

ACC

AC/TW/R 26

10000/142/2573
(VOL. II)

ROADS -
NOV. 1944

10000/42/2570
(VOL. II)

ROADS - REQUISITIONING OF
NOV. 1944 - MAR. 1945
VEHICLES

BEST COPY POSSIBLE

1830

26/2

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
AFC 394

GE/hed

4 MARCH 1945

AC/26/3/TN.5

SUBJECT : Request for Trucks.

TO : Co-Operative Association "G. di Vagno"
85, Via Cairoli Bari.

1. With reference to your letter No. 340 dated 29 January 1945, it is regretted that the Commission is unable to allocate 10 trucks to your Co-operative from those now being shipped to Italy from the United States.

2. It has been decided that all these trucks shall be utilised within the organization and under the direct control of Allied Commission for the haulage of civilian supplies and for the re-habilitation of the country.

No trucks of this shipment are to be disposed of to civilian transport concerns.

3. Regarding your request for de-requisition of the Fiat 1100 car No. 9550, the vehicle in question was requisitioned by the Italian Military Authorities. You should, therefore, apply to the Motor Transport Department of the Italian Ministry of War which is the correct channel to be followed for release in such cases.

5824

[Handwritten signature]

BERNARD H. TAYLOR,
Director

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

26/1.

T/SR/26/189

1 March 1945

SUBJECT: Requisitioned Vehicles.

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

1. Reference your AC/R/26/Tn.5 d/22 February, 1945 and attached letter N°340 d/29 January '45, from the Director of the Co-operative Association.

2. As the requisition referred to has been made by Italian Military Authorities it is recommended that application for release be made to the M.P. Department of the Italian Ministry of war. It has not been possible to obtain the exact title of the department but it has been ascertained as being the correct channel for release of Italian Military requisitioned vehicles

For the Regional Commissioner:

HEADQUARTERS

2 MAR 1945

BJ/aml

Copy to: Adjutant's File.

A. C.

5823
B.G. JEFFERSON,
Captain, R.A.,
Regional Tptn. Offr.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CWAP:hgd

Ref: AC/R/26/Tn.5

22 February 1945

SUBJECT: Requisitioned Vehicle.

TO: Headquarters Southern Region
(Att: Transportation Officer).

1. Attached copy of letter reference number 340 dated 29 Jan. '45, from the Director of the Co-operative Association, G. Di Vagno at Bari, is forwarded to you.
2. This Headquarters will reply to the first part concerning the allocation of trucks from those, which are being sent to Italy from the United States.
3. Kindly investigate the possibility of de-requisitioning the Fiat 1100 referred to, and forward your recommendations to this Headquarters as soon as possible.

By Command of Rear Admiral STONE:

Chap.
MERRITT H. TAYLOR
Director

Copy to:

File AC/R/3/Tn.5
Giuseppe di Vagno, Bari.

5822

1833

TRANSLATION

SG/ES

Cooperative "Pugliese Association"
"Giuseppe di Vagno"

Bari

85, Via Cairoli

Bari 29th January 1945

Registered

RefNo 340

TO : Allied Commission

ROME

SUBJECT: Request of trucks.

In the name of the 20,000 chiefs of family members of this Cooperative, which tries to limit prices, we ask that Commission to help us in allocating to our Association at least ten trucks of those which are sent to Italy from United States. It is well known that a high percentage of the difficulties in supplying food is due to the rarefaction of the transportation means, and thus the Cooperatives even having the possibility of finding food supplies, cannot use transports owing to high prices requested by speculators.

If Cooperatives will not be helped, our effort will be vain and the population, who hopes in our operation, will be deluded. For our Cooperative the problem is very urgent as it operates 39 sale-places in the province of Bari and finds difficulties in supplying its shops of food stuff which are necessary to the needs of the population.

Then we point to that Commission that the Di Vagno Cooperative is operating its activity with the local union of the of the "Lavoratori della Terra" of Bari and therefore used a vehicle Fiat 1100, license plate No 9550, belonging to the above mentioned Union.

This vehicle has been requisitioned by the Italian Military Authorities and exactly by the "Comando Difesa Territoriale" of Bari, with a requisitioning folio No 63, dated of October the 2nd 1943 and assigned to a British Command in Bari. In spite of all our effort it has been impossible to derequisition the vehicle though there was absolute necessity of a transportation mean to be used by this Organization, which in this last time, owing to the laws which have been issued by our Government had the assignment of nearly 200 hectares of pound to be cultivated by the members of the Cooperative in order to help with their production the food requirements of the Country.

The above mentioned cultivations are increasing every day and as they are located in the various agricultural regions of the province we think really necessary a transportation mean to assure its technical operation.

Therefore we also request to that Commission the derequisition of

Cooperative, which tries to limit prices, we ask that Commission to help us in allocating to our Association at least ten trucks of those which are sent to Italy from United States.

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The above mentioned cultivations are increasing every day and as they are located in the various agricultural regions of the province we think really necessary a transportation mean to assure its technical operation.

Therefore we also request to that Commission the derequisition of the above mentioned vehicle.

Sincerely Yours
Cooperative Association "G. DI VAGNO"
The Director
(sgd illegible)

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

February 1945

AC/R/26/TR.5

My dear Mr. Minister:

With reference to your memorandum 6/364/161 dated 3rd February, 1945, addressed to the Political Section, we have taken this matter up with the Rome Area Allied Command, and we are advised as follows:

- "a. It is not contemplated requisitioning any load-carrying vehicles.
- "b. That as far as private motor cars are concerned, only those will be requisitioned where this Headquarters is satisfied that they are now required for essential purpose, and each case will be specifically scrutinized".

Yours very truly,

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

His Excellency
The Minister of Foreign Affairs
Italian Government

cc: Political Section

5819

C O P Y

ALLIED COMMISSION

FOGGIA ZONE

Ref:FP/ 1022

Ref:FP/4024

SUBJECT / Civilian Workshops-Foggia Truck Pool.

TO : HQ.Southern Region AC(Attn.Transportation Div.)

FROM : Zone Commissioner- A.C.FOGGIA ZONE

Reference letter from Transportation Sub-Commission, their reference AC/R/26/Tn5 dated 27 January, it is not proposed to reply by point to the long distribute by Sig.Rossi.

In my opinion the matter is adequately covered in the attached copy of report made by Capt.Walker who was then Officer in charge of Truck Pool No.1.

"The improvement of the Workshop was done at the expense of the Truck Pool and the rent of 25.000 lire a month is excessive.

Rossi was dismissed for gross slackness and inefficiency. 32 Trucks had to be B.L.R. in August, but from August to Jan.45 not a single truck was deadlined or BLRd.

This seems a complete answer to Rossi.

The charges were dropped by P.S.S.owing to lack of evidence.

Finally Rossi was not considered to be a desirable employee".

In regard to the actual requisitioning, Sig. Rossi has already in his possession a complete agreed list of the articles requisitioned.

The actual requisitioning was carried out by HQ.Allied Air ForceArea Command and we have written asking them to ensure that the requisition order is sent to sig.Rossi.

ALABAMA COMMISSION
FEDERAL BUREAU OF INVESTIGATION

RECEIVED
FEB 19 1964

No further action is considered necessary particularly as we are still receiving reports and complaints that Rossi continues to try and interfere with the employees of the Truck Pool.

S/

H. N. BRIGHT

Lt. Colonel

Zone Commissioner

A.C. Foggia Zone

Copy to Truck Pool No. 1000

The improvement of the Truck Pool and the cost of the improvement is the responsibility of the Truck Pool and the cost of the improvement is the responsibility of the Truck Pool.

It was found that the Truck Pool was not properly maintained and the cost of the improvement is the responsibility of the Truck Pool.

The changes were made by the Truck Pool and the cost of the improvement is the responsibility of the Truck Pool.

Finally Rossi was not considered to be a member of the Truck Pool.

It was found that the Truck Pool was not properly maintained and the cost of the improvement is the responsibility of the Truck Pool.

The actual reporting was carried out by H. N. Bright and the cost of the improvement is the responsibility of the Truck Pool.

MINISTERO DEGLI AFFARI ESTERI

SUBJECT : Requisitions.

MEMORANDUM FOR THE POLITICAL SECTION A.C.

1. According to information which has reached the Ministry for Foreign Affairs, the A.D.O.C. is reported to be considering resuming the requisition of motorvehicles belonging to Italian civilians.

2. The Ministry for Foreign Affairs trust that this information is groundless. Should it, however, have serious foundation, the Ministry for Foreign Affairs in agreement with the Presidency of the Council feel bound to draw the closest attention of the A.C. to the gravity of such a measure. The situation of transport in liberated Italy is, in fact, extremely serious, as the A.C. will know, and such as to render not only impossible further requisitioning, but to render, on the contrary, necessary the derequisitioning of part of the motorvehicles formerly impounded by the Allied Military Authorities.

3. Furthermore the resumption of requisitioning after a suspension of several months would produce on Italian public opinion a very unfavourable impression particularly in view of the recent statements on the Italian transport situation made by authoritative Allied personalities.

4. The Ministry for Foreign Affairs trust that the A.C. will kindly approach on the subject the competent Military Allied Authorities and will much appreciate early assurances on the matter.

Rome 3rd February 1945.

5816

INTER OFFICE MEMO

5 Feb. 1945

TO COL. J.J. CARRIS, Director, ROADS DIVISION

In accordance with your instruction we have inspected the two properties referred to in the attached correspondence and report as follows :-

1. Property in Naples.

a) Consists of several small ranges of shopping and parking ground - the whole enclosed and covering about 1 acre.

b) No machinery, equipment or power, and therefore, without adaption, useful only as a warehouse.

c) At present used by PBS Ordnance as a Depot for Vehicle spares and not as a military Camp as stated.

d) We consider :

- 1) The premises are at present being used to full advantage by the military,
- 2) Are not of interest to this Sub-Commission from a civilian transport point of view,
- 3) Would be useful to Ports and Warehouse Division if the Army pulled out for storage of civilian supplies.

2. Property in Bari

a) Consists of approximately 1 1/2 acres of enclosed parking land with a small warehouse in the centre.

b) No machinery, equipment or power.

c) At present being used as a motor Pool by a military truck Coy. and not as a driving School as stated by Messrs Gondrand. The small warehouse is being used by the military for the storage of food.

d) We consider :

- 1) The premises are being used to full advantage by the Army.
- 2) Are not of significant importance to this Sub-Commission from a civilian transport point of view.
- 3) Would be useful to Ports and Warehouse Division if the Army moved out.

5814

William C. Gray R.A.

D.C. MOYLE (D) MAJOR R.A.

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- d) We consider :
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 - 2) Are not of significant importance to this Sub-Commission from a civilian transport point of view.
 - 3) Would be useful to Ports and Warehouse Division if the Army moved out.

5814

William C. Craig R.A.
D.C. MYTLE (B) MAJOR R.A.

H.M. Downer
H.M. DOWNER (A) MAJOR ORD.
VEHICLE MAINTENANCE SECTION

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

CHAP/hgd

AC/R/26/TK.5

27 Jan. 1945

SUBJECT: Requisitioning of Vehicles
and Plants

TO : Economic Section.

1. With reference to the letter to you from the Vice President of the Civil Affairs Section reference AC/14036/2/PS dated the 22 Jan. 1945 and attachment (both return herewith).

2. With reference to Para 4 of the former letter:

a. The garage mentioned is utilized solely by Headquarters Lazio-Umbria Region and is a necessary part of its organization. This applies also to repair trucks and the tools of the repair workshops.

b. It has never been the policy of the Allied Commission to requisition tyres and spare parts. Such items, while admittedly frozen, have always been and still are and will continue to be issued to Italian Government Official cars upon application; always providing, of course, that such items are available, and that sufficient justification is given. With regards to tyres, especially, when adequate stocks are available, many more tyres will be issued to the Italian Government through ENAC than have even been requisitioned.

c. Whilst the statement therein is admitted, it is contended that there are many more private automobiles in Rome still unrequisitioned than have ever been requisitioned.

5813

End
Major R.L.S.O.
Admin. Officer

TO : Economic Section.

1. With reference to the letter to you from the Vice President of the Civil Affairs Section reference AC/14036/2/PS dated the 22 Jan. 1945 and attachment (both return herewith).

2. With reference to Para 4 of the former letter:

a. The garage mentioned is utilized solely by Headquarters Lazio-Umbria Region and is a necessary part of its organization. This applies also to repair trucks and the tools of the repair workshops.

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5813

Cwd
Major H.A.S.C.
Admin. Officer
Roads Section.

Tel. 237

NRLM/c1

20 January 1945

Ref. AC/5615/IND.

SUBJECT: Application for de-requisitioning
of the Soc. Nazionale Trasporti
Fratelli Gondrand at Naples and
Bari.

TO : Transportation Sub-Commission. ✓

FROM : Industry Sub-Commission.

1. Your attention is invited to the copy of an application made by the Italian Ministry for Industry, Commerce and Labour, attached herewith.

2. In view of the strained situation with regard to transportation problems in the Bari and Naples regions, it is felt that an application for the release of these premises could be made to AFHQ, but, before taking the necessary action, it would be of great assistance, if Transportation Sub-Commission could give a factual statement as to services which could be rendered by the subject firm in the transport and storage of essential materials for the Armed Forces and Italian civilian requirements.

3. Upon receipt of your views of the matter, the application will be prepared and submitted by Industry Sub-Commission to the proper quarter.

Incl.:

Copy letter from Min.
of Ind., Comm. & Lab.
Ref. No. 990, dtd. 13
Jan. 45 w/incl.

W. S. VAUGHAN

Director,
Industry Sub-Commission.

Copy to:
Economic Section.

5812

TRANSLATION

OPINION MADE BY THE SOCIETA' NAZIONALE TRASPORTI GONDRAND TO
DEREQUISITION 2 PLANTS.

- 1) The Società Nazionale Fratelli Gondrand has made a request to obtain the derequisition of two of their plants, one situated in Naples (Via Benedetto Brin 23) and the other in Bari (Lungomare della Vittoria 40).
- 2) The Società Gondrand is the firm which has always been the most active for auto-transportation.
- 3) The plant at Naples is used at the present moment as a camp for American military personnel. The present condition of the buildings and factories are good and the repair work needed to fix the roofs and other minor repairs, can be finished within a few weeks, thus allowing the factory to begin production. The factory can hold up to 4000 Tons of merchandise.
- 4) To be able to resume its activities which consists in repairing vehicles, stable, packing, moving merchandise, storage and garage, there would be no need of special raw material assignments and for the most necessary repairs, material existing on the place can be used.
- 5) The factory in Bari could also be repaired in a few weeks and would be in a condition to be able to produce quickly, similar to the one in Naples, without particular assignments of raw material and only needing labour which can be provided for by the Società. 50% of the building and the entire large square of the factory in Bari are actually occupied by a military truck-driving school.
- 6) Other information is given in the attached sheets filled out by the Società.
- 7) Considering that the factory of Naples is being used as a lodging for troops and the factory of Bari is being used as a driving school, and that both activities are considered possible to be moved into other localities, and considering also that the Società Gondrand is of the greatest interest to the public as it deals with transportation, which, as the AC knows, is greatly lacking for civilian needs, and it also deals with farming,

and
commercial industrial producing activities, a favourable opinion is
expressed regarding this request.

THE HEAD DIRECTOR

5810

1844

GB/gs

TRANSLATION

High Commissariat for Sardinia
Cagliari

23rd January 1945

TO: Colonel J.A.C. PENNYQUICK
Allied Regional Commissioner and Commandant of the Allied
Garrison in Sardinia.

SUBJECT: Removal to the mainland of motor-cars requisitioned by
the Allied Command.

Reference to the letter No 140, dated, of the 1st October 1944,
the Colonel Commanding the Allied Garrison in Sardinia had
informed me of having issued orders according to which no
materials of Italian property ought to be removed from Sardinia without
written authorization, which will be issued only after previous
agreements with this High Commissariat.

I am now informed by the Italian Supply Office that the following
motor-cars, requisitioned by the Allies, have been removed by
Allied Units outside the Island, where they should not to
return:-

- | | | | | | | |
|---------|------|---------|-----------------|------|------|-------|
| 1) Fiat | 1500 | CA 3459 | 9) Fiat | 1500 | RE | 02620 |
| 2) Fiat | 1500 | CA 4872 | 10) Fiat | 1500 | PR | 8837 |
| 3) Fiat | 1500 | CA 3648 | 11) Fiat | | CA | 4201 |
| 4) Fiat | 1100 | CA 4188 | 12) Lancia Apr. | CA | 4127 | |
| 5) Fiat | 1100 | CA 4428 | 13) Lancia Apr. | CA | 4382 | |
| 6) Fiat | 1500 | SS 1969 | 14) Fiat | 1500 | SS | 1257 |
| 7) Fiat | 1500 | NU 1420 | 15) Fiat | 1500 | SS | 2202 |
| 8) Fiat | 1100 | SS 2254 | 16) Alfa Romeo | CA | 4298 | |

As at para 3 of the above mentioned letter, I was authorized by
the Commandant of the Garrison to inform him of all the
circumstances differing from his letter, I call your attention on
the removal of the above mentioned motor-cars, especially 58, 39,
because you know the lack of transportation means in Sardinia.
Therefore we must consider indispensable all the cars existing
in the Island, even if its number is superior to the circulating
permits because they are necessary to substitute the cars which are
becoming insufficient owing to complete lack of spare parts.

sgd The High Commissioner of Sardinia
(Gen de Squadra Aerea Pietro Pinna.)

C O P Y

/aa

Translation

E.N.A.C.

National organization
of motor transportation
of freights.

Rome 14th December 1944

General Direction

Ref : segr. 1384

TO : Allied Commission
Transportation Sub-Commission
Rome

SUBJECT: Claim of the firm Romano.

The firm Sebastiano Romano & Son of Catanzaro has transmitted, to this General Direction, the enclosed claim to obtain the disengagement of two trucks, which are operating on behalf of the Military Allied Command of Catanzaro.

Owing to the well-known lack of transportation means, we ask that Allied Commission to accept the claim of the firm Romano.

The General Director
(sgd. Di Costa)

5807

C O P Y

/aa

Translation

TO : E.N.A.C.
General Direction
Rome.

The Romano & Son Company of Strongoli takes the opportunity of informing the General Direction of what follows:

It has these trucks:

- 1 FIAT 634/N - License plate 3137 C.Z. with a trailer license plate 48 C.Z.
- 1 FIAT 634/N - license plate 3357 C.Z. with a trailer license plate 55 C.Z.
- 1 small lorry FIAT 503 F - license plate 76 C.Z.

which are all used to operate transports on behalf of a third party.

Since 1939 up to now the Italian Military Administration has requisitioned eleven vehicles of this Company. From 1939 up to last summer all its equipments have been used for transports concerning food supplies for Calabria or sulphur which is produced in the mines of the Crotona Area.

During last summer the Allies have compelled this firm to put at their disposition its trucks and have used them to transport timber.

Not considering the fact that the prices paid by the Allies is not even sufficient for the vehicle maintenance, it happened that the Catanzaro province has been deprived of the most efficient trucks it had, while other persons, less stupid and scrupulous, have left this province and are operating in other places, gaining a lot with no responsibilities.

In the same time nearly two hundred workmen of the S. Domenico and Prato mines, in which also this Company is co-interested must suspend the work, because it is impossible to transport sulphur from the mines to the refinery of Crotona, which in the same time had to stop its operation, because the usual transportation means are at the Allies' disposition and these are no other transportation means.

No influence had the local authorities on the Allies to obtain the return of those trucks to this firm.

Therefore we ask that General Direction to interfere to stop the trucks from the Allied Authorities and

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- 1 FIAT 634/N - License plate 3137 C.Z. with a trailer license plate 48 C.Z.
- 1 FIAT 634/N - license plate 3357 C.Z. with a trailer license plate 55 C.Z.
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which are all used to operate transports on behalf of a third party.

Since 1939 up to now the Italian Military Administration has requisitioned eleven vehicles of this Company. From 1939 up to last summer all its equipments have been used for transports concerning food supplies for Calabria or sulphur which is produced in the mines of the Crotone Area.

During last summer the Allies have compelled this firm to put at their disposition its trucks and have used them to transport timber.

Not considering the fact that the prices paid by the Allies is not even sufficient for the vehicle maintenance, it happened that the Catanzaro province has been deprived of the most efficient trucks it had, while other persons, less stupid and scrupulous, have left this province and are operating in other places, gaining a lot with no responsibilities.

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No influence had the local authorities on the Allies to obtain the return of those trucks to this firm.

Therefore we ask that General Direction to interfere in order to disengage the trucks from the Allied Authorities and assign them the E.N.A.C. of the Catanzaro Province.

We hope that you will consider our case.

Strongoli - 30th November 1944.

Sebastiano Romano & Son Company
(sgd. Cav. Uff. Antonio Romano)

TRANSLATION

File / fa
W.D.

TO : HQ. AC. Rome

At the liberation of Foggia, my workshop, which was on the point of being reoperated, had part of the material requisitioned by the Allied Forces and then was hired by the A.C. as Truck Pool N4.1.

The condition of the rent were not discussed by me and were fixed by Lt. Bissey at the presence of Col. Tomberlj, who commanded the A.C. The conditions were the following: 5000 liras per month for the use of the workshop and 150 liras per day, to me, being the owner. The contract could have been renewed each three months for all the period of the war. The 5000 liras per month could have been gradually increased according to the improvement of the operation of the workshop.

All unefficient equipment ought to be changed. The conditions were surely not good, but I accepted them without any discussion, in consideration of the war situation.

After two months, Lt. Bissey was substituted by Capt. Richardson who during all the period, during which he directed the Truck Pool, he esteemed me very much and practically increased my rent to 30 thousand lire. For this decision he consulted Capt. Downer Technical Inspector, who, being an expert in this camp, was able to judge the value of my workshop and of my talent.

Unfortunately Capt. Richardson was transferred and substituted by Capt. Walker, who named me manager besides chief of the workshop. My intention was to re-organize the administration in order to avoid that drivers and managers of agencies, should abuse of transports, as I had the opportunity to observe. But I had not the time. One who committed all sort of abuses was a certain Romano, manager of the agency of Lucera, who was protected by the interpreter Siebelli, who employed himself at the Truck Pool to protect the Romano. In fact as soon as I have been appointed manager the Siebelli reminded me that the Romano was a friend of him. Few days after the departure of Capt. Richardson the interpreters Siebelli and Norcia paid me a visit and told me that: "Capt. Richardson in remitting the office to his successor, had omitted the consignment of a lathe belonging to the Allied Command and that I would have been the owner. As the value of the lathe was of nearly 300 thousand liras they requested to have a part of that sum and exactly 100 Thousand liras. I refused the proposal and two

The condition of the rent were not discussed by me and were fixed by Lt. Bissey at the presence of Col. Lombardi, who commanded the A.C. The conditions were the following: 5000 liras per month for the use of the workshop and 150 liras per day, to me, being the owner. The contract could have been renewed each three months for all the period of the war. The 5000 liras per month could have been gradually increased according to the improvement of the operation of the workshop.

All unefficient equipment ought to be changed. The conditions were surely not good, but I accented them without any discussion, in consideration of the war situation.

After two months, Lt. Bissey was substituted by Capt. Richardson who during all the period, during which he directed the Truck Pool, he esteemed me very much and practically increased my rent to 25 thousand lire. For this decision he consulted Capt. Downer Technical Inspector, who, being an expert in this camp, was able to judge the value of my workshop and of my talent.

Unfortunately Capt. Richardson was transferred and substituted by Capt. Walker, who named me manager besides chief of the workshop. My intention was to re-organize the administration in order to avoid that drivers and managers of agencies, should abuse of transports, as I had the opportunity to observe. But I had not the time. One who committed all sort of abuses was a certain Romano, manager of the agency of Lucera, who was protected by the interpreter Siebelli, who employed himself at the Truck Pool to protect the Romano. In fact as soon as I have been appointed manager the Siebelli reminded me that the Romano was a friend of him. Few days after the departure of Capt. Richardson the interpreters Siebelli and Norcia paid me a visit and told me that: "Capt. Richardson in remitting the office to his successor, had omitted the consignment of a lathe belonging to the Allied Command and that I would have been the owner. As the value of the lathe was of nearly 300 thousand liras they requested to have a part of that sum and exactly 100 Thousand liras. I refused the proposal and two days after, as Capt. Downer arrived at Foggia I told him every thing. He then explained to me that the lathe had been omitted from the inventory, because Capt. Richardson had no intention to leave it at Foggia, but to transfer it to the new Truck Pool which he would have directed. I reported this conversation to the interpreters who answered that this was not true and that if I did not pay the requested sum, which could have been decreased, they would have asked the requisition of the workshop and my dismissal.

At this conversation it was also present the chief driver, Di Carlo Oreste. I was not afraid of their manaces, because I was sure that Capt. Walker would have questioned me before taking any decision. I knew that nobody could have reproached me for my capacity and honesty and I was completely sure of myself. But soon I perceived that my thoughts were wrong. What have the two interpreters reported to the Captain? The behaviour of this person on my regard was not that of a superior who has some suspicions against his subordinate, but of a furious person who has made up his mind to dismiss his employee for personal hate and tries to find everywhere something wrong. After my dismissal this was more evident, if we consider his behaviour in regard of the other employees.

I dismissed a chief department who was taking away some hammers. This one recommended himself to the interpreters, they spoke with the Captain, I was questioned, and the chief department was re-employed.

I had to sign a document stating that I could not employ, not dismiss personnel without the authorization of the Captain and that if I was surprised in taking away some materials from the Truck Pool, the workshop would have been requisitioned. The following day the interpreter Norcia questioned all the workmen, saying that he had been charged by the Captain to enquire on my honesty. With another interpreter I went to the Captain to have some explanations, but he answered that the interpreter had been charged to report what happened in the workshop. After two days, without my knowledge, twenty mechanics, among whom some skillful elements were dismissed. They had the fault of having been employed by me. It was also dismissed a young inspector who was too zealous. I thing that the cause was provoked by the fact that one right I ordered him to inspect the Truck Pool of Lucera where I thought that motor-cars were operating contraband during the night- (the manager of Lucera was protected by the interpreter Liebelli).

Each time I asked to the Captain materials, spare parts and authorizations to buy on the black market he always denied them to me, while it was sufficient to go to the interpreters to have them. Then all the instructions pertaining to the manager were given to the chief of the office and those for the chief of the workshop to the chief driver, who hoped to take my place. Owing to this difficult situation and considering the fact that it was impossible to have some explanations from the Captain, I went to Lucera to Capt. Sinceler, who was the chief of the transportation officer and who spoke also Italian. Two days after this conversation I was called by Capt. Walker, who accused me of having attempted to take away one workman from R.E.M.E. and delivered my a note, signed by the Captain, which said "we don't need anymore your help". I requisition the workshop for the A.C.O., please do the inventory."

Then as a conclusion they sold me that it was necessary to have as chief of the workshop a person more skillful than me. It was the

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The list of the material was done the next day; up to now I did not yet received the requisitioning folio.

The person who substituted me is less capable than me either as manager than as chief of the workshop, being a simple drivers.

As I considered my dismissal as an unjustified act I send a claim to the Colonel of the A.C.C. asking to investigate on my action and requesting the right to defend myself, but I had no reply.

After a fortnight, exploiting the fact that I spoke with two workmen of the Truck Pool I was accused of sabotage and arrested by the F.S.S. I was kept in prison for eight days and after few interrogatories I was released with a lot of excuses. I understood the accuses from the interrogatories: rubbery of wrenches which were done in the Truck Pool. Even at present they are manufacturing them and there are always some missing. They said that I rubbed spare parts which I was sending to Bari to a friend of mine to be sold. It is true that I was sending to Bari spare parts, but they were slightly burned spare-parts for Italian cars which were salvaged from an important warehouse, belonging to me, and which was set on fire by the Germans. These spare parts were loaded in front of the Truck Pool at the presence of everybody whenever it happened that a car was going to Bari. If the drivers who operated these transports would have been questioned, everything would have been explained. Then I was also charged of illicit collection of money for repairs done to civilians. We collected money from civilians only five or six times after having been authorized by Capt. Richardson and I did not collect the money because there was an employee for the accounting operations. If this employee would have been questioned and if it was checked the cash book everything would have been clarified. Then it was said that I had withdrawn materials, which I would have taken in some places, from the "salvage park" of San Severo. It is true that I have been many times with some workmen to withdraw some spare parts, but I went with the authorization of Capt. Richardson and the spare parts were unloaded by the same workmen in the yard of the Truck Pool.

It was sufficient to question the above mentioned workmen. I do not know if there were other charges. If Capt. Walker instead of dismissing me, would have questioned me, everything would have been explained and I would not have had all those troubles.

If the F.S.S. after having investigated my case have left me free it is clear that my charges were false, but in spite of the fact that in Italy all accusers are severely punished, my informers were better settled in the Truck Pool.

As soon as my innocence was proved I addressed myself to Capt. Sinoler, begging him to settle my position, but he answered me that I had to be glad of being released from jail.

I would like to call your attention on the fact that a month ago the two interrogators and the chief driver, who were my accusers, have been dismissed for some bad actions, but they have not yet been arrested, in spite of the fact that just when I was in prison and they hoped I would have been punished by shooting, they took away from the Truck Pool a truck FIAT 686, belonging to the Italian Army and which was sold to a civilian, saying to Capt. Walker that the owner came to withdraw it. The sum of money which was collected

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Now I had no amends. I am with no employment and without my workshop, without rent and requisitioning folio. Why if I am not guilty they do not want to employ me again? And why if they are still doubtful of my behaviour they do not investigate my position and give me the opportunity to defend? I only ask justice. If I am not able to direct the Truck Pool at least I have the right of having the rent of my workshop. But I am capable, my skilfulness is admitted in all Puglia.

4 8 5 6

You can ask Capt. Richardson and Capt. Dawner who know me very well. I was very wealthy in the past time. I had a fortune which was destroyed by the Germans and which I accumulated with my work. Who substituted me has never been a mechanic and therefore be cannot be more skilful than me.

Foggia - 15-1-1945

sgd. ROSSI PACLO

II, Via Civetta

Foggia

P.S. : Could the A.C. of Foggia requisition my workshop when between me and Col. Temberlj there was a verbal agreement?

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1085

Al Comandante Generale dell' A.C.

R U L A

La mia officina, che alla liberazione di Reggio, aveva subito una requisizione di parte del materiale, ad uso delle truppe Alleate di passaggio, mentre stava in via di sistemazione, venne presa in affitto dalla A.C. per uso del Truck Pool M.I. Le condizioni di affitto, senza alcuna discussione da parte mia, furono stabilite dal Tenente Bissey in presenza del Colonnello Tomberli, allora Comandante dell' A.C. ed erano le seguenti: L.5000.- mensili per uso dell'officina e L. 150.- giornaliero a me quale capo della stessa. Il contratto era rinnovabile ogni tre mesi per tutta la durata della guerra. Le lire 5000.- mensili venivano aumentate gradatamente, man mano che la attrezzatura dell'officina andava a migliorarsi. Attrezzi rotti e consumati dovevano essere sostituiti. Le prelette condizioni non erano affatto buone, ma io le accettai, senza discutere, rendendomi conto dell'attuale stato di guerra.

Circa due mesi dopo, il Ten. Bissey venne sostituito dal Capitano Richardson, il quale durante il periodo che diresse il Truck Pool, mi ha dato le più ampie dimostrazioni di stima, e gradatamente mi ha portato il fitto a lire 25.mila. Per questa decisione si era consigliato col Capitano Dawner, Ispettore tecnico, che essendo esperto in materia sapeva perfettamente giudicare il valore della mia officina e quello della mia persona.

Disgraziatamente il Capitano Richardson è stato poi trasferito, e sostituito dal Capitano Walker, il quale mi ha subito nominato oltre che capo officina anche manager. Mia intenzione era quella di riorganizzare l'amministrazione, per evitare che autisti e manager delle agenzie commettessero degli abusi sui trasporti, cosa che io avevo avuto modo di vedere, avveniva molto spesso. Non me ne fu però dato il tempo, soprattutto perché, secondo quanto

stava in via di sistemazione, venne presa in affitto dalla A.C. per uso del Truck Pool N.1. Le condizioni di affitto, senza alcuna discussione da parte mia, furono stabilite dal Tenente Bissey in presenza del Colonnello Temberlj, allora Comandante dell' A.C. ed erano le seguenti: L.5000.= mensili per uso dell'officina e L. 150.= giornaliera come quale capo della stessa. Il contratto era rinnovabile ogni tre mesi per tutta la durata della guerra. Le lire 5000.= mensili venivano aumentate gradatamente, man mano che la attrezzatura dell'officina andava a migliorarsi. Attrezzi rotti e consumati dovevano essere sostituiti. Le predette condizioni non erano affatto buone, ma io le accettai, senza discutere, rendendomi conto dell'attuale stato di guerra.

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Infatti appena io fui nominato manager il Sicbelli mi disse chiaramente di ricordarmi che il Romano era un suo amico.

Pochi giorni dopo la partenza del Cap. Richardson gli interpreti Sicbelli e Norcia vennero da me e mi fecero il seguente ragionamento:

"Il Cap. Richardson nel dare le consegne ha emesso un termine di proprietà del Comando Alleato. Ne consegue che in ultimo voi ne rimarrete proprietario. Siccome il termine vale circa L.300.mila è giusto che anche noi abbiamo una parte di questo utile e ci accontentiamo della cifra di L.100.mila in due."

Negai a loro ogni diritto perchè a me di quanto dicevano, non risultava nulla e due giorni dopo capitando a Foggia il Cap. Downer gli raccontai ogni cosa. Questi mi disse che il termine era stato emesso perchè il Cap. Richardson non aveva alcuna intenzione di lasciarlo a Foggia, ma di portarlo al Truck Pool al quale egli doveva essere destinato come comandante. Ciò riferii agli interpreti e questi mi risposero che non era vero e che se non versavo la somma richiesta, che erano anche disposti a diminuire, mi avrebbero fatto requisire l'efficienza e licenziare. Presentato a un collega era anche il capo autista Di Carlo Oreste.

Delle loro minacce non mi preoccupavo, perchè ero convinto, che qualunque cosa avessero potuto raccontare al Cap. Walker contro di me, questi prima di giudicare avrebbe sempre dovuto interrogarmi. Io sapevo che non mi si poteva fare nessun appunto sia per la mia capacità che per onestà, ed ero quindi tranquillo. Mi sono poi accorto che queste mie mode di pensare era sbagliate. Cosa raccontarono i due interpreti al Capitano? Le azioni che questi fece in seguito verso di me non

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quelle di un superiore che ha dei sospetti verso un dipendente e cerca la verità, ma di un uomo imbestialito che si è proposto per odio verso

il dipendente e cerca di trovare degli errori

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Avevo licenziato un capo reparto che avevo sorpreso che stava portando

via dei Martelli. Questi si raccomandò all'interprete parlarmi col Capitano, fui chiamato io, interrogato, e riassunto il capo reparto. A me fu fatto firmare un documento che diceva che mi impegnavo di non assumere e non licenziare senza l'autorizzazione del Capitano e che nel caso l'essi state sorpreso ad asportare del materiale dal Truck Pool l'efficienza sarebbe senz'altro stata requisita. Il giorno dopo l'interprete Norcia andava a interrogare gli operai, mettendo molto in evidenza che era stato incaricato dal Capitano di fare una inchiesta sulla mia onestà. Con un altro interprete andai a chiedere spiegazioni al Capitano il quale mi rispose molto freddamente che l'interprete aveva solo avuto l'incarico di riferire quanto avveniva in officina. Due giorni dopo senza che io ne sapessi nulla furono licenziati venti meccanici e ira questi alcuni dei migliori. Avevano la colpa di essere stati assunti da me. Fu licenziato un giovane ispettore che aveva solo il torto di essere zelante. Io credo invece che il motivo sia causato dal fatto che una notte dietro mie ordine andò a fare una ispezione al Truck Pool di Lucera dove io pensavo ci fossero delle macchine che durante la notte facevano del contrabbando. (Manager di Lucera era protetto dall'interprete Siebelli).

Ogni volta che io chiedevo al Capitano materiali, pezzi di ricambio, e autorizzazione a comprare sul mercato nero, mi venivano sempre negati, ma è stato dimostrato che bastava andare dall'interprete per ottenerli. Logicamente non potevo andarci io. In seguito gli ordini da darsi al Manager venivano dati al capo ufficio e quelli per il capo ufficio al capo autista, il quale si prestava molto al gioco nella speranza di sostituirmi. Creatasi questa situazione e visto che era impossibile avere col Capitano un chiarimento, mi recai a Lucera dal Capitano Sinclair, il quale oltre che a essere il capo dell'ufficio trasporti

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dell'A.C.C. requisisce l'officina; fate la nota del materiale. " E a conclusione mi si disse che era necessario mettere come capo officina uno che ne sapesse più di me. Era il 18 settembre 1944 la nota dei materiali fu fatta il giorno dopo; ancora oggi non sono in possesso del regolare foglio di requisizione.

La persona che mi ha sostituito vale molto di meno di me sia come persona che come capo officina, essendo un semplice autista.

Considerato il mio licenziamento come una grave ingiustizia feci un capo al Colonnello della A.C.C. chiedendo di essere messo sotto inchiesta e che mi si desse il diritto di difendermi, ma non ne ebbi risposta. Quindici giorni dopo, solo perché io mi ero fermato a parlare con due operai del Truck Pool che erano stati alle mie dipendenze, si trovò il modo di inscenare una accusa di sabotaggio e venni arrestato.

dalla P.S.C. Otto giorni di carcere di sicurezza, alcuni interrogatori per la libertà con infinite scuse. Le accuse che mi erano state fatte le dedussi più o meno chiaramente dalle interrogazioni. Furto di chiavi fisse che venivano costruite nel Truck Pool. Ancora oggi se ne costruiscono e ne mancano sempre. Furto di pezzi di ricambio che io mandavo a Bari presso il negozio di un mio amico da vendere per mio conto. E' vero che io mandavo dei pezzi al ricambio a Bari in packages fissate ad una piccola portellone, ma erano pezzi cruciacchiati adatti a macchine italiane provenienti da un mio importante magazzino che era stato incendiato dai tedeschi. Il carico di questi pezzi si faceva davanti a i Truck Pool quando capitava una macchina che andava a Bari in presenza di tutti senza scelte di autisti. Se si fossero interrogati gli autisti che hanno portato i pezzi gli stessi avrebbero colpite le cose. Incessa arrestato per furto di ricambio fatto al carcere. Ne furono fatti cinque o sei in tutto del Col. Richardson e i soldi incassati io

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5)

di S. Severo e portati non so dove. E' vero che io con un biglietto del Cap. Richardson e alcuni operai sono andato diverse volte al parco di S. Severo a pigliare dei ricambi, ma è anche vero che i predetti ricambi furono scaricati dagli stessi operai nel cortile del Truck Pool. Bastava interrogare i predetti operai. Non ne conosco altre accuse. Se il Cap. Walker invece di licenziarmi mi avesse interrogato, le cose si sarebbero chiarite facilmente e io non avrei avuto una così grave disgrazia.

Se la P.S.S. dopo gli interrogatori, mi ha lasciato libera significa che le denunce erano false, ma contrariamente a quanto succede in Italia dove i delatori vengono colpiti duramente, i miei furono sistemati meglio al Truck Pool.

Riconosco che la mia innocenza mi rivelò ancora al Cap. Bincler con la preghiera di voler sistemare la mia posizione e questi mi fece rispondere che dovevo essere contento perchè ero uscito di prigione.

E' da tenerci presente che circa un mese fa i due interpreti e il capo autista, che furono i miei più tenaci accusatori, sono stati licenziati per delle malefatte, ma non sono ancora stati arrestati, mentre si sa che proprio nel periodo che io ero in prigione, e loro speravano che io fossi fucilato, fecero sparire dal Truck Pool un autocarro Fiat 666 di proprietà dell'Esercito Italiano e io vendettero a un civile facendo credere al Cap. Walker che il proprietario era venuto a ritirarlo.

L'incasso era di circa un milione e mezzo.

Ora io non ho a vista alcuna soddisfazione. Sono senza impiego, e senza la mia officina, senza l'affitto e senza il foglio di requisiti **5793**.

Perchè se non sono stato riconosciuto colpevole si persiste a non volermi rimettere al mio posto? E se si hanno ancora dei dubbi non si fa una vera inchiesta dando però a me la possibilità di difendermi?

il Cap. Walker invece di licenziarmi mi avesse interrogato, le cose si sarebbero chiarite facilmente e io non avrei avuto una così grave dis-
grazia.

Se la U.S.S. dopo gli interrogatori, mi ha lasciato libero significa che le denunce erano false, ma contrariamente a quanto succede in Italia dove i delatori vengono colpiti duramente, i miei furono sistemati meglio al Truck Pool.

Riconoscevo la mia innocenza mi rivelsi ancora al Cap. Sincler con la preghiera di voler sistemare la mia posizione e questi mi fece rispondere che dovevo essere contento perchè ero uscito di prigione.

E' da tenersi presente che circa un mese fa i due interpreti e il capo autista, che furono i miei più tenaci accusatori, sono stati licenziati per delle malefatte, ma non sono ancora stati arrestati, mentre si sa che proprio nel periodo che io ero in prigione, e loro operavano che io fossi fucilato, fecero sparire dal Truck Pool un autocarro Fiat 608 di proprietà dell'Esercito Italiano e lo vendettero a un civile facendo credere al Cap. Walker che il proprietario era venuto a ritirarlo.

L'incasso era di circa un milione e mezzo.

Ora io non ho a vista alcuna soddisfazione. Sono senza impiego, e senza la mia officina, senza l'affitto e senza il foglio di requisiti **5793**.

Perchè se non sono stato riconosciuto colpevole si persiste a non volermi rimettere al mio posto? E se si hanno ancora dei dubbi non si fa una severa inchiesta dando però a me la possibilità di difendermi?

Io chiedo solo che si faccia giustizia. Se io non sono capace a dirigere il Truck Pool avrò almeno diritto di avere l'affitto della mia officina.

Ma io sono capace; la mia abilità è riconosciuta in tutta la Puglia.

Se non può chiedere al Capitano Richardson e Dawner che mi conoscono

6)

bene e sanno giudicare oppure a qualsiasi agricoltore che è
autotronista della zona. Io ho un passato; avevo una fortuna che i
tedeschi mi hanno distrutta e questa fortuna l'avevo fatta io col mio
lavoro. Chi mi ha sostituito non ha mai fatto il meccanico e perciò
non può essere affatto migliore di me.

Foggia 15/1/1945

Edoardo

Rossi Paolo

Via Civetta 11 - Foggia

P.S. Poteva l' A.C. di Foggia eseguire una requisizione quando
fra me e il Colonnello Tenderli vi era un accordo verbale ?

7625

Tel. 437

NRLM/ci

18 December 1944

Ref. AC/5615/IND.

SUBJECT: Application for derequisitioning of Alfa Romeo plant, Via Ostiense, 200, Rome.

TO : ✓ Chief of Transportation Sub-Commission.

FROM : Industry Sub-Commission.

1. Attached is a copy of a request which has been made by the Ministry of Industry, Commerce and Labour for the derequisitioning of the above premises.

2. Such applications are considered at the regular meetings of the Industrial Co-ordination Committee, AFIRS, and prior to presentation require to be fully documented as to the factors affecting each individual firm's operations and its importance in the solution of industrial requirements before the case can be dealt with by the Committee.

3. In the present instance as the plant functioning is of interest to Road Transportation, an authoritative statement under the signature of the Chief of Transportation Sub-Commission is required to complete the necessary documentation before presentation of the application.

4. This statement should stress the necessity for the derequisitioning and re-activation of this plant in the solution of road transportation problems, giving data in support as to the number of highway transportation vehicles whose repair is essential for the solution of highway transportation problems.

5793

Copy to:-
Economic Section.

1 Incl.:

Cpy of translated request for derequisition as per para. 1 above.


W. S. VAUGHAN
Director,
Industry Sub-Commission.

T R A N S L A T I O N

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR
Office of the Director General for Industry and Mines
Reconstructions Office.

APPLICATION FOR DEREGISTRATION OF PREMISES FOR ESSENTIAL CIVILIAN USE.

- 1 Name of firm : Soc. An. Alfa-Romeo
- 2 Location : Via Ostiense 200, Roma.
- 3 Product or Service : Repair and rebuilding of cars
- 4 Present condition of premises or plant : Good
- 5 Requisitioned or occupied by : O.C. 638 L of C. Wksp ROME
- 6 For the purpose of : repairing their own cars
- 7 Required by : Soc. An. Alfa-Romeo - Office Via Regina Elena 47
Rome.
- 8 For the purpose of : rebuilding cars of the Azienda Servizi An-
nonari used for the victualling of Rome
under the control of the Transportation
Office - Allied Commission
- 9 Requirements to commence production (raw materials, power, labour
etc.) : Electric power: Nil
- 10 Potential output : 80 cars a month.
- 11 Particulars of Previous applications for deregistration (if any)
and result : Transportation Office, Allied Commission approached
- 12 Justification : (a) The company has maintained up to the present
the full number of its employees (No 32) at great cost which can
no longer support.

(b) It is obliged to refuse the rebuilding and repair of the trucks of the Royal Italian Army and of the Ufficio Annonario of Rome used for the victualling of the city and for this reason the Transportation Office, AC has already taken a direct action to obtain the deregistration.

(c) Though employed on the maintenance of the Alfa-Romeo buses of the ATAC the company cannot carry out this urgent work and in particular the adaption to Diesel of all the gasogen buses of the Agency, which are not in operation as a result.

(d) Repair and maintenance trucks belonging to many private transport contractors.

Ministry of Industry, Commerce & Labour.
TRANSLATION

OPINION ON THE DEREQUISITION APPLICATION SENT BY
THE SOC. AN. ALFA ROMEO - PLANT OF VIA OSTIENSE
No. 200 - ROME

The justification presented by the Soc. An. Alfa Romeo for the derequisition of their plant designed for the repair and rebuilding of vehicles, located in Rome at Via Ostiense No. 200, quite corresponds to reality.

In fact the above firm is responsible for the maintenance of the "Alfa Romeo" buses of the A.T.A.G. of Rome (Azienda Tranvie Autobus Comunale) and must repair and rebuild trucks belonging to the Italian Army and the Ufficio Annonario of Rome, in addition to the vehicles of private transport contractors.

Under present conditions the maintenance and repair of trucks by the above concern has an importance which cannot be sufficiently stressed, especially in view of the problem of transportation of food for Rome and the province.

In addition, in view of the fact that the equipment possessed by the above plant (lathes, drilling machines, emery grind-stones, service station, movable and fixed lifting plants) is efficient, considering that the firm in question has always given proof of service we give our fully favourable opinion on the granting of this request.

Rome, December 13th, 1944

The Chief of the Office

Visa - The Director General

5791

HEADQUARTERS ALLIED COMMISSION

AFD 334

Economic Section

CHAT/hgd

12 Jan. 1945

12/IN/H/16

SUBJECT: Seizure of Fiat Car.

TO : The Chief of Staff, A.C. H.
 (Att: Chief ~~Staff~~ Staff Officer).

1. Reference your letter 3604/52/CQS dated the 5th of January, addressed to this Section.

2. It is desired to amplify Para 2 of Industry Sub-Commission's letter to you Ref. AC/5597/IND, dated the 5th of January, as follows:-

A) Transportation Sub-Commission of this Section has received invaluable assistance from the Fiat Company, which has consistently proved its desire whole-heartedly to co-operate with the Allied Commission.

B) The Fiat Company is at present engaged in rebuilding its works both in Rome and Neocera for the purpose of undertaking work primarily for A.C.

C) The statement made by Mr. Enrico Minola in his letter dated Jan. the 3rd (folio 57 in the attached file) to the effect that a Fiat "2800" was voluntarily offered to A.C. is certainly true in that Transportation Sub-Commission accepted this car for the use of a former Vice President of the Economic Section.

D) As a result of the above the Transportation Sub-Commission is in full accord with the sentiments expressed by the Industry Sub-Commission that the impounded Fiat car registration B2730/Rome, should be returned to the Fiat Motor Company into the hands of their local representative Mr. Felice Sigolotto.

5790

(Attaching Staff Officer).

1. Reference your letter 3604/52/CC5 dated the 5th of January, addressed to this Section.

2. It is desired to supply Part 1 of Industry Sub-Commission's letter to you Ref. 26/5597/IND, dated the 5th of January, as follows:-

A) Transportation Sub-Commission of this Section has received invaluable assistance from the Fiat Company, which has consistently proved its desire whole-heartedly to co-operate with the Allied Commission.

B) The Fiat Company is at present engaged in rebuilding its works both in Rome and Pescara for the purpose of undertaking work primarily for A.C.

C) The statement made by Mr. Enrico Minola in his letter dated Jan. the 1st (folio 57 in the attached file) to the effect that a Fiat "2300" was voluntarily offered to A.C. is certainly true in that Transportation Sub-Commission accepted this car for the use of a former Vice President of the Economic Section.

D) As a result of the above the Transportation Sub-Commission is in full accord with the gentlemen expressed by the Industry Sub-Commission that the impounded Fiat car registration 27280/ROME, should be returned to the Fiat Motor Company into the hands of their Terni representative Mr. Belli Sigolotto.

Approved:-

J. S. CARNES

Col. Director,
Roads-Section.

L. D. DENCKOWSKI,

Colonel, R.A.,
Acting Deputy Chief of Staff
Economic Section.

5790

Roy L. Volstead
ROY L. VOLSTEAD
Capt. CMP
O 1/o Requisition ~~See Entry 2-1 (1)~~
Transportation Sub Commissioner

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

SEPT. 6 1944

Date

VEHICLE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Make	TOPOLINA	Wheels	4
Body (type)	TRUCK	Tires	NONE
Motor N°	078284	Battery	NONE
Serial N°	077842	Upholstery	NOT GOOD
License N°	75414 ROME	Paint	
Condition in general	GOOD		

2. This vehicle has been taken to 6 Piazza Verdi, Super Garage. Any questions as to the requisitioning of the vehicle should be made to G-4 American Sec. at Ministero delle Corporazioni.

TRANSLATION

1. Questa è la Vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comando Generale della Commissione Alleata di Controllo.

2. Questo veicolo è stato portato al Super Garage - Piazza Verdi N° 6. Qualsiasi domanda riguardo la requisizione del suddetto veicolo deve essere fatta all'Ufficio G-4, Americano, Ministero delle Corporazioni.

NAME FURGONI SINGER

ROME

Ray L. Volstad 5788

ROY L. VOLSTAD

Captain CMF

Assistant G-4 (A)

Transportation Sub-Com

For

NAME

ADDRESS

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

Date SEPT. 6 1944

VEHICLE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Make <u>---TOPOLINO---</u>	Wheels <u>---4---</u>
Body (type) <u>---TRUCK---</u>	Tires <u>---NONE---</u>
Motor N° <u>---077996---</u>	Battery <u>---NONE---</u>
Serial N° <u>---077609---</u>	Upholstery <u>---</u>
License N° <u>---75327-ROME---</u>	Paint <u>---NOT GOOD---</u>
Condition in general <u>---GOOD---</u>	

2. This vehicle has been taken to 6 Piazza Verdi, Super Garage. Any questions as to the requisitioning of the vehicle should be made to G-4 American Sec. at Ministero delle Corporazioni.

TRANSLATION

1. Questa è la Vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comando Generale della Commissione Alleata di Controllo.

2. Questo veicolo è stato portato al Super Garage - Piazza Verdi N° 6. Qualsiasi domanda riguardo la requisizione del suddetto veicolo deve essere fatta all'Ufficio G-4, Americano, Ministero delle Corporazioni.

5787

NAME FURGONI SINGER

ROME

Roy L. Volstad

ROY L. VOLSTAD

Captain GMP

~~Assistant G-4 (4)~~

Transportation Sub-Com

PER -----

NAME -----

ADDRESS -----

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

SEPT 6 1944

Date -----

VEHICLE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Make ----- ⁴ TOPOLINO
Body (type) ----- TRUCK
Motor N° ----- NONE
Serial N° ----- NONE
License N° ----- NONE
Wheels ----- NONE
Tires ----- NONE
Battery ----- BATTERY NOT GOOD
Upholstery -----
Paint -----

Condition in general -----

2. This vehicle has been taken to 6 Piazza Verdi, Super Garage. Any questions as to the requisitioning of the vehicle should be made to G-4 American Sec. at Ministero delle Corporazioni.

TRANSLATION

1. Questa è la Vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comando Generale della Commissione Alleata di Controllo.

2. Questo veicolo è stato portato al Super Garage - Piazza Verdi N° 6. Qualsiasi domanda riguardo la requisizione del suddetto veicolo deve essere fatta all'Ufficio G-4, Americano, Ministero delle Corporazioni.

ROME

5786

Roy L. Volstad
ROY L. VOLSTAD
Captain CMP
~~Assistant G-4 (A)~~
Transportation Sub Com.

Per -----

NAME -----

ADDRESS -----

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE G-4
APO 394

Date. AUG. 31. 1944. . . .

VEHICLE RECEIPT

VEHICLE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Wheels.....	4	IRON
Tires.....		ONE
Battery.....		ONE
Upholstery.....		
Paint.....		PAIR
License No.....	7645	ROME
Condition in general.....		PAIR

Condition in general.....

2. This vehicle has been taken to LANCIA GARAGE, Viale Pa-
rioli No 162. Any questions as to requisitioning of the vehi-
cle should be made to ~~LANCIA GARAGE~~.
~~Viale Parioli No 162.~~

LANCIA GARAGE

Registration

Translation
1. Questa è la vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comando Generale della Commissione Alleata di Controllo.
Presentato al LANCIA GARAGE;

2. Questo veicolo è stato trasportato al LANCIA GARAGE, Viale Paroli N° 162. Qualsiasi domanda riguardante alla richiesta di sequestro del veicolo deve essere fatta all'Ufficio di Direzione del suddetto veicolo dove essere fatta al "Ufficio di Direzione del suddetto veicolo" dove essere fatta al "Ufficio di Direzione del suddetto veicolo".

LAMBIA GARAGE

NAME RINGER MACHINE CO.....
ADDRESS 108 VIA PRINCIPES STREET.....

Duppa Carter sent to Cust. V. M. C. 50
asking for stickers and the
Committee against the

0025

LETTERS TO VIKTORS

ED CONTROL COL
EXPERIMENTAL

470 394

10 + 8 AUG. 31. 1944. . . .

REMITTANCE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Make.....	PIAT '500.....	Wheels.....	4.....
Body (Type).....	TRUCK.....	Tires.....	None.....
Motor No.....	978333.....	Battery.....	ONE.....
Serial No.....	077977.....	Upholstery.....	
License No.....	75415 ROMB.....	Paint.....	PAIR.....
Condition in general.....			PAIR.....

2. This vehicle has been taken to LANCIA GARAGE, VIALE FA-
rioli No 162. Any questions as to requisitioning of the vehi-
cle should be made to ~~34 American Street~~ ~~Ministero delle~~
~~Commissioni~~ ~~Vie Veneto~~. LANCIA GARAGE

Translation

Translation
1. Questa è la vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comandante Generale della Commissione alleata di Controllo.

2. Questo veicolo è stato trasportato al LANCIA GARAGE, Viale Parioli No 162. Qualsiasi domanda riguardo alla requisizione del suddetto veicolo deve essere fatta all'Ufficio ~~di Impianto e Manutenzione delle Corporazioni~~, Via Veneto.

LANCIA GARRE

NAME.....
ADDRESS.....
SINGER MACHINE CO.....
08 VIA PRINCIPAL FIDELITY
ROR

40

00

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Make.....	PIAT 500	Wheels...4.....
Body (Type).....	TRUCK	Tires.....NONE
Motor No.....	078333	Battery.....ONE
Serial No.....	077977	Upholstery.....
License No.....	75415 NONE	Paint.....BLACK
Condition in general.....	44P	

2. This vehicle has been taken to LANCIA GARAGE, Viale Pa-
rioli No 162. Any questions as to requisitioning of the vehi-
cle should be made to ~~the American Consulate at Venice~~
~~Consulate, Venice~~. LANCIA GARAGE

Translation

1. Questa è la vostra ricevuta per il veicolo suddetto il
quale è stato preso dal Comando Generale della Commissione
Alleata di Controllo.

2. Questo veicolo è stato trasportato al LANCIA GARAGE,
Viale Parioli No 162. Qualsiasi domanda riguardo alla requi-
sizione del suddetto veicolo deve essere fatta all'Ufficio
~~del Ministero delle Corporazioni, Via Veneto.~~

LANCIA GARAGE

NAME..... SINGER MACHINE CO.....
ADDRESS..... 208 VIA PRINCIPALE PIAZZA
ROME

5784

X

2008年12月10日

Date: AUG 31 1944.....

3

5288

LALCIA GARDEN

sizione del suddetto veicolo deve essere fatta all'Ufficio

NAME. SINGER MACHINE CO.....
ADDRESS 48. VIA. PRINCIPALE FINECOTTE

THE CHURCH

Date.....

AUG. 31 1944

VEHICLE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Wheels.....
Tires.....4.....
Battery.....NONE.....
Upholstery.....ONE.....
Paint.....PAINT.....

Condition ~~has been~~ ~~referred~~ ~~to~~ ~~LANCIA GARAGE, Viale Pa-~~
2. This vehicle has been ~~referred~~ ~~to~~ ~~LANCIA GARAGE, Viale Pa-~~
rioli No 162. Any questions as to requisitioning of the vehi-
cle should be made to ~~34 Lancia Garage, Viale Pa-~~

LANCIA GARAGE

Translation
1. Questa è la vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comandante Generale della Commissione Alleata di Controllo.

2. Questo veicolo è stato chiesto in vendita all'Ufficio di Viabilità N° 162. Qualsiasi domanda riguardante la richiesta di vendita di questo veicolo deve essere fatta all'Ufficio di Viabilità N° 162. Qualsiasi domanda riguardante la richiesta di vendita di questo veicolo deve essere fatta all'Ufficio di Viabilità N° 162.

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TABLE 4. GAM. A.G. 2000

NAME.....
ADDRESS.....
208 VIA PRINCIPIS PIEDMONTES

NOTES

507

1883

HEADQUARTERS
ALLIED CONTROL COMMISSION
~~XXXXXXXXXXXXXXXXXXXX~~
OFFICE C-4

ARO 394

AUG. 31 1944
Date.....

VEHICLE RECEIPT

1. This is your receipt for the following vehicle which has been taken by Headquarters Allied Control Commission.

Make.....	FIAT 500	Wheels.....	None
Body (Type).....		Tires.....	None
Motor No. 077076		Battery.....	
Serial No. 55348	None	Upholstery.....	None
License No.	None	Paint.....	
Condition in general.....			

2. This vehicle has been taken to LANCIA GARAGE, Viale Parioli No 162. Any questions as to requisitioning of the vehicle should be made to ~~XXXXXXXXXXXXXXXXXXXX~~

LANCIA GARAGE

Translation

1. Questa è la vostra ricevuta per il veicolo suddetto il quale è stato preso dal Comando Generale della Commissione Alleata di Controllo.

2. Questo veicolo è stato trasportato al LANCIA GARAGE, Viale Parioli No 162. Qualsiasi domanda riguarda alla requisizione del suddetto veicolo deve essere fatta all'Ufficio ~~XXXXXXXXXXXXXXXXXXXX~~

LANCIA GARAGE

5781

SINGER MACHINE CO.
NAME.....208 VIA PRINCIPEN PIAZZETTA
ADDRESS.....ROME

TRANSLATION

TO THE REAR ADMIRAL STONE

Chief of the Allied Commission in Italy

We undersigned owners of a motorcycle truck ^{ROME} ~~such~~, take the liberty to assert that which follows:

Since the 6th of June 1944, we have been offering our services to the Allied Command through the Group G.R.A., which assigned us to the TMT for the management of the Allied Military wire lines.

For this service we were paid 220 lire for each day's work.

As from the 27th of November 1944, with the purpose of eliminating the percentage going to the profit of the group G.R.A., we received a proposal for a direct contract with the Allied Command, with the promise of a daily salary higher to the one earned up to the 26th of November 1944, and also additional rations of foodstuff, servicing of the vehicles, spare parts and tires.

We accepted the new proposition; but afterwards the vehicles were requisitioned and we had verbal communication that we would no more receive any compensation for the vehicles, but only the salary as ordinary drivers, amounting to about 160 lire per day of work.

In fact as from the 27th of November and until to-day, we have received no other compensation.

We undersigned, therefore draw your attention to the fact that with this compensation, and in order not to lose it, we take care of little repairs necessary for the continuation of our work. Taking into consideration that the repair of an inner tube costs 50 lire, a bolt 30 lire, a cable for brake 150 lire, there remains very little money for the maintenance of our own families which, having no other financial means, rely on these vehicles to get money for buying things that are indispensable for their support.

Taking into consideration what is said above, it has to be borne in mind that some of us have not already finished paying for the motorcycle truck or the expensive repairs upon the same, and under present conditions such delay cannot be afforded. To this we must add that the undersigned pay the necessary taxes and part of them a monthly rent for storage in the garage. 528

We hope that the verbal communication is a mistake in interpretation, which put us in a very bad humour, because we see that in the future our families, most of them large, will suffer great hunger.

We applied to our direct Superiors for explanation, but we always received evasive or, perhaps better, discouraging replies, therefore we took the liberty of applying to your Excellency who, in order that with the enlightened and high sense of justice, as we expect from the Chief in Italy of our liberators, will be willing to effect a change in our position, giving to us the possibility to live and to continue serenely and speedily our auxiliary work with the Allied forces, with the effect of hastening the end of the war with the defeat of the common German enemy.

(signatures)

TRANSLATION

TRANSLATION

E.N.A.C.

Service : Mov. and Traffic.

Ref : 1/M/O/

To the Allied Commission
Transport.-Sub-Comm.
Rome.

Subject : Requisition of sheds for Vehicles at S.T.A.

Capt. Browne from Real Estate Section - E.A.C. has undertaken the requisition of two garages of the S.T.A. situated in Ragusa square and already assigned to the Ufficio Trasporti of Rome and to the vehicles requisitioned and administered directly by the Ufficio itself. As consequence of the requisition the Ufficio Trasporti has been obliged to allocate the above mentioned vehicles in the premises of FIAT, near Porta Maggiore, which are used, there is a while, like the most important station of the Ufficio Trasporti's services.

Seeing that on the date of starting of E.N.A.C. functioning these premises will be used moreover for the allocation of the vehicles coming from the other provinces it is necessary that all the vehicles directly administered by E.N.A.C. be transferred back to the sheds belonging to S.T.A., which as for the construction and the capacity are in a special condition to be used for a good deal of trucks.

It is requested therefore that steps be taken as to make Capt. Browne to change his mind about the requisition of those premises.

(Sgd)

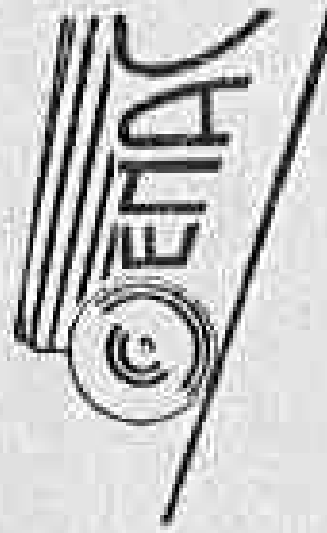
THE GENERAL DIRECTOR

*Refert
RAAC.*

5778

Roma

194



Ente Nazionale Autotrasporti

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

DIREZIONE GENERALE

Arriva Movim. e Traf. *da*
Post. N. 1/14/01
Regista d. 1/14/01

Alla COMMISSIONE ALLEATA

Sotto Commissione dei Tra-

sporti

= R O M A =

Oggetto: Requisizione capannoni S.T.A.

Il Capitano Browne della Real Estate Section - Rome Area Command - ha provveduto alla requisizione di due autorimesse della S.T.A. in Piazza Ragusa già assegnate all'Ufficio trasporti di Roma e destinate agli automezzi requisiti e direttamente gestiti dall'Ufficio stesso.

In seguito a tale requisizione l'Ufficio Trasporti ha dovuto far ricoverare gli automezzi suddetti nei locali della FIAT in Porta Maggiore, già da tempo utilizzati invece per la più importante stazione di servizio dell'Ufficio Trasporti stesso.

Poichè con l'entrata in funzione dell'E.N.A.O. i locali della FIAT dovranno essere utilizzati anche per il ricovero degli automezzi provenienti dalle altre provincie è indispensabile che gli automezzi gestiti direttamente dall'Ufficio Trasporti, e quindi dall'E.N.A.O., vengano riportati nei capannoni della S.T.A. che, per capienza e ubicazione, particolarmente si prestano al ricovero di un buon numero di grossi autocarri.

Si prega pertanto d'intervenire presso il Cap. Browne pregandolo di recedere dalla requisizione in parola.

5777

= R O M A =

Univ. Movim. e Traf.
 Roma 1/11/01
 Direzione Generale

Oggetto: Requisizione capannoni S.T.A.

Il Capitano Browne della Real Estate Section - Rome Area Command - ha provveduto alla requisizione di due autorimesse della S.T.A. in Piazza Ragusa già assegnate all'Ufficio Trasporti di Roma e destinate agli automezzi requisiti e direttamente gestiti dall'Ufficio stesso.

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Si prega pertanto d'intervenire presso il Cap. Browne pregandolo di recedere dalla requisizione in parola.

IL DIRETTORE GENERALE



5777

Translation

TO : E.N.A.C.
General Direction
Rome.

The Romano & Son Company of Strongoli takes the opportunity of informing that General Direction of what follows:

It has these trucks:

- 1 FIAT 634/N - license plate 3127 C.Z. with a trailer license plate 48 C.Z.
- 1 FIAT 634/N - license plate 3357 C.Z. with a trailer license plate 55 C.Z.
- 1 small lorry FIAT 503 F - license plate 76 C.Z.

which are all used to operate transports on behalf of a third party.

Since 1939 up to now the Italian Military Administration has requisitioned eleven vehicles of this Company. From 1939 up to last summer all its equipments have been used for transports concerning food supplies for Calabria or sulphur which is produced in the mines of the Crotone Area.

During last summer the Allies have compelled this firm to put at their dispositions its trucks and have used them to transport timber.

Not considering the fact that the prices paid by the Allies is not even sufficient for the vehicle maintenance, it happened that the Catanzaro province has been deprived of the most efficient trucks it had, while other persons, less stupid and scrupulous, have left this province and are operating in other places, gaining a lot with no responsibilities.

In the same time nearly two hundred workmen of the S. Domenica and Irato mines, in which also this Company is **5776** co-interested must suspend the work, because it is impossible to transport sulphur from the mines to the refinery of Crotone, which in the same time had to stop its operation, because the usual transportation means are at the Allies' disposition and these are no other transportation means.

No influence had the local authorities on the Allies to obtain the return of those trucks to this firm.

Therefore we ask that General Direction to interfere in order to disengage the trucks from the Allied Authorities and assign them to the E.N.A.C. of the Catanzaro Province.

- 1889
- 1 FIAT 634/N - license plate 3357 C.Z. with a trailer license plate 55 C.Z.
 - 1 small lorry FIAT 503 F - license plate 76 C.Z.

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No influence had the local authorities on the Allies to obtain the return of those trucks to this firm.

Therefore we ask that General Direction to interfere in order to disengage the trucks from the Allied Authorities and assign them to the E.N.A.C. of the Catanzaro Province.

We hope that you will consider our case.

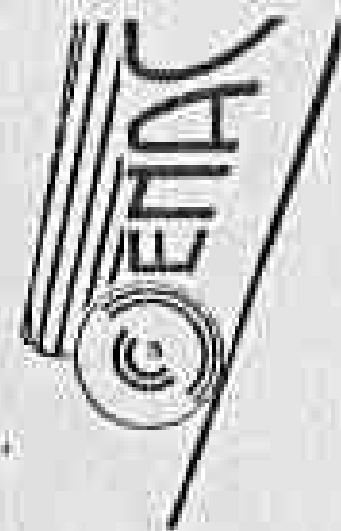
Strongoli - 30th November 1944.

Sebastiano Romano & Son Company
(sgd. Cav. Uff. Antonio Romano)

X

14 DIC. 54.

194



Ente Nazionale Autotrasporti Cese

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

DIREZIONE GENERALE

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI

ROMA

Amministrativo
Det. 1° Segr. 1 1384 *Mag. A*
Proposta del 1°

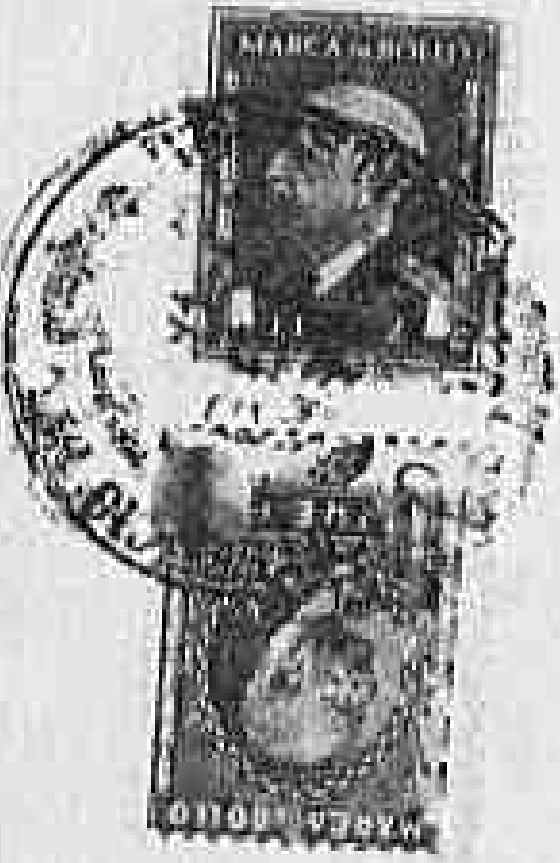
OGGETTO: Istanza Ditta ROMANO

La Ditta Sebastiano ROMANO & Figli da Catanzaro ha trasmesso a questa Direzione Generale l'allegata istanza per ottenere lo svincolo di n. 2 autotreni, che fanno servizio per conto del Comando Militare Alleato di Catanzaro.

Data la ben nota deficienza dei mezzi di trasporto, in Calabria soprattutto, si prega codesta Commissione Alleata di voler accogliere favorevolmente l'istanza della Ditta ROMANO.

IL DIRETTORE GENERALE

5775



ON. DIREZIONE GENERALE DELL' E.N.A.C.

R O M A

La sottoscritta ditta Sebastiano ROMANO & FIGLI
di Strongoli si rivolge a CODESTA ON. DIREZIONE

GENERALE per quanto appresso:

Possiede gli autotreni : Fiat 634/N targa 3I37 C.Z.
con rimorchio targa 48 C.Z. e Fiat 634/N targa
3357 C.Z. con rimorchio 55 C.Z., nonchè il camionci-
no Fiat 503 F. targa 76 C.Z., tutti adibiti a tras-
porto di cose per conto di terzi .

Dal 1939 ad oggi ha avuto requisito dall'Amministra-
zione Militare Italiana del undici automezzi.

Dal 1939 e fino alla scorsa primavera tutta la prop-
ria attrezzatura è stata adibita ai trasporti ine-
renti l'alimentazione della Calabria ed al traspor-
to di zolfo che producono le miniere nella zona di

Crotone .

Nella primavera decorsa gli Alleati hanno obbli-
gato questa ditta di mettere a loro disposizione
gli autotreni e li hanno adibiti al trasporto di
legname, per loro conto .

Indipendentemente dal fatto che il prezzo che

pagano gli Alleati non è sufficiente neppure alla

GENERALE per quanto appresso:

Possiede gli autotreni : Fiat 634/N targa 3I37 C.Z.
con rimorchio targa 48 C.Z. e Fiat 634/N targa
3357 C.Z. con rimorchio 55 C.Z., nonchè il camionci-
no Fiat 503 F. targa 76 C.Z., tutti adibiti a tras-
porto di cose per conto di terzi .

Dal 1939 ad oggi ha avuto requisito dall'Amministrazione Militare Italiana del undici automezzi.

Dal 1939 e fino alla scorsa primavera tutta la propria attrezzatura è stata adibita ai trasporti inerenti l'alimentazione della Calabria ed al trasporto di zolfo che producono le miniere nella zona di Crotone .

Nella primavera decorsa gli Alleati hanno obbligato questa ditta di mettere a loro disposizione gli autotreni e li hanno adibiti al trasporto di legname, per loro conto .

Indipendentemente dal fatto che il prezzo che pagano gli Alleati non è sufficiente neppure alla manutenzione ordinaria delle macchine stesse, si è determinato il fatto che la provincia di Catanza-

5773

ro è venuta ad essere privata degli automezzi più efficienti, che potevano servirla nei propri bisogni; mentre altri trasportatori, più furbi e meno scrupolosi, si sono allontanati da questa provincia e lavorano in altre, guadagnando molto lautamente e senza alcun vincolo.

Intanto circa duecento operai delle miniere S. Domenica e Prato, nelle quali è interessata anche questa ditta, dal 4 dicembre p.v. debbono sospendere il lavoro, perchè non si può trasportare lo zolfo dalla miniera alla Raffineria di Crotone, la quale si è anche dovuta fermare per mancanza di materia prima, appunto perchè i mezzi di trasporto che vi sono stati sempre adibiti, sono ora a disposizione degli Alleati, e non c'è altra possibilità di trasportare lo zolfo dalle miniere alla Raffineria.

A nulla sono valse le insistenze delle Autorità locali per lo svincolo degli automezzi di questa ditta da parte degli Alleati.

Fertanto, questa ditta chiede l'intervento di CODESTA ON. DIREZIONE GENERALE perchè gli autotreni cui trattasi siano lasciati liberi dalla Autorità

losi, si sono allontanati da questa provincia e lavorano in altre, guadagnando molto lautamente e senza alcun vincolo.

Intanto circa duecento operai delle miniere S. Domenica e Prato, nelle quali è interessata anche questa ditta, dal 4 dicembre p.v. debbono sospendere il lavoro, proprio perchè non si può trasportare lo zolfo dalla miniera alla Raffineria di Crotone, la quale si è anche dovuta fermare per mancanza di materia prima, appunto perchè i mezzi di trasporto che vi sono stati sempre adibiti, sono ora a disposizione degli Alleati, e non c'è altra possibilità di trasportare lo zolfo dalle miniere alla Raffineria.

A nulla sono valse le insistenze delle Autorità locali per lo svincolo degli automezzi di questa ditta da parte degli Alleati.

Pertanto, questa ditta chiede l'intervento di CODESTA ON. DIREZIONE GENERALE perchè gli autotreni cui trattasi siano lasciati liberi della Autorità Alleate e siano passati alle dipendenze dell'E.N. A.C. della provincia di Catanzaro

Confida e ringrazia .

Strongoli, 30 novembre 1911.

Sebastiano Ronchi
(Cap. Uff. ~~Carabinieri~~ ~~Carabinieri~~)

Adunato Francesco

577*

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

WAS/ngd

30, Dec. 1944

AC/TN/R/26

SUBJECT : Derequisitioning of Italian Trucks for
Cosenza Province.

TO : A.P.H.Q. G-5 (Att: Col. Franklyn)

1. Reference your T-13 dated 19 Dec. 1944
2. The tyres and tubes necessary for the operation of SICILIAN vehicles have not yet arrived, and some time must necessarily elapse before any transfer of roadworthy vehicles to the mainland can be effected.
3. May therefore request be made for review of the decision given by the AFHQ authority with a view to releasing at least some vehicles for civilian food haulage.
4. Two further urgent applications for additional transport have been made by the Italian Government, and AC resources are unable to ease a situation which is rapidly growing more serious with the imminence of bad weather in the south.

L.D. 5772
L. D. DENSMORE,
Colonel, S. O.
Acting V.P. Economic Section.

Copy to : Economic Section

Approved

M. J. Thomas Colonel
Dep. Director Transportation Sub-Commission AC
2 Jan 45

(Copy)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MBT/hl

Tel: 376

AC/TN/R/26

27 Dec. '44

SUBJECT: Requisitioning, Derequisitioning or
Rental of Civilian Motor Vehicles by
United States Military Forces.

TO : G-5, AFHQ.

1. Reference is made to AFHQ Administrative Memorandum No 59 of 13 Dec. '44, and to HQ. MTOUSA, AG/451/767 D-O, 17 Dec. '44.

2. At a meeting held in Brigadier Cowley's office at AFHQ on 1 Nov. '44, it was represented that Allied Commission should be given authority to requisition and derequisition civilian motor vehicles and below is note of the discussion made at that time:

"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. The "working paper" referred to above has been issued as the Mtousa AG/451/767 D-O, 17 Dec. '44, and in paragraph 2 it does not delegate authority for requisitioning by AC.

4. It is represented that it is most important that ⁵²⁷¹AC should have this authority, not only in Rome, but more particularly at outlying places, since instances have already occurred of officers being stranded for lack of transport and are wasting days because they were unable to get away. It is requested that AC should definitely be scheduled as one of the authorities empowered to requisition vehicles. May an amendment to the circular referred to above be issued accordingly?

Copy to: Economic Section.

(Sgd) M.B. THOMAS,
Colonel,
Deputy Director.



PRESIDENZA DEL CONSIGLIO DEI MINISTRI

L'ALTO COMMISSARIO DELL'ALIMENTAZIONE

Rome, December the 22th 1944

To the TRANSPORTATION SUB-COMMISSION
R O M E

With reference to our letter of the 21st November last n.387 on the same subject, copy of which is herewith enclosed. Please let us know, at your earliest convenience, whether provisions have been taken on the line suggested

Liftugan

5770

C O P I A

Prot. n.387 Rome, November the 21 st. 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
-------	----

5709

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 31 trucks requisitioned by the 800th and by the 174th Forestal Company, Engr F.C.O. so that they

to the Agriculture Sub-Commission ;
to the Food Sub-Commission

R O M E

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TOTAL 42

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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 31 trucks requisitioned by the 800th and by the 174th 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.

AUTOCARRI PESANTI REQUISITI DALL'800⁺ E DALLA 274⁺ ENGR F.C.O.

Addetti ai Servizi della 274⁺ Compagnia Forestale

		Cosenza	Lancia	targa	
1)	Ammirata Fratelli	Cosenza	Lancia		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)	Leoni Giuseppe	Cpsenza	"	"	2907 CS
9)	"	"	"	"	2957 CS
10)	Loizzo Giuseppe	Dosenza	OM	"	2966 CS
11)	"	"	"	"	2799 CS
12)	Marchesi Fratelli	Cosenza	Alfa Romeo	"	3224 CS
13)	Mingrone	Bocchigliero	Lancia	"	3423 CS
14)	Paternostro Francesco	Mormanno	OM	"	3174 CS
15)	Regoli Milton	Cosenza	IF	"	80478 Roma
16)	Safes	Mormanno	Fiat	"	5768 CS
17)	Zigliani	Cosenza	"	"	3368 CS
18)	"	"	"	"	10877 Roma
			"	"	10996 CR

Addetti ai Servizi dell'800⁺ Compagnia Forestale

19)	Rovito Giuseppe	Cosenza	IF	"	2982 CS
20)	Gervasi Luigi	"	Renault	"	2785 CS
21)	Greco Pietro	"	IF	"	3285 CS
22)	Caligiuri Michele	Cosenza	Fiat	"	3316 CS
23)	"	"	"	"	3376 CS
24)	Colletta Angelo	S. Giovanni in	"	"	308D3 Napoli

	Ammirata Fratelli	Cosenza	Lancia	targa	
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)	Leoni Giuseppe	Cosenza	"	"	2907 CS
9)	"	"	"	"	2957 CS
10)	Loizzo Giuseppe	Dosenza	OM	"	2966 CS
11)	"	"	"	"	2799 CS
12)	Marchesi Fratelli	Cosenza	Alfa Romeo	"	3224 CS
13)	Mingrone	Bocchigliero	Lancia	"	3423 CS
14)	Paternostro Francesco	Mormanno	OM	"	3174 CS
15)	Regoli Milton	Cosenza	IF	"	80478 Roma
16)	Safes	Mormanno	Fiat	"	5768 CS
17)	Zigliani	Cosenza	"	"	10877 Roma
18)	"	"	"	"	10996 CR

Addetti ai Servizi dell'800^a Compagnia Forestale

19)	Rovito Giuseppe	Cosenza	IF	"	2982 CS
20)	Gervasi Luigi	"	Renault	"	2785 CS
21)	Greco Pietro	"	IF	"	3285 CS
22)	Caligiuri Michele	Cosenza	Fiat	"	3316 CS
23)	"	"	"	"	3376 CS
24)	Colella Angelo	S. Giovanni in Fiore	"	"	308D3 Napoli
25)	"	"	"	"	30872 "
26)	"	"	Lancia Rop	"	30814 "
27)	"	"	"	"	30842 "
28)	Bevacqua Domenico	Cosenza	OM	"	3198 CS
29)	Santelli Fratelli	"	Fiat	"	2719 CS
30)	Leonetti Luigi	"	IF	"	2954 CS

31) Bilotti Mario	Cosenza	IF	targa	3417	CS
32) " "	"	Fiat	"	3536	CS

WPS/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

*File
Chap*

Ref : AC/400/Tn

22 December 1944

MEMORANDUM

SUBJECT : Requisitioned Car No. HQ - 402

TO : Officer in Charge Lancia Garage
Thru : Colonel Carnes

1. The Super Garage has reported that Requisitioned Car No. HQ - 402, issued to Lt. Clark of the Lancia Garage on 21 November 1944, has not been turned into the Super Garage in accordance with instructions.

2. May information please be furnished relative to this vehicle.

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, QMC
Admin. Off.

5767

Original passed Capt Hart

RESTRICTED

RHE/rh

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

R/26

AG 451/767 D-0

17 December 1944

SUBJECT: Requisitioning, Derequisitioning, or Rental of Civilian Motor Vehicles by United States Military Forces.

TO : All Concerned.

1. Reference is made to:

a. Section II, Allied Force Headquarters Administrative Memorandum Number 59, dated 13 December 1944, subject: "Requisitioning and Derequisitioning of Civilian Motor Transport".

b. Allied Force Headquarters Administrative Memorandum Number 95, dated 27 December 1943, subject: Payments in Italian Territory".

c. Allied Force Headquarters Memorandum Number 31, dated 1 August 1944, subject: "Payments in Italian Territory".

d. Allied Force Headquarters Administrative Memorandum Number 57, dated 11 December 1944, subject: "Powers and Rights of Allied Forces in Italian Government Territory".

2. In accordance with above cited, the following organizations are authorized to requisition and derequisition civilian motor vehicle in the areas of their respective responsibility under United States Army jurisdiction, south of the rear boundary of the 15th Army Group:

- a. Peninsular Base Section
- b. Headquarters Command, Allied Force
- c. Rome Area MTOUSA
- d. Adriatic Depot

5766

3. A list of all requisitioned civilian motor vehicles presently on hand will be submitted immediately to this headquarters by the above for each unit under their command. A similar list will be submitted by Army Air Forces Service Command, MTO for all United States Air Force Units. Lists will include the following information and will be kept up to date by all subsequent changes:

RESTRICTED

Hq MTOUSA, AG 451/764 D-O
17 December 1944 (cont'd)

- a. Using Unit.
- b. Model and type of vehicles.
- c. Make or manufacturer of vehicle.
- d. Army Registration Number assigned to vehicle.
- e. Condition as to serviceable, unserviceable, or salvaged.
- f. AUTHORIZATION: (ie) Applies to an approved T/O & E, is authorized by an excess authorization (state authorization), or is an unauthorized excess.
- g. Vehicle substituted in lieu of War Department vehicle, type _____.

4. All civilian vehicles required by the United States Air Corps will be requisitioned by PENBASE or ADRIATIC DEPOT in their respective areas of responsibility.

5. It will be the responsibility of the requisitioning headquarters to maintain and control requisitioned civilian motor vehicles within its area of responsibility in accordance with existing United States Army Regulations.

6. Inasmuch as civilian motor vehicles requisitioned through United States Military channels are considered to be the property of the United States Government, non-United States military personnel authorized by commanding officers to operate this transportation will be held individually responsible in case of loss or damage to this property through neglect.

7. Prior to derequisitioning of a serviceable vehicle to its owner or the Italian Government, approval of this headquarters will be secured.

8. No vehicles will be rented from owners without prior approval of this headquarters.

By command of Lieutenant General McNARNEY:

/s/ R. H. FRESE
/t/ R. H. FRESE
Captain, AGD,

REPRODUCED - Hq Rome Area, MTOUSA, 19 December 1944 J.E.C./IEC/tjs

DISTRIBUTION: "R"

(AM)

Translation

/nf

Giov. Restuoccia & Co.
Messina
Italy

TO : President
Allied Commission
Rome

The firm "Giov. Restuoccia & Company" of Messina, main office and manufactory at Contesse di Messina, calls the attention of your Excellency on the following incomprehensive act, ordered by the authorities of Messina against the claiming firm.

On November the 23rd, the questor of Messina - after having stopped and taken at the Italian police office (we don't know with what power) twelve trucks, three of which were used for industrial purposes and among which there was the small truck PIAT 524, license plate n. 3546, which belonged to the undersigned firm - has requisitioned only one truck and exactly that of the claiming firm - He explained that the U.P.S.E.A. needed a vehicle and that it was choosen our truck because it was the more efficient and it was of no use for the firm.

No influence at all had our claims against the unjustified measure of the questor, nor even by H.E. the Prefect, who - still judging with the old mentality: "not to deny the work of the subaltern" be thought not convenient to revoke the measure - Our claims have exposed our firm to a real persecution. In fact, as if the requisition of the small truck was not sufficient, after few days a searching was done in the premises of our Firm at Contesse, in order to find and requisition a motor-car, which could not be requisitioned because un-operating in bad condition. ~~5760~~

Acting in this way the authorities of Messina don't seem to consider too much the industrial re-operation of the town, which has been twice damaged by misfortune, and to be aware of the exigences of our firm, which is among the most appreciated and ancient firms.

Founded in the year 1860, the firm operated a large industrial activity in the camp of the 'products derived from cytrus fruit' (essence, juice, citrate, etc.) It exported its products also abroad, where it has important clients, among whom the famous Firm of London KIA-ORA well known in all the world.

It is possible that in this moment, in which

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No influence at all had our claims against the unjustified measure of the questor, nor even by H.E. the Prefect, who - still judging with the old mentality: "not to deny the work of the subaltern" be thought not convenient to revoke the measure - Our claims have exposed our firm to a real persecution. In fact, as if the requisition of the small truck was not sufficient, after few days a searching was done in the premises of our firm at Contesse, in order to find and requisition a motor-car, which could not be requisitioned because un-operating in bad condition. 5763

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Founded in the year 1860, the firm operated a large industrial activity in the camp of the 'products derived from citrus fruit' (essence, juice, citrate, etc.) It exported its products also abroad, where it has important clients, among whom the famous Firm of London KIA-ORA well known in all the world.

Do you think it is possible that in this moment, in which there is lack of transportation means, an industry of such an importance could be deprived with any damages and losses of the only vehicles it has been possible to reoperate among the three motor-cars it had before the war?

The main-office and the factories of the firm are located at three km. from the town and many km. from the nearest railway-station which is that of Tremestieri.

Capt

Handled personally by Major Geyser
K Capt Calabrese

Therefore in order to enable our director, our technical and administrative personnel to attend their daily duties, we really need a motor-car especially when three other firms of the place among which the "Sanders and Sons" company can operate their own vehicles.

Even if you will know any thing about our industry, you could easily imagine that at present the complete lack of transportation means can easily paralyse the activities and the life of the Company.

Is it in this way that the industrial reoperation is really helped?

Would this problem become more difficult owing to the incomprehension of the offices?

We don't think that it is in this way that an industrial company is helped, especially in the case of the firm Restuccia, which after having supported serious damages owing to bombardments and losses for nearly 13 millions of liras, is now trying to reoperate at its own expenses in order to re-employ hundreds of families of workmen?

There is no use in calling your attention on the fact that at present an Enterprise needs a motor-car to accomplish all its activities.

We quite agree on the point that if the U.P.S.B.A. must have a truck, it is right to assign one to it.

But why among all the vehicles which are circulating in the town and in the province, just the vehicle of the firm Restuccia must be requisitioned?

Everybody knows very well the trucks and motor-cars, which notoriously are operated by the so-called "Trallazzo"!

Would it not have been more opportune to chose among these vehicles that one necessary to the U.P.S.B.A.?

Is it possible that the questor of Messina does not know anything about the "Trallazzisti" vehicles?

We would be surely wrong if we would doubt of his intelligence and hightness!

and therefore, why the honest industries are disturbed and

helped?
Would this problem become more difficult owing to the incomprehension of the offices?

We don't think that it is in this way that an industrial company is helped, especially in the case of the firm Restuccia, which after having supported serious damages owing to bombardments and losses for nearly 13 millions of lire, is now trying to reoperate at its own expenses in order to re-employ hundreds of families of workmen?

There is no use in calling your attention on the fact that at present an Enterprise needs a motor-car to accomplish all its activities.

We quite agree on the point that if the U.P.S.S.A. must have a truck, it is right to assign one to it.

But why among all the vehicles which are circulating in the town and in the province, just the vehicle of the firm Restuccia must be requisitioned? 576

Everybody knows very well the trucks and motor-cars, which notoriously are operated by the so-called "Trallazzo".

Would it not have been more opportune to choose among these vehicles that one necessary to the U.P.S.S.A.?

Is it possible that the questor of Messina does not know anything about the "Trallazzisti" vehicles?

We would be surely wrong if we would doubt of his intelligence and highness!

And therefore, why the honest industries are disturbed and the trallazzisti are undisturbed?

Excellency,
The undersigned firm is sure that your Excellency will issue the necessary instructions in order to de-requisition the above mentioned vehicle and return it to the legitimate owner, who has an absolute need of it to operate his industry.

Contesse di Messina 18/12/1944.

Faithfully yours
The company
(sgd. Giuseppe
Alfredo Restuccia)

1
RESERVED
ALLIED FORCE HEADQUARTERS
AFG 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

53)

13 Dec. 44

Captured Enemy Equipment and Other Items Confiscated by Base Censors. I
Requisitioning and Derequisitioning of Civilian Motor Transport.....II

I ---CAPTURED ENEMY EQUIPMENT AND OTHER ITEMS CONFISCATED BY BASE CENSORS

1. a. Captured enemy material etc. etc.

II. REQUISITIONING AND DEREQUISITIONING OF CIVILIAN MOTOR TRANSPORT

1. All requisitioning of civilian vehicles for both United States and British Forces will be under the control of Allied Force Headquarters through normal channels. Authority to requisition lies with the 15th Army Group in the forward areas, and AFHQ for British and AFHQ for United States Army in the rear areas, giving regard to their respective areas of responsibility, but may be delegated by these Headquarters to certain specified subordinate headquarters.

2. All requisitioned vehicles will be held against deficiencies in IE/WE of Allied military units, including Allied Commission. No requisitioned vehicles will be held surplus to IE/WE unless written authority of 15th Army Group or AFHQ/MICUSA is obtained.

3. In an emergency, vehicles may be requisitioned in excess of IE/WE without prior written authority of 15th Army Group or AFHQ/MICUSA, but such authority must be obtained promptly thereafter.

4. All requisitioned vehicles held surplus to IE/WE for ⁵⁷⁸WHQ or authority is not granted by 15th Army Group or AFHQ/MICUSA will be disposed of by one of the following methods:

- a. To the respective Ordinances.
- b. Derequisitioning and handing over to the original owner, or if not practicable, to the Italian Government.
- c. Using in work shops for dismantling and removal of essential spares for repair of other requisitioned vehicles.

5. In territories under the jurisdiction of the Italian Government, 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 paragraph 4 above.

1. a. Captured enemy material etc. etc.

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3. In an emergency, vehicles may be requisitioned in excess of IE/WE without prior written authority of 15th Army Group or AFHQ/AFHQUSA, but such authority must be obtained promptly thereafter.

4. All requisitioned vehicles held surplus to IE/WE for AFHQUSA authority is not granted by 15th Army Group or AFHQ/AFHQUSA will be disposed of by one of the following methods:

- a. To the respective Ordnances.
- b. Derequisitioning and handing over to the original owner, or if not practicable, to the Italian Government.
- c. Using in work shops for dismantling and removal of essential spares for repair of other requisitioned vehicles.

5. In territories under the jurisdiction of the Italian Government, 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 paragraph 4 above.

6. All requisitioned vehicles will be registered with a military registration number by Ordnance British for British vehicles and by the subordinate commands delegated responsibility of requisitioning for United States Army vehicles.

7. Load carrying vehicles will not be requisitioned for military use except in cases of emergency.

8. Requisitioned vehicles will not be moved from the country in which they were requisitioned except with the approval of AFHQ/WFOUSA.

By command of Field Marshal ALEXANDER:

O. W. CHRISTENSEN,
Colonel, AGD
Acting Adjutant General

5782

Translation

Matera, 22 November 1944

To Commodore E.W. Stone
A.O. H.Q.

R o m e

Since 1937, I have been entrusted with the allotment of mineral oils for the Matera Province, and my appointment as representative of the Comitato Italliano Petroli - C.I.P. - has been ratified by the Allied Authorities in September 1943.

Last summer, in Matera, I rehabilitated a plant for the production of bricks, which had been inactive for about ten years, and which is of public utility because of the importance of bricks for the reconstruction of the country.

To this service, I destined a truck (Bianchi type), and a car. In September 1943, the Germans took them away, and I was faced with great difficulties of transport, especially for the fuel which I had and still have to get from Bari and distribute to the various agricultural centres of the province.

Showing great comprehension, the Allied Authorities helped me, first putting some vehicles at my disposal, and later on enabling me to recover my own vehicle. In December 1943, in the region of Miglionico, I found my Bianchi truck (1100 MT) damaged, and the wreckage of another Bianchi truck which seemed to have belonged to the Germans.

I then asked the Allied Military Government to be allowed to take back my vehicle and to make use of the other damaged car. The permission was granted on February 2nd 1944, and the public register for cars was authorized to transcribe and inscribe to my name the truck, which I meant to repair with the parts of the wrecked car which could still be used, and this with considerable work and expense.

The works took five months and I had to buy most of the spare pieces and all the tyres. The repaired truck was approved by the Bari Inspectorship for Motorization, and inscribed in the public register for cars of Matera; on May 11th, the P. Prefettura gave it a licence, and a number (1258 MT), specifying that it belonged to me.

During the harvest, this car brought the fuel required for agricultural works, and was also put at the disposal of the organizations of the public authority.

On November 1st, I received the order which I transcribe:

Allied Control Commission - Matera -

1st November 1944

5761

To Mr. Annunziata

Matera

Considering that the Prefect of the Matera Province needs a truck for public requirements, this Office requires the immediate delivery of your truck MT 1258.

sd. S.W. Reidpath Lt.
A.O.C. Matera

19151
Last summer, in Matera, I rehabilitated a plant for the production of bricks, which had been inactive for about ten years, and which is of public utility because of the importance of bricks for the reconstruction of the country.

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A.C.C. Matera

The above mentioned officer then added verbally that the car would go to the R. Prefecture of Matera, which (it is well known) doesn't need any vehicle for public services dispose of those of the S.I.T.A.' Company.

To this notice I answered that I was ready to defend my rights, and I appeal to this Allied Commission.

Summing up the facts, I point out that:

- 1) the said truck I got by reaping a wrecked car which had been regularly allotted to me; I paid a large sum to have it re-made and replaced the one that the Germans took away from me.
- 2) The Allied Authority which was then the Government of the liberated territory acknowledged my ownership of the truck which is now in my possession.
- 3) The said Authority had the P.R.A. register to my name the truck of which I am now to be deprived
- 4) Acknowledging the public utility of my industries, for which I had then no vehicle, for mine had been taken away by the Germans, the same Authority helped me giving me the temporary use of some of its cars.
- 5) The same Authority asked that I solemn ceremony should take place for the resuming of the works, and was present to this ceremony, as can be seen from the photograph that was then taken, and which shows me with the Allied Officers.
- 6) Therefore, to deprive me of my truck means attacking my right of property and misunderstanding the considerable public utility of my industries, which, without this indispensable mean of transport, will remain paralyzed, to the great prejudice of many workers that I shall have to dismiss.
- 7) The Matera Prefettura had and has no need of trucks, and all public services dispose of a sufficient number of vehicles.
- 8) Should the competent Authority have to dispose of private property - and this for a public necessity, which doesn't exist in this case - it should obey the very definite regulations which discipline the procedure of the expropriations and requisitions, for they have no right to sacrifice without more the property of a citizen, property which has been lawfully acquired and duly registered.

It is painful to see that I am faced by this very serious situation, which isn't justified by any reason whatever, when I ought to be helped by public authority because my industrial activity gives bread to a great number of families, and helps to the national reconstruction.

Will Your Excellency give orders for this unlawful request should be withdrawn.

/s/ Arcangelo Annunziata

Industria Laterizi
Via Roma, 8 - Matera

trans. E.C.

5780

Rag. Arcangelo Annunziata

Industria Laterizi

Con annesso reparto ceramiche artistiche già Cav. G. Cappelluti
Via Roma - 8 - MATERA - Via Roma - 8

Telefono R. 144

Q. Q. Postale R. 13-5147

Q. P. Q. R. 7636

Matera, 22 novembre 1944

III.mo CONMODORE ELLERY STONE
 A.C.C. H2.

ROMA

Dal 1937, sono preposto alla distribuzione degli olii minerali per la provincia di Matera, e sono stato confermato, nel settembre 1943, dalle Autorità Alleate, quale rappresentante del Comitato Italiano Petroli - C.I.P.

Inoltre nell'estate scorsa ravvii uno stabilimento per la produzione dei laterizi in Matera, da qualche decennio inattivo e di utilità collettiva per l'importanza dei laterizi nella ricostruzione del paese.

A tali attività destinai un autocarro tipo Bianchi ed un'autovettura. Nel settembre 1943 i tedeschi me li involarono, mettendomi nelle più dure difficoltà di trasporto, specie dei carburanti che dovevo, e devo, ritirare da Bari e distribuire ai numerosi centri agricoli della provincia.

Le Autorità Alleate, con apprezzata comprensione, mi aiutarono concedendomi dapprima l'uso di alcuni automezzi, e poscia mettendomi in grado di rientrare in possesso del mio automezzo.

Infatti, nel dicembre 1943, rinvenni in territorio di Miglionico, il mio autocarro Bianchi targato 1100 MT. avariato e un altro rottame di autocarro, pure Bianchi di apparenza tedesco.

Domandai all'allora Governo Militare Alleato di recuperare il mio veicolo e di servirmi del vicino relitto. La concessione mi venne accordata il 2 febbraio 1944 e fu autorizzato il pubblico registro automobilistico ad eseguire la trascrizione ed iscrizione, al mio nome, dell'autocarro che, con ingente lavoro e spesa, mi proponevo di mettere su mercè i pezzi utilizzabili dei rottami rinvenuti.

Dopo cinque mesi di lavoro, dopo l'acquisto di buona parte di pezzi di ricambio e dell'intero treno di gomme ed il rifacimento del cassone, venne su un autocarro, che collaudato dall'Ispettorato della Motorizzazione di Bari, ed iscritto al Pubblico Registro Automobilistico di Matera, fu dalla R. Prefettura nell'11 maggio corrente anno munito di licenza di circolazione al numero di matricola 1258 MT. con l'annotazione di proprietà mia.

Nel periodo della raccolta agricola, oltre a provvedere allo approvvigionamento dei carburanti agricoli, l'autocarro è stato messo anche a disposizione di Enti di pubblica autorità.

Nel 1° novembre corrente mi è pervenuto l'ordine qui appresso trascritto :

Allied Control Commission - Matera -

Al Sig. Annunziata

Matera

Visto la necessità del Prefetto per la provincia di Matera di un camion per il fabbisogno pubblico, questo Ufficio ordina a Voi di consegnare immediatamente il veicolo (camion) targato MT 1258.

F.to S.M. Reidpath LT.

ACC. MATERA.

Verbalmente poi l'Ufficiale sopra nominato dichiarò che, con la consegna, l'autocarro sarebbe passato in proprietà della R. Prefettura di Matera, la quale (e' notorio!) non ha bisogno di auto-mezzi perchè i servizi pubblici hanno quelli già in concessione alla Società S.I.T.A.

All'intimazione sopra riportata, replicai che facevo salvo ogni mio diritto, e pertanto mi rivolgo a codesta Superiore Autorità per la tutela del mio diritto.

Riassumendo i fatti metto in evidenza :

- 1) - Il camion in disputa proviene dal rifacimento di un rottame regolarmente ceduto, ricostruito da me sopportando ingenti spese e tiene luogo di quello trafugato dai tedeschi.
- 2) - L'Autorità Alleata che, allora era il Governo per la zona liberata dell'Italia, riconobbe e la proprietà mia sul camion che ora possiedo.
- 3) - L'Autorità medesima dispose che il P.R.A. iscrivesse al mio nome il camion di cui ora mi si vuole privare.
- 4) - La stessa Autorità, constatata la utilità pubblica delle industrie da me esercitate e per le quali allora non avevo il mio auto-veicolo toltomi dai tedeschi, fu Essa a venirmi incontro concedendomi l'uso temporaneo di macchine sue.
- 5) - Sempre quell'Autorità volle onorare con solenne cerimonia alla quale Essa prese parte, la mia ripresa industriale; e ne fanno fede le fotografie all'uopo ritratte effigianti me accanto agli Ufficiali Alleati.
- 6) - Conseguentemente, privandomi dell'autoveicolo, si viene a discoscere ed a ferire, oltre il mio diritto di proprietà, anche la rilevante utilità pubblica delle mie industrie, le quali, senza l'indispensabile mezzo di trasporto, rimarrebbero paralizzate, con grave danno anche dei numerosi operai, che io, costretto, dovrei licenziare.
- 7) - La Prefettura di Matera non ha mai avuto né ha bisogno veruno di

Rag. Arcangelo Annunziata
Industria Laterizi

Con annesso reparto ceramiche artistiche già Cav. G. Cappelluti
Via Roma - 8 - MATERA - Via Roma - 8

Telefono R. 144

C. C. Postale R. 13-5147

C. p. C. R. 7636

autocarri, e tutti i servizi pubblici hanno la loro bastevole scorta.
8) - Qualora per una pubblica necessità, la quale, nel caso nostro, non esiste affatto, l'Autorità competente avesse a disporre dei beni dei privati, essa dovrebbe conformarsi alle precise norme di legge disciplinanti la procedura delle espropriazioni e delle requisizioni, non essendole consentito di sacrificare senz'altro la proprietà del cittadino legittimamente acquistata e consacrata negli appositi Registri pubblici.

E' doloroso che io, la cui attività industriale dà pane a numerose famiglie e concorre alla implorata ricostruzione nazionale, invece di vedermi incoraggiato ed aiutato dalla pubblica Potestà, debba dibattermi per evitare un minacciatomi danno grave non giustificato da ragione alcuna.

Voglia pertanto l'E.V. disporre perchè si desista dalle non legittime nè opportune pretese a mio danno.

Arcangelo Annunziata

1920