo il 30 giugno 1945 nessuna cooperative può essere più formata.
 - 3) Consegnate e fatte consegnare all'Ufficio trasporti tutto il materiale e accessori di ricambio perchè possano essere messi a disposizione delle cooperative.

C O P Y

T R A N S L A T I O N

BG/lmr

THE MINISTER OF TRANSPORT

Rome 22 August 1945

TO : Military Ministries.

With reference to the meeting held with the representatives of this Ministry about the problem of recovering vehicles and to the conversation held with the Allied Commission Transportation Sub-Commission, on the same subject, I inform you that the Ministry of Transport is ready to deliver to the Department, upon consignment of the Transportation Sub-Commission a number of allied trucks equal to the over all tonnage of the trucks, at present operating civil services and which ought to be with-drawn from circulation by the department.

Therefore I beg that Ministry to suspend all recovering action and to return to the civil Service if possible all the vehicles already recuperated and to send to this Ministry the list of the vehicles (specifying the tonnage), which this Ministry must still recover.

I must insist on the policy that this Administration must consign an overall tonnage equal to that which can be recovered because the Allied Authorities want to allocate trucks to the Italian Government specifically either for military as well as for civilian purposes, and I am not entitled to allocate for Military purposes the material which had been allocated for civilian use.

I would appreciate a replay.

2673



IL MINISTRO DEI TRASPORTI

N. 461/S.P.

Roma, 20 AGO. 1945

Al Comando Commissione Alleata
Sottocommissione Trasporti

R O M A

Mi pregio rimettere copia di lettera
che ho indirizzata ai Ministeri militari cir-
ca il problema del ricupero degli automezzi.

Vigo San Ruffo

1 allegato

2672

C O P I A

IL MINISTRO DEI TRASPORTI

Roma,

Ai Ministeri militari

Con riferimento alla riunione tenuta con i rappresentanti di codesto Ministero circa il problema del recupero degli automezzi, e alle conversazioni avute in argomento con la Sottocommissione Alleata dei Trasporti, comunico che il Ministero dei Trasporti si dichiara pronto a consegnare a codesta Amministrazione non appena ne avrà ricevuta consegna dalla Sottocommissione Alleata dei Trasporti, tanti autocarri di provenienza alleata quanti ne sono necessari per raggiungere il tonnello degli autocarri, oggi in servizio civile, che codesta Amministrazione dovrebbe ritirare dalla circolazione.

A questo scopo prego codesto Ministero di sospendere ogni azione di ricupero, di restituire se possibile al servizio civile gli automezzi eventualmente già recuperati, e di comunicare a questo Ministero la distinta degli automezzi (con indicazione del tonnello) per i quali codesta Amministrazione ha diritto di ricupero.

Debbo insistere sul criterio della consegna, da parte di questa Amministrazione, di un tonnello equivalente a quello recuperabile, per il fatto che le Autorità alleate intendono assegnare al Governo Italiano automezzi distintamente per usi civili e per usi militari, e non è nelle mie facoltà di assegnare ad uso militare materiale che ha avuto destinazione civile.

In attesa di conferma.

2671

TRANSLATION

GB/FL

MINISTRY OF TRANSPORTS
GENERAL INSPECTORATE OF CIVIL MOTORIZATION
AND
TRANSPORTS IN CONCESSION

SERV. IV. AG-IXVIII-I

REF: 4960

Rome 14 July 1945

TO : Headquarters Allied Commission
Transportation sub-Commission
R O M E

SUBJECT : Competence of the General Inspectorate of
Civil Motorization and Transports in Concession-

In order to avoid misunderstandings while dealing the various problems concerning transports, I deem opportune to point out to the Sub-Commission that when problems are of general policy, it must be informed this Inspectorate of Motorization and not Enac as it is erroneously done -

In fact Enac does not represents the government Department which is competent to discuss general problems, but has only the task of taking care, in accordance with the law of the operation of transports previously authorized by the General Inspectorate of Motorization and Transports in Concession: therefore it is not qualified to assume the responsibility of questions concerning the Ministry of Transports -

This in order that Enac may be instructed only by this General Inspectorate of Civil Motorization and transports in concession, please contact in future only with this Ministry - General Inspectorate of Civil Motorization and transports in concession - for all the problems concerning the policy of transports of items with vehicles -

THE MINISTER

(sgd) Ugo La Malfa

Copy to:

General Management of Enac -

2670

TO :

Headquarters Allied Commission
Transportation sub-Commission

R O M E

SUBJECT : Competence of the General Inspectorate of
Civil Motorization and Transports in Concession-

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THE MINISTER

(sgd) Ugo La Malfa

Copy to:

- General Management of Enac -

R O M E

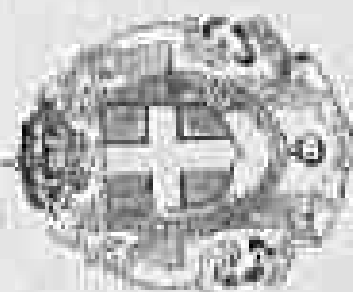
2670

1 GM 239

14 LUG 1945

Roma

19 A



Ministero della Motorizzazione

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

HEADQUARTERS ALLIED
Commission Transportation

Sub-Commission

e per conoscenza:

DIREZIONE GENERALE E.N.A.C.

S E D E

SERV. IV°

4960

OGGETTO

Competenza Ispettorato Generale Motorizzazione
Civile e Trasporti in Concessione.

Ad evitare sovrapposizioni nella trattazione di problemi relativi ai trasporti, credo utile precisare a codesta Commissione, che, quando si tratti di questioni di carattere generale, non deve essere interpellato l'Ente Nazionale Autotrasporti Cose, come erroneamente viene spesso fatto, ma questo Ispettorato della Motorizzazione.

L'E.N.A.C., infatti, non rappresenta l'organo statale competente alla discussione di problemi generali, ma ha solo il compito di provvedere per legge alla semplice esecuzione dei trasporti, preventivamente disposti dall'Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione: non ha cioè veste né può assumere responsabilità in questioni, che rientrano nella sfera di stretta competenza di questo Ministero.

In conseguenza di ciò e per fare sì che l'Ente sopra nominato abbia a ricevere istruzioni soltanto per il tramite dell'Ispettorato Generale M.C. e T.C., che ne ha la diretta sorveglianza e controllo, si prega di volere, in avvenire, cortesemente corrispondere soltanto con questo Ministero - Ispettorato Generale M.C. e T.C. - per tutto

OGGETTO Competenza Ispettorato Generale Motorizzazione
Civile e Trasporti in Concessione.

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te autoveicoli.

I L M I N I S T R O

ce

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GGG/ep

AC/1/52/Tn5

28 July 1945.

SUBJECT: Transport into and out of AMG and Italian Government Territory.

TO : Director General,
ENAC.

1. Reference your letter 3M/1/512/15154 dated 14 July 1945.

2. Subject matter discussed in your letter, above reference, was taken up in a meeting with the Director, Transportation Sub-Commission, AC, Chief, Roads Division, Transportation Sub-Commission, AC and the Director General of ENAC. It was decided that inasmuch as a directive had already been issued covering the movement of traffic between AMG Territory and Italian Government Territory, all organizations concerned should abide by the contents of said directive.

For the Director:

G. G. GROSS Jr.
Chief,
Roads Division.

2668

INTER OFFICE MEMO

TRANSPORTATION SUB-COMMISSION
Roads Division

303/ep

Ref: AC/1/51/Tn5

28 July 1945.

SUBJECT: Reconversion of Jeep Cars into Light Delivery Trucks.

TO : Industry Sub-Commission
(Att: Mr. Brotskops)

1. Reference your letter AC/5834/Tn1.
2. Reconverting jeeps into light delivery trucks is not thought to be practical, especially at this time. The shortage of P.O.L. makes it necessary to use every effort possible to transport supplies in trucks of a large tonnage capacity.
3. At present there is no surplus of jeeps.

For the Director:


G. G. GROSS Jr.
Chief.

2607

14

SDB/as

Tel. 572

20 July 45

Ref. AC/5694/IND

SUBJECT : Reconversion of "Jeep"
Cars into Light Delivery Truck.

TO : Mr. C. Gross, Roads Division ✓
Transportation Sub-Commission.

FROM : S.D. Broetzkoos
Mechanical & Automotive Industries
Industry Sub-Commission.

1. Enclosed find for your opinion a letter
from S.I.A.T.A. - Torino of July 11th describing a
plan for converting military "Jeeps" into light
delivery trucks.

2. Kindly return this letter to the under-
signed.

1 Incl.:
As per para 1
above.

Sergius D Broetzkoos

S.D. BROETZKOOS
Mechanical & Automotive Industries,
Industry Sub-Commission.

2606

JSB/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

10 JULY 1945

EXT :-- 566
REF :-- AC/1/50/Tn5
SUBJECT :-- Fiat 666 Truck Mot. 00613
TO :-- Captain R.H. WALKER, R.A.S.C.
22 Civil Affairs Unit
C.M.F.

1. Please find attached copy of letter reference AFSC/876/MT dated 30 June 45.
2. Will you please forward your comments to this Sub-Commission at the earliest possible moment.


J.S. BILLINGHURST
Captain R.A.S.C.

Copy to : Air Forces SubComm/

2605

FROM : AIR FORCES SUB COMMISSION A.C. BOME
TO : O.C. NOL TRUCK POOL A.C. POGGIA ✓
DATE : 30th JUNE 1945
REF. : AFSC/876/MT

FIAT 666 TRUCK MOT. 00613

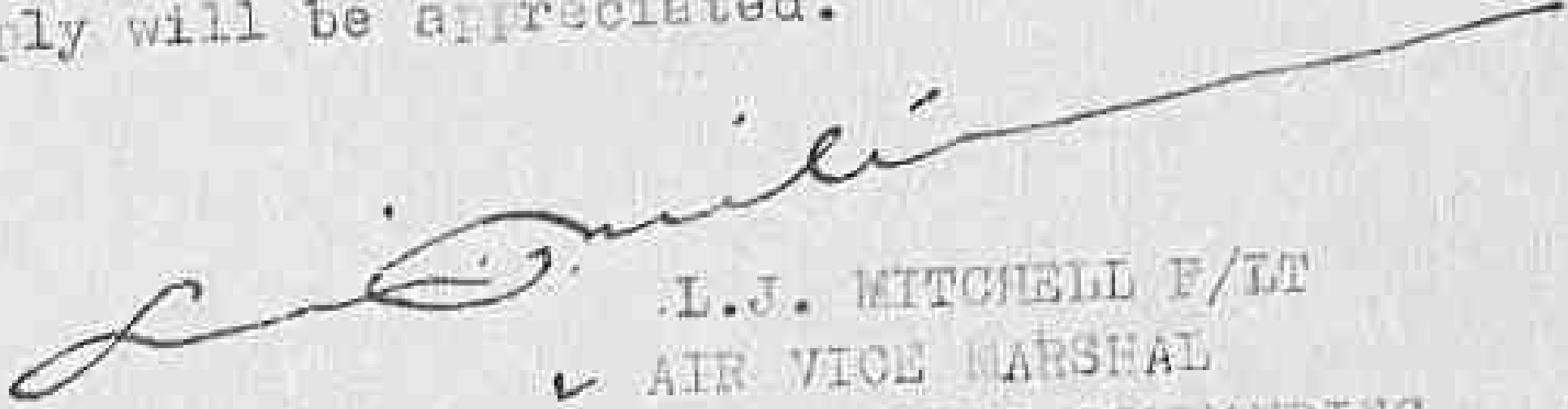
A letter, dated 12th June 1945 Ref. 776868/AIL.1/3499 has been received from the Salvage Section of the Italian Air Ministry, stating that the above-mentioned vehicle was stopped by their personnel as it was an Italian Air Force vehicle.

2. The present owner Sig AUGENTI GIACOMO declared that the vehicle had been given him by Capt. Walker O.C. NOL TRUCK POOL A.C. POGGIA.

3. It is pointed out that verification of this be forwarded to this Sub Commission and if true, stating on what authority this vehicle was handed over.

4. It is pointed out that there is no known directive whereby an I.A.F. vehicle may be handed over to a civilian, and it would appear that the I.A.F. have the right of recovery.

5. An early reply will be appreciated.


L.J. MITCHELL F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

2601

Copy to : Salvage Section I.A. MINISTRY

12
ALLIED MILITARY GOVERNMENT

HEADQUARTERS

PROVINCE OF APUANIA

Ac/149

SUBJECT :
TO

Circulation Books

AND Liguria Region
Transportation Division

File Ref.

AU/700/4/51

3 July 1945

1. Several weeks ago, the Ispettorato Compartimentale Ferrovie, Tramvie, Automobile, Florence, sent an agent to this Province for the purpose of regularizing and renovating Automobile circulation Books.

2. It was understood that all vehicles would be so regularized and registered, or whether a permit was granted or not, thus establishing a registry of all vehicles. This agent was to collect all existing circulation booklets, and as the case warranted, issue new ones. He was to come every 15 days to effect this work. On this basis we issued him a permit for his car. He has not yet reported since, and now we are informed he will report only once a month, and even this now seems dubious to us.

3. Since this is a matter on Regional level, we submit to you for reference.

For the Provincial Commissioner

ABDON T. GUIDETTI
Major Infantry
PSD Apuania

Copy A.C.
Transportation Div.

2000

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

Ref. 222/2/Th.2

27 June 1945

SUBJECT: Estimates of Unemployed Workers.

TO : Brigadier D. L. Anderson
Deputy Vice President, Economic Section,
Production Division.

1. Reference is to your ES/14.C4 of 16 June 1945.

2. We are directly concerned with Para 1.A. (v)
and A. (vi).

3. Roads Division have no figures on status of
employment and no planning has been instituted regarding
highway projects other than materials and equipment for
road maintenance. We suggest that this would fall
jointly into the provinces of Labor Sub-Commission and
Public Works & Utilities Sub-Commission.

4. As regards Railway reconstruction, this question
has been turned over to Rail Division in order that they
may correlate the information with I.S.R. and upon com-
pletion of this report copy will be forwarded to you.

For the Director

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:
Rail Division
(Attn. Lt. Col. Lindberg)
Roads Division

2682

TO :

Brigadier D. L. Anderson
Deputy Vice President, Economic Section,
Production Division.

1. Reference is to your MB/14.04 of 16 June 1945.

2. We are directly concerned with Para 1.1. (v)
and A. (vi).

3. Roads Division have no figures on status of
employment and no planning has been instituted regarding
highway projects other than materials and equipment for
road maintenance. We suggest that this would fall
jointly into the provinces of Labor Sub-Commission and
Public Works & Utilities Sub-Commission.

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For the Director

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:

Rail Division
(Attn. Lt. Col. Lindberg)
Roads Division 
(Attn. Mr. Cross)

2662

Spheres of action of the
Cooperative Society"

C O P Y

TO THE PROVINCIAL GOVERNOR

L U C C A

Yours of June 14, 1945 LU 78 to hand and contents noted.=

We beg to inform you about what follows:

1) This "Cooperative Society" founded among all those who were workers with "Lazzi Bros", having received a warmly invitation from Col. Bratney - formerly the Governor of Pistoia, has re-established many motorbuses = lines just because the Lazzi Firm did not want, in any case, resume its sphere of action (The Cooperative Society" does not belong to any political party as some strangers to the business have falsely stated.) The decrees issued by the Prefects of Pistoia, Lucca and Apuania, as well as the documents placed in the Allied Archives of Pistoia bear witness of what we have stated above.= Moreover Col. Bratney = now the Governor of Bolzano and Cap. Halstead, formerly at the Transport Department of the A.M.G. in Pistoia may be called to witness = The hands, aware of complying with a duty, started working as soon as the "Cooperative Society" was established.=

2) All what the "Cooperative Society" has done, it was done on behalf of the motorbus=lines and therefore on behalf of "Lazzi Bros" or of the State= a flourishing concern has arisen from a dead one as well as vehicles in full efficiency have been made of heaps of broken pieces.=

3) The work of reconstruction that the "Cooperative Society" is carrying on, will continue always on behalf of the State or of "Lazzi Bros" but presently Messrs. Lazzi, in order to undervalue their estate are hindering its increase, by inhibiting to the trustee, the consignment of all the material requisitioned by the Prefect in agreement with the Allied Commands, and therefore, in refusing to execute an order given by the A.M.G. as well as by hindering the consignment of the spare = pieces. Messrs. Lazzi are endangering even the continuation of the lines just

now carried on by the "Cooperative Society".=

Therefore we demand:

A) The allotment of the material already requisitioned and the allotment of other material which we shall restore to its efficiency in order to rise in value the Lazzi estate and, as consequence, on behalf of the State, too. We also care to give back to the people new public authorized lines.=

B) The allotment of spare pieces.

C) The allotment of the metano=gas mines in order to supply our motorbus with fuel.=

D) That the Trustee be ordered to come to an agreement upon the hiring=price of the commodities we are managing=no matter what the revenue of the "Cooperative Society" may be = in order that the Lazzi attachment may rely on a safe income.=

Here enclosed, find copies of the letters we have sent to the Monte Dei Paschi di Siena, to the RT.Hon.Prefect of Pistoia in order to obtain the settlement of the hiring=contract of the Lazzi=Commodities.=

E) We keep at the Provincial Governor's disposal for any verification he may intend to make, we are also ready to accept any technical or administrative control the trustee may think advisable to put on us.=

The Allied Command in Pistoia may bear witness of what we have stated above = it is the same Allied Command who forbidden Mr Lazzi from circulating in the Province of Pistoia. Ten. Cammarata an officer of the Allied Army at the Transport Department in Lucca may also bear witness for what stated above.=

Yours truly

C o p y

Q38

Contract for renewing motorbuses
lease contract.=

TO THE RIGHT HONORABLE PREFECT OF
THE PROVINCE OF P I S T O I A

We beg to inform you that up to now the Monte Dei Paschi di Siena trustee of "Lazzi Firm" has not drawn up the contract in order to settle down how much is due to us as compensation for having resored the motorbuses of "Lazzi Firm" as well to determine the sum we have to pay for hiring them.= More than once we have invited the Trustee to settle the terms in order to reach an agreement. Even to day we have invited the Trustee writing him a letter on this matter.=

We warmly beg the RT.Hon. Prefect to see kindly what may may be done in order to come to an agreement as soon as possible.=

Rindest regards

Yours truly

C O P Y

Registered letter

June 22, 1945

IO2I

Contract for the renewing of motorbuses
lease contract.=

TO THE MONTE DEI PASCHI IN SIENA
Trustee of the Lazzi Firm.

F I S T O I A

Furthur to our letter of the 13 inst.n°912 and in connection with what said by viva voice to Dr Ferretti as regards the Superior order of interng into a contract for renewing and making use of the motorbuses of the Lazzi Firm we beg you to tell us in writing which are the reasons, because we intend to stipulate the contract and to pay the amount~~xxx~~ will be settled on behalf the Lazzi attachment. This Superior order is incomprehensible because the contract for the use of the commodities of the Lazzi Firm should have already been signed.=

Waiting for your furthur instructions we are

Yours truly

2653

C O P Y

June 13, 1945

912

CONTRACT FOR RENEWING MOTORBUSES
LEASE CONTRACT.

TO THE MONTE DEI PASCHI DI SIENA
Trustee of Lazzi Bros. P I S T O I A

In conformity with what we have more than once said, by viva
voice to Dr. Ferretti we inform you that it is necessary to come to an agree-
ment concerning the renewing of motorbuses at the corresponding hire; be-
cause we do not intend receiving any remark = The delay in the performing this
contract does not concern our "Cooperative Society" because we have always
been ready and at your disposal for the stipulation of it.=
awaiting for the stipulation of this contract, we are

Yours truly

Cppy

June 22, 1945

IO22

Contract for renewing motorbuses
lease contract

TO THE RT.HON. PREFECT

OF L U C C A

Further to ours of the 14 inst N.932 concerning the above mentioned subject matter we send you the copy of a secondo letter forwarded to the Monte Dei Paschi in order to make clear the situation about the price we have to pay to "Lazzi Bros" for their commodities used by our "Cooperative Society" we remain

Yours truly

2656

24 giugno 1945

Attività della Cooperativa

AL CAVALIERE PROVINCIALE ALLEATO

L U C A

In esito alla nota DV 76 del 14 giugno 1945 del cui contenuto abbiamo preso atto:-

Di permetteremo esporre quanto espresso:

1) Questa Cooperativa restituisce per tutti i lavoratori dell'impresa F.lli Lazzi senza alcun colore politico (mentre ad noi per essere in contrario) e su preciso invito e raccomandazione del Colonnello Beatney allora Governatore di Pistoia, ha ripristinato molti autservizi pubblici in quanto la Ditta Lazzi non volle in maniera espressa e chiara riprendere alcuna attività. Di questo testimoniamo i Decreti dell'Esellenza e i Decreti di Pistoia, Lucca e Ancona e tutte le documentazioni dell'Archivio Militare di Pistoia e la testimonianza che noi essete all'esta allo stesso Colonnello Beatney attualmente Governatore di Dolomieu e del Capitano Halstead già aderito all'Ufficio Autotrasporti dell'A.M.C. di Pistoia. Di questo elencherò dove di ricostruzione e di collaborazione col Governo Militare Alleato non furono assenti le maestranze che, costituita la Cooperativa, iniziarono immediatamente il lavoro.

2) Tutto il lavoro svolto dalla Cooperativa è stato fatto nell'interesse degli Autoservizi Pubblici e quindi della Ditta Lazzi o dello Stato perché da un'Azienda morta è sorta una Azienda vivida e dai ret-tori sono stati ricavati dei veicoli funzionanti con vantaggio economico altissimo.

3) L'opera di ricostruzione della Cooperativa continuerà sempre nell'interesse dello Stato e della Ditta Lazzi, ma i Sign. Lazzi per ridurre la valutazione del loro patrimonio, ne ostacolano lo sviluppo impedendo al sequestro la consegna del materiale necessario per i Prefetti d'Intesa coi Comuni Alleati, e quindi, non tenendo conto degli ordini degli Alleati stessi, ed ostacolando la consegna dei pezzi di ricambio compromettono anche la continuazione dei servizi al. in solo. 2654

Chiediamo perciò:

In esito alla nota in 73 del 14 agosto 1945 del cui contenuto

ultimo verso atto.

Di perquisizione espone quanto segue:

1) questa Cooperativa costituisce fra tutti i lavoratori dell'Impresa Pelli Ianni senza alcuna eccezione politica (ovvero si vuol far credere il contrario) a un unico invito e raccordo insieme del colonnello Bragney allora Governatore di Pistola, la rifondazione uniti anticomunisti pubblici in quanto la Ditta Ianni non volle in maniera esplicita e diretta riprendere alcuna attività. Di questo testimoniano i Decreti dell'Esposizione e Pre-ferta di Pistola, Ianni e Annunzi e tutte le comunicazioni dell'Archivio Alleanza di Pistola e la testimonianza che può essere vista allo stesso Colonnello Bragney attualmente Governatore di Pistola e del Capitano Haastad già addetto all'Ufficio Anticristianità dell'A.M.A. di Pistola. Di questo si evince avere di ricostruzione e di collaborazione col Governo Militare Alleanza per furono assenti le maestranze che, costituita la Cooperativa, iniziarono immediatamente il lavoro.

2) Tutto il lavoro svolto dalla Cooperativa è stato fatto nell'interesse degli Anticomunisti Pubblici e quindi della Ditta Ianni o dello Stato perché da un'Alleanza sorta una Alleanza vittoriosa e dai dei rot-tanti sono stati ricavati dei veicoli funzionanti con vantaggio economico edittissimo.

3) L'opera di ricostruzione della Cooperativa continuerebbe sempre nell'interesse dello Stato o della Ditta Ianni, ma i Sign. Ianni per ridurre la valutazione del loro patrimonio, ne ostacolano lo sviluppo trattenendo al semestrale la consegna del materiale rotabile richiesto dai Prefetti dell'intesa coi Comandi Alleanza, e quindi, non tenendo conto degli ordini degli Alleanza stessi, ed ostacolando la consegna dei pezzi di ricambio conseguentemente anche la continuazione dei servizi già in atto. 2654

Chiediamo perciò:

.../...

S. A. C. A.

SOCIETÀ AZIONARIA COOPERATIVA AUTOTRASPORTI

PISTOIA

Pistoia, li 25 Gio. 38 1943

Protocollo N. 1068 Allegati 1

OGGETTO: Attività della
Cooperativa.

ALLA COMMISSIONE ALBERTA DI CONTROLLO
R. C. M. A.

Allegata alla presente abbiamo il piacere di far
smettere a vostra Commissione in copia di una lettera che abbiamo indiriz-
zata al Governatore Provinciale Alberto di Iudice in merito all'organizza-
zione ed attività della nostra Cooperativa, perché sia chiarita la sua
posizione.

Con perfetta osservanza.

Agui 26/5
Benvenuto

914

24 Giugno 1945

Segue lettera diretta al Governo Provinciali
Allegato di Lucca

- a) L'assegnazione del materiale già requisito e l'assegnazione di altro materiale che risulteranno in efficienza per valorizzare il patrimonio lazzi e quindi nell'interesse storico dello Stato, e per ridare alla popolazione i servizi pubblici con l'espressa autorizzazione del Comando Alleato.
- b) L'assegnazione dei pezzi di ricambio.
- c) L'assegnazione della miniera di gas letargo per fornire il gasletargo agli ustoservizi.
- d) L'ordine al sequestratore, che con l'una o l'altra delle due lettere un contratto per la consegna delle proprietà del reddito a noi in gestione in maniera che indipendentemente dal reddito che essi possono e non possono fare, il sequestratore lazzi possa contare su di un reddito sicuro e certo. Si allegano copie di lettere scritte al Conte dei Tassari di Siena ed all'Escelesenza il Prefetto di Pistoia per sollecitare la definizione del contratto di affitto dei beni lazzi.
- e) Come abbia o asservito siano a disposizione di questo Comando per tutti gli accertamenti che riteniamo opportuno di fare, dichiarando anche che siamo disposti ad accettare da parte del sequestratore tutti i controlli amministrativi e tecnici che ritenesse opportuno di fare.

Di quanto asseriamo può testimoniare il Comando Alleato di Pistoia che a suo tempo prese il provvedimento di proibizione per il sig. lazzi di circolare nella Provincia di Pistoia. In merito alla situazione può anche testimoniare il T. M. Generale Ufficiale Alleato addetto all'Ufficio Trasporti di Lucca.

Con perfetto osservando.

2873

Allegato di Lucca
Allegato di Lucca

- a) l'assegnazione del materiale al requisito e l'assegnazione di altro materiale che metteremo in efficienza per valorizzare il patrimonio lazzi e quindi nell'interesse anche dello Stato, e per ridare alla popolazione i servizi pubblici con l'espressa autorizzazione del Comando Alleato.
- b) l'assegnazione dei beni al ricambio.
- c) l'assegnazione delle munitie al suo destino per favorire il cambio agli ausiliari.
- d) l'ordine al questurario, che non l'ha ancora dato, di stabilire un contratto per la concessione dell'affitto dei beni a noi in gestione in maniera che indipendentemente dal reddito che essi possono e non possono dare, il questurario lazzi possa contare su di un reddito sicuro e certo. - Si allegano copie di lettere scritte al Conte dei Raschi di Siena ed all'Eccellenza il Prefetto di Pistoia per sollecitare la definizione del contratto di affitto dei beni lazzi.
- e) Come abbiamo osservato siamo a disposizione di questo Comando per tutti gli accertamenti che riterrà opportuno di fare, dichiarando anche che siamo disposti ad accettare la parte del questurario tutti i controlli amministrativi e tecnici che ritenesse opportuno di fare.

Di quanto abbiamo già testimoniato il Comando Alleato di Pistoia che a suo tempo prese il provvedimento di proibizione per il Sig. Luzzi di circolare nelle Province di Pistoia. In merito alla situazione può anche testimoniare il Ten. Comandante Ufficiale Alleato addetto all'Ufficio Trasporti di Pistoia.

Con perfetta osservanza.

2873

Carlo Perini. Menghi

C O P I A

RACCOMANDATA R. R.

22 Giugno 1945

1021

Contratto ripristino
automezzi e canone affittoAL MONTE DEI PASCHI DI SIENA
Requestrario della Ditta LazziPISTOIA

Facendo seguito alla nostra lettera del 13 corrente n.912 ed in relazione a quanto esposto verbalmente il Dr. Ferretti circa la superiore disposizione di dar corso alla stipulazione del contratto per il ripristino e l'uso degli autoveicoli della Ditta Lazzi, vi invitiamo a precisarci per scritto quali siano queste ragioni perchè noi intendiamo nella maniera più categorica stipulare il contratto medesimo e corrispondere quanto verrà stabilito a favore del sequestro Lazzi.

Questa superiore disposizione è incomprensibile in quanto come da vari mesi da noi richiesto e da voi predisposto il contratto per l'uso dei beni di proprietà della Ditta Lazzi doveva essere già stipulato.

Rimaniamo in attesa di precise comunicazioni a riguardo e frattanto ben distintamente vi salutiamo.

Alf. M. P. P.

2672

C O P I A

22 Giugno 1945

1022

Controllo ripristino
autoveicoli e canone
affitto

ALL'EGGEMMATA IL FORNITORE DI
ELETTRICITA'

Facciamo seguito alla nostra lettera del 14 corrente
L. 232 riguardante l'oggetto sopra indicato per trasmettere
la copia di una seconda lettera indirizzata al Monte dei
Paschi per chiarire in maniera definitiva la situazione al
riguardo del canone di affitto dei beni dello Istit. Banci
in uso alla nostra Cooperativa.
Con perfetta osservanza.

De Fel. *Memph. Vener.*

2651

0147

COPIA

932

Contratto riscatto
autoveicoli e canone
affitto

14 Giugno 1945

ALL'ECCELLENZA II. FENETTO
della Provincia di

PISTOIA

Segnaliamo a Vostra Eccellenza che fino ad oggi non è
stato provveduto da parte del sequestrario della Ditta Felli
Iazzi Monte dei Paschi di Siena alla stipulazione del con-
tratto che definisca il nostro compenso per il riscatto de-
gli autoveicoli della Ditta Felli Iazzi e del relativo canone
di affitto. La stipulazione di questo contratto l'abbiamo sol-
lecitata in molte occasioni ed oggi l'abbiamo sollecitata an-
che per lettera, perchè non desideriamo che ci siano tutti
appunti di sorta da chiacchierare.

Preghiamo vivamente l'Eccellenza Vostra di interporre il
suo autorevole interessamento presso il Monte dei Paschi po-
chè questa definizione possa avvenire d'urgenza.

Porgiamo vivi ringraziamenti e deferenti ossequi.

Agui
Manfredi

2850

C O F I A

13 Giugno 1945

912

Contratto ripristino
automezzi e canone affitto

AL MONTE DEI PASCHI DI SIENA
Sensustrario della Ditta Lazzi
LISTINA

In relazione a quanto abbiamo varie volte sollecitato verbalmente all'Uffizio Vostro M. Ferretti vi facciamo presente che si rende indispensabile procedere alla stipulazione del contratto relativo al ripristino degli automezzi e del relativo canone di affitto, perche non intendiamo, per alcun motivo, che ci vengano fatti appunti di sorta. Il ritardo nella stipulazione di questo contratto non riguarda affatto la nostra Cooperativa perche noi abbiamo sempre fatto presente e confermiamo di essere a disporso di ogni cosa per questa stipulazione.

In attesa di questa sollecita stipulazione, distintamente vi salutiamo.

Alfredo Menghini

263

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

GES/hgd

28 June 1945

AS/1/46/TN.5

SUBJECT : Co-operative for Transports.

TO : Ufficio Provinciale Del Lavoro, CHIATI.

1. Reference year 8700 of June 18th 1945.
2. When the truck Pools are handed over to the Italian Govt the allocation of trucks, their operation and distribution will be a matter for the Italian Govt to decide.
3. When these vehicles are under Italian Govt control Allied Commission have no say at all as to operation or distribution.

For the Director:


C. E. SQUIRE

2658

4
T R A N S L A T I O N

EG/gg

UFFICIO PROVINCIALE DEL LAVORO

Ref : 8700

Chieti 18 June 1945

TO : Col. W.P. EVANS
Director
Commerce Sub-Commission
ROME

SUBJECT : Cooperative for Transports

I call your attention to the fact that a Cooperative for Transports has been instituted in Chieti for the interest of the population of the province. We point out that it would be advisable to allocate to the mentioned Cooperative all the vehicles of the local truck Pool which will be soon turned over to the Italian Government.

You can imagine that the news that said means will be turned over to the Italian Government has provoked in the population the desire to see solved the problem of transports from which depends the provincial economy.

We would appreciate very much if you will examine the matter and see if it is possible to allocate said means to the Cooperative.

Please accept our best regards.

THE PROVINCIAL DIRECTOR

(sgd Prof. Rolando Rasetti)

267

UFFICIO PROVINCIALE DEL LAVORO

CORSO MARRUCINO, 46 - CHIETI - TELEFONO 2842 e 711

OGGETTO: Cooperativa

trasporti.

Prot. N. 8200

Allegati:

Chieti 16 Giugno 1945

26 JUN 1945

Illmo Signor W.P. EVANS

Colonel Director=Commerce Sub=Commission

R O M A

Portando a vostra conoscenza la costituzione qui in Chieti di una Cooperativa trasporti nell'interesse di tutta la popolazione della nostra Provincia, prospettiamo a V.S. se non sia il caso di assegnare alla detta Cooperativa i mezzi attualmente del Truck Pool che saranno tra breve ceduti allo Stato Italiano.

Come ben potete immaginare la notizia della cessione di detti mezzi ha prodotto nella cittadinanza e nella popolazione il desiderio di vedere risoluto il problema dei trasporti dai quali tanta parte dipende della nostra economia provinciale.

Saremmo pertanto grati a V.S. se volesse benignarsi di esaminare il caso e vedere se non sia possibile la cessione dei predetti mezzi alla Cooperativa della quale si è innanzi parlato.

26.6

Certissimi del vostro benevolo interessamento Vi preghiamo di accogliere i sensi della nostra osservanza.

Il Direttore Provinciale

(Prof Rolando Rasetti)

Rasetti

0 2 5 2

Illmo Signor W.P. EVANS

Colonel Director=Commerce Sub=Commission

R O M A

Portando a vostra conoscenza la costituzione qui in Chiesa di una Cooperativa trasporto nel l'interesse di tutta la popolazione della nostra Provincia, prospettiamo a V.S. se non sia il caso di assegnare alla detta Cooperativa i mezzi attualmente del Truck Pool che saranno tra breve ceduti allo Stato Italiano.

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26.6

Certissimi del vostro benevolo interessamento Vi preghiamo di accogliere i sensi della nostra osservanza.

Il Direttore Provinciale

(Prof Rolando Rasetti)



Subject :- Permits Transport, Franking of.

Capt. PRICE.
H.Q. AC TRUCK POOL.
CHIENT, PROV GENETL.

74M/8.3/1.
21 June 1945.

1. As this part of Italy is no longer under Allied Military Government, it is not now necessary for you to frank with an AMT stamp, the passess issued by you to civilians enabling them to ride on transport under your Command. The use of such a stamp is misleading to Italian authorities and Military Personnel.

2. Please therefore dispose of this stamp unless, of course, you have orders to the contrary from Higher Authority, in which case please inform me.

In the Field.
JG/JH.

Frank

J. GRANT, MAJOR, R.A.
O.C. TRUCKS, RECON.

Copy to :- AFM 24 Area.
H.Q. AC Truck Pool, RECON.
6 Det 200 Coy. Pro. O.M.P.
TAVICOR 1/6 88 RR. PASCARA.

2613

TRANSLATION RS

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB-COMMISSION

RSW/eb

S I T A

The Managing Direct.

Rome 21 - 5 - 1945

TO : H.E. the Right Hon. Francesco CERABONA
Minister of Transport - R O M E

SUBJECT : DODGE TRUCKS - POTENZA

As your Excellency is aware, last year following a regular agreement stipulated in due time between the Allied Authorities in Naples and our SITA Company, under the auspices and the intervention of your Ministry, then residing at Salerno, a certain number of Dodge Trucks were assigned to our Company to carry out transport services for the food supplies in the Provinces of Potenza and Matera.

In particular 25 of the said trucks were assigned and handed over to the Potenza Province; and up to now they were used to carry out the a/m services with full satisfaction of all local Bodies responsible for food supplies.

The frequent lack of timely supplies of tyres, however, caused the foregoing service to be often rather precarious and particularly difficult, and credit is due to the spirit of self-sacrifice and devotion to duty of our own personnel there, for having overcome many difficulties and having ensured the carrying out of the service in the most irreproachable way.

Recently as, owing to the mentioned lack of tyre supplies becoming more frequently and acutely felt, a considerable number of the a/m trucks remained idle, seriously jeopardizing the regular flow of food supplies, our Company did not fail to insist with the Allied Authorities in Naples, both directly, and through the intervention of H.E. the Prefect of Potenza, and of the local Section of Food Supplies, in order to obtain the necessary parts to restore those trucks to their complete efficiency.

However, instead of our request being complied with, we are informed that the a/m Allied Authorities have decided abruptly the outright withdrawal of all said trucks, thereby leaving the Province totally deprived of all transport facilities.

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However, instead of our request being complied with, we are informed that the a/m Allied Authorities have decided abruptly the outright withdrawal of all ^{the} said trucks, thereby leaving that Province, totally deprived of all transport facilities.

As we know how intimately Your Excellency has the conditions of this Province at heart, our Company make bold to invoke your high and authoritative intervention to avoid this serious danger which, especially on the eve of the impending grain campaign, threatens to strike those populations and to throw out of work the considerable number of personnel running the transport services.

./

The very scanty local resources, owing to the lack of available privately owned vehicles, do not allow for the replacement of the trucks which are going to be withdrawn, neither it is possible, owing to the special conformation of this Region, to provide for those services by other means; consequently, our Company trust that Your Excellency will give his attention to the matter, in order that the Allied Authorities may resolve the projected measure, and supply in the meantime the necessary tyres for the complete rehabilitation of the trucks.

Our best thanks and respects

S . I . T . A .

The Managing Director

Dott. Ing. Eugenio Santoro

SITASOCIETÀ PER AZIONI
DEI MEZZI DI TRASPORTO
CAP. VERGATO L. 30.000.000

L'AMMINISTRATORE DELEGATO

ROMA 21/5/1945

Via Calabro, 49
Telefono 481.751

A S.E. L'On. AVV. FRANCESCO CERABONA

Ministro dei Trasporti

R O M AAutocarri Dodge - Potenza

Come è noto all'I.V. nello scorso anno, a seguito di regolare convenzione a suo tempo stipulata fra le Autorità Alleate di Napoli e la nostra Società S I T A, sotto gli auspici e con l'intervento di cote-sto On. Ministero, allora risiedente in Salerno, veniva assegnato alla nostra Società un certo numero di autocarri Dodge per i servizi di approvvigionamenti alimentari delle provincie di Potenza e di Matera.

In particolare per la provincia di Potenza vennero assegnati e consegnati 25 dei detti autocarri con i quali vennero finora effettuati i trasporti per i servizi di cui sopra, con piena soddisfazione degli Enti locali preposti a quei servizi di approvvigionamenti.

Le frequenti mancanze di tempestivi rifornimenti di gomme resero però spese volte assai precario e particolarmente difficile il servizio in parola, e si deve allo spirito di abnegazione e di sacrificio di quel nostro personale se molte difficoltà potettero essere superate ed assicurato nel modo più inappuntabile il servizio stesso.

Di recente poichè sempre a causa della predetta mancanza di rifornimenti di gomme resa sempre più frequente ed acuta, restava inoperoso un notevole numero dei detti autocarri con grave pregiudizio della regolarità di quegli approvvigionamenti, la nostra Società non ha mancato di insistere presso le Autorità Alleate di Napoli sia direttamente, sia attraverso l'intervento di S.E. il Prefetto di Potenza e della locale Sezione degli Approvvigionamenti, per ottenere i mezzi necessari alla completa rimessa in efficienza di quegli autocarri.

Se non che, invece dello sperato accoglimento delle sue richieste, ci viene fatto sapere che le cennate Autorità Alleate avrebbero senz'altro disposto il completo ritiro di tutti i predetti autocarri

considerando così quella Provincia del tutto sprovvista di ogni mezzo di

R O M A

Autocarri Dodge - Potenza

Come è noto all'E.V. nello scorso anno, a seguito di regolare convenzione a suo tempo stipulata fra le Autorità Alleate di Napoli e la nostra Società S I T A, sotto gli auspici e con l'intervento di cote-sto On. Ministero, allora risiedente in Salerno, veniva assegnato alla nostra Società un certo numero di autocarri Dodge per i servizi di approvvigionamenti alimentari delle provincie di Potenza e di Matera.

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Se non che, invece dello sperato accoglimento delle sue richieste, ci viene fatto sapere che le cennate Autorità Alleate avrebbero senz'altro disposto il completo ritiro di tutti i predetti autocarri lasciando così quella Provincia del tutto sprovvista di ogni mezzo di trasporto.

Sapendo quanto le sorti di detta Provincia stanno particolarmente a cuore dell'E.V. la nostra Società si permette di invocare l'aiuto ed autorevole Suo intervento per scongiurare questo grave pericolo

che specialmente alla vigilia della imminente campagna granaria minaccia di colpire quelle popolazioni e lasciare senza lavoro il notevole numero di personale addetto a quei servizi.

Poichè le scarsissime risorse locali non permettono data la mancanza di disponibilità di automezzi privati di provvedere in altro modo alla sostituzione degli autocarri che si vogliono ritirare, nè è possibile data la particolare configurazione della regione provvedere con altri sistemi ai servizi di cui si tratta, la nostra Società confida nel sicuro interessamento dell'I.V. affinchè quelle Autorità Alleate desistano senz'altro dal diviso provvedimento fornendo nel contempo le gomme necessarie per il completo allestimento di quegli automezzi.

Con distinti ringraziamenti ed ossequi

Dev/mc

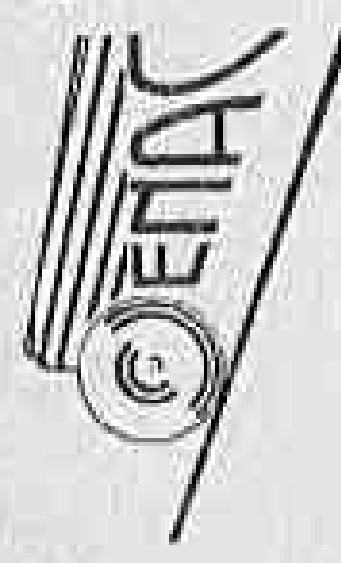
SITA

Caricati per Avioni
L'AMMINISTRATORE DELEGATO
(Dott. Ing. S. L. F. F. F.)

M. L. F. F. F.

Mod. ENAC 10

ROMA 11 GIU. 1945 194



Ente Nazionale Autotrasporti Roma

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

*Ufficio CA/Movimento
Aut. 1° 2N/c/1355 / 11361. May - 9 -
Direttore d. 1°*

R O M E

TO THE ALLIED COMMISSION

- Transportation Sub Commission

Oggetto Documenti di viaggio emessi Trip documents issued by Pisa T.O.
si dall'Ufficio Trasporti
di Pisa

- 1) - Il giorno 16 maggio il Nucleo Volante di Polizia ENAC di Napoli ha fermato a Napoli l'autocarro Roma 82235, rimorchio Roma 2258 di proprietà della Soc. Italiana Autotrasporti (S.I.A.) Roma e ha ritirato, per verificarlo, il foglio di viaggio n. 016696 rilasciato in data 30 aprile 1945 dall'Ufficio Trasporti di Pisa dipendente dall'A.M.G.
- 2) - Per consentire all'automezzo di rientrare in rimessa, ha rilasciato una autorizzazione provvisoria a circolare per il rientro in sede valevole per la sola giornata del 16.
- 3) - Il giorno 17 l'autotreno ha transitato con un carico di q.li 119,51 di vino dal posto di controllo di Roma (Via Casilina). I militari della Guardia di Finanza hanno fermato l'autotreno e, ritenendo irregolare il trasporto, hanno fermato il carico e hanno denunciato il fatto a questa Direzione.
- 4) - Fatti i debiti accertamenti e risultato:
a) l'autotreno, immatricolato al-
- 1) - The 16th of May the Flying ENAC Police Group of Naples stopped in Naples the Truck "Roma 82235" with trailer "Roma 2258" belonging to the Società Italiana autotrasporti Roma (S.I.A.) and drawn off for inspection the work-ticket N. 016696 issued the 30th of April 1945 by the A.M.G. Ufficio Trasporti Pisa.
- 2) - In order to allow the truck go back to its garage, provisional circulating permit was delivered whit validity only for the 16th of May.
- 3) - The 17th of May the a.m. autotrain was stopped by the Roma (Via Casilina) ENAC Block-Post being it carrying q.li 119,5 of wine.
The Finance O. has denounced the fact to this H. 26.1
- 4) - Following facts were ascertained:
a) the autotrain, registered with ENAC, had to be utilized for supplying the General Markets of Rome; a circulating permit at its name

Servizio CA/Movimento
 Data 24/01/55 / 11361 - May - 9 -
 Reporto di...

Occorrono Documenti di viaggio emessi
 si dall'Ufficio Trasporti
 di Pisa

- 1) - Il giorno 16 maggio il Nucleo Volante di Polizia ENAC di Napoli ha fermato a Napoli l'autocarro Roma 82235, rimorchio Roma 2238 di proprietà della Soc. Italiana Autotrasporti (S.I.A.) Roma e ha ritirato, per verificarlo, il foglio di viaggio n. 016896 rilasciato in data 30 aprile 1945 dall'Ufficio Trasporti di Pisa dipendente dall'A.M.G.
- 2) - Per consentire all'automezzo di rientrare in rimessa, ha rilasciato una autorizzazione provvisoria a circolare per il rientro in sede valevole per la sola giornata del 16.
- 3) - Il giorno 17 l'autotreno ha trasportato con un carico di q.li 119,51 di vino dal posto di controllo di Roma (Via Casilina). I militari della Guardia di Finanza hanno fermato l'autotreno e, ritenendo irregolare il trasporto, hanno fermato il carico e hanno denunciato il fatto a questa Direzione.
- 4) - Fatti i debiti accertamenti è risultato:
 - a) l'autotreno, immatricolato all'ENAC, destinato all'approvvigionamento dei Mercati Generali di Roma, è stato munito di un permesso di circolazione rilasciato dall'Ispettorato Compartimentale della M.C.T.C. di Roma.
- 1) - The 16th of May the Flying ENAC Police Group of Naples stopped in Naples the Truck "Roma 82235" with trailer "Roma 2238" belonging to the Società Italiana autotrasporti Rome (S.I.A.) and drawn off for inspection the work-ticket N.016896 issued the 30th of April 1945 by the A.M.G. Ufficio Trasporti Pisa.
- 2) - In order to allow the truck go back to its garage, provisional circulating permit was delivered with validity only for the 16th of May.
- 3) - The 17th of May the a.m. autotrain was stopped by the Roma (Via Casilina) ENAC Block-Post being it carrying q.li 119,5 of wine.
The Finance O. has denounced the fact to this H.D.
- 4) - Following facts were ascertained:
 - a) the autotrain, registered with ENAC, had to be utilized for supplying the General Markets of Rome; a circulating permit at its name had been issued by the Roma Compartmental Inspectorate of the Motorization.

10.0
 20.99

b) The autotrain had also a second circulating permit issued by the AMG T.O. of Pisa.

c) The motorvehicle going, in this way, against the ENAC's policy, made at the same time transports ordered by ENAC and other ones ordered by the AMG T.O. of Pisa.

d) the AMG Transport Officer Capt. Farber had no difficulties to issue the a.m. circulation permit (N.190546) as well as some others trip-permits for goods and for passenger. Seven of such permits were confiscated to Mr. Di Giovanni Michele who is interested in this affair, as proprietor of the good.

5) - The gravity of these irregularity depends from the fact that such persons, like many others, are abusing of the bona fide and the confidence of the AMG authorities and receive circulating permits, trip-tickets and other documents for trucks registered in Rome with Rome plate and registered with ENAC for Rome.

Such trucks, on the basis of the AMG documents may avoid the control of the Check posts and make irregular movements, prohibited by ENAC, like wine and alcoholic stuffs.

6) - In this way a natural sense of unease is given to

a) ENAC which policy is so hard to be enforced,

b) the honest carriers which see such a difference of treatment,

c) the costumers which see them

b) Si è constatato, altresì, che lo autocarro è munito di un secondo permesso di circolazione rilasciato dal Comando Alleato di Pisa.

c) evadendo la disciplina dell'ENAC l'automezzo ha effettuato contemporaneamente servizi per l'ENAC di Roma e per l'Ufficio Trasporti di Pisa

d) Il Comando Alleato di Pisa, nella persona del Cap. Farber non ha avuto alcuna difficoltà a rilasciare il permesso N. 190546 come non ha avuto alcuna difficoltà a rilasciare permessi di viaggio e permessi per le persone, tra cui sette vitine al Sig. Di Giovanni Michele, che è interessato nella pratica perchè proprietario della merce.

5) - La gravità della cosa è data dal fatto che queste persone come molte altre, profittando della buona fede del Comando Alleato, riescono ad ottenere permessi di circolazione fogli di viaggio ed altri documenti per automezzi targati Roma e in servizio a Roma. Automezzi che poi, giocando sull'equivoco del documento Alleato, riescono ad eludere la vigilanza dei Posti di Controllo ed effettuano trasporti irregolari, proibiti dall'ENAC, quali i trasporti di vino e di prodotti alcolici.

e) - Essi creano certamente un senso di disagio:

a) all'ENAC, che vede frustrata la disciplina che si cerca in ogni modo di imporre,

b) nei trasportatori onesti che vedono la disparità di trattamento,

c) nei committenti, che si vedono obbligati a sottostare a esose

c) the motorvehicle going, in this way, against the ENAC's policy, made at the same time transports ordered by ENAC and other ones ordered by the AMG T.O. of Pisa.

d) the AMG Transport Officer Capt. Farber had no difficulties to issue the a.m. circulation permit (N. 190546) as well as some others trip-permits for goods and for passenger. Seven of such permits were confiscated to Mr. Di Giovanni Michele who is interested in this affair, as proprietor of the good.

5) - The gravity of these irregularity depends from the fact that such persons, like many others, are abusing of the bona fide and the confidence of the AMG Authorities and receive circulating permits, trip-tickets and other documents for trucks registered in Rome with Rome plate and registered with ENAC for Rome.

Such trucks, on the basis of the AMG documents may avoid the control of the Check posts and make irregular movements, prohibited by ENAC, like wine and alcoholic stuffs.

6) - In this way a natural sense of unease is given to

a) ENAC which policy is so hard to be enforced,

b) the honest carriers which see such a difference of treatment,

c) the costumers which see themselves exposed to speculations from people profiting of the situation.

7) - Copy of the official report is

dal Comando Alleato di Pisa.

c) evadendo la disciplina dell'ENAC l'automezzo ha effettuato contemporaneamente servizi per l'ENAC di Roma e per l'Ufficio Trasporti di Pisa

d) Il Comando Alleato di Pisa, nella persona del Cap. Farber non ha avuto alcuna difficoltà a rilasciare il permesso N. 190546 come non ha avuto alcuna difficoltà a rilasciare permessi di viaggio e permessi per le persone, tra cui sette ritirati al Sig. Di Giovanni Michele, che è interessato nella pratica perone proprietario della merce.

5) - La gravità della cosa è data dal fatto che queste persone come molte altre, profittando della buona fede del Comando Alleato, riescono ad ottenere permessi di circolazione fogli di viaggio ed altri documenti per automezzi targati Roma e in servizio a Roma. Automezzi che poi, giocando sull'equivoco del documento Alleato, riescono ad eludere la vigilanza dei Posti di Controllo ed effettuano trasporti irregolari, prodotti dall'ENAC, quali i trasporti di vino e di prodotti alcolici.

6) - Essi creano certamente un senso di disagio:

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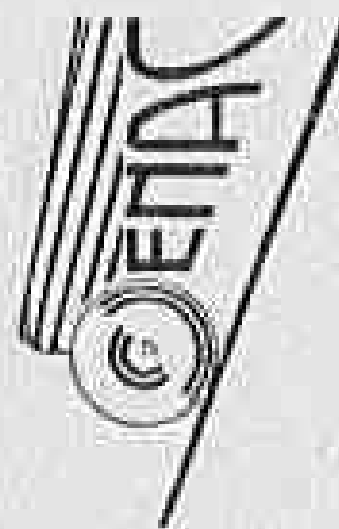
b) nei trasportatori onesti che vedono la disparità di trattamento,

c) nei committenti, che si vedono obbligati a sottostare a esose speculazioni da parte degli avventurieri che sfruttano la situazione.

7) - Copia dei verbali è depositata presso la Direzione Generale dell'ENAC

Mod. ENAC 10

134



Ente. Trasporti Pubblici

ISTITUTO DI DIRITTO PUBBLICO
DLA 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Avv.
Reg. N.°
Proposta di N.°

OGGETTO:

= 2 =

existing by this H.Q.

8) - As we think that your S/C will find useful to investigate and to give instructions to your T.O. to eliminate such in convenient we enclose herewith copy of:

- Circulation permit N. 190546
- Circulation permit N. 190547
- Travel permits N. 2748, 3946, 3947, 3948, 3949, 3951
- trip ticket of the AMG T.O. of Pisa N. 016696

THE GENERAL MANAGER

8) - Poiché riteniamo che codesta Sotto Commissione riterrà utile fare le necessarie indagini e dare istruzioni agli Uffici Trasporto affinché tali inconvenienti vengano eliminati, uniamo alla presente copia di:

- Permesso di circolazione N. 190546
- Permesso di circolazione N. 190547
- Autorizzazioni personali n. 2748, 3946, 3947, 3948, 3949, 3951
- fogli di via dell'Ufficio Autotrasporti di Pisa N. 016696

IL DIRETTORE GENERALE

Handwritten signature

2640

PERMESSO DI CIRCOLAZIONE AUTOVEICOLO
Circulation Permit for motor vehicle

Provincia di Pisa
Province of

Permesso N. 190547
Permit N.

Nome del titolare Soc. Ital. Trasporti
Name of holder

Per conto di (nome della ditta o Soc.) Ditta Berlendi Remo
On behalf of (name of firm or company)

Indirizzo Cascina
Address

Comune di Cascina
Commune of

Targa dell'autoveicolo 2267 Roma
Registered number of vehicle

Fabbrica =
Make

Tipo =
Type

Numero del motore =
Engine N.

Numero del telaio =
Chassis N.

E' permesso l'uso dell'autoveicolo soltanto per : a disposizione dell'Ufficio
Use of vehicle permitted only for Autotrasporti

Zona di circolazione Italia liberata come da foglio di viaggio
Zone in which the vehicle is permitted to operate

data di scadenza 30/4/45
Date of expiry

Timbro
Stamp

f.to Capt. CL. Farber
firma del funzionario
Issuing officer

2639

ENAC

TRANSLATION

TO: Allied Commission
Transportation Sub-Commission

SUBJECT: Trip documents issued by
Pise I.O.

The 16th of May the Flying ENAC Police Group of Naples stopped in Naples the Truck "Roma 82235" with trailer "Roma 2258" belonging to the Societa Italiana autotrasporti Rome (S.I.A.) and drawn off for inspection the work-ticket N.016698 issued the 30th of April 1945 by the A.M.G. Ufficio Trasporti Pise.

In order to allow the truck go back to its garage, provisional circulating permit was delivered with validity only for the 16th of May.

The 17th of May the s.m. autotrain was stopped by the Rome (Vimercasiline) ENAC Block-Post being it carrying 411 119,5 of wine. The Finance C. has denounced the fact to this H.Q.

Following facts were ascertained:

- a) The autotrain, registered with ENAC, had to be utilized for supplying the General Markets of Rome, a circulating permit at its name had been issued by the Rome Compartmental Inspectorate of the Motorization.
- b) The autotrain had also a second circulating permit issued by the AMG I.O. of Pise.
- c) The motorvehicle going, in this way, against the ENAC's policy, made at the same time transports ordered by ENAC and other ones ordered by the AMG I.O. of Pise.
- d) The AMG Transport Officer Capt. Farber had no difficulties to issue the s.m. circulation permit (N.190546) as well as some others trip-permits for goods and for passenger. Seven of such permits were confiscated to Mr. Di Giovanni Michele who is interested in this affair, as proprietor of the good.

The gravity of these irregularity depends from the fact that such persons, like many others, are abusing of the bona fide and the confidence of the AMG Authorities and receive circulation permits, trip-tickets and other documents for trucks registered in Rome with Rome plate and registered with ENAC for Rome.

Such trucks, on the basis of the AMG documents may avoid the control of the Check posts and make irregular movements, prohibited by ENAC, like wine and alcoholic stuffs.

In this way a natural sense of unease is given to:

2637

to the Società Italiana Autotrasporti Rome (S.I.A.) and drawn off for inspection the work-ticket N.016696 issued the 30th of April 1945 by the A.M.G. Ufficio Trasporti Pisa.

In order to allow the truck go back to its garage, provisional circulating permit was delivered with validity only for the 16th of May.

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- b) The autotrain had also a second circulating permit issued by the A.M.G. of Pisa.
- c) The motorvehicle going, in this way, against the ENAC's policy, made at the same time transports ordered by ENAC and other ones ordered by the A.M.G. of Pisa.
- d) The A.M.G. Transport Officer Capt. Farber had no difficulties to issue the a.m. circulation permit (N.190546) as well as some others trip-permits for goods and for passenger. Seven of such permits were confiscated to Mr. Di Giovanni Michele who is interested in this affair, as proprietor of the good.

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In this way a natural sense of unease is given to:

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- b) The honest carriers which see such a difference of treatment.
- c) the costumers which see themselves exposed to speculations from people profiting of the situation.

2637

Copy of the official report is existing by this H.Q.

As we think that your S/C will find useful to investigate and to give instructions to your T.O. to eliminate such inconvenients we enclose herewith copy of:

Circulation permit No. 190546

Circulation permit No. 190547

Travel permits N. 2748, 3946, 3947, 3948, 3949, 3951.

Trip ticket of the AMG T.O. of Pisa N. 016696

THE GENERAL MANAGER

ALLIED CONTROL COMMISSION ALLIED MILITARY GOVERNMENT
Commissione Alleata di Controllo - Governo Militare Alleato

UFFICIO AUTOTRASPORTI DI PISA

Serial N. 016696

Date 30/4/45 20

ROAD TRANSPORT HAULAGE WORK TICKET AND DELIVERY NOTE

Biglietto di lavoro per trasporti stradali e ricevute di consegna
Registered N. of vehicle 32235 Roma-Carrying capacity 100 Name of Owner
Berloni R. Name of Driver Albertazzi e Bel. 26

Name and Address of Hirer (to)	Prov.	Detail of load Description Weight in qli	Origin	Destination	Name and Address of consignee	To be completed by driver mile- time time time Petr age loaded out in	Held at stor... Add amount drawn. Deduct Remains on Completion Quantity consumed.
c.p. to Pisa ... frutta salati ... conserva	Pisa	Scopo all'u- scachinario frutta salati alcool vino conserva	Cascina Lanciano Lecce	Lanciano Lecce Cascina	Via Firenze vale fino al 20/5/45		

Signed F. to Illegibile

Timbro tondo: AMG - Ufficio Auto-
trasporti Pisa

ALLIED CONTROL COMMISSION ALLIED MILITARY GOVERNMENT
 Commissione Alleata di Controllo - Governo Militare Alleato

UFFICIO AUTOTRASPORTI DI PISA Serial N.016696

Date 30/4/45

ROAD TRANSPORT HAULAGE WORK TICKET AND DELIVERY NOTE
 Biglietto di lavoro per trasporti stradali e ricevuta di consegna
 Registered N. of vehicle 82235 Tonnage-Carrying capacity 120 Name of Owner
 Name of Driver Albertassi e Bei.

Detail of load Description Weight in qli	Origin	Destination	Name and Address of consignee	To be completed by driver			
				mile- age	time loaded	time out	time Petr in
Scopie allure macchinario	Cascina Lanciano	Lanciano Lecce	Via Firenze				Held at star... Add amount drawn. Deduct Remains on Completion Quantity consumed.
frutta salati alcohol vino conserva		Lecce Cascina					
			vale fino al 20/5/45				

Signed R. to Illegibile
 Timbro tondo: AMG - Ufficio Auto-
 trasporti Pisa

HEADQUARTERS ALLIED COMMISSION
APO394
ECONOMIC SECTION

GGG/rs

Ref: AC/1/41/Tn5

16 June 1945.

Dear Sir:

Reference your letter 7 June 1945, requesting Allied Commission: (a) to allocate to your firm 10 to 20 American lorries and (b) permission to import from America 10 to 20 motor pullman lorries.

The Allied Commission is in the process of transferring to the Italian Government several hundred trucks, many of which will be used to supplement the railroads where they have been made inactive from the war. The Allied Commission is neither selling nor transferring trucks of any type to individuals or organizations. It is suggested that you contact the Minister of Transport of the Italian Government for any further arrangements in connection with your problem.

On the matter of import from America of motor pullman lorries, it will be necessary for you to contact the Istituto per il Commercio Estero as the appropriate agency for consideration of your request.

Very truly yours,

(sgd) E. B. McKinley

E. B. MCKINLEY
Brigadier General, U.S.A.
Acting Vice President

Grand Uff. V. Mezzacapo, The President
Consorzio Comense Autotrasporti
Corso d'Italia, 40 Int. 1 - Roma

2635

File *Col. Thomas*
PC/1 *July 40*

MR. MERRITT H. TAYLOR DIRECTOR IPTN SUB COMMISSION.

copy:

To Allied Commission Head-Quarters- ROME

To Ten. Clark Tptn Officer - NAPLES

When a few months ago it was rumoured of a close down of the U.T.C. or, at least, of a change of status of this Organization, the Directors, Employees and Workers of this Truck Pool suggested: That the Concern be legally established, according to Italian Law, as a Society, or Corporation, in which the Employees would get a share of the profits; that the shareholders of the Society be only those who had efficiently worked for the U.T.C.; that the profits realized be considered as joint stock (such profits were, as per Regional Order No 38, to be devolved to the improvement of the Organization); that the new Society be permitted to buy the vehicles which are now being managed by the U.T.C. (for such purchase would have been used the profits already realized and the future ones.)

The reason for this proposal was to reward the U.T.

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2634

The reason for this proposal was to reward the U.T.C. Employees for their good work which has achieved the two great successes of having strongly cooperated in the solution of the very serious problem of the supplies, and having, in a few months management,

realized very large profits.

If the proposal in question would have been approved, such work would have not been lost or beneficial to others.

The proposal was to the liking of all the local Allied Authorities concerned, who immediately submitted it, strongly recommended, to the Higher Authorities.

A decision is still being waited for.

In the meantime, however, the Directors, Employees and Workers of the U.T.C., in order to avoid any possibility of disaggregation of this Organization, which has proved to be so useful to the Country, and also to avoid that their work be beneficial to extraneous undertakers, have established a Co-operative among themselves.

The aims of this Co-operative, whose name is "UNIONE TRASPORTATORI COOPERATIVA", are the assistance among the members, the working of a workshop for vehicles repairs, and the working of transports which would be, for the time being, subsidiary to the activity of the U.T.C., and, later on, liable to take it over. On behalf of this Co-operative, the undersigned, who

cial to others.

The proposal was to the liking of all the local Allied Authorities concerned, who immediately submitted it, strongly recommended, to the Higher Authorities.

A decision is still being waited for.

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the U.T.C. be permitted to buy the vehicles which are now being managed by this Organization; that is in case the Allied Government would decide to sell the vehicles in question. The undersigned feels sure that it will be admitted that, should the Allied Government decide to sell the vehicles, priority should be given to the Employees of the U.T.C. who always gave their best when called upon, and strongly co-operated, with their hard, efficient and honest work, to the eplendid results achieved by the Concern.

UNIONE TRASPORTATORI COOPERATIVA

IL PRESIDENTE
(S. Pragliola)

[Handwritten signature]

Napoli, 119 Aprile 1945

Via zza Duca D'Acosta n. 7

Translated by:

[Handwritten signature]
Sulenkoper, VTC

Copy

ON. MINISTRI DEI TRASPORTI E DELL'INDUSTRIA COM-

MERCIO E LAVORO

R O M A

e p.c.

TO ALLIED COMMISSION HEAD QUARTERS - ROME

TO MR. MERRIT H. TAYLOR DIRECTOR TPTN SUB COMMISSION

ROME

During a period of very serious difficulties for Italy, when the problem of the transport was the most important to be solved in order that the Country could come to life again, the Regional Commissioner established the "UFFICIO TRASPORTI DELLA CAMPANIA" to which was committed the task of ensuring the transports needed to supply Naples and the other Provinces of the Campania Region with the prime necessities goods for the civilian population.

Fully aware of such a serious responsibility, Directors, Employees and Workmen of the U.T.C. gave always their best for the punctual working of the Concern, and proved by their work the trust put in them. Obscure, silent, with no trumpetings, ever since

2623

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TO MR. MERRIT H. TAYLOR DIRECTOR TPTN SUB COMMISSION

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Fully aware of such a serious responsibility, Directors, Employees and Workmen of the U.T.C. gave always their best for the punctual working of the Concern, and proved by their work the trust put in them. Obscure, silent, with no trumpetings, ever since a year ago, they worked day and night to the utmost of their possibilities, overcoming any difficulty. But they have their great satisfaction: never, also-

2623

lutely never, Naples and the other Provinces of the Campania Region lacked grain, flour, oil, and all the other life necessities. Tons and tons of goods flock into the market from the most different places hauled by U.T.C. vehicles, because of the abnegation of all those who give their co-operation to this Organization.

And the cohesion, the fraternization, the unity of their aims is so complete that on the 14th of February 1945, Director, Employees and Workmen of the U.T.C. established a Co-operative among themselves: the "UNIONE TRASPORTATORI COOPERATIVA", whose tasks are, for the time being, subsidiary and integrative to those of the U.T.C., and, later on, liable to take over its activity, when the U.T.C., belonging to the Allies, and, therefore, bound to have a short life, will close down.

It will, thus, maintained, also in the future, an Organization which has already rendered so many important services, and whose activity, expressed with figures, has been, up to now, the following:

1.600.000 Quintals of goods hauled, of which about 800.000 Quintals of grain, flour, and macaronies; 200.000 Quintals of olive oil, and

goods flock into the market from the most different places hauled by U.T.C. vehicles, because of the abnegation of all those who give their co-operation to this Organization.

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1.600.000 Quintals of goods hauled, of which about 800.000 Quintals of grain, flour, and macaronies; 200.000 Quintals of olive oil, fruits, and various foodstuffs.

It may be added that such activity deserved praises from Allied and Italian Authorities, and from the Press, and many well deserving certificates from all those who availed themselves of the U.S.C. vehicles: (The Provincial Agrarian Unions; The Italian State Railways; The Administration of the Italian Postal & Telegraphic Services; The Southern Electric Company, etc. etc.)

But it necessary that the "UNIONE TRASPORTATORI COOPERATIVA" be given the possibility of continuing to fully contribute to the reconstruction of the Country.

Therefore, on behalf of this Co-operative, the undersigned, who has the honour of being its President, begs that the purchase, or, at least, the management of vehicles assigned to Italy by the United States be granted to the "UNIONE TRASPORTATORI COOPERATIVA", the number of the vehicles being according to the importance of this Organization.

Hopefully thanking in advance

For the "Unione Trasportatori Cooperative"

The President
Stefano Tullio

vehicles; (The Provincial Agrarian Unions; The Italian State Railways; The Administration of the Italian Postal & Telegraphic Services; The Southern Electric Company, etc.-etc.)

But it is necessary that the "UNIONE TRASPORTATORI COOPERATIVA" be given the possibility of continuing to fully contribute to the reconstruction of the Country.

Therefore, on behalf of this Co-operative, the undersigned, who has the honour of being its President, begs that the purchase, or, at least, the management of vehicles assigned to Italy by the United States be granted to the "UNIONE TRASPORTATORI COOPERATIVA", the number of the vehicles being according to the importance of this Organization.

Hopefully thanking in advance
For the "Unione Trasportatori Cooperativa"

The President
Antonio Tullio

Translated by:
Annunzio Bonaccorsi
Editorial, UTE

CES/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

39

8 June 1945

EXT :- 566REF :- AC/1/39/Tn5SUBJECT :- Alleged mis-use of AC/44D TransportTO :- Lt. CLARKE
Transport Officer
6. A.M.G. Truck Pool
MACERATA

1. Attached is copy of letter received from A.C. Public Safety L.O. in relation to above subject.
2. Will you please investigate enquiries with a view to eliminating any recurrence of transport mis-use and advise this Office of steps taken to deal with same. Please advise also regarding punishment of offender.

For the DIRECTOR


C.E. SCIRE
Roads Division

Confidential.

Ref. No: SB76/A/45/645.

76 Section,
Special Investigation Branch
Corps of Military Police,
Central Mediterranean Forces.

Thursday, 51st, May 1945.

Your Ref.....

Subject :- Alleged Mis-use of A.C. Region V., N.D.
Transport, by civilian drivers, and alleged
unlawful transporting of controlled foodstuffs,
by Italian civilians, from PERUGIA to ROME.

TO :- D.A.P.M.
76 Section,
S.I.B. C.M.F.

Sir,

At about 0130 hours, on Tuesday, 29th, May 1945, information was received at this office from Lieut. BELL, Duty Officer, 230 Provost Coy., C.M. Police, Central Police Station, ROME, to the effect that he was detaining an Italian civilian driver, employed with Allied Commission, Region V., who had been found transporting a large quantity of Italian flour, and a number of Italian civilians, in the A.C. lorry driven by him. Lieut. BELL requested that enquiries be made by this Section.

DAFM Section. Upon receipt of this information I at once took up the enquiry, the results of which are as follows:-

I immediately visited the Central Police Station, ROME, where I saw Lieut. BELL, who informed me that, the Italian civilian driver, namely, BELLUCCI Ottavio, 549 Via S. Girolamo, PERUGIA, had been brought to the Central Police Station by No. 421629. Sergeant GARTROD J., 20th Battalion, CHESHIRE Regiment, who had informed him that he had found this civilian with his lorry, at Porta Maggiore, ROME, with a large quantity of flour, and a number of Italian civilians aboard. He then obtained the assistance of Lieut. GILBERT, 270 Field Company, ROYAL ENGINEERS, who was passing at the time. Lieut. GILBERT remained with the truck, whilst Sergeant GARTROD, brought the driver, BELLUCCI Ottavio, to the Central Police Station.

Through the medium of GARIBALDI Augusto, official S.I.B. Interpreter, I questioned BELLUCCI, regarding the incident, when he informed me that, he and another A.C. driver had brought the civilians and the flour from PERUGIA to ROME, and were unloading the flour from the lorry at Porta Maggiore, ROME, when Sergeant GARTROD came on the scene.

Accompanied by the driver, BELLUCCI, Lieut. BELL and the Interpreter, I then proceeded to Porta Maggiore, ROME, where I saw the civilians, I then proceeded to Porta Maggiore, ROME, where I saw the civilians, seven in number, and the A.C. Lorry, a DODGE 3 Ton., No. 4217001. When we arrived on the scene I questioned BELLUCCI as to the whereabouts of second driver, BELLUCCI then informed me that the driver, whose name he did not know, had gone back to A.C. Super Garage, ROME, to get some tools and patrol as the truck had broken down.

The civilians, namely,

Sir,

At about 0130 hours, on Tuesday, 29th, May 1945, information was received at this office from Lieut. BELL, Duty Officer, 230 Provost Coy., G.M. Police, Central Police Station, ROM, to the effect that he was detaining an Italian civilian driver, employed with Allied Commission, Region V., who had been found transporting a large quantity of Italian flour, and a number of Italian civilians, in the A.C. lorry driven by him. Lieut. BELL requested that enquiries be made by this Section.

DATA Section. Upon receipt of this information I at once took up the enquiry, the results of which are as follows:-

I immediately visited the Central Police Station, ROM, where I saw Lieut. BELL, who informed me that, the Italian civilian driver, namely, BELLUCCI Ottavio, 549 Via S. Girolamo, PERUGIA, had been brought to the Central Police Station by No. 4121529. Sergeant CARTROD J., 30th Battalion, CHESHIRE Regiment, who had informed him that he had found this civilian with his lorry, at Porta Maggiore, ROM, with a large quantity of flour, G-1 Region V and a number of Italian civilians aboard. He then obtained the assistance of Lieut. GILBERT, 270 Field Company, ROYAL ENGINEERS, who was passing at the time. Lieut. GILBERT remained with the truck, whilst Sergeant CARTROD, brought the driver, BELLUCCI Ottavio, to the Central Police Station.

P.M. RAAC
(in duplicate).

Through the medium of CARIBALDI Augusto, official S.I.B. Interpreter, I questioned BELLUCCI, regarding the incident, when he informed me that, he and another A.C. driver had brought the civilians and the flour from PERUGIA to ROM, and were unloading the flour from the lorry at Porta Maggiore, ROM, when Sergeant CARTROD came on the scene.

Accompanied by the driver, BELLUCCI, Lieut. BELL and the Interpreter, I then proceeded to Porta Maggiore, ROM, where I saw the civilians, I then proceeded to Porta Maggiore, ROM, where I saw the civilians, seven in number, and the A.C. Lorry, a DODGE 3 Ton., No. 4717001. When we arrived on the scene I questioned BELLUCCI as to the whereabouts of second driver. BELLUCCI then informed me that the driver, whose name he did not know, had gone back to A.C. Super Garage, ROM, to get some tools and petrol as the truck had broken down.

The civilians, namely,

1. ASCENZI Arturo, 14 Via Bisagno, ROM,
2. CHIESA Olga, 62 Via Clalia, ROM,
3. RANIERI Mafalda, RIPABIANCA, PERUGIA.
4. PALCHI Rano, RIPABIANCA, PERUGIA.
5. CAPOCCHI Ada, RIPABIANCA, PERUGIA
6. ILLUMINATI Umberto, RIPABIANCA, PERUGIA.

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were each in possession of an average amount of flour of, One Quintale, 225 lbs. When questioned as to how they came into possession of this amount of flour, each of them stated that they had bought it in ASSISI or PERUGIA.

The driver, who was brought to the Central Police Station by Sergeant CARROD, namely, BELLUCCI, Ottavio of 549 Via Garolana, PERUGIA, was in possession of a written authority, to drive a Dodge truck No.120. This vehicle he stated, had been towed from PERUGIA to ROME, by the second driver, with vehicle No.L.4717001, and had been left at the A.C. Super Garage, ROME, for repairs.

I then conveyed BELLUCCI, who drove the lorry with the flour and the civilians aboard, to the Central Police Station, ROME, where I handed all of them over to the Metropolitan Detachment, to be detained overnight pending further enquiries. The lorry, which BELLUCCI had previously stated had broken-down, was not broken-down, and when questioned as to why he had stated it was, he stated that he thought it had run out of petrol.

About 1000 hours, on Tuesday, 29th, May, 1943, I visited the A.C. Super Garage, ROME, where upon enquiry I learned that the second driver, driver of the 3 Ton Dodge truck, was MONACHESI Ignazio, of No.23 Contrada Pace, MACERATA. I then conveyed MONACHESI to the S.I.S. Office ROME, where, when interviewed by me through the medium of the interpreter, he stated that, he had left PERUGIA at about 1600 hours, the previous day, driving vehicle No: L:4717001, and towing Vehicle No:120 driven by BELLUCCI Ottavio, which he had been instructed to deliver to the A.C. Super Garage, ROME, and then return to PERUGIA. While leaving PERUGIA some Italian civilians by the road side waved to him to stop. He stopped, and the civilians asked him for a lift to ROME. He then states that as they had a lot of baggage with them, he told them to get aboard with it, and he would take them to ROME.

On arrival at the A.C. Super Garage, ROME, at about 2200 hours, he delivered BELLUCCI's truck, and then BELLUCCI and he decided to drive the civilians to their homes in ROME, or to their relatives in ROME, and then return to PERUGIA. They then left the garage, but at Porta Maggiore, ROME, the vehicle broke-down, so he left BELLUCCI to look after the vehicle whilst he returned to the garage to get some petrol and tools. When he did return to Porta Maggiore, he found BELLUCCI, the truck and the civilians had gone, so he immediately returned to the Super Garage, where he reported the incident, to the Officer i/c Region V.

As it appeared that the civilians had obtained a lift on this vehicle, a War Department vehicle, for the sole purpose of evading the Italian Finance Guard road-blocks, which are on the route from PERUGIA to ROME, at various intervals, I then contacted the Italian Municipal Police, who deal with the control and movements of Italian food-stuffs, and Vice Brigadiere CAROSI, Municipal Police, Via Tonnelli, ROME, arrived at this office, and I handed

over to the Metropolitan Detachment, to be delivered overnight pending further enquiries. The lorry, which BELLUCCI had previously stated had broken-down, was not broken-down, and when questioned as to why he had stated it was, he stated that he thought it had run out of petrol.

About 1000 hours, on Tuesday, 29th, May, 1948, I visited the A.C. Super Garage, ROME, there upon enquiry I learned that the second driver, driver of the 3 Ton Dodge truck, was MONACHESI Ignazio, of No.25 Contrada Pace, MACERATA. I then conveyed MONACHESI to the S.I.B. Office ROME, where, when interviewed by me through the medium of the interpreter, he stated that, he had left PERUGIA at about 1600 hours, the previous day, driving vehicle No: L:4717001, and towing Vehicle No:120 driven by BELLUCCI Ottavio, which he had been instructed to deliver to the A.C. Super Garage, ROME, and then return to PERUGIA. While leaving PERUGIA some Italian civilians by the road side waved to him to stop. He stopped, and the civilians asked him for a lift to ROME. He then states that as they had a lot of baggage with them, he told them to get aboard with it, and he would take them to ROME.

On arrival at the A.C. Super Garage, ROME, at about 2200 hours, he delivered BELLUCCI's truck, and then BELLUCCI and he decided to drive the civilians to their homes in ROME, or to their relatives in ROME, and then return to PERUGIA. They then left the garage, but at Porta Maggiore, ROME, the vehicle broke-down, so he left BELLUCCI to luck after the vehicle, whilst he returned to the garage to get some petrol and tools. When he did return to Porta Maggiore, he found BELLUCCI, the truck and the civilians had gone, so he immediately returned to the Super Garage, where he reported the incident, to the Officer i/c Region V.

As it appeared that the civilians had obtained a lift on this vehicle, a War Department vehicle, for the sole purpose of evading the Italian Finance Guard road-blocks, which are on the route from PERUGIA to ROME, at various intervals, I then contacted the Italian Municipal Police, who deal with the control and movements of Italian food-stuffs, and Vice Brigadiere CAROSI, Municipal Police, Via Tomacelli, ROME, arrived at this office, and I handed over to him both drivers, the civilians, lorry and the ~~lorry~~ ^{lorry}, which was aboard the lorry; with the instructions that; the lorry be released to the A.C. Super Garage, as soon as possible.

Vice Brigadiere CAROSI, is conducting a full investigation into this case, and is instituting proceedings against both drivers and the civilians. When the investigation has been completed a copy of Vice Brigadiere CAROSI's report will be forwarded to this office.

BELLUCCI and MONACHESI, when questioned by me denied having received any payment for transporting the civilians and the flour, from ROME and PERUGIA, and the civilians also denied having made any payment to them.

On Tuesday, 29th May, 1945, I informed the A.C. Super Carage of the incident, and also informed them that the case was being fully investigated by Vice Brig. CAROSI, of the Municipal Police, Via Tonnacelli, ROME.

Statements have been obtained from BELLUCCI and MONACHESI, translated copies of which are attached hereto.

M. PRITSHELL, Sergeant,
76 Section,
Special Investigation Branch,
Corps of Military Police.

In the Field.
31st May 1945.

M. PATTONELL, Sergeant,
76 Section,
Special Investigation Branch,
Corps of Military Police.

In the Field.
31st May 1945.

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TRANSLATED COPY

76 Section
Special Investigation Branch,
Corps of Military Police,
Central Mediterranean Forces.

Tuesday, 29th May, 1945.

Statement of

BELLUCCI Ottavio,
549 Via S. Girolamo,
PERUGIA.

Who states:-

I am employed as a driver by Allied Commission Region V., and I drive the vehicle DODGE No.120.

Yesterday, Monday, 28th May, 1945, I was ordered to take the vehicle to the Super Garage, ROME, and to deliver it there.

As my vehicle was out of order, they arranged that another vehicle would tow it to ROME. This vehicle was a DODGE, No. L4717001, driven by the driver MONACHESI Ignazio.

We left PERUGIA at about 1800 hours, and on the way, MONACHESI stopped the vehicle, and I saw some persons asking him to take them to ROME, and as they had plenty of baggage we decided to take them aboard.

At about 2200 hours, we arrived at the Super Garage, where we delivered the vehicle. We then decided to return to PERUGIA, and to get a supply of petrol just outside of ROME. We stopped at Porta Maggiore to let the civilians get off, and then proceed to PERUGIA, by Via Flaminia.

However, it seemed that the vehicle did not work well, so he returned to the garage to get some tools and petrol, and told me to stop there with the vehicle.

Whilst I was waiting I had the baggage unloaded, and at that moment an Allied soldier arrived and took me to the Military Police, leaving the civilians with the vehicle under the charge of an Allied Officer.

I have never been paid by the civilians, nor did I want to be paid.

I have read over the above statement. It is true and correct.

SIGNED BELLUCCI Ottavio.

Statement taken down, read over and signature witnessed by CURA Renato, Official S.I.B. Interpreter, in the presence of Sergeant PRINCEWELL, 76 Section S.I.B. G.M. Police on Tuesday 29th 1945. May.

I certify that the above translation from the original statement is to the best of my ability.

Signed BALDELLI CESARE,
Official S.I.B. Interpreter.

Who states:-

I am employed as a driver by Allied Commission Region V., and I drive the vehicle DODGE No.120.

Yesterday, Monday, 28th May, 1945, I was ordered to take the vehicle to the Super Garage, ROME, and to deliver it there.

As my vehicle was out of order, they arranged that another vehicle would tow it to ROME. This vehicle was a DODGE, No.14717001, driven by the driver MONACHESI Ignazio.

We left PERUGIA at about 1600 hours, and on the way, MONACHESI stopped the vehicle, and I saw some persons asking him to take them to ROME, and as they had plenty of baggage we decided to take them aboard.

At about 2200 hours, we arrived at the Super Garage, where we delivered the vehicle. We then decided to return to PERUGIA, and to get a supply of Petrol just outside of ROME. We stopped at Porta Maggiore to let the civilians get off, and then proceed to PERUGIA, by Via Flaminia.

However, it seemed that the vehicle did not work well, so we returned to the garage to get some tools and petrol, and told me to stop there with the vehicle.

Whilst I was waiting I had the baggage unloaded, and at that moment an Allied soldier arrived and took me to the Military Police, leaving the civilians with the vehicle under the charge of an Allied Officer.

I have never been paid by the civilians, nor did I want to be paid.

I have read over the above statement. It is true and correct.

SIGNED BELLUCCI Ottavio.

Statement taken down, read over and signature witnessed by CURA Renato, Official S.I.B. Interpreter, in the presence of Sergeant PREWELL, 76 Section S.I.B. G.M. Police on Tuesday 29th 1945. May.

I certify that the above translation from the original statement is to the best of my ability.

Signed BALDELLI CESARE,
Official S.I.B. Interpreter.

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TRANSLATED COPY

76 Section
Special Investigation Branch,
Corps of Military Police
Central Mediterranean Forces.

Tuesday, 29th May 1945.

Statement of
MONACHESSI Ignazio,
25 Contrada Pace,
MACERATA.

Who states:-

I am employed as a driver with Allied Commission Region V., PERUGIA, and I am in charge of a vehicle DORGE 5 Toner, No.L 4717001.

Yesterday, 28th May 1945, I was ordered to tow to the Super Garage, in ROMA Bellucci's vehicle, DORGE No.120, and to leave it there. I was then to return to PERUGIA.

We left PERUGIA at about 1500 hours, and on the way, some Italian civilians with plenty of baggage, waved to us to stop. I stopped the vehicle and they asked me for a lift to ROMA. I made them load their baggage, and told them to get on the truck, and then I started on my way again.

At about 2200 hours, we arrived at the Super Garage, where we delivered BELLUCCI's vehicle. Then we decided to accompany the people to their homes, and then after drawing a supply of Petrol, to proceed to PERUGIA, by Via Flaminia.

In fact we stopped, first at Porte Maggiore to let the people get off, but owing to the fact that the vehicle did not work well, I returned to the Super Garage to get some tools and petrol.

I left BELLUCCI with my vehicle, but when I returned there, the vehicle had gone. I immediately went back to the Super Garage, where I made enquiries and learned that the Police might have taken the vehicle as there were some civilians aboard. The next morning I went to the Major of Region V., and he told me that he would have enquiries made.

I have further to state that I was not paid by the civilians, and I did not want to be paid.

I have read over the above statement. It is true and correct.

Signed. MONACHESSI Ignazio.

Statement taken down, read over and signature witnessed by CURA Renato, official S.I.B. Interpreter, in the presence of Sergeant PRETCELL, 76 Section, S.I.B. C.M. Police on Tuesday 29th May, 1945.

I certify that the above translation from the original statement is to the best of my ability.

SIGNED BALDELLI Cesare,
Official S.I.B. Interpreter.

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ALLIED COMMISSION
ATC 394
INDUSTRY SUB-COMMISSION

NMM/etl

1 June 1945

Tel. 257

Ref. AC/5615/76/IND.

SUBJECT : Motor Transport Services - Soc. autoservizi - Perugia.
TO : G.O.C., P. 1 District, U.M.F.

1. The above-named premises are requisitioned by Command Work Shop 1198 for use as a garage for motor vehicles, according to the information in possession of this Headquarters. The company can play an important part under current conditions in reactivating the motor transport service in the Province of Perugia, in view of the fact that the only two railway lines in existence are inactive at the present moment. This firm operates on the following circuit:

Perugia - Roma
Perugia - Torgiano
Perugia - Marsciano
Perugia - Bevagna
Perugia - Montefalco

Perugia - Assisi
Perugia - Gualdo Tadino
Perugia - Gubbio
Perugia - Città di Castello
Perugia - Corciano

2. An application for de-requisitioning was made by the owners to the local Allied Command but without result.

3. The transportation of civilians has an unquestionable importance in the industrial reconstruction of the country, particularly in view of the over-all shortage in motor transportation.

4. The motor busses of the company are at present parked in the open air where they will undoubtedly deteriorate appreciably if they remain without the possibility of maintenance.

5. It is the opinion of the Transportation Sub-Commission of this Headquarters that the firm can fulfill under the owner's management the services now being rendered to the military occupants, in addition to carrying on with its essential transport program.

6. It would, therefore, be appreciated if an examination could be made as to the possibility of permitting the owners to resume operation and at the same time to carry out contract work for the occupying unit, if it is considered necessary that the premises must still remain under requisition.

For the Chief Commissioner:

W. J. MASKERY

W. J. MASKERY,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Copy to:-

A.P.H.C., G-5 Sec.
A.P.H.C., G-4 Sec.
A.P.H.C., G-3 Sec.
A.P.H.C., R.A.M.C.
Economic Section
Transp. S/C A.C.

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TRANSLATION

ASSOCIAZIONE NAZIONALE DELL'INDUSTRIA
DEI TRASPORTI AUTOMOBILISTICI

Ref : 112/III/1

Rome 4 May 1945
11, via Regina Elena
Tele :- 484377 - 487810

TO : ALLIED COMMISSION
Transportation Sub-Commission
Rome

We attach hereto the order of the day which has been voted by the Executive Council, of our Association, which held a meeting on May the 3rd.

The order of the day, has been sent to the Minister of Transports and to ENAC (National Association for motor transports of freights), hoping that the wishes of our category will be considered by the competent Allied authorities.

Best regards,

THE PRESIDENT
(sgd M. NOMIS of Cossilla)

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The Directive Council of the National Association of the Motor Transport Industry, in its meeting held in Rome on the 3d. May 1945,

having examined the resolutions submitted by the Rome, Cosenza and Taranto Associations, and the informations coming from various Provinces, concerning the operation of ENAC,

note that all informations concur in acknowledging that the Ente has only concerned itself with setting up an organisation which is complex but absolutely inefficient and generally unfit for fulfilling, even partly, the aims set down for it by the establishing law and by the Ente's Statute.

Utterly neglecting to carry out any initiative whatsoever aimed at providing a minimum of technical assistance, and supplies of articles and materials as needed to keep the available trucks in running order, ENAC up to now, has confined itself solely to controlling the movement of trucks, but, generally speaking, in a negative direction as regards both the best utilization of loads and fuel, and the characteristics of despatched trucks.

As regards the system adopted in working out haulage rates, and apart from all remarks which could be made to their adherence to the real state of operating costs, it is also pointed out that existing rates do not include any item covering transportation risks, whereas the responsibilities thereof are conferred upon truck-operators, notwithstanding ENAC has taken on itself the legal standpoint and the practical functions of the transportation agency.

Referring to the above and having ascertained that all assurances given by responsible spokesmen of the Ministry of Transport and ENAC, that the Ente would adequate itself to the real needs of transport, have failed to materialise,

The Council of the Association confirm the resolution voted by the Executive Council and submitted on the 8th. January last to the Ministry of Transport. As regards the conclusions thereof, and, provided that after the experience which has been made it is still thought convenient or necessary that ENAC should be maintained, the Council demand

- 1) that the Administration of the Ente be entrusted to

01971

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As regards the system adopted in working out haulage rates, and apart from all remarks which could be made to their adherence to the real state of operating costs, it is also pointed out that existing rates do not include any item covering transportation risks, whereas the responsibilities thereof are conferred upon truck-operators, notwithstanding ENAC has taken on itself the legal standpoint and the practical functions of the transportation agency.

Referring to the above and having ascertained that all assurances given by responsible spokesmen of the Ministry of Transport and ENAC, that the Ente would adequate itself to the real needs of transport, have failed to materialise,

The Council of the Association confirm the resolution voted by the Executive Council and submitted on the 8th. January last to the Ministry of Transport. As regards the conclusions thereof, and, provided that after the experience which has been made it is still thought convenient or necessary that ENAC should be maintained, the Council demand:

1) that the Administration of the Ente be entrusted to a Board formed by an equal number of members designated by the competent Government Authorities and by the Truck-Operators' Trade Union;

2) that ENAC operations be confined to the organisation and control of such transportation facilities as are intended to assure the supply of essential commodities for the life of the people and for industrial reconstruction.

- 2 -

3) that the new administrative Board of ENAC, as soon as it is appointed, issue the rules for carrying into effect the above programme, within the specified limits.

Moreover the Council, considering the new situation arising out of the liberation of the whole national territory, express the view that ENAC operation is to be considered as a temporary measure, while waiting that the administration of the whole territory is united under the national Government, when new solutions will be adopted as required by the changed and variable conditions.

Lastly, the Council take note of the invitation to resign from their posts, which on consideration of the present situation, the Truck-operators' meeting held in Rome, the 9th. April last, addressed to the operators who had been appointed to the ENAC Board of Directors and to the Research Committee nominated by the Minister of Transport

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ASSOCIAZIONE NAZIONALE DELL'INDUSTRIA
DEI TRASPORTI AUTOMOBILISTICI

ROMA, 4 Maggio 1945

Via Regina Elena, 11
Telefono 451.377 - 487.816

Prot. n. 112/III/1

ALLA COMMISSIONE ALLEATA -
Sottocommissione dei Trasporti

R O M A

Trasmettiamo l'unito ordine del giorno votato dal Consiglio Direttivo della nostra Associazione, riunito in Roma il giorno 3 corr.

L'ordine del giorno è stato inviato al Ministero dei Trasporti e all'Ente Nazionale Autotrasporti di Cose (E.N.A.C.), nella fiducia che i voti formulati dalla categoria in merito alla organizzazione ed al funzionamento dell'Ente stesso siano presi in benevola considerazione dai superiori organi competenti.

Con osservanza.

Il Presidente
(M. Nomis di Cossilla)

1 all.-



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Il Consiglio Direttivo dell'Associazione Nazionale dell'Industria dei Trasporti Automobilistici, riunito in Roma il 3 maggio 1945,

esaminata le mozioni presentate dalle Associazioni di Roma, Genova e Taranto e le segnalazioni pervenute da varie provincie, circa il funzionamento dell'I.N.A.C.,

rileva che tutte le segnalazioni concordano nel riconoscere che l'ente si è preoccupato esclusivamente di mettere in essere una organizzazione complessa ma assolutamente inefficiente e generalmente incapace di conseguire, anche soltanto parzialmente, gli obiettivi segnati dalla legge istitutiva e dallo statuto dell'Ente stesso.

Trascorrendo in senso assoluto di realizzare qualsiasi iniziativa diretta a garantire anche un minimo di assistenza tecnica e di rifornimento dei prodotti e materie necessari per mantenere in efficienza i mezzi disponibili, l'Ente si è finora limitato esclusivamente a regolare il movimento degli autoveicoli, ma in senso generalmente negativo, ai fini della migliore utilizzazione sia del carico che dei carburanti, che, infine, delle caratteristiche degli autoveicoli impiegati.

Anche rispetto al congegno attuato nella determinazione delle tariffe, e prescindendo da ogni considerazione sulla loro aderenza allo stato reale dei costi di esercizio, si rileva che tali tariffe escludono qualsiasi quota per la copertura dei rischi di trasporto, mentre la relativa responsabilità resta addossata ai trasportatori, pur assumendo l'Ente la figura giuridica e la funzione reale del vettore.

In relazione a quanto sopra, è constatato che ogni assicurazione data dagli organi responsabili del Ministero dei Trasporti e dell'I.N.A.C., circa un adempimento dall'istituto alle necessità reali del trasporto, è andata delusa.

Il Consiglio dell'Associazione conferma la mozione votata dalla Giunta Esecutiva e presentata l'8 gennaio scorso al Ministero dei Trasporti ed in relazione alle sue conclusioni - e sempre dopo l'esperienza fatta si ritenga ancora opportuno o necessario il mantenimento dell'Ente - chiede:

- 1) - che l'amministrazione dell'Ente venga affidata ad un consiglio costituito su basi paritetiche tra i rappresentanti designati degli organi governativi interessati e dall'organizzazione dei trasportatori;
- 2) - che le funzioni dell'I.N.A.C. vengano limitate alla organizzazione

Il Consiglio Direttivo dell'Associazione Nazionale dell'Industria dei Trasporti Automobilistici, riunito in Roma il 3 maggio 1945, esaminata le mozioni presentate dalle Associazioni di Roma, Cosenza e Taranto e le segnalazioni pervenute da varie provincie, circa il funzionamento dell'U.N.A.C.,

rileva che tutte le segnalazioni concordano nel riconoscere che l'Ente si è preoccupato esclusivamente di mettere in essere una organizzazione complessa ma assolutamente inefficiente e generalmente incapace di conseguire, anche soltanto parzialmente, gli obiettivi segnati dalla legge istitutiva e dallo statuto dell'Ente stesso.

Trascorrendo in senso assoluto di realizzare qualsiasi iniziativa diretta a garantire anche un minimo di assistenza tecnica e di rifornimento dei prodotti e materie necessari per mantenere in efficienza i mezzi disponibili, l'Ente si è finora limitato esclusivamente a regolare il movimento degli autoveicoli, ma in senso generalmente negativo, ai fini della migliore utilizzazione sia del carico che dei carburanti, che, infine, delle caratteristiche degli autoveicoli impiegati.

Anche risanato al congegno attuato nella determinazione delle tariffe, e prescindendo da ogni considerazione sulla loro aderenza allo stato reale dei costi di esercizio, si rileva che tali tariffe escludono qualsiasi quota per la copertura dei rischi di trasporto, mentre le relative responsabilità restano addossate ai trasportatori, pur assumendo l'Ente la figura giuridica e la funzione reale del vettore.

In relazione a quanto sopra, è constatato che ogni assicurazione data dagli organi responsabili del Ministero dei Trasporti e dell'U.N.A.C., circa un adeguamento dell'istituto alle necessità reali del trasporto, è andata delusa.

Il Consiglio dell'Associazione conferma la mozione votata dalla Giunta Esecutiva e presentata l'8 gennaio scorso al Ministero dei Trasporti ed in relazione alle sue conclusioni - e sempreché dopo l'esperienza fatta si ritenga ancora opportuno o necessario il mantenimento dell'Ente - chiede:

- 1) - che l'amministrazione dell'Ente venga affidata ad un consiglio costituito su basi paritetiche tra i rappresentanti designati dagli organi governativi interessati e dall'organizzazione dei trasportatori;
- 2) - che le funzioni dell'U.N.A.C. vengano limitate alla organizzazione ed alla disciplina dei trasporti diretti a garantire il rifornimento dei prodotti essenziali alla vita delle popolazioni ed alla ricostruzione industriale;

3) - che la nuova amministrazione dell'Ente, appena istituita, provveda ad emanare le norme per l'attuazione del programma suddetto, nei limiti delle finalità precisate.

Il Consiglio, peraltro, di fronte alla nuova situazione creata dalla liberazione dell'intero territorio nazionale, considera che il funzionamento dell'E.N.A.C. debba guardarsi come misura di carattere provvisorio, in attesa che la unificazione amministrativa del territorio sotto il Governo nazionale porti alle soluzioni richieste dalle mutate e mutabili situazioni.

Il Consiglio, infine, prende atto dell'invito che, di fronte alla situazione attuale, l'assemblea dei trasportatori tenuta in Roma il 19 aprile scorso ha rivolto agli industriali chiamati a partecipare al Consiglio dell'E.N.A.C. ed alla Commissione di studio nominata dal Ministro dei Trasporti, di rinunciare agli incarichi a loro affidati.

228

16 May 1945.

SUBJECT: Comments of Representatives of Italian Ministry of Transport and Italian Ministry of Treasury upon completion of tour of 40 Truck Pools (14 May through 15 May).

Following is conversation between Mr. Gross and representatives of Italian Ministry of Transport and Italian Ministry of Treasury (Messrs. G. Triossi and A. Montalbano) upon completion of tour of truck pools located at Ascoli, Pescara, Chieti and Aquila:

MR. GROSS: What do you think of the Truck Pools that were visited?

MR. MONTALBANO: (Ministry of Treasury) The Truck Pools are being very useful to the country.

MR. GROSS: But are you satisfied with conditions existing at each Truck Pool?

MR. MONTALBANO: They should have a very powerful action against "black market" operations.

MR. GROSS: Are you satisfied with everything in Truck Pools?

MR. MONTALBANO: The accounting and bookkeeping is quite alright. We found it as it ought to be. I want to call your attention to two points, however:

(1) We noticed that in nearly all Truck Pools there are very big sums of money which are being owned by clients and the general public. Of course, some of it may be solvent and therefore the results of the making of these Truck Pools might be changed through the debtors.

(2) We believe that credit has been granted too easily in some of the Truck Pools.

[Note: At this point Mr. Gross proceeded to explain more fully the accounting system used by the Truck Pools etc.]

MAJOR DOWNER: What do you think of condition of vehicles?

MR. MONTALBANO: As far as maintenance has been done very well only new question of tires is paramount.

MAJOR DOWNER: Do you have any objections whatsoever to anything

O. Tricomi and A. Montalbano) upon completion of four of truck pools located at Ascoli, Pescara, Chieti and Aquila.

MR. CHROSS: What do you think of the Truck Pools that were visited?

MR. MONTALBANO: (Ministry of Treasury)
The Truck Pools are being very useful to the country.

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(Note: At this point Mr. Gross proceeded to explain more fully the accounting system used by the Truck Pools etc.)

MAJOR MONNER: What do you think of condition of vehicles?

MR. TRICOMI: We find maintenance has been done very **2629** only now question of tires is paramount.

MAJOR MONNER: Do you have any objections whatsoever to anything that is being done in Truck Pools?

MR. MONTALBANO: We are perfectly satisfied with everything that is being done.

MR. MONTALBANO: A few more observations are: The personnel of the Truck Pools might be slightly cut down -- especially in Ascoli. We believe that the personnel in Chieti are being utilized better than in Ascoli.

MR. MONTALBANO:

One thing we want to ask is - it is necessary that when the trucks are handed over to the Italian Government that the Italian Government should not be obliged to keep all of the present staff -- although we will keep greatest amount of personnel now employed. The Italian Government is perfectly aware of the need to keep most of the staff which are now operating Truck Pools but would not like to be compelled to keep everyone. The Italian Government quite understands that it would be to its advantage to keep most of the personnel now employed.

(Note: At this point Mr. Gross explained to the men present that it would be up to the Italian Government to determine which employees would be kept in the Truck Pools after the transfer is completed.)

MR. MONTALBANO:

We would like to know if there is going to be a clause in the contract whereby the Allied Commission will issue Italian Government spare tires and parts to keep the trucks operating.

(Note: Mr. Gross and Major Dwyer explained that spare parts and tires would be allotted with the trucks to assure satisfactory maintenance.)

Both representatives of their respective Ministry will prepare a report showing their comments as outlined above and also with a faithful description of the data they have collected on this tour. They have promised to request the Minister of each Ministry to forward a copy of their reports to the Roads Division of Transportation Sub-Commission, AG.

G. G. Gross Jr.
Chief,
Roads Division, Transp. 3/6

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

GSF/hgd

15 May 1945

AO/1/54/TH.5

SUBJECT : Consorzio Italiano Autotrasporti Mercati.

TO : General Management, Consorzio Consensus Autotrasporti,
Corso d'Italia 60.

1. Reference your letter dated 5th May 1945 in connection with trucks located in Rome and Como, the Transportation Sub-Commission, Allied Commission does not directly operate motor transport.

2. The 15 vehicles which are now located in Rome should be registered with EMAG.

3. Insofar as the 20 vehicles in Como are concerned your representatives should be advised to contact the nearest AMG Commissioner who will make final arrangements for the operation of the vehicles.

(Sgd) C. W. W.

H. B. MORRIS
Brigadier General, USA
Acting Vice President.

APPROVED _____

2618

CONSORZIO COMITATO AUTOTRASPORTI

Registered Office - Como

General Direction: Corso d'Italia 40

To Mr. Antolini

Acting Vice-President

Economic Section A.C.

Rome

Rome, May 5th 1945

JMA
E/S file
15.17

With reference to the principles announced by the Allied Governments, and according to which private enterprise ought to be encouraged in Italy, we wish to put at the disposal of the Economic Section our Consorzio (Trust) with our organization of motor transport; we have about 15 vehicles in Rome, and about 20 in Como, where our Trust has its head offices.

Our drivers could be used, under our management and responsibility, for the transportation of goods which serve as commercial exchanges inside Italy, and that in relation to the studies which you are making to arrange a system of inter-regional exchanges.

Always at your service, we are waiting for your

kind reply.

Yours sincerely

CONSORZIO ITALIANO AUTOTRASPORTI LENCIO

THE PRESIDENT

V. BAZZACAPPO

2617

CONSORZIO COMENSE AUTOTRASPORTI
SEDE LEGALE: COMO

DIREZIONE GENERALE: CORSO D'ITALIA, 40 INT. 1 - ROMA
TELEFONO: 849869

Roma 5 Maggio 1945

Spett. Allied Commission
Transportation Sub-Commission

R o m a

Con riferimento ai principi enunciati dai Governi Alleati, per cui dovranno essere incoraggiati in Italia per quanto possibile le Imprese private, mettiamo a disposizione di codesta Spett. Transportatio Su-Commission, il nostro Consorzio con la nostra organizzazione di autotrasportatori, di cui circa 15 sono in Roma e una ventina a Como, sede del nostro Consorzio.

I predetti nostri lavoratori potranno essere adibiti, sotto la nostra Direzione e responsabilità al trasporto e servizi scambi commerciali interni, e ciò in relazione allo studio che è in corso per il sistema di scambi merci interregionali.

Restiamo in attesa di essere interpellati, e pertanto ringraziamo.

Con singolare ossequio.

CONSORZIO COMENSE AUTOTRASPORTI MERCI

IL PRESIDENTE

(Grand'Uff. V. Mezzacapo)

[Signature]

2616

/fd

T R A N S L A T I O N

CONSORZIO COMENSE AUTOTRASPORTI

Sede Legale : Como

General Management : Corso d'Italia 40

Rome

Rome, 5 May 1945

To : AC.HQ. Tn. S/C. - Rome

In accordance with the principles declared by the Allied Governments, according to which all private Enterprises in Italy must be encouraged as much as possible, we put at the disposal of the Transportation Sub-Commission our Consorzio with all its organization of motortransporters, of whom nearly 15 are in Rome and twenty are in Como, where our main-office is located.

Under our supervision and responsibility the mentioned motortransporters could operate internal commercial traffics, according to the planned project of a system of inter-regional goods movement. We would like to be questioned on the matters and thus we thank you.

Best regards

Consorzio Comense Autotrasporti

The President

(sgd. Gr. Uff. V. Mezzacapo)

2615

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

HAS/lr

Tele. : 220
4 May 1945

155/W/Tn.2

TO : Regional Commissioners
(Attn. Transportation Officers)
Liguria
Piemonte
Lombardia
Venezia

SUBJECT : Road Traffic Control Force.

1. A special road traffic control force has been organized by the Ministry of the Interior for work in the four Northern Regions.
2. The force is an Italian one and has been specially selected and is composed of appropriate specialists; it has its own legal branch.
The force is mounted - self contained - self-provisioned - uniformed - armed - makes its own provisions for lodging. At present the force is not up to establishment, but will be brought to establishment by recruiting locally from P.C. agents.
The work of the force will be :
(a) Checking of permits, trip tickets etc.
(b) Investigation of fraud and illegal operation of truckers.
(c) All other problems of civil transportation control.
(d) Mobile road blocks.
(e) Other police work having to do with transportation control.
3. The force will report to and be under the jurisdiction of R.T.Os.
4. The Area Commander is Capt. Buscelli Tullio and each of the four Northern Regions will have a section of this force operating in their respective region.

Liguria
Piemonte
Lombardia
Venezia

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Regional Commanders are the following :

Liguria	-	Capt. SARMI, Guido
Piemonte	-	Capt. MARCHESI, Valentino
Lombardia	-	Capt. DI VERBIO, Adolfo
Venezia	-	Capt. GIRARDI, Bruto

5. Major H.A. Symon (B), Intelligence Corps, attached to Transportation Sub-Commission, Advance Echelon is the Liaison Officer.

By Command of Rear Admiral STONE :

[Signature]
W.B. THOMAS, Colonel
Deputy Director.

Copy to

: Public safety
Economic section
Legal sub-Commission
Roads Division of Transportation c/o.
Road section Movement
G-5
A.P.H.Q.
1st Army Group
4th Corps
6th and 8th Army.



HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

Ref: 212/EC.

MEMO TO: VP, CA Section
VP, Economic Section
VP, Establishment Section.

30 April 1945.

1. I am sure that Vice Presidents will appreciate that operations being now in progress, the SCAC's of Areas and Regional Commissioners with their staffs are faced with urgent operational matters in the newly occupied territory.

2. HQ Allied Commission can readily assist forward Areas in two ways:

(a) By refraining from sending to them any correspondence except that of the most urgent nature. Regional Commissioners will have little time to read long directives and instructions which, in any case, should have been forwarded to them in the planning period. If instructions now have to be sent, let them be concise and short.

(b) By prohibiting the visits of officers to the newly occupied Regions, except on the most urgent matters or unless called for by the SCAC's or Regional Commissioners themselves.

3. We should have planned sufficiently well to make such visits unnecessary in the initial stages. We must leave it to the Regional Commissioners and SCAC's to send us the necessary information rather than send troupes of officers who will only harass the HQ staff in their difficult initial work.

4. Vice Presidents will, therefore, ensure:

(a) That directives and instructions of any length or consequence are submitted to them for signature before despatch, and should call for the minimum of paper work (no long questionnaires).

(b) That written communications are restricted to the minimum.

(c) That no officer or civilian official visits the forward areas without their personal approval.

5. Vice President, Establishment Section will report to the Executive Commissioner daily the names of officers sent from Headquarters to the forward Regions.

Copy to: Chief Commissioner
File 801/20

/s/ Henry V. Stone
HENRY V. STONE
Rear Admiral, USNR
Chief Commissioner

2613

32

2. HQ Allied Commission can readily assist forward in two ways:

(a) By refraining from sending to them any correspondence except that of the most urgent nature. Regional Commissioners will have little time to read long directives and instructions which, in any case, should have been forwarded to them in the planning period. If instructions now have to be sent, let them be concise and short.

(b) By prohibiting the visits of officers to the newly occupied regions, except on the most urgent matters or unless called for by the SOAC or a local Commissioner themselves.

3. We should have planned sufficiently well to make such visits unnecessary in the initial stages. We must leave it to the Regional Commissioners and SOACs to send us the necessary information rather than send troops of officers who will only harass the A.C. staff in their difficult initial work.

4. Vice Presidents will, therefore, ensure:

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Copy to: Chief Commissioner
File 801/EC
File
File

ES/1.01

HQ AC ECONOMIC SECTION IPC 394

TO: Divisions and Sub-Commissions of Economic Section

For compliance.

1st Ind.

CHE/ams

/s/ *Henry V. Stone*
HENRY V. STONE
Rear Admiral, USNR
Chief Commissioner

2613

2 May 1945

L. E. DeLoach
L. E. DELOACH
Colonel, USA
Chief Staff Officer
Economic Section

AC/131

WD/3*File*7 April 1945To: Executive Commissioner.MEMO ON VEHICLES RE-CONDITIONED FOR USE BY ALLIED COMMISSION.

Regarding my reference, at the Executive Commissioner's Meeting this morning, to 102 vehicles which had been reconditioned for use by Allied Commission.

These vehicles were repaired, at considerable expense, by firms and individuals some six months ago, and have been employed in Allied Commission Transport Pools since that date.

All vehicles reconditioned have been listed by Transportation Sub-Commission, and a copy of the list forwarded to MIA.

MIA have claimed some 102 vehicles as Italian Army vehicles, and have issued instructions for these vehicles to be impounded by Italian Military. In this respect, some 4 vehicles have been held up at Lucignano on grain haulage for 3/4 days.

The vehicles, in accordance with AFHQ instructions, are definitely Italian Army property, but in every case, many parts have been replaced and supplied by the firms who have done the rebuilding, and a considerable number are running on tyres supplied from Allied Commission resources.

The AFHQ instructions were issued prior to the contract for repairs etc., being entered into, but the instructions were not known to the Transport Officer of the Region concerned.

When the War Materials Disposal Sub-Commission were informed of what had taken place, steps were taken to see that no further contracts were entered into until vehicles were inspected by a representative of the Service Ministries concerned, and declared non service.

The question is largely a Transportation one, but this Sub-Commission recommends that, with regard to these particular 102 vehicles, these vehicles be left with the firms and individuals at present operating them. AFHQ Circular No. 5 dated 11 April 1945 (copy attached) would appear to permit of such an arrangement.

copy to:

Transportation S/c ✓

J. J. Campbell 2612
J. J. Campbell,
Lieut.-Colonel,
Director,
WLD & IFOW Sub-Com.

CONFIDENTIAL

INTERNAL POSTING SLIP

File: **CID, RA (43-55)**

Papers Attached: **Report of Investigation and 12 Enclosures**

Number each memo consecutively and draw a line across the page below it.

No.	From	To	REMARKS - Authenticate by surname followed by date
1	CID Reno Area	Ameri- can P.M.	1. Forwarded for your information. 2. One copy of this report has already been forwarded by this office directly to the RAG, WFOURA. 3. Recommend that suggested distribution as shown on page one of this report be made. 4. Recommend that this case be recorded in the files of this office and marked closed. <i>RAH</i> RAH Chief Agent, CID, Reno Area.

APR 1 4 P.M.

2611

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BEST COPY POSSIBLE

C O N F I D E N T I A L

6709th CRIMINAL INVESTIGATIONS DIVISION PJ-770N (OVHD)

This case originated at:

File no.

Rome, Italy
Report made at:

Date when made:

CID RA 45-55

Period for which made:

Rome, Italy

13 April 1945

27 March 1945

13 April 1945

Title:

Character of Case:

DECCA Angelo di Michele
Via Vigna Iacobini #3
Rome, ItalyAlleged Sale of
American Vehicles

Synopsis of facts:

Information from a confidential source received by this office on or about 27 March 1945 regarding the possibilities of American trucks being illegally bought and sold by Italians has been investigated. The facts reveal that one DECCA Angelo di Michele, Via Vigna Iacobini #3, Rome, heard from other civilians that a large number of trucks arriving from the United States would be given to the civilians of Italy. A month to month campaign was the result and each individual added more promising stories to the one which he had heard. Eventually, the speculators and would be "insiders" began to circulate among the people who were "easy suckers" for the stories which had flooded the Rome area. The investigation revealed that the Italian press was mainly responsible for the misleading information concerning the trucks. Their editorials were written in such a manner that the average civilian misconstrued the true intent of the press releases issued by the Allied Commission through the Public Relations Branch. The Italian Government finally issued an official statement on the matter and further rumors and speculations ceased. No arrests were made and the editors of all Italian newspapers were asked to avoid creating future excitement among the population on matters of this nature.

Case closed.

Report made by:

Do not write here:

JOSEPH CATSICAS
ALDO A. ESTHER

File

Grade

Approved and forwarded:

Distribution of report:

Ralph A. Hamilton, Jr.
RALPH A. HAMILTON, JR.,
1st Lt., F.A.
C.I.D., Rome Area
Chief Agent

4 - FBI, WFOUSA
1 - American P.M., Rome Area
WFOUSA
2 - File

2646

C O N F I D E N T I A L

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DETAILS:

1. Information from confidential sources regarding the possibilities of American vehicles being bought and sold illegally by Italian civilians was received by this office on or about 27 March 1945. The said information was forwarded for necessary investigation by Hqs., 6709 CID Platoon (Cvhd), APO 512. One IECCE Angelo di Michele, living at Via Vigna Iacobini #3, Rome, was suspected of being connected, in some way, with the alleged suspicions.
2. On 30 March 1945, the said IECCE was brought to the CID Offices by permission of Capt. K. BENISFORD, 2nd in command, 353 Station Transport Co., (B). He was questioned thoroughly as to his knowledge of the matter under investigation. A statement issued by him revealed that he had secured information that the Allies were placing at the disposal of Italian civilians an unnamed sum of American vehicles which needed repairs. It was his understanding that the civilian would be given an opportunity to work the truck for the Allies during the remainder of hostilities and that he would then become sole possessor of the vehicle. It was disclosed that said IECCE had spent a considerable number of years in France and accordingly, the French Military Intelligence were asked to check on him. He was cleared of any suspicions. He admitted having been a former Italian Army deserter, but after an investigation by the proper Italian officials, he was permitted to return to his work. (See Enclosure #1).
3. On 30 March 1945, one FIACCIONI Attilio di Luigi, Via Vigna Iacobini #3, Rome, was questioned as a result of information obtained from IECCE, who stated that his information came from said FIACCIONI. The story given by FIACCIONI was identical to that of IECCE with the additional information that he was told that spare parts would be included in the purchase of said vehicles. His information was secured by overhearing conversations in a store operated by one BEVILACQUA Umberto, Viale Del Re (near Ponte Garibaldi), Rome and he passed the information on to others among whom was IECCE. (See Enclosure #2).
4. BEVILACQUA Umberto, Via Montefiore #34, Rome, conducting the store abovementioned, was brought to the CID Offices to explain his source of information. On 31 March 1945, a statement was obtained from him in which he repeated the information already gotten from both IECCE and FIACCIONI. (See Enclosure #3). His source of information came from LO CURZIO Ludovico, his daughter's fiancée.
5. LO CURZIO Ludovico, Via Crescenzo #84, Rome, stated that he overheard a conversation between one SANTORO Emanuele, Via Luigi Bellotti Bon #3, Rome, and others in the store of said BEVILACQUA Umberto. The matter of the trucks was a subject of conversation among friends, all of whom appeared interested in the welfare of Italy. Whatever knowledge of the matter existed

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among the entire group was obtained through hearsay and LO CURZIO could add no further information. (See Enclosure #4).

6. SANTORO Emanuele fu Carlo, Via Luigi Pellotti Bon #3, Rome, Italy, was in turn questioned and a statement obtained. He revealed that he had probably made mention of the trucks to various friends among whom was LO CURZIO and BEVILACQUA. The substance of his statement was identical to that issued by the aforesaid persons. He stated that he probably read of the truck matter in newspapers or other publications and to the best of his knowledge he recalls having read of the UGUA having issued 1000 vehicles to the Italian Government for use in transporting food throughout Italy. He impressed the undersigned, as did all others questioned, as being well educated, refined and deeply interested in the varying problems concerning the welfare of Italy. It was natural to assume that the man found such a topic as transportation needs of interest to the average man in the street. (See Enclosure #5).

7. Receipt of information from a confidential source on or about 4 April 1945 pertaining to the sale of American vehicles revealed one BORGHESE Giulio Antonio as having been approached and offered two American trucks, each equipped with seven tires, of 40 quintali capacity for a price of 2,500,000 lire. Delivery was to be made on or about 5-6 April 1945. The said BORGHESE, living at Corso Vittorio Emanuele #87, Rome, was brought in for questioning. A statement was obtained which, in substance, stated that one PRESCIUTTI Marino had invited him to purchase two American trucks which he could obtain on assignment. Said PRESCIUTTI also informed him that fifty such trucks were to be sold to civilians by the American Government through the War Department and the Vatican City. BORGHESE stated that he was shown documents of the American Red Cross which pertained to said trucks. Financially embarrassed but yet interested, BORGHESE informed one Comm. CASCELLA Ubaldo of Monopoli (Bari), Italy of the offer, but he was hesitant to recommend an immediate decision until he could find time to check the authenticity of the offer. BORGHESE works in the Vatican City and is a friend of said PRESCIUTTI. (See Enclosure #6).

8. PRESCIUTTI Marino, Via Principe Eugenio #60, Rome, was interrogated on 4 April 1945 and a statement was obtained in which he stated that, at about 1130 hours, 15 March 1945, while in the vicinity of Piazza Verdi, Rome, he saw an American Ford V-8 with dark blue hood and cab, grey body and the words, "Civilian-Italia" printed on the side. An Italian dressed in an American uniform was sitting in the cab. He approached the Italian and asked whether the truck was owned by a civilian. The answer was negative but the Italian stated to PRESCIUTTI that on or about 4-5 April 1945, fifty such trucks, presently on the assembly line, would be offered for sale to civilians. PRESCIUTTI, having heard of vehicles arriving from the United States, thought that

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this particular truck was one of the type mentioned in newspaper articles. He contacted BORGHESE and invited him to help him form a society whereby they could establish the necessary capital with which to purchase some of the vehicles. The price of 1,000,800 lire, which PRESICUTTI had heard the trucks would cost, was beyond his means unless he could secure financial assistance. He was questioned concerning the American Red Cross documents which BORGHESE had mentioned he had seen. The documents were credentials which PRESICUTTI carried as an employee of the American Red Cross, Rome, and it is the assumption that BORGHESE, unable to speak, read or write English, might have been shown the said documents by PRESICUTTI as a means of being impressed with the proposition. The matter of using the documents by PRESICUTTI for this purpose was called to the attention of the American Red Cross officials and the Italian Police were also informed of this matter. (See Enclosure #7).

9. On the 5-6-7 April 1945, the undersigned visited every important newspaper and publication office in Rome in an effort to obtain any/all information which they might have published regarding trucks being issued to civilians. Back issues of their respective papers were examined and articles were found which dealt on the matter pertaining to the 1700 trucks which were sent from the United States to Italy. Copies of the papers containing these articles were obtained and translations were made of said articles. In general, they contained information of a large number of trucks having been shipped to Italy for consignment to the Italian population for the purpose of transporting vital merchandise to devastated areas of Italy. Some of the articles stated that eventually the trucks would be disposed of to the people. Some of the articles questioned the plans by which these vehicles were to be distributed and, all in all, it is safe to say that the information thusly published could have easily been misinterpreted by the average man in the street. Each of the editors spoken to, were asked from what source they received their information regarding the arrival and the potential use to which the trucks would be placed. Practically all answered that their source of information was the Allied Commission itself, while a few revealed that the Italian news agency, "ANSA" supplied them with the information. It was gathered from the conversations held with these newsmen that the Italian Government had been asked to issue an official statement regarding the matter, but up to the date of these conversations no satisfactory reports were forthcoming. All but a few of the editors agreed that the man in the street, in the course of conversation with his friends, could have easily misinterpreted the news articles to mean that the trucks were specifically brought to Italy for the purpose of distribution to the civilian population. As a result of such misinterpretations, the ever alert speculator and "animal of prey"

began operating in an effort to filch the public of money which they were willing to gamble, on the presumption that these trucks could be bought by any individual who cared to invest in them. The undersigned asked the fullest cooperation of every one of these publishers and editors to retract, from the minds of the public the misguided belief that said trucks were for public sale. Editorials were then written asking the Italian Government to make an official report on the matter. On the 8th of April 1945, an official Italian Government statement appeared in several papers stating, word for word, the purpose of the consignment of the trucks, the plans for the use of the trucks and the fact that, to date, the Italian Government had no claim to ownership of said trucks. (See Enclosure #8). The "Avanti" newspaper and the "Motor" publication were particularly cooperative in forewarning the public of the speculators who were scouring the city of Rome with overzealous plans whereby the public could purchase the vehicles. The editor of the former paper revealed to the undersigned that he had been visited by several persons who were interested in depositing large sums of money for the purchase of these vehicles. As a matter of information, a translation of the original article in the said paper, is attached. (See Enclosure #9). A note sent to the "Il Tempo" newspaper by the said "Motor" publication editor also calls the attention of the public to this vile practice of speculation and as a matter of information, a translation of the true copy of the letter is attached. (See Enclosure #10).

On 8 April 1945, the undersigned visited the Transportation Sub-Commission, Allied Commission, Rome and conferred with Lt. Col. G. S. FRANKLIN (Canadian) and Mr. GEORGE G. GROSS, Jr., Chief of the Roads Division, Allied Commission. Both gentlemen expressed their desire to quell the many rumors pertaining to the disposal of these trucks to civilians. They emphatically stated that the trucks have not been sold; that they are not for sale; that sale is not presently contemplated and that the trucks are to be used solely for the transport of vital merchandise to war-torn territories of liberated Italy. They too have had many civilian visitors carrying large sums of money who were desirous of depositing the amounts towards the purchase of trucks. To the best knowledge of both gentlemen, the trucks are of Dodge, Ford V-8 and International manufacture. Information revealed that the trucks at present are clearly marked "ALCOM", an abbreviation of Allied Commission. They believed that some carried the marking, "UNRRA". As for the issuance of press releases to Italian publications regarding the trucks, both gentlemen stated that the Allied Commission does supply certain information but that the News Division, F.W.B., passes upon the information before it is released to the Italian papers. No further information could be gotten from either Lt. Col. FRANKLIN or Mr. GROSS because of the fact that their department has no direct

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control or supervision of these newly arrived vehicles. (See Enclosure #11).

11. A visit to Capt. JOSEPH M. MALONEY, AUS, News Division, PWB, AFHQ, (Unit #12) on 9 April 1945 and an interview with him revealed that his department received from the Allied Commission, information concerning the trucks. It was censored as is all such press releases. He recalls that the releases received were in connection with the 1700 trucks and he did recall having seen nothing which would indicate that the trucks were to be sold to civilians. Capt. MALONEY discussed in length the difficulty of controlling false information published by the Italian newspapers. He stated that the Italian news publishers are permitted to dispense news independent of Allied control and because of this they usually add whatever comment they so desire. The Captain felt certain that the items in all the papers were confusing to such a degree that the public naturally assumed that they, as individuals, were going to reap the benefit of the consignment of trucks. Capt. MALONEY referred the undersigned to the "ANSA", an Italian news agency, which distributes news items to the many papers in the city of Rome. He felt certain that this organization could be of some assistance to the undersigned.

12. JULIANI Renzo, "ANSA" Editor was interviewed on 9 April 1945 and in answer to the question of whether or not his agency altered any releases turned over to them by the Allied Commission, his reply was negative. He permitted the undersigned to retain a copy of a release recently distributed to many of the newspapers in Rome. (See Enclosure #12). Mr. JULIANI also complained of the Italian Press' confusing articles regarding the truck matter. He, too, had been approached by numerous persons who wanted to invest money in the purchase of any/all of the trucks referred to in this report. He could give no further information which was of help to the undersigned.

13. The Transportation Sub-Commission, Allied Commission, was again visited on 10 April 1945 to ascertain the names of the persons or departments who were accountable for the supervision of the 1700 trucks. Mr. GROSS explained that the Sub-Commission had no hand in the administration of these vehicles but that the Motor Transport Group, Via Nomentana, Rome, were organized to supervise the matter. Accordingly, Col. JAMES J. CARNES, Inf., C.O. of said Motor Transport Group, was visited but in his absence, one Sgt. D. E. F. HOOKER, (Br), Chief Clerk, offered information of value. He explained that the said organization was organized on or about 1 March 1945 solely for the purpose of administering for and supervizing the said 1700 vehicles. When the said trucks arrive in Italy, he states that they are delivered to the A.T.A.G., Rome, where they are equipped with bodies.

CONFIDENTIAL

They are then sent to the Motor Transport Group and formed into so called "truck companies". Italian civilians are assigned each truck and said Italians are then sent to Treni, Italy, to undergo schooling in driving technique. Upon completion of this schooling, the various companies are assigned to operate in various parts of liberated Italy fulfilling the mission for which the trucks were intended. Under no circumstances, according to Sgt. HOOTON, have any of these trucks been sold to either the civilian population or the Italian government. They are identified by the word "ALCOM" and serial numbers starting with the number 10851, which are painted on the hood. The trucks are presently painted dark blue and gray but eventually they will be painted O.D. color. As far as Sgt. HOOTON knows no other names are painted on the truck. He could not explain the words, "Civilian-Italia", which one of the first persons questioned stated he had seen on a truck of dark blue and gray coloring. The Allied Commission and the UNRRA, according to the Sergeant, have no direct supervision over the trucks. Sgt. HOOTON also complained of persons having visited his office offering any amount of money for any number of the trucks which they understood were to be sold to the public.

14. The results of the investigation conducted on the original complaint, indicates that the rumors which were scattered about the city of Rome, were started by persons who had read articles in the papers of the arrival of 1700 trucks from America. The publishers of these papers presented the topic in such a confusing manner that the ordinary person misconstrued the true purpose of the arrival of these vehicles. Then too, certain persons were inclined to benefit financially by the people who believed that they could purchase any/all of the said vehicles and they began to advertise themselves as dealers, societies, representatives or what nots to any/all persons who were willing to invest in these trucks. There was absolutely no concrete evidence to show that trucks of American manufacture were being dealt in illegally.

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CONFIDENTIAL

CONCLUSIONS:

From the facts recorded above, it is concluded that,

- a) A total of 1700 American trucks are to be sent to Italy from the United States for the sole purpose of being used by Allied authorities in the distribution of vital material to devastated areas in liberated Italy and that,
- b) Regular press releases issued by the Allied Government to the Italian press, concerning the arrival of the trucks from the United States to Italy, have been consistently published in the Italian presses in such a manner as to confuse the general public as to the purpose of the trucks, and that
- c) As a result of the confused information published by said Italian newspapers, a certain class of Italian people have attempted to benefit financially, at the expense of the ignorant, by establishing themselves as authentic representatives or dealers and that,
- d) Because of the seriousness of the condition, the Italian Government has officially notified the public, through the Italian press, of the true facts regarding the delivery of the trucks to Italy, thereby eliminating further speculations on the part of the public.

Sotiry Catsicas
SOTIRY CATSICAS
Agent, C.I.D.

Alois A. Neibert
ALOIS A. NEIBERT
Agent, C.I.D.

Enclosures: (12)

- 1 - Statement of IECCE Angelo, dated 30 March 1945
- 2 - Statement of FIACCONI Attilio, dated 30 March 1945
- 3 - Statement of REVILACQUA Umberto, dated 31 March 1945
- 4 - Statement of LO CURZIO Indovico, dated 31 March 1945
- 5 - Statement of SANTORO Emanuele, dated 4 April 1945
- 6 - Statement of BORGHESE Giulio, dated 4 April 1945
- 7 - Statement of FRESCIUTTI Marino, dated 4 April 1945
- 8 - Translations of Italian Press Releases
- 9 - Translations of Italian Press Releases
- 10 - Letter (True Copy of) to "Il Tempo" newspaper
- 11 - Letter from Mr. G. G. GROSS, Chief, Roads Div., dated 3 April 1945
- 12 - True Copy of Release issued by Public Relations Branch, Allied Commission to Italian News Agency.

CONFIDENTIAL

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TRANSLATION of STATEMENT

I the undersigned, IECCE Angelo, son of Michele, resident of #3 Via Vigna Iacobini, Rome, make the following statement:

One day, while I was in the house of Attilio Fiacconi, I heard someone say that the Allies were placing at the disposal of the civilians, American vehicles. Said vehicles had to be repaired and the buyer had to work up to the end of the war. Afterwards, the buyer would become owner of the vehicle. To the best of my knowledge the above recorded facts are true.

WITNESSES:

/s/ IECCE ANGELO

/s/ Sotiry Catsicas

/s/ A. A. Reibert, C.I.D.

//////////

Translated to the best of my knowledge and ability.

Renato Castellano

RENATO CASTELLANO
Interpreter, CID

2602

ENCLOSURE: ~~7~~/

CONFIDENTIAL

CONFIDENTIAL

TRANSLATION of STATEMENT

I the undersigned, FIACCONI Attilio, son of Luigi, resident of #3 Via Vigna Iacobini, Rome make the following statement:

One day, while I was in the shop of BEVILACQUA Umberto, at Viale del Re (near Ponte Garibaldi), I was informed by him that the Allies were giving out vehicles with spare parts and that the buyer was compelled to work with the Allied up to the end of the war, when he would become owner of the vehicle. BEVILACQUA told me this, because he knew that I am a driver and he thought that maybe I intended to buy one, but I replied that I could not as I did not have any money. Later on I passed the information to one MONTESCHI Umberto, resident of #449 Via Portuense. I do not know the source of BEVILACQUA's information as he never told me.

The above recorded facts are the truth to the best of my knowledge.

/s/ FIACCONI ATTILIO

WITNESSES:

/s/ Sotiry Catsicas
/s/ A. A. Reibert, CID

.....

Translated to the best of my knowledge and ability.

Renato Castellano
RENATO CASTELLANO
Interpreter, CID

2601

ENCLOSURE: #2

CONFIDENTIAL

CONFIDENTIAL

TRANSLATION OF STATEMENT

I, the undersigned, Umberto DEVILACQUA, resident of #34 Via Montefiore, make the following statement:

Approximately one month ago in my shop, my daughter's fiancée, together with another person, said that they learned that the Allies would sell the broken down trucks which had to be repaired so that said trucks could work for Allied account. Later on, I spoke about this with other persons, among whom was PIACCONI Attilio, resident of #3 Via Vigna Iacobini.

I have never read said information in the newspapers. I have only heard it on this occasion.

The above recorded facts are true to the best of my knowledge.

WITNESSES:

/s/ Antonietta Devilacqua,
/s/ Sotiry Catsicas, CID Agent
/s/ A. A. Heibert, Agent, CID

.....

Translated to the best of my knowledge and ability.

Renato Castellano
RENATO CASTELLANO
Interpreter, CID

2600

ENCLOSURE: #3

CONFIDENTIAL

CONFIDENTIAL

TRANSLATION OF STATEMENT

I the undersigned, LO CURZIO Ludovico, resident in Rome, #84 Via Crescenzo, make the following statement:

Approximately one month ago while I was in the shop, which belongs to my fiancée's father, located on Viale del Re, I witnessed a discussion which took place between him and Emanuela Santoro, resident in Via Luigi Bellotti Bon #3. They were speaking of the possibilities that the United States of America would furnish vehicles to Italy. Santoro said that it was possible that in the future, they would sell to Italians, vehicles which had to be repaired and which then would be used to solve the logistical problems of Italy.

The undersigned does not know whether this is a personal opinion of Santoro or if he had heard it from some one else.

/s/ LUDOVICO LO CURZIO

Witnesses:

/s/ A. A. Heibert, C.I.D.
/s/ Sotiry Catsicas, C.I.D.

.....

Translated to the best of my knowledge and ability.

Renato Castellano
RENATO CASTELLANO
Interpreter, CID

2593

ENCLOSURE: #4

CONFIDENTIAL

CONFIDENTIAL
TRANSLATION OF STATEMENT

I, the undersigned, SANTORO Emanuele, son of the late Carlo and of Lucia Salsano, born in Rome on 1 September 1912, voluntarily make the following statement:

Sometime ago, I had a conversation with a friend of mine, LO CURZIO Ludovico, in a shop located in Viale del Re, in the presence of BEVILACQUA UMBERTO. I admit that during the course of the conversation, I probably spoke about the inefficiency of the Italian transports. I probably expressed my opinion about the eventual sale, after the war, of the American vehicles which at present are here in Italy.

Furthermore, I state that during my conversation, I probably reported what I had read in a daily paper or in a magazine, (which I do not recall the name of or the date of issue of), in which the UNRA had issued to Italy, about 1000 vehicles for food transportation.

Read, confirmed and subscribed.

WITNESS:

/s/ A. A. Heibert, C.I.D.

/s/ EMANUELE SANTORO
Via Luigi Bellotti Bon #3
tel. 871784

.....

Translated to the best of my knowledge and ability.

Aldo Camerini
ALDO CAMERINI
Interpreter, CID

2598

ENCLOSURE #5

CONFIDENTIAL

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(VOL. IV)

TRANSPC

JAN. 1945

00/148/253(2 OF 2)
IP)

TRANSPORT - CORRESPONDENCE

JAN. 1945 FEB. 1946

CONFIDENTIAL
TRANSLATION OF STATEMENT

On or about the 30th of March 1945, Mr. MARINO PRESCIUTTI, living in Rome, Via Principe Eugenio #60 (tel. 73291), asked me if I wanted to buy two American trucks which he could obtain in assignment, together with two other trucks which he would obtain from a lot of 50 trucks which the American Government, through the War Department and the Vatican City, was selling to civilians.

I accepted his offer for a friend of mine, Comm. CASCELLA UBAIDO, Monopoli (Bari), stating, however, that the purchase would be concluded only when I was able to find out that the assignment and the sale were legal. When PRESCIUTTI made this offer to me, he showed me a sheet of paper of the American Red Cross that pertained to said trucks.

In any case, I repeat that, I was willing to contract the purchase only if it was legal; in fact, I dealt this business openly and I informed my friend by telegram.

Rome, 4/4/1945

/s/ GIULIO BORGHESE

Rome, Corso Vittorio Em. #87

WITNESS:

/s/ A. A. Neibart, C.I.D.

.....

Translated to the best of my knowledge and ability.

Aldo Camerini
ALDO CAMERINI
Interpreter, CID

2597

ENCLOSURE: #6

CONFIDENTIAL

CONFIDENTIAL

Rome, 4 April 1945

I the undersigned PRESICUTTI Marino, resident in Rome, #60 Via Principe Eugenio, states the following:

On the 15th of March 1945 at approximately 1130 hours, while I was in the vicinity of Piazza Verdi, I noticed a Ford V-8 truck. On it were printed the following words, "Civilian-Italian". In the truck was a civilian of about 40 years of age, wearing an American uniform and whom I do not know.

Out of curiosity, knowing that American trucks were to be given to civilians, I asked the civilian whether or not the truck belonged to a civilian. He replied that it did not, but that, on the 4 or 5 April, 50 more trucks would arrive from Naples and would be given to needy civilians and that these trucks, at the present time, were on the assembly line.

The hood and the cab of the truck was of a dark blue color, the body was grey and of approximately 3.50 meters in length.

As I did not have the means to buy one, I spoke about it with one Borghese Giulio and asked him if he wanted to organize a society with me and purchase these vehicles. They told me that the approximate price for each truck would be around one million eight hundred lire.

/s/ Presicutti Marino

WITNESSES:

Setiry Catalano, CID Agent.

Translated to the best of my knowledge and ability.

Gerato Castellano
GERATO CASTELLANO
Interpreter, CID

2596

ENCLOSURE: 7

CONFIDENTIAL

CONFIDENTIAL
EXTRACT

The Press Section of the President's Office informs as follows:

Newspapers have published that a certain number of vehicles, sent by America, have arrived in Italy. Concerning this news, we confirm that these trucks have effectively arrived but that they have not as yet been delivered to the Italian Government.

Therefore, no assignment has been planned or effectuated, nor will it be done in the immediate future, as all the vehicles which have arrived here from America, remain at the disposal of the Allied Commission to deliver goods in North Italy.

Extract from an article, "THE AMERICAN VEHICLES ARE AT THE DISPOSAL OF THE A.G.", published in the Italian newspapers, Avanti and Il Giornale del Mattino, dated 8 April 1945, issue Nos. 83 and 70 respectively.

The above extracts represent the Official Italian Government's statement on this matter.

Translated to the best of my knowledge and ability.

Renato Castellano
RENATO CASTELLANO
Interpreter, CID

2595

ENCLOSURE #8

CONFIDENTIAL

CONFIDENTIAL
EXTRACT

The Government's official report has arrived at the right time. We have been informed that the American trucks, which are to be used to help out the tragedy of our transportation problems, have arrived in Italy. However, they have not been delivered to the Italian Government. This report cuts down all those rumors which have spread in these last days. According to the rumors, private speculation of the trucks was already made. It was said that a "trust" had been founded, that transactions had already taken place on paper and that the profit on each truck would be one million and a half. Rumors, we say.

Such rumors go to show that animals of prey are already lurking about these trucks which shortly will contribute to modifying the food situation of this starving Italy.

And as we are speaking of this, we would like to hope that the Government has already put up a definite plan for the rational use, through the ENAC, of this providential mass of trucks.

Extract of an article, AMERICAN VEHICLES, published in the Italian newspaper, Avanti, dated 11 April 1945, Issue No. 85.

Note: The ENAC is the Italian National Transportation Society.

Translated to the best of my knowledge and ability.

Renato Castellano
RENATO CASTELLANO
Interpreter, CID

2594

ENCLOSURE #8

CONFIDENTIAL

CONFIDENTIAL

EXTRACT

Some papers have published news concerning the arrival into Italy of a certain number of trucks, forwarded by the Allied Authorities. For this purpose we officially judge that the trucks have effectively arrived but that they have not been delivered to the Italian Government.

Therefore, no assignment to companies or to private citizens has been predisposed or made, nor is it possible to establish when it will be done in the near future, because all the vehicles which have, up to the present time, arrived here from America, remain at disposal of the Allied Commission for necessary supplies to North Italy.

Extract of an article, "THE TRUCKS GIVEN BY THE ALLIES HAVE NOT YET BEEN DELIVERED", published in the Italian newspaper, Italia Nuova", dated 8 April 1945, Issue No. 83.

Translated to the best of my knowledge and ability.

Alido Camerini
ALDO CAMERINI
Interpreter, CID

2593

ENCLOSURE #8

CONFIDENTIAL

CONFIDENTIAL

EXTRACT

Many rumors are going around concerning the trucks forwarded from America to alleviate the crisis of our transportation. The matter is of dramatic interest for all the population, because the food situation is deeply connected with the communications. It seems to us that it would be very opportune for the Government to intervene in the matter with precise words. It should state to whom the trucks have been given and under what conditions and against what contracts. There is someone who assures us that he has already been a subject of sensational speculations, helped by the incapacity and by the carelessness of the offices which should have organized their rational utilizations. Critics? Legends? The Government has the duty to say words necessary to tranquilize the public opinion.

Extract of an article, AMERICAN TRUCKS, published in the Italian newspaper, AVANTI, dated 6 April 1945, Issue No. 81.

Translated to the best of my knowledge and ability.

Aldo Camerini
ALDO CAMERINI
Interpreter, CID

2592

ENCLOSURE #9

CONFIDENTIAL

CONFIDENTIAL

EXTRACT

A high officer of the Allied Transportation Sub-Commission has given the following information about the more recent activity of the same Sub-Commission:

"618 trucks of the 1700 trucks promised by the United States to Italy have already arrived and, if the forwardings will go along with the foreseen regularity, for the first days of April the number of the disembarked trucks will reach 1100, that is approximately 2/3 of their total number."

"These trucks, destined only to transportation for civilian uses, especially for food and clothing supplies, remain temporarily under the control of the Allied Authorities who will use them to transport Italian goods and products to the zones more devastated by the war, where there is a large need of them."

"So, for instance, 200 quintali of food supplies are transported every day from Foligno to Ancona. Important loads of wheat are continuously transported from Foggia to Macerata towards other localities. It is evident that even when all of the 1700 trucks will have arrived here, it will be impossible to consider solved the very great crisis of transportation in which Italy is going through, but in any case it will be possible to have a melioration and to front the essential needs."

Extract of an article from the Italian publication, "NOTIZIA", dated 1 April 1945, issue No. 9.

Translated to the best of my knowledge and ability.

Aldo Camerini
ALDO CAMERINI
Interpreter, CID

2591

ENCLOSURE #9

CONFIDENTIAL

CONFIDENTIAL

EXTRACT

216 more 15 ton trucks arrived from the United States to Italy. This is a portion of the 1700 trucks announced by President Roosevelt. The number of the trucks which have arrived up to today from the United States is therefore 1034.

Extract of an article, "216 MORE TRUCKS ARRIVED FROM THE UNITED STATES", published in the Italian newspaper Il Tempo, dated 1 April 1945, Issue No. 78.

EXTRACT

The Allied Commission has announced today that 386 more trucks, carrying capacity 15 quintali, have arrived in Italy from the United States.

The Transportation Sub-Commission informs that with this last arrival of trucks, which have been forwarded to Italy, at the present time, reaches the number of 818.

Extract of an article, "386 TRUCKS ARRIVED IN ITALY", published in the Italian newspaper L'Unita, dated 24 March 1945, Issue No. 71.

Translated to the best of my knowledge and ability.

Aldo Camerini
ALDO CAMERINI
Interpreter, CID

2590

ENCLOSURE #7

CONFIDENTIAL

CONFIDENTIAL

EXTRACT

The United States have given to the Italian Government a certain quantity of trucks. Someone says there are two thousand. In any case there must be a good number, since we often see very beautiful samples drive through Rome. They are large, powerful and with such tires as to make jealous all the poor human beings who, being compelled to travel, live every day the tragedy of our tires.

But, although these trucks have certainly arrived, the public has not yet succeeded in knowing their use. They say that the trucks have already been sold or are about to be sold. To whom? Under what conditions? Mystery. The certain thing is that the transport situation has not yet changed. Yet there is nobody who does not understand what contribution two thousand trucks, powerful and new, could bring to the solution of the sorrowful transportation problem and consequently to the alimentary problem, especially in the large towns. Even if each of them could transport only 30 quintali, it would be 60,000 quintali in all that could be transported every day for a distance of about 300 kilometers. In conclusion, the supply situation in Italy could be alleviated.

Instead, nothing. Everything goes along as before. Yet nobody ignores how serious the supply difficulties are.

In any case it seems to us opportune, rather necessary, that the public be informed of how many trucks have been given to Italy, through what system they will be used, of what the Government intends to do with them. This should be done so that everybody can judge if these trucks are effectively used for the profit of everybody can judge if these trucks are effectively used for the profit of everybody, as it is necessary.

Extract of an article, "TRUCKS", published in Italian newspaper, L'Unita, dated 5 April 1945, Issue No. 80.

Translated to the best of my knowledge and ability.

ALDO CAMERINI
Interpreter, CID

2589

ENCLOSURE #9

CONFIDENTIAL

CONFIDENTIAL

There is the diffused conviction that the 1700 American trucks destined to Italy for civilian use, a portion of which has already arrived in our liberated territory, will be possibly given to civilians also.

There is the rumor that some speculators have already listed themselves as future buyers and that they have had huge sums of money anticipated.

For this purpose, the weekly "Motor" publishes that it is able to affirm for sure that not even one of the above-mentioned trucks will be given to civilians. They will be managed by the same Allies who will use them themselves or through authorized companies.

And the "Motor" warns all those who are interested in this, not to fall in the trap of attracting proposals.

A CERTIFIED TRUE COPY:

The Secretary of the Editor's Office

(Seal of)

/s/ Serafini

"IL TEMPO"
Political Daily Paper

Translated to the best of my knowledge and ability.

Aldo Camerini
ALDO CAMERINI
Interpreter, CID

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ENCLOSURE #10

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Tel. 566

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GSF/ep

Ref: AC/54/1/Tn5

9 April 1945

SUBJECT: Sale of WD Vehicles.

TO : CID -- New Questura Bldg.
(Att: Agent A. A. Neibert)

1. Reference conversation Agent Neibert and Lt. Col. G. S. Franklin, Saturday, 7 April 1945, it is confirmed that the Allied Commission are not engaged in the sale of WD vehicles to Italian individuals and no such sales are contemplated.

2. If at some later date it is decided to dispose of WD vehicles, the Allied Commission will deal only with the Italian Government.

/s/ Geo. G. Gross Jr.
/t/ G. G. GROSS Jr.
Chief,
Roads Division.

A CERTIFIED TRUE COPY

Ralph A. Hamilton, Jr.
RALPH A. HAMILTON, Jr.,
1st Lt., F. A.,
CID, Rome Area,
Chief Agent.

2587

ENCLOSURE #11

CONFIDENTIAL

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HEADQUARTERS ALLIED COMMISSION
APO 394

PUBLIC RELATIONS BRANCH

317/R1/PRS

5 April 1945.

Press Release - Immediate

A further 160 1½-ton trucks have arrived in Italy from the United States, the Allied Commission announced today.

This latest consignment brings to 1,194 the number so far received out of the total of 1,700 scheduled to come.

Comunicato Stampa.

La Commissione Alleata annuncia che altri 160 autocarri, della portata di 1½ tonnellate ciascuno, sono arrivati in Italia dagli Stati Uniti.

Dei 1.700 autocarri promessi ne sono così stati consegnati, a tutt'oggi, 1.194.

PASSED FOR PUBLICATION BY FIELD PRESS CENSOR.

A CERTIFIED TRUE COPY

Ralph A. Hamilton, Jr.
RALPH A. HAMILTON, Jr.,
1st Lt., F. A.,
CID, Rome Area,
Chief Agent.

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ENCLOSURE: #12

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

29

WGC

26 April 1945

AC/1/29/TN.5

SUBJECT: Cost of Transport school books,
Abruzzi-Marche

TO : Education Sub-Commission
(Att: Major P.A. Agnes)

1. Reference your DA/2.3(33) dated 20 April 1945.
2. Herewith as requested are relevant correspondence pertaining to the cost of 23,000 lire for the transport of 4,300 school text-books from Rome to Macerata.
3. This Office will notify you if any additional correspondence on the above mentioned subject is received.



G. G. GROSS Jr.
Chief,
Roads Division.

2585

HEADQUARTERS ALLIED COMMISSION
Education Sub Commission
APO 349

9A/2.3. (33)

Tel. 478-326

SUBJECT: Cost of transport school books,
Abruzzi-Marche.

20 April 1945

TO: Transportation Sub Commission
(attention of Col. M.B.Thomas)

Reference your letter 2 April (Ref.AC/
1/19/Tn5), this Sub Commission would appreciate
having your complete report on the cost of 23,000
lire for the transport of 4,300 school text-books
from Rome to Macerata, as soon as possible.

For the Director of Education:

P.M. Magnus

Sir P.M.Magnus, BT.,
Major.

HEADQUARTERS
ATG/AC
UMBRIA MARCHE REGION
CHIEF TRANSPORTATION OFFICE

13 April 1945

R5/517/E/4

SUBJECT : Cost of Transport for School Books.

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

Reference your AC/I/25/TX5 dated 11 April 1945.

1. The tariff charge for haulage of school books was made by each concerned Truck Pool of this Region according to the EMAC tariff Schedules of 1 Feb.45.

2. All charges were accurately computed in the same manner i.e., quintal-kilo-meter, standing time, basic charge.

For the Regional Commissioner:

D.F. RICHARDSON
Capt. Inf.
Chief Transportation
Officer.

Copy to:
Regional Education Officer.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

11 April 1945

Ref: AC/1/25/TN.5

SUBJECT : Cost of Transport for School Books - Abruzzi
Marche Region.

TO : Regional Commissioner - Abruzzi Marche Region.
(Att: Capt. Richardson).

1. Attached is letter from the Regional Education Officer relative to the over-charging for delivery of school books in that region.

2. This charge should not exceed 12,000 lire.

3. Please investigate this matter, notifying this office of your findings. If it has been found that an overcharge has been made, or that charges for the same service have been made by more than one province, immediate steps will be taken to correct the matter.

By Command of Rear Admiral STONE:

M. B. THOMAS
Colonel,
Deputy Director.

HEADQUARTERS ALLIED COMMISSION
APO 394

Transportation Sub-Commission

11 April 1945

IC/1/9/TK.5

SUBJ CT : Cost of Transport for School Books -- Abruzzi-Marche
Region.

TO : Economic Section.

1. Attached is further correspondence relative to
this subject.

M.B. THOMAS
Colonel
Deputy Director

2581

COPY

1st INF

9A/2.3. (R5/ED/3.3.)

HQ AMG/AG UMBRIA MARCHE REGION

TO EDUCATION SUPERINTENDENT A.D. APO 334
(Att: Sir P.A. Agnoli, BT., Major)

1. The AMG Truck Pool of Macerata has sent a bill to the Provveditori of Macerata, as above, for L.23,000.
2. The AMG Truck Pool of Ascoli is charging for same services the large sum of L.15,000. that of Ghisti and Pescara approximately L.13,000 each - total L.26,000 that of Pesaro L.13,000.
3. This Office considers the above transportation rates black market prices

signed John P. Simon
1st Lt. CMF
Regional Education Officer.

HEADQUARTERS ALLIED COMMISSION
Education Sub-Commission
APO 394

7 April 1945

SUBJECT : Transportation of text-books
for Nacerata.

TO : Transportation Sub-Commission
(Attention of Col. Franklin)

Reference to this Sub-Commission's note of the
3rd April, a further letter has been received from
HQ APO/AC Umbria-Marche Region. A copy of this letter
is enclosed.

For the Director of Education:

/s/ Sir P.M. Magnus, Bt.,
Major.

HEADQUARTERS ALLIED COMMISSION
APO 334
Transportation Sub-Commission

11 April 1945

Ref: AC/1/13/EX.5

SUBJECT: Cost of Transport for School Books - Abruzzi-Marche Region.

TO: Regional Commissioner - Umbria-Marche Region.
(Att: Capt. Richardson).

1. Attached is letter from the Regional Education Officer relative to the over-charging for delivery of school-books in that region.
2. This charge should not exceed 12,000 lire.
3. Please investigate this matter, notifying this office of your findings. If it has been found that an over-charge has been made, or that charges for the same service have been made by more than one province, immediate steps will be taken to correct the matter.

By Command of Rear Admiral STONE:

M. B. THOMAS
Colonel
Deputy Director.

C O P Y

(9B/2.3.(R5/ED/3.3.)

1st Ind.

3 April 1945

HQ AMG/AC. UMBRIA MARCHE REGION

TO: Education Sub-Commission A.C. APO 394

(Att: Sir P. V. Magnas, BT., Major)

1. The AMG Truck Pool of Macerata has sent a bill to the Provveditore of Macerata, as above, for L.23,000.
2. The AMG Truck Pool of Ascoli is charging for same services the large sum of L.15,000 that of Chieti and Pescara approximately L.13,000 each - total L.26,000 that of Pesaro L.18,000.
3. This Office considers the above transportation rates black market prices.

signed John P. Sironi
1st Lt. CMF
Regional Education Officer

2577

HEADQUARTERS ALLIED COMMISSION
Education Sub-Commission
APO 394

Tel. 478-326

7 April 1945

SUBJECT : Transportation of text-books
for Macerata.

TO : Transportation Sub-Commission
(Attention of Col. Franklin).

Reference to this Sub-Commission's note of the
3rd April, a further letter has been received from HQ
APO/AC Umbria-Marche Region. A copy of this letter is
enclosed.

For the Director of Education:

Sir F. Magnus, C.I.,
Major

2576

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

2 April 1945

Ref: AC/1/19/TM.5

SUBJECT : Cost of Transport for School Books - Abruzzi-Marche
Region.

TO : Economic Section.

1. Reference 1517/ES it is not possible to give a complete report on the cost of 23,000 lire for the transport of 4300 school books from Rome to Macerata on this short notice. We are investigating this matter, however, and as soon as all the information has been gathered a complete report will be sent forthwith.

M. B. THOMAS
Colonel,
Deputy Director.

2573

HEADQUARTERS ALLIED COMMISSIONS
APO 394
ECONOMIC SECTION

28 March 1945

15.17/ES

SUBJECT : Cost of Transport for School Books - Abruzzi-
Marche Region.

TO : Transportation Sub-Commission

1. Reference is made to message 544 of 27 March Sitrep
Abruzzi-Marche Region which states in part as follows:

"Elementary schoolbooks delivered throughout
region, but transport costs were almost prohi-
bitive with 23,000 lire having been charged for
trucking of 4300 school books from Rome to Ma-
cerate."

2. It is requested that this be investigated and
coordination had with Civil Affairs Section with a report
to me.

3. Is this the result of the new EMAC trucking rates
that the Minister of Transport insisted upon? If so I
feel the matter should be taken up with the Minister when
all the facts are known.

4. May I have a report, final if possible, if not,
interim, prior to next Vice-President meeting with the
Chief Commissioner to be held 4 April? Please report on
or before 3 April.

A. S. ANTOLINI
Acting Vice-President
Economic Section

2574

0259

RESTRICTED

AC/1

TH

28

PT 61000
APR 1879050

FOR INFORMATION ONLY

7/7838

APR 1671503
BOSTON

APPROPRIATE AGENCIES WITHIN
SICILY - ALONG

REPRINTED

By AS 014.10/000 00000 of 28 December 1944 not to 01000.
24 Italian Army vehicles held by mobile Carabinieri columns in
SICILY will remain with Carabinieri until 30 April. Replacement
from ALONG resources will be effected by that date if possible.

Dist

10
20

Action - Public Safety SC
" Land Forces SC
Info - J/President
Chief Commissioner
GI Section
Recd Sec
To SC (2)
File (2)
Fleet

HEADQUARTERS
17 APR 1945

A. C.

2573

RESTRICTED

Inter Office Memorandum

HEADQUARTERS ARMED COMMISSION
Public Safety Sub-Commission
APO 394

14 April 1945

AG/14403/6/PS

SUBJECT: Reale Automobile Club d'Italia

TO: Establishment Section
WMB and IPW Sub-Commission
Transportation Sub-Commission ✓

1. Attached herewith for information is a copy (translation) of a circular sent out by the Central Seat of RACI to all the RACI Provincial Seats.

Wm C. Ballance May

for
JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission

WCB/lb

CENTRAL OFFICE FOR THE RECOVERY OF STOLEN MOTOR VEHICLESRegulations

1. RACI undertakes the protection of the interests of motorists who have been damaged by the theft of their motor vehicles.
2. For the above purpose a special office is instituted with the HQ of RACI which has the task of co-operating to the recovery; collect all elements to trace the motor vehicles and culprits, assisting the police with their enquiries give to the damaged persons legal assistance also by prosecuting the culprits.
3. In every provincial office the specified duties are carried out by the Director. The territorial competence is determined by the place where the crime has been perpetrated or by the place of residence of the party if he prefers the latter, or if the place of the crime is unknown.
4. When requesting this service the party must
 - a) pay L.5000 as an advance for expenses and if necessary, make further payments;
 - b) supply all the necessary information according to the attached questionaire (form 1.1)
 - c) declare in writing that he is aware of all his obligations in consideration of the service for which he asks (form 1.2)
5. The damaged party is entitled to have the assistance of RACI in all operations for the recovery of motor vehicles and during the proceedings and the trial. If he wants to prosecute he will give a power of attorney to the Provincial Director of RACI according to sec. 83 C.F.F. conferring on him all the powers including the appointment of a lawyer.
6. RACI will assist the motorists also in all those practices and formalities which may be necessary to regularise the legal situation of the motor vehicles after they have been returned to the owner.
7. The Director of the Provincial Office to whom the motorist applies will send to the HQ a copy of the Questionnaire and will begin the enquiry on the spot.
8. The central office must be informed of the results of these investigations and will make a control of the documents, complete the investigations, apply also, if necessary to other provincial offices.
9. To make further investigations the Provincial Office will make agreements with the local police. In case of urgency the Provincial Director can send to the police or judicial authority a report containing all the informations he has collected. At the same time he will inform the injured party in order that he may intervene during the investigations.
10. When the stolen motor vehicle is recovered in any way, the motorist must pay a prize of 10% of the value of the vehicle at the moment when it is found deducting the amounts advanced according to No. 4. Thus all expenses being borne by RACI.
11. In case of dispute between RACI and the party about the value to be at-

4. When requesting this service the party must
 - a) pay L.5000 as an advance for expenses and if necessary, make further payments;
 - b) supply all the necessary information according to the attached questionnaire (form.1);
 - c) declare in writing that he is aware of all his obligations in consideration of the service for which he asks (form.2).
5. The damaged party is entitled to have the assistance of KAOI in all operations for the recovery of motor vehicles and during the proceedings and the trial. If he wants to prosecute he will give a power of attorney to the Provincial Director of KAOI according to sec. 98 C.F.R. conferring on him all the powers including the appointment of a lawyer.
6. KAOI will assist the motorists also in all those practices and formalities which may be necessary to regularise the legal situation of the motor vehicles after they have been returned to the owner.
7. The Director of the Provincial Office to whom the motorist applies will send to the HQ a copy of the Questionnaire and will begin the enquiry on the spot.
8. The central office must be informed of the results of these investigations and will make a control of the documents, complete the investigations, apply also, if necessary to other provincial offices.
9. To make further investigations the Provincial Office will make agreements with the local police. In case of urgency the Provincial Director can send to the police or judicial authority a report containing all the informations he has collected. At the same time he will inform the injured party in order that he may intervene during the investigations.
10. When the stolen motor vehicle is recovered in any way, the motorist must pay a prize of 10% of the value of the vehicle at the moment when it is found deducting the amounts advanced according to No. 9. Thus all expenses being borne by KAOI.

2371

11. In case of dispute between KAOI and the party about the value to be attributed to the motor vehicle, this value will be determined by a college of arbitrators, one appointed by KAOI, another by the party, and the third who will act as President, appointed by both in mutual accord. In case of disagreement, the third arbitrator (umpire) will be appointed by the President of the Court.

The arbitrator will decide which party must bear the expenses of the award.

12. After 18 months from the application, if the motor vehicle has not been recovered, the damaged party will be reimbursed of the remainder of the advance paid by him with a list of all expenses and a percentage for general costs. The same will be done if it appears that it is impossible to obtain the purpose of No. 1 of these regulations.

13. If the services of the office are rendered to a member of KAOI, in the liquidation of the expenses he will not pay a percentage for general expenses having to pay only the expenses caused by the operations for the recovery of the motor vehicle.

over

0263

14. On the amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

15. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

16. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

17. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

18. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

19. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

20. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

21. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

22. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

23. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

24. The amount of the prize paid to RAC by the m'brist, net from all expenses, the RAC will pay to the Provincial office a share not below 50%.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-11

13 April 1945

SUBJECT: 429 - 1 1/2 ton Cargo Trucks

TO : Headquarters, Allied Commission, APO 394
(attn: Economic Section)

Reference your AC/1/22/Tn.5 of 10 April 1945.

1. Following for your information in a paraphrase of a signal received from CC/S:

"Foreign Economic Administration advises 450 Chevrolet trucks 1 and 1 1/2 ton now at STANLEYVILLE, BELGIAN CONGO, will NOT be held to meet civilian supply demands but will be disposed of to other claimants."

2. As a consequence no action regarding this matter can be taken.

For the Assistant Chief of Staff, G-5:

J.B.
J.B. BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

Copy to: G-4 (2 & Tn)

257

CONFIDENTIAL

16/4
11

Tel. 378

HEADQUARTERS ALLIED COMMISSION GCO/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/1/15/Tr5

11 April 1948

SUBJECT: Cost of Transport for School Books -- Abruzzi-
Marche Region.

TO : Regional Commissioner - Umbria-Marche Region.
(Att: Capt. Richardson)

1. Attached is letter from the Regional Education
Officer relative to the over-charging for delivery of school
books in that region.

2. This charge should not exceed 15,000 Lire.

3. Please investigate this matter, notifying this
office of your findings. If it has been found that an over-
charge has been made, or that charges for the same service
have been made by more than one province, immediate steps
will be taken to correct the matter.

By Command of Rear Admiral STONE:



M. B. THOMAS
Colonel,
Deputy Director.

2579

HEADQUARTERS ALLIED COMMISSION
Education Subcommittee
APO 394

9A/2.3.

Tel. 478-326

SUBJECT: Transportation of text-books
for Macerata.

7 April 1945

TO: Transportation Sub Commission
(Attention of Col. Franklin)

Reference to this Sub Commission's note of
the 3rd April, a further letter has been received from
HQ AMG/AC Umbria-Marche Region. A copy of this letter
is enclosed.

For the Director of Education:



P.M. Magnus

Sir P.M. Magnus, BT.,
Major.

2568

C O P Y

9A/2.3. (R5/ED/3.3.)

1st Ind.

HQ AMG/AC UMBRIA MARCHE REGION

3 April 1945

TO: Education Subcommittee, A.C., APO 394
(Att: Sir P.M. Magnus, BT., Major)

1. The AMG Truck Pool of Macerata has sent a bill to the Provveditore of Macerata, as above, for L.23,000.
2. The AMG Truck Pool of Ascoli is charging for same services the large sum of L.15,000; that of Chieti and Pescara approximately L.13,000 each - total L.26,000; that of Pesaro L.18,000.
3. This Office considers the above transportation rates black market prices.

signed John P. Simoni
1st Lt. CMP
Regional Education Officer.

2567

Tel. 378

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GSF/ep

Ref: AC/1/24/Tn5

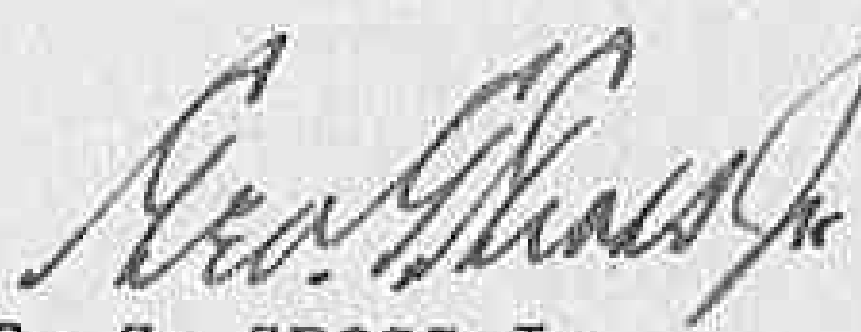
9 April 1945

SUBJECT: Campobasso Province Transport Cooperative.

TO : Deputy Director, Transportation Sub-Commission.

1. Attached information concerning formation of a Cooperative in Campobasso Province. This Cooperative has requested that the Allied Commission lease to them those trucks now operating in Campobasso Province and which are owned by the Allied Commission. The same arrangement has been made with Sud-Est in Bari but believe there is some question as to its legality.

2. If the Allied Commission could lease these trucks in this manner it would relieve one very much needed Transportation Officer in that Province.


G. G. GROSS Jr.
Chief,
Roads Division.

Roads Division.

In view of doubtful legality and our hopes of an early transfer of these vehicles to the Italian Govt. I think we should hold our hands for the present.

Please raise the subject about May 15th if we have no reply from Washington about transfer of the trucks by then.



Col. 8 apr

02691

TRANSLATION :

TO : Director Road Division, Transport Sub-Commission - A.C. HQ. - ROME
FROM : C.P.T.C. (Campobasso Province Transport Cooperative)

The members of the C.P.T.C. wish to make, for your consideration, the following proposal.

That the C.P.T.C. shall take over, by contract with the Road Division Transportation Sub-Commission, Allied Commission - the full working of the A.C. trucks and equipment which actually are assigned to A.C. Truck Pool no. 2 Campobasso. The terms of the contract to be your decision.

For your information a copy of the Statute of the Cooperative are enclosed. Your attention is particularly drawn to the following provisions in the Statute which will ensure that the transport shall be used in the most honest and beneficial manner for the Province of Campobasso.

1. The employees of A.C. Truck Pool no.2 are the members of the C.P.T.C. Upon the use of the transport - if our proposal is favourably considered - being handed over to the C.P.T.C., the organisation is exactly as before, no interruption of the work is made; no time will be wasted in gaining experience.
2. The mechanical maintenance of the transport is assured since the mechanics of the C.P.T.C. are also the present mechanics of the Truck Pool.
3. The Prefect has been invited to nominate an Advisory Commission of three members for the duration of the war and six months thereafter. These members are :

Dott. IOMBARDI Edoardo - Inspector of Alimentation
Dott. ROMANO Mario - Director of R.A.C.I.
Cav. LILLI Giulio - Senior Official of Consorzio Agrario.

It will thus be seen that the Prefect has a ready form of indirect control to ensure the best possible use of the trucks.

4. Two of the members of the Advisory Commission are also members of the Provincial Commission of E.N.A.C. and the fullest cooperation with E.N.A.C. is thus ensured.

The C.P.T.C. is already a legally constituted body with a paid-up capital of 235,500 lire. A statement from the Bank of Italy is enclosed.

The active help of the Bank of Naples is assured (letter enclosed).

The C.P.T.C. has the personal and official backing of the Prefect and the Chamber of Commerce. Letters to this effect are enclosed.

We await your consideration of our proposal and trust in a favourable reply.

CAMPOBASSO PROVINCE TRANSPORT COOPERATIVE

2503

The President :

General Committee :

A.C. trucks and equipment which actually are assigned to A.C. Truck Pool no. 2 Campobasso. The terms of the contract to be your decision.

For your information a copy of the Statute of the Cooperative are enclosed. Your attention is particularly drawn to the following provisions in the Statute which will ensure that the transport shall be used in the most honest and beneficial manner for the Province of Campobasso.

1. The employees of A.C. Truck Pool no. 2 are the members of the C.P.T.C. Upon the use of the transport - if our proposal is favourably considered - being handed over to the C.P.T.C., the organisation is exactly as before, no interruption of the work is made; no time will be wasted in gaining experience.
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 Cav. LILLI Giulio - Senior Official of Consorzio Agrario.

It will thus be seen that the Prefect has a ready form of indirect control to ensure the best possible use of the trucks.

4. Two of the members of the Advisory Commission are also members of the Provincial Commission of E.N.A.C. and the fullest cooperation with E.N.A.C. is thus ensured.

The C.P.T.C. is already a legally constituted body with a paid-up capital of 225,500 lire. A statement from the Bank of Italy is enclosed.

The active help of the Bank of Naples is assured (letter enclosed). The C.P.T.C. has the personal and official backing of the Prefect and the Chamber of Commerce. Letters to this effect are enclosed.

We await your consideration of our proposal and trust in a favourable reply.

The President :

The members of General Committee :

CAMPBASSO PROVINCE TRANSPORT COOPERATIVE

2503

AL : Direttore Reparto Strade - Sotto-commissione Trasporti.
A.C. HQ. - ROMA.

DAL : Cooperativa Trasporti Provincia di Campobasso
Società Cooperativa a responsabilità limitata.

I soci della Cooperativa Trasporti Provincia di Campobasso desiderano esporre la seguente proposta per la vostra considerazione.

Che la Cooperativa assuma, per contratto con la Road Division Transportation Sub-Commission A.C. il completo lavoro dei camion dell'A.C. e l'attrezzatura, che attualmente sono assegnati al Truck Pool no. 2 Campobasso. Le clausole del contratto saranno decise da voi.

Per vostra informazione vi rimettiamo allegato copia dello Statuto della Cooperativa (allig. A). Si richiama particolarmente la vostra attenzione sulle seguenti regole dello Statuto, le quali danno la certezza che i trasporti saranno eseguiti nella maniera più onesta e più utile per la Provincia di Campobasso.

1. I dipendenti dell'A.C. Truck Pool no.2 sono soci della Cooperativa. Circa l'uso dei trasporti che - se la nostra proposta sarà favorevolmente presa in considerazione - passano alla Cooperativa, l'organizzazione rimane esattamente come prima, non ci sarà interruzione del lavoro, non si perderà tempo nell'acquisire esperienza.
2. E' assicurata la manutenzione meccanica dei trasporti poiché i meccanici della Cooperativa sono gli stessi del Truck Pool.
3. Il Prefetto é stato invitato a nominare una Commissione Consultiva, di tre membri, per la durata della guerra e fino a sei mesi dopo. Tali membri sono :

I soci della Cooperativa Trasporti Provincia di Campobasso desiderano esporre la seguente proposta per la vostra considerazione.

Che la Cooperativa assuma, per contratto con la Road Division Transportation Sub-Commission A.C. il completo lavoro dei camion dell'A.C. e l'attrezzatura, che attualmente sono assegnati al Truck Pool no. 2 Campobasso. Le clausole del contratto saranno decise da voi.

Per vostra informazione vi rimettiamo allegato copia dello Statuto della Cooperativa (allig. A). Si richiama particolarmente la vostra attenzione sulle seguenti regole dello Statuto, le quali danno la certezza che i trasporti saranno eseguiti nella maniera più onesta e più utile per la Provincia di Campobasso.

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2. E' assicurata la manutenzione meccanica dei trasporti poiché i meccanici della Cooperativa sono gli stessi del Truck Pool.

3. Il Prefetto é stato invitato a nominare una Commissione Consultiva, di tre membri, per la durata della guerra e fino a sei mesi dopo. Tali membri sono :

Dott. LOMBARDI Edoardo	- Ispettore della Sez. Alimentazione
" ROMANO Mario	- Direttore del R.A.C.I.
Cav. LILLI Giulio	- Impiegato responsabile nel Consorzio Agrario.

Ne risulta, quindi, che il Prefetto esercita una forma di controllo indiretta per assicurare il miglior uso possibile dei camion.

4. Due dei membri della Commissione Consultiva sono pure membri della Commissione Provinciale dell'E.N.A.C. così che anche con l'E.N.A.C. é assicurata la più piena collaborazione.

La Cooperativa Trasporti Provincia di Campobasso é un ente già legalmente costituito con un capitale versato di Lire 226.500 - Si acclude conferma della Banca d'Italia (allig. B)

L'aiuto finanziario del Banco di Napoli é assicurato, come risulta dalla lettera qui acclusa (allig. C)

La Cooperativa ha l'appoggio personale ed ufficiale da parte del Prefetto e della Camera di Commercio. Lettere di conferma a tale riguardo si accludono (allig. D e E)

Restiamo in attesa della vostra considerazione della nostra proposta e fidiamo in un favorevole riscontro.

COOPERATIVA TRASPORTI PROVINCIA DI CAMPOBASSO
Società Cooperativa a responsabilità limitata

Il Presidente : *St. Werner d. Flaur*

I Membri del Consiglio di Amministrazione :

clatt. Finanza Tagliavola

De Gregorio Federico

Silicquella

Luigi D'Amico

Stefano Pansera

Stefano Pansera

0 27 81
legalmente costituito con un capitale versato di Lire 226.560 -

Si acclude conferma della Banca d'Italia (allig. B)

L'aiuto finanziario del Banco di Napoli é assicurato, come risulta dalla lettera qui acclusa (allig. C)

La Cooperativa ha l'appoggio personale ed ufficiale da parte del Prefetto e della Camerad di Commercio. Lettere di conferma a tale riguardo si accludono (allig. D e E)

Restiamo in attesa della vostra considerazione della nostra proposta e fidiamo in un favorevole riscontro.

COOPERATIVA TRASPORTI PROVINCIA DI CAMPOBASSO
Società Cooperativa a responsabilità limitata

Il Presidente :

Dr. Werner D. Gasser

I Membri del Consiglio di Amministrazione :

clott. Furman Targu

De Gregorio Federico

Siliciglieri

Palange Francesco

Luigi D'Amico

Stefano Pansera

Gi. Tondello

2573

- S T A T U T E -

CHAPTER 1 : CONSTITUTION - SEAT - OBJECT - DURATION

Para 1. It has been constituted with seat in Campobasso a limited Cooperative Society under the name "Cooperativa Trasporti Provincia di Campobasso - Soc. Coop. a responsabilità limitata".

Para 2. The Society, by the associate works of all its members and for the purpose first of all mutual, to supply services or occasions for work directly for the members of the organization at more favourable conditions than they could find on the market, intends :

- a) to take over in administration or to acquire and operate motor-vehicles for transport, even outside of the Province, of persons (members and third ones), also in regular services, and of goods belonging also to members and third ones, with the reservation that the Consiglio di Amministrazione in the case of members will grant particular facilities for the mutual purpose.
- b) to operate a service for the repair of motor-vehicles; if possible also for third ones.
- c) to operate, for members and third ones, a service for the sale of tyres, spare parts, accessories of motor-vehicles as well as fuel and lubricant.

Para 3. The Society shall have a duration of twenty years to begin from the day of its legal constitutions and can be extended by decision of the General Meeting.

CHAPTER 2 : SOCIAL ASSETS

Para 4. The funds are formed by :

- a) The Social Capital
- b) Ordinary reserves
- c) Eventual extraordinary reserves
- d) Any other goods, movable and real-estate, the Society might dispose of by any right, and by any other fund or accumulating fund formed for covering particular risks or providing future expenses.

Para 5. The Social Capital is formed by 453 shares of 500 lire each. It shall be increased in future but not before February 1st 1946 and later on year by year. The increase can never take place because the Society needs new Capital.

Para 6. The ordinary reserve is formed by

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Para 6. The ordinary reserve is formed by

- a) the legal one and that by Statute para 63.
- b) the amount paid by members as the price of subscribed shares.

CHAPTER 3 : Members

Para 7. Members can become dependents of the Society being of age, and the persons as to para. 35.

The first have to work satisfactory at the dependence of the Society for at least three months.

Society for at least three months.
Passed this period, they have got the right to become members subscribing at least one share.

Para 8. If there are no shares available the said dependents have to wait with their subscription until shares become available. At the time fixed in above para 5 there must be issued new shares in such a measure to satisfy the justified requests of the dependents.

Para 3. After having subscribed one share the member has the right to acquire further shares as follows :

having a pay or salary of	L. 2000-2999	a month	share
" " " "	" " 3000-3999	" "	shares
" " " "	" " 4000-4999	" "	" "
" " " "	" " 5000-5999	" "	" "
" " " "	" " 6000-6999	" "	" "
" " " "	" " 7000-7999	" "	" "
" " " "	" " 8000-8999	" "	" "
" " " "	" " 9000-9999	" "	" "
" " " "	" " 10000- and more	" "	" "

... is calculated with 30 days.

For dependents paid daily a month is calculated with 30 days. The price for the subscribed shares must be paid in one payment

only.

Para 10. The reading of above para 8 shall be considered also in the case that one member receiving an increase of pay of salary, gets automatically the right, as per para 9, to subscribe further shares, but it shall not be considered in the case of a general increase of pay or salary or compensations.

10. No member can hold more than 10 shares.

Para II.

Para 12. Sale of shares is forbidden with effect of total.

Para 13. The administrators are authorized to acquire or reimburse shares of the Society, as long as acquiring or reimbursing shall be made with amounts taken from the regular profits.

Para 14. As to admission of new members, retirement and exclusion of members - the dispositions of para. 2535 2536 and 2537 c.c. shall be observed.

As to death of a member and for reimbursing of a leaving member observed.

itions of para. 2523 2529 c.c. shall be observed.
By request of the interested, the Consiglio di Amministrazione
to a well merited leaving member might keep his shares and

with their subscription until shares become available. At the same time in above para 5 there must be issued new shares in such a measure to satisfy the justified requests of the dependents.

Para 9. After having subscribed one share the member has the right to acquire further shares as follows:

having a pay or salary of	1 month	1 share
" " " " L.2000-2999	" "	1 share
" " " " 3000-3999	" "	2 shares
" " " " 4000-4999	" "	" "
" " " " 5000-5999	" "	" "
" " " " 6000-6999	" "	" "
" " " " 7000-7999	" "	" "
" " " " 8000-8999	" "	" "
" " " " 9000-9999	" "	" "
" " " " 10000- and more	" "	" "

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Para 13. The administrators are authorized to acquire or reimburse shares of the Society, as long as acquiring or reimbursing shall be made with amounts taken from the regular profits.

Para 14. As to admission of new members, retirement and exclusion of members - the dispositions of para. 2525, 2523 and 2527 c.c. shall be observed.

As to death of a member and for reimbursing of a leaving member the dispositions of para. 2528, 2523 c.c. shall be observed.

By request of the interested, the Consiglio di Amministrazione can decide that a well-merited leaving member might keep his shares and like that the qualification as a member.

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CHAPTER 4 : SOCIAL ORGANSI -- General Meeting

Para 15. The General Meeting is called ordinarily twice a year; the first time within the month of April and the second time on 30 July, an extraordinary without delay every time when the majority of the Consiglio di Amministrazioni or so many members representing the fifth part of the Social Capital indicating the subject of discussion, require it. The first general ordinary meeting is convoked by Consiglio di Amministrazioni every year within four months after the closing of the commercial year.

- a) for approving the balance;
- b) for nominating or substituting the administrators, the Sindaci and the President of the Collegio Sindacale;
- c) For deciding on other questions relating to the management of the Society reserved for its competence by this Statute or submitted for examination by the Administrators, and after all on the responsibility of the Administrators and Sindaci.

The second General Meeting is called for deciding on other questions that could not be decided at the first meeting.

The extraordinary General Meeting shall decide on questions indicated in para 2365 o.c.

Para 16. The General Meeting shall be called by notice affixed conspicuously in the building of the Society and sent by post to all members at least ten days before the meeting indicating the order of the day, place, date, and hour of the meeting to be held in first convocation and if necessary in a second one. This note must also be published in the "Gazzetta Ufficiale del Regno" at least fifteen days before the date of the meeting.

Para 17. The general meeting is competent to pass resolutions in its first convocation if at least half of the members who have the right for voting, according to para 2532 o.c., are present; and in its second convocation that has to take place at least one day after the first, whatever number of members will be present.

Para 18. Every member is entitled, irrespective of the number of shares he holds, to one vote.

Para 19. A member cannot be represented by another person in the General Meeting.

Para 20. The ballot shall be secret.

The ballot-officers shall be the Chairman of the Consiglio di Amministrazioni, the legal consultant of the Cooperative and the Chief Accountant of the Cooperative. They shall take the votes of the members, control and certify them and make public announcement of the result.

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The ballot-officers shall be the Chairman of the Consiglio di Amministrazione, the legal consultant of the Cooperative and the Chief Accountant of the Cooperative. They shall take the votes of the members, control and scrutinize them and make public announcement of the result of the election. Two of the ballot-officers shall be present in the room used for the Ballot, from the opening of the ballot until the announcement of the result.

Each member of the Cooperative shall declare his identity to the ballot-officers who shall satisfy themselves as to his rights as a voter from the electoral-role.

The ballot-officers shall hand the elector a ballot-form and provide him with facilities to complete it out of visual sight of any

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other person. The elector shall then place the ballot-form in the locked-box provided for that purpose by the ballot-officers. These shall be responsible for the proper custody of the ballot-box. They shall furthermore restrict the number of persons present in the voting room at any time as they may decide.

Between the time of entering the ballot-room and placing his ballot-form in the ballot-box no elector may leave the room.

The ballot-officers shall prepare and make available to the electors within the ballot room, detailed instructions regarding the use of the ballot-form. The Consiglio di Amministrazione shall decide the hours for voting and any person not present at that time shall lose his vote.

The Consiglio di Amministrazione shall give full facilities for voting to any member not resident in Campobasso, but shall not incur any expenses thereby except as they authorize.

The ballot-officers shall control and scrutinize the votes immediately after the voting.

The ballot-form shall be completed by the elector in ink.

II - Consiglio di Amministrazione

Para 21. The Consiglio di Amministrazione is formed by nine members, six of whom are elected by the members amongst the members. Only the Director cannot be elected for the Consiglio di Amministrazione. For the remaining three members the Society referring to para 2535 c.c. grants the nomination to the State in the person of the Prefect, with reservation as to para 25. The Prefect shall choose then amongst persons who are not members or dependents of the Cooperative, who have no ownership or part ownership in commercial transport vehicles or are Directors or employees of commercial transport firms.

Para 22. The members of the Consiglio di Amministrazione are elected for one year and can be re-elected.

Para 23. The members of the Consiglio di Amministrazione are elected by the General Meeting with absolute majority of secret votes on ballot-forms whereupon each ~~member~~ elector shall write a number of names equal to the number of members of the Consiglio di Amministrazione to be elected.

When all or a part of the candidates do not reach the absolute majority of votes the President shall declare the meeting reconstituted for the ballot of those candidates who did not obtain a majority. In case of equality of votes the candidate who is member since a longer time shall be preferred, and amongst those who are members from the same day on the elder one is preferred.

Para 24. No member, during the election period, may give any particular entertainment to any other member or incur any expense with object of influencing the decision of any member or use any position of rank within the cooperation to influence any member.

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Para 25. At the next annual General Election Day following the end of the six months after the ceasing of the state of war the member of the Cooperative shall take choice of the following decisions:

- a) To retain the Advisory Commission mentioned in para 35, in the present form;
- b) to retain the Advisory Commission as an advisory body but without a seat and vote in the Consiglio di Amministrazione.

- c) to dispense completely with the services of the Advisory Commission;
- d) to retain any particular member of the Commission as salaried advisor for the Cooperative with or without a seat and vote in the Consiglio di Amministrazione.

In the event of decision c) being taken or in case of the services of any particular member not being retained by the Cooperative as in d), then such members of the Advisory Commission shall be deemed to have retired and be entitled to retain their shares.

In the event of choice a) or b) having been taken and in the event of the retirement or death of a member of the Advisory Commission the Cooperative shall accept the Prefect's new nominee but at the next following General Election Day they shall take choice again of the decisions as indicated a)b)c)d).

Para 26. The Administrators are dispensed from bail. They are entitled to a monthly compensation of 2,000 lire, with exception of the three members nominated by the Prefect who are entitled to a monthly compensation of lire 3,000. The compensation of lire 2,000 granted to the administrators dependent from the Society, does not count for the table of para 9. They are entitled to reimburse expenditures advanced for the Society in carrying out their duty. The Consiglio di Amministrazione cannot increase itself the compensation of its members, with exception of a general increase of the dependent's salaries.

Para 27. During the first meeting the Administrators shall elect amongst themselves the President and the Vice-President, (Chairman and Vice-Chairman).

Para 28. The Consiglio di Amministrazione shall be convoked by the President at least once a month and furthermore at any time he finds it necessary, and if at least two administrators ask for. The convocation shall be made by letter to be sent at least three days before the meeting and in urgent cases by messenger or wire so that the administrators and effective Sindaci shall be informed at least two hours before the meeting.

Para 29. The Consiglio di Amministrazione constitutes a quorum when the majority of the administrators is present.

Para 30. Decisions are taken by absolute majority of votes. Voting normally is open, but it shall be secret if so requested by one only administrator or if questions are dealt with wherein Sindaci, Administrators or the Director or their relatives till the third grade are interested. In case of equality of votes, in a open vote, the vote of the President (Chairman) decides; in case of secret voting equality of votes makes the proposal in question rejected.

Para 31. The Consiglio di Amministrazione has the largest competences for the management of the Society.

In particular the Consiglio di Amministrazione has :

in the event of choice a) or b) having been taken and in the event of the retirement or death of a member of the Advisory Commission the Cooperative shall accept the Prefect's new nominee but at the next following General Election Day they shall take choice again of the decisions as indicated a)b)c)d).

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In particular the Consiglio di Amministrazione has :

- a) to take care of the execution of decisions of the General Meeting;
- b) to draw up balances;
- c) to make up internal regulations mentioned in para 77;
- d) to draw up all the acts and contracts of any kind regarding the social activity;
- e) to vest general and special power-of-attorney in lawyers and

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solicitors;

- f) to engage and dismiss staff of the Society fixing the salary and the functions upon advice of Sub-Commission "Lavoro", as in para 39.
- g) to decide about admission, retirement, or exclusion of members.
- h) to draw up all the acts and operations of ordinary and extraordinary administration that generally make part of the social activity, with exception of those that by law or by the act of constitution are reserved for the General Meeting.

Para 32. The President (Chairman) of the Consiglio di Amministrazione has representation and signature of the Society, and call the General Meeting of the Members and presides over it. The President, therefore, is authorized to collect payments of any kind and by any right from public administrations as well as from private persons, handing over receipts. In urgent cases he may act with the competences of the Consiglio di Amministrazione writing his decisions in a special book to be kept with the same modalities established for keeping that for the decisions of the Consiglio di Amministrazione whom he has to refer to on the first meeting. The denied approbation of decisions by the Consiglio di Amministrazione does not effect third persons.

Upon authorization of the Consiglio di Amministrazione he can delegate his own competences totally or partly to the Vice-President or to another member of the Consiglio di Amministrazione.

Para 33. Payment vouchers, cheques and other documents issued by the Society and on behalf of the Society for its relation with others have to bear the signature of the President or his delegate's as above, and of the Director.

Para 34. In case of absence or impossibility of the President, the Vice-President takes over his functions.

Para 35. The Three members nominated by the Prefect form a Commission that shall be called "C.P.T.C. Advisory Commission". Each of them is entitled to be share-holding member of the Cooperative in accordance with the rules of above para 7.

They, therefore, get the qualification of members; as such they have to pay not only the nominal value, but the effective value of a share in accordance with para 2525 c.c., considering the reserves resulting from the last approved balance, and they shall be entitled to obtain - in case of dismissal or retirement for any reason, of replacement, of exclusion or death - the reimbursement of the shares in accordance with para 2529 c.c. based on the balance of the commercial year when the relation is finishing.

As appreciation for the collaboration and for the services done during the difficult period of foundation and first running of the cooperative, the three first members appointed by the Prefect shall be entitled to keep their shares, remaining like that members, also after the period

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During the present war and until six months after the ceasing of the state of war, at least one member, but no more than two, of the Advisory Commission shall be a member of the E.N.A.C. Provincial Commission.

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Para 36. The Consiglio di Amministrazione shall elect from its own members the following Sub-Committees for the purpose of technical advice and shall assign them as it may decide such further duties as are not herein mentioned.

- a) Finance Sub-Committee
- b) Dispatch Sub-Committee
- c) Labour Sub-Committee
- d) Staff Shop Sub-Committee
- e) Technical Sub-Committee
- f) Mutual Welfare Sub-Committee

Para 37. "Finance Sub-Commission" of three members who shall be responsible for correct auditing of the Cooperative's accounts, and advising the Consiglio di Amministrazione on all financial questions. The accountant cannot be member of this Sub-Committee.

Para 38. "Dispatch Sub-Committee" who shall be responsible for the proper use and disposal of the Cooperative's vehicles for the period of the present hostilities and until six months after the ceasing of the state of war, this Sub-Committee shall consist of three members who will automatically be the three members of the C.P.I.C. Advisory Commission as per para 35. Its members will report their work at the monthly meeting of the Consiglio di Amministrazione but will give their orders for the use of the vehicles directly to the Director.

Para 39. "Labour Sub-Committee", also of three members, who shall advise the Consiglio di Amministrazione on all matters relating to employment, work, its duration, dismissal, salaries, pays, gratifications, indemnity of the staff.

Para 40. "Staff Shop Sub-Committee" also of three members, who will advise the Consiglio di Amministrazione on all matters relating to the Staff Shop (Spaccio Aziendale). The employee managing the Staff Shop cannot be member of this Sub-Committee.

Para 41. "Technical Sub-Committee" also of three members who shall advise the Consiglio di Amministrazione on all technical questions relating to the vehicles and the work shop. The Chief-Mechanic cannot be a member of this Sub-Committee.

Para 42. The "Mutual Welfare Sub-Committee" also of three members, who shall advise the Consiglio di Amministrazione on all Welfare questions in favour of the staff so that the Cooperative might reach the mutual aims of its programme;

Para 43. The Sub-Committees mentioned in the above paras, will meet at such times and places as they themselves shall decide.

Para 44. Except in the case of the "Dispatch Sub-Committee", Sub-Committees will report not to the Director but to the Consiglio di Amministrazione.

Para 45. The Consiglio di Amministrazione is not bind to abide by the proposals of the Sub-Commissions except in the case of the "Dispatch Sub-Committee" and also with it, of course, only within its competences and only for the duration of the war and until six months after the ceasing

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Para 46. The Chairman of the Consiglio di Amministrazione or his delegate will give the necessary orders to the Director for execution of the decisions of the Consiglio di Amministrazione.

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III - SINDACI

Para 47. The Sindaci, in number of five, three of whom effective ones and two substitutes, shall be elected by the General Meeting observing para 2399 c.c., also amongst not members. They will act for three years and can be re-elected.

Para 48. The Collegio Sindacale controls the Administration of the Society, watches over the observance of law and of the Act of Constitution, and ascertains the regular book-keeping and balances, the profits and losses according to the books and documents prescribed by law.

The Collegio Sindacale, furthermore, has to ascertain every three months the availability of ready-cash, the existence of values and titles on mortgage, bail and custody.

The Sindaci at any moment can, even individually, inspect and control.

The Collegio Sindacale can ask from the Administrators informations about the development of social transactions and specified questions.

They have to write about their verifications in the special book.

The Sindaci shall assist the meetings of the Consiglio di Amministrazione and the General Meeting, and add to the order of the day of these meetings the proposals they deem necessary.

The Sindaci, after all, have all the duties established by law.

CHAPTER 5 : EXECUTIVE POSITIONS

I - THE DIRECTOR

Para 49. The Director shall be the Chief employee of the Cooperative.

Para 50. His appointment and dismissal, if necessary, his salary and his eventual modifications - gratifications and special compensations as a reward shall be decided by the Consiglio di Amministrazione having heard the opinion of the Sub-Committee 'Labour'.

Para 51. On the application of the Director the Chairman of the Consiglio di Amministrazione shall call a meeting of the Consiglio di Amministrazione if he thinks it necessary for the benefit of the Cooperative. 2573

Para 52. The Director shall attend all meetings of the Consiglio di Amministrazione without vote, and it remains the right of the Chairman to exclude from any meeting where a review of his work and abilities is under consideration.

Para 53. The Director can call meetings of the Sub-Committees at any time for the purpose of obtaining their advice or making a report.

Para 54. He is responsible, within his competence, to the Consiglio di Amministrazione for the organization and administration of the Cooperative and for the execution of the orders given him.

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The Sindaci shall assist the meetings of the Consiglio di Amministrazione and the General Meeting, and add to the order of the day of these meetings the proposals they deem necessary.

The Sindaci, after all, have all the duties established by law.

CHAPTER 5 : EXECUTIVE POSITIONS

I - THE DIRECTOR

Para 49. The Director shall be the Chief employee of the Cooperative.

Para 50. His appointment and dismissal, if necessary, his salary and his eventual modifications - gratifications and special compensations as a reward shall be decided by the Consiglio di Amministrazione having heard the opinion of the Sub-Committee 'Labour'.

Para 51. On the application of the Director the Chairman of the Consiglio di Amministrazione shall call a meeting of the Consiglio di Amministrazione if he thinks it necessary for the benefit of the Cooperative. 2573

Para 52. The Director shall attend all meetings of the Consiglio di Amministrazione without vote, and it remains the right of the Chairman to exclude from any meeting where a review of his work and abilities is under consideration.

Para 53. The Director can call meetings of the Sub-Committees at any time for the purpose of obtaining their advice or making a report.

Para 54. He is responsible, within his competence, to the Consiglio di Amministrazione for the organization and administration of the Cooperative and for the execution of the orders given him.

Para 55. He has disciplinary rights over his dependents as to fines up to 500 lire and suspensions up to 15 days. As to dismissal of a dependent he shall refer to the Labour Sub-Committee that shall give its own opinion to the Consiglio di Amministrazione who shall decide.

Para 56. He shall recommend to the financial Sub-Committee expenditures from the Cooperative's funds for purchase of carburant, spare-parts and other needs for the services of the Cooperative. He will authorize furthermore, all payments for wages and salaries.

(9)

Para 57. He will sign all payment-vouchers, cheques and other documents as in para 33, in conjunction with the Chairman of the Consiglio di Amministrazione.

II - CHIEF-MECHANIC (Capo Garage)

Para 58. He shall be in charge of the Garage Section.

Para 59. He shall be appointed and dismissed, if necessary, by the Consiglio di Amministrazione, having heard the Director and the "Labour Sub-Committee" and he shall be paid according with the scale laid down and renewed from time to time by said Sub-Committee.

Para 60. He may call a meeting of the Technical Sub-Committee when he desires their advice.

Para 61. He shall attend all meetings of the technical sub-committee but shall have no right of decision.

Para 62. He shall recommend to the Director the purchase of material and spare parts required in this section.

Para 63. He shall be responsible to the Director for the proper management and discipline of his Section as well as for the good instruction of the apprentice dependent on him. He will recommend to the Director, therefore, any disciplinary action he considers advisable against his dependents.

III - TRUCK MASTER

Para 64. He shall be appointed and dismissed, if necessary, by the Consiglio di Amministrazione, having heard the Director and the "Dispatch" and "Labour" Sub-Committees, and he shall be paid in accordance with the scale laid down and renewed from time to time by the "Labour Sub-Committee".

Para 65. He shall be responsible to the Director : a) for the discipline of his section; b) for the road movements; c) for the safeguarding of the Cooperative's vehicles; d) for the care and maintenance of the Cooperative's building and grounds (he will demand such workers from the Capo-Garage as he may require for this purpose); e) for all matters pertaining to the vehicles except when a vehicle is in the hands of the Garage-Section, and he will render reports on accidents to the Director; f) for the recovery of wrecked and broken-down vehicles; g) for all matters pertaining to fuel.

253

IV - CHIEF ACCOUNTANT

Para 66. He shall be appointed and dismissed, if necessary, by the Consiglio di Amministrazione, having heard the Director and the "Labour Sub-Committee" and he shall be paid in accordance with the scale laid down and renewed from time to time by said Sub-Committee.

Para 67. He shall be responsible to the Director : a) for keeping all the accounts with the duty of preparing a quarterly statement of accounts;

Para 60. He may call a meeting of the Technical Sub-Committee when he desires their advice.

Para 61. He shall attend all meetings of the technical sub-committee but shall have no right of decision.

Para 62. He shall recommend to the Director the purchase of material and spare parts required in this section.

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Para 67. He shall be responsible to the Director : a) for keeping all the accounts with the duty of preparing a quarterly statement of accounts; b) for the preparation and collection of all bills; c) for the calculation and payment of wages; d) for the management and discipline of his Section.

Para 68. He is, furthermore, responsible to the Consiglio di Amministrazione for keeping books and registers prescribed by law and for preserving receipts of payments made by members.

Para 69. He may call a meeting of the Finance-Sub Committee; when he desires their advice. He shall attend all meetings of the said Sub-Committee, but shall have no right of decision.

CHAPTER 6 : COMMERCIAL YEAR - BALANCE - PROFITS.

Para 70. The Commercial Year goes from Jan. 1st to Dec. 31st of every year. At the end of every commercial year the Consiglio di Amministrazione provides to draw up the Social balance, after writing off the inventory up-to-date, fixing them both with judicious prudence.

The yearly profits shall be divided in the following manner :

- a) twenty per cent to the legal reserve fund.
- b) 20% to the statutory reserve fund up to Dec. 31st 1949, if not extended.
- c) An ordinary interest for the members not superior to 5% of the nominal value of each share.

The remaining profits shall be appointed in a way to be fixed every year for the distribution of extra-dividends to the members and not less than 5% for mutual purposes.

Para 71. The General Meeting can always decide, in derogation of the dispositions of para 70, that the total profit resulting from the balance might be placed to the legal reserve fund's credit, or that the quotation of the mutual purposes might be increased.

CHAPTER 7 : ACCOUNTS

Para 72. The following accounts have to be kept:

- A) Current Account - B) Capital Account - C) Profit and Loss Account - D) Staff-Shop Account.

The Consiglio di Amministrazione shall fix other accounts that have to be kept for a good system of book-keeping.

Para 73. With the Bank of Naples, Campobasso branch, shall be kept open and bound current accounts for deposit of each availabilities.

A current account shall be opened with such sum of money as results from A.C. Truck Pool no. 2 Administrative Order no. 4 dated Feb. 28th 1945.

STAFF-SHOP ACCOUNTS

Para 74. Orders will be given as to the Credit and Debit of this account in a way that no profit and no loss might result with this account.

Para 75. Payments for purchased goods shall be made with the current account and the Staff-Shop account shall pay back every month to the current account the advances received.

Para 76. Expenditures for the first management of the Staff-Shop shall be put at disposal from the Society as the Staff-Shop has only mutual purposes.

CHAPTER 8 : General and final dispositions.

c) An ordinary interest for the members not superior to 5% of the nominal value of each share.

The remaining profits shall be appointed in a way to be fixed every year for the distribution of extra-dividends to the members and not less than 5% for mutual purposes.

Para 71. The General Meeting can always decide, in derogation of the dispositions of para 70, that the total profit resulting from the balance might be placed to the legal reserve fund's credit, or that the quotation of the mutual purposes might be increased.

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Para 76. Expenditures for the first management of the Staff-Shop shall be put at disposal from the Society as the Staff-Shop has only mutual purposes.

CHAPTER 8 : General and final dispositions.

Para 77. The technical and administrative management of the Society shall be disciplined by internal rules to be stated by the Consiglio di Amministrazione. In the same rules the functions and economical treatment of the dependents of the Society can be fixed.

(11)

Para 78. In any case of dissolving of the Cooperative the General Meeting shall appoint, with the majority fixed by law, one or more liquidators, preferable amongst the members and shall fix their competences.

The net social assets resulting from the liquidation balance shall be divided amongst the members according to their shares.

252



E

3 APR 1945

**Camera di Commercio
Industria ed Agricoltura
CAMPOBASSO**

Prot. N. 4591 Allegati

Risp. al f.o del

N.

AI LA COOPERATIVA TRASPORTI
PROVINCIA DI CAMPOBASSO
CAMPOBASSO

OGGETTO: Cooperativa Trasporti provincia di
Campobasso.

Ho esaminato lo Statuto della Cooperativa in oggetto, la quale svolgerà quell'annuncata azione calmieratrice dei prezzi dei trasporti, che incidono sensibilmente sul prezzo delle merci. Inoltre i cooperativisti, che sono tutti dei tecnici, danno garanzia di assicurare tutti i trasporti dei generi di prima necessità ai Comuni della Provincia. Quest'Ufficio non mancherà di tenere presenti i lodevoli scopi che la Società si propone e darà il suo appoggio affinché gli stessi siano pienamente raggiunti.

2551

P. IL VICE COMM. STRACORD.

Da/Acc.

CHAMBER OF COMMERCE
INDUSTRY & AGRICULTURE
CAMPOMASSO

Date : 13 April 1945

To:

Cooperativa Trasporti Prov. Campobasso
Campobasso

I have examined the Statute of your Cooperative that will act in an auspicious control of prices for transports, which sensibly influence the price of goods. Furthermore, your members, all being specialists guarantee the execution of all the transportations of goods of first necessity for the communities of the Province. This office will not fail to consider the praise worthy aims your company purposes, and will give its support so that they might be fully reached.

The Vice Commissioner 2550

Banco di Napoli

SUCCURSALE DI CAMPOBASSO

Campobasso,

3 APRILE 1945

Ufficio DIREZIONE

SEMPRE SOCIETA' COOPERATIVA TRASPORTI
PROVINCIA DI
CAMPOBASSO

Abbiamo appreso con vivo piacere la costituzione della vostra Società, e formuliamo i migliori auguri perché possiate espletare con soddisfazione i compiti che vi siete prefissi di raggiungere, complessi e delicati specie nei momenti attuali.

Vi ringraziamo, poi, delle assicurazioni forniteci, in base alle quali appoggerete al nostro Istituto il vostro lavoro bancario.

Da parte nostra Vi assicuriamo la migliore collaborazione, anche in merito ad eventuali Vostre richieste di finanziamento che saranno da noi esaminate con ogni maggiore benevolenza.

Con molti distinti saluti-

BANCO DI NAPOLI-SUCCE. 25 1945

ON/

INDIRIZZO TELEGRAFICO (NAPOLI) BANCO

COLLETTI - CAMPOBASSO

TRANSLATION

Campobasso-3rd April 1945

Bank of Naples
Campobasso Branch

TO : CBasso Province Transport Cooperative

DIRECTION

We learnt with big pleasure about the constitution of your company and we beg you to accept our best wishes for a satisfactory reaching of your aims, especially difficult at the present moment.

Furthermore, we thank you for your assurance that you will have your bank-work done by our institute.

On our side, we assure you the best collaboration, also with regard to eventual financing requests of yours, that shall be examined by us with the biggest benevolence.

With the best compliments.

BANK OF NAPLES-CAMPOBASSO BRANCH

Signed : Director

Vice-Director

2548

03001

D



Campobasso 3/4/945

R. Prefettura di Campobasso COOPERATIVA TRASPORTI
PROVINCIA DI CAMPOBASSO
CAMPOBASSO

Divisione Gab. *705*
Registrazione
Allegato

OGGETTO Cooperativa Trasporti Provincia di Campobasso

Ho preso atto degli scopi che si propone di raggiungere codesta Soc. Cooperativa, descritti nell'art. 2 dello Statuto.-

Essi rispondono pienamente alle necessità ed agli interessi di questa Provincia e si ispirano nel contempo a principi di giustizia democratica, impegnando i lavoratori ad un rendimento sempre maggiore ed allontanando ogni speculazione egoistica.-

Pertanto oltre al mio appoggio personale non potrà mancare a codesta Cooperativa, quello delle altre Autorità.-

IL PREFETTO
(Veneziale)

L.Ms

Veneziale

257

0301

TRANSLATION

R. PREFETTURA DI CAMPOBASSO

Date: 3/4/45

To: Cooperativa Trasporti
Provincia di Campobasso

I have taken notice of the aims that your Cooperative intends to reach according para 2 of the Statute.

They correspond fully to the necessities of this Province and they are, at the same time, led by principles of democratic justice, inciting the workers to always higher results and excluding every egoistical speculation.

Therefore, apart from my personal support, your Cooperative will not be in want of any assistance from the other authorities.

THE PREFECT

Sgd

Veneziale

25-6

Banca d'Italia

Capitale versato L. 300.000.000

Campobasso 6 3 Aprile 1945

Succ. di Campobasso

195 T.

Preg. Sig. Avv. Prof. FRANCESCO COLITTO

C I T T A'

9.
Giusta la richiesta da Lei fattami, La informo che la prescritta ricevuta - rilasciata da questa Succursale della Banca d'Italia il 17 marzo scorso e dalla quale risulta che in tale data venne versata la somma di £.226.500.= importo di n.453 azioni ^{di £ 500} sottoscritte dai soci della costituenda "Cooperativa trasporti Provincia di Campobasso"-fu a Lei rimessa, per gli usi di legge, lo stesso giorno.

Distinti saluti.

IL DIRETTORE

Saladino

255

03031

=TRANSLATION=

Bank of Italy
Campobasso Branch

Campobasso 3rd April 1945

TO : Prof. Lawyer FRANCESCO COLITTO-
Campobasso.

According to your request, I confirm that a regular receipt- excuted by this branch of the Bank of Italy on March 17 ,1945 , and wherefrom results that, on that date, an amount of L.226.500 was paid in for 453 shares of L.500 each, subscribed by the members of the C.P.T.C. - has been handed over to you the same day. for legal use .

With compliments.

Signed : The DIRECTOR

2544

Tel. 278

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GFF/ey

Ref: AC/L/24/TnS

9 April 1945

SUBJECT: Campobasso Province Transport Cooperative.

TO : Deputy Director, Transportation Sub-Commission.

1. Attached information concerning formation of a Cooperative in Campobasso Province. This Cooperative has requested that the Allied Commission lease to them those trucks now operating in Campobasso Province and which are owned by the Allied Commission. The same arrangement has been made with Sud-Est in Bari but believe there is some question as to its legality.

2. If the Allied Commission could lease these trucks in this manner it would relieve one very much needed Transportation Officer in that Province.


G. G. GROSS Jr.
Chief,
Roads Division.

2513

COPY

Firenze 6 Mar'45.

MINISTERO DEI TRASPORTI

Al: Major GEORGE B. SOWERS, Regional Transportation Office, Florence.

Prot. N. 19203-d

Oggetto: Collaudi di autocarri provenienti da trasformazione di autovettura.

Per disposizione del governo italiano, nelle regioni liberate ricadenti sotto la giurisdizione del governo medesimo, è stata vietata la trasformazione di autovetture in autocarri.

Prego codesto comando voler comunicare le proprie disposizioni in merito all'eventuale applicabilità di dette disposizioni anche nella Toscana liberata, tenendo conto delle particolari esigenze di queste province per quanto riguarda il trasporto di merci, e precisando i criteri cui questo ispettorato dovrebbe uniformarsi circa il collaudo di autocarri provenienti da autovetture, la cui trasformazione sia ora in corso.

/T/ IL DIRETTORE COMPARTIMENTALE
/S/ XXXXXX

COPY OF TRANSLATION

6 Mar'45

SUBJECT: Transformation of cars into trucks.

TO : Major GEORGE B. SOWERS.

In accordance with the orders of the Italian Government the transformation of cars into trucks has been forbidden in the liberated Regions under the jurisdiction of the above mentioned government.

Will Transportation Division please inform us of its own orders concerning liberated Tuscany, bearing in mind the needs of these Provinces regarding the transport of goods, and giving precise details on the line of conduct this ispettorato will have to follow on the testing of cars at the moment being transformed into trucks.

CopyHEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

22 mar 45

RVIII/35/10/77

SUBJECT : Transformation of cars into trucks.

TO : Transportation Sub-Commission, H.Q., Allied Commission
for Italian Ministero dei Trasporti.

1. Reference your letter No. 19203(d) dated 6 mar 45.
2. In newly occupied areas immediately in the rear of Army it is very necessary that all possible truck transport be made available, even very small trucks. These small trucks are most useful in collecting vegetables and food from the farms and moving it into the centres of population. They are, in many ways, more useful than large trucks for this purpose.
3. The transformation of cars into usable trucks has not been prohibited in this Region.
4. The attached copy of a letter from the Officer-in charge of Civilian Transport in Florence, may be of interest.

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

GBS/LC

25'0

Copy

HEADQUARTERS,
FLORENCE PROVINCE,
ALLIED MILITARY GOVERNMENT.

File Ref. ES-FT/2A/2067

13 Mar 45.

SUBJECT : Transformation of cars into trucks.

TO : Major G.B. Sowers,
Regional Transportation Officer
Toscana Region.

1. I have talked to Dott. Del Bene, Director of the Ufficio Trasporti di Firenze, about this subject and we were unable to think of any good reason why cars should not be converted into small trucks.

There is one point however, that may make the conversion unsatisfactory, i.e. at the present time only a limited number of cars are being given circulation permits and the limit is I believe, now reached. Therefore, we might have large numbers of cars owners applying for permits on the ground that their cars are now trucks.

It would then be necessary for the Ispettorato to examine the converted vehicles carefully and make sure that the cars have really been changed over to trucks and that the owner has not just tied a box etc. on the back and then comes along requesting a circulation permit.

(S) N.A. DICKENS, Capt.
(T) N.A. DICKENS, Capt;
Provincial Transportation
Officer, Florence Prov.

NAD/lf

Tel. 566

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep 22

Ref: AC/1/22/Tn5

3 April 1945.

SUBJECT: Four Hundred and Twenty-Nine Trucks -- One and
One-Half Ton Cargo -- Stevensville, Belgian Congo.TO : G-5 Section -- AFHQ.
(Att: Economic and Supply Division)

1. It has been brought to our attention that there are four hundred and twenty-nine (429) cargo carrying vehicles, the property of Foreign Economic Administration, at present located in the Belgian Congo.

2. During the month of January, 1945, these vehicles were frozen for the account of the Allied Commission for use in Italy pending receipt by CCAC of the Allied Commission's formal requisition.

3. The possibility of shipping these trucks from Africa to Italy was discussed with G-4 (A) AFHQ and the decision rendered was to the effect that shipment of these vehicles was not a sound proposition and alternative provision would be made, if possible, from vehicle stocks now located in the Middle East.

4. As these vehicles would prove a valuable asset to the fleet of trucks now operating in Italy for the distribution of essential civilian supplies, it is requested that the situation now be reviewed with the intention of securing them for the account of the Allied Commission.

5. When it has been firmly agreed that shipping space will be allocated these vehicles it is recommended that a representative of the Transportation Sub-Commission, Roads Division, Allied Commission be dispatched to Stevensville immediately for the purpose of coordinating the preparation and movement of the vehicles to quayside and thence shipment to Italy.

For the Chief Commissioner:

A. G. ANTOLINI
Acting Vice-President,
Economic Section.

Approved by M.B. Thomas, Colonel

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO - 394

R/2883

13 March 1945

SUBJECT: American Civilian Transport.

TO : Transportation Sub-Commission
Headquarters Allied Commission
APO - 394.

1. The Italian head of the Ufficio Trasporti di Roma has transmitted to this Headquarters certain fears regarding the eventual use of American motor vehicles which, in time, will be placed at the disposal of the Italian Government. The Government, he says, can follow two criteria: assignment to private concerns or direct management. He points out the dangers of assignment to private firms: discrimination, favoritism, speculation, incomplete use of vehicles to keep rates up, and difficulty of administrative control.

2. My experience on this field leads me to support this contention.

3. This point of view is presented to the Sub-Commission for its information and consideration.

MIN II

G.L.L.

Charles Poletti

CHARLES POLETTI
Colonel
Regional Commissioner

I do not think Poletti need have any fears on this subject for some time to come. If and when we do decide the time has come for turn over, the Italian Govt. will make disposition of the vehicles. If they care to sell to individuals or operate under Govt. monopoly is all the same to us.

2507

TRANSLATION

UFFICIO TRASPORTI DI ROMA

Rome, 2 March 1945.

MEMORANDUM

On the Management of Motor Vehicles assigned to Italy by the Allied Govts.

American

It appears that the first groups of motor vehicles which the Allied Governments intend to place at the disposal of the Italian Government for civilian supplies has arrived in the last few days.

As the Italian Government will be entrusted with the assignment of these motor vehicles and on account of the fact that the criteria to be followed for the utilization of these cars can be two, i.e., an assignment to private Concerns, or a direct management on part of the State, we deem opportune to point out the following:

The management by private concerns present the following drawbacks:

- 1) a tendency on part of private interest to use the cars for speculative purposes and therefore a greater personal interest but at the same time a lesser interest for the collectivity;
- 2) the use made by the private concern of the cars assigned to it can never be totally controlled, because as a matter of fact it turned out that a control system applied to Motor transportation can be in practice of little efficiency for many reasons;
- 3) a less intensified exploitation of the car because a private individual will be only interested in making few trips either better remunerated or of more interest for him than to have the car continually on service for the use of all Concerns and clients who required it.
- 4) the service in practice will be rendered at higher prices than those officially set and therefore an increase in the prices to be paid by the consumer;
- 5) the possibility that, in anticipation of the devaluation of the Lira, private individuals may get the cars only as an investment counting on the greater value that these cars will acquire in time.

In the case of a management by the Government, we have instead:

- 1) A greater possibility of manoeuvring would result in a tendency to lower the prices at least for the commodities of primary necessity;
- 2) these motor vehicles could be relied upon for the transportation of those merchandise of primary necessity controlled by various Organizations for the Supply of foodstuffs, which ~~the~~ private carriers are unwilling to transport, first among these grain;

- 3) profits deriving from the management of these motor vehicles, which carry with them privileged conditions in respect to all the other cars both as the purchase price and efficiency is concerned, will be turned over to the State instead of constituting an unjust lucre for those private individuals who had the privilege of obtaining the concession;
- 4) in the event of a devaluation of the lire these motor vehicles would constitute a real estate of a considerable value in the hands of the State rather than constitute also in this case an unjust lucre on the part of private individuals;
- 5) No objection could be made by the people about the use and the assignment of these motor vehicles, while on the other hand in the case of an assignment to private individuals, there will certainly be complaints and press campaigns on account of the private financial interests at stake.

We wish to point out that the direct management of the motor vehicles in question by the State does not imply technical difficulties, because:

- 1) as it is well known that the management of motor vehicles does not imply a particularly complicated activity.
- 2) there are already in existence some State organizations perfectly equipped to carry out the management of the motor vehicles. For instance the "Istituto Nazionale Trasporti" which for a long time already has excellently carried out the management of Government motor vehicles, unfortunately now very reduced in number, owing to the German destructions. We remind that for example in Sicily the "Istituto Nazionale Trasporti" is undertaking the management of a large pool of motor vehicles.
- 3) the most delicate point in the management of motor vehicles is represented by the drivers. At the present time there is a great availability of unemployed drivers (for instance the drivers of the INT, drivers of municipal autobus Companies) All these drivers are of proven technical capability. They would expect moderate salaries as they are accustomed to Government's wages.

On the other hand we see today that the majority of the private drivers are little prepared from the technical point of view and expect exorbitant salaries. This is more or less the case of improvised drivers who having succeeded to get hold of a motor car they want to drive it personally to excessive and xxixs uncontrolled gains.

The only reason, therefore, by which these motorcars may be assigned to private individuals instead of being operated by the State will be in the pressure that interested parties will exert on the competent ministerial circles, competent for the private financial interests at stake: however it is necessary that the

Government should not take into account such private pressure, but should act only in view of the public interest. In face of the present transportation situation, rumors are continually circulating, asking ~~that~~ requisition of private motor vehicles. Today that the best motor vehicles coming from abroad are available to the State, their assignment to private individuals under immorally lucrative conditions to privileged individuals, would represent an act of impardonable weakness.

UFFICIO TRASPORTI DI ROMA

ROMA 2 marzo 1945
PIAZZA SALUSTIANA - TELEF. 484.444

P R O M E M O R I A

CIRCA LA GESTIONE DI AUTOCARRI ASSEGNATI ALL'ITALIA DAI GOVERNI ALLEATI

Risulta che i primi quantitativi di autocarri americani che i Governi alleati intendono mettere a disposizione del Governo Italiano per i rifornimenti civili sono arrivati in questi giorni.

Poichè si ritiene che il Governo Italiano sarà incaricato di fare le assegnazioni di questi automezzi e poichè i criteri da seguirsi per l'utilizzo degli automezzi possono essere due e cioè, o la cessione a ditte private, o la gestione diretta da parte dello Stato, si ritiene opportuno fare presente quanto segue:

la gestione da parte di ditte private presenta i seguenti inconvenienti:

1°) tendenza da parte del privato a farne un uso speculativo e quindi di maggiore interesse suo personale ma di minore interesse per la collettività;

2°) l'uso che la ditta privata può fare degli automezzi assegnati non potrà essere mai controllato totalmente, perchè in effetti si è visto che un sistema di controllo applicato agli autotrasporti può essere in pratica scarsamente efficiente per molteplici ragioni;

3°) meno intenso sfruttamento dell'autocarro perchè il privato avrà interesse a fare pochi viaggi meglio retribuiti o comunque per lui più interessanti che non a far viaggiare continuamente l'autocarro per l'uso di tutti gli enti e clienti che ne abbisognano;

4°) servizio effettuato in pratica a prezzi superiori a quelli fissati ufficialmente e quindi con aggravio dei prezzi al consumatore;

5°) possibilità che, in previsione della svalutazione della lira, i privati ne vogliano fare un semplice uso di accaparramento, acquistando sul mercato che gli autocarri stessi acquisteranno.

P R O M E M O R I A

CIRCA LA GESTIONE DI AUTOCARRI ASSEGNATI ALL'ITALIA DAI GOVERNI ALLEATI

Risulta che i primi quantitativi di autocarri americani che i Governi alleati intendono mettere a disposizione del Governo Italiano per i rifornimenti civili sono arrivati in questi giorni.

Poichè si ritiene che il Governo Italiano sarà incaricato di fare le assegnazioni di questi automezzi e poichè i criteri da seguirsi per l'utilizzo degli automezzi possono essere due e cioè, o la cessione a ditte private, o la gestione diretta da parte dello Stato, si ritiene opportuno fare presente quanto segue:

la gestione da parte di ditte private presenta i seguenti inconvenienti:

- 1°) tendenza da parte del privato a farne un uso speculativo e quindi di maggiore interesse suo personale ma di minore interesse per la collettività;
- 2°) l'uso che la ditta privata può fare degli automezzi assegnati non potrà essere mai controllato totalmente, perchè in effetti si è visto che un sistema di controllo applicato agli autotrasporti può essere in pratica scarsamente efficiente per molteplici ragioni;
- 3°) meno intenso sfruttamento dell'autocarro perchè il privato avrà interesse a fare pochi viaggi meglio retribuiti o comunque per lui più interessanti che non a far viaggiare continuamente l'autocarro per l'uso di tutti gli enti e clienti che ne abbisognano;
- 4°) servizio effettuato in pratica a prezzi superiori a quelli fissati ufficialmente e quindi con aggravio dei prezzi al consumatore;
- 5°) possibilità che, in previsione della svalutazione della lira, i privati ne vogliano fare un semplice uso di accaparramento contanto sul plusvalore che gli autocarri stessi acquisteranno.

2503

./.

Nel caso di gestione governativa, invece:

1°) si disporrebbe di una massa di manovra calmieratrice che servirebbe a contenere i prezzi per lo meno per i generi di prima necessità;

2°) si potrebbe fare sicuro affidamento su questi autocarri per il trasporto di quelle merci di prima necessità controllate dai vari Enti dell'Alimentazione e che i trasportatori privati malvolentieri vogliono trasportare, primo fra tutte il grano;

3°) gli utili che deriverebbero dalla gestione di questi autocarri, che si trovano in condizioni di privilegio rispetto alla massa degli altri autocarri sia come prezzo di acquisto che come efficienza, verrebbero devoluti allo Stato anziché costituire un ingiusto lucro per quei privati preferiti che avessero potuto ottenerne l'assegnazione;

4°) nel caso di svalutazione della lira questi autocarri verrebbero a costituire un patrimonio immobiliare di valore considerevole nelle mani dello Stato anziché costituire anche in questo caso un ingiusto lucro da parte di privati;

5°) nessuna obiezione potrà venire fatta dalla massa del pubblico circa l'uso e l'assegnazione degli autocarri stessi, mentre invece nel caso di assegnazione a privati, certamente si avranno lagnanze e campagne di stampa dati gli interessi finanziari privati che sono in gioco.

Facciamo presente che la gestione diretta degli autocarri in questione da parte dello Stato non rappresenta delle difficoltà tecniche perché:

1°) come è noto la gestione di autocarri non rappresenta un'attività particolarmente complicata;

2°) esistono già degli Enti statali che sono perfettamente attrezzati per effettuare la gestione degli autocarri. Ad esempio l'Istituto Nazionale Trasporti che già da molto tempo sta eseguendo egregiamente gestione di automezzi statali, purtroppo oggi assai ridotti di numero a causa delle distruzioni tedesche. Ricordiamo che, ad esempio, in Sicilia l'Istituto Nazionale Trasporti sta eseguendo una gestione in massa di automezzi;

3°) il punto più delicato nella gestione di automezzi è rappresentato dagli autisti. Attualmente vi è grande disponibilità di autisti disoccupati e capaci (ad esempio autisti dell'INT stesso, autisti delle Aziende municipali di autobus), autisti tutti che sono, sia di provata capacità tecnica sia di pretese relativamente modeste per le abitudini a stipendi statali.

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Si verifica invece oggi che gran parte degli autisti pri-

UFFICIO TRASPORTI DI ROMA

- pag. 3 -

ROMA 2 MARZO 1945
PIAZZA SALLUSTIANA 16 - TELEF. 494.444

vati sono scarsamente preparati dal punto di vista tecnico e di pretese esorbitanti. Si tratta per lo più di elementi improvvisati che essendo riusciti a impadronirsi di un autocarro lo vogliono concurre personalmente per effettuare dei lucri esosi e incontrollati.

L'unica ragione pertanto per cui questi autocarri potrebbero essere assegnati a privati anziché gestiti dallo Stato consiste nelle pressioni che gli interessati eserciteranno sui vari ambienti ministeriali competenti negli interessi finanziari privati che sono in giuoco; ma occorre che il governo non tenga conto di tali pressioni private, ma agisca solo in base all'interesse pubblico. Di fronte alla situazione attuale dei trasporti sentiamo continuamente delle voci che chiedono la requisizione degli autocarri privati; oggi che lo Stato ha in mano i migliori autocarri provenienti dall'estero, coacerli a privati a condizioni per i privati preferiti immoralmente lucrose, rappresenterebbe un atto di imperdonabile debolezza.

2502

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LT/iv

COPY

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Chief of Staff

Ref : 165/2/TN.1

24 January 1945

SUBJECT : Transportation Organization, AC

TO : Regional Commissioners, All Regions.

1. Transportation Sub-Commission at Headquarters Allied Commission has recently been reorganized and details will be issued by its Director for the information of all concerned.

2. The main function of the Transportation Sub-Commission is to act through the Economic Section at the Headquarters staff branch of the Chief Commissioner on all transportation and movements questions.

3. All transportation and movements questions in the field will be dealt with the Regional Commissioner. (An exception will be made in the case of military truck units, about which separate instructions will be issued.)

4. Each Regional Commissioner will have a Chief Transportation Officer and other transportation officers on his staff, and it is desirable that their organization should accord generally with the principles adopted for the Transportation Sub-Commission at Headquarters AC. Regional Transportation Officers will be responsible to and under the command of their Regional Commissioners; they will receive technical instructions from the Transportation Sub-Commission, AC, through Regional Commissioners. As such officers will be under the command of Regional Commissioners, it follows that regional headquarters will deal with the question of administration, promotion and discipline.

5. Transfers of transportation officers from one ²³region to another will be made by Establishments Section in the normal manner.

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By command of Rear Admiral STONE :

(S) M.S. LUSH,

BRIGADIER
Chief of Staff

Tel. 378

HEADQUARTERS ALLIED COMMISSION CG/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/L/19/Tn5

2 April 1945

SUBJECT: Cost of Transport for School Books -- Abbruzzi-Marche
Region.

TO : Economic Section.

1. Reference 1517/ES it is not possible to give a complete report on the cost of 23,000 lire for the transport of 4300 school books from Rome to Maserata on this short notice. We are investigating this matter, however, and as soon as all the information has been gathered a complete report will be sent forthwith.

for M. B. THOMAS
Colonel,
Deputy Director.

2520

HEADQUARTERS ALLIED COMMISSION

APO 394
ECONOMIC SECTION

LDD/mrh

15.17/ES

28 March 1945

SUBJECT: Cost of Transport for School Books - Abruzzi-Marche Region.

TO : Transportation Sub-Commission

1. Reference is made to message 544 of 27 March Sitrep Abruzzi-Marche Region which states in part as follows:

"Elementary schoolbooks delivered throughout region, but transport costs were almost prohibitive with 23,000 lire having been charged for trucking of 4300 school books from Rome to Macerata."

2. It is requested that this be investigated and coordination had with Civil Affairs Section with a report to me.

3. Is this the result of the new ENAC trucking rates that the Minister of Transport insisted upon? If so I feel the matter should be taken up with the Minister when all the facts are known.

4. May I have a report, final if possible; if not, interim, prior to next Vice-President meeting with the Chief Commissioner to be held 4 April? Please report on or before 3 April.


A. G. ANTOLINI
Acting Vice-President
Economic Section

Copies to:
RC - Abruzzi-Marche Region
VP - Civil Affairs Section

2529

HEADQUARTERS ALLIED COMMISSION
Education Subcommission
APO 394

3rd March 1945

SUBJECT: Elementary School text-books for Macerata.

1. The Consorzio degli Editori in Rome has sold No. 4300 Elementary School Text-Books for Macerata, weighing approximately Quintals 850 equal to 1875 lbs:

2. The gross price for such books is of total	Lire	139.400
3. Less discount 20%	"	27.800

4. Less discount for transport	Lire	111.600
	"	6.133
	Lire	105.467

5. The books have been delivered and invoiced to the Provveditorato degli Studi of Macerata.

For the Director of Education:

P.O. Magnus
Sir P.O. Magnus, BT.,
Major.

2528

Tel. 378

HEADQUARTERS ALLIED COMMISSION GG/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/1/18/Tn5

31 March 1945

SUBJECT: American Civilian Transport.

TO: Regional Commissioner - Lombardia Region.

1. Your reference R/2883 concerning the turning over to civilians certain trucks now being operated by Allied Commission in various truck pools.

2. Any transfer of these vehicles will be made direct to the Italian government and the responsibility for their efficient operation will be theirs.

CGG
C. G. GROSS Jr.,
Chief,
Roads Division.

Società Romana Ferrovie del Nord.

Roma, 19 March 1945

ref.: 2276/101.D

TO: T. S/Commission A.C.
Rail Division.

Following busses were taken away by retreating german troops,
from our Office at Chieti:

Make & type	frame	Engine	License plate X
Lancia optalota	4081	4259	1472 CH
Fiat 635 RN.	000211	004878	2347 CH
Fiat 635 RNL.	000352	000408	2351 CH
Fiat 618	002649	009111	2360 CH
Fiat 635 RNL.	000315	006202	2543 CH
Fiat 15 Ter.	19718	21956	3867 CH
Citroen	711930	130036/132246	3868 CH
Fiat 503 P.	1214567	000773	3869 CH
Fiat 653 RE.	000047	000773	3892 CH

one bus has been recently found at Perugia. It appears that other cars are in the provinces of Rimini and Forli.

To avoid that said busses be furtherly damaged, thus delaying the repair and consequently the reoperation of the service, we ask that a travel permit for the provinces of Rimini and Forli be issued to following persons:

NAME	Identity	card
TONINI Luigi	"	9439
TREVES Scipione	"	927491/50
DE LEONARDIS Gaetano	"	11913

The trip will be effected by car Ansaldo, license plate 1135 CH.

The Director
sgd.....

2526

Applicants' addresses

TREVES	Via Catala na N. 1
TONINI	Corso Marrucino N. 60
DE LEONARDIS	Vico Lungo S. Michele N. 44

Roma
Chieti
Chieti

Tel. 660

HEADQUARTERS ALLIED COMMISSION OF
AFG 294
TRANSPORTATION SUB-COMMISSION

Ref: AGL/16/DT.5

27 March 1945

SUBJECT: Transformation of Cars into Trucks.

TO : Regional Commissioner,
Allied Military Government, Toscana Region.
(Att: Chief Transportation Officer)1. Reference is made to your letter of 1 letter
5V111/35/10/77 which refers to a letter No. 18205 (d) dated
6 March 1945.2. It is brought to your attention that
the letter referred to in the above paragraph did not originate
from this Headquarters. It is therefore requested that a
copy of this reference please be furnished.

By Command of Rear Admiral STONE:

G. G. CHASE JR.,
Chief,
Roads Division.

2525

W
HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
TOSCANA REGION.

22 Mar. '45.

RVIII/35/10/77.

SUBJECT: Transformation of cars into trucks.

TO : Transportation Sub-Commission, H.Q., Allied Commission,
for Italian Ministero dei Trasporti.

1. Reference your letter No. 19203(d) dated 6 Mar. '45.

2. In newly occupied areas immediately in the rear of Army, it is very necessary that all possible truck transport be made available, even very small trucks. These small trucks are most useful in collecting vegetables and food from the farms and moving it into the centres of population. They are, in many ways, more useful than large trucks for this purpose.

3. The transformation of cars into usable trucks has not been prohibited in this Region.

4. The attached copy of a letter from the Officer-in-Charge of Civilian Transport in Florence, may be of interest.

George B. Sowers
GEORGE B. SOWERS,
Major, AUS.,
Chief Transportation Officer.

GBS/LC.

2524

C O P Y.

HEADQUARTERS,
FLORENCE PROVINCE,
ALLIED MILITARY GOVERNMENT.

13 Mar. '45.

File Ref. ES-FT/2A/2067

SUBJECT: Transformation of cars into trucks.

TO : Major G.B. Sowers,
Regional Transportation Officer
Toscana Region.

1. I have talked to Dott. Del Bene, Director of the Ufficio Trasporti di Firenze, about this subject and we were unable to think of any good reason why cars should not be converted into small trucks.

There is one point however, that may make the conversion unsatisfactory, i.e. at the present time only a limited number of cars are being given circulation permits and the limit is I believe, now reached. Therefore, we might have large numbers of cars owners applying for permits on the grounds that their cars are now trucks.

It would then be necessary for the Ispettorato to examine the converted vehicles carefully and make sure that the cars have really been changed over to trucks and that the owner has not just tied a box etc. on the back and then comes along requesting a circulation permit.

(S) N.A. DICKENS, Capt;
(T) N.A. DICKENS, Capt;
Provincial Transportation
Officer, Florence Prov.

NAD/lf

Tel. Room

HEADQUARTERS UNITED STATES OF AMERICA
AFM 314
TRANSPORTATION SUB-COMMISSION

Ref: AG/E/1/13/Th.2

25 March 1945

SUBJECT: Italian Army Vehicles.

TO : Finance Sub-Commission
(Att: Major Timmons)

1. Reference conversation Lt. Colonel I.G.E. Franchin, Roads Division, Transport Sub-Commission and Major Timmons, Finance Sub-Commission, 25 March 1945, attached hereto are copies of letters pertaining to the above subject.

2. It will be noted from WHM letter AG/5, dated 14 February 1945, par. 2 that a license has been issued by the divisions of civilian licensing operations the trucks. It is requested that full attention be given to these items please to given.

3. May this be treated as urgent please.

G. B. GIBBS JR.,
Chief,
Roads Division.

2522

C O P Y

SUBJECT: Italian Army Vehicles.

LAND FORCES SUB COMMISSION
A.C. (M.M.I.A.) R O M E
O/5
13 March 1945

TO : Transportation Sub-Commission
Hq AC

Reference your AC/R/1/TN 5 of 23 Feb. 1945.

1. It is requested that the list of vehicles be forwarded to this office without further delay.

2. Information is also requested as to whether or not the money bonds in possession of the Allied Commission will be held until the civilians return the vehicles to the Italian Army.

CLAYTON P. KERN, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

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HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 284

AC/R/1/Tn 5

23 Feb. 1945

SUBJECT: Italian Army Vehicles.

TO : Land Forces Sub-Commission, A.C. (AMIA)
(Att. Col. Clayton P. Kerr).

1. With reference to your AQ/5 dated 12 Feb. 1945.
2. Copy of your letter was sent to Regional Commissioner Lazio-Umbria Region.
3. Attached is a copy of the reply made by his Regional Transportation Officer.
4. It is pointed out that, if the vehicles referred to are removed from the Lazio-Umbria Region, this Sub-Commission is in no position at the present time to make any replacement.
5. When the lists requested by you, and mentioned in the postscript of the Regional Transportation Officer's letter arrive, it will be possible to ascertain exactly where these vehicles are working. It should then be decided by discussion, as to how many of these vehicles can be withdrawn from their existing operations without seriously disrupting public service. When this figure is determined, it is suggested that the vehicles thus withdrawn be utilized by the newly formed Italian Truck Companies.

Major R.A.S.C.
Admin. Officer,
Roads Section.

C O P Y

Subject: Italian Army Vehicles

Land Forces
Sub Commission, AC (MMR)
Rome
AG/5

12 February 1945

To : Hq Allied Commission for Transportation Sub Commission.

Copy to : AFHQ for C-3 (Org) Col Harris
AFHQ for C-4, Col. Libby
AFHQ for CM, Col. Plaks

1. Approximately 170 Italian Army motor trucks are in the Rome Area in the hands of civilians, or civilian firms.
2. It is understood that these Italian Army vehicles were turned over to the civilians on a contract between AMG officers and the civilians, the terms of which included (1) a money bond payable to the Allied Commission being made by the civilians for each truck and (2) the truck would be rented to the Allied Commission and operated by the civilian on a mileage basis.
3. These trucks are property of the Italian Army under current AFHQ instructions, which were in effect at the time the AMG officers made the alleged contracts with the civilians, and the contracts are therefore not valid.
4. It is requested that a complete list of these vehicles be furnished this Headquarters, and that arrangements be made to have the civilians hand them over to the Italian Army. In order to avoid misunderstandings, it is suggested that the handover take place under mutual arrangements between MMIA and the Transportation Sub-Commission. To insure that the vehicles are handed over without being damaged or stripped by the civilians, it is requested that the money bonds be not returned to the civilians until the hand-over is completed.
5. A prompt reply is requested.

2549

CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

C
O
P
Y

Ext. 566

HEADQUARTERS ALLIED COMMISSION
APO 364
Transportation Sub-Commission

Ref. AC/1/5/Tn.5

14 March 1945

SUBJECT: Italian Army Vehicles.

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

1. Reference your letter MT/3717/20 dated 19 Feb 45
and this Sub-Commission's letter AC/R/1/Tn5 dated 27 Feb. 45.

2. Will you please forward without further delay the
list of trucks which, in the postscript of the above mentioned
letter you promised to furnish.

3. This is now a matter of urgency.

By Command of Rear Admiral STONE:

MERRIT H. TAYLOR
Director.

Copy to : Land Forces S/C.
(Ref. your Q/5 of 13 Mar 45)

2518

Subject: Italian Army Vehicles

Land Forces
Sub Commission, AC (MMIA)
Rome
Q/5
25 March 1945

To : Hq Allied Commission for Transportation Sub Commission

References

Our AQ/5 of 12 February 1945
Your AC/R/1/TN.5 of 23 February 1945
Our Q/5 of 13 March 1945
Your AC/1/5/TN.5 of 14 March 1945

1. Request that the list of trucks promised in letter dated 19 February 1945 be furnished without further delay.
2. Also request that Par 2 of our Q/5 of 13 March 1945 be answered.


CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

CPK/lak

cc: Executive Commissioner, ALCOM
General Hamblen, AFHQ

Tel. 568

HEADQUARTERS ALLIED COMMISSION
ABO 394
TRANSPORTATION SUB-COMMISSION

CF/rb

Ref. AC/P/1/14/Tn5

26 March 1945

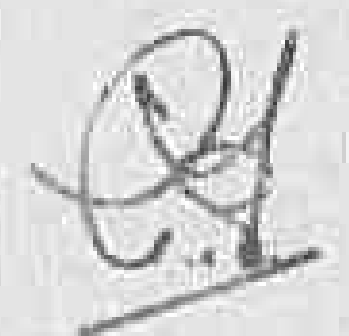
SUBJECT: Italian Army vehicles.

TO : Land Forces Sub-Commission, Allied Commission (AMIA).

1. Reference your letter Q/5 dated 25 March 1945, attached hereto is list of Italian Army vehicles which have been operated by civilians or civilian agencies in Southern Italy.

2. With reference to para 2 of your letter Q/5, dated 13 March 1945, this Sub-Commission has no knowledge of any financial arrangements whereby financial bonds were posted by the civilian operators of the vehicles under discussion. This matter has therefore been referred to the Finance Sub-Commission in order that all particulars and a satisfactory decision may be given.

3. Immediately upon receipt of the information as outlined in the preceding paragraph, it will be transmitted to you.


for GEORGE C. GROSS Jr.,
Chief,
Roads Division.

2516

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

Rome, 17th March 1945

TO : TRANSPORTATION SUB-COMMISSION
SUBJECT : ITALIAN MILITARY SALVAGED VEHICLES

1. In reply to your letter AC/1/5/Tn5, I would inform you that all matters dealing with vehicles salvaged by this Division can now be referred to Mr. Gross, of your Sub-Com., to whom the control of these vehicles passed on the 15th Inst., as per our letter MT/4064/14, dated the 15/3/45.

2. I enclose list of vehicles which, after inspection by the Italian Authorities, have been stated of military origin.

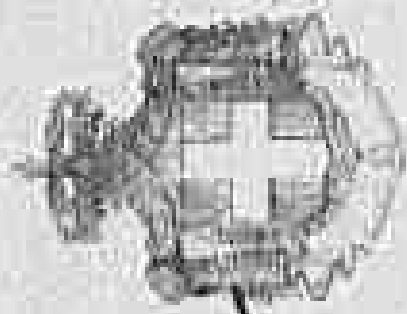
For the Regional Commissioner

encl.

L.A. Barker. Capt. R.A.
per J.A.N. GILES - Lt. Colonel
Chief of Division

2513

EM/fa

MT 16.3/45
16.3/45

Ministero della Guerra

Direzione Generale Artigl. e Motor.

Ufficio Recupero

1128/45
1128/45

7636

*****E, per conoscenza:

AL MINISTERO GUERRA - G a b i n e t t o - S E D E

OCCORRENZA: Automezzi di origine militare recuperati da ditte civili su contratto A.C.:-

*****E, per conoscenza:

AL MINISTERO GUERRA - G a b i n e t t o - S E D E

A conclusione delle ispezioni effettuate agli automezzi recuperati da ditte civili su contratto A.C., scaduto il 15/8/1944, si comunica che sono stati accertati di origine militare italiana i mezzi che risultano dagli specchi allegati.

Detti mezzi pertanto, come da accordi intervenuti con codesto Comando A.C., rimangono a disposizione delle FF.AA. italiane.

Ulteriori pratiche intese a definire la questione saranno svolte direttamente con le ditte interessate.

As a conclusion of the inspection carried out on the vehicles recovered by Italian contracting we notify you that the vehicles concerned are those shown in the attached



AL DIRETTORE GENERALE (Gen. P.G. Properzi)
AL DIRETTORE GENERALE (Gen. P.G. Properzi)
as per agreement with the HQ, and

1128/45
1128/45

1128/45
1128/45

1128/45
1128/45

1128/45
1128/45

*****E, per conoscenza:

AL MINISTERO GUERRA - G a b i n e t t o - S E D E

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Detti mezzi pertanto, come da accordi intervenuti con codesto Comando A.C., rimangono a disposizione delle FF.AA. italiane.

Ulteriori pratiche intese a definire la questione saranno svolte direttamente con le ditte interessate.

As a conclusion of the inspection carried out on the vehicles recovered by Italian contracting we notify you that the vehicles concerned are those shown in the attached



AL DIRETTORE GENERALE (Gen. P.G. Properzi)
AL DIRETTORE GENERALE (Gen. P.G. Properzi)
as per agreement with the HQ, and

File 1049 1128/1049 1049 1049 1049

Prospetto al Signor del
Dir.

OGGETTO: Automezzi di origine militare recuperati
da ditte civili su contratto A.C., -

....., per conoscenza:

AL MINISTERO GUERRA - G a b i n e t t o - S E D E

A conclusione delle ispezioni effettuate agli automezzi recuperati da ditte civili su contratto A.C., scaduto il 15/8/1944, si comunica che sono stati accertati di origine militare italiana i mezzi che risultano dagli specchi allegati.

Detti mezzi pertanto, come da accordi intervenuti con codesto Comando A.C., rimangono a disposizione delle FF.AA. italiane.

Ulteriori pratiche intese a definire la questione saranno svolte direttamente con le ditte interessate.

te.-

As a condition of the inspection carried out on the vehicles salvaged by Croatian contractors we notify you that the vehicles inspected by the DIRECTOR GENERAL of Military Supplies (Gen. P.G. Proserj) are those shown in the attached

list of these vehicles - therefore as per agreement with the HQ, and remain at the disposal of the Italian Army. Further vehicles concerning these vehicles will be conducted directly with the Contractor.



PLATE 10

22

References

Ditta I. via S. Pietro 61.874.778

Bitte P. III. P. III. - via Milano 10 - Tel. 22.22.22.

PLAT	NO	DATE	TIME	PLAT	NO	DATE	TIME
PLAT 64	100	1907/11	100	PLAT 64	100	1907/11	100
PLAT 65	101	1907/11	101	PLAT 65	101	1907/11	101
PLAT 66	102	1907/11	102	PLAT 66	102	1907/11	102
PLAT 67	103	1907/11	103	PLAT 67	103	1907/11	103
PLAT 68	104	1907/11	104	PLAT 68	104	1907/11	104
PLAT 69	105	1907/11	105	PLAT 69	105	1907/11	105
PLAT 70	106	1907/11	106	PLAT 70	106	1907/11	106
PLAT 71	107	1907/11	107	PLAT 71	107	1907/11	107
PLAT 72	108	1907/11	108	PLAT 72	108	1907/11	108
PLAT 73	109	1907/11	109	PLAT 73	109	1907/11	109
PLAT 74	110	1907/11	110	PLAT 74	110	1907/11	110
PLAT 75	111	1907/11	111	PLAT 75	111	1907/11	111
PLAT 76	112	1907/11	112	PLAT 76	112	1907/11	112
PLAT 77	113	1907/11	113	PLAT 77	113	1907/11	113
PLAT 78	114	1907/11	114	PLAT 78	114	1907/11	114
PLAT 79	115	1907/11	115	PLAT 79	115	1907/11	115
PLAT 80	116	1907/11	116	PLAT 80	116	1907/11	116
PLAT 81	117	1907/11	117	PLAT 81	117	1907/11	117
PLAT 82	118	1907/11	118	PLAT 82	118	1907/11	118
PLAT 83	119	1907/11	119	PLAT 83	119	1907/11	119
PLAT 84	120	1907/11	120	PLAT 84	120	1907/11	120
PLAT 85	121	1907/11	121	PLAT 85	121	1907/11	121
PLAT 86	122	1907/11	122	PLAT 86	122	1907/11	122
PLAT 87	123	1907/11	123	PLAT 87	123	1907/11	123
PLAT 88	124	1907/11	124	PLAT 88	124	1907/11	124
PLAT 89	125	1907/11	125	PLAT 89	125	1907/11	125
PLAT 90	126	1907/11	126	PLAT 90	126	1907/11	126
PLAT 91	127	1907/11	127	PLAT 91	127	1907/11	127
PLAT 92	128	1907/11	128	PLAT 92	128	1907/11	128
PLAT 93	129	1907/11	129	PLAT 93	129	1907/11	129
PLAT 94	130	1907/11	130	PLAT 94	130	1907/11	130
PLAT 95	131	1907/11	131	PLAT 95	131	1907/11	131
PLAT 96	132	1907/11	132	PLAT 96	132	1907/11	132
PLAT 97	133	1907/11	133	PLAT 97	133	1907/11	133
PLAT 98	134	1907/11	134	PLAT 98	134	1907/11	134
PLAT 99	135	1907/11	135	PLAT 99	135	1907/11	135
PLAT 100	136	1907/11	136	PLAT 100	136	1907/11	136
PLAT 101	137	1907/11	137	PLAT 101	137	1907/11	137
PLAT 102	138	1907/11	138	PLAT 102	138	1907/11	138
PLAT 103	139	1907/11	139	PLAT 103	139	1907/11	139
PLAT 104	140	1907/11	140	PLAT 104	140	1907/11	140
PLAT 105	141	1907/11	141	PLAT 105	141	1907/11	141
PLAT 106	142	1907/11	142	PLAT 106	142	1907/11	142
PLAT 107	143	1907/11	143	PLAT 107	143	1907/11	143

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Continua Ditta F. 114 VIELANTI

ISOTTA FRANCHINI	4975	4954	146	4634/LT
FIAT 6-6		604894	147	
FIAT 6-6		604894	143	4636/LT
SPA 58		613775	148	4637/LT
ISOTTA FR. D. 80	4964	4880	150	4638/LT
OM T. 100	40314	6834	151	4639/LT
FIAT 6-6		6834	152	4640/LT
ISOTTA FRANCHINI	4910	4807	153	
FIAT 6-6		604894	154	4642/LT
LANCIA 5 80		64005	156	4643/LT
SPA 58		68950	158	
LANCIA 5 80	604894	554700	160	

Ditta G. 1.7.1.1. - via della Conciliazione 5

RISORCHIO VIELANTI		6000	101	
RI ORCHIO VIELANTI		13059	102	
FIAT 6-6	604894	604710	103	
FIAT 6-6	604774	603147	104	
SPA 58	12356	61355	105	
OM T. 100	61068	1007	106	
OM T. 100		6736	107	
OM T. 100	24034	5540	108	
SPA 58			109	

Ditta F. 1.7.1.1. - via Veneto 8 - tel. 61.613

ELI 100 C 50	287	6114	103	
ELI 100 C 50	60069500		104	
LANCIA 5 80		554/1910	105	
LANCIA 5 80	60072	60072	106	

0.343

FIAT 500	000404	442	2686/LT
SPR 28	013773	148	2687/LT
LANCIA PR. 2.30	1801	250	2687/LT
Q. 7.5.00	00304	151	2688/LT
FIAT 500	000390	151	2689/LT
LANCIA PR. 2.30	1887	151	2690/LT
FIAT 500	000352	151	2691/LT
LANCIA 2.40	64405	153	2692/LT
SPR 28	000385	150	
LANCIA 2.30	554702.8	160	

Ditta S.p.A. - via della Conciliazione 5

FIAT 500	00039	201	
SPR 28	11664	200	
LANCIA 2.40	014730	208	
FIAT 500	000147	209	
SPR 28	01051	209	
LANCIA 2.40	4007	210	
FIAT 500	0730	221	
SPR 28	5542	203	
LANCIA 2.30	24001	220	

Ditta S.p.A. - via Veneto 8 - tel. 44.043

FIAT 500	007	202	
SPR 28	00030305	207	
LANCIA 2.30	554/3810	200	
FIAT 500	000347	223	2512
SPR 28	010053	215	
LANCIA 2.30	420.520	215	
FIAT 500	000549	215	
SPR 28	142145	215	
LANCIA 2.30	...	...	

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A.C. ! A.C. !

Continua Ditta C.I.L. !

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AC/1/9



Campobasso, 16 Maggio 1945 Anno

MINISTERO DELLE COMUNICAZIONI

N. L/ 301 / R8

FERROVIE DELLO STATO

al N. del

COMPARTIMENTO

di

(1)

Oggetto

Assegnazione benzina

SEZIONE LAVORI = NAPOLI
- P.C. SIG. CAP. DODDS=TRUCK POOL N.2
CAMPOBASSO

Allegati N.

La locale Camera di Commercio
alla quale è stato richiesto

il quantitativo di litri 600 mensili di benzina per la circolazione dell'autovettura "Bianchi" S/9 targa NA 20163 in dotazione a questo Riparto per trasporto personale tecnico, ha fatto conoscere di non potere provvedere per mancanza di carburante.

Occorrendo garantire la circolazione di detta autovettura per urgenti lavori nelle tratte Campobasso-Teramo e Benevento-Carpinone, si prega interessare il competente Organo dell'A.C. per una assegnazione straordinaria di litri 600 mensili di benzina a favore di questo Riparto.

25/9

IL DIRIGENTE L'8° RIPARTO LAVORI

Autore



Viaggi e C. - Trans. - Ord. 1157 - 8-10-14 XII - D. 50 - 1947

*Locali Campobasso
L'Autore 6/10/45
Frequentemente
Aut. Benevento - Carpinone - da Campobasso*

(1) Sezione, Ufficio, Officina, ecc.

✓ *Mrs. Gross*
Rough draft.
MM

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

108/M/TN2

To : Regional Commissioner
Lazio-Umbria Region

Subject : Disposal of Reconditioned Vehicles

1. In answer to your letter of _____ relative the above subject,
please be advised that you should take immediate steps to transfer the control
of these vehicles to this headquarters. It is our intention to retain the title
to all reconditioned vehicles until such time as higher authority directs us to
dispose of them.

2. In order to continue the processing of wrecked vehicles and to super-
vise the disposal of those vehicles now engaged, Capt. Harper will be placed on
temporary duty with this Headquarters. Steps should also be taken to transfer his
civilian staff to this Office.

2508

MH/go.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/8/17

10 March 45

SUBJECT: Transportation Division Report - January, 1945 - Supplement.

TO : Regional Commissioner.

1. Civilian agencies for whom goods have been transported during the month will be billed for the cost of such transport at the civilian road haulage rates in effect in the Region. The computing of the charges, rendition of the bills and collection of the money will be done in a special section of the Firenze Autotrasporti under the direction of this division, for which service a small percentage will be paid. All monies collected less the agreed charge will be deposited with Major Bray, A.P.A. Officer of this Region.

2. It is expected that the making of such charges will force the civilian agencies to arrange their transport, using civilian road haulage vehicles.

Lyons
GEORGE E. SOWERS,
Major, AUS.,
Chief Transportation Officer.

HLC/lb.

Copy to :- Transportation Sub-Commission, H.Q., Allied Commission
Executive Officer. ✓

2507

AC/1/r.s

Reduction of Motorized Transport Required to Civilian Use.Reference PW B.

14 Mar Ec. Sec.

Tptn S/C

1. We are unable to check accuracy of the attached since we know the names of neither the Italian General nor the P.W.B. Officer.
2. No decision to withdraw transport from the Italian Army has been notified to us.

3. It is believed that A.F.H.Q. directed M.A.I.A. to stop the Italian Army requisitioning civilian trucks some months ago. This must be prevented at all costs.

4. The third sentence of the report is agreed.

5. Part of the shipment of 1700 trucks has already arrived in Italy but these trucks are mainly to be used to equip 2 new truck Bns and 6 new G.T. Coys of the M.A. Group A.C.

2508

File 1

AC/1/70.5

Reduction of Motorized Transport Required to Civilian Use.

Rebut from PW B.

14 Mar Ec. Sec.

Tptn 3/0

1. We are unable to check accuracy of the attached since we know the names of neither the Italian General nor the P.W.B. Officer.

2. No decision to withdraw transport from the Italian Army has been notified to us.

3. It is believed that A.F.H.Q. directed M.A.I.A. to stop the Italian Army requisitioning civilian trucks some months ago. This must be prevented at all costs.

4. The third sentence of the report is agreed.

5. Part of the shipment of 1700 trucks has already arrived in Italy but these trucks are mainly to be used to equip 2 new truck Bns and 6 new G.T. Coys of the M.T. Group A.C.

Chief, Roads Division.

2508

File 1

CP/ee

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ext : 566

Ref : AC/1/5/Tn.5

14 March 1945

SUBJECT : Italian Army Vehicles.

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

1. Reference your MT/3717/20 dated 19 Feb 45 and this Sub-Commission's letter AC/R/1/Tn. 5 dated 27 Feb 45.
2. Will you please forward without further delay the list of trucks which, in the post script of the above mentioned letter you promised to furnish.
3. This is now a matter of urgency.

By Command of Rear Admiral STONE :



for: MERRITT H. TAYLOR
Director

Copy to : Land Forces S/C.
(Ref your Q/5 of 13 Mar 45)

Ext : 566

Ref : AC/1/5/Tn.5

14 March 1945

SUBJECT : Italian Army Vehicles.

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

1. Reference your MT/3717/20 dated 19 Feb 45 and this Sub-Commission's letter AC/R/1/Tn. 5 dated 27 Feb 45.
2. Will you please forward without further delay the list of trucks which, in the post script of the above mentioned letter you promised to furnish.
3. This is now a matter of urgency.

By Command of Rear Admiral STONE :



for: MERRITT H. TAYLOR
Director

Copy to : Land Forces S/C.
(Ref your Q/5 of 13 Mar 45)

2513

SUBJECT: Italian Army vehicles.

LAND FORCES SUB COMMISSION
A.C. (M. M. I. A.) R O M E
Q/5
13 March 1945

TO : Transportation Sub-Commission
Hq AC

Reference your AC/R/1/TN.5 of 23 Feb. 1945.

1. It is requested that the list of vehicles be forwarded to this office without further delay.
2. Information is also requested as to whether or not the money bonds in possession of the Allied Commission will be held until the civilians return the vehicles to the Italian Army.


CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

CPK/ri

ALLIED FORCE HEADQUARTERS
G-5 Section
AFO 512

Send to VP 14
Col Barnes 1A

Ref. T-11

22 February 1945

SUBJECT: Vehicles for A.C.

TO : Headquarters, Allied Commission, AFO 394
(Attn: Economic Section)

Following is a paraphrase of message received from the CCAC:

Trucks and motorcycles for Italy. Requirements stated in LAC Airgram 95 (MBS-252-ORD) and LAC Airgram 96 (MBS-253-ORD) are approved except trucks 1/4 ton, 4 by 4, which are still being considered. United States has supply responsibility for all items. Availability will be as follows:

260 trucks, 10 ton, 6 x 4, cargo, GSLC (reconditioned) available 35 in March, 75 each in April, May and June;

500 trucks, 1-1/2 ton, 4 x 2, cargo, commercial type (new) available in February;

1100 trucks, 1-1/2 ton, 4 x 4 (reconditioned), cargo vehicles, available 300 April, 400 each May and June;

200 motorcycles, solo, available in February.

All vehicles will be shipped with first echelon tools. All will be on wheels except the 500-1-1/2 ton trucks, which will be twin unit packed. All trucks will be supplied with tarpaulins.

Availability of these vehicles will be notified to AFHQ by copy of the approved supply program, in sufficient time to call forward through normal channels.

For the Assistant Chief of Staff, G-5:

R. V. GRADY
Major, T.C.
Economics & Supply Division

2503

CONFIDENTIAL

*
AC/1/TNS
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb *3*

Tel: Ext. 318

5th March, 1945.

794/7/Tn.3.

SUBJECT: Movement of Cased M.T.

TO : Motor Transport Group, A.C.
(Italian Army Personnel).

1. Further to this Division's letter 794/6/Tn.3, dated 28th February, 1945, it should be clearly understood that the movement by rail of cased M.T. from those originally delivered to REWE in the Naples area to the assembly plant in Rome, should be bid by you in the normal manner.

2. This bid should be made on the Movements Division, Rail Section, using the normal pro formas. Arrangements will be made to keep you advised of future shipments, and so far as possible these will be railed direct from ship's side to Rome. You should, however, clearly understand that there is a shortage of both flat rail cars and line capacity from both the north-west and the Naples area to Rome, and the movement of these cased vehicles to Rome will be subject to general priorities. It is obvious that a priority for the movement of these cased vehicles should be established, if possible sufficiently high to ensure their movement at the expense of other traffic. Will you please take the necessary steps.

W. H. Taylor

for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

Roads Division.
Movements Division, Rail Section.

XX

DPR/oc

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

R5/517/E/6.

3 March 1945.

SUBJECT : Road Transport For Republic of San Marino.
TO : Transportation Sub-Commission (Roads), Hq. AC.

1. About 23 Feb. 1945 1st Lt. C.W. HOUSTON, Transportation Division this Hq. contacted Maj. Preese, Liaison officer Emilia Region to the Republic of San Marino.

2. He was told that 8th Army AMC would withdraw the three British water carts and two three ton trucks which were on loan to San Marino on or about 1 March 1945.

3. On 25 Feb. 1945 this Region sent to San Marino one 380 gallon capacity British water cart and two captured Italian trucks with a total capacity of ten tons.

4. San Marino must have a minimum of 500 gallons of water daily in order to supply the essential needs of the population.

5. 1st Lieut. JAMES HOWELL, Provincial Transport Officer Pesaro Province, has been instructed to maintain close liaison with San Marino officials. Future demands for San Marino transport will be handled by Lt. Howell.

For the Regional Commissioner:

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

Copy to: R5/517/E/6

HEADQUARTERS
6 MAR 1945

2501

A. C.

3684

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Materials Division

LCW/gp/rjd

Tel: 478905

28 February 1945

Ref: AC/5150/Commerce

SUBJECT: Cement for Eighth Army AMG Roadhead - FORLI' -

TO : Public Works & Utilities Sub-Commission HQ.AC.
Transportation Sub-Commission HQ.AC.

1. Attached copy of a letter received from AMG, Rear Eighth Army concerning 200 tons of cement released by this Sub-Commission, is forwarded to you for your information.

2. A new Release Order n.2487 has been issued as requested sub para 2 of above mentioned letter.

W.F. EVANS
Colonel
Director
Commerce Sub-Commission

Encl:
1 as per para 1

2500

C O P Y

SUBJECT: cement.

AMG, Rear Eighth Army

OA/45

20 February 1945

HQ Allied Commission.

Copy to:- HQ. 15th Army Gp, C. Affairs Section
HQ. AMG EMILIA Region.

Ref this HQ letter OA/45 of 6 Feb. 45.

1. It is regretted that owing to the cancellation of rail
tpt bids by higher authority, it is impossible to call forward
the 200 tons of cement allocated to this HQ. by your release order
No. AC 2328 of 25 January 1945, during February.

2. It is, therefore, requested that that release order be
cancelled and a fresh one substituted for 200 tons to be collected
in April - NOT March.

Group Captain,
Officer Commanding,
AMG, Eighth Army.

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

RELEASE ORDER No. AC. 2477 27 February 1945 DEMAND No. AC. C-573

TO : 5th Army A.M.S.

For A.M.S. Roadhead-Perla

REFERENCE: your form MAT 10 dated 9th January 1945

1. The following items have been released to you by Commerce S/C, HQ AC:

ITEM	MATERIAL	QUANTITY	FOR PERIOD
a.	Cement	200 bags.	
b.			
c.			
d.			

2. The above items will be collected by you from stocks located at:

SAC. AN. BATES E CEMENT DI SAGNI

Colleferro

3. Collection should be made by ending April 1945, failing which this Release Order ceases to be valid.

4. Remarks: this Release Order cancels our S/O's 2228 d/a January 13th

2477 27 February 1945

Encl: 1 form MAT 10

Copy to:

15th Army Group HQ for C.A.S.

Transportation Subcommission HQ AC

Ministry Industry Commerce Labor

For A.M.S. Cementi di Sagni- Colleferro

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

2498

03621

REFERENCE: your form MAT 10 dated 9th January 1945

1. The following items have been released to you by Commerce S/C, HQ AO:

ITEM	MATERIAL	QUANTITY	FOR PERIOD
a.	Concrete	200 PONS.	
b.			
c.			
d.			

2. The above items will be collected by you from stocks located at:

300, AN. CAISE E CEMENTI DI RENTI

Colloferro

3. Collection should be made by during April 1945, failing which this Release Order ceases to be valid.

4. Remarks This Release Order cancels our R/O's 2228 & 4 January 1945

2 2128 44 January 25th 1945

Encl: 1 form MAT 10

2498

Copy to:

15th Army Group HQ for C.A.A.S.

Transportation Subcommission HQ AO

Ministry Industry Commerce Labour

See 2128-44, Cements di Segni- Colloferro

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

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

2 copies
File
chp
R/1

TN/SR/9/710

24 February 1945

SUBJECT : Bedford 3 Ton Vehicles W.D. Nos. 202935 & 518469.

TO : HQ.AC. (Attn. Tptn. S/C)

It has been requested by Naples Zone that the above vehicles be made available for cannabalization.

These vehicles have serious engine trouble and it is considered that they would be condemned if sent to workshops.

The Zone has Bedford trucks awaiting spares and which could be made roadworthy if permission for cannabalization be granted.

For the Regional Commissioner:

B. G. Jefferson
B. G. JEFFERSON
Captain, R.A.
Regional Tptn. Officer

BGJ/mjg

Copy to : G-4(Br)

Adjutant's File.



2497

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APC 394

CWAP/ngd

27 Feb. 1945

AC/R/1/TN.5

SUBJECT : Perugia Truck Pool - Disposal of Captured Vehicles.

TO : Regional Commissioner Lazio-Umbria Region.
(Att: Transportation Officer).

1. With reference to your letter MI/3717/20 dated the 19th of Feb. '45, the attached correspondence is forwarded to you.

2. Would you please incorporate the 70 vehicles mentioned, in the list which, in the Postscript of your above mentioned letter you promised to furnish.

3. Please return correspondence when dealt with.

By Command of Rear Admiral STONE:

Chd
MERRITT H. TAYLOR
Director

2496

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
AFC 394

CHAP/hgd

AC/R/1/TN.5

27 Feb. 1945

SUBJECT : Vehicles I.S.R. Bari

TO : Regional Commissioner Southern Region.
(Att: Transportation Officer).

1. With reference to your TN/SR/9/334 of the 9th Feb. '45 and your TN/SR/777 of 23 Feb. 445, addressed to G-4 British and passed by that Branch to this Sub-Commission.

2. A.C. is at present endeavouring to obtain a decision from higher authority in connection with truck pools vehicles.

3. When this decision is obtained it is proposed to handle your problem on the same lines.

4. You will be notified in due course.

by Command of Rear Admiral STONE:

Chad
MERRITT H. TAYLOR
Director

2490

DMH/lb

HEADQUARTERS ALLIED COMMISSION
APO 394
OFFICE OF G-4 (B)

File
clerk
Tel. 489081
Ext. 596
26 February 1945

G-4/TN/103/2

SUBJECT:- Vehicles I.S.R. Bari.

TO :- Regional Commissioner, Southern Region.

1. Reference your TN/ER/9/334 of 9 February 45 and your TN/ER/9/757 of 23 February 45, this branch has been in communication with Transportation Sub-Commission with reference to this matter but the latter have been unable to give a definite answer to the question.
2. This branch is therefore asking them to reply to you direct, giving instructions as to how you should deal with the maintenance of these vehicles.
3. You are not required to include them in your records.

By command of Rear Admiral STONE

Donald H. Haslam

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

Copy to:- Transportation Sub-Commission. (Conveyed to Major Pepper -
Major Haslam refers).
(Enclosed: Southern Region Letters).

247

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

TN/SR/9 /334

9 February 1945

SUBJECT : Vehicles-ISR Bari.

TO : HQ.AG. (Attn.G-4 (B))

10 FEB 1945

The undermentioned W.D.Vehicles are operating on behalf of, and garaged by Italian State Railways.

Make	W.D.No.	Chassis No.	Contract No.	Place where normally garaged
3 Ton Bedford	L 517811	30756		Foggia ISR
"	L 518221	43656	V.3960	Bari ISR
"	L 525777	54500	V.4155	Bari ISR
"	L 528150		V.4820	"
"	L 4879052	65229	V.5004	"
"	L 4879073	65297	V.5004	"
"	L 4879838	66474	V.5004	"
"	L 4881571	68933		Foggia ISR
Hillman	M 4776691	1443691	V.5014	Bari Loco

Is A.C.responsible for these vehicles in any respect, please? No record can be found of loan or transfer of W.D.vehicles to Italian State Railways.

For the Regional Commissioner :

B.G. Jefferson
B.G. JEFFERSON
Captain, R.A.
Regional Tptn. Officer

BGJ/mjg

Copy to : Adjutant's File.

2493

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CWAF/hgd

AOA/1/TN.5

23 Feb. 1945

SUBJECT: Italian Army vehicles.

TO : Lend Forces Sub-Commission, A.C. (AMIA)
(Att: Col. Clayton F. Kerr).

1. With reference to your AQ/5 dated 12 Feb. '45.
2. Copy of your letter was sent to Regional Commissioner Lazio-Umbria Region.
3. Attached is a copy of the reply made by his Regional Transportation Officer.
4. It is pointed out that, if the vehicles referred to are removed from the Lazio-Umbria Region, this Sub-Commission is in no position at the present time to make any replacement.
5. When the lists requested by you, and mentioned in the postscript of the Regional Transportation Officer's letter arrive, it will be possible to ascertain exactly where these vehicles are working. It should then be decided by discussion, as to how many of these vehicles can be withdrawn from their existing operations without seriously disrupting public service. When this figure is determined, it is suggested that the vehicles thus withdrawn be utilized by the newly formed Italian Truck Companies.

Cwd.
Major R.A.S.C. 240
Admin. Officer,
Roads Section.

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

*R/1-cc
cw*

RM/3717/20

19 February 1945

SUBJECT : Italian Army Vehicles.

TO : Transportation Sub-Commission HQ.AG.

Your Ref: AC/R/1/T.S. of 14 February 1945

This matter was fully discussed with Col. Carnes on 5 February 1945 and is somewhat complicated.

The vehicles in question were retrieved as "salvage" by various Italian civilian contractors, repaired and are now operating under E.R.A.C.

The two main difficulties I foresee are that.

- 1) There will be insufficient local road transport if these vehicles are suddenly withdrawn.
- 2) The Italian Army will either have to accept the vehicles as non runners (spare parts having been supplied by the contractors) or come to some arrangement regarding payment for the repairs.

I have already been in touch with the local E.R.A.C. Director and intend to hand over the responsibility to him, and he informed me that the matter was now under discussion between the Ministry of Transport and the War Ministry.

I might add that the War Ministry received approx 200 of these vehicles some little time ago, and I have been reliably informed that they were all scrapped within a month owing to the rough treatment they received and then sold to other civilian contractors.

P.S. Lists will follow

JG/si

[Signature]
J.A.M. GILES
Lt. Colonel
Chief of Division

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

R/1
Original
TB/103/2

21 February 1945

Ref. T-11

SUBJECT: Assembly of AC Vehicles

TO : Headquarters, Allied Commission, APO 394

1. Arrangements have been made for the vehicles now discharging at NAPLES from the HUNTER to be moved to No. 1 Transit Vehicle Park (West), PORTICI for assembly by ROME. Assembled vehicles will be held at 9 Vehicle Park, CAPUA, pending release to AC.

2. Q(AE) AFHQ, has arranged for returns to be rendered weekly on the progress of the assembly. The return will include the number of vehicles waiting at CAPUA. G-5 will keep you informed of the position as shown in these returns. The instructions to ROME include the following:-

- (a) Particular attention will be paid to accounting for these vehicles, and all hand-overs will be recorded by registration or serial numbers.
- (b) Any deficiencies, incomplete packs, or other difficulties encountered during assembly, will be reported on a weekly basis to ROME and Ord (A), copy to Q(AE) and G-5.
- (c) Action taken, either to make good deficiencies or for any other purpose (e.g. Writes Off) as referred to at para (b) above, will be undertaken only on recommendations made by Ord (A), and these will be confirmed to ROME.

3. It is understood that a bid is being placed by AC to move some 20 of the trucks belonging to an earlier shipment from AVIERSI to ROME for assembly by AC, the balance of some 38 to be moved to PORTICI for assembly by ROME.

4. G-3(~~Q~~), AFHQ is most anxious to receive 70 vehicles for training Italian drivers at the TRANI school since vehicles now in use there are being withdrawn. It is, therefore, requested that you examine the position without delay and arrange to hand ~~over~~ to TRANI the requisite number. Please let G-5 know if G-3 can expect to have the first 70 to be assembled or whether you intend to take a proportion of the first vehicles to ROME for the purpose of training drivers under American arrangements.

CONFIDENTIAL

CONFIDENTIAL

5. All shipments subsequent to the HUNTER will be diverted to LEGHORN for discharge unless military considerations forbid. PIOMBINO will, perhaps, eventually be used when the port is fully capable of handling this type of cargo. The intention is that vehicles discharged at LEGHORN/PIOMBINO will be assembled in ROME under arrangements already made by AC. In this connection one 10-ton movable crane has been earmarked by ORD(A) MTOUSA for release if a demand is placed for it by AC. This crane is to assist the stacking and moving of cased vehicles at the ROME assembly works.

6. Information just received from U.S. on the packing etc of the 1,700 vehicles is as follows:-

"72 - marked MITE 62 ORDII ACC DD315 were packed commercially (civilian type)
1500 - marked ALOL-ORDIV-TOG-SHP-HH315 were twin-unit packed (military type)
62 - marked ALOL-ORDII TOG HH354 are being shipped on wheels
66 not yet requisitioned will be twin unit packed."

The fact that all but the first 72 are military packings should greatly facilitate assembly.

For the Assistant Chief of Staff, G-5:

M.J.G.

M. J. GLENN
Lt. Colonel
Economics & Supply Division

c.c. G-4
ORD(A)
Q(AE)

(a) Demand for cranes has now been received and is being processed.
M.J.G.

CONFIDENTIAL

0 3 7 2

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

Ext. 378

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

R/1

CMAP/sh
Phone 459061

AC/R/1/Tn 5

ED February 1945

Dear Mr. Minister:

Reference your letter No. 4401 - Gab, 7 February 1945, subject: Lazzi Brothers Company - Pistoia.

Copy of your letter is being sent to the Regional Commissioner, Toscana Region, with the request that a full investigation be carried out and a report rendered to this Headquarters as soon as possible.

This Headquarters will be pleased to notify you of the report as soon as it is received.

Yours very truly,

MERRITT H. TAYLOR
Director

His Excellency Bonomi,
Minister of Interior,
Rome.

2488

May 1945

0373

SECRET

13

AF 989
HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

SECRET
Auth: CG, MTOUSA
Initials: [Signature]
19 February 1945

AG 400/308 D-0

19 February 1945

SUBJECT: Tools and Equipment for Additional Civil Truck Companies

TO : Deputy President, Allied Commission, APO 394
(For: Land Forces Sub-Commission (MMIA))
(For: Transportation Sub-Commission)
Commanding General, Peninsular Base Section, APO 782

1. Reference letter, Headquarters Allied Commission, dated 13 December 1944, copy attached, the items listed below or suitable substitutes were reported by MMIA letter of 24 January 1945 to be available from Italian sources to partially meet requirements for the 16 truck companies. It is requested that MMIA make these items available upon requisition from Transportation Sub-Commission, items to be made available by MMIA at Italian Depot:

MEDICAL

16 each Kits, first aid, motor vehicle

ORDNANCE

16 each Cabinets, spare parts, type 1, M-1940

QUARTERMASTER

- 32 each Axe, hand chopping, single bit, standard grade 4 lb.
- 32 each Buckets, canvas, water, 18 qt.
- 38 each Buckets, general purpose, galv. heavy weight, w/o lip, 14 qt.
- 360 each Cans, water, 5 gallon
- 16 each Cans, corrugated nesting, galv. w/cover, 10 gallon
- 16 each Cans, " " " " 16 "
- 16 each Cans, " " " " 24 "
- 16 each Cans, " " " " 32 "
- 36 each Case, canvas dispatch
- 16 each Chest, record fiber
- 2 each Desk, field empty fiber, headquarters.
- 16 each Desk, " " " , company
- 16 each Kit, barber
- 64 each Kit, sewing
- 64 each Shovel, general purpose, D-handled, strapback, round point No. 2
- 22 each Lanterns, Kerosene
- 64 each Pick, mattock, intrenching, M-1910 w/handle

2487

SECRET

SECRET

1. Ltr, AG, dtd 13 Feb 45, AG 400/308 D-O,
dtd 19 Feb 45 (cont'd)

16 each Range, field, M-1937, 3 unit complete
2 each Safe, field combination lock
18 each Screens, latrine complete w/pins & poles
16 each Tents, kitchen, fly proof
2 each Tents, command post, complete w/poles
346 each Tents, squad, M-1942 w/p/p
36 each Tents, wall, small complete w/p/p
160 each Whistles, thunderer

SIGNAL

500 each Flashlights, TL-122

2. Following items are authorized for issue to Allied Commission, Transportation Sub-Commission from PENBASE upon requisition:

QUARTERMASTER

16 each Tool sets, complete with tools, carpenter, Number 2
1600 each Drums, inflammable liquid, gasoline, steel w/carrying handle, capacity 5 gallon
486 each Tubes, flexible nozzle

3. The following items are not available in theater stocks and will be provided as indicated below:

a. Transfer order G-2421, HTOUSA-ORD-11-5500 covers shipment of the following tool sets from French SCAMA stocks in North Africa to PENBASE. All items on this transfer order are to be issued to Allied Commission, Transportation Sub-Commission:

48 each Tool sets, second echelon #1
10 each Tool sets, second echelon #2
16 each Tool sets, second echelon #5
11 each Tool sets, body mechanics
7 each Tool sets, general mechanics
16 each Tool sets, welders

b. The following items are not available from sources within the theater, and are being requisitioned from the United States:

5 each Tool sets, body mechanics
105 each Tool sets, general mechanics
6 each Tool sets, second echelon #2
16 each Tool sets, second echelon #7
480 each Chains, motor vehicle tow, 16' long x 7/16" diam.

FOR THE THEATER COMMANDER:

1 Incl
Ltr, AG, dtd 13 Feb 44
DISTRIBUTION:
(see reve "do)

JACK CARTER
Captain, AG
Asst Adjutant General

SECRETSECRET

0375

~~SECRET~~

08 D-0,
dtd 19 Feb 45 (cont'd)

DISTRIBUTION:

- 10 - Deputy President, ALCOM (w/2 cys Incls)
- 5 - CG, FBS (w/1 cy Incl)
- 1 - QM
- 1 - Ord
- 1 - G-4
- 1 - G-5
- 2 - AG Records
- 1 - AG M & D

~~SECRET~~

TRANSLATION

MINISTRY OF INTERIOR

Cabinet of H.E. the Minister

Ref.: No. 4401 - Gab.

Rome, 7th February 1943

To : Allied Commission
Local Government Sub-Commission
ROME

Subject : LAZZI Brothers Company - Pistoia.

The "Lazzi Brothers Company" main office at Pistoia, had organized, after thirty years of activity, a big system of road haulage, which linked that capital with the mountains, with Florence Montecatini, Lucca, Viareggio, Siena and other towns of Tuscany and operated also several services in the Riviera Ligure and in the provinces of Ferrara and Mantova.

War and especially nazi-barbarity have seriously damaged that organization, but the "Fratelli Lazzi", using their capitals, credit and their experience have the intention to reorganize the company and improve it just as before the present war.

But it is reported that in the effectual operation of that programme they are hindered by local quarrels and by the aspirations of some dependents, who think to be able to reorganize the services of such an important company, which is really in bad conditions.

In fact the provincial representative of the High Commissariat against fascism, assenting to solicitations of the local concerned persons ordered the seizure of the same Company, without informing the High Assistant Commissioner for the avocation of profits of the regime.

This one, after having examined the matter and having observed no elements which could justify the measure, has ordered with a cable of which we attach hereto a copy the revocation of the measure.

Then while the Regional Allied Authority of Florence have issued to the owners of the Company the prescribed permit of free circulation for a large zone, the Allied Command of Pistoia has excluded us from that concession, with a special measure, the

2483

0 3 7 7

To : Allied Commission

Local Government Sub-Commission

ROME

Subject : LAZZI Brothers Company - Pistoia.

The "Lazzi Brothers Company" main office at Pistoia, had organized, after thirty years of activity, a big system of road haulage, which linked that capital with the mountains, with Florence Montecatini, Lucca, Viareggio, Siena and other towns of Tuscany and operated also several services in the Riviera Ligure and in the provinces of Ferrara and Mantova.

War and especially nazi-barbarity have seriously damaged that organization, but the "Fratelli Lazzi", using their capitals, credit and their experience have the intention to regenerate the company and improve it just as before the present war.

But it is reported that in the effectual operation of that programme they are hindered by local quarrels and by the aspirations of some dependents, who think to be able to regenerate the services of such an important company, which is really in bad conditions.

In fact the provincial representative of the High Commissariat against fascism, assenting to solicitations of the local concerned persons ordered the seizure of the same Company, without informing the High Assistant Commissioner for the avocation of profits of the regime.

This one, after having examined the matter and having observed no elements which could justify the measure, has ordered with a cable of which we attach hereto a copy the revocation of the seizure.

Then while the Regional Allied Authority of Florence have issued to the owners of the Company the prescribed permit of free circulation for a large zone, the Allied Command of Pistoia has excluded us from that concession, with a special measure, the territory of that province because the owners have been reported to be ardent fascists and collaborators of germans.

According to informations this Ministry received, it seems that no charges of that kind can be substantiated to the Lazzi brothers and as it results from the enclosed documents they were not too sympathetic to the fascist authorities during the twenty years of fascism and to the republican authorities during german occupation.

These ones - on request of the German S.S. - had issued an order of arrest and the seizure of the Company.

Therefore we beg that Allied Commission to examine the possibility to interest the competent Allied Command to revoke the above mentioned seizure, ordered by H.E. Cingolani and that it should be permitted to the brothers Lazzi to circulate in the province of Pistoia in order to take care of the reorganization of their company for the public interest and its personnel.

The Minister

(sgd. J. Bonomi)

COPY OF A CABLE

Finance Superintendent
Pistoia - ref. No.1099 R.G.

I carefully examined all the elements concerning the seizure of the Lazzi brothers and being no application of the article 26 DDL 27th July 1944 No.159 I order to revoke the seizure of the Jacopo and Ferruccio Lazzi Company and associated Companies as well of the properties.

Adjunct High Commissioner Cingolani

COPY

National Fascist Party

Federazione dei Fasci di Combattimento - Pistoia

Personally

Pistoia - 8 April 1933 XI

Ref.: 68 R

Mr. Lazzi Jacopo
Via Attilio Frosini
Pistoia

I inform you that H.E. the Secretary of the Party, to whom I sent you application to enscribe yourself in the National Fascist Party has thought convenient not to accept it.

Best regards

The federal secretary
(sgd. Armando Barlesi)

2484

THE CHIEF OF THE PROVINCE OF PISTOIA

Owing to the order of arrest concerning the brothers Jacopo and Ferruccio Lazzi, owners of the anonymous Company, issued by the Police General Direction, on request of the German SS. of the South-West;

Considering the absolute and urgent necessity to assure the operation of the Company, which is of the public interest;

Seen the art.13 of the Unified Text of the Communal and Provincial Law

IT ORDERS:

That Accountant CARLO ALBERTO PETRI is appointed Commissioner of the technical-administrative operation for the Brothers Lazzi Road Haulage Company, with main office in Pistoia.

The above mentioned Commissioner will not be paid, having other functions for which he is paid.

The Italian Police Chief of Pistoia is compelled to notify and apply this decree.

Pistoia, 6th May 1944 -XXII

The Chief of the Province
(sgd. E. BALLETTI)

① Copia telegramma

INTENDENTE FINANZA
PISTOIA prot. 1099 R.G.

Seguito attento esame elementi riferentesi sequestro
fratelli LAZZI non ricorrendo estremi articolo 26 DLL 27
luglio 1944 N.159 dispongo revoca sequestro stesso ditta
fratelli IACOPO et FERRUCCIO LAZZI et Società collegate
nonchè proprietà private titolari et congiunti

ALTO COMMISSARIO AGGIUNTO CINGOLANI

2480

4976

copia

PARTITO NAZIONALE FASCISTA
FEDERAZIONE DEI FASCI DI COMBATTIMENTO = PISTOIA

Riservata alla persona

Pistoia, 8 aprile 1933=KI

Nro.di prot.68 R

Signor
Lazzi Iacopo
Via Attilio Frosini
PISTOIA

Le comunico che S.E.il Segretario del Partito,
al quale ho sottoposto la sua domanda di iscrizione
al P.N.F. non ha creduto opportuno di accettarla.

Distinti saluti.

Il Segretario Federale
f° Armando Barlesi

2473

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N.1014 Gab.

IL CAPO DELLA PROVINCIA DI PISTOIA

Visto il mandato di arresto a carico dei Fratelli JACCOPO e FERRUCCIO LAZZI, titolari della Azienda Anonima, emesso dalla Direzione Generale di Polizia, su richiesta delle S.S. del Comando Germanico del Sud-Ovest;

Ritenuta la necessità assoluta ed urgente di assicurare la gestione della Azienda avente interesse pubblico;

Visto l'art.19 del T.U. della Legge Comunale e Provinciale;

D E C R E T A

Il Rag. CARLO ALBERTO PETRI è nominato Commissario per la straordinaria gestione tecnico-amministrativa dell'Azienda per Trasporti Automobilistici F.lli Lazzi, con Sede in Pistoia.-

Al predetto Commissario non verrà corrisposta alcuna retribuzione, essendo incaricato di altra funzione retribuita.

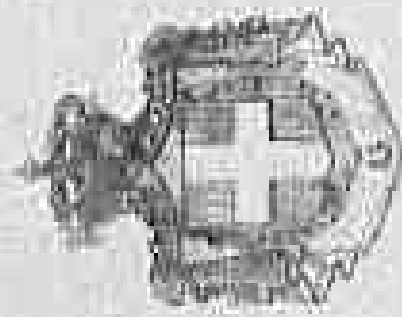
Il Questore di Pistoia è incaricato della notifica ed esecuzione del presente Decreto.

Pistoia, 6 Maggio 1944 XXII

IL CAPO DELLA PROVINCIA
F.to E.Balletti

2478

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Ministero dell'Interno

GABINETTO DI S. E. IL MINISTRO

Mod. 856

Roma, 7 febbraio 1945

MA COMMISSIONE ALLEATA
Sottocommissione per il Governo locale

NOT Local Govt. ROMA

Divisione
D. N. 4401-Sub: Allegati

Reposta al Foglio del

Impresa Fratelli LAZZI da Pistoia.

OGGETTO

La Ditta Fratelli LAZZI, con sede a Pistoia, aveva, in trenta anni di attività, organizzato una vasta rete di trasporti automobilistici che allacciava quel capoluogo alla montagna ed alla pianura pistoiese, a Firenze, a Montecatini, a Lucca, a Viareggio, a Siena e ad altre città toscane, e comprendeva anche vari servizi gestiti sulla Riviera ligure e nelle provincie di Ferrara e di Mantova.

La guerra e, soprattutto, la barbarie nazista hanno danneggiato enormemente tale organizzazione, ma i Fratelli LAZZI, valendosi dei capitali loro rimasti, del credito di cui godono e di una lunga esperienza, intendono rimettere in efficienza l'azienda e ridare ad essa lo sviluppo raggiunto prima dell'attuale conflitto.

Senonchè, a quanto viene riferito, nell'attuazione di tale programma sarebbero gravemente ostacolati dalle beghe locali e dalle aspirazioni di una parte dei dipendenti, i quali riterrrebbero di poter riattivare i vasti e complessi servizi di una azienda tanto importante ed in condizioni veramente disastrose.

Infatti, aderendo a sollecitazioni dell'ambiente locale interessato, il rappresentante provinciale dell'Alto Commissariato per le sanzioni contro il fascismo avrebbe provocato il sequestro della azienda stessa, all'insaputa dell'Alto Commissario Aggiunto per l'avvocazione dei profitti di regime.

Questi però, in seguito ad accurato esame del caso in questione,

Divisione

Se.

Dir. N. Chiodi-Cab. Allegati

NOT Local Spnt.

ROMA

*Risposta al Foglio del
Se.*

OCCERRO Impresa Fratelli LAZZI da Pistoia.

La Ditta Fratelli LAZZI, con sede a Pistoia, aveva, in trenta anni di attività, organizzato una vasta rete di trasporti automobilistici che alleciava quel capoluogo alla montagna ed alla pianura pistoiese, a Firenze, a Montecatini, a Lucca, a Viareggio, a Siena e ad altre città toscane, e comprendeva anche vari servizi gestiti sulla Riviera Ligure e nelle provincie di Ferrara e di Mantova.

La guerra e, soprattutto, la barbarie nazista hanno danneggiato enormemente tale organizzazione, ma i Fratelli LAZZI, valendosi dei capitali loro rimasti, del credito di cui godono e di una lunga esperienza, intendono rimettere in efficienza l'azienda e ridare ad essa lo sviluppo raggiunto prima dell'attuale conflitto.

Senonchè, a quanto viene riferito, nell'attuazione di tale programma carebbero gravemente ostacolati dalle beghe locali e dalle aspirazioni di una parte dei dipendenti, i quali riterrrebbero di poter riattivare i vasti e complessi servizi di una azienda tanto importante ed in condizioni veramente disastrose.

2477

Infatti, aderendo a sollecitazioni dell'ambiente locale interessato, il rappresentante provinciale dell'Alto Commissariato per le sanzioni contro il fascismo avrebbe provocato il sequestro della azienda stessa, all'insaputa dell'Alto Commissario Aggiunto per l'avvocazione dei profitti di regime.

Questi, però, in seguito ad accurato esame del caso in questione, non avendo riscontrato elementi atti a giustificare il provvedimento,

Lo/

./././.

4976

ha disposto, con telegramma di cui si unisce copia, la revoca del sequestro.

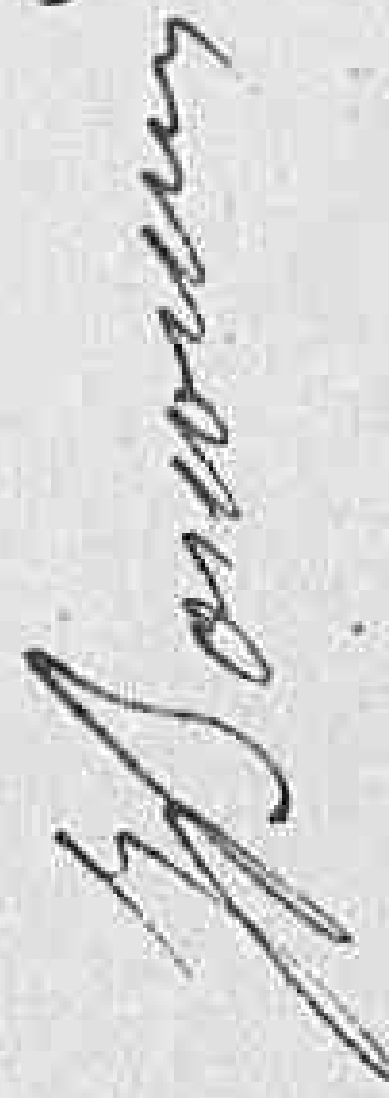
D'altra parte, mentre l'Autorità Regionale Alleata di Firenze ha rilasciato ai titolari dell'azienda il prescritto permesso di libera circolazione per una zona assai estesa, il Comando Alleato di Pistoia avrebbe, con suo speciale provvedimento, escluso da tale concessione il territorio di quella Provincia, perchè, a quanto sembra, essi sarebbero stati segnalati quali fascisti accesi e collaboratori dei tedeschi.

Giusta autotèvoli assicurazioni pervenute a questo Ministero, non sembra invece che possano farsi addebiti del genere ai fratelli Lazzi che, come risulta anche dai documenti di cui si allega copia, non avrebbero goduto molte simpatie presso i gerarchi pistoiesi durante il ventennio fascista e presso le pseudo autorità repubblicane durante la dominazione nazista.

Queste ultime, anzi, avrebbero - su richiesta delle SS, germaniche - emesso a loro carico ^{un} mandato di arresto e disposto il sequestro dell'azienda.

Si prega, pertanto, codesta Commissione Alleata di voler esaminare benevolmente la possibilità di intervenire presso i competenti Comandi Alleati onde la revoca del sequestro in parola, disposta da S.E. Cingolani, abbia il suo corso e sia concesso ai fratelli Lazzi di circolare in provincia di Pistoia, allo scopo di accudire alla riorganizzazione della propria azienda, anche nell'interesse pubblico e dello stesso personale che ad essa fa capo.

IL MINISTRO



HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/1

CBAP/ngd

19 Feb. 1945

AC/R1/TR.5

SUBJECT : Cranes for assembly of vehicles.

TO : AFHQ 6-5, (Att:Col.Butterworth).

1. Confirming conversation with Major Goodspeed G-4 AFHQ, it is understood that only one crane is available at the moment.

2. It is requested that this be placed at the disposal of A.C. immediately and this Headquarters notified when and where it may collect same.

3. It will be appreciated if inquiries can be made as to the possibility of a further two additional cranes being made available to A.C.

For the Chief Commissioner:

Chap

MERRITT H. TAYLOR
Director

Copy to:

Col. Sieff Movements Division,
Economic Section.

2478

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/1

CMAP/hgd

18 Feb. 1945

AC/R/1/TN.5

SUBJECT : Erection of Case Vehicles.

TO : Movements Division (Att: Col. Bieff).

Reference your 794/2/TN.3 dated 17 Feb. '45.

1. A further survey will be made of the Port of Piombino as requested in Para 2 of your letter, with a view to utilizing it at a later date.

2. In four weeks time, when the necessary railway connections are completed, this Sub-Commission will make every effort to utilize the Port as suggested.

3. In the meantime, it is understood that vehicles will either be assembled by REME or railed to Rome.

4. The question of obtaining cranes has been discussed with AFHQ, and we are informed that only one is available. This crane, plus the one, and possibly two, already installed in Rome, should prove sufficient to unload the 50 cases per day mentioned by you in Para 3 of your letter.

5. Application is being made to AFHQ G-5 for the release of two additional cranes.

Chb 2475
JAMES J. CARNES,
Colonel, Inf.
Director Roads Section.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CWAP/hgd

Inter Office Memo

AC/TB/100/1

18 Feb. 1945

SUBJECT : Status of 1700 trucks.

TO : Economic Section (Att: Col. Bensmore).

1. Further to our letter AC/R/1/TN.5 dated 16 February 1945, the following additional information has now been received by this office.

2. AFHQ letter undated, reference T-10 Para 7 states:

"Assembly of Trucks. It is understood that REME will assemble the 58 trucks now in the Naples area and also the approx 240 trucks notified for near arrival. Further plans are being coordinated with AC for assembly of the balance of the 1,700 trucks expected in March and April. These will probably be arranged for Rome assembly with assistance by REME (Naples) if needed. May we have confirmation of this understanding."

CWAP
MAJOR R.A.B.C.
Admin. Officer
Roads Section.

2474

S E C R E T

R/1
CWAP/ea

INTER OFFICE MEMO

Ref : AC/R/1/Tn.5

16 February 1945

SUBJECT : Status of 1700 Trucks.

TO : ADCOS, Economic Section.

1. Reference your 15.00 dated 15 Feb. '45.
2. Nothing more is known at present by this Sub-Commission other than the information contained in the cable to which you refer, and copy of which is attached.
3. With regard to the status of trucks which have arrived or are destined to arrive, there is no change in the situation outlined in our 2nd Indorsement dated 3 Feb., copy attached.
4. It has been reported, however, that the ship mentioned in the attached copy of cable is actually in harbour but has not yet docked.

CWAP
Major R.A.S.C.
Admin. Officer
Roads Section.

Enclosures: Copy of cable FX 25437 dated 12/2/45.
" " 2nd Ind. dated 3/2/45.

2473

Copy of Cable FX 25437 dated Feb. 12th 1945.
FROM: MTOUSA CITE NATPN, FHGEG
TO -: PENBASE INFO: PENSOUTH: ALCOM: FONAM: WSA NAPLES

SECRET.

Liberty ROBERT A HUNTER, due in UGS 71 containing 240 cased vehicles and A-G cargo total weight 3575 tons and 55 personnel originally scheduled for discharge at CIVITAVECCHIA, will now discharge vehicles in NAPLES, account ALCOM unable to accept these heavy vehicles for assembly in the ROME area. Personnel will also disembark at NAPLES. Vessel will then shift to CIVITAVECCHIA to complete discharge.

Vehicles will be accepted immediately for assembly by ROME for ALCOM account, enabling this transport to promptly be put into service.

Dist

Info-Action - Tn SC
Info - A/President
Chief Commissioner
Econ. Sec
Est Sec
G-4 (A)
File

2472

272
R/1
AC
IN Sp
file
check
SECRET

T-11

Assembly of AC Trucks

1. G-5 Q(AR) 13 Feb
1945

Reference your IRS of 11 Feb. 45.

15 FEB 1945

1. The offer of RENE assistance in the assembly of the AC cased trucks is greatly appreciated.

2. The present position is as follows:

Co
a. There are approx 58 trucks awaiting assembly at AVERSI (PES). Ordnance (A) are preparing to arrange haulage of these to Naples for assembly by RENE.

b. The ROBERT HUNTER is due at Naples in USS 71 for discharge of 240 cased trucks.

3. It would be of great assistance if you could arrange for the Allied Commission to be informed (copy to G-5 AFHQ) as vehicles are assembled and ready to be moved. The AC will then arrange to move these vehicles, so avoiding congestion in your assembly area.

4. The immediate difficulties will be resolved if RENE is able to assist with the trucks mentioned in para 2. It is hoped that AC will be in a position to deal with the remainder of the arrivals. PIOMBINO is being established as an assembly point with ROME as a possible reserve. In either case all future shipments will be diverted to PIOMBINO if other considerations allow.

For the Assistant Chief of Staff, G-5:

2471

CC to: G-4, Ord (A),
RENE, HqAC.

M. J. CLENN
Lt. Colonel
Economics & Supply Division.

SECRET

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

LDD/es

SUBJECT: Status of 1700 Truck Deal

FILE No. 15.00/ES

TO : Director, Transportation S/C ✓ 15 Feb 1945

1. At the Vice Presidents' meeting this morning, Economic Section was asked how many of the trucks out of the 1700 allotment have arrived and mention was made of the fact that the Chief Commissioner has seen a cable in the float file having some reference to the fact that RIME is to assemble trucks for us. May I be given information with respect to the alleged cable and a definite report as to the status of the trucks which have arrived or upon which you have definite information as to estimated arrival.

L. D. Densmore
L. D. DENSMORE
Colonel, F A
ALCOS, E/S 2470

Subject: Italian Army Vehicles

Land Forces
Sub Commission, AC (MMIA)
Rome
AG/5

1~ February 1945

To : Hq Allied Commission for Transportation Sub Commission.

Copy to: AFHQ for G-3(Org) Col Harris
AFHQ for G-4, Col Libby
AFHQ for OM, Col Finks

1. Approximately 170 Italian Army motor trucks are in the Rome Area in the hands of civilians, or civilian firms.
2. It is understood that these Italian Army vehicles were turned over to the civilians on a contract between AMG officers and the civilians, the terms of which included (1) a money bond payable to the Allied Commission being made by the civilians for each truck and (2) the truck would be rented to the Allied Commission and operated by the civilian on a mileage basis.
3. These trucks are property of the Italian Army under current AFHQ instructions, which were in effect at the time the AMG officers made the alleged contracts with the civilians, and the contracts are therefore not valid.
4. It is requested that a complete list of these vehicles be furnished this Headquarters, and that arrangements be made to have the civilians hand them over to the Italian Army. In order to avoid misunderstandings, it is suggested that the hand-over take place under mutual arrangements between MMIA and the Transportation Sub-Commission. To insure that the vehicles are handed over without being damaged or stripped by the civilians, it is requested that the money bonds be not returned to the civilians until the hand-over is completed.
5. A prompt reply is requested.

2469

CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

CPK/lak

CRAP/aa

INTER OFFICE MEMO

Ref : AG/R/1/Tn.5

14 February 1945

SUBJECT : Public announcement of the arrival
of Trucks from overseas.

TO : Director, Transportation Sub-Comm.

1. A short time ago, an announcement appeared in the Stamen Stripes to the effect that 72 of a large number of trucks destined for this country from overseas had already arrived.

2. Since that announcement this office has been inundated with requests, both written and verbal, that one or more of these trucks should be allotted to private individuals or small firms for operation.

3. It is reasonable to assume that these requests will continue at the same rate, if not actually increase, and, in order to obviate the waste of time involved both in correspondence and interviews, it is suggested that, if considered advisable, a further announcement should be made to the effect that all trucks destined to this country from overseas have already been earmarked for very special and important duties, and that therefore, none can be made available for individual requirements.

Chap
Major R.A.S.C.
Admin. Officer
Roads Section

Copy to: Deputy Director; Transportation Sub-Comm.
Public Relation Sub-Comm.

2468

INTER OFFICE MEMO

OWAF/ee

Ref : AC/R/1/Tn.5

9 February 1945

SUBJECT : Monthly Return of Motor Cycles

TO : Commanding Officer 1st Truck Bn.

1. Reference AC/R/1/Tn.5 dated 31st January 45,
1st Indorsement, signed by Capt. Swisher.

2. Kindly arrange for the returns as mentioned
to be recognised immediately, but submitted MONTHLY to
G-4 (B).

Chd.

Major R.A.S.C.
Admin. Officer
Roads Section

Copy to:

G-4(B)

2467

0398

INTER OFFICE MEMO

CWAP/hgd

AG/R/1/TK.5

Feb. 3, 1945

SUBJECT: Transport.

TO : G-4 British.

R/1

1. Your letter G-4TN/103/2 dated 29 Jan. '45 is subject.

2. Fiat 10-tonners.

It is possible that there may be a mistake about these. No specific written ruling has ever been received to my knowledge, but it has always been assumed, rightly or wrongly, that these vehicles should be treated in the same category as the 30 cwt. Chevrolets. These have always been regarded as an American commitment after receipt of copy of cable W73388 cite PHOENIX dated 18 July 1944 from FREEDOM SIGNED SACHED to MAIN AAI, an extract from which reads as follows:

"Now appears 200 one and one half ton trucks are American owned and count against American commitment to AOC".

In this connection, the fact that these Fiat 10 ton vehicles have British W.D. numbers would appear to be no criterion, since the 30 cwt Chevrolets also have British W.D. numbers, yet are American commitments.

3. 30-cwt. Chevrolets.

The 6 30-cwt Chevrolets listed by you are all to be located in Abruzzi-Marche Region under the control of Capt. D.P. Richardson.

4. Bedford 3-tonners.

The 2 vehicles mentioned by you have been transferred to the Pirelli Tyre Works, Via Ascoli Rome, and are based at the Super Garage for upkeep.

5. Light-Weight Motor Cycles.

a. No returns are being made on the Light Weight Motorcycles. (Note: Returns were being made weekly to G-4, 2675th

2406

2. List 10-tonners.

It is possible that there may be a mistake about these. No specific written ruling has ever been received to my knowledge, but it has always been assumed, rightly or wrongly, that these vehicles should be treated in the same category as the 30 cwt. Chevrolets. These have always been regarded as an American commitment after receipt of copy of cable #73388 cite PHQAS dated 18 July 1944 from FREEDOM SIGNED SIGNED to MAIN AFI, an extract from which reads as follows:

"Now appears 200 one and one half ton trucks are American owned and count against American commitment to ACO".

In this connection, the fact that these List 10 ton vehicles have British W.D. numbers would appear to be no criterion, since the 30 cwt Chevrolets also have British W.D. numbers, yet are American commitments.

3. 30-cwt. Chevrolets.

The 6 30-cwt Chevrolets listed by you are all to be located in Abruzzi-Marche Region under the control of Capt. D.P. Richardson.

4. Bedford 3-tonners.

The 2 vehicles mentioned by you have been transferred to the Pirelli Tyre Works, Via Asciol Rome, and are based at the Super Garage for upkeep.

2466

5. Light-Weight Motor Cycles.

a. No returns are being made on the Light Weight Motorcycles. (Note: Returns were being made weekly to S-4, 2675th Regt. but were discontinued on the 8th of Dec. '44 by verbal consent of the S-4.)

b. None of the Motorcycles have been evacuated up to date and motorcycle 5111473 is held on NR by the Sixth Co. 1st Truck Bn. A.C. (OVHD).

c. Motorcycle 5111539 which appears on the Ordnance Voucher is not correct, the correct number being 5111537.

Sub.

MAJOR R. A. S. C.
Admin. Officer
Roads Section.

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

CRAP/hgd

7 Feb. 1945

AG/R/1/TE.5

SUBJECT: Drivers for Allied Commission.

TO : A.F.H.Q. C-5 (Att: Col. Butterworth).

1. Reference your letter T-10 dated 25 Jan. '45.
2. Only 72 vehicles have arrived. Owing to PBS being unable to assemble them, as previously agreed, it is not anticipated that they will be assembled by Feb. 30th 1945.
3. It is contemplated handing over half the vehicles for the training of the British Italian, and retaining half for the training by A.C. of the American Italians.
4. As soon as this is practicable you will be notified.

For the Chief Commissioner:

THP
 L.D. DUNSMORE,
 Colonel, F.A.,
 Acting Deputy Chief of Staff
 Economic Section.

Approved

6/Feb.

W. Thomas Col
 D. Director Fin S/C.

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/h1

Tel: 220

540/12/TN 1

4 Feb. '45

SUBJECT: Trucks for Northeast Italy

TO : Road Division

1. Provision was made by AFHQ for calling forward 1,000 3-ton trucks for Northeast Italy, if required.

2. These trucks are in addition to the 1,700 trucks now being delivered and 2,000 trucks on order for Northwest Italy.

3. After conference with Col. Butterworth, G-5, AFHQ, it was decided that a proper requisition should be submitted thru channels in order to procure this additional 1,000 trucks for Northeast Italy.

4. Please prepare necessary requisition in connection with these trucks in coordination with Planning Staff.

Merritt H. Taylor
MERRITT H. TAYLOR,
Director.

503

2462

INTER OFFICE MEMO

R/1 file WGP/Ed
copy R/11

3 February 1945

AC/R/1/Tn 5

SUBJECT : Truck Consignments

TO : Maj. Pepper

1. In addition to the 1670 trucks that are considered in the information to be passed to Col. Densmore we have 128 other vehicles promised for delivery.
2. Message WX 74523, 8 Decemehr 1944, AGWAR from CCS, states that 128 trucks, 1½ ton, have been authorized and first consignment scheduled for shipment some time in April 1945. No information has been received in regard to shipment of balance.
3. This completes the consignment of 1700 trucks approved by CCAC.



WARNER G. PETERSON
Capt. CAC,
Supply Section.

2463

R/1

2nd IND

3 Feb. 1945

From : Transportation Sub-Commission.

TO : Economic Section, HQ. A.S.

Your 1st IND dated 30 Jan. 45 is referred.

Message WX74523 dated 8 Dec. 44 #GWAR from CCS, states that 128 trucks 1 1/2 ton has been authorized, and first consignment scheduled for shipment some time in April 1945.

This completes 200 trucks. The position regarding the remaining 1500 is explained in attached copy of a letter from AFHQ T-11 dated 10 Jan. 1945.

This is all the information we have at present.

WHP
MAJOR R.A.S.O.
Admin. Officer
Roads Section.

2464

/ea

C O P YC O N F I D E N T I A LALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

R/1

Ref. T-11

10 January 1945

SUBJECT : Trucks

TO : Headquarters, Allied Commission, APO 394

1. It has now been confirmed by the New York Port of Embarkation that trucks 1-1/2 ton 4 x 2 cargo commercial type are scheduled for shipment in 4 equal installments of 375 each, marked ALOL (time indicator) Ord IV Tog SHF HH 31 FAME.

2. Time indicators are C,D,E,F, which converts to arrivals phased equally through March and April 1945.

3. Please insure that this notification is brought to the attention of the section responsible for the provision of drivers and the reception of these vehicles.

For the Acting Assistant Chief of Staff, G-5:

R.V. GRADY
Captain, T.C.
Economics & Supply Division.

Capt Peterson

*For information & any
necessary action*

2481

A number of queries have been raised by A.F.H.Q. with reference to Census Return. The under-mentioned queries can, I think, be answered by your Sub Commission.

1. Fiat 10-ton.

When this Branch took over vehicle records, it was stated that these were an American commitment, and they are so described in your AOC/TN/R38/2 of 4th August 1944, and cable 3114 of 11th September 1944, which is in the same file. A.F.H.Q. apparently regard them as British vehicles as they have British W.D. numbers, and they require them to be included in our Census Return. Can you state how these were originally regarded as American vehicles?

2. 30-cwt. Chevrolets.

Enquiry has been made regarding 6 Chevrolet 30-cwt. vehicles with British W.D. numbers, as follows:

4830861
4830889
4830894
5178281
5178309
5379210

Handwritten: 5. C. 240000
Please direct
to 400000

Are any of these known to your Sub Commission?

3. Bedford 3-ton.

240000

Question has been asked with reference to 2 of the 5 x 3-ton Bedfords which were on loan to the Food Sub Commission at Naples and which are now believed to be at the Lancia Garage. It is requested that this Headquarters be informed who is now responsible for the operation of these 5 vehicles, and that the under-mentioned W.D. and chassis numbers be checked:

216587	648335
514476	648335
4883976	OYD. 72518
4883972	OYD. 72533
4878755	648335

Handwritten: 240000
Please direct
to 400000

4. Light-Weight Motor Cycles.

It is requested that this Branch be informed

(a) Who is now responsible for making returns with reference to these motor cycles.

Handwritten: 240000
Please direct
to 400000

(b) /

- 2 -

- (b) Whether any of these motor cycles have been evacuated B.L.R., and in particular, if motor cycle No. 5111479 is held.
- (c) Question has been raised as to the correct W.D. number of the motor cycle which appears on the Ordnance Voucher as 5111539. It is requested that this number be checked by visual inspection and this Branch be informed if this number is correct.

Donald H. Haslam

S. W. MILLER,
Lieut. Colonel.
G-4 (B).

24~3

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CWAP/hgd

31 Jan. 1945

AC/R/1/TN.5

SUBJECT : Transport.

TO : Capt. Hay Lancia Garage.

1. The following is an extract from a letter to this Sub-Commission from G-4(B), which has originated from a number of queries raised by A.F.H.Q. with reference to Census Return.

"Bedford 3-ton.

Question has been asked with reference to 2 of the 5 x 3-ton Bedfords which were on loan to the Food Sub-Commission at Naples and which are now believed to be at the Lancia Garage. It is requested that this Headquarters be informed who is now responsible for the operation of these 5 vehicles, and that the under-mentioned W.D. and chassis numbers be checked."

4883976

OYD. 72518

4883972

OYD. 72533

2. Please let me have the correct answer.

Chubb, Maj.
MAJOR R.A.S.C.
Admin. Officer
Roads Section.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CWAF/hgd

Inter Office Memo

31 Jan. 1945

AC/R/1/TN.5

SUBJECT : Transport.

TO : Major Moyle Maintenance Section.

1. The following is an extract from a letter to this Sub-Commission from G-4(B), which has originated from a number of queries raised by A.F.M.Q. with reference to Census Return.

"Light-weight Motor Cycles.

It is requested that this Branch be informed.

(a) Who is now responsible for making returns with reference to these motor cycles.

(b) Whether any of these motor cycles have been evacuated B.L.R., and in particular, if motor cycle No. 5111479 is held. *6th Co*

(c) Question has been raised as to the correct W.D. number of the motor cycle which appears on the Ordnance Voucher as 5111539. It is requested that this number be checked by visual inspection and this Branch be informed if this number is correct."

577

511 521 511 511 511 511

2. Please let me have the correct answer.

Chubb, May
MAJOR R.A.S.C.
Admin. Officer
Roads Section.

247

AC/R/1/TN.5 1st. Ind.
Headquarters, 1st Truck Battalion; 2675 Regt. Allied Commission,
APO 394 U.S.A; 2 February 1945: TO: Major Moyle, Maintenance
Section, Transportation Sub-Commission APO 394

1. Reference Inter Office Memo dtd; 31 Jan. 1945, the
following information is submitted.

(a). No returns are being made on the Light Weight Motor-
cycles.

(1) Returns were being made weekly to S-4, 2675 Regt.
but were discontinued on the 8th of December 1944 by verbal
consent of the S-4.

(b) None of the Motorcycles have been evacuated as of
this date.

(b)(1) Number 5111479 is held on MR by the Sixth Co.
1st Truck Bn. Allied Comm. (Ovhd)

(c) Number 5111539 which appears on the Ordnance Voucher
is not correct, the correct Number being 5111537.

For the Commanding Officer

Thomas R Swisher

THOMAS R. SWISHER
Captain 2675 Regt.
Supply Officer, 1st Trk. Bn.

0411