

ACC

ACTN/R26

10000/140/2567
(VOLT)

ROADS: R
JUN-NOV, 1

10000/148/2569
VOL I)

ROADS: REQUISITIONING OF VEHICLES
JUN.-NOV. 1944

POOLING OF ALL CARS

1. Without a complete plan as to the method to be accepted in the pooling of all cars, it is somewhat difficult to express a full opinion and one can only point out what difficulties are bound to arise.

2. It is understood that all cars will be pooled with the exception of one car, allocated to the Director of each Sub-Commission.

3. This means that there will be a very large pool of cars and the objections to this are:

a. A large and efficient staff will be required to operate the pool.

b. A "watertight" system regarding the method to be employed when requesting a car will have to be designed and this system will not have to introduce a burdensome time lag.

c. A pool system means that an officer will seldom have the same car twice and therefore he will not be concerned as to its mechanical and general condition. If it breaks down, he merely informs the Pool control and demands another car. Whereas if a car is assigned to an officer, in the majority of the cases, he takes a personal interest in the condition of the car and keeps a check on the Italian driver, because he realises that if the car is off the road, he is grounded.

4. Pooling of cars, WITH ITALIAN CIVILIAN DRIVERS, is fraught with all kinds of pitfalls and calls for a tremendous supervising staff, when hundreds of cars are involved. The checking of work tickets alone will be a full time occupation for a number of people, and such checking cannot be done by Italians if it is going to be of any use. Whereas when a car is assigned to an individual officer it is always possible to hold him responsible for any mis-use of same, this goes completely by the board under the pool system. Is the officer in charge of the Pool to be held personally responsible for all the cars in the Pool?

5. As destructive criticism is always to be abhorred I would suggest that the allocation of cars be carefully reviewed and the following steps taken:

a. A certain number to be determined by those in authority to be allocated to all Sub-Commissions. These to be re-allocated by the Director of the Sub-Commission as he deems necessary.

b. A number of cars to be kept in a Hq. Pool for uses that cannot be pre-determined.

6. It must always be borne in mind that TE/WE of the Allied Control Commission was arrived at on the basis that it was impossible for the TE/WE and that ACC would have to rely on civilian vehicles to meet their requirements when they took over their respective duties in Italy.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ESTABLISHMENT BRANCH
APO 394

24 October 1944

SUBJECT: Requisitioning of Civilian Motor Vehicles.

TO : G-5 Section, Allied Force Headquarters, APO 512,
U.S. Army.

1. Reference AFHQ/8035/Q(AE) dated 14 October 1944.
2. Reference Para 2.

It is agreed that the vehicle situation has changed, but in one respect only. Whereas, previously, a critical vehicle situation existed only in ACC, this situation would now appear to have extended to the American and British Armies. The position is still acute insofar as ACC is concerned. Demands for requisitioned cars for urgent ACC duties are still far in excess of the present availability, due to the following reasons:

a. The rapid expansion of ACC responsibilities and personnel.

b. The fact that an appreciable percentage of existing cars requisitioned by ACC is continually off the road, owing to the unreliable condition of tires, tubes, batteries, etc., etc.

3. Reference Para 2(a)

a. The processing of requests for civilian cars, through Ordnance channels, would involve many officers who are not qualified to judge the needs of ACC for cars, as they are not familiar with its functions.

b. The time element required by Ordnance to get up a requisitioned car depot, procedure cars and parts therefor, would be excessive to say the least.

c. Allied Control Commission has personnel already familiar with the restrictions as to what properly may be requisitioned. It must be remembered that persons unfamiliar with such procedure may place the Allied Governments in an embarrassing position by requisitioning property that has been exempted therefrom.

5755

d. It is believed that the usual Ordnance procedure would be adopted, which means cars would be requisitioned and removed from the various Provinces, to a central depot; this means that the vehicular wealth of a Province is being depleted. Thus, additional hardship is placed upon the Province, when the future release of cars would be made; as it may be readily understood that the flow of cars for civilian use will be greatly curtailed due to damage of factories and scarcity of vital material. The policy adopted by Allied Control Commission was one to avoid such a procedure as the conservation and restoration of material wealth is a definite concern of the Allied Control Commission.

e. It is also felt that considerable delay would arise in cases where requisitioning would become necessary in isolated districts where no Ordnance is available.

f. It is recommended that requisitioning authority be delegated in AMG areas to Regional Commissioners as it has been in the past.

4. Reference Para 2(b)

To charge civilian cars against deficiencies in WD/TE would be considered unfair as the need for vehicles of WD type is much greater now than at any time heretofore. This is due to the rapid advance made by the Armies since last May. The amount of territory to be supervised required that present WD vehicles be kept on the road constantly. As most vehicles received by the ACC were class "B" vehicles the maintenance of the vehicles has been a task which with the shortage of mechanical personnel and parts presents an additional burden, as class "B" vehicles are not dependable. Further, civilian requisitioned cars in lieu of WD vehicles are only adding to the burden of maintenance unless such civilian cars be charged to the deficiency on the ratio of two civilian cars to one WD vehicle.

5. Reference Para 2(e)

It has been the policy of ACC in the past not to remove a vehicle from the area in which it was requisitioned to another. When a vehicle becomes beyond economical repair, it has been the practice of ACC to either return the vehicle to its owner or salvage the vehicle and utilize the parts to service others. It is requested that ACC be permitted to continue disposing of its requisitioned vehicles in this manner since it helps solve two problems, first that of future claims, and secondly, it offers an availability of parts needed for other cars. It would be very difficult also to move vehicles from areas in which they were requisitioned to Ordnance units which may be many miles away.

6. Reference Para 2(f)

As the Allied Control Commission operates jointly with the Italian Government in both forward and rear areas, it is necessary

that such transportation as ACC and AMG possess be used by various officials of the Italian Government. Italian Government engineers, bank and legal officials, and many others must be provided necessary transport in the forward areas to carry out their functions in conjunction with ACC and AMG personnel, in order to accomplish the combined task of rehabilitation of the Italian people. To withdraw the use of ACC transportation from Italian officials would greatly curtail the operation of both the Italian Government and ACC-AMG personnel. The use of AMG transport by Italian Government officials has been necessary due to the fact that the Italian Government does not have requisitioning authority in AMG areas.

7. Reference Para 2(g)

It does not seem feasible to register with and have Ordnance mark vehicles with military registration numbers for ACC. All vehicles requisitioned by ACC have an ACC registration Certificate Number assigned by the Region requisitioning. Registration Cards are made in duplicate, giving complete details of the vehicles, and a copy of the Registration Card is forwarded to G-4 Headquarters ACC, for file. G-4(A), Headquarters ACC, has in its files a record of all registration numbers, a registration card and a copy of the requisition to cover vehicles in all Regions.

C. M. PARKIN
Colonel, Infantry
Executive Officer

M. J. J. J.
HEADQUARTERS ALLIED COMMISSION
A.P.O. 39
AGRICULTURE SUB-COMMISSION

JME/EP

8.01

AGR/ 42.
Tel. 478707

27 November 1944

SUBJECT: Reports from Catanzaro Area, Food Surpluses.

TO : Economic Section, Attn. Priorities & Movements Div. ✓

1. Reference is made to the attached reports forwarded by an officer attached to the Sub-Commission and assigned to investigate the movement of fruit and vegetable surpluses in Calabria. The situation as reported indicates that fullest use is being made of available transportation, and also certain problems illustrating the shortage thereof.

a It is apparent that certain foodstuffs are piling up and going to waste for lack of feeder transport to get them to railhead. Strangely enough, this does not reduce the price at origin, but rather the quantity harvested. Complaints received from shippers indicate that the greater risk of spoilage precludes handling perishables under these conditions.

b It indicates the spoilage of perishable foodstuffs that must result from transportation shortage, even though the spoilage is, in most other areas, impossible to measure even percentagewise. The total must be considerable.

2. It is noted that civilian vehicles are engaged in contract hauling for the Military in that area. It is inferred that the diversion of these trucks has aggravated the haulage situation. At any rate, the solution of the problem of feeder transportation would free large quantities of citrus, chestnuts, apples, and very large quantities of charcoal, for export from Calabria, and benefit both origin and destination areas.

3. As the season for shipment of all these surpluses is at hand, your comments, for our guidance, are requested.

Distribution:

AC Southern Region-Att. Capt. Pogson
AC Southern Region-Att. Maj. Riddell
Food Sub-Commission, Att. Maj. Rorimer
Transportation Sub-Commission, Att. Lt. Col. Bordass

Inclosure:

Extracts, report of Capt. Pogson.

Leland G. Allbaugh
LELAND G. ALLBAUGH
Director.

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private firms with available vehicles can transport what should normally go through A.C. channels.

These firms knowing full well that they can sell anywhere, will buy at any reasonable price.

In addition, Merchants realizing that if A.C. do not ship their products quickly it will just rot, and thus show no financial returns are glad to get rid of it at a price before it does rot.

It seems that some greater co ordination is required between Road and Rail transportation, so that road vehicles are available when rail wagons are available.

No information has been given to me as to whether amongst other things, the availability of road transportation is considered when Rail bids are up for consideration.

Generally it may be said that the supplies are available, but the Supply problems as regards the transportation are even more in evidence.

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Further to my CAP/4 dated November 21st. 1944.

It should be noted in connection with the above mentioned letter that almost all the civilian vehicles in this Province have been requisitioned or are under contract to 274 Works Section RE, (Lumber) in Cosenza and Catanzaro areas, and to 800 Engineers (American Lumber) in Cosenza, for the Timber Program.

Under these circumstances the available transportation ~~for~~^{for} lifts has to be drawn from the A.C. Pool.

This Pool has seven (7) three ton vehicles distributed as follows:

- 2 Cosenza and local Communes
- 3 Catanzaro and local Communes.
- 2 Reggio Area?

In view of the large areas to be covered by these vehicles, it is impossible to meet demands entirely, and then only for short lifts where priority or emergency is greatest (E. Grain)

In order to cope with Provincial requirements a pool of at least thirty American 2 1/2 ton trucks (or three ton British) would appear to be essential for grain distribution alone.

In addition a 30 truck Pool here would be an asset provided merchants continued to use mules and Ox carts etc as heretofore.

The above should provide a concrete layout for a constant flow of supplies provided that Road and Rail availabilities are co ordinated.

BEST COPY POSSIBLE

Col. Carnes,
Capo Botteghe
Commissioni Trasporti
Commissione Alleata

To whom it may concern:

The undersigned wishes to communicate the following incident:

On the 16th of the present month travelling to Perugia in his own machine, Fiat 1100, accompanied by a lawyer, Cesare Gioffrè, whilst parking in the Square near Palazzo del Governo, he was asked to show his documents and permission, which were recognized as legitimate, but in the meantime a certain Lieutenant A.M. Johnstone having noticed that in the machine there were two extra tires, he requisitioned one (the best) saying that three of tires were sufficient. He was made to observe that therefore that all the tires were in a deplorable condition and therefore that all six together were not worth more than four good ones, and he was begged that at least he would not take the best but another one in order to make the return journey to home possible. The observation and the request were made in a polite form, both in English and in Italian, but the above named official did not deign to make any reply. Finally a clerk in the service of Lieutenant Johnstone wrote a receipt a copy of which is here enclosed.

It was brought to notice that the receipt did not correspond with what had happened because there had been no question as to the right of possession of the tire and inner tube, but the said clerk (an Italian) to this just observation replied that if the present receipt were not accepted no other would be given and to the request made politely by the lawyer Gioffrè to appeal to a higher officer than Lieutenant Johnstone not only was the right refused but with arrogance he was threatened to be put outside the door.

The undersigned does not consider it necessary to relate all the inconveniences, the length of time and the expense of the return journey due to the requisition of his best tire which was almost new.

The undersigned is confident that his claim will be recognized, above all because his tire was requisitioned at Perugia whilst he belongs to Rome.

Thanking in anticipation the undersigned hopes to receive a favorable reply to the rightful ownership of his tire.

Yours faithfully,

Giacomo Brandelli
Via Ambasciadori, 24.

Rome, 22-11-1944

Giacomo Brandelli

The undersigned wishes to communicate the following incident:

On the 16th of the present month travelling to Perugia in his own machine, Fiat 1100, accompanied by a lawyer, Cesare Goffrè, whilst parking in the Square near Palazzo del Governo, he was asked to show his documents and permission, which were recognized as legitimate, but in the meantime a certain Lieutenant R.B. Johnstone having noticed that in the machine there were two extra tires, he requisitioned one (the best) saying that three of tires were sufficient. He was made to observe that three of the tires were in a deplorable condition and therefore that all six together were not worth more than four good ones, and he was begged that at least he would not take the best but another one in order to make the return journey to home possible. The observation and the request were made in a polite form, both in English and in Italian, but the above named official did not deign to make any reply. Finally a clerk in the service of Lieutenant Johnstone wrote a receipt a copy of which is here enclosed.

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Thanking in anticipation the undersigned hopes to receive a favorable reply to the rightful ownership of his tire.

Yours faithfully,

Giacomo Brandelli
Via Ambrogio Aradam, 24. - Roma

Giacomo Brandelli

Rome, 22-11-1944

*all enclosed forwarded
dated 24/11/44*

Cofin

ALLIED CONTROL COMMISSION / LAZIO UMBRIA REGION / HQ PERUGIA PROV.

TRANSPORTATION DEPARTMENT

Date : 15 November 1944 Place: Perugia

This is to state that the following item of property

Questo dichiara che le seguenti proprietà :

tyres-gomme Nr. one (1) Michelin P 1952247

size-misura 5.25 x 15 and 5.25 x 15 tube, conditions fair

wheels-ruote one (1) size-misura 15

are in custody of A.M.G. HQ Perugia Prov., pending investigation.

sono in custodia di A.M.G. HQ Provincia Perugia, per indagini.

The owner may find such items at the Garage Augusta, Perugia

Il proprietario può trovare tali prop. al Garage Augusta, Perugia.

The owner will be notified immediately of the disposition of the above after the investigation have been held.

Il proprietario verrà immediatamente informato dell'uso di quanto sopra dopo il termine delle indagini.

Name of the owner and address: Roma, via Area Aracana, 24

Signature

(s.) Giacomo Prandelli

N.W. Johnston 1st Lt Trans. Dep.

ACC IV Perugia HQ

IL SOTTOSEGRETARIO DI STATO
PER L'AGRICOLTURA E PER LE FORESTE

Prot. n° 387

Rome, November the 21st, 1944

To the Transportation Sub Commission

and copy

To the Economic Section

To the Agriculture Sub Commission

To the Food Sub Commission

R O M E

=====

Subject: Derequisitioning of Italian trucks in Cosenza Province.

1. The Italian civil transportation in Cosenza Province are in an extremely critical situation, since on a total of 42 present trucks, we get the following situation:

Out of action (needing repairs)	n° 5
Assigned to transportation of salt	" 2
Requisitioned by the Forestry Service of the 5th and the 8th Armies	" 32
At disposal for services of civil supplies	" 3

TOTAL 42

2. Under such conditions it cannot be allowed either the transportation of olives, or olive-husks, or wheat or other food supplies

3. The situation appears very critical, since in 45 Communes out of a total of 153 the transportation of food stuffs for the whole winter is needed before the first snow-fall.

4. Enclose herewith is a nominal list of the 32 trucks requisitioned by the 800th and by the 274th Forestal Company, Engr F.C.O. so that every effort should be done as to avoid in the present critical situation of civil transportation that 90% of such trucks had to be used for military purposes.

Perp

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AUTOCARRI PESANTI REQUISITI ALL'800^ e DALLA
274^ ENGR. F.C.O.

Addetti ai servizi della 274^ Compagnia Forestale

1) Ammirata Fratelli	= Cosenza =	Lancia	targa	3419 CS
2) Bilotti Mario	= " =	Fiat	"	3327 CS
3) " "	= " =	"	"	3291 CS
4) Feltrinelli Fratelli	= Campigliatello	"	"	3376 CS
5) " "	"	"	"	3819 CS
6) " "	"	"	"	3380 CS
7) " "	"	"	"	3379 CS
8) Leone Giuseppe	= Cosenza =	"	"	2907 CS
9) " "	= " =	"	"	2957 CS
10) Loizzo Eugenio	= Cosenza =	OM	"	2966 CS
11) " "	= " =	OM	"	2799 CS
12) Marchese Fratelli	= " =	Alfa Romeo	"	3224 CS
13) Mingrone	= Bocchigliero	Lancia	"	3223 CS
14) Paternostro Francesco	= Mormanno	OM	"	3174 CS
15) Regoli Milton	= Cosenza =	I.F.	"	80478 ROMA
16) Safes	= Mormanno	Fiat	"	3368 CS
17) Zigliani	= Cosenza =	"	"	10877 RC
18) " "	= Cosenza =	"	"	10996 CR

Addetti al servizio dell'800^ Compagnia Forestale

19) Rovito Giuseppe	= Cosenza =	I.F.	targa	2982 CS
20) Gervasi Luigi	= Cosenza =	Renault	"	2785 CS
21) Greco Pietro	= Cosenza =	I.F.	"	3285 CS
22) Caligiuri Michele	= Cosenza =	Fiat	"	3316 CS
23) " "	= " =	"	"	3276 CS
24) Colella Angelo	= S.Giovanni in Fiore	"	"	30803 NA
25) " "	= " =	"	"	30872 NA
26) " "	= " =	Lancia Rop	"	30814 NA
27) " "	= " =	"	"	30842 NA
28) Bevacqua Domenico	= Cosenza =	OM	"	3198 NA
29) Santelli Fratelli	= Cosenza =	Fiat	"	2719 CS
30) Leonetti Luigi	= Cosenza =	I.F.	"	2954 CS
31) Bilotti Mario	= " =	Fiat	"	3417 CS
32) " "	= " =	"	"	3536 CS

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PIRELLI

Società Per Azioni

Stabilimento di Tivoli (Villaggio Aériale)
Stabilimento di Roma (Via Alessi - Torremaggiore)

To R.O.

Date: 25 November 1944

ALLIED MILITARY GOVERNMENT

Industry Division,
Lazio & Umbria Region

R.O.M.

De Cisterna nella Pieve
1094

Come to: A.C., Transportation Sub-Commission - Five Section,
Via Alessi 41 - Rome.

REACTIVATION OF OUR TIVOLI PLANT

Allocation of railway carriages for the transport of cement

We beg to inform you that, although we agreed - we tried our best to obtain at once the allocation of twelve railway carriages for the transport of 240 tons of cement from Civitavecchia to Regni di Tivoli, we have found ourselves faced with the following difficulties:

- 1) the Transportation Sub-Commission of A.C. (Captain Deen, Rails Section) cannot issue the labels until our requests have been passed by the Military Authorities, who consider such requests only at weekly meetings which are held, we have been told, at A.F.M.G., Cassina, every Tuesday. Consequently, we shall not possibly obtain the allocation of railway carriages before the end of next week.

- 2) Capt. Deen has informed us that, in any case, it will not be possible to have the carriages brought to the station of Regni di Tivoli, as the line has not yet been reactivated. Trains do not go further than Tor Sapienza (about 20 kms. from the factory), so that the cement will have to be received either at that station or to one of the stations of Rome.

- 3) The factory of Tivoli can dispose of only one lorry, going to the station, with a maximum capacity of 3.5 tons.

5729

Copy to: A.C.: Transportation Sub-Commission - Fire Section,
Via Assisi 41 - Roma.

REACTIVATION OF OUR TIVOLI PLANT

Allocation of railway carriages for the transport of cement

We beg to inform you that, although we agreed - we tried our best to obtain it once the allocation of twelve railway carriages for the transport of 240 tons of cement from Civitavecchia to Roma di Tivoli, we have found ourselves faced with the following difficulties:

1) the Transportation Sub-Commission of A.C. (Captain Dean, Rails Section) cannot issue the labels until our requests have been passed by the Military Authorities, who consider such requests only at weekly meetings which are held, we have been told, at A.F.M.A. Caserta, every Tuesday. Consequently, we shall not possibly obtain the allocation of railway carriages before the end of next week.

2) Capt. Dean has informed us that, in any case, it will not be possible to have the carriages brought to the station of Regni di Tivoli, as the line has not yet been reactivated. Trains do not go further than Tor Sepienze (about 20 Km. from the Factory), so that the cement will have to be received either at that station or to one of the stations of Roma.

3) The factory of Tivoli can dispose of only one lorry, going on producer gas, with a maximum capacity of 1.5 tons, whilst arrivals of cement are expected to take place at the rate of one carriage of 20 tons per day. The problem of having adequate means of transport will therefore have to be also considered.

P.S. We should have no objection to have the carriages brought to the stations of Tor Sepienze.

/s/ FIRULLI
Società per Azioni
Sviluppamenti di Roma e di
Tivoli (Viale Adriatico)
Il Direttore
/s/ V. GONETTI

D/CLP. 42.4

R/26
AD/TN/GR

Tel: 220

9 Nov. '44

SUBJECT: Requisitioning of Vehicles Meeting
at AFHQ on 1 November 44.

TO : Acting Vice President, Economic Section

1. On 1 November, Col. Carnes, and Lt. Col. Bordess of the Transportation Sub-Commission, and Lt. Amoroso, G-4, AC, attended the subject meeting, representing the Allied Commission.

2. The minutes of that meeting were forwarded to you November 3.

3. We have now received from AFHQ, G-5, the following papers which appear immediately below in our file which is forwarded herewith: Covering letter from G-5, AFHQ of 4 November and a covering letter and Appendix A to AFHQ/8035/R(AC), which is a list of the decisions which, according to AFHQ, were reached at the meeting.

4. Your attention is invited to para. 2 of the covering letter to Appendix A which states: "Will you confirm by 7 November 44 that these decisions are accurately recorded and instructions will be issued in due course from this Headquarters". As this is a matter of great importance to the Allied Commission, it is suggested that these papers be reviewed by the section or sections interested and instructions be issued as to whether these "decisions" are satisfactory to the Allied Commission and what reply is to be made. You will note that these papers were received at Headquarters, AC on November 7 and confirmation is requested "by 7 November 1944".

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

incls: complete file AD/TN/R 26
ltr. from AFHQ (G-5) 4 Nov 44
covering letter & App. A to
AFHQ/8035/R(AC).

cc - Road Section

5738

ANCIA
VIALE RAYON 102
RUE

Stan Pepper.

Repe attached. The whole thing is a
is such a pack of lies that I can't propose to make any
reply unless the Colonel wishes he should do.
Very Shushy; moreover, brought his 'friends' can in the
Senate with the important proposal that it would be placed at
our disposal on condition the money was also allowed to use it. Naturally
I refused. I said the car still in the yard yesterday when DINO
promised and it had no circulation permit but did have 6 tyres.
I returned the D. VITO to requisition it is. Take it away a temporary
receipt put to the owner.

The owner Keeseppe came back and day to have he knew
where 37 stolen tires were hidden. If he put us in the hotel, under
he had his car back? As the car is still in the front of I only
wanted the tires. I agreed. Several times, I suggested as to
whether he had purchased the 37 tires but each time was told
that he would do so shortly.

Finally, he refused to show us when the tires were
hidden (the whole thing was in my opinion, a big one to get
me to give him back his car against future delivery of the
stolen tires) & asked if he could have the car back less the
tires. I said yes. That was why I asked for it to be
requisitioned.

The delay therefore in forwarding the temporary
receipt to the car was due to awaiting the delivery of the
purchased 37 tires which were not obtained.

Unless today, when the balls about promises to get
him a permit if he got tires for my car is accomplished
and I am strongly inclined to buy the first man

forage with the informant proposed that it would be placed at our disposal on condition the owner was also allowed to use it. Naturally I refused. I saw the car still in the yard yesterday when Dave humiliated out it had no circulation permit but did have 6 tyres. I advised Mr. DiVito to requisition it, i.e. take it against a temporary receipt from the owner.

The owner MacCarron came back next day to find he knew where 37 stolen tires were hidden. If he put us on to him, could he have his car back? As the car itself was no good & I only wanted the tires, I agreed. Several times, I argued as to whether he had purchased the 37 tires but each time was told that he would do so shortly.

Finally, he refused to show us where the tires were hidden (the whole thing was in my opinion, a lay on to get me to give him back his car against future delivery of the stolen tires). & asked if he could have the car back less the tires. I said yes. That was why I wrote 57971 to be requisitioned.

The delay through in forwarding the temporary receipt to 4-4 was due to awaiting the delivery of the promised 37 tires which were withheld.

Needless to say, after the talks about promises to get him a permit if he got tires for my car is completely personal nature & I am strongly inclined to say the ~~information~~ by the facts for forwarding such statements to R.A.C. I don't think any friend of MacCarron's would stand up to much police inquiry!

Yours
Matthews

21 OCT 1964

CHECK SLIP
ROME AREA ALLIED COMMAND
APO No. 794, US Army

Lt. Cornin
MRC

3-135

File No. _____
Subject Requisitioned Vehicle.

This check slip will not be detached from this correspondence. Reply to remarks made hereon will be expedited.
This correspondence will not be retained in the hands of a section chief more than 24 hours after receipt unless otherwise indicated or unless the AG is informed. Remarks will be numbered serially.

No.	DATE	FROM	TO	REMARKS
1	10/7/44	G-4 RAAC Cornin Trans Off	Lt.	Vehicle referred to in attached correspondence has never been officially requisitioned through this headquarters. Forwarded for your information and necessary action.
2	10/10/44	Mtr. Reqn Off. Hq. (A) AMG - Lazio- Umbria Region	G-4 (A) Hq. ACC	Forwarded as a matter pertaining to Hq. A.C.C., rather than to this headquarters.



Charles A. Toliver
CHARLES A. TOLIVER,
Captain, Inf.,
Actg. G-4

Mortimer Cornin
MORTIMER CORNIN
1st Lt *5796*
Motor Requisitioning Officer

Il 10 settembre mi fu presentato l'ing. Maccaroni, impiegato al garage Lancia in viale Parioli, diretto dal cap. Haj. Durante una conversazione amichevole gli chiesi se era possibile acquistare nel garage un retro parabrezza per la mia Lancia Augusta. Mi rispose che questo non era possibile e mi chiese se avevo il permesso di circolazione. Risposi di aver inoltrato domanda alle autorità e che lo aspettavo. ~~Si disse che non c'era~~ ^{in girono} ~~nessuna~~ ^{di costruzioni}. Mi dichiarò che al cap. Haj occorrevano delle gomme alla sua macchina e se io avessi dato suggerimenti sui luoghi ove queste potevano essere reperite egli s'impegnava a farmi ottenere subito dal cap. Haj, a titolo di ringraziamento, il permesso di circolazione dall'A.C.C. Obiebbai di non poter dare queste informazioni a premio che rivelavano un carattere non degno per un gentiluomo, ma assicurai che nei dintorni di Orvieto e di Frosinone vi erano dei contadini che avevano delle gomme abbandonate dai tedeschi in fuga e che vendevano a poco prezzo. Aggiunsi che potevo condurlo ad acquistare tutte le gomme che voleva e potevo acquistarle io stesso ad un prezzo non basso che non valeva la pena di regimire. Mi disse che avrebbe parlato di questo al cap. Haj e mi pregò di telefonargli in ufficio.

Il 12 settembre mi comunicò che il cap. era favorevole a quanto chiesto e mi avrebbe dato il permesso dell'A.C.C. per Orvieto per una sola volta al fine di acquistare le gomme che gli occorrevano e se queste andavano bene per la sua macchina mi garantiva un permesso definitivo. Mi assicurò inoltre che mi avrebbe fatto mettere nell'officina il retro parabrezza mancante se gli portavo la macchina.

Il 15 settembre alle ore 16 portai la macchina in viale

(2)
 Parioli. Egli stesso la guidò dalla strada fin dentro all'ufficio
 ti pregò di telefonargli l'indomani, poiché il permesso non è
 pronto per l'assenza del cap.

Il 16 sett. senza telefonare mi recai al suo ufficio ed alle
 ore 10 mi comunicò che la macchina era stata requisita
 dallo stesso cap. Haj dietro suggerimento dell'ing. Divi che
 era il suo braccio destro. Chiesi di essergli presentato e gli
 feci le mie rimozioni per questo atto che io definivo un
 vero e proprio tradimento. Osservai ancora che era im-
 possibile che un ufficiale inglese scendesse alla barriera
 di un raggio per sequestrare un'automobile che altri-
 menti non avrebbe potuto requisire ed avesse ricorso al vile
 sotterfugio di una formale promessa per indurmi a portare
 la macchina al suo garage e renderla così passibile di
 requisizione. Chiesi a questo ing. Divi di annunciarmi al
 cap. Haj. Mi invitò ad attendere nella sua stanza e si recò
 lui stesso dal cap. a perorare la mia causa. Dopo una
 lunga attesa ne uscì e mi comunicò che il cap. permetterebbe
 che mi portassi via la macchina senza quattro gomme e
 senza quattro scerifoni perché due le aveva prese il cap.
 e due le aveva prese lui stesso per la sua macchina.
 Osservai che io non potevo condur via la macchina con
 due sole ruote (la mia macchina aveva 6 gomme, comprese
 due di scorta) ed insistetti per parlare col cap. affermando
 che questa ~~era~~ era un'azione vile e che mi rifiutavo di
 credere fosse promossa da un ufficiale inglese.

(3)

Egli mi pregò di considerare che nulla avrei ottenuto direttamente dal cap. non comprendendo egli una parola d'italiano e che anzi avrei peggiorato la situazione facendola requisire.

Abbandonai l'ufficio indignato.

Il 17 sett. alle ore 10 mi recai nuovamente dall'ing. Dini e gli chiesi ancora di poter parlare al cap. Haj. Egli entrò nella sua stanza per annunciarmi. Ne uscì per dirmi che il cap. era molto occupato e che comunque gli aveva detto di assicurarmi che mi avrebbe restituito la macchina completa se gli avessi fatto requisire almeno 20 gomme fra grandi e piccole. Gli risposi che avremmo per lui per questa proposta e che io non subivo ricatti.

Il 20 sett. telefonai all'ing. Maccaroni per sapere chi fosse il superiore diretto del cap. Haj a cui potermi rivolgere e protestare per il sopruso. Mi rispose che era il colonn. Carnes con ufficio in via Vittorio Veneto, Ministro delle Corporazioni, e mi assicurò che mi avrebbe accompagnato il giorno seguente alle ore 14.

Puntuale all'appuntamento trovai l'ing. Maccaroni che già mi attendeva per dirmi che il col. Carnes era partito ma che lasciassi completamente a lui il compito di liberare la macchina e che comunque era meglio attendere il ritorno del col. Carnes.

Il 22 sett. telefonai ancora all'ing. Maccaroni. Mi avvertì che era ritornato il col. Carnes e che per dolore del torto fattomi con abuso di potere non era in grado di aiutarmi.

(4)

Contemporaneamente gli rinvennero dirmi notizia che erano state tolte dalla macchina le rimanenti due gomme e la batteria. Mi assicurava la sua comprensione e mi chiedeva di aver fiducia nella sua opera di persuasione presso il cap. per farmi restituire la macchina.

Il 25 sett. ebbi un ulteriore abboccamento con l'ing. Maccaroni nel corso del quale mi chiese di lasciar la macchina al suo servizio e nel caso fossi consentiente mi assicurava di ottenere il permesso per suo uso e così poter salvarla.

Non ho mai parlato direttamente col cap. Haj e dubito quindi che egli sia al corrente dell'arbitrio descritto.

Non ho mai ricevuto alcuna notifica o alcun foglio di requisizione. Se l'ing. Tini o l'ing. Maccaroni facessero a loro difesa la difficoltà del recapito posso rispondere di essere stato in contatto quasi quotidiano con loro e che ambidue avevano il mio indirizzo e il mio numero di telefono.

Reputo che l'uno e l'altro abbiano a loro disposizione tutti fogli e registri e possano in due minuti preparare un foglio di requisizione timbrato, firmato e registrato con apparizione retrodatata, ammucchiati non senza eseguire un controllo senza preavviso per constatare la veridicità di quanto^{to} esposto.

Giuseppe Dregato
Via Calma 48
Tel. 481325

Sept. 10th. I had the opportunity to meet ing. Maccaroni, on duty at the Lancia garage, viale Parioli, in charge of which is capt. Hay. I told him by the way that I was the owner of a car, and that I was waiting for the permit of circulation, that I had already required.

Ing. Maccaroni proposed me to find out, for capt. Hay's car, some tires. I should have been able to obtain - in change - the permit I wanted from capt. Hay, or - through capt. Hay - from A.C.C.

I refused, because I don't think that a gentleman may give such informations in order to get any advantage. I only suggested ing. Maccaroni to buy them from countrymen in the surroundings of Orvieto or Prosinone, where several pneumatic tires taken over by the Germans suppose to be hidden.

On sept. 12th. ing. Maccaroni rang me up, and told me that, had I brought my car in his garage, he would have provided to sell me a windscreen I needed; He informed me too, that I should have got a permit for one trip Rome-Orvieto and back in order to find out and buy the tires for capt. Hay's car. He assured me that I should have also obtained the permit for my car, from capt. Hay.

On sept. 15th. I transferred my car into capt. Hay's garage, where I consigned it personally to ing. Maccaroni, and was informed that the permit was not yet ready, because of capt. Hay's absence.

On sept. 16th. I returned to the garage, and I was told from ing. Maccaroni that my car was requisitioned by capt. Hay, by advice of ing. Dini, an assistant of him. I saw ing. Dini, and asked him to introduce me to capt. Hay, but he didn't. He just reported me, that I was allowed to take my car ~~again~~ back, but without the four tires and the four wheels, two of which were necessary for capt. Hay's car, and to for ing. Dini's car, capt. Hay said. I was surprised and disgusted, and asked him how I take my car back without wheels. I refused to believe that an english officer should have been able to play such a bad trick on me, but ing. Dini refused to introduce me to capt. Hay, saying that he didn't speak italian at all and couldn't therefore understand me.

= 2 =

On sept. 17th. I went again to see ing. Dini, and again I asked him to introduce me to capt. Hay. He announced me, but reported that the capt. was very busy, and that he ~~was~~ had following message for me, from capt. Hay. He should I have provided 20 tires, I could have my car and my wheels back. I replied that I couldn't tolerate any blackmail, and that a gentleman cannot give informations about his own friends cars, in order to let them requisition.

Under my request, ing. Maccaroni applied to col. Carnes, A.C.C., who seems to be the officer from whom capt. Hay depends. Col. Carnes reply was as follows, ing. Maccaroni reported: "He was very sorry, and realized that the whole thing was an abuse of power; but I had to be patient; he was a very sorry to inform me that more two wheels had been taken away from my car, and the battery too. But he would have tried to persuade capt. Hay to give me everything back, and hoped to be successful. "

I never saw directly capt. Hay, and I don't know if and what he knew of the whole thing.

I was never notified that my car was requisitioned, and never received any document or ~~was~~ receipt from ing. Dini or ing. Maccaroni, who both I saw nearly every day, and who had my address and telephone number.

In the case of an investigation on the spot, I understand that both ing. Maccaroni and Dini have stamps and registers at their disposal and may eventually prepare in a few minutes an antedated requisition-~~blank~~

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ALLIED FORCE HEADQUARTERS

TEL. NO. FREEDOM 124

ATTN: 80355/Q(AE)

Nov. 44

Subject: Requisitioned Transport
Policy.

Distribution below.

1. Attached at Appendix "A" is a list of the decisions reached at the conference held in the office of Brigadier Q(AE) on Wednesday, 1 Nov. 44.
2. Will you please confirm by 7 Nov. 44 that these decisions are accurately recorded and instructions will be issued in due course from this Headquarters.

JRL/DY.

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

Distribution.

G-4 (A) (2)
G-4 (B)
G-5 (4)
ORD. (A) (2)
ORD. (B)
A-4 AAFMTO
MATOUS. (2)
COMIN ZONE ORD (2)
Q(AE)X
Q(AE) STATS.

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JRL/DY.

Distribution.

- G-4 (A) (2)
- G-4 (B)
- G-5 (4)
- ORD. (A) (2)
- ORD. (B)
- A-4 ADJUTANT
- NATOUSSA (2)
- COMIN ZONE ORD (2)
- Q(AE)X
- Q(AE) STATS.

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

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2-10-44

APPENDIX "A" TO
AFHQ/8055/2(23)
DATED NOV 44

- (a) All requisitioning of civilian vehicles for both US and British forces will be through respective Ordnance channels. Authority to requisition lies with AAI in the forward areas and AFHQ, for British Army, and MTOUSA, for US Army, in the rear areas giving regard to their respective areas of responsibilities, but may be delegated by these headquarters to definite subordinate headquarters.
- (b) Requisitioned vehicles will be held against deficiencies in the TE/WE of all Allied Military units, including AOC.
- (c) In an emergency, vehicles may be requisitioned in excess of TE/WE without prior written authority of AAI or AFHQ/MTOUSA, but such authority must be obtained promptly thereafter.
- (d) All requisitioned vehicles held surplus to the TE/WE for which authority is not granted by AAI or AFHQ/MTOUSA will be disposed of by one of the following methods:-
 - (i) To the respective Ordnances.
 - (ii) To Workshops for breaking up and removal of essential spares for repair of other vehicles.
 - (iii) Derequisitioned and handed over to the original owner or if not practicable to the Italian Government.
- (e) In territories under the Italian Government's jurisdiction vehicles requisitioned by the Allied Forces will not be used by Italian Government Officials or Italian Civilians not employed by Allied Forces. Any such vehicles which are now being used in this manner will be disposed of as in (d) above.
- (f) All requisitioned vehicles will be registered by Ordnance (US or British) and marked with military registration numbers.
- (g) Load carrying vehicles will not be requisitioned for military use except in cases of emergency.
- (h) Requisitioned vehicles will not be moved from the country in which they were requisitioned except with the approval of AFHQ.

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HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Nov. 3, 1944

SUBJECT : Notes on the meeting held in
Brig. Cowley's Office (Q) 6AE)
at AFHQ on Wednesday 1st Nov. 44
at 15.00 hrs. as per AFHQ letter
AFHQ/3035/Q(AE) dated 14 Oct. 44 in
connection with the requisitioning
of vehicles.

TO : Director, Transportation Sub-Commission.

In the Chair : Brigadier Cowley
Amongst those present were the following:
Col. Libby (A) G-4
Col. Butterworth (A) G-5
Lt. Col. Franklin (C) G-5
Representatives of American Ordnance and Air Force.
Col. Carroll (B)) Members of AFHQ
Lt. Col. Viniby (A)) Inspection Team.
Lt. Col. Pasanleyhough)
Col. Carnes (A) Transportation 3/Comm. A.G.
Lt. Col. Boddess (B) "
Lt. Amoroso (A) G-4 A.C.

1. Brigadier Cowley opened the meeting and stated that he proposed to go through the Agenda as per his letter of the 14th Oct. (copy attached) paragraph by paragraph.
2. Para 2(a) This had been amended by G-4 to read as follows:
"All requisitioning of civilian vehicles for both U.S. and British forces will be through respective Ordnance channels. Authority to requisition lies with 372 in the forward areas and AFHQ for British Army and MTOUCA, for U.S. Army in the rear areas, giving regard to their respective areas of responsibilities, but may be delegated by these headquarters to definite subordinate headquarters."

Col. Carnes produced and quoted the AI Letter 5008/CAG dated 28 June, in which the policy was laid down that in principle the Allies would not requisition civilian transport, but would leave that to the AG (ACC as it was then).

TO : Director, Transportation Sub-Commission.

In the Chair : Brigadier Cowley
 Amongst those present were the following:
 Col. Libby (A) G-4
 Col. Butterworth (A) G-5
 Lt. Col. Franklin (C) G-5
 Representatives of American Ordnance and Air Force.
 Col. Carroll (B))
 Lt. Col. Viniby (A)) Members of AFHQ
 Lt. Col. Feasleyhough) Inspection Team.

Col. Carnes (A) Transportation S/Comm. A.C.
 Lt. Col. Bordaes (B) " "
 Lt. Amoroso (A) G-4 A.C.

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Col. Carnes produced and quoted the AAI letter 5008/CAO dated 28 June, in which the policy was laid down that in principle the Army would not requisition civilian transport, but would leave that to the AG (ACC as it was then). Col. Carnes asked if that policy was now to be completely reversed.

Col. Libby (G-4) stated that AAI were under command AFHQ and that therefore that instruction did not effect what ever policy AFHQ wished to adopt. He went on to say that AC was also a military unit under command AFHQ and that all matters should be dealt with through the correct military channel, which in this case was Ordnance.

Col. Carnes said that he had consulted Commodore Stone and that it was the Commodore's wish that the wording "may be delegated" should read "will be delegated" and that AC should be specified as one of the subordinate headquarters.

Considerable amount of discussion took place on this and Col. Libby pointed out that the meeting was discussing a "policy paper" and not a "working paper", and therefore he could see no reason why the wording should be changed. He added that when the working paper was issued, it would state that AC would be one of these subordinate headquarters. On this understanding and guarantee this para was agreed.

3. Para 2(b) This para had been amended by Q-4 to read as follows:

"Requisitioned vehicles will be held against deficiencies in the TE/WE by all Allied Military units, including J.C."

Col. Libby stated that this had been done because the original para 2(b) read as if A.C. were not a military unit, which they definitely were.

Col. Carnes referred to the fact that AFHQ had authorized AC to form a Quarter Master Truck Battalion and that in fact we had been able to get a certain amount of personnel and equipment but we have no control vehicles. Col. Carnes emphasized the fact that there was a Military Unit expected to operate in forward areas and yet we were not able to furnish them with the essential Control Vehicles. In fact he was not sure if Control Vehicles had been authorized. The representative of American Ordnance stated that Control Vehicles had been authorized but they were just not available.

Lt. Col. Franklin made a "side remark" that 15 Jeeps had been authorized and they had 5 available.

Lt. Col. Borden stated that there was no objection to this para, provided it was agreed that the present TE/WE was an entirely inadequate one. He pointed out that when A.C. was first formed it was agreed that it was not possible to determine a fixed TE/WE and that a small one was fixed upon the understanding that A.C. would draw upon civilian resources for its additional requirements. This was accepted.

Col. Carnes further pointed out that the TE/WE must be allowed

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Lt. Col. Zordass stated that there was no objection to para, provided it was agreed that the present TE/WE was an entirely inadequate one. He pointed out that when A.C. was first formed it was agreed that it was not possible to determine a fixed TE/WE and that a small one was fixed upon the understanding that A.C. would draw upon civilian resources for its additional requirements. This was accepted.

Col. Carnes further pointed out that the TE/WE must be allowed to show A.C. requirements in regard to Italian civilians and the various other organizations working alongside A.C.

It was agreed that A.C. should submit a revised TE/WE, this TE/WE being in two parts:

PART A:- Showing the vehicle requirements for A.C. personnel (Military).

PART B:- Showing the vehicle requirements for A.C. not included in Part A (Civilians working for A.C. Italian Government Officials in AMG areas, Organizations or personnel attached or administered by A.C. etc.

4. Para 2(c) This had been amended to read "No requisitioned vehicles will be held surplus to the IT/WE and having regard to the agreement made in para 2(b) this para was approved.

5. Para 2(d) This had been amended to read:

"In an emergency, vehicles may be requisitioned in excess by IT/WE without prior written authority of JAI or AFHQ/AFHQUSA, but such authority must be obtained promptly thereafter". This was agreed.

6. Para 2(e) This para caused a considerable amount of discussion and Col. Carnes pointed out that A.C. were in a much better position to repair and maintain civilian cars than ordnance. Again, Col. Libby pointed out that this was a policy paper and not a working paper and that the object was merely to get the right channel. In the working paper Ordnance would pass the responsibility over to A.C.

Lt. Col. Borden explained to the Chairman that in the past A.C. had not received fair treatment from Ordnance and that in fact it had been so bad that orders had to be issued by JAI (see their letter HME/7132, dated 21 June 44) and HQ MFOUSA (reference AG541. 2/300 ORD-0) dated 2nd September 44 respectively that A.C. would in future be afforded proper treatment. Lt. Col. Borden stated that A.C. were convinced that if all spare parts for civilian cars were to be in the hands of Ordnance a similar state would arise.

Col. Carnes pointed out that numerous cases had occurred where vehicles assigned to A.C. by the Army, had been shipped by Ordnance to supply parts for vehicles belonging to other military units. It was finally agreed that the para should read as follows:

"All requisitioned vehicles held surplus to IT/WE and for which authority is not granted by JAI or AFHQ/AFHQUSA, shall be held in the hands of the following:

5. Para 2(d) This had been amended to read:

"In an emergency, vehicles may be requisitioned in excess by TE/WE without prior written authority of AAI or AFHQ/AFHQUSA, but such authority must be obtained promptly thereafter". This was agreed.

6. Para 2(e) This para caused a considerable amount of discussion and Col. Carnes pointed out that A.C. were in a much better position to repair and maintain civilian cars than ordnance. Again, Col. Libby pointed out that this was a policy paper and not a working paper and that the object was merely to get the right channel. In the working paper Ordinance would pass the responsibility over to A.C.

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Col. Carnes pointed out that numerous cases had occurred where vehicles assigned to A.C. by the Army, had been assigned by Ordinance to supply parts for vehicles belonging to other military units. It was finally agreed that the para should read as follows:

"All requisitioned vehicles held surplus to TE/WE and for which authority is not granted by AAI or AFHQ will be disposed of by one of the following means:

- 1) To respective Ordnances/who will make use of them to make up the TE/WE of other units,
- 2) To workshops for breaking up and removal of essential spares.
- 3) By derequisitioning back to the original owner or Italian Government.

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7. Para 2(f) This para did not cause any vital discussion, but by agreement was amended to read as follows:

"In territory under Italian Governmental Jurisdiction, vehicles requisitioned by the Allied forces will not be used by Italian Government officials or by Italian civilians not employed by Allied Forces. Remainder of para unaltered.

8. Para 2(g) Lt. Amoroso pointed out that all requisitioned vehicles were registered with A.C. and that such records could be furnished to Ordnance as required. Also that all such vehicles were already signed and numbered and there appeared to be no point in re-numbering the vehicles.

Col. Libby said that a block of numbers corresponding to the present ones could probably be issued by Ordnance, which would obviate this.

The American Ordnance representative stated that P.B.S. had issued a very recent order to the effect that all requisitioned vehicles would be painted W.D. colour and have a white star painted on the front and rear. It appeared to be the unanimous opinion of the meeting that this would be a complete waste of man-powder, time and materials, but it was not made clear as to whether P.B.S. would be informed to this effect. Finally para 2(g) was amended to read:

"All requisitioned vehicles will be marked with military registration numbers."

9. An additional para had been added to the original agenda as this was agreed to read as:

2(h) "All requests for requisitioned vehicles will be passed through command channels."

This had been added by G-4 in order to tie up with the military unit policy.

JAMES J. CANNES,
Colonel, Infantry,
Director, Road Section
Tn. Sub-Commission

ngd

GENERAL IMPRESSIONS.

1. It was fairly obvious that the idea was that AFHQ hoped to collect a number of cars off A.C., but after Col. Carmes had pointed out that a reasonable W/W would not only absorb all the vehicles at present in our possession but would also require additional vehicles, that idea appeared to fade away. It cannot, however, be considered dead.

2. The idea referred to in para 10(a) above has been fostered by AFHQ officers coming to Rome and seeing a good number of cars standing out side A.C. HQ. There is no doubt that checks have been made and vehicles lined up to like period of time they stand unused.

It is essential that an order be issued and enforced immediately that no car, with the exception of the taxi cabs, be allowed to park for a period exceeding 30 mins. In most cases officers should know what time they require their cars and in cases of emergency they could phone the Super Garage, which would mean a delay of not more than 15 mins. for the car to report.

3. A further impression gained was that AFHQ consider that in A.C. "the right hand does not know what the left is doing". This remark was actually passed by an AFHQ officer, but not during the meeting and whereas "people who live in glass houses should not throw stones", unfortunately at the present time there is some truth in it.

4. Finally it is clear that from now on AFHQ will keep a close watch on A.C. and in particular the Transportation Sub-Commission and they will not hesitate to take advantage of any slip up. The preparation of the proposed W/W ed is for the closest co-operation between all departments. Sub-Commission and Regions and must be couched with the greatest care and accuracy.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File

JJC/jr

Tele: 378

28 October 1944

ACC/TN/R/26

MEMORANDUM:

TO : Capt. Hay, Lancia Garage.

1. The car in question was requisitioned by me with the understanding that this work had been performed by Lancia for the Germans.

2. I did not agree to pay Lancia for this work, and if it has ~~2~~2,351.85 Bill outstanding, I suggest the car be derequisitioned and returned to Lancia.

3. Before derequisitioning the car and turning it over to Lancia I would like a report in detail (not in Italian) showing the facts of the case.

*4. If the bill is \$23 ⁵¹/₁₀₀ pay it
if the car is worth it*

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

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HEADQUARTERS
ALLIED CONTROL COMMISSION
LEGAL SUB-COMMISSION
APO 394

ACC/4014/4/L.

WEB/mt
25 Oct. 44

SUBJECT: Bus Roma 74 bbd.

TO : Transportation Sub-Commission.

Reference your ACC/TN/R/26 of 23 Oct 44.

1. This case has to be determined under Italian law.

I have therefore consulted an Italian legal expert who agrees with the decision given below.

2. The bus is the property of the Governatorato of Rome and should be restored to them. They should however repay to the firm of Forlini a sum equal to the benefit received by the Governatorato from the work done by Forlini.

3. On the assumption that the figure of L. 234.800 is a reasonable figure for the work done, the compensation due from the Governatorato is L. 234.800 plus the cost of the new tyres less depreciation between the date of repairs and the date of restoration to the Governatorato.

5716

W.E. Behrens
W.E. BEHRENS,
Colonel,
Deputy Chief Legal Advisor.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFO 394

CWAT/jr

Tele: 378

ACC/TN/R/26

24 October 1944

SUBJECT: Requisitioned Vehicles.

TO : See Distribution below.

1. The attached letter from AFHQ, reference AFHQ/8035/Q(AE) dated 14 October 1944 is self explanatory.

2. Transportation Sub-Commission has been requested to compile the data necessary for an efficient representation at the meeting of ACC requirements of requisitioned vehicles for essential duties.

3. A postponement of this meeting has been granted for one week, in order to allow time to prepare the above.

4. In order to justify the present position, it will be necessary to make abundantly clear the fact that, in addition to vehicles at present operating against a TE/WE Establishment, many are required to meet the needs of:

- a. Civilians necessarily employed by ACC.
- b. Government employed working both in AMG and ACC territory, and
- c. Miscellaneous diplomatic and semi-official personages attached to or administered by ACC.

5. Please, therefore, furnish Transportation Sub-Commission at the earliest possible moment, with the following information:

5710

- a. Number of requisitioned and/or Government vehicles assigned to your Sub-Commission, Section, Group, etc., etc.
- b. Justification for same.
- c. Number of vehicles surplus to your minimum requirements.
- d. Minimum number of requisitioned and/or government vehicles necessary efficiently to discharge the functions of your Sub-Commission, Section, Group, etc., etc.

TC : See Distribution below.

1. The attached letter from AFHQ, reference AFHQ/3035/Q(AE)

dated 14 October 1944 is self explanatory.

2. Transportation Sub-Commission has been requested to compile the data necessary for an efficient representation at the meeting of ACC requirements of requisitioned vehicles for essential duties.

3. A postponement of this meeting has been granted for one week, in order to allow time to prepare the above.

4. In order to justify the present position, it will be necessary to make abundantly clear the fact that, in addition to vehicles at present operating against a RE/WE establishment, many are required to meet the needs of:

- a. Civilians necessarily employed by ACC.
- b. Government employed working both in IAG and ACC territory, and
- c. Miscellaneous diplomatic and semi-official personages attached to or administered by ACC.

5. Please, therefore, furnish Transportation Sub-Commission at the earliest possible moment, with the following information:

5715

- a. Number of requisitioned and/or Government vehicles assigned to your Sub-Commission, Section, Group, etc., etc.
- b. Justification for same.
- c. Number of vehicles surplus to your minimum requirements.
- d. Minimum number of requisitioned and/or government vehicles necessary efficiently to discharge the functions of your Sub-Commission, Section, Group, etc., etc.

DISTRIBUTION:

"C"

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

ALLIED FORCE HEADQUARTERS
 Ref. No. Freedom 256
 AFHQ/8035/Q(AE)
 14 Oct 44.

SUBJECT : Requisitioning of Vehicles.

TO : Distribution below.

1. At a meeting held in the office of the Brigadier, Q(AE), on Friday 13 Oct 44, it was suggested that the present practice of requisitioning vehicles in this theatre should be reviewed in view of the shortage of certain types of military vehicles.

2. At present vehicles in Italy can be requisitioned only on behalf of the ACC except in cases of operational necessity. This rule was made by AAI at a time when the shortage of vehicles in the ACC was acute compared with the situation in the American and British Armies. This situation has now changed. The following new procedure is suggested, and will be discussed further at a meeting in the office of the Brigadier, Q(AE), at 1500 hours on Wednesday 25 Oct 44.

- (a) All requisitioning both on the US and British sides will be done through Ordnance channels. Authority to requisition lies with AAI in the forward areas and AFHQ in the rear areas; but may be delegated by these Headquarters to subordinate headquarters.
- (b) All requisitioned vehicles will be held against deficiencies in the TE/VE. This rule applies to all military units and the ACC.
- (c) No requisitioned vehicles will be held surplus to the TE/VE without the written authority of AAI in the forward areas or AFHQ in the rear areas.
- (d) When it is necessary to requisition a vehicle in excess of TE/VE as a matter of urgency, this may be done without waiting for the written authority of AAI or AFHQ. Such authority will be obtained as soon as possible.
- (e) All requisitioned vehicles held surplus to TE/VE and for which authority is not granted by AAI or AFHQ will be returned to the Ordnance who will dispose of them as follows:-
 - (i) to units who have deficiencies in their

shortage of certain types of military vehicles.

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- (c) No requisitioned vehicles will be held surplus to the TE/WE without the written authority of AAI in the forward areas or AFHQ in the rear areas.
- (d) When it is necessary to requisition a vehicle in excess of TE/WE as a matter of urgency, there can be one without waiting for the written authority of AAI or AFHQ. Such authority will be obtained as soon as possible.
- (e) All requisitioned vehicles held surplus to TE/WE and for which authority is not granted by AAI or AFHQ will be returned to the Ordnance who will dispose of them as follows:-
 - (i) to units who have deficiencies in their TE/WE.
 - (ii) to their original owners if these can be traced.
 - (iii) to workshops for breaking up and removal of essential spares.
- (f) Requisitioned vehicles will not be used by Italian civilians or Government officials. Any such vehicles

which are now being used in this manner will be
reacquired.

- (g) All requisitioned vehicles will be registered by
Grantee and marked with military registration
numbers.

/s/
T. C. COWLEY
Brigadier, C(AD)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ACC 394

23 October 1944

MEMORANDUM:

SUBJECT : Requisitioning of Vehicles.

1. Reference AFHQ/8035/Q(AE) dated 14 October 1944.
2. Reference Para 2.

It is agreed that the vehicles situation has changed, but in one respect only. Whereas, previously, a critical vehicle situation existed only in ACC, this situation would now appear to have extended to the American and British Armies. The position is still acute in so far as ACC is concerned. Demands for requisitioned cars for urgent ACC duties are still far in excess of the present availability, due to the following reasons:

1. The rapid expansion of ACC responsibilities and personnel.
2. The facts that an appreciable percentage of existing cars requisitioned by ACC is continually off the road, owing to the unreliable condition of tires, tubes, batteries, etc., etc.

3. Reference paragraph 2(a).

The placing upon a military basis of an organization whose allotted task is essentially civilian - i.e. the rehabilitation of the Italian people - is to be deplored.

With external channels of communication delay is inevitable, and may vitally affect the efficient functioning of the ACC. Though this delay is partially catered for in paragraph 2(a) the exceptions thus covered constitute the rule rather than the exception apart entirely from the many cases occurring in isolated districts where no Ordnance is available, resulting in further delay.

4. Reference paragraph 2(b).

The present ACC TE/VE is totally inadequate to meet the requirements of even the Allied Military Personnel, and was never designed to cover the use of requisitioned cars by

R/26
File
CHAP/17

2. Reference Para 2.

It is agreed that the vehicles situation has changed, but in one respect only. Whereas, previously, a critical vehicle situation existed only in ACC, this situation would now appear to have extended to the American and British Armies. The position is still acute in so far as ACC is concerned. Demands for requisitioned cars for urgent ACC duties are still far in excess of the present availability, due to the following reasons:

1. The rapid expansion of ACC responsibilities and personnel.
2. The facts that an appreciable percentage of existing cars requisitioned by ACC is continually off the road, owing to the unreliable condition of tires, tubes, batteries, etc., etc.

3. Reference paragraph 2(a).

The placing upon a military basis of an organization whose allotted task is essentially civilian - i.e. the rehabilitation of the Italian people - is to be deplored.

With external channels of communication delay is inevitable, and may vitally affect the efficient functioning of the ACC. Though this delay is partially catered for in paragraph 2(d) the occasions thus covered constitute the rule rather than the exception apart entirely from the many cases occurring in isolated districts where no Ordnance is available, resulting in further delay.

4. Reference paragraph 2(b).

The present ACC TE/WE is totally inadequate to meet the requirements of even the Allied Military Personnel, and was certainly never designed to cover the use of requisitioned cars by civilians. Such civilians are vital to the needs of ACC, which has insufficient Allied Military Personnel properly to function without their assistance. Moreover, it is imperative that many of these civilians be mobile, since their duties range from inspecting bridges, roads, etc., all over Italy to meeting the needs of the local Communes.

5. Reference paragraph 2(c).

In addition to the reasons stated in paragraph 4 above and paragraph 6 below, it is necessary that a standing pool of cars be held for the sole purpose of cannibalisation, in order to maintain in a roadworthy condition the existing ACC requisitioned cars, for which spare parts, in many cases, are unprocureable.

6. Reference paragraph 2(d).

The daily expansion of ACC responsibilities and personnel precludes the practicability of a pre-determined TE/WZ.

7. Reference paragraph 2(e).

It has been found by practical experience that, to meet the needs of operational military vehicles, ACC vehicles have been decorated to an extent necessitating a formal protest from ACC. This protest resulted in the issue of explicit instructions on the subject by Headquarters, Allied Armies in Italy. (See their letter RME/7182, dated 21 June 1944, copy attached, marked 1.) Attention is further invited to paragraph 2 of a letter from Headquarters, NATOUSA, dealing with the same subject, reference AG 543.2/300 ORD-C, dated 2 September 1944, copy also attached, marked 2. *See Ref/PA/R/2 copies.*

The view is held by ACC that, if the policy outlined in paragraph 2(e) were to be adopted, a similar situation, detrimental to ACC interests, would develop when the question arose as to the allocation of vital spare parts.

8. Reference paragraph 2(f).

This cannot be agreed for the reason stated in paragraph 4 above.

9. Reference paragraph 2(g).

This could only be agreed provided ACC were to be placed upon a full military basis and, as stated in paragraph 3 above, such a procedure is to be deprecated.

J.F.C.
D. S. ADAMS,
Colonel, CB.
Director, Tn. Sub-Comm.

17531

The daily expansion of ACC responsibilities and personnel precludes the practicability of a pre-determined TB/WB.

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The view is held by ACC that, if the policy outlined in paragraph 2(e) were to be adopted, a similar situation, detrimental to ACC interests, would develop when the question arose as to the allocation of vital spare parts.

8. Reference paragraph 2(f).

This cannot be agreed for the reason stated in paragraph 4 above.

9. Reference paragraph 2(g).

This could only be agreed provided ACC were to be placed upon a full military basis end, as stated in paragraph 3 above, such a procedure is to be deprecated.

J.S.C.
D. S. ADAMS,
Colonel, CC.
Director, In. Sub-Comm.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

Tel: 546

EE/44

LDD/ec

28 October 1944

MEMORANDUM FOR COLONEL PARKIN:

1. This is in connection with our telephone conversation and AFHQ message F-40609 of October 18, which directs that ACC is to turn over 5 requisitioned saloon cars to AFHQ for VIP's with the understanding that 6 small vehicles now held by AFOS RAAC will be given to ACC as replacements.
2. Due to the fact that the Economic Section has recently received 4 Nash Sedans the Chief of Staff directed that 4 requisitioned cars should be made available from the Economic Section. Three of the FEA cars have been allotted to Sub-Commissions, one was allotted for Mr. Antolini's use. Since the Industry Sub-Commission has received one of the FEA cars, it is considered proper that the Industry S/C should release requisitioned car HQ #141 Lancia Astura.
3. The Transportation S/C also having had one of the FEA cars assigned to it should release requisitioned car HQ #352 Lancia Astura.
4. One of the FEA cars was assigned to the Agricultural S/C but that Sub-Commission does not have a requisitioned car of the type required for VIP's.
5. The Public Works and Utilities S/C has requisitioned car HQ #290 Lancia Dilambda and requisitioned car HQ #291 Chrysler Sedan. It is considered that since there is to be a replacement with a smaller car that either HQ car 290 or 291, to be determined by the P W & U S/C, should be made available.
6. The assignment of FEA car to Mr. Antolini did not release a requisitioned car since the car used by General O'Dwyer is a government car and temporarily is used by Col. Murphy for liaison work with visiting delegations from AFHQ, London and Washington.
7. Other than as indicated above the Economic Section cannot spare other requisitioned cars without seriously affecting the Sub-Commissions ability to perform their duties.

For the Acting Deputy Chief of Staff:

cc: Industry S/C
Transportation S/C ✓

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

TO : HQ ACC Transportation Sub Commission.
FROM : HQ ALG/ACC Abruzzi - Marche Region.
SUBJECT : Requisitioned Bus.
REF : R5/517/21.
DATE : 20 Oct 44.

Ref your ACC/TN/R26 dated 29 Sep 44.

Attached please find application from Avv Carlo on behalf of Ditta Giulio Forlini for the retention of the bus concerned.

It is pointed out in support of the application that this vehicle has been of great service and is still considered necessary for the route upon which it is at present operation.

FOR THE REGIONAL COMMISSIONER:

TC/WEC.

Copy to:- P.C. Chieti.

J. D. Scholtz
J.D. SCHOLTZ,
Major,
Executive Officer.



5710

1999

TO : Executive Officer, Abruzzi-Marche Region
 FROM : Avv. Carlo Marra, representing the Ditta Giulio Forlini
 SUBJECT : Autobus Abandoned by the Germans.
 DATE : 17 October 1944.

Subject is autobus owned by Governatorato of Rome, with license plate "Roma 74668." The bus was seized by the Germans at Rome and later abandoned by them at Popoli (Province of Pescara).

1. On 5 August 1944, Capt C. E. Bolt, police officer of Pescara Province, and Lt. Truman G. Holladay, provincial supply officer, authorized Giulio Forlini of Pescara to go to Popoli and bring back the 100-seat automobile to be repaired for use. AMG pass No. 181885 for movement of civilians, dated 5 August 1944, was issued by Capt. Bolt for this purpose.

2. It was the purpose of the two officials that when the bus was repaired, it should be used for bus service between Popoli and Pescara. At the present time it is in use on that run, making a round trip each day. This service is an exceedingly necessary one for the province of Pescara.

3. These repairs cost the Forlini firm a total of L. 254,800, including labor and parts, a cost which could be covered by bills in the firm's possession.

4. A representative of the Governatorato later came to the province and sought to recover the bus, but Lt. Holladay refused to permit its being taken to Rome, because of the large amount of money spent on its repair by the Forlini firm.

5. The Forlini firm now requests a written order from AMG permitting the firm to keep the bus for a period of two years in order to recover the cost of the repairs.

6. During the service now in operation, additional expenses have been borne for the replacement of worn-out tires.

7. These statements were made to me by Sig. Forlini and are not based on any personal knowledge but are believed to be true. A statement by Sig. Forlini before a representative of the Sindaco and of the CC.RR. as to the condition of the vehicle when taken from Popoli on 9 August is attached.

Carlo Marra 5709
 AVV. CARLO MARRA
 Via Campo di Fossa, 5,
 AQUILA

DICHIARAZIONE

La Ditta autotrasporti Giulio Forlini di Pescara ha passato in ricognizione l'autobus di proprietà del Governo Dorato di Roma portante il numero 74668 Roma in presenza del signor rappresentante del Sindaco Zaino Salvatore del Brigadiere CC.RR. Manzoli Vincenzo i quali hanno notato che sullo stesso autobus mancano i seguenti pezzi (dico bene parti):

Pompe d'iniezione ;

due batterie accumulatori 12 volte ;

i fari completi della macchina ;

il dinamo ;

il motorino di avviamento ;

vari cristalli mancanti e rotti ;

la completa portiera posteriore ;

molto rovinate la parte posteriore della carrozzeria e altre ammaccature alla carrozzeria stessa.

Mancanti dell'orologio e di tutte le lampadine di illuminazione.-

Popoli, li 9 Agosto 1944

Firmato

Giulio Forlini.

Zaino Salvatore.

Manzoli Vincenzo.

5708

TRANSLATION

DECLARATION

The Giulio Forlini auto transport firm of Pescara has inspected the autobus owned by the Governatorato of Rome, carrying the number 74668 roma in the presence of Zaino Salvatore, representing the sindaco, and of the Brigadiere of Carabinieri Manzoli Vincenzo, who have found the following parts (or the greater part of each) to be missing from that vehicle:

Fuel pump

Two 12-volt storage batteries

The headlamps, complete.

The generator

The starting motor

Various glass missing and broken

The whole rear door

The rear part of the body is seriously ruined and other parts of the body are badly dented

The clock and all (internal) illumination lamps are missing.

Popoli, 9 August 1944

Signed

Giulio Forlini

Zaino Salvatore

Manzoli Vincenzo

5707

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele: 378

ACC/TN/R/26

10 October 1944

SUBJECT: Requisitioned Trucks.

TO : Hq. Abruzzi-Marche Region AMG.

1. Reference your letter RS/517/12 dated 4 October 44.

2. It is not the policy of ACC to requisition trucks because it is the considered opinion that such a policy would cause trucks to be hidden away and it is essential that all available civilian trucks are brought into use.

3. An alternative procedure to be employed in organizing civilian trucks has been outlined both verbally at meetings and in writing. This Hq. can only reiterate same.

4. Attached please find details as to how civilian transport should be organized in a town or city, together with copies of the Provincial Order which was issued in the case of Florence and the standard haulage rates to be charged. These haulage rates are being revised and the new rates will be forwarded to you immediately they are available. In the meantime the enclosed rates should be put into force.

5. It is essential that in each of your provinces Ufficio Auto-transporti should be set up with the least possible delay in order that available civilian transport is brought under control without requisitioning because it may be necessary to withdraw W.D. vehicles near future.

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JHE/FR

File

1726

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

file *R/26*
JJC/jr

9 October 1944

Tele: 378

ACC/TN/R/26

SUBJECT: Requisitioned Motor Vehicles for ACC Truck Bn.

TO : Deputy Chief of Staff, Establishments Section.

1. Request authority to requisition 50 civilian cars to be used as control vehicles for the First Truck Bn. 2675 Regt.

2. Requests have been made to AFHQ, G-5, for the supply of military vehicles for this purpose. However, it is understood that it will be impossible to obtain these vehicles for some time.

3. The control vehicles will be needed for the 104 supervising personnel as well as the Italian Operating Personnel in the organization.

JJC
D. G. ADAMS,
Colonel, CE.
Director, Tn. Sub-Comm.

5703

4404 3611



Roma, 29 settembre 1944

Mod. 874

Ministero dell'Interno

- Gabinetto -

Divisione *Sez.*

Prot. N. 4404 Allegati

ALLA COMMISSIONE ALLEATA
DI CONTROLLO - Sottocom=
missione Interni -

Risposta al f.° del = R O M A =

Dir. *Sez.* *Ass.*

OGGETTO Autobus di proprietà dell'Istituto
Superiore di Odontojatria.- OCT 1944

L'Istituto Superiore di Odontojatria di Roma ha fatto notare a questo Ministero la necessità in cui si troverebbe di poter usare dello autobus targato col n° 37977 di sua proprietà attualmente requisito ed adibito dall'Ufficio "M.A.T.S." per il servizio dell'Aeroporto.-

Date le finalità del predetto Istituto si prega di prendere in benevole considerazione la possibilità di aderire alla richiesta.-

d'ordine del Ministro
IL CAPO DI GABINETTO

Cal/C.

[Signature]
5704

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tn/SP/35

*File
R/26.
Chd.
5710.*

To : G-4 (A)
Subj.: Requisitioned cars
Date : October 3rd., 1944

Reference telephone conversation (Capt. HAY - Cpl. PASQUALE).

PLYMOUTH	ROMA	63392	} Duplicate VEHICLE RECEIPTS forwarded to your office 28 SEP 44
LANCIA APRILIA	"	66722	
FIAT 500	"	67157	Duplicate RECEIPT forwarded your office thru Col. CARNES on 26 SEP 44.
FIAT 1500	motor n°	030325	Duplicate receipt forwarded your office 19 SEP 44
FIAT 1100	ROMA	70496	Duplicate receipt forwarded your office 19 SEP 44
FIAT 500	AMG	527	Brought from Super-garage by Pfc. de VITO on instructions of Capt. KEARIN. Nothing further known of this car.
LANCIA APRILIA	Serial n°	38-1694	Requisitioned by Col. CARNES in LANCIA GARAGE 17 JUN 44 and ordered by him to be put in running order. Understand requisition papers lost. Car belonged to S.A. LANCIA and C. to whom fresh requisition papers should be sent. Bill for approx 40.000 l. for repairs due LANCIA and C.

Copy to Col. CARNES } Tptn
Administration officer } Sub-comm.

h h

TRANSPORTATION SUB-COMMISSION

5703

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File R126
CWAP/jr

Tele: 378

29 September 1944

ACC/TN/R/26

SUBJECT: Requisitioned Bus.

TO : Hq: Region V (Att: Capt. Richardson)

The attached copy of letter reference 17381 - 1/5/10 dated 23 Sept. 44 from the Tramway and Bus Enterprise in Rome to this Hq: is passed to you for investigation and report to this Hq. please.

CWP

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

5733

GB/1r

TRANWAY AND BUS ENTERPRISE
OF ROME

Ref. No. 17381 - 1/5/10

Rome 22nd September 1944

TO : Allied Military Command
Transportation Division
Rome - Via del Mare

*File
R/26.
clerk
28/9.*

The Commune of Popoli has informed us that one of our busses, license plate Rome 74668, circulating number 1593, stolen by Germans, has been left in that small town. So this Enterprise has tried to recover it on 4th September with its own means and personnel.

When our employee arrived on the place, he could not find anymore the bus and from informations of the RE.CC. and of the mayor of the Commune, he knew that the bus has been taken to Pescara by the enterprise "Forlini" about the 15 of August. This has been done with the authorization of the Allied Command of Pescara in order to operate transports of passengers from Popoli - Pescara and vice-versa.

The above mentioned employee went to Pescara to the enterprise "Forlini" to take back the bus, but he was sent to the Allied Command of the place to have the authorization for the withdrawal.

The representative of the Allied Command informed him that after the examination of the case the bus will be temporary requisitioned for public services.

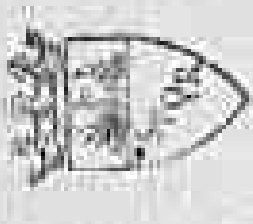
Our Enterprise needs urgently this bus to operate services of public interest in the Capital, especially for the Allied Forces.

Our Enterprise is ready to pay all the eventual expenses supported by the enterprise "Forlini" for spare parts and reparations even if they have not been authorised.

We are waiting for instructions from this Command.

The Director
(sgd. illegible)

5700



AZIENDA TRAMVIE E AUTOBUS
DEL GOVERNATORATO DI ROMA

SERVIZIO Materiale Mobile
Sezione Trazione

17391

Cat. 1 Classe Fasc. 10
Risposta al N.

del

Allegati N.

OGGETTO

Roma, n.
VIA VOLTURNO, 65 Tel. 475251 Ind. Telegrafico ATIN ROMA

Al Comando Militare Alleato
Divisione Trasporti

ROMA
Via del Mare

Ci è stato segnalato dal Comune di Popoli che un'autostrada
vettura autobus targata - Roma 74668 - con numero di esercizio
1593 rapinatoci dai tedeschi, era stata abbandonata in quella città
tadina. In seguito alla segnalazione questa Azienda ne ha tentato
il recupero in data 4 settembre c.a. con mezzi e personale proprio.

Il nostro incaricato giunto sul posto non ha più trovato
il veicolo nel luogo segnalato ed in seguito ad informazioni assun-
te presso i RR.CC. e il Sindaco del Comune è venuto a conoscere
che detta vettura era stata trasportata a Pescara dalla Ditta For-
lini verso la metà di agosto u.s., e ciò a seguito di autorizzazione
ne del Comando Alleato di Pescara per essere adibita a trasporto
passeggeri Popoli - Pescara e viceversa.

Il suddetto nostro incaricato si è recato a Pescara presso
la Ditta Forlini per ritirare la vettura, senonché veniva pregato
di recarsi presso il Comando Alleato del luogo per il benestare del
ritiro. Il rappresentante del detto Comando ha però fatto noto che
dopo la revisione in corso la vettura sarà temporaneamente requisi-
ta per servizio pubblico.

Detta vettura è necessaria di urgenza a questa Azienda per
compiere servizi di interesse pubblico nella Capitale, tra i quali
in preminenza quelli delle forze armate Alleate.

Questa Azienda è pronta a riconoscere le eventuali spese
che la Ditta Forlini ha incontrato per ricambi e piccole riparazioni
eseguiti per quanto la riparazione non sia stata preventivamente au-
torizzata.

Nella risposta citare: Servizio Materiale Mobile e numero della presente

Cat. I Classe
Risposta al N.
del
Allegati N.

9 Fasc. 10

ROMA
Via del Mare

OGGETTO

Ci è stato segnalato dal Comune di Popoli che una nostra vettura autobus targata - Roma 74658 - con numero di esercizio 1593 rapinata dai tedeschi, era stata abbandonata in quella cittadina. In seguito alla segnalazione questa Azienda ne ha tentato il recupero in data 4 settembre c.a. con mezzi e personale proprio.

Il nostro incaricato giunto sul posto non ha più trovato il veicolo nel luogo segnalato ed in seguito ad informazioni assunte presso i RR.CC. e il Sindaco del Comune è venuto a conoscere che detta vettura era stata trasportata a Pescara dalla Ditta Forlini verso la metà di agosto u.s., e ciò a seguito di autorizzazione del Comando Alleato di Pescara per essere adibita a trasporto passeggeri Popoli - Pescara e viceversa.

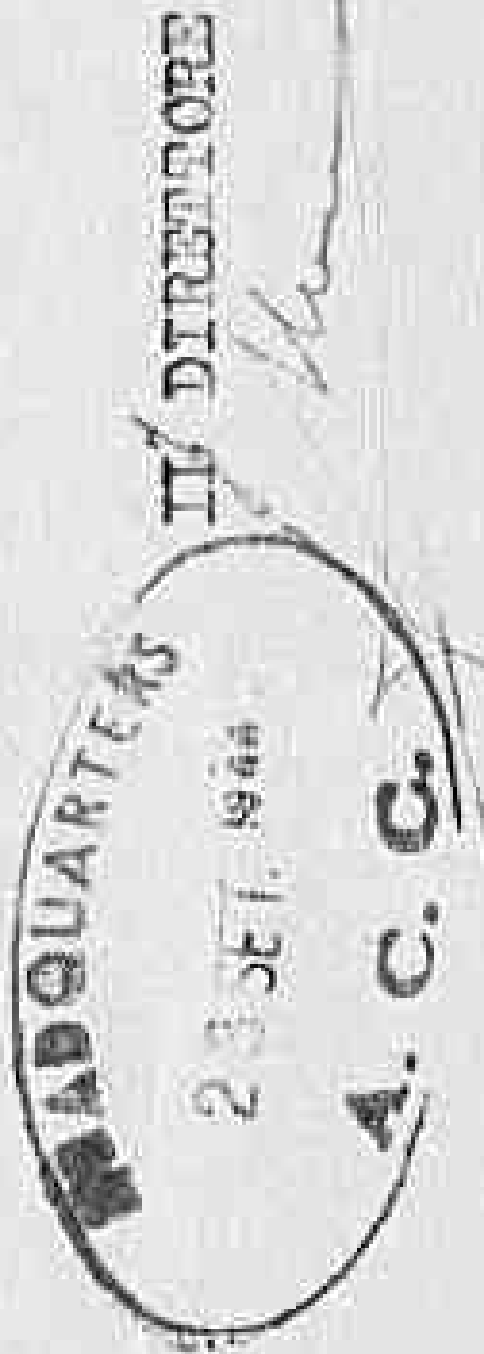
Il suddetto nostro incaricato si è recato a Pescara presso la Ditta Forlini per ritirare la vettura, senonché veniva pregato di recarsi presso il Comando Alleato del luogo per il benestare del ritiro. Il rappresentante del detto Comando ha però fatto noto che dopo la revisione in corso la vettura sarà temporaneamente requisita per servizio pubblico.

Detta vettura è necessaria di urgenza a questa Azienda per compiere servizi di interesse pubblico nella Capitale, tra i quali in preminenza quelli delle forze armate Alleate.

Questa Azienda è pronta a riconoscere le eventuali spese che la Ditta Forlini ha incontrato per ricambi e piccole riparazioni eseguiti per quanto la riparazione non sia stata preventivamente autorizzata.

Si resta in attesa di cortese evasione da parte di codesto Comando.

Riq/Pe.



Società Autolinee Roma

Autoservizi di Linea e Gran Turismo

Capitale L. 1.003.000 - Interamente versato

Sede Roma

Via Alessandria 200 - Tel. 80.127

Filiale Terni

Via Ottavio Coletti, 6 - Tel. 311

Rome 15 September 1944

Col. AdamsDirector TransportationSubcommission ACC - Rome

The undersigned "Rome Autoline Company" with seat at Rome (200 Alexander Street and with filial in Terni (6 Ottavio Coletti Street) operates since many years, a large number of buses (22) for public and postal service in the provinces of Rome, Rieti, Terni and Viterbo.

During the German occupation, the undersigned lost 19 buses through bombardments, requisitions and thievery. Thus the Company, after all these losses, is not in a condition to operate all the services granted to it.

In the last days of the German occupation, the Company preoccupied itself in saving what was left of the material, putting it out of way by hiding underground and other places, the most vital parts of each bus. In the same conditions were also put two buses Fiat 635, the best that were left to the Company.

Just as soon as Rome was liberated on the 4th of June, the Company provided in putting the buses in efficiency so as to start again its regular service.

Towards the end of last June, American Military Authorities (an Officer and Miss Hougland of The American Red Cross -A.R.C.-) came to the offices of the Company requesting the use of some of their buses for the purpose of bringing the soldiers sightseeing through the city of Rome. The Manager of the Company was glad to offer not one but three buses, pointing out the fact, though, that soon they were to start again the postal and passenger service that had been temporarily suspended and therefore the necessity of having these buses returned to the Company at the proper time.

The American Authorities gave assurance to the Manager that just as soon as the Company would have been in need of them they would have been returned for their regular service.

The time came for the use of these buses and the Company, at the proper moment requested to the above mentioned Authorities of the A.R.C., that the buses be returned to them. These Authorities, though, answered that the promised restitution could not have taken place because of superior orders.

File
R/26
C/26
23/9

Sede Roma

Via Alessandro 200 - Tel. 80.127

Filiale Terni

Via Ottavio Coletti, 6 - Tel. 344

Rome 15 September 1944

Col. Adams

Director Transportation

Subcommission ACC - Rome

The undersigned "Rome Autoline Company" with seat at Rome (200 Alexander Street and with filial in Terni (6 Ottavio Coletti Street) operates since many years, a large number of buses (22) for public and postal service in the provinces of Rome, Rieti, Terni and Viterbo.

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The time came for the use of these buses and the Company, at the proper moment requested to the above mentioned Authorities of the A.R.C., that the buses be returned to them. These Authorities, though, answered that the promised restitution could not have taken place because of superior orders.

The buses which are actually in service for the A.R.C. are the following :

./.

Fiat 635 RN targed Roma 45153
 Fiat 635 RNL " " 73097
 Fiat 507 FR " " 21612

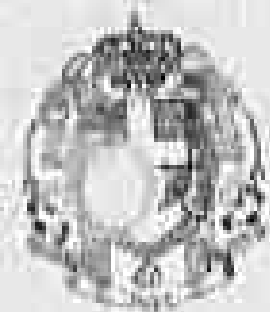
These buses, and in particular the two Fiat 635, are indispensable to the Company for the service to be started again between Rome and Terni. Serious damages will thereby be avoided to the latter city and to the other towns which are connected with Terni that are still without means of communication and postal service.

Taking in consideration that these buses are used for public service, this Company hopes that the Allied Command will return, as promised, the three buses which are in question wishing also that they can be adequately replaced, with other means, by your Command.

Thanking you beforehand, we are

Yours very truly,
 SOC. AUTOLINEE ROMA
 II Delegato Delegato

Marcello
 chief executive



LGM239

Rome Sept. 22 1944/

Ministero delle Comunicazioni
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione
Del N°

Sez.
Allegato

Dispositivo N°
del

OGGETTO Requisitioned motor car wheels
of the Ispettorato of the Civil Motorisation
(Transport Ministry).

Last July a Major of the ACC. accompanied
by Sergeant DREYFUSS requisitioned the 4 wheels
with tyres of the passengers motor car of the Ispet
torato of the Civil Motorisation (Transport Minis
try).

On July 15 the Major assured Ing. FORMARI o
of said Ispettorato that the wheels should be
given back in three or four weeks.

At the end of August it was said that the
wheels were necessary for two more weeks.

On Sept. 4. the Major said to Ing. MARCUC
CI of the same Ispettorato to wait one more
week-or certainly not more than two weeks -
to get the wheels back.

5696

REB/mdm

R/26

Ministry of Communications

General Inspectorate for civil motorization for transports in concession.

Rome 22-9-44

Serv. 3^a-P 1608
N^o 1385/1272

To : AGS Tn Sub. Com.

Subject: Bus-line Massalubrense-Sorrento

On oct. 14th 1933 the bus-car FIAT 635 RMLA, frame N100-360, engine 012760 license-plate N^o 997 NA operating the service over the Massalubrense Sorrento line, was requisitioned by A.D.O.S. Naples-Parco Lagaro 57 Via Aniello Falcone and successively destined to the Allied Military Hospital located in liceo G.B. Vico building Via Salvatore Rosa.

We beg to point-out to that Sub/Com that said bus-car would be urgently required to reoperate above mentioned bus-line Sorrento Massalubrense which links-up several communes having no other means of communication. Local authorities re-nted-out to this Ministry the really needy conditions of the population of above mentioned communes, wishing that the bus line in question be soon re-operated.

We therefore kindly request that Sub-Commission to take matters into consideration and to investigate whether it is possible to release said bus-car.

While awaiting the reply of that Sub-Commission, the writer remains,

Yours faithfully,

Sgd. Cerebosa

5695

1.6.1.239

Roma 22 SET. 1944 19 A



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALL. COMMISSIONE ALLEATA DI
CONTROLLO - Sottocommissione Traspor-
ti
Via Veneto = ROMA =

Deleg. 30 H. 1608
Det. N. 1385
Allegato
222
OGGETTO Aut. Massalubrense - Sorrento.

Proprietario del
Dir. For.
N. 2

Il 14 ottobre 1943 l'autobus
FIAT 635 RNLA targa 2997 NA, tela-
io 001360, motore n° 012760, in ser-
vizio sulla autolinea Massalubren-
se - Sorrento, venne requisita dal-
l'Ufficio A.D.C.S. di Napoli, par-
co Lamaro, 57, Via Aniello Falco-
ne e successivamente destinato al
servizio dell'Ospedale Militare
Alleato allogato nell'edificio del
Liceo G.B. Vico in Via Salvator Ro-
sa a Napoli.

Al riguardo si porta a conoscen-
za di codesta On. Commissione che
la menzionata vettura sarebbe indi-
spensabile per poter ripristinare
l'anzidetta autolinea Massalubren-
se - Sorrento, la quale allaccia
comuni privi di mezzi di comunica-
zione.

569

In Serw. 30 H. 1608

Prot. N. 1385 Allegato

Rapporto al P. del
Duc. Sorrento

OGGETTO Aut. Massalubrense - Sorrento.

Il 14 ottobre 1943 l'autobus FIAT 635 RNLA targa 2997 NA, telaio 001360, motore n° 012760, in servizio sulla autolinea Massalubrense - Sorrento, venne requisita dall'Ufficio A.D.O.S. di Napoli, per il Lameiro, 57, Via Aniello Palcone e successivamente destinato al servizio dell'Ospedale Militare Alleato alloggiato nell'edificio del Liceo G.B. Vico in Via Salvator Rosa a Napoli.

Al riguardo si porta a conoscenza di codesta On. Commissione che la menzionata vettura sarebbe indispensabile per poter ripristinare l'anzidetta autolinea Massalubrense - Sorrento, la quale alleaccia comuni privi di mezzi di comunicazione.

Le Autorità locali hanno segnalato a questo Ministero le gravi condizioni di disagio in cui versa

GP

./.

569

no le popolazioni dei comuni stessi, facendo voti per la riattivazione dell'autolinea di cui trattasi.

Ciò stante, si prega codesta Cn. Commissione di voler esaminare benevolmente la possibilità di concedere la derequisizione della autovettura sopracitata.

Si rimane in attesa di conoscere le decisioni che verranno adottate al riguardo.

I L M I N I S T R O

Cerabon

TRANSLATION

/fd

MINISTRY OF COMMUNICATIONS

General Inspectorate of Civil
Motorization and transports in
Concession

Rome - 22 Sept. 44

Service : 3 - H Naples- H.2277
Ref.: N. 1329

To / Allied Control Commission
Transportation Sub-Commission
Via Veneto

Rome

SUBJECT : Bus -lines Lettere-Castellammare and Amalfi - Castellammare

The S.I.T.A. society, which operates a great system of public bus-lines, has sent to the A.D.O.S. office of Naples a letter for the de-requisition of these vehicles:

Fiat 035 R.N.L. License plate 28070 NA - motor 012398
frame 001239;

Fiat 035 R.N.L.P. License plate 28069 NA - motor 012347
frame 001245

The first of these vehicles is at present assigned to the Allied hospital of Afragola and the second one to the R.E.M.E. work-shop of Naples, Via Poggioreale 44.

We therefore inform the ACC Sub-Commission that the above mentioned vehicles are necessary for the re-operation of the bus-lines Lettere-Castellammare and Amalfi-Castellammare to link up many small towns, which have no means of communications.

The local authorities have informed this Ministry of the serious situation of the population of these small towns, expressing their advice for a prompt re-operation of the above mentioned bus-lines.

We therefore beg the ACC Sub-Commission to kindly consider the request made for the de-requisition of the two above mentioned vehicles.

We are eager to know your instructions on this matter.

To / Allied Control Commission
Transportation Sub-Commission
Via Veneto
Rome

SUBJECT : Bus -lines Lettere-Castellammare and Amalfi - Castellammare

The S.I.L.A. society, which operates a great system of public bus-lines, has sent to the A.D.O.S. office of Naples a letter for the de-requisition of these vehicles:

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frame 001239;

Fiat 035 R.N.L.P. License plate 28009 NA - motor 012347
frame 001245

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The local authorities have informed this Ministry of the serious situation of the population of these small towns, expressing their advice for a prompt re-operation of the above mentioned bus-lines.

We therefore beg the ACC Sub-Commission to kindly consider the request made for the de-requisition of the two above mentioned vehicles.

We are eager to know your instructions on this matter.

The Minister

sgd. Cerasbona

Roma 22 SET. 1944 19 A



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ON. COMMISSIONE ALLEATA DI CONTROLLO
Sotto Commissione Trasporti

Via Veneto = ROMA =

Servizio 3° H. Napoli - H. 2277

Dist. N. 1329 *Milano*

Proposta al f. del
Dir. N. 1329

OGGETTO Aut. Lettere - Castellammare e Analfi - Castellammare.

La Società S.I.T.A., che esercita una vasta rete di autoservizi pubblici di linea nell'Italia centro-meridionale, ha in corso presso l'Ufficio A.D.O.S. di Napoli una pratica per la derequisizione delle sottoindicate autovetture:

Fiat 635 RNL - Targa 28670 NA -

Motore 012398 - Telaio 001239;

Fiat 635 RNLP - Targa 28669 NA -

Motore 012347 - Telaio 001245;

Il primo di detti autoveicoli trovati attualmente destinato all'Ospe-
dale Alleato di Afragola e il secondo all'Officina R.E.M.E. di Napoli -
Via Poggioreale 44.

Al riguardo si porta a conoscenza di codesta On. Commissione che le vetture sopra elencate sarebbero indispensabili per poter ripristinare le

5892

Serv. 3° H. Napoli - H. 2277

Dist. 242 Aligato

1329

Proposta al f. del
Gen. For. 242

OGGETTO Aut. Lettere - Castellammare e Amalfi - Castellammare.

La Società S.I.T.A., che esercita una vasta rete di autoservizi pubblici di linea nell'Italia centro-meridionale, ha in corso presso l'Ufficio A.D.O.S. di Napoli una pratica per la derequisizione delle sottoindicate autovetture:

Fiat 635 ENL - Targa 28670 MA -

Motore 012398 - Telaio 001239;

Fiat 635 RNLP - Targa 28669 NA -

Motore 012347 - Telaio 001245;

Il primo di detti autoveicoli trovati attualmente destinato all'Ospedale Alleato di Afragola e il secondo all'Officina R.E.M.E. di Napoli - Via Poggioreale 44.

Al riguardo si porta a conoscenza di codesta On. Commissione che le vetture sopra elencate sarebbero indispensabili per poter ripristinare le autolinee Lettere - Castellammare e Amalfi - Castellammare le quali allacciavano vari comuni privi di mezzi di comunicazione.

GP

./.

1779

Le Autorità locali hanno segnalato a questo Ministero le gravi condizioni di disagio in cui versano le popolazioni dei comuni stessi, facendo voti per la riattivazione delle autolinee di cui trattasi.

Ciò stante, si prega codesta On. Commissione di voler esaminare benevolmente la possibilità di assecondare la richiesta fatta per la deregulation delle due autovetture sovraindicate e si rimane comunque in attesa di conoscere le decisioni che verranno adottate al riguardo.

IL MINISTRO

Carabona

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

*File
R/26*

Our Ref: ACC/Tn/R/26

Tele: 378

Date: 30 August 1944

SUBJECT: Requisition Cars and MT Spares

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

1. In reference to RAAC ORD/800/26 dated 23 August 44 and ORD 800/26 dated 26 August 1944.

2. At the present time A.C.C. is operating 700 civilians cars. As most of these vehicles were taken over in a bad state of repair, the spare parts requirements for this fleet are abnormally high and extremely difficult to obtain. A.C.C. is particularly short of fast moving spare parts such as tires, batteries, etc. There is no immediate relief in sight at the present time. If A.C.C. must earmark spares for the Army of the type mentioned in the enclosed communication, it will be impossible to keep A.C.C. vehicles on the road.

3. A.C.C. has frozen spare parts in Rome in order to keep these spares out of the black market. A.C.C. has no other sources from which to draw spares for this fleet of vehicles. At the present time the Army is requisitioning both vehicles and spare parts in Rome. If this practice is to continue, A.C.C. will be forced to call on the Army for additional passenger cars. On the other hand, if A.C.C. is permitted to keep the spare parts now frozen, it is believed that A.C.C. will be able to maintain its fleet of civilian cars.

D.S. ADAMS
Colonel, CE.
Director, Tn. Sub-Comm. 5691

LIST OF A.T. ITEMS URGENTLY REQUIRED FOR MILITARY NEEDS

TYRES	COVERS	TUBES INNER	WHEELS
-------	--------	-------------	--------

Size	Qty	Qty	Qty
15 X 40	5	5	1
145 X 45	5	5	5
150 X 50	10	10	5
155 X 40	25	20	20
400 X 15	20	23	8
400 X 17	6	6	5
500 X 15	21	18	13
500 X 18	3	5	-
550 X 15	9	24	24
550 X 18	5	5	-
600 X 16	16	6	-
600 X 18	5	5	-

Batteries	6 Volts	Type (as required)	Qty
	12 "	" Topolino	12
		" Fiat 1100	6
		" " I500	13
			15

Distributors			
	"	" 1100	1
	"	" I500	2
	"	Lancia Augusta	1

Plugs	Size 16 M.M.		
	18 "	"	1 doz.
	22 "	"	3 "
		"	2 "

Type valves complete			
	"	"	5 "

Carburettors			
	Type Fiat I500	"	569
	" Lancia Aprilia	"	1
	" Buick Path-Finder	"	1

LANCIA GARAGE - Viale Parioli 140

<u>Item</u>	<u>type</u>
Brake Cables	Lancia Aprilia
Oil Seal for Half Shaft	"
Nuts for Water Tubes	"
Clutch Plates	"

TUCCHIELI - Piazza Adriana 10-A

<u>Item</u>	<u>Qty</u>	<u>TYPE</u>
Brake Fluid	20 Litres	Lancia Aprilia
Shock Absorber Oil	20 "	Lancia Aprilia
Sparkling Plugs	Size 43	Lancia Augusta
Sparkling Plugs	"	for Fiat 500
Aluminium Nuts for Brakes		

ROMA - Via Marco Minghetti

<u>Item</u>
Pneumatic Greaser
" Cleaner

BOATOLANI - Via Nizza 69

<u>Item</u>	<u>Qty</u>
Acid for Batteries	50 Litres Carboy
Hydrochloric Acid or Flux	2 Litres
Distilled Water	90 Litres

INDART - Via Palermo

<u>Item</u>	<u>Qty</u>	
Assorted Files	20	
Carborundum Cloth (Emery Cloth)	20 Sheets	5689
Foot Pump		

BALDI - Via Matteucci - Via Principe Amedeo 80+4

<u>Item</u>	<u>Qty</u>
-------------	------------

Brake Fluid	20 Litres	Lancia Aprilia
Shock Absorber Oil	20 "	Lancia Augusta
Sparkign Plugs	Size 48	for Fiat 500
Sparkign Plugs	" "	
Aluminium Nuts for Brakes		

ROMA - Via Marco MinichettiItem

Pneumatic Greaser
" Cleaner

PORTOLANI - Via Nizza 62Item

Acid for Batteries	Qty	50 Litres Carboy
Hydrochloric Acid or Flux	2	Litres
Distilled Water	50	Litres

INHART - Via PalermoItem

Assorted Wires	Qty	20	5689
Carborundum Cloth (Emery Cloth)	20	Sheets	

BALDI - Via Matteucci - Via Principe Amedeo 80+4Item

Metal Wire Armoured 10/10 mm. for Starter	Qty	30 metres
Insulating Tape		30 rolls

ZAMBRIANI - Via PardiniItem

Brake Fluid	Qty	10 Litres
Hermetic Sealing Compound		

RINVERSI - Via Salaria - 120

<u>Item</u>	<u>Size</u>	<u>Qty</u>
Plain Washer	6mm.	5000
"	8"	5000
"	10"	5000
"	12"	5000

CANTINI - Corso Vittorio - 80

<u>Item</u>	<u>Size</u>
Reduction Sleeve	3/8 Inch.
"	1/4 "

DIOTA ZAMBERLANI - Via Parini

Sets Gaskets for Fiat 1100)	as required
" " " 500)	

DIOTA MARZI DEL PAPA - Via Ofento

4 Metres Rubber Tube of Diameter 6 mm.	6 "
" " " "	8 "

FIAT GARAGE - Viale Manzoni

<u>Item</u>	<u>Qty</u>
Cone Assemblies for Fiat 1100	2 sets
Gasket Cover Points	)
Gasket Distributor Cap	)
Gasket Washer Distributor	)
Gasket Lateral Collector	)
Gasket Water Tube	)
Gasket Balance Tube	)
Gasket Carburettor	)
	as required

5687

T n S C
867

TO : HQ.ACC. Transportation Sub Comm. (Atn. Col Carnes).
FROM : HQ. Region V
SUBJECT : Requisitioning of vehicles by Italian Army.
REF : R5/517/12
DATA : 15 August 1944.

File
R/26.
chp.

1. Pursuant to your orders, an investigation has been made of this matter and found to be without foundation.
2. Attached is copy of letter from Lt. Ash who conducted the investigation.

For Regional Commissioner

M Harris
M. HARRIS
Major CE.
R.C.T.O.

Copy to: Lt. Ash - Truck Pool No 4.



1786

SUBJECT: Italian Requisitioning in the Province of L'Aquila

TO : R.C.T.O. Region V

FROM : Transport Officer Truck Pool no 4 L'Aquila.

An investigation has been made concerning the requisitioning of cars and trucks by the Italian Military in the Province of L'Aquila. The results of the investigation show that no vehicles has been requisitioned by the Italian Military since the occupation by the allies up to this date. Exact details as to the situation concerning transport of the Italian Military in the Province of L'Aquila can be obtained from the C.O. Italian Military District in L'Aquila.

14 August 1944

Kenneth A. Ash, 1st Lt.
Transport Officer
Truck Pool no 4
L'AQUILA

5680



IL MINISTRO

Roma, 14 agosto 1944

PER L'INDUSTRIA IL COMMERCIO ED IL LAVORO

APPUNTO PER IL SIG. A.C. ANTOLINI

Il Capitano dei Carabinieri Gioacchino MANGIA si era recato il 5 corrente, per mio incarico, presso la Commissione Alleata di Controllo, per svolgere le pratiche inerenti alla requisizione dell'autovettura FIAT 1100 - targata ROMA 67536 - di proprietà di Angelo Bazzan, depositata nella rimessa in Via Baiamonti 1 (Piazza Mazzini) e sulla quale, dopo infinite peregrinazioni, ero riuscito a mettere un fermo, fino dai primi di luglio, per risolvere il grave problema delle macchine per uso mio e del Ministero.

Alla Commissione suddetta (Ufficio G-4, piano 4°, stanza n.8), il Capitano riceveva assicurazione che entro due o tre giorni gli sarebbero stati rilasciati i documenti richiesti, nonché l'autorizzazione per la circolazione dell'autovettura in parola.

Senonchè, nel frattempo, venivano requisite presso la rimessa in Via Baiamonti, da un soldato della Polizia Militare Alleata, 11 autovetture di vario tipo, fra le quali la FIAT 1100 richiesta.

Prospettata la cosa alla Commissione Alleata di Controllo, Ufficio del Colonnello Cowing, questa non ha ritenuto di disporre la restituzione dell'autovettura, adducendo che la medesima era da considerare come legittimo possesso alleato, perchè appartenente prima del 5 giugno al precitato Sig. Bazzan, il quale era console ⁵⁶⁸⁴ Militaria; ed ha invitato il Capitano dei Carabinieri Mangia a desistere da ulteriori richieste, pur sapendo che la macchina in questione, trovata con mille difficoltà, avrebbe dovuto servire per me.

Indirizzo esult.

Stucky

The Minister
of Industry, Commerce and Labour.

Rome, 14 August 1944.

Note for Mr. A. C. Antolini.
=====

The Captain of Carabinieri Gioacchino MANGIA was sent by me to the ACC, about requisition of a Fiat car II00 -license N°. Rome 67536- of Angelo BAZZAN, which was in a garage in via Baiamonti I (Piazza Mazzini). After many difficulties I succeeded in settling this car since the first days of July, in order to solve the problem of vehicles for my personal use and for my ministry.

This commission (office G-4. 4 floor. Room N°. 8) assured this captain, that within two or three days he would have the required papers and the circulation-permit, for this car.

In the meantime a soldier of the Military Police, requisitioned in this garage of via Baiamonti, eleven cars of various type, including the above Fiat car II00.

We remembered the fact to the ACC (Col. COWING office), but they have not given us back the car, saying that it was considered as allied possession, because it belonged, before the 5 of June to Mr. BAZZAN, who was a "consul of the Milizia".

The Captain of Carabinieri MANGIA has been invited to desist from insisting, even in spite of that the above said car, which I found with great difficulties, was for my personal use.

Best regards,

Gronchi. 5683

1 7 8 9

was sent by me to the ACC, about requisition of a Fiat car I100 -license No. Rome 67536- of Angelo BAZZAN, which was in a garage in via Bailemonti I (Piazza Mazzini). After many difficulties I succeeded in settling this car since the first days of July, in order to solve the problem of vehicles for my personal use and for my ministry.

This commission (office G-4. 4 floor. Room No. 8) assured this captain, that within two or three days he would have the required papers and the circulation-permit, for this car.

In the meantime a soldier of the Military Police, requisitioned in this garage of via Bailemonti, eleven cars of various type, including the above Fiat car I100.

We remembered the fact to the ACC (Col. COWING office), but they have not given us back the car, saying that it was considered as allied possession, because it belonged, before the 5 of June to Mr. BAZZAN, who was a "consul of the Milizia".

The Captain of Carabinieri MANGIA ha been invited to desist from insisting, even in spite of that the above said car, which I found with great difficulties, was for my personal use.

Best regards,

Gronchi. 5683

no. out
18

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

14 August 1944.

SUBJECT: Requisitioned Car.

TO : Colonel D.S. ADAMS, Director, Trans. S/C, HQ. ACC

1. In my capacity as vehicle registration officer, it was my duty to sign receipts for all requisitioned vehicles
2. Ref. Attached letter, I certify that the action mentioned and attributed to me (encircled) was not carried out by me or by my order.
3. For information on vehicle revert to files of Registration Center, Rome Region.


R. CACCIATORE
1st Lt., T.D.

Incl: 1

5684

TO ALLIED MILITARY GOVERNMENT
Via Tomacelli 137 - Rome

SUBJECT : Requisition Motor-car "ISTITUTO CAUZIONI A QUIESCENZA per i ricevitori postali e telegrafici.

The Institute of "cauzioni, quiescenza e previdenza" for the personnel employed by the Postal Administration has important colleges and possessions scattered about in various parts of Italy, and on that account operated an automobile the use of which was strictly limited to the exigencies of its organisation. The car in question is a Fiat 1500, Registration LI 6672 and was in the garage of the boarding school situated in Via Carlo Spinola (Garbatella district) on the 10th June when it was requisitioned by Lieutenant of the Carabinieri, Cacciatore, who gave an assurance that after a few days the car would have been returned to the owners. At the same time he handed over a receipt, copy of which is attached hereto.

The motor-car never was returned and it does not seem possible to find out where it is and to what use it is being put. This vehicle is indispensable for the daily necessities of the organisation that owns it and, amongst other things, it is very urgent that within the next few days an inspection be carried out at Ferentino where the organisation concerned owns a large building destined to be used as a boarding school, and which is known to have been devastated by the Germans. An inspection is also urgent in respect to the two large pieces of land also owned by the Organisation concerned (globally over 638 hectares) and which are situated in the neighborhood of Priverno, it being necessary to ascertain how much of the land has been spared from destruction to properly house produce of the present harvest, and ultimately to take the necessary steps in regard to arrangements to be made for the approaching agrarian year. The Allied Armies Authorities concerned are kindly asked to:

- a) give the necessary instructions in order the car may be returned to the owners, it being very urgent that such a return made at the earliest possible moment;
- b) otherwise as an alternative, to favour the Institute with a full tyre equipment for an automobile type "Bianchi S.8". To this type of car the tyres for army jeeps can be fitted very well indeed, the size of wheel being identical.

It is pointed out at the same time that the Bianchi automobile is at the moment unserviceable owing to the lack of tyres which can in no way be found on the market.

THE STATE UNDERSECRETARY

5680

ROME ALLIED AREA COMMAND
APO 794 US ARMY

Transportation DC
URGENT

9559

ST/129/T

Tel No Duplex 683011 Ext 160
HSW/inb

11th August 1944.

File
2/26

Subject:- Hiring of Transport.

To :- HQ A.C.C. --for Transportation Subcommittee.

Copies to:- G-4 (British)
P.W.B. -- for Mr WIEP.

1. Certain Officers of this HQ are unable to discharge their duties satisfactorily owing to shortage of Officers Personal Transport in the Area.
2. It is proposed to Hire Civilian Cars in order to meet this situation.
3. Further it is understood that the Fighting French Army are operating such Hiring Contracts and that P.W.B. are desirous of so doing.
4. Will you please say
 - (a) Whether you are in agreement with this proposition,
 - (b) What should be the maximum price to be paid daily in respect of each car for a 12 hour day, the Contractor providing and paying the driver and paying for repairs and the Hirer Supplying Petrol and Oil.
 - (c) Whether payment should be made from Army Funds or the cost debited to the Italian Government.
5. I would greatly appreciate early reply to the above points.
6. This letter is in confirmation of various conversations held between my D.A.D.S.T. (T) Major Wicks and Major Ballance, when the latter was working in your Vehicle Permits Office.

E. Studd

E. STUDD *56791*
Assistant Director of Supplies and Transport.

Subject: - Transport - R.N.

TN-SC
HQ AAI
3363/Q(AE)
2 Aug 44.
8098



Home Allied Area Command.

1. Further to your 2 137 dated 24 July 44. It is understood that 16 requisitioned cars have now been taken over by R.N.
2. It is confirmed that these 16 cars may be retained by R.N. but no more vehs will be requisitioned for this purpose.

Major-General.
Chief Administrative Officer.

SP.

COPY: - A.C.C. -----



5678

27

MINISTRY OF WAR
(General Division of Motorization)
1st Division - 1st Section

No: prot. 15176/Cb/21

Rome, 28 July 1944.

SUBJECT: Requisitions of cars in Rome.

TO : Army Sub-Commission, A.C.C.
Corporations' Palace - Via Veneto - Rome.

To this Ministry arrive unceasingly requests from person to obtain the authorizations of selling cars of their own property to foreign citizens.

As we have already said verbally to this Sub-Commission (Idem. Colonel MARS), the passage of these cars to foreign citizens, would really leave no more disposable vehicles of which we will have or we may have need in future.

We are therefore of the opinion, owing to the sudden increasing of requests, that it is an attempt of avoiding eventual requisitions.

Therefore, while we assure the contrary opinion of this Ministry to these requests, we attach herewith a list of requests which actually are awaiting for a decision, begging the qualified Hierarchy Directorate to requisite the cars marked with an asterisk (*), for supplying necessities mentioned in to-day's letter No 15274.

This General Direction is of the opinion that these measures will be the most efficient to stop these speculative attempts.

- | | |
|-------------------------------|---|
| (.) - Fiat 508 - proprietor: | GIULIANI Raffaele - Pza M. da Forlì 1 - Rome |
| Roma 42408 buyer : | Mrs. DESCHAMPS Rose Blanche - French subject - Via E. Fauro 18 - Rome. |
| (.) - Fiat 1500 - proprietor: | BRENCIACLA Mario - Via Flaminia 162 - Rome |
| Roma 48222 buyer : | Mrs. RANONNET VILBERT di Truman - Via Flaminia 162 Roma |
| (.) - Fiat 500 - proprietor: | DI GENNARO Isidoro - Via M. Poggioli 4 - Rome |
| Roma 58067 buyer : | Sig. GEORGES TABET - from Lybaron - Via Sallustiana 1 - Rome. |
| (.) - Fiat 508 - proprietor: | Soc. Romana Formaggio Pecorino - Via dei Magazzini Generali, 51 - Rome. |
| Roma 60405 buyer : | Mr. CINO JUCON - swiss subject - Via Archimede 87 Rome. |
| (.) - Fiat 1500 - proprietor: | SCHIFF GIORGINI Ruggero - Via Po, 102 - Rome. |
| Roma 66046 buyer : | DAN ANTONIO RODRIGUEZ - |
| | Via dei Legionari 54 - Rome |
| (.) - Fiat 500 - proprietor: | Mr. FARRIS Onero - Viale Vignola 3 - Rome |
| Roma 64331 buyer : | Enrico COURVOISIER - swiss subject - Porta Lavernale 18 - Rome |

5677

Colonel Nares), the passage of these cars to foreign citizens, would really leave no more disposable vehicles of which we will have or we may have need in future.

We are therefore of the opinion, owing to the sudden increasing of requests, that it is an attempt of avoiding eventual requisitions.

Therefore, while we assure the contrary opinion of this Ministry to these requests, we attach herewith a list of requests which actually are awaiting for a decision, begging the qualified hirings Directorate to requisite the cars marked with an asterisk (*), for supplying necessities mentioned in to-day's letter No 15274.

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- (.) - Fiat 508 - proprietor: GIULIANI Raffaele - Pza M. de Forlì 1 - Rome
Roma 42408 : Mrs. DESCHAMPS Rose Blanche - French subject - Via
R. Fauro 18 - Rome.
- (.) - Fiat 1500 - proprietor: BRIGIACIA Mario - Via Flaminia 162 - Rome
Roma 48222 : Mrs. MONTOMED VINCES di Truman - Via Flaminia
162 Roma
- (.) - Fiat 500 - proprietor: DI GEMARO Isidoro - Via M. Poggioli 4 - Rome
Roma 58067 : Sig. GEORGES TABEL - from Lybanon - Via Sallustiana
1 - Rome.
- (.) - Fiat 508 - proprietor: Soc. Romana Formaggio Pecorino - Via dei Magazzini
Roma 80405 Generali, 54 - Rome.
buyer : Mr. CINO JUON - swiss subject - Via Archimede 87
Rome.
- (.) - Fiat 1500 - proprietor: SCHIFF GIOVANNI Ruggero - Via Po, 102 - Rome.
Roma 66046 : DON ANTONIO RODRIGUEZ -
Via dei Legionari 54 - Rome 5877
- (.) - Fiat 500 - proprietor: Mr. FABRIS Onero - Viale Vignola 3 - Rome
Roma 64331 : Enrico COURVOISIER - swiss subject - Porta Iavernale
18 - Rome
- (.) - Fiat 508 - proprietor: FABRI Guido - Via Lungotevere Prati, 21 - Rome
Roma 74699 : Mr. JOHN MAY - english subject - English Legation
by the Holy See - Rome.
- (.) - Fiat 500 - proprietor: DEVOTO Angelo Via Gianluce 1 - Rome
Roma 57553 : Mr. STELLER Gracco - swiss subject - Via Medaglie
d'oro 167 - Rome
- (.) - Lancia - proprietor: Soc Anon. Miniere del Cadore - Pza Poli 87 - Rome
Aug. buyer MONT CARREL CHARITY SOCIETY INCORPORATED - Via
Roma 74159 Ferrari 1 - Rome
- (.) - Fiat 1500 - proprietor: MARAGA Luigi - Via C. Fracassini 13 - Rome
Roma 71319 : LORIA Antonio - from Argentine - Via Sutri 8 - Rome.

- (.) - Fiat 508 - proprietor: Eng. ROBERTO ROSARIO - Rome
 Roma 55809 buyer : Mrs. Caterina BASCH - apolides - Via Parenzo
 8 - Rome
- (.) - Lancia - proprietor: Dr. VENTURI Fernando - Via dei Mille 12 - Roma
 Astura buyer : Mr. Antonio PICHEN - swiss subject - Via M/
 Roma 50275 Torquato - Rome
- (.) - LANCIA - proprietor: Dr. Piero TAGLIONI - Pza Mignanelli 3 - Rome
 April Buyer : Mr. William HERVIN CAROUNA (1) - Officer of the
 Roma 76339 British Ministry of War Transport - Viale Pario-
 li 60 - Rome.
- (.) - Lancia - proprietor: FEDONI Asoglio - Via Agrigento 12 - Rome
 Aug. buyer : Mr. CIRKE ROGER PIERRE YVES - french subject
 Roma 70179 Grand Hotel - Rome.
- (.) - Fiat 500 - proprietor: FERRI Gino - Via G. Poma 2 - Rome
 Roma 72046 - buyer : Nicolay SOUBOTIAN - from Iran - Corso Trieste
 85 - Rome
- (.) - Fiat 500 - proprietor: SPERDUTI Ines - Via P. Tacchini 2 - Rome
 Roma 60751 - buyer : Mr. LESNIK Alessandro - from Jugoslavia - Via
 Dardanelli 13 - Rome
- (.) - Fiat 500 - proprietor: MANDELLI Mario Su Cegere - Rome
 Roma 75788 buyer : Mrs Maria DE REGER - Via Padova 44 - Roma

- (1) Mr CAROUNA has already been authorized in date 14th July to buy
 another car FIAT 508/c license plate No 10245, sold by Gian Domenico
 DALFINO - Via Serpieri 14 Rome.

For the Minister.

5670

MINISTERO DELLA GUERRA
(Direzione Generale della Motorizzazione)
1a Divisione - 1a Sezione

Requisizioni
Cars

N.º prot. I5I76/Cb/2I

Oggetto: requisizione autovetture di Roma.

Roma 28 luglio 44

ALLA SOTTOCOMMISSIONE PER L'ESERCITO DELLA
COMMISSIONE ALLEATA DI CONTROLLO

- Palazzo Corporazioni - Via V. Veneto -

- R O M A -

e, per conoscenza :-

ALL'HIRINGS DIRECTORATE (Magg. LITTLEWOOD)

+ Piazza Augusto Imperatore -

AL COMANDO DELL'8° RAGGRUPPAMENTO AUTIERI

ALLA 5a COMMISSIONE REQUISIZIONE AUTOVEICOLI

- presso 8° Raggrupp. Autieri -

- R O M A -

- R O M A -

- R O M A -

Pervengono di continuo a questo Ministero domande di privati per ottenere l'autorizzazione alla vendita a cittadini di nazionalità straniera di autovetture di loro proprietà. -

Tali autorizzazioni, in virtù delle vigenti disposizioni legislative sono di competenza di questo Ministero. -

Come già fatto presente verbalmente a codesta Sottocommissione (T. Col. NAKES), il trapasso di questi autoveicoli a cittadini stranieri verrebbe in sostanza a rendere indispensabili autovetture di cui si ha o si potrebbe avere bisogno in un prossimo avvenire e si ha netta l'impressione, dato l'improvviso accentuarsi dell'influsso delle domande, che esse non siano che un espediente per tentare di eludere eventuali requisizioni. -

Pertanto, mentre si conferma il parere contrario di questo Ministero alla richiesta cessione, si unisce un elenco delle domande attualmente in attesa di definizione, con preghiera di voler incaricare il competente Hirings Directorate, della requisizione delle autovetture contrassegnate con asterisco (*), a copertura delle necessità segnalate con foglio n° I5274 in data odierna. -

Tale provvedimento sarebbe il più efficace, a parere di

AL COMANDO DELL'8° RAGGRUPPAMENTO AUTIERI
ALLA 5a COMMISSIONE REQUISIZIONE AUTOVEICOLI
-presso 8° Raggrupp. Autieri-

-R O M A -

-R O M A -

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Tale provvedimento sarebbe il più efficace, a parere di questa Direzione Generale per infrenare il tentativo di speculazione in atto :-

(.) - Fiat 508
Roma 42408 - proprietario GIULIANI Raffaele - Piazza M. da Forlì 1 Roma - acquirente Sig.ra DESCHAMPS ROSE BLANCHE - suddita francese - Via R. Fauro 10 Roma;

(.) - Fiat 1500
Roma 48222 - proprietario BRENCIAGLIA Mario - Via Flaminia 162, Roma; WINFRED di Truman - Via Flaminia, 162, Roma;

./.

- (.) - Fiat 500 - proprietario DI GENNARO Isidoro - Via M. Poggioli
Roma 48067
4 Roma - acquirente Sig. GEORGES TABET - suddito
Libanese - Via Sallustiana, I - Roma;
- (.) - Fiat 508 - proprietario Soc. Romana Formaggio Pecorino - Via
dei Magazzini Generali, 3I - Roma - acquirente
Sig. GINO JUON - suddito svizzero - Via Archimede
87, Roma.-
- (.) - Fiat 500 - proprietario Sig. FABRIS Omero - Viale Vignola, 3
Roma - acquirente Enrico COURVOISIER - suddito
svizzero - Porta Lavernale, 18 - Roma;
- (.) - Fiat I500 - proprietario SCHIFF GIORGINI Ruggero - Via Po,
102 - Roma - acquirente don Antonio RODRIGUEZ -
suddito cileno - Via dei Legionari, 54 - Roma;
- (.) - Fiat 508 - proprietario PABBRI GUIDO - Via Lungotevere Pra-
ti, 2I Roma - acquirente Sig. JOHN MAY - suddito
inglese - Legazione Inglese presso la S. Sede-Roma
- (.) - Fiat 500 - proprietario DEVOTO ANGELO - Via Gianturco, I -
Roma - acquirente sig. STOELKER Gracco - suddito
svizzero - Via Medaglie d' Cro, 167 - Roma;
- (.) - Fiat I500 - proprietario MARAGA Luigi - Via C. Pracassini, 13 -
Roma - acquirente LORIA Antonio - suddito argen-
tino - Via Sutri, 8 - Roma;
- (.) - Fiat 508 - proprietario Ing. Roberto ROSARIO - Roma - acqui-
rente Sig. ra Caterina BASCH - apolide - Via Pa-
renzo, 6 - Roma;
- (.) - Lancia Aug.- proprietario Soc. An. Miniere del Cadore - Piazza
Poli 87 - Roma - acquirente MONT CARMEL CHARITY
SOCIETY INCORPORATED - Via Ferrari, I - Roma;
- (.) - Lancia Astura proprietario Dr. VENTURI Fernando - Via dei Mille
Roma 50275
I2 - Roma - acquirente Sig. Antonio PICHEN - sud-
dito svizzero - Via M/Torquato - Roma;
- (.) - Lancia-April. proprietario Dr. Piero TAGLIONI - Piazza Migna-
nelli, 3 Roma - acquirente Sig. William EDVIN
CAROUANA (1) - Officer of the British Ministry
of War Transport - Viale Parioli, 60 - Roma;
- (.) - Lancia Aug.- proprietario PEDRONI Azeglio - Via Agrigento, I2
Roma 70179
Roma - acquirente Sig. GIRKE ROGER PIERRE YVES,
suddito francese - Grand Hotel - Roma;

- (.) - Fiat 508
Roma 66046
 IO2 - Roma - acquirente don Antonio RODRIGUEZ -
 suddito cileno - Via dei Legionari, 54 - Roma;
- (.) - Fiat 508
Roma 74899
 - proprietario FABBRI GUIDO - Via Lungotevere Pra-
 ti, 21 Roma - acquirente Sig. JOHN MAY - suddito
 inglese - Legazione Inglese presso la S. Sede-Roma
- (.) - Fiat 500
Roma 57533
 - proprietario DEVOTO ANGELO - Via Gianturco, 1 -
 Roma - acquirente sig. STOELKER Gracco - suddito
 svizzero - Via Medaglie d'Oro, 167 - Roma;
- (.) - Fiat I500
Roma 71319
 - proprietario MARAGA Luigi - Via C. Tracassini, 13 -
 Roma - acquirente LORIA Antonio - suddito argen-
 tino - Via Sutri, 8 - Roma;
- (.) - Fiat 508
Roma 58809
 - proprietario Ing. Roberto ROSARIO - Roma - acqui-
 rente Sig.ra Caterina PASCH - apolide - Via Pa-
 renzo, 8 - Roma;
- (.) - Lancia Aug.
Roma 74139
 - proprietario Soc. An. Miniere del Cadore - Piazza
 Poli 87 - Roma - acquirente MONT CARMEL CHARITY
 SOCIETY INCORPORATED - Via Ferrari, 1 - Roma;
- (.) - Lancia Astura proprietario Dr. VENTURI Fernando - Via dei Mille
Roma 50275 I2 - Roma - acquirente Sig. Antonio PICHEN - sud-
 dito svizzero - Via M/Torquato - Roma;
- (.) - Lancia-April proprietario Dr. Piero TAGLIONI - Piazza Migna-
Roma 76339 nelli, 3 Roma - acquirente Sig. William EDVIN
 CAROUANA (1) - Officer of the British Ministry
 of War Transport - Viale Parioli, 60 - Roma;
- (.) - Lancia Aug. - proprietario PEDRONI Azeglio - Via Agrigento, I2
Roma 70179 Roma - acquirente Sig. GIERKE ROGER PIERRE YVES,
 suddito francese - Grand Hotel - Roma;
- Fiat 500
Roma 72046
 - proprietario FERRI Gino - Via G. Poma, 2 - Roma -
 acquirente Nicolay SOUBOTIAN - suddito Iraniano -
 Corso Trieste, 85 - Roma;
- (1) - Il Sig. CAROUANA è già stato autorizzato in data I4/7 all'a-
 cquisto di altra macchina Fiat 508/C targa NO. IO245, vendu-
 tagli dal Sig. Gian Domenico DALFINO - Via Serpieri, I4 - Roma.

— Fiat 500 -
Roma 60571

- proprietario SPERDUTI Ines - Via P. Tacchini, 2
Roma - acquirente Sig. LESNIK Alessandro - sud
dito jugoslavo - Via Dardanelli, 13 - Roma;

— Fiat 500
Roma 75788

- proprietario MANDELLO MARIO fu Cesare - Roma
acquirente Sig.ra Maria DE REGER - Via Padova,
44 - Roma.

P. II MINISTRO

Ministry of War
(General Division of authorization)
1st Division - 1st Section

Rome - 23 July 1944 -

No: prot. 15176 / CB / 21 -

Subject: requisitions of cars in Rome -

— To the army subcommittee
of the S. C. C.
Corporations' Palace - Via Veneto - Rome.

and (for attention)

— To the living directorate (Major Littlewood)
Augusto Imperatore Square - Rome.

— To the command of the 2nd center of military drivers
Rome.

— To the 5th requisitioning division of cars
Rome.

(as part of the 2nd center of military drivers)

5672

To this ministry arrive increasingly requests
from persons to obtain the authorizations of selling cars of
their own property to foreign citizens -

✓

②

As we have already said verbally to this Subcommittee (Lunt. Ed. Nakes), the passage of these cars to foreign citizens, would really leave no more disposable ~~vehicles~~ vehicles of which we will have or we may have need in future -

We are therefore of the opinion, owing to the sudden increasing of these requests, that it is an attempt of avoiding actual requisitions -

Therefore, while we assure the contrary opinion of this Ministry to these requests, we attach herewith a list of requests which actually are waiting for a decision, begging the qualified Hirings Directorate to requisite the cars marked with an asterisk (*), for supplying necessities mentioned in to Jay's letter No. 15274 -

This general Direction is of the opinion that these measures will be the most efficient to stop these speculative attempts -

5671

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(3)

(*) FIAT 508

Roma 42408

{ Inspector: Giuliano Raffaele - P.zza M. de Forli 1. Rome -
 { Buyer: Mrs. Desbours Rose Blanche -
 french subject - via R. Favio 13. Rome -

(*) FIAT 1500

Roma 48222

{ Inspector: Brencisaglia Mario - Via Flaminia 162. Rome -
 { Buyer: Mrs. Eantonwood Winfred A. Timmon -
 via Flaminia 162. Rome -

(*) FIAT 500

Roma 58064

{ Inspector: Di Gennaro Uldoro - via M. Pogg. 4. Rome -
 { Buyer: Mr. Georges SIBET - from Lybanon -
 via Salaria 1. Rome -

(*) FIAT 508

Roma 80405

{ Inspector: Soc. Romana formaggio pecorino - via dei Magisteri Generali, 31 Rome
 { Buyer: Mr. Gino Juon - Swiss subject
 via Archimede 84 - Rome -

(*) FIAT 1500

Roma 66046

{ Inspector: Schiff Giorgio Ruggieri - via Po, 102. Rome -
 { Buyer: Don Antonio RODRIGUEZ -
 via dei Legnari 54. Rome -

(*) FIAT 500

Roma 66331

{ Inspector: Mr. Fabio Oniero - Viale Vignola 3. Rome -
 { Buyer: Enrico Cuvioletti - Swiss subject.
 Porta Salaria 18. Rome -

(*) FIAT 508

Roma 76879

{ Inspector: Fabbri Guido - via Lungotevere Prati, 21. Rome -
 { Buyer: Mr. John May - English subject.
 English Legation by the Holy See - Rome -

-5670

Holy See

(4)

(*) FIAT 500

Roma - 54533

{ Inspector: Deveto Angelo - Via Giustiniana I - Rome -
 { Buyer: Mr. Stoecker Grazco - same subject -
 Via Madonna di Dio 16 1/2 - Rome -

(*) FIAT 1500

Roma 51319

{ Inspector: Maraga Luigi - Via C. Fracassini 13 - Rome -
 { Buyer: Lotia Antonio - from Argentine -
 via Sutra 8 - Rome -

(*) FIAT 508

Roma 55809

{ Inspector: Eng. Roberto ROSARIO - Rome -
 { Buyer: Mrs. Caterina Bosch - apilides -
 Via Parente 28 - Rome -

(*) LANCIA Ang.

Roma 74139

{ Inspector: San. Guarn. M. men del Padone - Pza Poli 24 - Rome -
 { Buyer: Mont. Connel. Charity Society Incorporated -
 Via Ferrarini 1 - Rome -

(*) LANCIA AUTURA

Roma 50245

{ Inspector: Dr. VENTURI Fernando - Via dei Mille 12 - Rome -
 { Buyer: Mr. Antonio PICHEN - same subject -
 Via M/Torquato - Rome -

(*) LANCIA - April

Roma - 76339

{ Inspector: Dr. Pietro TAGLIANI - Pza di Giovanni 3 - Rome -
 { Buyer: Mr. William Edwin CAROUNNA (1).
 Officer of the British Ministry of War Transport -
 Viale Paroli - 60 - Rome -

5608

Note 1. Mr. CAROUNNA has already been authorized in date 14/7
 to buy another car FIAT 508/c, license plate No. 10245,
 sold by Gian Domenico DALFINO - Via Serpieri, 14 - Rome -

(5)

(*) Lancia Aug.

Rmg 70144

{ Inspector: Pedroni Azeglio - via Argente 12. Rome.
 { buyer: Mr. Girre Roger Pierre Yves. french subject.
 Crouai Hotel - Rome.

Fiat 500

Rmg 72046

{ Inspector: FERRI GINO. via G. POMA 2 - Rome.
 { buyer: Miroslav SOUBOTIAN - from Iran.
 Corso Trieste - 85 - Rome.

Fiat 500 -

Roma 60571

Inspector: Sperduti Ghes - via P. Tacchini - 2 - Rome.
 buyer: Mr. Lesnik Alessandro - from Yugoslavia.
 Via Dardanelli - 13. Rome.

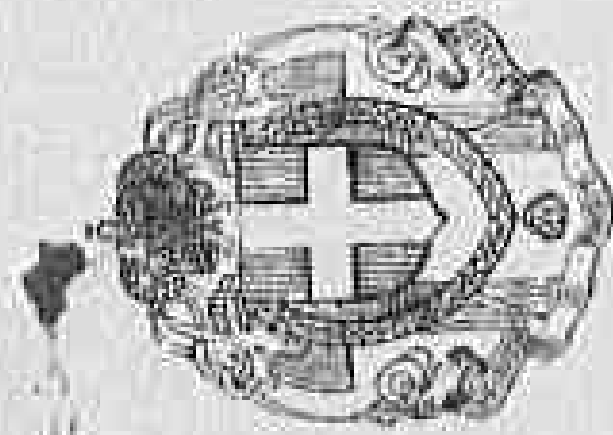
FIAT 500

Roma 75788

Inspector: Mandello Mario fu Cesar. Rome.
 buyer: Mrs. Maria De Roger. Via Padova, 44. Rome.

f. the minister

5666



/tes

Mod. 175

Ministero delle Comunicazioni

118/ps.

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

C.S. 324/6

Roma 27 Luglio 1944

28-7-44

AL COMANDO MILITARE ALLIATO

Via Tomacelli 157 - ROMA -

OGGETTO: Requisizione automobile
"ISTITUTO CAUZIONI E QUIESCENZA
per i Ricevitori postali e tele-
grafici".

OGGETTO: Requisition Motor-car
"INSTITUTE CAUTIONS E QUIESCENZA
per i Ricevitori postali e tele-
grafi".

L'Istituto di cauzioni, quie-
scenza e previdenza per il perso-
nale postelegrafonico - avente im-
portanti collegi e possessioni in
varie parti d'Italia, teneva in
circolazione, per le strette esi-
genze delle sue aziende, una auto-
mobile Fiat 1500 - targa LI -
6672.

Il 10 giugno u.s. detta mac-
china, che stava nel convitto in
Via Carlo Spinola (quartiere Gar-
bat 11a) in Roma, venne preleva-
ta per requisizione del Tenente
dei Carabinieri, Cacciatore, il
quale assicurò che dopo pochi
giorni l'avrebbe restituita libe-
ra. Rilasciò ricevuta di cui si
unisce copia.

L'automobile non è tornata e

The Institute of "cauzioni, quiescen-
za e previdenza" for the personnel
employed by the Postal Administra-
tion has important colleges and
possessions scattered about in
various parts of Italy, and on that
account operated an automobile the
use of which was strictly limited
to the exigencies of its organiza-
tion. The car in question is a
Fiat 1500, Registration LI 6672
and was in the garage of the bear-
ing school situated in Via Carlo
Spinola (Carabinieri district) on
the 10th June when it was requisi-
tioned by Lieutenant of the Car-
abinieri, Cacciatore, who gave an
assurance that after a few days
the car would have been returned
to the owners. At the same time

"ISTITUTO CAUZIONI E PREVIDENZA
per i Ricevitori postali e telegra-
fici".

"ISTITUTO CAUZIONI E PREVIDENZA
per i Ricevitori postali e tele-
grafici".

L'Istituto di cauzioni, quie-
scenti e previdenza per il perso-
nale postelegrafonico - avente im-
portanti collegi e possessioni in
varie parti d'Italia, teneva in
circolazione, per la strette esi-
genze delle sue aziende, una auto-
mobile Fiat 1500 - targa LI -
3372.

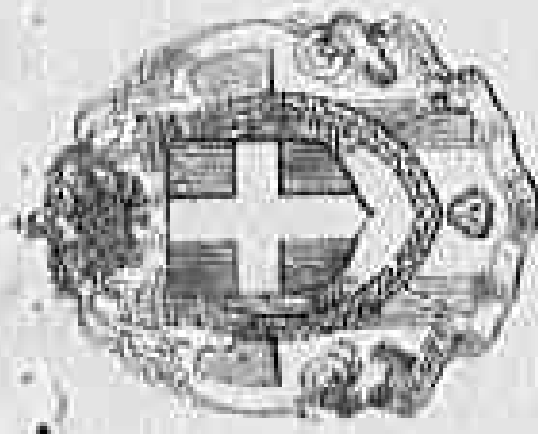
Il 10 giugno u.s. detta mac-
china, che stava nel convitto in
Via Carlo Spinola (quartiere Gar-
bat ila) in Roma, venne preleva-
ta per requisizione dal Tenente
dei Carabinieri, Cacciatore, il
quale assicurò che dopo pochi
giorni l'avrebbe restituita libe-
ra. Rilasciò ricevuta di cui si
unisce copia.

L'automobile non è tornata e
non si riesce a sapere dove e a
quale uso sia stata destinata.
Esse è indispensabile per l'Isti-
tuto per i bisogni quotidiani,
urgendo, tra l'altro, in questi

The Institute of "cauzioni, quiescen-
za e previdenza" for the personnel
employed by the Postal Administra-
tion has important colleges and
possessions scattered about in
various parts of Italy, and on that
account operated an automobile the
use of which was strictly limited
to the exigencies of its organiza-
tion. The car in question is a
Fiat 1500, Registration LI 3372
and was in the garage of the board-
ing school situated in Via Carlo
Spinola (Garbatella district) on
the 10th June when it was requisiti-
oned by Lieutenant of the Cara-
binieri, Cacciatore, who gave an
assurance that after a few days
the car would have been returned
to the owners. At the same time
he handed over a receipt, copy of
which is attached hereto.

The motor-car never was returned
and it does not seem possible to
find out where it is and to what

./.



Ministero delle Comunicazioni

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

- 2 -

giorni, di fare una ispezione a Ferentino, ove si possiede un grande stabile per convitto, che sia devastato dai tedeschi; e alle due vaste tenute (complessivamente di oltre 633 ettari) nei pressi di Priverno (Prov. di Littoria) per le quali occorre accertare subito la consistenza superstita, sistemare i prodotti in corso, e decidere in modo di conduzione per l'imminente anno agrario.

Si prega le competenti Autorità degli Eserciti Alleati:

- a) di disporre che la predetta autovettura venga restituita, come le urgenti necessità richiedono;
- b) oppure, in via subordinata, di favorire all'Istituto un serbatoio di gomme per una macchina Bianchi S.S. cui - a quanto pare - si applicano bene le gomme della CIPS, o per una topolino Fiat, macchine che l'Istituto non può utilizzare per mancanza dei rela-

use it is being put. This vehicle is indispensable for the daily necessities of the organization that owns it and, amongst other things, it is very urgent that within the next few days an inspection be carried out at Ferentino where the organization concerned owns a large building destined to be used as a boarding school, and which is known to have been devastated by the Germans. An inspection is also urgent in respect to the two large pieces of land also owned by the Organization concerned (globally over 633 hectares) and which are situated in the neighborhood of Priverno, it being necessary to ascertain how much of the land has been spared from destruction, to properly house produce of the present harvest, and ultimately to take the necessary steps in regard to arrangements to be made for the approaching agrarian year. The Allied Armies Authorities concerned are kindly asked to:

- a) give the necessary instructions in

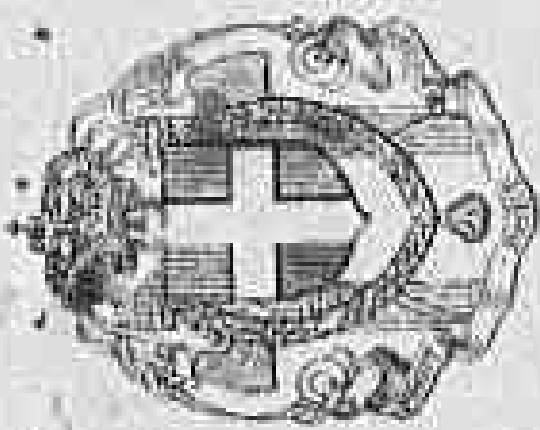
it end, amongst other things, it is very urgent that within the next few days an inspection be carried out at Ferentino where the organisation concerned owns a large building destined to be used as a boarding school, and which is known to have been devastated by the Germans. An inspection is also urgent in respect to the two large pieces of land also owned by the Organisation concerned (globally over 638 hectares) and which are situated in the neighborhood of Priverno, it being necessary to ascertain how much of the land has been spared from destruction, to properly house produce of the present harvest, and ultimately to take the necessary steps in regard to arrangements to be made for the approaching agrarian year. The Allied Armies Authorities concerned are kindly asked to:

- a) give the necessary instructions in order that the car may be returned to the owners, it being very urgent that such a return made at the earliest possible moment;
- b) otherwise as an alternative, to favour the Institute with a full tyre equipment for an automobile

de stabile per convivenza, e al-
sa devastato dai tedeschi; e al-
le due vaste tenute (complessiva-
mente di oltre 638 ettari) nei
pressi di Priverno (Prov. di Lit-
toria) per le quali occorre ac-
certare subito la consistenza su-
perstite, sistemare i prodotti
in corso, e decidere in modo di
conduzione per l'imminente anno
agrarario.

Si prega la competente Autorità degli Eserciti Alleati:

- a) di disporre che la predetta automobile venga restituita, come le urgenti necessità richiedono;
- b) oppure, in via subordinata, di favorire all'Istituto un ser-
vizio di gomme per una macchina
Bianchi S.A. cui - a quanto pare -
si applicano bene le gomme della
GYPS, o per una topolino Fiat,
macchine che l'Istituto non può
utilizzare per mancanza dei rela-
tivi pneumatici, introvabili in
commercio.



Ministero delle Comunicazioni

DIREZIONE GENERALE DELLE POSTE E DEI TELEGRAFI

- 3 -

type "Bianchi 3.8". To this type of car the tyres for army geeps can be fitted very well indeed, the syze of wheel being identical. It is pointed out at the same time that the Bianchi automobile is at the moment unserviceable owing to the lack of tyres which can in no way be found on the market.

IL SOTTOSEGRETARIO DI STATO

[Signature]

DIRECTOR.
DIRECTOR.
S. C. (1).
S. C. P.
CEV. (1).
CH. (1).
<i>Recd. 19.7.44.</i>

5601

copy

VEHICLE-RECORD

(Inspector's Form)

Date 10 giugno 1944
Serial n° assigned
Make Fiat 1500 Type e Cap. Berlina 4 posti
Vehicle registration n° LI 6872
Owner Istituto di assistenza postelegrafonici
Address of Owner Livorno via S. Jacopo
Location where found Livorno via S. Jacopo
Engine n° 036411 Year 1933
Condition Of: engine Mediocre
Body Berline a 4 posti, battery SI
Tools No Spare parts No
Tires: R F mediocre L F mediocre
R R mediocre L R mediocre
Spare No

Disposition

Rev'd

Remarks

f° F Cacciatore

e sotto la firma parole illeggibili

568v

Transp. S/C
Rome Allied Area Command
Tel: 60641 Ext. 66
Ref: ORD/1407/1

Subject: Vehicles for Civilian
Contractors

27 July '44

A.C.C. (Transportation Sub-Commission)
ROME



Ref: Romano Valli, 17 Via del Governo Vecchio, Rome

1. The above-named broom and brush manufacturer is in contract with this office and is at present the sole producer of our requirements of brooms and brushes. He has a considerable business which is hampered by lack of transport in that he is able only with extreme difficulty to obtain his necessary raw materials from outside Rome. This has resulted in a reduction in his capacity to produce brooms to meet our local commitments and in an increase in price.
2. Attached is a copy (original in this office) of a requisition note issued by the German Authorities in respect of the requisition of this contractor's vehicle which was taken the day before the city was abandoned. It would be appreciated if an endeavour could be made to ascertain whether this vehicle is still in the city (and perhaps operating under other control). Should it be possible to trace, it is requested that some arrangement to return the vehicle to the original owner may be made.
3. Failing this you may perhaps be able to assist in some other manner. It is understood (by word of mouth only) that it is possible within certain limitations to assist civilian firms who are in contract with the Allied Forces to overcome their transport difficulties. Should you be able to arrange the hire or loan of a vehicle to this contractor, this office will undertake to ensure that the contractor fulfills his obligations in so far as his contracts with this department are concerned and that he is provided with ample work to justify the present application.

Harin

Lt. Col.
A.D.C.S.
(R.G. Carter) 5659

COPY

MILITÄRKOMMANDANTUR Musterung Prov.Nr. 29241
 Comando Militare Ort Numero di targa
 in ROMA Stelle Via Par- Provincia ROMA
 nesina
 Datum 2/6/44 2/6/44
 Ort Datum Luogo Data

Des Kfz.Halters VALDI ROMA
 Possessore dell'auto Zuname-Cognome Vorname Nome
 in ROMA Strasse Governo Vecchio 17
 Standort Strada
 Località Strada

Beschreibung des Kfz. Art. LKW Verwendung
 Descrizione dell'auto: tipo Per servizio
 Fabrikat FIAT Type 614 Baujahr 1931
 Marca Tipo Anno di fabbrica
 Fahrgest Nr. 201195 Motor Nr. 101200 Hubraum 2000
 Numero del telaio Numero del motore Contenuto dei cilindri
 Tragfähigkeit 13 Qli Sitzplätze 2 Bremsart: mech.,hydraul,
 Portata Sedili Lufdruck Auflaut
 Tipo del freno:mecc.,idraul.
 aria compressa

Das oben näher bezeichnete Kfz.ist am ...L'autoveicolo sopraind.deve es-
 19 um Uhr sere presentato il ... in
 in Stelle Località
 in fahrbereitem Zustand der Musterung- pronto all'uso alla commissione
 kommission des Kfz.-Erfassungsstabes di controllo del Comando per la
 Italien durch Sie oder einem Bevollmä- requisizione di autoveicoli in
 chtigten vorzuführen. Bei Nichterschei- Italia da voi stesso o da un in
 nen erfolgt zwangsweise Vorführung. Den caricato. Se l'autoveicolo non
 erforderlichen Treibstoff erhalten Sie sarà presentato verranno usati
 auf Anforderung bei der mezzi di coscrizione. Il carbu-
 Das Kfz. ist hiermit zu Gunsten des dante necessario si ritira die-
 Kfz. Erfassungsstabes Italien sicher- tro richiesta presso
 gestellt. Die Veräußerung , sonstige L'autoveicolo è sequestrato in
 Eigentumsübertragung des Kfz.,Verände- seguito a questo/favore del Co-
 rungen des Standortes sowie die Vorha- mando per la requisizione di
 hme nachteiliger Veränderungen ist autoveicoli in Italia. E' vieta-
 verboten. Zuwiderhandlungen werden ta la vendita o cambiamento di
 nach den bestehenden gesetzlichen Bestim proprietario, nonché della lo-
 mungen als Sabotage bestraft. calità. Viene altrettanto vie-
 tato ogni mutamento dell'auto-
 veicolo. Chi trasgredisce que-
 sto regolamento sarà punito a
 norma delle vigenti leggi come
 sabotatore.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
APO 894

HDW/1a

0-1505

20 July 1944

TO : Major Paul D. Shriver

Sequestered Property requisitioned by Allied Control Commission.

1. Pursuant to your request submitted herewith is a report on the property (Automobile) sequestered with Italian Decree of Sequestration attached, and requisitioned by the Allied Control Commission.

OWNER: Henry Laraque (Haiti).
PROPERTY: Automobile, Cadillac make, plate N° 0186, DC.
The car is fully equipped, 4 wheels with tires including two extra tires.
VALUE: Stated value according to report by Intendenza di Finanza Lira 25,000.
DATE OF SE-
QUESTRATION: 25 January 43.
DEGREE OF
SEQUESTRATION: Prefecture of Rome, N° 1430, Gab. B.N./201.
SEQUESTATOR:
NAME: Emilio Albertini.
ADDRESS: Viale Carso 14, Rome.
LOCATION OF
PROPERTY: Casa dell'Automobile, Piazza Giuseppe Verdi N°6
Stall N° 212.

2. The property was taken and the following letter was given to the sequestrator:

TRANSPORTATION SUB-COMMISSION
ROAD SECTION

The A.C.C. assumes full responsibility for the operation of Cadillac 0186 belonging to Mr. Henry Laraque.

James J. Carnes
St. Col. Inf.
Road Section

5657

3. On 1 July 44 the Regional Property Control Officer was informed by Colonel Carnes, A.C.C., that the automobile had been taken for the use of Colonel Fisk, A.C.C.

H.D. Weaver.
H.D. WEAVER
Captain, Air Corps
Ass't. Regional Property Control Officer.

5655

Enclosure: 1 decree of sequestration.

17 July 42.

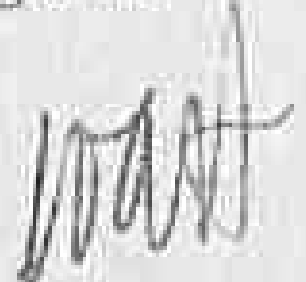
1. Para. 5 of Major White's letter dated 6 July. Statement is not in line with following facts.

a. Maj. Stuart of HQ ACC Agriculture Office was transferred to Region III with a requisitioned car having good tires which had been previously assigned to Director, Agriculture Sub-Commission. He still has that car.

b. Compartimenti Chief of Agriculture was told in the presence of Maj. White in my office at the time tires were made available for Agricultural officials that 4 tires would be made available immediately on a car which the Compartimenti Chief of Agriculture and or Maj. White requisitioned. Since this was AMG territory we could not operate as we did in ACC territory. Unfortunately neither Maj. White or the Compartimenti Inspector requisitioned a car on which we could place tires which were then allocated to other areas where need for tires was as great or greater than Reg. III.

c. Reg. III Agriculture Officer at one time had not one but I believe 5 requisitioned cars none of which to our knowledge were ever made available to Italian Agric. officials. About the same situation prevailed in Reg. III as in Reg. I. That is why this Sub-Comm. detailed men to both of those Regions to at least start working

with and through Italian officials rather than using high ranking Italian Agricultural officials more or less as messengers.


W. A. HARTMAN
Lt. Colonel
Director

Capt Hay

HQ. A.C.C. ECONOMIC SECTION

17 JUL 1944
(DATE)

From	To
☒ ECONOMIC SECTION	☒
☒ AGRICULTURE	☒
FINANCE	
FOOD	
INDUSTRY & COMMERCE	
LABOR	
MINING DIVISION	
PUBLIC WORKS & UTILITIES	
REQUISITION DIVISION	
SHIPPING	
TRANSPORTATION	
For:	
SIGNATURE	
REMARKS/RECOMMENDATION	
INFORMATION	
APPROVAL/REVERSAL	
APPROPRIATE ACTION	
INVESTIGATION & REPORT	
NOTING AND RETURN	
NOTING AND RETENTION	
DISPATCH	

Remarks: *In view of this statement made in para 5 of Reg. 11/1/44*

(Over)

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

6 July 1944.

A/61/1

SUBJECT: Transport.

TO : The Adjutant
A.C.C., Region 3

May the following facts be brought to the attention of the Regional Commissioner:

1. Professor Leone, the Head of the Agricultural Department of the Region is entirely without transport and is unable to carry out his duties.

2. More and more it becomes necessary to work through Italian Officials and it appears to be a ridiculous state of affairs when the Head of one of the most important State Departments cannot carry out his work through lack of transport.

3. For six months this Department has been trying to obtain one car for the Italian Agricultural Department and have been unable to do so.

4. The Prefect of Naples Province received a direct order from Col. Poletti to requisition a car for this purpose but he has not complied. I, myself, found the names and addresses of four car owners who had put in applications for car permits. I took these to the Prefect and requested him to requisition them. By the time the Police had moved in on the matter all four cars were either in an unserviceable condition or could not be found.

5. I have also appealed to the Agricultural Sub-Commission, A.C.C. for help but without result.

6. With great difficulty we managed to get the old Inspectorate car returned. This had been requisitioned by the Security Branch. It had been requisitioned with six tyres ~~5654~~ was returned without any.

7. The duties of the Head of the Compartimentale Inspectorate entail keeping in constant touch with the four Provinces and this cannot be done without transport.

(s) T.O.S. WHITE
T.O.W. WHITE
Major, KRRC.,

Regional Agricultural Officer

Copy to: Regional Transportation
Officer

HEADQUARTERS
ROME REGION
ALLIED CONTROL COMMISSION

FDS/ep

MEMORANDUM.

1 July 1944

TO : REGIONAL COMMISSIONER,
ATTENTION, SENIOR EXECUTIVE OFFICER.

Improper requisition of automobile.

1. An automobile, Cadillac 0186, the property of Mr. Henry Larague, an allied national was sequestered by the Italian Government. Under date of 22 June 1944, the automobile was taken and the following letter supplied to the sequestrator:

TRANSPORTATION SUB-COMMISSION
ROAD SECTION

The A.C.C. assumes full responsibility for the operation of Cadillac 0186 belonging to Mr. Henry Larague.

James J. Carnes
St. Col. Inf.
Road Section

2. 1 July 1944, the Regional Property Control Officer telephoned Col. Carnes to obtain the number of the requisition under which the car was taken as a basis for protecting the claim of the absentee owner. He was informed by Col. Carnes that the car had not been requisitioned and the Regional Property Control Officer was getting into "deep water" since he was operating under A.C.C., and this car was being used by Col. Fisk.

3. This automobile has been taken without requisition. It is the sequestered property of an allied national, the protection of whose interests is the responsibility of the Regional Property Control Officer, under the Regional Commissioner. It is recommended that:

(a) The Rome Area Commander issue an order directing the return of property taken in violation of regulations, or

X (b) The automobile be duly requisitioned and the owner's copy delivered to this office.

Paul D. Shriver 5650
PAUL D. SHRIVER
Major, Spec. Res.
Regional Property Control Officer

THE PREFECT
OF THE PROVINCE OF ROME

N° 1430 Gab B.N.

Seen the art. 295 and following of the war law in force, approved by R.D. 8 July 1938 N° 1415, modified by the law 16 December 1940 N° 1902;

Seen the R.D. 10 June 1940 N° 566, which orders the application of the law itself in the State territories;

Seen the art. 18 of the law 19 December 1940 N° 1994 containing new dispositions regarding, during the actual war, the treatment of enemy properties and economic relations with persons of enemy nationality;

Seen the regulation approved with R.D. 10 March 1941 N° 618;

Having read the denunciation presented by the Company "Casa dell'Automobile" with regard to the enemy subject Laraque Henry (Haiti);

Deeming it advisable to avail himself, with regard to the above-named company, of the faculty foreseen in the above-mentioned art 295 of the law;

D E C R E E S:

Art. 1.

The following properties belonging to the enemy subject Laraque Henry are sequestrated: Automobile Cadillac Berlina, plate Rome 0186, kept in the stall N° 212 of the Company "Casa dell'Automobile" Piazza Verdi N° 4 - Rome;

Art. 2.

Mr. ALBERTINI EMILIO, living at Via del Corso 14, 5652
Director of the local "Casa dell'Automobile", is appointed
sequestrator for the above-named properties.

Art. 3.

The sequestrator will carry out all the duties requested to him by art. 290 and following of the above-mentioned war law 8 July, and by Art 6 and following of the regulation relative to the treatment of enemy properties in the territory of the State, approved with R.D. 10 March 1941 N° 618 with the observance of conditions and obligations established with said decree;

Art. 4.

The sequestrator has to submit a statement of accounts of the administration at the expiration of every six months - and, for the first time on 1 July 1943 - and, anyway, at the end of the administration;

Art. 5.

All sums collected by the sequestrator, under any circumstance, will have to be deposited, according to the dispositions of art.13 of the above-named regulation, in the Banking Institute or any other Saving Institute named by the Intendenza di Finanza of Rome. For the remittance of the balance of administration, reference will be made to the dispositions of Art. 299 IV comma of the war law and art. 18 I comma of the law 19 december 1940 N° 1994;

Art. 6.

The sequestration starts to be effective from the date of this decree;

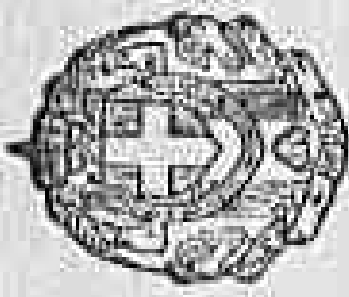
Art. 7.

The Intendenza di Finanza of Rome will carry on the functions attributed to it by Art. 298 and following of the war law, art 6 and following of the regulation approved with R. D. 10 March 1942.

Rome 25 January 1943.

565
THE PREFECT
/s/ Fusco

True copy



IL PREFETTO DELLA PROVINCIA DI ROMA

N. 1430 Cal. D.M.

Visto l'art. 295 e seguenti della vigente legge di guerra, approvata con R.D. 8/7/1938 XVII^o N° 1415, modificata con la legge 16/12/1940 N° 1902;

Visto il R.D. 10/6/1940 N° 566, che ordina l'applicazione della legge stessa nei territori dello Stato;

Visto l'art. 18 della legge 19/12/1940 XIX N° 1904 contenente nuove norme riguardanti, per l'attuale conflitto, il trattamento dei beni nemici ed i rapporti economici con le persone di nazionalità nemica;

Visto il regolamento approvato con R.D. 10/3/1941 XIX N° 618;

Letta la denuncia presentata dalla Società "Casa dell'Automobile", nei riguardi del suddito nemico Laraque Henry (Haiti);

Reputata l'opportunità di avvalersi, nei confronti di detta ditta, della facoltà prevista dal citato art. 295 della legge;

D E C R E T A :

Art. 1^o

Sono assoggettati a sequestro i seguenti beni appartenenti ⁵⁶al nemico Laraque Henry: automobile Cadillac berlina, targa Roma N° 0186, custodita nello scomparto N° 212 presso la Società "Casa dell'Automobile" Piazza Verdi N° 4 - Roma;

Art. 2^o

Del beni predetti é nominato sequestratario IL SIG. ALBERTINI, EMILIO, qui residente Via del Corso N° 14, Direttore della locale "Casa dell'Automobile";

Art. 3^o

Visto l'art. 295 e seguenti della vigente legge di guerra, approvata con R.D. 8/7/1938 XVII° N°1415, modificata con la legge 16/12/1940 N°1902;

Visto il R.D. 10/6/1940 N°566, che ordina l'applicazione della legge stessa nei territori dello Stato;

Visto l'art. 18 della legge 19/12/1940 XIX N°1994 contenente nuove norme riguardanti, per l'attuale conflitto, il trattamento dei beni nemici ed i rapporti economici con le persone di nazionalità nemica;

Visto il regolamento approvato con R.D. 10/3/1941 XIX N°618;

Letta la denuncia presentata dalla Società "Casa dell'Automobile", nei riguardi del suddito nemico Laraque Henry (Haiti);

Rotenuta l'opportunità di avvalersi, nei confronti di detta ditta, della facoltà prevista dal citato art. 295 della legge;

D E C R E T A :

Art. 1°

Sono assoggettati a sequestro i seguenti beni appartenenti al suddito nemico Laraque Henry: automobile Cadillac berlina, targa Roma N°OI86, custodita nello scomparto N°212 presso la Società "Casa dell'Automobile" Piazza Verdi N°4 - Roma;

Art. 2°

Dei beni predetti è nominato sequestratario IL SEG. ALBERTINI, EMILIO, qui residente Via del Corso N°14, Direttore della locale "Casa dell'Automobile";

Art. 3°

Il sequestratario eserciterà le attribuzioni demandate dagli art. 290 e seguenti della legge di guerra 8 luglio succitata, e dagli art. 6 e seguenti del regolamento relativo al trattamento dei beni nemici nel territorio dello Stato, approvato con R.D. 10/3/1941 N°618 con la osservanza della

condizioni e degli obblighi in detto decreto stabiliti;

Art. 4°

Il sequestratario è tenuto a presentare il rendiconto della gestione allo scadere di ogni semestre - e per la prima volta il 1/7/1943 XXI° - e, comunque, alla fine della gestione;

Art. 5°

Le somme riscosse dal sequestratario, a qualsiasi titolo, saranno depositate senz'altro, con le modalità di cui all'art. 13 del regolamento succitato presso l'Istituto bancario od altro Istituto di risparmio che l'Intendenza di Finanze di Roma riterrà designare. Per il versamento degli avanzi di gestione saranno osservate le disposizioni degli art. 299 IV comma della legge di guerra e 18-1° comma della legge 19 dicembre 1940 N° 1994;

Art. 6°

Il sequestro ha effetto dalla data del presente decreto;

Art. 7°

L'Intendenza di Finanze di Roma eserciterà le funzioni attribuite alla sua competenza degli art. 298 e seguenti della legge di guerra, 6 e seguenti del regolamento approvato con R.D. 10 marzo 1942 XX°.

Roma 25 Gennaio 1943 XXI°

IL PREFETTO

Ugo Fusco

Per Copia Esportare

14 febbraio



1826