2015

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

ACC AC/TNS/39 10000/142/2614
(Y02.I.)

2016

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

10030/142/2614
(VOL. I)

REPORT ON TOURS

JAN. - MAY 1945

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

Benzina	fino ai 20 q.li	N.	205	PER q.li	I623,3
Benzina	Oltre i 20 q.li	"	46	" "	I432,=
Nafta	oltre i 20 q.li	"	II3	" "	8353,=
Metano	fino a 20 q.li	"	II6	" "	956,=
"	oltre i 20 q .li	"	4I	" "	I8I3,=
GASSOGENO	fino ai 20 q.li	"	48	" "	659,=
"	oltre i 20 q.li	"	I05	" "	494I,=
Elettrico	fino ai 20 q.li	"	I9	" "	255,=
"	oltre i 20 q.li	"	44	" "	I564,=
	Totali	N.	737	Q.li	2I596,3

RIMORCHI N. 7 per q.li 556

2014

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

AUTOCARRI	BENZINA	TOTALE DI PORTATA	NAFTA	TOTALE DI PORTATA	METANO	TOTALE DI PORTATA	GASOGENO	TOT PORT
Fino a 20 Q.li	205	1623,3	==	==	116	956	48	
Oltre i 20 Q.li	46	1432	113	8353	41	1813	105	4
TOTALI	251	3055,3	113	8353	157	2769	153	5

	NUMERO	TONNELLAGGIO
RIMORCHI Oltre i 20 q.li	7	556

2012

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

BENZINA	TOTALE DI PORTATA	NAFTA	TOTALE DI PORTATA	METANO	TOTALE DI PORTATA	GASOGENO	TOTALE PORTATA	ELETTR.	TOTA PORTA
205	I623,3	==	==	116	956	48	659	19	255
46	1432	113	8353	41	1813	105	4941	44	1564
2 51	3055,3	113	8353	157	2769	153	5600	63	1819

NUMERO	TONNELLAGGIO
7	556

1.633

2020

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

Modelli Sistina
Lotto

MILAN

...ITATO OLI MINERALI & C...RBURANTI SUC...EDANEI
Corso Porta Nuo... 34
Milano

7590 H.D

Milano, May 25th 1945

Liebe hauf reparat in the North.

APPROXIMATE NUMBER OF MOTOR VEHICLES
RUNNING WITH METHAN GAS

LOMBARDIA REGION

Province	N°	Methan gas allocation (monthly)
Milano	1000	250.000 cub.m.
Pavia	100	25.000 " "
Como	300	45.000 " "
Varese	180	50.000 " "
Cremona	200	60.000 " "
Bergamo	100	20.000 " "
Brescia	250	120.000 " "
Mantova	180	50.000 " "
Sondrio	-	-
	2310	620,000.

20,000.
30
60

1036

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

H_ DQUARTERS ALLIED COMMISSI
APO 394
TRANSPORTATION SUB COMMISSION

FPR/id

Ref: 235/8/Tn.2

19 May 1945

To : All Regional Commissioners.

Subject : Transport Problem - Roads - Italy.

1. The following information is required to get an overall position of road transport, so that equal distribution and exchanges can be made to enable all available transport to be utilised.

2.

	Big Towns (these figures also to be included in provincial figures.)	Provinces
N° of private cars		
" " taxis		
" " motor buses		
" " tram cars		
" " trolley cars		

3.

Trucks	3 - 5	quintals
	6 - 10	"
	11 - 15	"
	16 - 20	"
	21 - 30	"
	31 - 40	"
	41 - 50	"
	51 - 60	"
	61 - 75	"
	76 and over.	

1035

4. Vehicles out of service for want of :-

Article	Make, type and Year of vehicle.
Batteries	

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

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" " motor buses		
" " tram cars		
" " trolley cars		

3. Trucks

3 - 5	quintals
6 - 10	"
11 - 15	"
16 - 20	"
21 - 30	"
31 - 40	"
41 - 50	"
51 - 60	"
61 - 75	"
76 and over.	

1035

4. Vehicles out of service for want of :-

Article	Make, type and Year of vehicle.
Batteries	
Tyres	
Tubes	
Spark Plugs	
Fan Belts	
Bearing and Crank Shafts	
Bearings and Connecting Rods	
Guideon Pins	
Piston Rings	
Pistons	
Bearings - Wheel	
Caskets	
Heads	

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

Blocks
Back Axles
Front "
Ignition
Generators

or other items which cause frequent lay-up of vehicle s.
Give numbers laid up because of each :

5. Garages in operation

6. Tyre repair plants in operation

7. Tyre factories in operation

8. Spare part factories in operation

9. Truck manufacturing plants in operation

10. Battery repair plants in operation

11. Road Bridges out of service:
kindly state what is required to put them in operation

12. Further lists similar to the above will follow concerning Railway and Shipping positions. By this method it is hoped to compile statistics so that information will be available to all interested Sub Commissions.

By command of Rear Admiral STONE:

F.P.RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

1034

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 566

Ref: AC/22/51/TN.5

SUBJECT : Report on Tour of North Italy
20 - 31 May 1945.

TO :

Introduction.

1. Lt.Col.G. FERNIHOUGH, Roads Division and Lt.Col.C.N.CHRISTENSEN, Movement Division - carried out an investigation of the Transport situation between the above dates. Main subjects covered were the movement of civilian supplies, road, rail and sea transport facilities available, the P.O.L. position, production of stocks of trucks, spare parts and tyres and internal transport administration in each Region.

2. Visits were made to FLORENCE, LEGHORN, GENOA, TURIN, MILAN, PADOVA, VENICE, BOLOGNA, G-5 15 ARMY GROUP and 5th ARMY Transportation Section.
Discussions were held with the Regional Transportation Officer (R.T.O.) and other intrusted officers at each Regional H.Q. Where possible Regional Commissioners were also interviewed. Names of Officers visited are given below.
Army movements were contacted at GENOA, MILAN, VENICE AND LEGHORN with a view to ascertaining the rail and port situations.

3. The report is divided into two parts. Part I - Road Transport and Part II - Rail, Shipping and Ports.

PART I - ROAD TRANSPORT

1033

Toascana Region 21 - 30 May

Officers contacted : Lt.Col.GILES - R.T.O.
Capt. RAMSAY - Warehouse Officer - LEGHORN

4. In general the overall transport situation is satisfactory. 17 Q.M.Coy at FLORENCE and 221 G.T.Coy at LEGHORN, together with civilian trucks are adequate to meet immediate commitments.

5. Florence
(a) An additional lift is needed in FLORENCE to distribute 2000 tons of flour ex stockpile, lignite to PRATO wool factory and refugees. These demands cannot be met in full in addition to normal day to day civil supply requirements.

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

(b) 22 Q.M. Coy., now arrived at FLORENCE is assisting, but will shortly join 3 Truck Bn. It is planned to move 222 G.T.Coy to FLORENCE when formation is complete during the first week in June. The 240 ton lift provided will be adequate to deal with all essential haulage.

(Action - Road Div)

6. A.M.G.Truck Pool Siena

36 Trucks are now distributed in SIENA,LUCCA,MASSA and FLORENCE with H.Q. and workshops at SIENA. Civilian trucks can now meet SIENA Transport needs. R.T.O. proposes to move the Pool to LUCCA and to employ all vehicles on movement of supplies from LEGHORN warehouses to APUANIA and LUCCA Provinces.

(Info)

7. Leghorn - 31 May

(a) Transport Requirements. Commitments vary from day to day according to the rail and shipping programmes. The majority of haulage is warehouse to ship side for GENOA and Warehouse-rail for TOSCANA Region. Ship loading is now held up due to port situation at GENOA. Average daily tonnage to be moved amounts to 500, including inter Depot hauls. In addition 250 tons A.M.G. supplies need to be moved to MASSA.

(b) 221 G.T.Coy is entirely employed inthe above haulage and is more than adequate to compete if operating efficiently. It is frequently necessary to use the whole Coy in ship loading due to limited time available for completion.

Capt.Ramsay stated that he was unable to obtain the full ton mileage potential from the Coy due to inefficient operation and bad discipline of drivers. Daily programmes are seldom completed due to delays en route, trucks reporting late, unauthorised diversions by drivers,failure to report to correct loading and unloading points and complete "disappearance" of trucks for long periods. Pilferage of parts of loads is also occuring.

Disciplinary action is taken in serious cases but the Italian Officers seem to lack control and are afraid to take severe action due to the possibility of desertion. The situation has improved recently as a result of the despatch of trucks in sections with an N.C.O. i/c but motorcycles are urgently needed for Road supervision. O.C. Coy has visited M.T. Group to discuss disciplinary measures in general.

(ACTION Roads Div. M.T.Group)

(c) 19 Q.M.Coy has provided limited assistance, but is now under notice to move to join 3 Truck Bn. with 5th Army.

(INFO)

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

(d) Supplies for Genoa. Owing to delay in opening GENOA Port and recent storms it is planned to move 243 t.p.d. to GENOA by road. Civilian trucks from GENOA are now hauling 60 t.p.d. in the absence of Military Transport which should be supplied by 92 Division (U.S.)

(INFO See GENOA para 9)

H. Q. LIGURIA REGION - GENOA - 22 May

Officers Contacted - Brig. CARR - Regional Commissioner
Major JAMES - R.T.O.
" SIRLEY - Food Division
" WILSON - Industry Division.

8. Passenger Transport.

Trams and trolley-buses functioning fully. Adequate electricity supply available. No permits for buses yet issued. Private Cars limited to essential needs and A.M.G. permits in use.

9. Civil Supply Situation.

(a) Food requirements based on the 200 grams ration, is 217 t.p.d. Original plan provided for 376 t.p.d. plus 50 tons pet. The existence of local supplies and efficient civilian organization has assisted in meeting minimum needs.

(b) At the outset the serious situation was saved by the haulage of 1500 tons of food ex PIACENZA by civilian trucks with Patriots' petrol. Owing to the failure of 92 Division to allot tpt. to move food by road from LEGHORN movement by L.C.T. to the beach was the only supply channel for the first 15 days. From 10-21 May a total of 1082 tons was unloaded on the beach. Due to the storm on 21/22 May sea transport was stopped and supplies moved by civilian trucks from LEGHORN.

(c) LA SPEZIA had a 15 day reserve and supplies have been kept up by short hauls from the TORRE DEL LAGO stockpile and LIVORNO. IMPERIA and SAVONA are supplied from GENOA by civilian trucks.

(INFO)

1032

10. Truck Situation.

(a) The speedy organization of Civilian Truck Pools enabled distribution of supplies to commence within 48 hrs of A.M.G. entry. 4700 tons were moved up to 21 May in GENOA and 1100 tons in SAVONA.

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

(b) Good progress has been made in the registration of civilian trucks. Up to 21 May 2742 trucks were registered in GENOA, with a lift of some 6500 tons, and 472 in SAVONA, of which 143 are over 2 Tons. Figures for IMPERIA and LA SPEZIA not available. Number of trucks available is thought to be adequate for the distribution of supplies within the Region.

(c) R...C.I. was re-organized and is now working efficiently in issuing temporary circulation permits. Control of trucks is generally satisfactory, A.M.G. work tickets are in use throughout the Region and private haulage is negligible, except by C.L.N. trucks.

(d) G.C.42 Tariff is applied and has been received well by truckers except for minor complaints. The U.D.T. Tariff dated 19 May 45, is however to be introduced in view of Mr. Antolini's directions at the MILAN Conference on 16 May. The R.T.O. considers the change unwarranted.

(e) [illegible]. When GENOA port is in full operation and able to accept 6000 t.p.d., R.T.O. will require at least one G.T. Coy to port clearance and haulage to R.H. for MILAN & TURIN. Civilian Trucks are considered unsuitable for the work. It will be for 15 Army Group to meet this commitment through 92 Division while Phase I continues.

11. P.O.L.

(a) Obtained at the outset from Patriots, due to failure of Army supplies. 92 Division provided 7 days supply on 11 May. L.C.T's were moving in a limited supply up to 22 May for C.I.P.

(b) Petrol Section allotted petrol and Gasoil for 2 nd. fortnight of May as follows:- (Figures in Litres)

	PETROL	G.SOIL
GENOA	104.385	65.180
IMPERIA	21.263	19,315
LA SPEZIA	28.450	18,571
SAVONA	42.496	24.134

Above allocation is for all purposes to be broken down for user groups as per A.F.H.Q. percentages.
The P.O.L. situation was considered satisfactory in the circumstances.

(c) No Methane stocks or production exist in the Region.

(INFO)

12. Spare Parts and Tyres.

(a) The "freezing" Proclamation was published on entry and a survey of stocks of tyres and parts is being made. Stocks are thought to be very limited. Results of the survey will be reported to Commerce Sub-Commission.

(b) No manufacture of vehicles, parts or tyres is in operation. The N.I.T.E. firm, which repairs and rebuilds batteries, has small stocks of plate metal and parts, but ceased production in March. Majority of machines were removed to BERLIN. The firms is now in liquidation, but Industry Division are takin steps to re-activate.

(ACTION - Roads Div.Planning Staff).

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

13. Administration.

(a) R.T.C. urgently needs 2 T.O's for IMPERIA and SAVONA Provinces. Organization and control of Truck Pools is at present suffering due to lack of Officer Supervision.

The R.M.O., a lawyer has no experience of M.T. and is ineffective. A replacement is desired.

(ACTION - Admin.Div.)

(b) T.O's are handicapped by lack of reliable Cars. 5 Jeeps are needed as basis of 1 per Province and 1 for H.Q. T.O's.

(ACTION - Roads Div.)

H.Q. PIEMONTE REGION - TURIN - 23 May

Officers contacted — Major SAUNDERS, R.T.O.
" REID, Industry Div.
" SCOTT, Food Division.

14. Passenger Transport.

Tramways and trolley buses in full operation, but no bus services started to date. Circulation of private cars controlled by R....C.I. and official permits issued to essential users only. A number of cars were observed without windscreen labels.

15. Civil Supply Situation.

(a) Total Regional Food needs are 300 t.p.d. based on 150 gr. ration. The situation is generally satisfactory due to grain stocks in provinces which are being distributed locally. A 7 days stock of flour was on hand in Turin at date of visit. A shortage of fats, sugar and salt exists.

(b) Up to 22 May 1380 Tons mixed supplies were delivered by C.S.O. 5th Army in trucks, of which 70% was flour. From 23 May 150 t.p.d. are being moved to CREMONA by road, thence to TURIN by rail for distribution. 1031

(INFO)

16. Truck Situation.

(a) U.D.T., the civilian truck organized, formed in November 43 with H.Q. in MILAN and branches in each province, has been converted into the U... di TORINO for the organization of Truck Pools. The TURIN Office is well organized and efficient.

Formation of Truck Pools and registration of trucks is proceeding, but progress in the provinces is slower than in TURIN due to lack of T.O's to drive and supervise.

(b) According to [illegible] figures a total of [illegible] trucks are available in

2029
Declassified E.O. 12356 Section 3.3/NND No. 785021

The R.T.O., a lawyer has no experience [illegible]
.. replacement is desired.

(ACTION - Admin.Div.)

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Formation of Truck Pools and registration of trucks is proceeding, but progress in the provinces is slower than in TURIN due to lack of T.O's to drive and supervise.

(b) According to R...C.I. figures a total of 2445 trucks are available in TURIN Province, of which 30% are over 2 Tons capacity. To date 1519 of 1 Ton and over had been registered and are operating with circulation permits and work tickets. Details of truck availability in the provinces were not available. An appreciable number of trucks run on wood, methane and coal fuel.

(c) R.T.O. anticipates that civilian truck availability will be adequate to meet local needs when vehicles in the hands of the Patriots are turned in to ..M.G. Steps are being taken to effect this. The R.T.O. will report any deficiency to be made up from ...C. resources when the position is stabilised.

(d) The U.D.T. tariff in use before liberation in being employed.

(INFO)

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

17. P.C.L.

(a) Up to 23 May no P.O.L. was delivered by 5th Army and civilian trucks were run on stocks found locally. 300 t.p.d. were expected to arrive daily from ANCONA by truck to CODOGNO and thence by rail to TURIN.
No notification of Pet. Sec. allotment had been received.

(ACTION - Roads Div.)

(b) No stocks or production of methane are available.

18. Car and Truck Manufacture.

(a) The FIAT works normally employing 200.000, are producing 3 cars and trucks per day. Production is limited due to political trouble among employees and lack of coal, of which requirements are 10.000 tons per month.

(b) LANCIA need 500 Tons coal per month to start production. If coal is supplied, electric battery trucks will be manufactured, but not before July.

(c) Industry Division has applied for coal allotment and suggest main supply should be through SAVONA port when opened, thence by rope line to SAN GIUSEPPE di CAIRO for rail to TURIN.
Stated that 7000 t.p.d. coal or 3000 t.p.d. oil can be handled through this channel under normal conditions.

(INFO' - Planning Staff)

19. Spare Parts and Tyres.

(a) MICHELIN started producing 50 tyres a day for Fiat 626 trucks and cars on 22 May. Sufficient material is held for 3000 tyres and production can be stepped up to 750 per day if additional materials are supplied.
All tyres produced are blocked by Industry Division for release to FIAT for new trucks and for essential civilian cars.

(ACTION - Roads Div).
Planning Staff)

(b) Both FIAT and LANCIA possess good stocks which have being blocked by Industry Division. Fiat parts are being released for manufacture of new trucks. Industry and Commerce Divisions are obtaining details of stocks for submission to Sub-Commission's and decision on distribution.

(ACTION - Roads Division)
Planning Staff)

(c) No batteries are manufactured in TURIN.

(INFO)

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

20 Administration.

(a) Owing to posting of Capt. TREDENNICK to U.K., employment of Lt.R.ROND as Adjutant and non arrival of T.O's on T.D. in the South, R.T.O. is short of 5 T.O's. Present situation is 2 Officers for 7 Provinces which is delaying formation of Provincial Pools.

In addition R.T.O.wishes to use Lt.STRAND, now i/c TURIN U..., as rail Movts Officer.

(ACTION - Admin.Div.)

(b) All WE/TE cars are said to be "war weary". Cars have been requisitioned to fill TE but the Pool is not yet up to strength. If full number of T.O's needed are posted 7 Jeeps will be required for their use.

(ACTION - Roads Div).

H.Q. LOMBARDY REGION - MILAN - 25 May 1945.

Officers contacted :- Lt.Col.FITZGERALD, R.T.O.
Capt. PIPER, T.O.
Lt. BRANOFF, Commarec Div.
Major AUSTIN, Industry Div.

21. Passenger Transport.

Trams and trolley buses operating normally. No control of civilian cars appeared to exist due to large stocks of German petrol available and the great number of vehicles in hands of Patriots.

(INFO)

22. Civil Supplies Situation.

(a) 500 T.p.d. needed in MILAN for 150 grms ration and 1000 t.p.d. for 300 gr. ration. Other provinces mainly self supporting, due to local stocks, except for shortage of fats, sugar and milk.

1030

(b) Up to 29 May C.S.O. 5 Army delivered 300 t.p.d. to CREMONA R.H. for railing to MILAN. In addition civilian trucks were lifting 400 t.p.d. through same channels to enable rations to be increased to 200 grms.

(INFO)

23. Truck Situation.

(a) The following R.A.I figures show the number of trucks over 2 Tons in circulation on 30 April 45 with breakdown into types of fuel:-

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

FUEL	No.TRUCKS	CAPACITY (TONS)
PETROL	185	540
GASOIL	275	956
WOOD GAS	200	654
CARBON GAS	252	904
METHANE	294	860
ELECTRIC	98	376
TOTALS	1314	4290

(b) To date approx. 500 trucks with a lift of 1500 tons have been registered and are in operation under U.... di MILANO. A large number of captured vehicles and civilian trucks are in the hands of the Patriots. In addition civilians are thought to be hiding enemy trucks.

The Regional Commissioner, in agreement with the C.L.N. Commander, is publishing an order requiring Patriots to hand over to A.M.G. all vehicles equipment, parts and tyres held. R.T.O. estimates that if the order is complied with, sufficient vehicles will be available for internal distribution, but A.C. Military t.p.t. will be needed for long hauls from FORLI-CESENA until rail link is through.

(c) U.D.T., previous trucking organization, was taken over, organized as U.A. di MILANO and is functioning well. Branchs started in provinces but progress slow due to shortage of T.O.'s for supervision.

Temporary circulating permits issued in MILAN and all registered trucks controlled with trip tickets in operation.

Of 1500 tons lift available 400 is employed on FORLI-CREMONA haul and 1100 on distribution from R.H. and other essential local haulage.

(INFO).

24. P.O.L.

(a) 10 Days supply delivered by IV Coys are entry. C.I.P. functioning and organizing distribution.

(b) On 15 May Commerce Division released for MILAN 114000 litres petrol and 40,000 litres gasoil found in local A.G.I.P. stocks, of which 50% was allotted to U.A. For period 15-31 May Pet.Sec. allotment was 100,000 litres gasoil for the whole Region, partly from local stocks and part imported. Again 50% went to U.A. Gasoil allocation is short of requirements, but Commerce Division are taking up with Pet.Sec.

(c) 20.000 Cu.metres of methane per day are now produced from wells in the LODI, PIACENZA and PARMA areas and delivered to MILAN by pipeline. Potential production is 40.000 cu. metres per day for MILAN and 10.000 for REGGIO-PARMA area. Full production not in use due to shortage of cylinders.

According to C.O.M.C.S., the distribution agency in LOMBARDIA, 2310 vehicles normally run on methane in LOMBARDIA and consume 820,000 cu.metres per month.

(ACTION - Roads Div.)

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

25. Spare Parts & Tyres.

(a) R.T.O. has issued two orders freezing parts and tyres for issue to U.... trucks on a coupon basis. Good stocks of parts are thought to exist.

(b) Pirelli plant is producing 1000 tyres in May and possess materials for an unknown additional quantity. Stocks held by Pirelli amount to some 8000 - 9000 tyres of various sizes, but mainly for trucks. Some 1384 large size tyres for use on heavy trucks are available.

Commerce Division have a complete list of stocks by sizes and after meeting local demands from U.s., propose to declare any surplus to Commerce S/C for release to the South.

Production by the Michelin plant is negligible.

(ACTION - Roads Div).
Planning Staff).

26. Administration.

(a) R.T.O. is very short of T.O's on the figure of 12 agreed by the Deputy Director. 11 Officers were provided of which 2 have been transferred to other duties as unsuitable for transport work, a third is R.M.O. while Lt.Col.Fitzgerald and Captain Piper are in H.Q. Office, leaving 6 Officers as Provincial T.O's to run 10 provinces. Two new Officers without transport experience are attached from Army units. At least 4 additional **experienced officers are urgently needed for general transport duties in the provinces and supervision of Truck Pools.**

(ACTION - Admin.Div).

(b) Due to shortage of WE/TE cars, 11 Jeeps are needed for the use of T.O's.

(ACTION - Roads Div).

H.Q. VENEZIA REGION - PADOVA - 24 May 1945.

Officers contacted: - Brig. DUNLOP, R.C.
Col. WOODGER, R.T.O.
Capt. NEWBY, Movts. Officer
Maj. MOODIE, P.O.L.Officer
Capt. JEFFERSON, Prov.T.O.

1029

27. Passenger Transport.

Normal tram and trolley bus services operating in PADOVA and other provincial centres. No bus services running as yet.

(INFO)

28. Civil Supply Situation.

(a) For the first 10 days after liberation 8th Army moved 400 t.p.d. to

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

PADOVA for distribution to provinces. On the move forward of the Army to the Austrian border no further assistance was given and the Region was left to compete with all food movements with 3 Pls of 1001 G.T.Coy.

The 90 trucks available are quite inadequate to compete with the various movements of civil supplies involved and civilian trucks cannot do more than local distribution.

(b) Planned food movements and other transport commitments are:-

(i) 13.000 tons grain ex ROVIGO to PADOVA., TREVISO and UDINE to be moved by 31 July.
(ii) 2.000 tons A.M.G. food and 50 tons soap ex FORLI and CES.N. by 30 June.
(iii) 2.000 tons flour ex FORLI to PADOVA by 31 July.
(iv) Movement of 5.000 refugees ex TREVISO to PADOVA and 25.000 UDINE to BOLOGNA.

It would take 4-5 months to complete the above haulage, exluding refugees, with the 90 trucks available and inadequate supplies for the Region would be imported. An additional lift of at least 500 tons is essential to complete programme to date. At present the trucks are fully employed in moving grain from ROVIGO to PADOVA., TREVISO and UDINE and back loading refugees ex TREVISO to PADOVA..

(c) The R.C. is most concerned at the serious lack of trucks. He has approached 8th Army for help without result. As 15 Army Group is still responsible for VENEZIA Region in Phase I, we sent an immediate signal by wireless to C-5 explaining the grave situation and requesting allotment of A.C.Military Transport to assist. The position was later explained to Lt.Col.Harris C-5, 15 Army Group and a further signal was dispatched on return to Rome urging action.

(ACTION - Movts.Div.
Roads Div.)

29. Truck Situation.

(a) The organization of civilian Truck Pools is proceeding slowly in all provinces, but progress is handicapped by lack of provincial T.O's. In some cases T.O's are responsible for 2 or 3 Provinces which prevents adequate control and supervision.

(b) No figures of trucks registered were to hand, but estimated numbers available over 1 ton in 3 provinces are: VENEZIA - 300, VERONA 250, TREVISO - 150 and ROVIGO - 50. No details yet received from TRENTO, BOLZANO and UDINE.

Circulating permits are being issued, work tickets are in use and steps are being taken to institute firm control. The U.D.T. tariff is now applied as in MILAN and TURIN.

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

(c) No captured enemy vehicles have yet been handed over to A.M.G. by Armies and R.C. was uncertain to whom to apply. It is estimated that some 700 trucks are in the hands of Patriots in the Region. The R.C. is taking steps with C.L.N. to effect the handover of all civilian and enemy vehicles to A.M.G. without delay.

(ACTION - Roads Div.)

30. P.O.L.

(a) At the outset 8th Army allotted 10,000 gallons for civilian trucks, of which 8,500 gallons have been used and 1,500 kept in reserve. German stocks have been used to supplement and the overall supply was adequate to date.

(b) A pet.Sec.allotment for June was expected daily. A Pet.Sec. representative has been posted to the Region but had not yet arrived. C.I.P. has started to function and to control distribution.

(c) The number of methane trucks in the Region was not known. The methane/line from the ROVIGO producing area to PADOVA and FERRARA was repaired by 8th. Army but is carrying pet. and delivering 500 t.p.d. at PADOVA. Methane trucks are at present collecting gas in cylinders direct from ROVIGO.

(ACTION - Roads Div.)

31. Tyres and Spare Parts.

No information re stocks was obtainable. It is believed that limited stocks of LANCIA and FIAT parts exist in PADOVA and VERONA. Proclamations have been published relating to the declaration and "freezing" of all stocks, but results were not known.

(ACTION -Roads Div.
Planning Staff).

32 Administration.

1023

(a) A shortage of T.O.'s is again apparent. Of the 9 Officers allotted to the R.T.O. Capt. NEWBY was Movts. Officer at H.Q. Capt. BOWES is Port Officer at VENICE, Capt. HENDS-PAGG is R.M.O., 5 officers are distributed over 9 provinces and one is retained at H.Q. for TRIESTE.

Five additional Officers are urgently needed. Four to provide one T.O. to each province and one to replace Capt.NEWBY, now returning to U.K.

(ACTION - Admin.Division)

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

(b) Number of cars is below WE/TE and additional vehicles are needed immediately by T.O's. If officers are posted as set out above R.T.O. requests provision of 11 Jeeps to equip all T.O.S. with reliable vehicles.

33. L.of C. Locations.

1 Dist. was expected to move in to P.DOV.. on 1 June, 210 Sub area is at P.DOV.. and 86 Area in VENICE.

5th .rmy Transportation Section - 29 May 1945.

Officer contacted - Lt.Col.KREML, i/c Transport.

34. Employment of ..C.Military Transport.

Visit was made to ascertain how ..C. Military Transport was being employed and wether any trucks could be spared for VENELL.. Lt.Col.KREML stated that up to 29 May 5th. .rmy plan for Movt. of civil supplies was as follows:

a) Total of 450 t.p.d. needed for MIL.N and TURIN on 150 gr. ration.
.. ..C. 2.M. and G.T. Coys hauling this tonnage from FORLI and CESEN.. to CREMON.. R.H. for railing to MIL.N and TURIN.
c) .rmy tpt moving supplies to stockpile MODEN.., plus any ..C. tpt not committed in (a).
d) When stockpile reaches 6000 tons, ..C. trucks will haul 1000 t.p.d. MODEN.. to CREMON.. to bring rations up to the 300 gr. figure, while .rmy tpt continues to maintain stockpile at 6000 tons.

Lt. Col.KREML undertook to consider the release of ..C. tpt for transfer to VENELL.. and to inform 15 .rmy Group of the decision.

(.CTION - Roads Div).

H.Q. EMILI. REGION -BOLOGN.. - 30 MAY 1945.

Officers contacted - Lt.Col. H.RTLEY - Executive Officer.
Lt.Col. CRUMP - Supplies Officer.
Major SOWERS - R.T.O.

35. Passenger Transport.

Tram services running normally in BOLOGN.. Circulation of private cars controlled by ..M.G. through R.CI.

36. Civil Supplies Situation.

The situation generally was found to be fairly good due to local stocks and .rmy assistance in moving food into the Region from CESEN.. and FORLI.

The following commitments now require to be met:

... from P.VENL.. into warehouses in other pro-

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

is at PADOVA and 86 Area in VENICE.

5th Army Transportation Section - 29 May 1945.

Officer contacted - Lt.Col.KREML, i/c Transport.

34. Employment of A.C.Military Transport.

Visit was made to ascertain how A.C. Military Transport was being employed and wether any trucks could be spared for VENEL. Lt.Col.KREML stated that up to 29 May 5th. Army plan for Movt. of civil supplies was as follows:

a) Total of 450 t.p.d. needed for MILAN and TURIN on 150 gr. ration.
b) A.C. 2.M. and G.T. Coys hauling this tonnage from FORLI and CESENA to CREMONA R.H. for railing to MILAN and TURIN.
c) Army tpt moving supplies to stockpile MODENA, plus any A.C. tpt not committed in (a).
d) When stockpile reaches 6000 tons, A.C. trucks will haul 1000 t.p.d. MODENA to CREMONA to bring rations up to the 300 gr. figure, while Army tpt continues to maintain stockpile at 6000 tons.

Lt. Col.KREML undertook to consider the release of A.C. tpt for transfer to VENEL and to inform 15 Army Group of the decision.

(ACTION - Roads Div).

H.Q. EMILIA REGION -BOLOGNA - 30 MAY 1945.

Officers contacted - Lt.Col. HARTLEY - Executive Officer.
Lt.Col. CRUMP - Supplies Officer.
Major SOWERS - R.T.O.

35. Passenger Transport.

Tram services running normally in BOLOGNA. Circulation of private cars controlled by A.M.G. through R.CI.

36. Civil Supplies Situation.

The situation generally was found to be fairly good due to local stocks and Army assistance in moving food into the Region from CESENA and FORLI.

The following commitments now require to be met:

a) 1000 Tons grain to be moved from RAVENNA into warehouses in other provinces.
b) 1000 Tons fruit from RAVENNA to R.H.
c) 4000 Tons salt from RAVENNA to MODENA for butter and cheese making.
d) 300 tons per month A.M.G. supplies from FORLI and CESENA into Region.

37. Additional Transport Commitments.

Transport is also urgently needed for haulage of the following:

a) Estimated 15.000 tons hemp from various locations North of the PO to warehouses in the Region and to R.H. for the South. This demand is urgent.
b) Distribution of charcoal.
c) 30 trucks per day for P.W.&D. to be used for road repair and bridge rebuilding.

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

38. Truck Situation.

(a) Civilian transport is wholly employed on the distribution of supplies and local grain haulage. No trucks are available to meet the commitments in paras 36 and 37. .. lift equivalent to two G.T.Coys is urgently needed to complete .. 15 Army Group is still responsible for overall provision of transport during Phase I in 5 Provinces of E.I.L.L., G-5 were urged to put an adequate lift at the disposal of the R.T.O. on our arrival in FLORENCE 30 May.

No. ...C. Military Transport is at present available for E.I.L.L., but it is hoped to allot 223 Italian Tpt.Coy when operational about 20 June. If other commitments permit, a second Coy will be assigned later, since Hump control require a whole Coy for at least 6 weeks. Opening of the rail link to BOLOGNA from CESENA on 1 June will improve the overall position.

(b) U... Truck Pools have been organized in all provinces, registration of trucks is well advanced and control is being exercised by issue of trip tickets and allotment of P.O.L. according to mileage.

G.O. 42 Tariff is applied pending instructions from 15 Army Group re the introduction of the U.D.T. tariff.

(c) Truck registrations in Bologna province total 550 over 2 tons and 1025 under 2 Tons, with lifts of 1750 and 820 tons respectively. Estimated that BOLOGNA has some 2000 trucks of all sizes of which 25% are over 2 tons. Many trucks are still in the hands of C.L.N. No captured enemy vehicles have been handed over by 5 Army.

(ACTION - Roads Div.)

39. P.O.L.

(a) 15 Army Group allotted 84.000 gallons of petrol for one month commencing 24 May for all Regional needs. Requirements for trucks is said to be 2000 galls per day. .. Petrol Section representative has visited the Region and expects to be able to allot supplies up to pre-war requirements.

C.I.P. is functioning and handling distribution.

(b) According to R.A.C.I. figures 70% of trucks run on methane pre-war. At present 1800 cu.m. per day are obtained from the pipe-head at FERRARA for BOLOGNA trucks. The ROVIGO wells produce 7900 cu.m. per day for the FERRARA pipehead, but the additional supply needed in BOLOGNA cannot be drawn due to shortage of cylinders. Provinces of PIACENZA, REGGIO, PARMA, and MODENA are drawing an adequate volume of gas direct from wells in the PARMA-PIACENZA producing area.

(ACTION - Roads Div). 1627

40. Spare Parts & Tyres.

No manufacture of parts or tyres is carried on in the Region stocks are [illegible] but investigation of holdings and release control

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

No. ...C. Military ... it is hoped to allot 225 Italian Tpt.Coy when operational about 20 ... other commitments permit, a second Coy will be assigned later, since Hemp control require a whole Coy for at least 6 weeks. Opening of the rail link to BOLOGNA from CESENA on 1 June will improve the overall position.

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(ACTION - Roads Div). 1627

40. Spare Parts & Tyres.

No manufacture of parts or tyres is carried on in the Region stocks are thought to be very limited, but investigation of holdings and release control are proceeding.

(ACTION-Roads Div).
Planning Staff)

41. Administration.

(a) R.T.O. is deficient of one Officer as provincial T.O. and has applied for a rail Officer to be assigned when the lines from FLORENCE and FORLI to BOLOGNA are operating fully. Request is made for Capt.BLAIR ex TOSCANA when that Region is closed down.

(ACTION- Admin.Div.)

(b) 5 Jeeps are needed for T.O's in view of WE/TE vehicle shortage and lack of reliable requisitioned cars.

(ACTION - Roads Div).

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

G-5 15 ARMY GROUP - FLORENCE - 20 MAY

Officer contacted - Lt.Col.HARRIS. (attached from A.C.).

42. Transportation Commitments.

The urgent needs of VERCELLI and LEGLIO were stressed for immediate action and the overall situation found in other Regions was discussed. The responsibility of 15 Army Group in meeting all transport commitments relating to civil supplies was emphasised and the inability of HQ. A.C. to produce any additional tpt to assist was explained.

Enquiry was made as to when Armies will commence to handover captured enemy transport to A.M.G. as directed by AFHQ but no information could be given. Lt.Col.HARRIS agreed to investigate and report progress to this H.Q.

(ACTION - Roads Div.)

PART II RAIL SHIPPING AND PORTS

GENOA : 22 May.45.

43. Shipping.

Visited HQ Port Commandant and in his absence spoke DAGE (M). Due to gale which sprang up during evening of 21 May and still continued during following day the mine clearance of Port was stopped. Therefore it was estimated that situation given in Signal Gen.103/64 dated 19 May would put back for about 7 days. Port clearance now estimated.

w.e.f. 13 June 2000 tons per day.
w.e.f. 27 June 6000 tons per day.

The gale had stopped discharge of LCT's over beach and of LCT's driven ashore it was estimated that 9 severely damaged would probably become total losses. Shore preparations were up to schedule.

(INFO)

44. Railways.

Line open to ALESSANDRIA. Elec. traction. Capacity 3 Trains per day each carrying 300 Tons freight. Lines open from ALESSANDRIA to TURIN and MILAN. Steam traction. It was expected that line from GENOA to VADO would be open by 20 June. Local suburban electric trams running in GENOA area. Railways seriously in need of Coal.

(ACTION - Movts. Div.)

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

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Enquiry was made as to when Armies will commence to handover captured enemy transport to A.M.G. as directed by AFHQ but no information could be given. Lt.Col.HARRIS agreed to investigate and report progress to this H.Q.

(ACTION - Roads Div.)

PART II RAIL SHIPPING AND PORTS

GENOA : 22 May.45.

43. Shipping.

Visited HQ Port Commandant and in his absence spoke DA/DC (M). Due to gale which sprang up during evening of 21 May and still continued during following day the mine clearance of Port was stopped. Therefore it was estimated that situation given in Signal Gen.103/64 dated 19 May would put back for about 7 days. Port clearance now estimated.

w.e.f. 13 June	2000 tons per day.
w.e.f. 27 June	6000 tons per day.

The gale had stopped discharge of LCT's over beach and of LCT's driven ashore it was estimated that 9 severely damaged would probably become total losses. Shore preparations were up to schedule.

(INFO)

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Line open to ALESSANDRIA. Elec. traction.
Capacity 3 Trains per day each carrying 300 Tons freight. Lines open from ALESSANDRIA to TURIN and MILAN. Steam traction.
It was expected that line from GENOA to VADO would be open by 20 June.
Local suburban electric trams running in GENOA area.
Railways seriously in need of Coal.

(ACTION - Movts. Div.)

45. Docks Clearance.

Whilst existing civil MT is sufficient for present needs the Regional Tn.Off. considers thath when port capacity raches 6,000 tons per day he will require additional M.T. with a lift of 500 Tons. He has not been given any firm program as yet.

(ACTION - Roads Div.).

TURIN 23 May.1945.

46. Railways.

Lines are open to [illegible] provinces except CUNEO, but no traffic had been

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

moving by rail to date. Tn.Off. appreciated that in the future rail would become the most important form of transport and desired a movements officer (with knowledge of rail) be allotted to him. It was his present intention to pass any rail enquiries to Maj.Talbot at MILAN.

(ACTION - Admin.Div.)

MILAN :24 May 1945.

47. Railways.

AC Tn.S/C (Adv.Echelon).Maj.Talbot.

Maj.Talbot is maintaining a close liaison with Q (M) North West Italy. A copy of his report (Ref 157/M/Tn.2) of 24 May reporting activities from his arrival 10 May until 24 May is attached.
He has no car. His request for transport was passed to Lt.Col.HANNIS at HQ 15 Army Group 30 May.45.

(INFO)

48. Movements North West Italy.

Contacted Col Q (M) and AQMG (M). Secured from Lt.Col.Thomson a copy of his Rail Report to AFHQ. Ref Mov 501/3 dated 24 May. He has undertaken to include Tn.S/C Mov-Div. Rail Branch on distribution of any amendments and future reports. The Appendices to the report give a complete picture of lines open and rolling stock position. Coal is urgently needed by railways.

(ACTION - Movts.Div).

VENEZIA REGION

49. Capt.Newby who had been acting as Mov. and Rail Officer has received orders to report to HQ AFC. en route for U.K. (Release Group 1 and compassionate grounds). He had a certain amount of rail information but it appeared that he was not sufficiently in close touch with Mov. at VENICE.

50. Contacted Port Commandant VENICE and Col. Darley who informed me that Lt.Col.Baker (Mov.-Rail Branch) was in VENICE. Met Lt.Col.Baker who stated he had completed a report on VENEZIA Region which would embody Rail-Road and Shipping. He had also visited EMILIA Region and got the rail position there.
It was agreed that, as he was visiting FORLI-CESENA and ANCONA, he would investigate the road situation there and that we should return via BOLOGNA and FLORENCE where he stated road position required attention.

(INFO)

1026

EMILIA REGION.

R.T.O. --Major Sowers.

51. Had an enquiry for the return of 200 Patriots per day from BOLOGNA to AUSTRIAN border. Each man was walking 2 horses down to BOLOGNA. Asked him if he had contacted local Mov. to ascertain possibility of returning them on 8 Army

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

(ACTION - Admin.Div.)

MIL.M :24 May 1945.

47. Railways.

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Maj.Talbot is maintaining a close liaison with Q (M) North West Italy. A copy of his report (Ref 157/A/Tn.2) of 24 May reporting activities from his arrival 10 May until 24 May is attached.
He has no car. His request for transport was passed to Lt.Col.HARRIS at HQ 15 Army Group 20 May.45.

(INFO)

48. Movements North West Italy.

Contacted Col Q (M) and AMG (M). Secured from Lt.Col.Thomson a copy of his Rail Report to AFHQ. Ref Mov 501/3 dated 24 May. He has undertaken to include Tn.S/C Mov-Div. Rail Branch on distribution of any amendments and future reports. The Appendices to the report give a complete picture of lines open and rolling stock position. Coal is urgently needed by railways.

(ACTION - Movts.Div).

VENEZIA REGION

49. Capt.Newby who had been acting as Mov. and Rail Officer has received orders to report to HQ AC. en route for U.K. (Release Group 1 and compassionate grounds). He had a certain amount of rail information but it appeared that he was not sufficiently in close touch with Mov. at VENICE.

50. Contacted Port Commandant VENICE and Col. Earley who informed me that Lt.Col.Baker (Mov.-Rail Branch) was in VENICE. Met Lt.Col.Baker who stated he had completed a report on VENEZIA Region which would embody Rail-Road and Shipping. He had also visited EMILIA Region and got the rail position there.
It was agreed that, as he was visiting FORLI-CESENA and ANCONA, he would investigate the road situation there and that we should return via BOLOGNA and FLORENCE where he stated road position required attention.

(INFO)

1026

EMILIA REGION.

R.T.O. --Major Sowers.

51. Had an enquiry for the return of 200 Patriots per day from BOLOGNA to AUSTRIAN border. Each man was walking 2 horses down to BOLOGNA. Asked him if he had contacted local Mov. to ascertain possibility of returning them on 8 Army tpt moving North. He admitted that he had not done so. Undertook to submit to Lt.Col.Harris 15 Army Group who would be requested to ask 8 Army for permission.

(INFO)

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

15 ARMY GROUPD.

52.

Lt.Col. Harris.(attached from ...C.)

(a). Gave him the enquiry from EILLL. Region for returning 200 men per day to AUSTRIAN Broder. Said he would take up with 8 Army.

(b) Suggested that he issued a directive to all Regional Transportation Officers giving them channels.

(INFO)

SUMMARY MOVEMENTS.

53. The peculiar situation which now obtains where Army are in command but yet Regional Commissioners are functioning leaves some doubt in the minds of Regional Tn. Officers and it is considered advisable that some instructions be issued setting down the various responsibilities and making it perfectly clear to them.

(a) What their responsibilities are.

(b) To whom they are responsible.

(c) To whom they must apply for assistance.

It is recommended that the instructions informs them of the desirability of their maintaining close liaison with the nearest Army Movements.
It would be preferable that an Army Mov. Officer be detailed to each Region if that could be arranged.

(ACTION - Movts.Div.
Roads Div.)

G. FERNYHOUGH,
Lt. Colonel, R....

C. N. CHRISTENSEN,
Lt.Colonel.

DISTRICUTION

Director
Deputy Director
Chief Roads Div.
Roads Div. (5)
Chief, Movts.Div.

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

Officers giving them channels.

(INFO)

SUMMARY MOVEMENTS.

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It would be preferable that an Army Mov. Officer be detailed to each Region if that could be arranged.

(ACTION - Movts.Div.
Roads Div.)

G. FERNYHOUGH,
Lt. Colonel, R...

C. N. CHRISTENSEN,
Lt.Colonel.

DISTRIBUTION

Director
Deputy Director
Chief Roads Div.
Roads Div. (5)
Chief, Movts.Div.
Movts. Div.(5)
Rail Div.
Port and Warehouse Div.
Administrative Div.
Planning Staff.

2046
Declassified E.O. 12356 Section 3.3/NND No. 785021

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

2M/C1/8/10232 21 May 1945

Reference your AC/59/25/Tn.5 dated 28/4/45 attached hereto is a detailed list of the automobiles stopped by Maj. Symons of your Sub-Commission together with an employee of this Department and a Finance Guard.

As you could notice by the above mentioned list the infraction committed by the Truckers we have decided to verbalize the instructions ~~laid~~ given in RDL of 17 Agost 1944 No.188 issued by Enac.

An investigation is taken place in order to perform charges against those officials that have committed such infractions.

Director General

AC/201/Tn5

Mod. ENAC 10

Roma, 1 MAG 1945 194

394

COM.DO COMMISSIONE ALLEATA APO 394
Sottocommissione Trasporti

- ROMA -

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 186

DIREZIONE GENERALE

Servizio Mov.Traff.
Prot. n° 2M/C1/8/ 10232
Risposta al N°

Ns. Controllo traffico
Allg. 1
del

OGGETTO: Trasporti vino Italia Orientale.-

Con riferimento alla nota del 28.4.1945 AC/59/25/Tn5 si trasmette l'unito elenco dettagliato degli autocarri fermati dal Magg. Symons di codesta Sottocommissione, assieme ad un funzionario di questa Direzione Generale ed al S.T. Natale della R^ Guardia di Finanza.-

Come si potrà notare dal sopracitato elenco, per i casi di infrazione commessi dai trasportatori, si è proceduto a verbalizzare, in conformità di quanto prevede il RDL del 17 Agosto 1944 n.188, istitutivo dell'ENAC.-

Per le inosservanze da parte dei dipendenti Uffici alle disposizioni che vietano il trasporto del vino, sono in corso i necessari accertamenti per poter procedere, poi, a carico di quei funzionari che hanno commesso tali infrazioni.-

IL DIRETTORE GENERALE
(Ing.M. COSTA)

1024

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

Allegato alla lettera n. 2M/C1/8/10232

Caso n.1

Documenti: ENAC mod.4 del 14/4/1945, Direz.Prov.Bari, n.189614 14/4/45
Itinerario:Molfetta-Ancona e ritorno (934 Km.)
Autocarro n.6290 ME/BA 435 - tipo Lancia 3RO
Capacità di portata: 60 q.li
Data del fermo 19/4/1945
N.B. trasportava sciroppo di ciliege e mandorle come da f.di v.
Irregolarità riscontrate: nessuna

Caso n.2

Autorità emittente: Chieti
Documenti: ENAC mod.4 in data 17/4/1945
Itinerario: Chieti-San Severo e ritorno
Autocarro n.CH.3817, tipo SPA SI/3
Autorizzato a trasportare vino comune e alimentari (attualmente solo vino)
Capacità di portata: 52 Q.li 5 2/10 di tonn.)
Data del fermo: 19/4/1945
Scritto a Chieti e restituito il permesso di circolazione, dietro pressioni del Direttore Provinciale e del locale Comando Alleato, per essere adibito ai servizi dell'alimentazione.

Caso n.3

Autorità emittente: Napoli
Documenti: ENAC/16 valido fino al 3/6/1945
Itinerario: Napoli-Barletta e ritorno
Autocarro n.NA 33038 - tipo FIAT 626
Autorizzato a trasportare tutti i generi di merci
Capacità di portata:30 Q.li (3 tonn.)
Data del fermo: 21/4/1945
Il suddetto autocarro è munito del mod.16 ENAC ed è stato fermato mentre trasportava pesce. Per quanto riguarda i trasporti di vino effettuati in passato è stato avvisato l'Ispettorato Generale della MCTC perchè provveda a far escludere il vino nel rilasciare i suddetti modelli.

1023

Caso n.4

Autorità emittente: Pescara
Documenti: ENAC/4 in data 18/4/1945
Itinerario: Ortona-Tocco-Casausia e ritorno (124 Km.)

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

Autocarro n.6290 ME/BA 435 - tipo Lancia 3RO
Capacità di portata: 60 q.li
Data del fermo 19/4/1945
N.B. trasportava sciroppo di ciliege e mandorle come da f.di v.
Irregolarità riscontrate: nessuna

Caso n.2

Autorità emittente: Chieti
Documenti: ENAC mod.4 in data 17/4/1945
Itinerario: Chieti-San Severo e ritorno
Autocarro n.CH.3817, tipo SPA SI/3
Autorizzato a trasportare vino comune e alimentari (attualmente solo vino)
Capacità di portata: 52 Q.li 5 2/10 di tonn.)
Data del fermo: 19/4/1945
Scritto a Chieti e restituito il permesso di circolazione, dietro pressioni del Direttore Provinciale e del locale Comando Alleato, per essere adibito ai servizi dell'alimentazione.

Caso n.3

Autorità emittente: Napoli
Documenti: ENAC/16 valido fino al 3/6/1945
Itinerario: Napoli-Barletta e ritorno
Autocarro n.NA 33038 - tipo FIAT 626
Autorizzato a trasportare tutti i generi di merci
Capacità di portata:30 Q.li (3 tonn.)
Data del fermo: 21/4/1945
Il suddetto autocarro è munito del mod.16 ENAC ed è stato fermato mentre trasportava pesce. Per quanto riguarda i trasporti di vino effettuati in passato è stato avvisato l'Ispettorato Generale della MCTC perchè provveda a far escludere il vino nel rilasciare i suddetti modelli.

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Caso n.4

Autorità emittente: Pescara
Documenti: ENAC/4 in data 18/4/1945
Itinerario: Ortona-Tocco-Casausia e ritorno (124 Km.)
Autocarro n.PE 4591 - tipo FIAT 512
Autorizzato a trasportare vino
Capacità di portata: 12 q.li (1 2/10 di tonn.)
Data del fermo: 18/4/1945
Scritto alla Direzione Provinciale di Pescara per chiarimenti in merito al rilascio del suddetto foglio di viaggio.

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

Caso n.5

Autorità emittente: Terni
Documenti: mod.A n.2200 del 17/4/1945
Itinerario: San Severo-Terni
Autocarro: N.TR 4152 - tipo FIAT 626
Autorizzato a trasportare vino
Capacità di portata 40 q.li
Data del fermo: 19/4/1945
Scritto all'AMG di Terni perchè non rilasci più autorizzazioni per trasporto di vino.

Caso n.6

Autorità emittente: Terni
Documenti: mod.A 2251 del 17/4/1945
Itinerario: Terni-San Severo
Autocarro n.TR 4389 - tipo FIAT 626
Autorizzato a trasportare vino
Capacità di portata: 40 q.li
Data del fermo: 19/4/1945
idem c.s.

Caso n.7

Autorità emittente: Velletri
Documenti: foglio di via Città di Velletri in data 10/4/1945
Itinerario: Velletri-Cisternino+Brindisi)
Autocarro n.ROMA 72062/2720 - tipo FIAT 634
Autorizzato a trasportare vino e merci per il Comune
Capacità di portata: 140 q.li
Data del fermo: 21/4/1945
N.B. - il veicolo avrebbe raccolto vino e ora trasportava barili vuoti
Elevato verbale di contravvenzione e trasmesso all'Autorità giudiziaria

Caso n.8

Autorità emittente: Littoria
Documenti; ENAC/4 in data 15/4/1945 1022
Itinerario: Littoria-Foggia-Cerignola e ritorno
Autocarro: n.LT 2573 - tipo FIAT 666
Autorizzato a trasportare verdure e merci non razionate
Capacità di portata: 60 q.li
Data del fermo: 21/4/1945
N.B. Trasportava barili vuoti e intendeva riportare vino
Elevato verbale di contravvenzione e trasmesso all'Autorità giudiziaria

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

Data del fermo: 19/4/1945
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Capacità di portata: 40 q.li
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Capacità di portata: 60 q.li
Data del fermo: 21/4/1945
N.B. Trasportava barili vuoti e intendeva riportare vino
Elevato verbale di contravvenzione e trasmesso all'Autorità giudiziaria

Caso n.9

Autorità emittente: Napoli
Documenti: ENAC/4 in data 18/4/1945
Itinerario: Napoli-Canosa e ritorno
Autocarro NA 33543 - tipo Alfa 350
Autorizzato a trasportare carciofi, ma trasportava vino
Capacità di portata: 35 q.li
Data del fermo: 21/4/1945
Elevato verbale di contravvenzione e trasmesso all'Autorità giudiziaria

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

Caso n.10

Autorità emittente: Littoria
Documenti: ENAC/4 in data 24/4/1945
Itinerario: Montenaschio-Bari e ritorno a Littoria
Autocarro: n.LT/2732
Autorizzato a trasportare gomme
Capacità di portata: 30 q.li
Data del fermo: 21/4/1945
N.B. trasportava due gomme e 5 barili vuoti
Non è stato preso alcun provvedimento perchè trasportava gomme, come da autorizzazione, e barili vuoti.-

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

2054

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

COPY

HEADQUARTERS IV CORPS
Office of the Ordnance Officer
APO #304, U. S. Army

759
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13 May 1945.

SUBJECT: CIVIL TRANSPORTATION (ROADS) PROGRESS REPORT

TO: Colonel Venneme, Ordnance Officer, IV Corps
Colonel Walker, S.C.A.O., AMG, IV Corps

1. MILAN CITY AND PROVINCE.

A. April 30th. City entered and reconnaissance made re garages; same found to be intact. Major Saunders, (R Tn O, Piemont) in charge of transportation in the absence of the Lombardia Region and Provincial Officers.

B. May 1st. Civil transportation representatives contacted. RACI estimated (approx) 1,400 trucks available (Milan Province), 400 being 40 Q.LI and over. Type of fuel estimated at 85% diesel and 15% petrol. All heavy trucks are diesel engined. Fiat and ATM (Omnibus Company) garages reserved for U.A. di Milano. The latter garage is equipped for heavy repairs. German and Italian military trucks are not being used by the U.A. di Milano and are at present used by Partisans, as also are many civilian trucks.

C. May 2nd. Board of Directors formed and Managing Director appointed. Previous trucking organization, UDT, used as the foundation for U.A. di Milano. Temporary vehicle circulation permits issued, work tickets in operation. Approximately 60 vehicles available immediately. POL supplies NIL. UDT freight rates are being used as proposed AC rates are 50% too low. The effect of the transport rates on the economic situation is being watched and will be reported on later.

D. May 3rd. Approximately 10 days supply of POL brought in through Quartermaster, IV Corps - petrol, diesel and lubrication oil. First convoy of civilian vehicles (100 ton lift) dispatched to Mantova for grain from Italian sources. AGIP handling POL pending arrival of GIP representative

E. May 4th. Major Saunders and Capt Tredennick ordered to proceed to Turin immediately. Lt. Colonel Fitzgerald (Reg Tn O), Capt. Coleman (Prov Tn O) reported in and took over from Major Saunders. A Captain Piper, in the absence of Capt Munn, the City Tn O, took over administrative duties re U.A. di Milano and liaison with PSO. The head officer of the Pirelli tyre plant was contacted. Provisional estimate of 2,000 new tyres in stock ("frozen") - chiefly German sizes for light trucks - detailed stock list and future production capabilities are to be supplied to Colonel Crump (Trade & Industry) within the next few days.

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

F. General Situation, May 8th. i. Transport required for an additional 200 tons of supplies daily. Regional Food Officer negotiating with Fifth Army re location of food dumps and use of Fifth Army trucks.

ii. Two orders, relating to U. A. di Milano, declaration of vehicles and "freezing" of spare parts are being posted in the city and will be distributed in the Provinces.

iii. Many additional trucks (estimated number, 400 trucks and cars) will be obtained when the Partisans are disbanded.

iv. The Traffic Control Cadre has not been called for in order to avoid any friction which would certainly be caused by Partisan vehicles being stopped and checked. The Partisan question is being handled by the requisite authorities, who are expected to make a decision within the very near future.

v. Approximately 400 load carrying vehicles are now in operation and the daily tonnage carried is increasing.

vi. Capt. Coleman is now operating in Milan Province and will be setting up sub-offices of the U.A. di Milano in the communes.

vii. The administrative organization of the U. A. di Milano (head office in the City) is reported to be functioning adequately and a similar report has been received concerning the accounting and issuing of POL by ACIP.

viii. RACI have supplied (copy, Appendix "A", attached) figures showing bulk capacity of vehicles, which from their records should be available, and types of fuel used by these trucks.

2. TURIN CITY & PIEMONTE REGION.

Visited Major Saunders at Turin May 9, 1945, and the situation there is as follows:

A. A civilian road transport organization known as UDT has been operating since November, 1943. This company has its head office in Milan and a sub-office in each Province. The head office is well organized and the Managing Director is Director of the Road Section of the Italian Ministry of Communications and also cooperates with RACI. This company will now be known as U. A. di Turino.

1019

B. The Provincial offices will be checked up in the near future.

C. The financial situation is reported to be sound and an audited financial statement has been called for.

2056

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

D. Particulars of available trucks in Turin Province (supplied by RACI) are:

3 - 50 Quintale	1,824 -	Petrol	875
		Diesel	51
		Coal	85
		Wood	510
		Methane	115
		Electric	88
5 - 10 Quintale, 3 Wheelers ...	450: -	Petrol	387
		Methane	11
		Electric	52
20 - 50 Quintale, with trailers	171	Breakdown on fuel not available.	

E. Inventories from spare part stores have been called for.

F. Partisans have many civilian trucks but are being requested to registar same with U. A. di Turino.

G. The pre-occupational freight rates are being used pending the issue of a new rate by the Transportation Sub-Commission. Proposed AC rate 50% too low for Milan and it is essential that all the three Regions, Liguria, Piemonte and Lombardia work with the same rates or vehicles will be switched from one region to another, in order to work at a higher rate.

H. POL is being handled by AGIP pending arrival of GIP representative. POL is hauled by road from Genoa, but Fifth Army has been contacted re future supplies and the setting up of AC dumps nearer Turin. The AMG (Turin) garage is at present the only petrol point in the city.

3. LIGURIA REGION.

Major James, Reg Tn O, contacted May 11th, 1945, and the following information obtained.

A. GENOA PROVINCE.

i. Genoa City entered 28th April 1945.

ii. U. A. di Genoa, formed by 30th April.

iii. 1,500 trucks registered up to May 10th. Breakdown of 1,226 of these vehicles is:

Public Utilities (specially adapted vehicles)	134
1 to 10 Quintale	394
11 to 20 Quintale	302

2057

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

21 to 50 Quintals	323
Over 50 Quintale	66
tractors	7

Included in the above are 165 unserviceable trucks which require repair prior to availability:

1 to 10 Quintale	16
11 to 20 Quintale	28 44
21 to 50 Quin tale	97
Over 50 Quintale	24 121

iv. POL has been obtained from civilian sources through the Partisans. After repeated requests, the 92nd Division arranged on May 11th to make available POL supplies for seven days. The Reg Commerce Division are in contact with Fifth Army AMG re future POL supplies. A CIP representative is in charge of distribution at the AGIP depot.

v. RACI has been re-organized and now working efficiently. Temporary circulation permits are being issued.

vi. List of spare part stores and inventories of stocks have been called for.

vii. Estimate of tyres and tubes required (in requisite sizes) will be forwarded at a later date.

viii. It is anticipeted that the supply of trucks will be sufficient to meet the demand for haulage of civil supplies. 1,755 tons carried (100% food) period May 4th - 10th inclusive.

ix. AC, freight rates (CO 42) have been enforced and with the exception of a few minor complaints there appears to be no objection to this tariff.

B. SAVONA PROVINCE.

i. Prov Tn O reported for duty May 2nd, 1945.

ii. 220 Trucks registered and available on May 4th.

iii. All transport bids for civil supplies have been met. 1017

iv.2 POL not available from military sources. First consignment of petrol, 6,000 litres, dispatched to AGIP, Genoa, 11 May.

v. Work tickets and temporary circulation permits in use.

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

C. LA SPEZIA.

i. Prov Tn O reported for duty April 30th.

ii. 38 Trucks registered and available May 2nd.

iii. All transport bids for civil supplies have been met.

iv. POL available.

v. Work tickets and temporary circulation permits in use.

4. GENERAL SITUATION.

A. Civilian companies are being formed on standard lines as laid down by Tn Sub-Commission.

B. The question of a uniform freight rate will, I hope, be settled within the next few hours.

C. POL supplies are difficult now, but should improve within a few days.

D. Vehicles generally seem to be in a fair condition.

E. Two important plants, the FIAT works at Turin, which is still producing small vehicles and the Pirrelli tyre plant at Milan, which requires fuel and raw materials, should be a considerable asset to civilian transport in the future.

J. F. D. HALSTEAD
Captain, R.A.S.C.
Transportation Officer
A.M.G., IV Corps

Copies to: The Director, Transportation Sub-Commission, H.Q., Allied Commission
Movements Section " " " " "
Lt. Colonel Harris " " " " "
File (3)

1016

1015

SPECCHIO RIEPILOGATIVO AUTOGARRI CIRCOLANTI A TUTTO II 30/4/45
CON PORTATA SUP. AI 20 Q. LI

CARBURANTE	NUMERO	Q.LI
Benzina	185	5407
Nafta	275	9560
Gas Legna	200	6540
Gas Carbone	262	9040
Metano	294	8614
Elettrico	98	3762
Totale	N.1314	Q.LI42923

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

TRANSLATION E.S.

MINISTRY OF TRANSPORT
GENERAL INSPECTORATE OF
CIVIL MOTORIZATION & AUTHORIZED TRANSPORTs

TO :- H.E. THE MINISTER OF TRANSPORTS

In conformity with orders received, the undersigned , during the days 14,15 and 16 May inst. together with Allied Comission Officials (Maj. Harry M.Downer and Mr. George G.Gross) and an Official from the Ministry of Finances (Dott. A.Montalbano) went for a service trip to the seats of some Pools of Motor Vehicles employed in the haulage of goods (Truck Pools) administered by Allied Officers.

Object of the trip was to get information concerning the set up of the said Pools and their functioning in the areas in which they work, pending the proposals which the Allied Authorities, in agreement with your Excellency and H.E. the Minister of Finances will put forward , as soon as possible, on the means whereby the Truck Pools may be handed over by the Allied Authorities to the control and discipline of the Italian Government . Ascoli (N°5) , Chieti (N. 3) with its detached Section at Pescara, and Aquila (N4) Truck Pools where visited in detail .

Through the courtesy of the Allied Personnel we were given full opportunities for inspecting the accounts and the technical operations . 1014

The Truck Pools set up in Italian territory and in A.M.G. territory are Pools of Motor Vehicles mainly from Allied Armies and in minor part from captured enemy equipment; these Trucks are operated by an organisation on the industrial pattern, having independent accounting, and for the purposes of hauling goods on behalf of Regional Bodies and civil populations (haulage of grains,cereals,vegetables, fruit, building materials etc .)

The haulage activities are carried out in the various Truck Pools under the guidance of an Allied Officer .

At present , in all territories which are gradually

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

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The haulage activities are carried out in the various Truck Pools under the guidance of an Allied Officer .

At present , in all territories which are gradually handed over by Allied Authorities to the Italian Government, the various Truck Pools receive from ENAC the relevant movement orders, and , as regards ENAC they operate just as if they were private Truck Operators .

However, whereas private Truck-owners receive directly from ENAC a trip ticket for each single haulage to be effected by a specified truck - after ENAC has collected from hirers the freight charges due for the haulage - the Truck-Pools receive from ENAC, a transport bid instead, and they issue their own Trip tickets to those trucks of their fleet which carry out the haulage .

Only when the haulage is completed, do Truck Pools

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

issue the bill for payment of charges by hirers .

Haulages are carried out at ENAC rates .

Truck Pools enter monthly into their balance sheet , the profits accruing from the month's business , including depreciation -charges; they amount to considerable sums of money .

The various Truck Pools have on their payroll a certain amount of personnel employed on executive administrative and technical work ; in each one of the Truck Pools there are employees working in the office, and a certain number of drivers and mechanics .

As regards the number of motor vehicles, there are, as mentioned before a majority of trucks as employed by Allied Authorities, and a minor quantity of trucks coming from captured enemy equipment .

In the three Truck Pools of Ascoli,Chieti and Ascoli (Aquila ?) there are in total 167 Motor vehicles, subdivided as follows :

CHEVROLET	N°	102	
BEDFORD	"	16	
O M URSUS	"	3	(captured enemy equip/)
FORD	"	6	
LANCIA RO	"	2	(" " "
FIAT 364	"	38	" " "
	N°	167	

1013

The above trucks have already run an average distance of 50.000 Kms; some of them have already needed heavy repairs and it will not be long before most of them will need a general overhaul .

On the other hand a scarcity of available spare parts especially valves, piston rings, and gaskets is to be noticed generally speaking, in all Truck Pools .

Above all, truck tyres have been very much worn out, the more so owing to the bad state of the roads, a considerable shortage of spare tyres has also been observed .

Small repairs needed by trucks are taken care of by the workshop facilities which the Truck Pools have at their disposal, whereas heavy repairs are commissioned to local private

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

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Small repairs needed by trucks are taken care of by the workshop facilities which the Truck Pools have at their disposal,whereas heavy repairs are commissioned to local private workshops and carried out by them.

However,after having overcome the very difficult circumstances of the market,which do not allow for a better availability of spare parts and a more efficient tyre supply for trucks, transportation services have been and are carried out at present in the most orderly way, owing to the willing

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

cooperation of all movement personnel (drivers and mechanics)

As regards the regions of Marche and Abruzzi which I have had the opportunity of visiting, it can be stated that the activity developed by the Ascoli,Chieti, and Aquila Truck Pools is extremely useful and efficient ; it forms the backbone of all transportation concerning supplies essential to the life of the people and to industrial rehabilitation, and it also fulfils all the other transportation needs arising with a particularly urgent or essential nature .

As a conclusion, I express the opinion that, all told, the Truck Pools have furnished a n extremely good operational record, both from an administrative point of view and especially from the point of view of their useful activity in the transportation sector .

The Motor Trucks existing in the a/m Pools,if they will be handed over either to the ownership of the Italian Government or for usage by them, in the form and through the formalities that are to be duly agreed to,will continue to be of the greatest help towards the solution of the grievous and complex transportation requirements which are coming to light throughout our country .

The contribution and discipline of those trucks will certainly serve :

a) to bring about a potential sedative action, both local and general, on transportation rates ;

b) to secure for the State Treasury, an income of considerable value .

1012

Rome 19 May 1945

Signed) Guido TRIOSSI
Director,Chief od Divis/
General Inspectorate of
Civil Motorization

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

MINISTERO DEI TRASPORTI
Ispettorato Generale della Motorizzazione
Civile e dei Trasporti in Concessione

Copia

A S.E. IL MINISTRO DEI TRASPORTI

In conformità di ordini ricevuti, il sottoscritto, nei giorni 14,15 e 16 del corrente mese di maggio, insieme con personale appartenente all'Allied Commission (Maj.Harry M. Downer e Mr George C.Gross) e con un funzionario del Ministero delle Finanze (Dott.A.Montalbano) ha effettuato una gita di servizio presso le sedi di alcuni Centri di autocarri adibiti al trasporto di cose (Truck Pools) gestiti da ufficiali alleati.

Scopo della gita era quello di rendersi conto della consistenza e del pratico funzionamento di detti organismi nelle zone ove esplicano la loro attività, in attesa che vengano concretate, appena possibile, a cura delle Autorità Alleate, d'intesa con l'E.V. e con S.E. il ministro delle Finanze le proposte circa le eventuali modalità intese a consentire che i Truck Pools vengano dalle Autorità Alleate affidati al controllo e alla disciplina del Governo Italiano.

In particolare sono stati visitati il Truck Pool di Ascoli (N°5), quello di Chieti (N°3), con la sezione distaccata di Pescara, e quello di Aquila (N°4).

Dalla perfetta cortesia del personale alleato é stata offerta piena opportunità di ispezionarne la gestione amministrativa e il funzionamento tecnico.

I Truck Pools istituiti nel territorio del Governo Italiano e nel territorio del Governo militare alleato, sono

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

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1011 I Truck Pools istituiti nel territorio del Governo Italiano e nel territorio del Governo militare alleato, sono centri di autoveicoli, nella maggior parte provenienti dagli eserciti alleati e in minor misura provenienti da prede belliche; autoveicoli che fanno capo ad una organizzazione a

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

carattere industriale con bilancio autonomo per effettuare trasporti di cose nell'interesse degli Enti regionali e della popolazione civile (trasporti di granaglie, cereali, prodotti ortofrutticoli, materiali edili ecc.).

L'attività trasportatrice viene disimpegnata dai vari Truck Pools sotto la guida di un ufficiale alleato.

Attualmente, in tutti i territori che di mano in mano vengono restituiti dalle Autorità Alleate al Governo Italiano, i vari Truck Pools ricevono dall'E.N.A.C. i relativi ordini di trasporto e si comportano, di fronte all'E.N.A.C., come privati trasportatori.

Tuttavia, mentre i privati trasportatori ricevono direttamente dall'E.N.A.C. il foglio di viaggio per ogni singolo trasporto da effettuare di volta in volta con un determinato autoveicolo, - dopo che l'E.N.A.C. ha riscosso dai relativi committenti il prezzo del trasporto ordinato - i Truck Pools invece ricevono dall'E.N.A.C. la segnalazione per effettuare un trasporto, ed essi stessi si riservano di compilare il foglio di viaggio per quegli autoveicoli, sottoposti alla loro gestione autonoma, con i quali provvedono all'esecuzione del trasporto medesimo.

E' soltanto a trasporto eseguito che i Truck Pools emettono la fattura per riscuotere il pagamento del trasporto dai singoli committenti.

I trasporti vengono effettuati applicando le tariffe dell'E.N.A.C.

Mensilmente, poi, i Truck Pools inscrivono nel loro bilancio l'utile della gestione di esercizio - al lordo della quota di ammortamento degli autoveicoli, - che si concreta in un gettito di notevole entità .

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

trasporti di cose nell'interesse degli Enti regionali e della popolazione civile (trasporti di granaglie, cereali, prodotti ortofrutticoli, materiali edili ecc.).

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I vari Truck Pools hanno alla loro dipendenza un certo

1010

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

quantitativo di personale che esplica varie funzioni direttive, amministrative, contabili e tecniche; cosicché esistono presso ciascuno di detti organismi impiegati adibiti all'ufficio, oltre ad un certo numero di autisti e di meccanici.

Per quanto si riferisce alla consistenza degli autoveicoli, si tratta, come già si é accennato, per la maggior parte di camions già in uso presso le autorità alleate e solo in minor quantità di autoveicoli provenienti da prede belliche.

Nei tre Truk Pools di Ascoli, Chieti ed Ascoli esistono, in complesso, n°167 autoveicoli, suddivisi come segue:

Chevrolet	N°102	
Bedford	" 16	
OM Ursus	" 3	prede belliche
Ford	" 6	
Lancia RO	" 2	prede belliche
Fiat 364	" 38	prede belliche
	N.167	

Tali autoveicoli hanno al loro attivo una media di circa 50.000 chilometri di percorrenza effettuata, e se per alcuno si é già presentata la necessità di grandi riparazioni, non é lontano il momento in cui la maggior parte di essi avrà bisogno di una revisione straordinaria.

D'altra parte viene rilevata, in generale, presso i Truck Pools la deficienza della disponibilità di pezzi di ricambio, e, in modo particolare, di valvole, fascie elastiche e guarnizioni.

Soprattutto le gomme degli autoveicoli hanno subito una usura notevole che si accresce sensibilmente per le non buo-

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

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Soprattutto le gomme degli autoveicoli hanno subito una usura notevole che si accresce sensibilmente per le non buone condizioni dei percorsi stradali: é segnalata anche una assoluta deficienza delle gomme di scorta.

1009

Le piccole riparazioni occorrenti agli autoveicoli vengono effettuate con i mezzi di officina di cui possono disporre

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

2071

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

i Truck Pools, mentre le grandi riparazioni vengono eseguite da officine locali private in seguito a ordinazioni.

Tuttavia, superando le circostanze di grave disagio, derivanti dalle condizioni contingenti del mercato, che non consentono la possibilità di una migliore disponibilità dei pezzi di ricambio e di una più efficiente gommatura degli automezzi, i servizi di trasporto si sono svolti e si attuano presentemente con ogni regolarità, mercé la volenterosa collaborazione di tutto il personale addetto al movimento (autisti e meccanici).

Per quanto riguarda le zone delle Marche e degli Abruzzi, che il sottoscritto ha avuto occasione di visitare, può dirsi che l'attività disimpegnata dai Truck Pools di Ascoli, Chieti ed Aquila é oltremodo utile ed efficiente: essa costituisce la spina dorsale dei trasporti che riguardano il rifornimento dei prodotti essenziali alla vita delle popolazioni e della ricostruzione industriale, soddisfacendo poi anche tutti quegli altri bisogni di trasporto che si presentano con carattere di particolare necessità ed urgenza.

Concludendo, si manifesta l'opinione che i Truck Pools abbiano dato, in complesso, una ottima prova di funzionamento, sia dal punto di vista della loro gestione amministrativa e particolarmente dal punto di vista della loro proficua attività nel settore dei trasporti.

Il materiale automobilistico esistente presso tali organismi, se verrà concesso in uso o in proprietà al Governo Italiano in quella forma e attraverso quelle modalità di cessione e d'impiego da concretarsi opportunamente continuerà ad essere di validissimo ausilio a risolvere le complesse e gravi esigenze dei trasporti che si manifestano in tutto il territorio del nostro Paese.

L'apporto e la disciplina di tali automezzi servirà

2072

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

certamente, tra l'altro:

a) a sviluppare una potenziale azione calmieratrice, locale e generale sulle tariffe dei trasporti;

b) ad assicurare un gettito di introiti, di notevole importanza, nelle casse dello Stato.

Roma, 13 maggio 1945

Guidotrossi

(GUIDO TROSSI)

Direttore Capo Divisione
Ispettorato Generale della Mobilitazione Civile

1067

21.5.945

Caro Ingrosso,

Come d'intesa, le rimetto copia della relazione che ho predisposto per S.E. il Ministro Cardona.

Mi attivo, con saluti cordiali

Suo dev.

Grisoni

1016

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2074

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COPY

TO : HQ ALCOM

15

ECONOMIC REPORT PROVINCES ROVIGO - PADOVA - VENEZIA - TREVISO

1. AGRICULTURE Wheat crop reported 85% normal. Harvest begins in three weeks. Organization for harvesting is practically completed but the providing of transportation, fuels and other supplies will offer serious problems. Agriculture agencies functioning well with minor adjustments apparently necessary and a few changes in personnel required according to present information.

2. COMMERCE Venice Chamber of Commerce is being formed. Availibilities of leather, tannin, shoes, textiles, silk, being investigated. Early arrival of Capt. Cowlin as Regional POL Officer essential.

3. FINANCE All Banks and main Post Offices open. No complaints received Allied Forces Basic Wage Scales nor Statal employees' salaries. Indennita di Bombardamento and Indennita di Emergenza (50% increase) in force. Currency position satisfactory provided no rush to cash large quantity of assegni in circulation, e.g. estimated 2000 million lire Venezia Province. Officials all present and practically all efficient.

4. FOOD Rationing functioning smoothly; bread price Padova, Rovigo 3.70 - Treviso 3.60 - Venezia 2.60 large and 5 small; surplus grain Rovigo - Padova - Venezia, deficiency Treviso; general local deficiency fats, salt sugar, wine; 5000 tons unrefined sugar Rovigo; no change price or otherwise made in systems.

1005

5. INDUSTRY Coal urgently needed. Damage to Industries Porto Marghera not so great as appears. Methane and lignite resources must be exploited maximum. Heavy Industry, Matches, Sugar Products, and Hemp factories being surveyed.

6. LABOUR Wages, salaries apparently satisfactory at 2 Apr scales; considerable unemployment among ex-German workers expect harvest will absorb most; General Order No. 28 being posted, hope G.O. 41 also at early date; all nine Fascist organizations closed each Province, liquidation in course; Uffici del Lavoro and Regional Italian Joint Advisory Committee (Labour and Industry) will function within week.

7. TRANSPORTATION Transport rates First reports indicate that road tariff rates were on an average approx. 15% higher than rates in General Order No. 42. It is difficult to make a direct comparision covering all sizes of vehicles owing to different methods of computing the charge. So far, Directors of Truck Pools consider rates in G.O. No. 42 to be fair and equitable to both parties.

8. GENERAL Price and wage structure much lower than in south. Might be preserved thus arresting Italian inflation but will be necessary to keep industry charges down by immediate importation of coal and transportation with POL allocation. Priority is opening VENICE

adjustments apparently necessary and a few changes in personnel required according to present information.

2. COMMERCE Venice Chamber of Commerce is being formed. Availibilities of leather, tannin, shoes, textiles, silk, being investigated. Early arrival of Capt. Cowlin as Regional POL officer essential.

3. FINANCE All Banks and main Post Offices open. No complaints received Allied Forces Basic Wage Scales nor Statal employees' salaries. Indennita di Bombardamento and Indennita di Emergenza (30% increase) in force. Currency position satisfactory provided no rush to cash large quantity of assegni in circulation, e.g. estimated 2000 million lire Venezia Province. Officials all present and practically all efficient.

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8. GENERAL Prices and wage structure much lower than in south. Might be preserved thus arresting Italian inflation but will be necessary to keep industry charges down by immediate importation of coal and transportation with POL allocation. Priority is opening VENICE port, and PORTO MARGHERA and Canals to allow importation especially of coal for activating rails and industry.

12 May 1945

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

RS/gb

7.59.37

INTER OFFICE MEMO

REF : AC/59/23/Tm.5 23 April 1945

SUBJECT : Inspection of ENAC Offices at FROSINONE

TO : Col. FERNYHOUGH

1.) ENAC Provincial Offices are located at an important crossing of 5 roads,which is about one mile away from the town, viz Piazza Osteria De Matteis, Provincial Director is Signor Benucci , former Director of Consorzio Autotrasporti .

2.) Records of trucks registered in the Province are not up to date; latest official figures for registrations notified before 31 March by Rome Compartiment are :

Trucks less than 20 Qls carrying capacity –	N°	430
" from 21 Qls to 40 Qls	"	40
" over 20 Qls	"	21
Trailers	"	10
Motorcycle trucks	"	39
Total	N°	540

The local R.A.C.I. has since accepted about 68 new registrations; no data of these are available. No check has been made to ascertain how many of the existing trucks have not registered into ENAC.

3.) Out of the total number of vehicles,

N°. 237 have been granted form 16 (for permanent haulage of self-owned goods)

1064

N°. 61 have been granted form 17 for haulage of goods on behalf of Public Utility Bodies)

N°. 76 have been granted form 18(temporarily for haulage within the Province,pending issue of forms 16 and 17)

Many other applications have been filed for the issue of these forms and are being examined.

Up to now, forms 16 and 17 substract about 60% of registered trucks from ENAC despatching.

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

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4.) ENAC Offices in this Province are :

1 Station at Central Office in Frosinone
1 Agency at Fiuggi (a private Agent to whom a fee is paid for each trip ticket he issues)
1 Communal Agency at Isola del Liri(held by the Sindaco)

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

The Frosinone Station only dispatches about 30 to 40 trucks and issues about 20 trip tickets per day .

5.) Transport request are dealt with in a most irregular way . The Provincial Commission is supposed to meet once a month, the day one of its members comes from Rome . Decisions are normally left to the Director of Food Supply who resides up in town, about a mile away and is contacted by telephone : however none of the requests are signed by him or by any officially appointed delegate of the Provincial Commission Decisions for the Compartimental Commission are sent to Rome once a week and return duly signed.

The receipt slips are not filled in and are not returned to the client .

The back page of the request is not usually filled in for the calculation of the sum to be paid by client in advance : it appears that payments are made on a rough estimate worked out by the accountant .

Payments are made into Banco di Santo Spirito, whose offices are also in town, and most inconvenient to reach from ENAC Offices .

6.) Despatching apart from haulage of essential commodities on the request of Consorzio Agrario, is practically non-existent . Practically all requests are brought in by the truckers themselves who are granted trip tickets for their own trucks, and for all sorts of goods. This means , of course, that ENAC has practically no control of haulage for the public at large, and that private negotiations between hirers and truckers go on just as ENAC was not there at all. The chief despatcher and the Director himself were very surprised when I mentioned the fact that ENAC was supposed to control all this, and in fact were rather indignant to my suggestion that ENAC should interfere with these private negotiations .

As for rates, evidently truckers are paid for hires according to their own demands, as most of the trip tickets do not originate a transport bill, but are issued on payment of only the small ENAC charges and taxes (on these charges). It is to be noted that by this practice the Italian Revenue Offices are losing a great portion of taxes which ought to be paid on full transport bills.

7).Trip tickets are written out in a very slipshod way ; most of them are not even filled in for the weight of the cargo; goods to be hauled are sometimes described in vague terms; writing is done as usual, in copying pencil.

2017 Declassified E.O. 12356 Section 3.3/NND No. 785021

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1083

7).Trip tickets are written out in a very slipshod way ; most of them are not even filled in for the weight of the cargo; goods to be hauled are sometimes described in vague terms; writing is done as usual, in copying pencil.

8.) Owing to the great number of forms 16 and 17 issued in this Province, much of the P.O.L. allocated to the Province goes to supply these trucks, which are practically uncontrolled. The result, last month was that on the 24th. of the month all petrol had been dealt out and all petrol trucks had to be stopped . Allocations to trucks issued with form 16 range from 15 to 500 litres (for an obsolete 18 BL truck !) which are given out in bulk at the beginning of the month. The trucks issued with form 17 a small allocation is

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

made at the beginning of the month, and is supplemented during the month on request . Checking of use of petrol by trucks issued with forms 16 and 17 should be carried out monthly,but many truck owners have not turned up and checking operations are very slack .

9). No record is kept of available trucks; no control of inavailabilities.

10.) Trip tickets are returned with great delay after completion of trip; they are usually incomplete as to prescribed signatures etc . No sanctions are taken in this respect .

11.) Only one control post has been set up, but up to now it works only in the day time, owing to lack of accomodation. About 100 infringments have been notified and sent up to Compartimental Direction .

12.) Total fuel allocation to this Province has been for April :

260 Qls Petrol - 250 Qls Gasoil -

It appears that for the month of May the Genio Civile have handed in a request for 23000 litres of petrol to be assigned to them from ENAC allocation,for reconstruction work. If this were granted the transportation needs of the Province could not be met by the remainder,unless the total allocation were increased.

13.) There is a very great lack of discipline in the truckers ; they resent all interference and I have been given to understand that there have even been threats of corporal punishment to ENAC Officials, if they should attempt to interfere effectively with the present state of affairs .

14.) Tyres are scarce ; 33 W D tyres were released to Prefecture for distribution ; I was told only 22 were actually distributed, the rest was withheld; I was also given to understand that Prefecture is now issuing certificates for other W D tyres, not distributed by them, but in possession of truckers .

15.) Payments are delayed more than one month ; March bills are now being written. This is said to be owing to work done for winding up former Consorzio Autotrasporti.

16.) Wine haulage prohibition is now being adhered to; however local truckers object to trucks from other provinces still passing along the roads laden with wine.

17.) Consorzio Agrario are in arrears with their payments; they ought to be definetely warned that no further

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

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17.) Consorzio Agrario are in arrears with their payments; they ought to be definetely warned that no further transport can be granted to them unless they comply with the law, by paying in advance .

18.) The slipshod functioning of ENAC Offices at Frosinone

1992 ;/ .

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

although the local Directors and staff seem to be fairly capable and well-meaning raises the doubt whether they have been sufficiently assisted and inspected by their Compartimental Directorate .

Ing. Santamaria Renato.

RENATO SANTAMARIA
Dr. Ingegnere

1051

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

AFC/59/36

TRANSLATION R. .

MINISTRY OF TRANSPORT
GENERAL INSPECTORATE OF
CIVIL MOTORIZATION & AUTHORIZED TRANSPORTs

TO :- H.E. THE MINISTER OF TRANSPORTS

In conformity with orders received, the undersigned , during the days 14,15 and 16 May inst. together with Allied Comission Officials (Maj. Harry M.Downer and Mr. George G.Gross) and an Official from the Ministry of Finances (Dott. A.Montalbani went for a service trip to the seats of some Pools of Motor Vehicles employed in the haulage of goods (Truck Pools) administred by Allied Officers.

Object of the trip was to get information concerning the aytrep of the said Pools and their functioning in the areas in which they work, pending the proposals which the Allied Authorities, in agreement with your Excellency and H.E. the Minister of Finances will put forward , as soon as possible on the means whereby the Truck Pools may be handed ober vy the Allied Authorities to the control and discipline of the Italian Government . (Ascoli (N°5) , Chieti (N° 3) with its detached Section at Pescara, and Aquila (N4) Truck Pools where visited in detail .

Through the courtesy of the Allied Personnel we were given full opportunities for inspecting the accounts and the technical operations .

The Truck Pools set up in Italian Territory and in A.M.G. territory are Pools of Motor Vehicles mainly from Allied Armies and in minor part from captured enemy equipment; these Trucks are operated by an organisation on the industrial pattern, having independent accounting, and for the purposes of hauling goods on behalf of Regional Bodies and civil populations (haulage of grains,cereals,vegetables, fruit, building materials etc .)

The haulage activities are carried out in the various Truck Pools under the guidance of an Allied Officer .

At present , in all territories which are gradually handed over by Allied Authorities to the Italian Government,

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

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The haulage activities are carried out in the various Truck Pools under the guidance of an Allied Officer .

At present , in all territories which are gradually handed over by Allied Authorities to the Italian Government, the various Truck Pools receive from ENAC the relevant movement orders, and , as regards ENAC they operate just as if they were private Truck Operators .

However, whereas private Truck-owners receive directly from ENAC a trip ticket for each single haulage to be effected by a specified truck - after ENAC has collected from hirers the freight charges due for the haulage - the Truck-Pools receive from ENAC, a transport instead and they issue their own Trip tickets to those trucks autonomous of their fleet which carry out the haulage .

Only when the haulage is completed, do Truck Pools

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

issue the bill for payment of charges by hirers .

Haulages are carried out at ENAC rates .

Truck Polls enter monthly into their balance sheet , the profits accruing from the month's business , including depreciation -charges; the amount to considerable sums of money .

The various Truck Pools have on their payroll a certain amount of personnel employed on executive administrative and technical work , in each one of the Truck Pools there are employees working in the office, and a certain number of drivers and mechanics .

As regards the number of motor vehicles, there are, as mentioned before a majority of trucks as employed by Allied Authorities, and a minor quantity of trucks coming from captured enemy equipment .

In the three Truck Pools of Ascoli,Chieti and Ascoli (Aquila ?) there are in total 167 Motor vehicles, subdivided as follows :

CHEVROLET	N°	102	
BEDFORD	"	16	
O M URSUS	"	3	(captured enemy equip/)
FORD	"	6	
LANCIA RO	"	2	(" " "
FIAT 364	"	38	" " "
	N°	167	

999

The above Trucks have already run an average distance of 50.000 Kms; some of them have already needed heavy repairs and it will not be long before most of them will need a general overhawl .

On the other hand a scarcity of available spare parts especially valves, piston rings, and gaskets is to be noticed generally speaking, in all Truck Pools .

Above all, truck tyres have been very much worn out, the more so owing to the bad state of the roads, a considerable shortage of spare tyres has also been observed .

Small repairs needed by trucks are taken care of by the workshop facilities which the Truck Pools have at their

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

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Small repairs needed by trucks are taken care of by the workshop facilities which the Truck Pools have at their disposal whereas heavy repairs are commissioned to local private workshops and carried out by them.

However,after having overcome the very difficul circumstances of the market,which do not allow for a better availability of spare parts and a more efficient tyre supply for trucks, transportation services have been and are carried out at present in the most orderly way, owing to the willing

2086
Declassified E.O. 12356 Section 3.3/NND No. 785021

cooperation of all movement personnel (drivers and mechanics)

As regards the regions of Marche and Abruzzi which I have had the opportunity of visiting, it can be stated that the activity developed by the Ascoli,Chieti, and Aquila Truck Pools is extremely useful and efficient ; it forms the backbone of all transportation concerning supplies essential to the life of the people and to industrial rehabilitation, and it also fulfils all the other transportation needs arising with a particula urgent or essential nature .

As a conclusion, I express the opinion that, all told, the Truck Pools have furnished a n extremely good operational record, both from an administrative point of view and especially from the point of view of their useful activity in the transportation sector .

The Motor Trucks existing in the a/m Pools,if they will be handed over iether to the ownership of the Italian Government or for usage by them, in the form and through the formalities that are to be duly agreed to,will continue to be of the greatest help towards the solution of the grievous and complex transportation requirements which are coming to light throughout our country .

The contribution and discipline of those trucks will certainly serve :

a) to bring about a potential sedative action, both local and general, on transportation rates ;

b) to secure the State Treasury, an income of considerable value .

998

Rome 19 May 1945

Signed) Guido TRIOSSI
Director,Chief od Divis/
General Inspectorate of
Civil Motorization

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

1/59

CF/ep

AC/59/34/TN.5 17 May 1945

SUBJECT : Report on Inspection of ENAC Officers and Despatch Stations in Rome.

TO : E.N.A.C. Piazza Croce Rossa.

1. Attached hereto is a report as above made by Dott. Ing. Santamaria of this Sub-Commission during the last week in April.

2. The report reveals that little or no improvement has taken place in ENAC operations since the previous report made by Dott. Santamaria in early March, which was thoroughly discussed with Mr. Costa. Control of road haulage is found to be negligible while despatch, office organization and administration are far from satisfactory.

It is, however, gratifying to note that despatch and office system is efficient at the Fiat Garage Station.

3. The following paragraphs call for comment:

(a) Para.3. The granting of 1500 Forms of 1500 Forms 16 and 17 at the request of Allied Authorities is not understood. Please state specific cases, giving details of the Allied Authority making such requests and for what reasons.

(b) Paras. 7,13,14 and 16. The designation of trucks to be employed on "service orders" from Head Office is not in accordance with the recognized principle that orders should be given to trucks at Despatch Stations strictly in the order in which they report for duty.

957

(c) Paras. 10 and 11. There appears to be a complete lack of control by E.N.A.C. at the Mercati Generali Station. The justification for the regular employment of a certain trucker by a hirer can be appreciated in certain cases, but cannot be accepted as a general principle. There can be no excuse for the flagrant breach of tariff regulations, private bargains on charges and failure of E.N.A.C. to collect bills. There appears to be no attempt here to adhere to the Ministerial Decree dated 30 Jan. 45, which prescribes the rates to be applied throughout Italian Government Territory.

(d) Paras. 7,10,12,13,14 and 16. At the 5 stations mentioned in these paragraphs approximately 75% of the total trucks allotted fail to report for work. It is hardly feasible that all these trucks, amounting to some 3750, are permanently unserviceable, and it can only be assumed that many of them are operating privately, probably with Black Market petrol, and evading control posts. It would seem that E.N.A.C. do not take strong measures to ascertain the reasons in each case for this widespread contravention of the law, with a view to withdrawing circulation permits in cases of proven illegal operation.

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

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(e) Paras. 18 and 19. The picture revealed in these paras. is most disconcerting and, if substantially accurate, discloses that E.N.A.C. controls the operations of approximately 5% only of all trucks in ROME. The issue of Books 16 and 17 to 5000 trucks is felt to be excessive and

957

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

this matter will be taken up with the Ispettorato Motorizzazione at the Meeting on 18 May.

The statement in para. 19 that work is scarce and the limited number of trucks, which report for work, cannot be fully employed rather suggests that a large volume of private and Black Market haulage is taking place.

It is desired to know what steps are being taken by E.N.A.C. to correct the above most unsatisfactory conditions. It is clearly not the intention of the E.N.A.C. Statute that 95% of available trucks should remain uncontrolled in any area.

The total number of trip tickets issued per day amounts to a maximum of 510 according to the report. If this is so, no shortage of fuel is apparent since in April total gasoline and gas oil allotted to RCMP Stations was 865,000 litres or an average of 1,700 litres for each of the 510 trucks regularly despatched.

(f) Para. 20. Please state the reason for the 22% decrease in petrol for May against the April. Was the bulk allotment made to E.N.A.C. by the Liquid Fuels Division, Ministry of Commerce, reduced by the same figure?

Would you please clarify the term "Special Assignations" in sub para. (b).

It is hoped too that you will be able to reduce the large allocation to holders of Books 16 and 17 when the excessive number of such holders is decreased.

(g) Para. 21. It is considered that these "Groups" are merely "parasites", in that they are quite superfluous if E.N.A.C. functions efficiently in the collection of bids and payment of truckers. It is quite wrong that truckers should be required to pay 10% to such Groups for services which should properly be provided by E.N.A.C. It is therefore suggested that these Groups be abolished forthwith.

(h) Paras. 21 and 24. The long delays in payment of truckers and refunding the 20% security charge to hirers reflect inefficient office system and administration. A general speeding up of procedure in this direction is called for.

(i) Para. 22. It is anticipated that tyres for civilian usage will shortly be available in larger numbers than previously. Distribution will be made through the Ministry of Commerce.

996

(j) Para. 25. The extremely limited degree to which E.N.A.C. controls the haulage of goods by road in RCMP is proved by the fact that only 180 bills per day are issued when the Ente is supposed to dispatch and collect bids for some 5000 trucks.

4. It is requested that you will forward your comments on the report, stating what action you have taken to rectify the many weaknesses of organization and administration brought to light.

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

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For the Director:

G. FERMYHOUGH,
Lt. Col., R.A.

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

459.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMO

SUBJECT : REPORT ON INSPECTION OF ENAC OFFICES IN ROME

TO : Lt.Col. FERNYHOUGH

1. ENAC Offices in Rome comprise :
Head Offices in Piazza Sallustio and Via Collina
Stations at : Fiat Garage -Via di Porta Maggiore (1)
Mercati Generali (2)
Trastevere Scalo (Railway Station) (3)
Viale Angelico 25(Roma Nord) (4)
STA Garage - Piazza Ragusa (5)
S.Lorenzo Scalo (Railway Station) (6)
Via Principe Amedeo 135 (7)

2. Head Offices are divided between Piazza Sallustio and Via Collina . The latter comprising Chief dispatcher's Truck Registration, Transports Requests and other Offices, open to the General Public, are accomodated in very inadequate premises , The public throng all Offices,hampering the work of the staff .

3. Up-to-date figures of trucks registered into ENAC in Rome Province were not available ; a gross estimate of 13.500 Trucks was mentioned, 10000 of which in the city of Rome . 995

About 50% of these have been granted permanent work-tickets (Form 16 and 17) ; of these, about 1500 have been granted on request of Allied Authorities.

4. Transport requests were received both at Via Collina and at the Stations,but by far the greatest portion are dealt with at Via Collina,who get about 200 of them a day from the General Public,besides those originating from Public Bodies, Consorzio Agrario etc . and those which are refused at sight, as concerning transport of unauthorised goods or very low priorities .

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

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Provincial and Compartimental Commissions having delegated suitable officials for all but exceptionally difficult cases, decisions on requests are taken within the same day the request is received .

Payments for transport requests are made into the

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

Bank Offices in the same building, so that were it not for the fairly long queues and the all round crowding of the place, operations for the public would be fairly smooth and quick.

5. Once the request has been accepted, the Movement Office issues a"service order " to one of the outside stations; in some cases, the order bears the number of the Truck to be used, sometimes the goods being the alleged property of the Truck owner himself, other times for other reasons found to be valid by the Head of the Office .

Service orders are forwarded every day to the stations and usually reach these within 24 hours the request has been handed in .

The above procedure is followed for all requests,save those originating from bearers of permanent travel papers (Forms 16,17 and 18) asking to haul other goods than allowed for, or to go beyond the area described to them .In these cases , the request is sent to a despatch office in the same building where truckers are supplied with a trip ticket and with fuel coupons . This Office issues an average of 50 to 60 Trip Tickets per day .

6. The Rome Provincial Directorate have sent out to other Provinces having a scarcity of vehicles a number of Trucks registered in Rome ; most of them have been sent to assist in the grain movement either for local needs, or for haulage of grain destined for Rome from warehouses to rail - heads. Trucks assigned to Provinces where ENAC is not yet functioning have been put under the supervision of ENAC Officials especially detailed from Rome . Total lift supplied to each place is as follows :

AQUILA	-	Total	Lift	1128	Qls
PESCARA	-	"	"	263	"
CHIETI	-	"	"	837	"
RIETI	-	"	"	1095	"
CHIUSI	-	"	"	451	"
GUBBIO	-	"	"	328	"
ORVIETO	-	"	"	395	"
ALVIANO	-	"	"	174	"
GROSSETO	-	"	"	526	"
AREZZO	-	"	"	579	"
ASSISI	-	"	"	1527	"

994

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

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GROSSETO	-	"	"	526	"
AREZZO	-	"	"	679	"
ASSISI	-	"	"	1527	"
FOGGIA	-	"	"	30	"

994

7. <u>The Fiat Garage Station</u> is destined for the haulage of miscellaneous goods, the transport of refugees and the supervision of all trucks permanently detached outside the Province (see Para 6).

This Station is the best I have inspected up to now: the Station Master, Cav. Ungaro, a capable and experienced

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

official , has obtained from his staff a most orderly working and from truckers the best discipline which can be obtained in the present circumstances . Records, books,card indexes are kept up to date, there is no confusion or lagging in the progress of the work. The despatching is done strictly along the lines it should be done, consistently with the " service orders " which the Station receives from the Head Office, which sometimes, as mentioned before, designate the Trucks to be despatched . Only a few requests (about 10 per day) are received locally at the Station .

8. This Station has been assigned about 1050 Trucks nearly 200 of these are on duty outside the Province ; of the remaining ones, only about 50 are heavy Trucks (some with trailers) . However even in this Station, only those Trucks are despatched whose owners or drivers turn up in the morning and report to the Truck Master; thus he only despatches 150 to 160 vehicles, all told. As regards those who have never reported and which number about 70% of the total strength , the Station Master has sent a list of them to the Head Office, and nothing else can be done about it . As for those who occasionally do not report,if they allege the Truck is off the road for repairs, they are visited by a technical assistant who examines the vehicle, but if they give no reason at all they are penalised by keeping them idle for some time .

9. Although the number of Trucks dispatched by this Station are only a fraction (about 15%) of the registered ones, transport orders are scarce and allow only for about 50% of the available trucks to be despatched daily . The Station issues an average of 60 to 70 Trip Tickets per day; they are nearly all for haulage of goods on the incoming trip ; however a fair proportion , say 40% of the outgoing journeys are utilised by the Station .

993

10. The Mercati Generali Station is destined to cover the needs of the General Markets, for the haulage of the food-stuff, mainly vegetables, fruits,fish,poultry and eggs. It has been assigned about 700 vehicles, about 100 of which over 30 Qls , only 50% of the vehicles turn up and get a trip ticket, the others are ignored ; a list of these has been sent to Head Office. The Station handles about 100 local requests per day , and 10"Service Orders " from Head Office ; all the clerical work is arranged and carried out in a very orderly and efficient manner and no delays are experienced.

However in this Station SNAC does not intervene at

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

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However in this Station ENAC does not intervene at all between hirer and trucker; all requests are settled beforehand between them and are only submitted to ENAC Offices as a formality to obtain a Trip Ticket and the allocation of fuel. Requests must bear the signature of one of the 90 authorized "Commissioners " of the Market and are handed in by the truckers themselves who are immediately issued with the Trip Ticket;

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

even payment of transport bill is not collected by ENAC but is settled directly between hirer and trucker ; ENAC collects only ENAC fees and taxes .

11. On inquiring why this important Section of the ENAC organisation have adopted such a practice which has been approved by the Provincial Directorate, I have been told certain reasons which cannot be ignored and which I have had the opportunity of checking in an interview I had with one of the leading " Commissioners" of the market,who gave me the hirers' point of view on the subject . It appears that the Market Commissioners much prefer to hire their own truckers instead of ENAC doing it for them on account of the fact that the haulage of vegetables,poultry,fish etc . requires delicate handling,swift journeys,trustworthy drivers and reliable trucks; moreover the driver must know the various loading points and sometimes is entrusted with special duties ,such as paying for the goods, etc. Transport contracts between "Commissioners" and their trusted truckers are often made continuos work and on a system of rates quite different from ENAC rates, such as e.g. a flat rate of so much per Ql. hauled from a certain area or a certain amount for each trip or a daily rate,and so on. I have had also the opportunity of ascertaining that the freight charges paid by these "Commissioners " are not, on the whole, heavier then the ENAC charges ; on the contrary,in some cases they compare quite favourably. It must also be taken into account that truckers are often afforded minor advantages: in some instances drivers are given food and lodgings at the outer end of their journey ; in others they are allowed to carry passengers or goods to their benefit on their outward trip, and so on .

I was also told that at first ENAC tried to enforce their regulations,despatching trucks in strict rotation, many troubles ensued between truckers and " Commissioners" and the old system had to be reverted to .

992

12. The Trastevere Scalo Station has been assigned 742 vehicles, about 40 of which are heavy ones; only about 100 Trucks are dispatched, the remaining ones do not report . The Station issues 25 to 35 trip tickets per day,mainly for the haulage of charcoal and firewood, for which this Station is specialised . Most of this work is done on goods allegedly owned by the truckers themselves or by trucks previously designated by hirers on " service orders " coming from Head Offices . Thus, in fully 90% of the work done by this Station

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

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Offices . Thus, in fully 90% of the work done by this Station
ENAC does no despatching and only intervenes to collect ENAC
fees and taxes .

13. The Roma-Nord Station is also specialised
for the haulage of charcoal and firewood, and practically
works on similar lines to the Trastevere Station; it has been
assigned about 600 trucks; only about 200 of which are

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

despatched , the others having never turned up. 60 to 70 Trip Tickets per day are issued by this Station, mostly on " service orders " from Head Office and to pre-designated Trucks .

14. The STA Garage Station has been assigned about 700 Trucks ; 25% of which over 30 Qls ; only about 50 are despatched and 35 TO 40 Trip Tickets are issued each day . The Station works on miscellaneous haulage, mainly on " service orders" coming from Head Office; only two or three local requests are handled per day . The Truck-master here does his best to obtain discipline from truckers and hirers , but does not always succeed owing to the fact that a fair percentage of " service orders " specify the trucks to be employed, and that sometimes available Trucks are not at hand, so that the Station has to despatch a truck designated by the hirer .

15. In this Station Trip Tickets of an unusual type are issued on request of a Public Body, namely the Cricolo delle Costruzioni Telegrafiche e Telefoniche (Telegraph & Telephone Construction Office): they have 10 days validity in a certain area ; trucks are designated by the hirer , sometimes among those registered in other Stations. As fuel is supplied by this Station, and this service employs as many as 10 trucks per week, about 50% of the total Gasoline allocated to the Station goes for this purpose.

16. The San Lorenzo Station has been assigned 600 Trucks ; not more than 100 of which are despatched by ENAO the others being absent . This Station is specialised for the haulage of goods for Consorzio Agrario, mainly potatoes and fertilizers ; an average of 30 to 40 Trip Tickets a day are issued monthly on " service orders " from Head Office, very few requests (3 or 4) being handed in locally.

991

17. The so-called " Poli " Station at Via Principe Amedeo 135 has been assigned about 100 Trucks, all under 35 Qls and mostly light trucks and transformed cars. The Station is specialised for the haulage of foodstuff at the request of Cooperatives, Communities (Other than religious) etc . It works on local requests issuing about 20 Trip Tickets per day mainly on local requests; very few " service orders " come from " Head Office ". As Cooperatives and Communities had previous contracts with truckers they trusted

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

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

GENERAL REMARKS

18. One general feature of the ENAC organization in Rome is, that it really controls a very modest portion of the registered trucks. Considering that :

1) Out of 10000 vehicles 5000 are issued with permanent work tickets, and work practically uncontrolled by ENAC .

2) About 80% of the remainder never turn up at the stations ; they may be off the roads for lack of tyres or spare parts, or they may be doing local haulage in the town, which of course, it is impossible to control, or finally they may be doing black market haulage, avoiding somehow control posts, or " getting round " ENAC rules: however ENAC doesn't know what they are doing ;

3) That means that only about 10% of registered vehicles get regular trip tickets from ENAC despatching stations ; but out of these,only a portion are really despatched by ENAC officials, a great part of them being allowed either to haul goods their own alleged property , or to negotiate their service directly with the hirers (see Terenti Generali, Trastevere and Roma Nord Stations). All considered it may be safely stated that ENAC really despatches not more than 5% of registered vehicles; 5% haul their own goods or have private understanding with hirers ; 50% have permanent travel papers ; 40% are absent from the picture .

19. It is generally admitted by Station Officials that, owing to scarcity of goods and gasoline,work is scarce; and that,were all the registered trucks to call for work at ENAC Stations, a great number of them would have to be kept idle; even now ,when only a portion of them are controlled by ENAC, some form of rotation has to be enforced at some of the Stations in order to alternate idle and working periods with fairness to all concerned. This necessity is rousing complaints on the part of the truckers who claim to be paid for their idle days on the grounds that ,if they were not obedient to ENAC regulations, they could do black market hauling, as many of their fellow-truckers do.

If this slump were to continue or to become still worse,ENAC's task in assuring a fair distribution of the work would become all important and extremely delicate, and dif - ficult to fulfil. Private bargaining, haulage of so called

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

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If this slump were to continue or to become still worse,ENAC's task in assuring a fair distribution of the work would become all important and extremely delicate, and dif - ficult to fulfil. Private bargaining, haulage of so called self-owned goods,specifications of trucks in advance, and so on would have to be strictly banished by ENAC practice , otherwise , an equitable distribution of work could not be ensured .

20. ENAC is now achieving two tasks :

a) assuring the haulage of essential commodities: foodstuff, fertilisers ,coal and firewood, building materials,

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

etc . ENAC in Rome is doing this job, and is also helping other Provinces by sending out Trucks registered in Rome .

b) distributing P.O.L. This is being done by allocating each Station a daily quantity for distribution on Trip Tickets

Gasoil allocations are found to be sufficient, gasoline is thought to be barely enough to cover reasonable requests; it appears that Gasoline allocations for the month of May are going to be substantially reduced . This means more Trucks are going to be left idle, thus making the situation as described in the preceding paragraph, decidedly worse . Unless, of course, ENAC cuts petrol allocations to the 5000 bearers of permanent travel forms (16 and 17) although even now Forms 16 obtain only nominal allocations of a few litres per month, leaving them to their own devices, or the black market for their petrol requirements.

Fuel and lubricants allocations to ENAC for Rome Province for the months of April and May have been as follows :

	GASOLINE(Lts)	GASOIL (Lts)	LUB. OIL (Ltrs)
April	961644	352381	26111
May	753385	345000	21968

In April, fuel has been distributed as follows :

	GASOLINE (Ltrs	GASOIL (Ltrs)
Stations outside Provin/	145000	25000
Permanent Forms 16	39275	570
Permanent Forms 17	63745	1840
Permanent Forms 18	4800	150
Special assignations	71370	87440
Internal services	5000	- -
Provincial Stations	10000	10000
Rome Stations	585000	279285
Totals	942190	404285

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For the Month of May, the following distribution is proposed:

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

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	GASOLINE (Lts)	GASOIL (Lts)
Stations outside Prov/	179000	27000
Permanents Forms and special assignations	141380	110000
Internal Services	8000	- -
Provincial Stations	30000	10000
Rome Stations	375000	198000
Totals	753380	345000

989

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

As shown by the above figures a substantial portion of allocated fuel is assigned to Permanent Forms and special assignations, and is constantly growing, at the expense of free haulage .

21. Transport bills are written at Head Office : stations send there all returned Trip Tickets on completion of trips, after having checked them. This entails a certain delay in the payment of Truckers who usually have to wait 10 to 20 days and sometimes even more , if there is any delay in having back the trip tickets to the stations,which is usually the case when the trucker is affiliated to one of the so-called"groups" which have been formed in Rome . These Groups serve no useful purpose, and would be quite useless even to the truckers themselves, if ENAC working was prompt and smooth as it ought to be . As it is,these Groups are only an additional burden to the trucker, who pays them a percentage on all transport bills-usually 10%.In exchange, the Group pays them money in advance for their travelling expenses, collects their bills,and carries out on their behalf such minor transactions as required by standing regulations (circulation permits,ENAC registration, etc .) It may be that some groups carry out other activities such as supplying truckers with tyres and parts at black market prices, by arranging for them private transport contracts at special rates, but even then their presence does not improve matters at all, either for ENAC or for the public in general .

22. A general complaint ,as voiced by all people I have met,both ENAC officials and truckers, concerns lack of tyres and spare parts, especially ball bearings, which are extremely scarce . Truckers look up to ENAC for the supply of tyres and spare parts at reasonable prices, instead of being obliged as they are now, to resort to the black market. If ENAC were put in a position to release equitably such items, then a much better discipline could be obtained from truckers and ENAC would justify its existence and the fees collected on its behalf. Moreover the most economical rates could be established and enforced as being based on indisputable facts and costs.

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23. One point,worth reconsidering is the ENAC ruling on haulage of goods on empty trips (backloads). At present ,backloads duly authorised by ENAC, produce practically

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

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23. One point,worth reconsidering is the ENAC ruling on haulage of goods on empty trips (backloads). At present ,backloads duly authorised by ENAC, produce practically no profit to the truckers; the hirer gets all the advantage as he is refunded the rates accruing from their haulage . Thus the trucker has no interest in carrying backloads,in fact they actually increase his expenses ; the result is that he, either avoids them as much as he can and carries passengers instead or manages to carry them irregularly, through direct bargaining .

24. On completion of journeys trip tickets, returned to the Station are sent to Head Office where all the billing is done . Bills are drawn up only in those cases in which ENAC collects transport charges and pays them to

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

Truckers . Actually ENAC on accepting a request, collects an additional 20% from hirers as a security for deviations, stoppages and so on ., on payment of the bills to the truckers the difference accruing to the hirer must be refunded to him. Usually bills are completed and orders of Payment to truckers are sent to the Bank within 7 days (as prescribed by regulations) from the date the Trip Ticket has been sent to Head Office . But payments are deferred owing to the " Groups " (see para 24) handing in trip tickets with delay or periodically in bundles, so that the bill, is similarly delayed. Now,once the hirer gets the bill he is not refunded forthwith the difference he is entitled to,but he has to file an application for it,which is sent to the administrative section and,then, in a few days' time, which may range from three days to a week he may hope to collect his money at the Bank: this means that usually a hirer may have to wait for 15 to 25 days after the journey has been completed to get his money back, and he gets it only after he has gone through a certain amount of inquiring queueing up and form filling. It should not be difficult to speed up these operations, cutting out much of the red tape which is beginning to overburden many sections of ENAC clerical work.

25. Bills are not drawn up when goods are the trucker's property, in which case he only pays ENAC fees and taxes. But bills are not drawn up also, as decided by Rome Provincial Directorate,for transports ordered by Federazione dei Consorzi Agrari, or by Consorzio Agrario di Roma, who get their bills directly, and for all transports despatched by the Mercati Generali Station, as we have already seen.

As it is,the Billing Office draw up,at present, an average of 160 to 180 bills per day . These figures as compared with the 10000 trucks registered in the town of Rome give a fair idea of the proportion in which ENAC effectively controls the haulage of goods in this town .

Dr.Ing. RENATO SANTAMARIA

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

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1st May 1945

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

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

AC/59/33

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AC/59/33/Tn.5 17 MAY 1945

my dear mr. minister,

I am enclosing for your information a copy of our letter AC/59/34/Tn.5 dated 17 May 1945 addressed to ENAC, together with a copy of a Report dated 1 May on Inspection of ENAC Offices in ROME made by one of my staff .

As ENAC has now been functioning for some 3½ months I feel it is important that you should be acquainted with present conditions . You will observe that the control of road haulage exercised by ENAC is very far below that envisaged in the ENAC Statute, while many other aspects of operation and organisation leave a great deal to be desired . Previous reports on inspections made in Naples, Bari, Littoria and Frosinone in March and April revealed that a similar state of affairs existed in those areas . Copies of these reports were sent to ENAC for attention.

You may wish to take action to ensure a tighter control generally and to obtain a more efficient utilization of civilian trucks available both in the interests of the truck-owners and the community at large . I incline to the view that the ENAC organization would be materially strengthened by the inclusion in the General Directorate of an experienced road haulage expert with top rank executive status . 986

I shall be pleased to give any assistance or advice you may require in order to improve the present somewhat disappointing situation .

Yours very truly

MERRITT H. TAYLOR
Director
Transportation Sub-Com/

H.E. Francesco CERABONA
Minister of Transport
Piazza della Croce Rossa
ROME

TRADUZIONE

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
A P O 3 9 4
SOTTOCOMMISSIONE DEI TRASPORTI

Prot/ AC.59/34/Tm.5

OGGETTO RELAZIONE SULLA VISITA AGLI UFFICI E STAZIONI E.N.A.C di R O M A

A : E.N.A.C. Piazza della Croce Rossa
R O M A

1. Si allega una relazione di cui all'oggetto redatta durante l'ultima settimana di Aprile dal Dr.Ing. Renato Santamaria di questa Sotto-Commissione .

2. La relazione dimostra che si è avuto scarso o nessun miglioramento nel funzionamento dell'ENAC, dalla precedente relazione redatta dal Dr. Santamaria ai primi di Marzo ,la quale fu ampiamente discussa con il Signor Costa . Il controllo dei trasporti su strada si è rivelato trascurabile, mentre il movimento,l'organizzazione d'Ufficio e l'Amministrazione sono tutt'altro che soddisfacenti . Senonchè è gradito rilevare che presso la Stazione Garage "FIAT " il sistema di movimento e l'ordinamento dell'Ufficio sono efficienti.

3. I seguenti paragrafi meritano un commento :

a) Non si comprende la concessione di 1500 modelli 16 e 17 su richiesta di Autorità Alleate . Si prega indicare i casi specifici, fornendo particolari circa le Autorità Alleate che inoltrarono tali richieste e le ragioni addotte .

b) Par. 7,13,14,e 16 - La designazione sugli " ordini di servizio "provenienti dall'Ufficio Centrale degli automezzi da impiegarsi, non è conforme al principio stabilito secondo cui gli ordini agli autocarri debbono essere dati presso le Stazioni di Movimento,nell'ordine rigoroso con cui si presentano al servizio .

c) Par. 10 e 11 . Alla Stazione dei Mercati Generali sembra che manchi completamente ogni controllo da parte

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

Pret/ AC.59/34/Tn.5

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c) Par. 10 e 11 . Alla Stazione dei Mercati Generali sembra che manchi completamente ogni controllo da parte dell'ENAC - In certi casi si possono prendere in considerazione le ragioni che giustificano l'impiego regolare di un determinato trasportatore da parte di un committente , ma ciò non si può accettare come regola generale. Non vi può essere giustificazione per la flagrante infrazione delle norme tariffarie, le trattative private sui compensi ed il mancato intervento dell'ENAC nell'incasso delle fatture . Qui non sembra vi sia alcun tentativo di rispettare il Decreto Ministeriale del 30 Gennaio 1945 , che prescrive le tariffe da applicarsi in tutto il territorio sottoposto al Governo Italiano .

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

d) Par. 7,10,12,13,14 e 15 . Nelle 5 stazioni indicate in questi paragrafi , circa il 75% sul totale degli autocarri assegnati , non si presentano al lavoro . E' poco probabile che tutti questi autocarri che assommano a circa 3750, siano permanentemente inservibili, e si può soltanto supporre che molti di essi lavorano privatamente, probabilmente con benzina di borsa nera, ed evitando i posti di controllo . Sembrerebbe che l'ENAC non prenda provvedimenti abbastanza energici per accertare in ciascun caso le ragioni di questo diffuso contravvenire alla legge, allo scopo di ritirare il permesso di circolazione nei casi provati di esercizio illegale .

e) Par. 18 e 19 . La situazione come descritta in questi paragrafi, è ormai preoccupante e, se sostanzialmente esatta, rivela che l'ENAC disciplina il movimento di appena il 5% di autocarri di Roma . La concessione dei moduli 16 e 17 a 5.000- autocarri viene considerata eccessiva e questa questione verrà posta in discussione con l'Ispettorato della Motorizzazione nella riunione del 18 -aggio .

L' affermazione del parag/ 19 che il lavoro è scarso e che il limitato numero di autocarri che si presenta al lavoro non può essere pienamente utilizzato, sta piuttosto ad indicare che si sta svolgendo una notevolw massa di trasporti privati e di borsa nera .

Si desidera sapere quali passi stia facendo l'ENAC per correggere le suddette condizioni per nulla soddisfacenti . Evidentemente non è nello spirito dello Statuto dell'ENAC che il 95% degli autocarri disponibili rimangano incontrollati in una zona qualsiasi .

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Secondo la relazione , il numero complessivo dei fogli di viaggio emessi ogni giorno ammonta a non più di 510 . Se così stanno le cose, non si scorge alcuna deficienza di carburante, poichè in Aprile furono assegnati in tutto alle Stazioni di Roma 865.000- litri fra benzina e gasolio, pari ad una media di 1700- litri per ciascuno dei 510 autocarri regolarmente movimentati .

f) Par. 20 Si prega specificare le ragioni della riduzione del 21% nella benzina per Maggio,rispetto ad Aprile . L'assegnazione complessiva fatta all'ENAC dalla Divisione Combustibili Liquidi del Ministero del Commercio fu forse ridotta nella stes-

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

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Si desidera sapere quali passi stia facendo l'ENAC per correggere le suddette condizioni per nulla soddisfacenti . Evidentemente non è nello spirito dello Statuto dell'ENAC che il 95% degli autocarri disponibili rimangano incontrollati in una zona qualsiasi .

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Secondo la relazione , il numero complessivo dei fogli di viaggio emessi ogni giorno ammonta a non più di 510 . Se così stanno le cose, non si scorge alcuna deficienza di carburante, poichè in Aprile furono assegnati in tutto alle Stazioni di Roma 865.000- litri fra benzina e gasolio, pari ad una media di 1700- litri per ciascuno dei 510 autocarri regolarmente movimentati .

f) Par. 20 Si prega specificare le ragioni della riduzione del 25% nella benzina per Maggio, rispetto ad Aprile . L'assegnazione complessiva fatta all'ENAC dalla Divisione Combustibili Liquidi del Ministero del Commercio fu forse ridotta nella stessa proporzione ?

Si prega chiarire la dicitura "Assegnazioni Speciali del comma b) .

Si spera che riuscirete a ridurre la cospicua assegnazione ai portatori dei modelli 16 e 17 quando il numero eccessivo di tali permessi verrà diminuito .

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

g) Par. 21 . Si considera che questi " Gruppi" non siano che"parassiti" in quanto risultano assolutamente superflui ove l'ENAC funzioni efficientemente nella raccolta delle richieste di trasporto e nei pagamenti ai trasportatori . E' assolutamente ingiusto che i trasportatori vengano sottoposti al pagamento del 10% a tali Gruppi per servizi che , propriamente , dovrebbero essere prestati dall'ENAC . Si propone per ciò, che tali Gruppi vengano senz'altro aboliti .

h) Par. 21 e 24 I notevoli ritardi nei pagamenti ai trasportatori e nei rimborsi ai committenti del 20% di garanzia, indicano sistemi d'Ufficio e di Amministrazione inefficaci . Si chiede in questo campo un generale accelerramento nella procedura.

i) Par. 22 Si prevede che tra breve si avranno a disposizione per scopi civili pneumatici in quantità maggiore che per il passato. La distribuzione avverrà per il tramite del Ministero del Commercio .

j) Par. 25 Il limitatissimo controllo che l'ENAC esercita sui trasporti di merce su strada in Roma è provato dal fatto che solo 180 fatture al giorno vengono emesse, mentre si suppone che l'ENTE movimenti ed incassi fatture per circa 5000- autocarri .

4/ - Si richiedono i vostri commenti sulla relazione ,e si desidera essere informati sui provvedimenti da Voi presi per sanare le varie manchevolezze rilevate nella organizzazione e nell'amministrazione .

Per il DIRETTORE

983

G.FERNYHOUGH
Lt. Col. R.A.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATIONS SUB-COMMISSION

759/31

EXT 366 3rd. May 1945

SUBJECT New system of P.O.L. Coupons

TO Mr. G.G.GROSS,Chief Roads Div/

1. The new system of P.O.L. Coupons,which ENAC has been instructed to adopt dating from 1st inst. is based upon Coupons detachable from the counterfoil, and bound in booklet form . Different booklets and values are as follows :

Booklets containing 5 Coupons, each one for 5, or 10, or 20, or 50 Litres ; and

Booklets containing 10 Coupons each one for 25 Litres. The above are in two types: one for Gasoline,one for Gasoil.

Booklets for lubricating oil contain 5 Coupons,either for 1/2 Litre or for 1 Litre each .

All Coupons, before being issued are to be filled in and so is the cover of the booklets, both on the front and on the inner pages of each book cover . 982

2. Everytime a Trip Ticket is issued by ENAC to a Truck, an allocation of fuel and lubricant is made, and written on the Trip Ticket; then, on payment of a fee of Lire 0,35 per Litre (only L.0,15 of which go to ENAC) Coupons are issued to cover the allocation; however,all Coupons must be issued in book-form, detaching from each booklet all superfluous Coupons , which must be annulled by the Station clerks, accounted for, and kept for checking purposes. Therefore,the Station must be supplied with a greater quantity of Coupons than would be strictly necessary to cover all P.O.L. allocated to it .

3. Each Coupon, before being issued,is to be :

filled in twice with Reg. N° of Truck
once with Trip Ticket N°
stamped with Station round stamp
date of Trip Ticket
month of validity

(Each booklet cover : a) on its front page is to be

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

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3. Each Coupon, before being issued, is to be :

filled in twice with Reg. N° of Truck
once with Trip Ticket N°
stamped with Station round stamp
date of Trip Ticket
month of validity

4. Each booklet cover : a) on its front page, is to be filled in with Reg.N° of Truck and N° of Circulation Permit (or Trip Ticket)

b) on its inner page, is to be: filled in with name & surname of Truck owner - Address of Truck owner -Allocated quantity of fuel - Allocated quantity of lubr/oil- Signature of issuing clerk - Stamped with Station round stamp .

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

5. Besides the above operations, station clerks issuing fuel have to :

find out fuel and oil consumption on precalculated tables ,
write down allocations on trip ticket,
calculate fees due to ENAC on P.O.L. allocation; cash fees,
enter allocations and fees on form 51 .

6. The filling in of Coupons as described in Para 3 and 4 entails a great deal of writing and stamping on the part of the clerks. For instance for the issue of Coupons for a round allocation of P.O.L. such as 50 Litres fuel and 1 Litre lubricant oil, the issuing clerk is supposed :

to write 14 times, the Registration N° of the Truck
8 times, the Trip Ticket N°
twice the Name and Surname of the owner
twice , his address,
twice , the quantity of allocated fuel
twice , the quantity of allocated lubr/oil,
twice , the clerk's signature ;

981

and to apply the following stamps :

8 times the Station stamps
6 times the "date" stamp
6 times the "month of validity" stamp;

a total of 32 entries and 20 stampings .

But if the allocation, as is usually the case, is not a round quantity, the work increases considerably : an allocation of 95 Litres of fuel and 2 Litres of lubr/oil requires

writing: 21 times, the Registration N° of the Truck
12 times, the Trip Ticket N°,
3 times, the name and surname of the owner,
3 times, his address ,
3 times, the quantity of allocated fuel,
3 times, the quantity of allocated lubr/oil
3 times, the clerk's signature : .

and applying

12 times the Station stamp ,
9 times the " date " stamp
9 times the " month of validity" stamp

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

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981

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8 times the Station stamps
6 times the "date" stamp
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a total of 32 entries and 20 stampings .

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12 times, the Trip Ticket N°,
3 times, the name and surname of the owner,
3 times, his address ,
3 times, the quantity of allocated fuel,
3 times, the quantity of allocated lubr/oil
3 times, the clerk's signature :

and applying

12 times the Station stamp ,
9 times the " date " stamp
9 times the " Month of validity" stamp

a total of 48 entries and 30 stampings.

7. Operations for the issue of P.O.L. Coupons with the new system in ENAC Stations, as measured with a stopwatch ,

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

require a period of time of 15 to 20 minutes for each trip ticket if the work is done by one clerk, 12 to 17 minutes, if done by three clerks in succession. This implies that in a station issuing, say, 100 trip tickets per day, an average of 25 clerk-hours are to be devoted to coupon issuing; if the work is to be done during the rush hours, which are never more than 4, per day, at least 6 clerks are needed, so as not to keep the public waiting all day; now, such a station would normally employ about 10 to 12 clerks in all, to carry out all the despatching and clerical work of the Station. As a matter of fact on the 2nd May inst. in the Fiat Garage Station in Rome which issues 60 to 70 trip tickets per day, 2 clerks having been destined for the issuing of coupons, all despatching operations were slowed down, on account of P.O.L. coupons; some trucks that had reported early in the morning had not yet been despatched by 1 o'clock in the afternoon. On the 3rd May inst. in the Mercati Generali Station, which issues about 100 trip tickets per day, four clerks were working on P.O.L. coupons; the Station was crammed with indignant hirers and truckers who had been waiting for hours to get their despatching done; complaints and criticisms to the new coupons system were voiced loudly by the small crowd which had gathered outside the E.N.A.C. conters.

8. The main criticisms on the new system of P.O.L. coupons may be summarized as follows: 986

(a) they require an excessive amount of time and clerical work for their issue; the data given above support this criticism. Whereas this drawback may not be so serious in the case of issuing of P.O.L. to private cars, which is done only once a month, in the case of E.N.A.C. stations where hundreds of trip tickets are to be issued in a few hours, and a P.O.L. allocation is issued to each trip ticket, the amount of work and time required is too high, and out of all proportion to the other work required for E.N.A.C. despatching.

(b) a considerable quantity of coupons are wasted, in order to cope with the various fractional allocations which occur in practice; this implies that E.N.A.C. is to be supplied beforehand with coupons for a substantially bigger quantity than the monthly allocation would require. It also may happen that during the month, fractional issues having been more than anticipated, E.N.A.C. runs out of coupons,

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

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(c) It is anticipated that towards the end of the month E.N.A.C. stations may find it difficult to cope with the various fractional allocations with the remaining coupons of fixed value. No one can foresee beforehand what the requirements will be.

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

(d) Although they require a lot of work, the new coupons are not difficult to counterfeit; print and rubber stamps ~~is~~ are easily reproduced; entries can be written by anybody. As coupons can be spent at any fil ing station within the Province area, forgers may easily escape detection.

9. E.N.A.C. General Directorate are going to submit for approval a different type of coupon, obviating most of the drawbacks of the system now enforced.

Dr. Ing. RENATO SANTA MARIA .

Dr.

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

Tele: Ex 547. Transportation Sub-Commission. HJM/tp

Inter Office Memo.

REPORT OF TOUR OF NORTHERN ITALY

Ref:- AC/63/23/Tn3. 3 May 45.

...G.H.Q.(M).

Roads Branch.

Movements Division.

1. Commencing on Monday April 30th a tour of North Italy was made which included FLORENCE, LEGHORN, BOLOGNA, CASERTA and ANCONA. The following are the principal points which were noted:-

2. LEGHORN.

(a) Major John H. Frick, the Supply officer, who is acting Provincial Commissioner, said that the allocation of tyres since the opening of LEGHORN has been negligible, and asked in particular for size 32 x 9 for the Public Utility Companys, (the Selt-Valdarno Eletric Coy, LEGHORN Water Coy and LEGHORN Sewer Coy). (Info: Roads Division Tn5)

(b) In LEGHORN, the Auto-Trasporti do not function; R.A.C.I. (Royal Automobile Club of Italy) carry out the licensing duties instead, but they do not appear to have much control of the vehicles nominally under their charge. (Info: Roads Division Tn5)

(c) There are also Road Contractors in the LEGHORN province, who are not responsible to R.A.C.I., but who get petrol allocated to them by Public Works and Utilities for specific jobs. (Info: Road Division Tn5)

(d) It is estimated that half the civilian vehicles available are off the road, some through lack of spare parts, but most of them through lack of tyres. (Info: Roads Division Tn5)

978

3. FLORENCE.

(a) The Regional Transport Officer, Major Bowers, said that the tyre situation was similar throughout the Region of TOSCANA. (Info: Roads Division Tn5)

(b) He agreed that there is not much effective control of civilian vehicles in LEGHORN, but stated that Major Frick, who had recently taken over, was bringing the province into line with the other provinces of the Region, where Ufficio Trasporti are in effective operation. Instead of being in control in the other provinces, R.A.C.I. do not have more than a directorship. (Info: Road Division Tn5)

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

1. Commencing on Monday April 23th a tour of North Italy was made which included FLORENCE, LEGHORN, BOLOGNA, CESENA and ANCONA. The following are the principal points which were noted:-

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4. BOLOGNA.

(a) Bologna is well supplied with food, with the exception of fats, milk and (in particular) salt.

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

Capt. Bullock, the Provincial Supply Officer, said that the sending of surplus food south was more of a problem than the sending of food to BOLOGNA. At the present time there are 500 tons of potatoes at BOLOGNA, which are being sent to FLORENCE. (60 tons were sent there on April 27)
(Info: Movements-Roads).

(b) There is a depot containing foodstuffs at FORNETTA TERMA (approx. 800 tons) which are also being brought in to BOLOGNA, where there is warehouse accomodation for 4000 tons. (info: Movements-Roads)

(c) In addition to the movement of potatoes from BOLOGNA to FLORENCE, 10 tons of asparagus are being sent daily to FLORENCE, whilst in June there will be 6,000 tons of cherries for export.

5. CIVILIAN ROAD TRANSPORT - BOLOGNA.

(a) The Transportation Officer, EMILIA REGION, Major Hughes anticipates that within two or three weeks or even sooner, some 300 civilian vehicles, each with a carrying capacity of not less than two tons, will be available at BOLOGNA, and will be organised into truck pools under the Regional Officio Trasporti.
(Inf: Movements-Roads)

(b) Major Hughes is of opinion that the availability of civilian trucks will increase as time goes on. (Info; Movements-Roads)
At the moment German work tickets are being used in BOLOGNA. (Info: Admin. Division)

977

6. RAVENNA.

(a) Lieut. Fender, Assistant Supply Officer CASENA said that ~~the~~ Air Commodore Benson AMG 8 Army had decided some six weeks ago that A.C. stores for the NORTH would not be discharged at RAVENNA.
(Inf: Movements Roads and Shipping and Port and Warehouse Division)

(b) Major Hughes said that the tonnage hauled by civilian trucks in the FORLI' and RAVENNA provinces in March is much in excess of his estimate and amounted to 11,500 tons.
(Inf: Roads Division, Movements Roads, A Accounts and Statistics Branch).

7. FERRARA.

This town holds two months supply of sugar and one month's supply of grain.
(Inf: Movements-Roads)

8. EMILIA REGION.

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

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This town holds two months supply of sugar and one month's supply of grain.
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8. EMILIA REGION.

(a) Major Hughes, the Transportation Officer, hopes to move his headquarters to BOLOGNA within the first fortnight of May.
(Inf: Admin. Division).

(b) Major Hughes emphasised that shortage of staff was hampering the efficiency of his department. He also gave two examples of officers in his region who had

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

been transferred to Transportation, but who had had no experience of Transportation, and who had no wish to be in Transportation.
(Inf: Admin. Divisicn)

(c) Major Hughes said the administration of truck pools suffered because lack of civilian tyres prevented the Ufficio Trasporti from visiting the areas for which they are responsible.
(Inf: Road Division Tn.5.)

(d) Major Hughes has started a movements section in EMILIA REGION. This is the responsibility of Lt. Ash, who deals with bids for movement by sea, rail and road, and also with Ufficio Trasporti.
(Inf: Movements Rail, Roads and Shipping).

(e) In discussing Ufficio Trasporti Major Hughes mentioned that when he starts a new Ufficio Trasporti he arranges for the officials who are appointed to spend a few weeks with an established Ufficio Trasporti which is working efficiently.
He mentioned FORLI' as an example of an Ufficio Trasporti which functions as a school when necessary.
(Inf: Road Branch Tn.5 movements Roads)

9. ANCONA

(a) Capt. Bent has been assigned by the Regional Commissioner TOSCANA REGION to the consolidated province of ANCONA and PESCARA in the capacity of Liaison Officer Italian G.T. Coys. (HQ. AMG UMBRIA-MARCHE REGION General Orders No. 9 27 April 1945).
(Inf: Road Division Tn.5)

(b) Capt. Bent still lacks a clerk, and is somewhat tied to ANCONA because of this and also because he has no car or vehicle for his own use.
(Inf: Admin. Division).

976

(c) At the same time, the change in this area from G.T. Coys to Q (M) Coys will mean a considerably increased call on the services of Capt. Bent, since the new Q (M) Coys lack local knowledge and experience of the type of work they will be called upon to perform.
(Inf: Admin. Division)

COMMUNICATIONS

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

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(Inf: Admin. Division)

10. COMMUNICATIONS.
(a) The Railway is open to FAENZA and the AMG Warehouse at CESENA is rail-served. A subsidence, which it is understood could be rectified without undue difficulty, prevents the AMG Warehouse at FORLI' from being rail-served.
(Inf: Movements Rail and Roads).

(b) It is understood, though unofficially, that the railway line to BOLOGNA may be open in a month.
(Inf: Movements Rail)

(c) Routes 65 (FLORENCE to BOLOGNA and 64 (PISTOIA to BOLOGNA) are good though very hilly Route 66

(d) Routes 65 (FLORENCE to BOLOGNA and 64 (PISTOIA to BOLOGNA)

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

should be avoided. Route 9 FORLI'- BOLOGNA is a two-way class 40 road. Traffic is heavy on this road to BOLOGNA, MODENA, REGGIO EMILIA and beyond. (Inf: Movements Roads)
Route 67 RAVENNA to FORLI' is a two-way class 40.
(Inf: Port and Warehouse Division and Mov. Roads and Roads Division Tn. 5.)
Route 16 RAVENNA to FERRARA is a two-way class 40 road and will become a class 70 road.
(Inf: Port and Warehouse Division and Mov. Roads)
Route 16 continues as a class 40 road to and across the River PO. It is known that the road continues as a class 40 road for a further 20 Km., as far as ROVIGO, with a class 40 Pontoon Bailey across the ADIGE. The road for return traffic in this vicinity is class 9. Further information is not yet available owing to communications having ceased between Main and Rear H.Q. 8 Army.
(Inf: Movements Roads).

II. 1000 and 1004 G.T. COYS.
These Companies had not been called forward on the morning of May 1st. Vehicles of 1004 G.T. Coy are being utilised in the ANCONA area, but 1001 G.T. Coy (situated at GIULIANOVA) is not operating. (Inf: Road Division Tn.5. and Movements Roads).

12. TOURS TO THE NORTH BY SENIOR OFFICERS OF TRANSPORTATION S/C.

Major Hughes, Regional Transportation Officer, EMILIA REGION, expressed disappointement at the fact that senior officers of the Sub-Commission did not visit him.
(Inf: All Divisions).

975

13. M/T. Arrangements for Tour.
(a) A jeep and Italian driver were supplied for the tour. A puncture occured between BOLOGNA and CESENA. when the spare wheel was utilised. A further puncture occured near CESENA. The driver having norepair outfit, the services of a REME unit were obtained.
At ANCONA a further three punctures were sustained whiwh were repaired at a local garage. Had these punctures occured between towns wastage of time might have been considerable. (Action : Admin. Division).
(b) The Italian driver had no bedding with him.
On my previous tour the driver (an American) also had

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

Roads)

Route 16 continues as a class 40 road to and across the River PO. It is known that the road continues as a class 40 road for a further 20 Km., as far as ROVIGO, with a class 40 Pontoon Bailey across the ADIGE. The road for return traffic in this vicinity is class 9. Further information is not yet available owing to communications having ceased between Main and Rear H.Q. 8 Army.
(Inf: Movements Roads).

II. 1000 and 1004 G.T. COYS.
These Companies had not been called forward on the morning of May 1st. Vehicles of 1004 G.T. Coy are being utilised in the ANCONA area, but 1001 G.T. Coy (situated at GIULIANOVA) is not operating. (Inf: Road Division Tn.5. and Movements Roads).

12. TOURS TO THE NORTH BY SENIOR OFFICERS OF TRANSPORTATION S/C.

Major Hughes, Regional Transportation Officer, EMILIA REGION, expressed disappointement at the fact that senior officers of the Sub-Commission did not visit him.
(Inf: All Divisions).

975

13. M/T. Arrangements for Tour.
(a) A jeep and Italian driver were supplied for the tour. A puncture occured between BOLOGNA and CESENA. when the spare wheel was utilised. A further puncture occured near CESENA. The driver having norepair outfit, the services of a REME unit were obtained.
At ANCONA a further three punctures were sustained whiwh were repaired at a local garage. Had these punctures occured between towns wastage of time might have been considerable. (Action : Admin. Division).
(b) The Italian driver had no bedding with him.
On my previous tour the driver (an American) also had no bedding. On both tours the driver needed bedding.
(Action: Admin Division)

Capt.

H.J. MANSFIELD
Captain.

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

2-4/59 29

INTER OFFICE MEMO RHE/er

Ref : H/16/827/1346 5 May 1945

SUBJECT : Report - Trip to Genoa

TO : Chief Port & Warehouse Division

1. Contacts were made with the following :

Brig.	CARR,	Regional Commissioner
Col.	GORDON,	Regional Exec. Officer
Maj.	JAMES,	Regional Tn. Officer
Maj.	SHALLET,	Regional Supply Officer
Maj.	HYATT,	Prov. Supply Officer
Maj.	BOYD,	Genoa, Warehouse Officer
Maj.	WICKERS,	Genoa, Port Liaison Officer
Maj.	GOLDSON,	Regional Public Works Officer
	Town Major,	Genoa
	Accommodations Officer, 87 Area	
Lt.Col.	BALFOUR,	Genoa, Port Commandant
Dig.	PARETO,	Chairman, Food Committee, Genoa CLN
Dr.	CANCANO,	Pres. Genoa Consorzio Agrario
Dr.	ANERO,	Director, Genoa Consorzio Agrario
Dr.	CRAVERO,	Director DARSENA, Warehouses, Genoa

2. By agreement with various interested parties, a large concentrated group of buildings in the port area was set aside exclusively for AC/AMG use.

974

3. This area includes the following:

a) a large silo in fair state of repair; the pier from the silos is good, the unloading hoppers are in fair state of repair, but the choker machinery is completely ruined. Maj. Goldson is rendering a report in which he estimates 6 months to repair this machinery.

b) two exceptional one story buildings, each with a capacity of approx. 6500 tons. This are on a pier, which will permit discharge direct from coaster into warehouses. A number of cranes are in apparently good order. Details of draft at these piers will be furnished by the Genoa Port Authority, but first information indicates a draft of about 15/16 feet.

c) a number of very large 1 and 4 story heavy stone

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

1. Contacts were made with the following :

Brig.	CARR,	Regional Commissioner
Col.	JORDON,	Regional Exec. Officer
Maj.	PARKS,	Regional En. Officer
Maj.	SHELLY,	Regional Supply Officer
Maj.	MYATT,	Prov. Supply Officer
Maj.	BOYD,	Genoa, Warehouse Officer
Maj.	VICKERS,	Genoa, Port Liaison Officer
Maj.	GOLDSON,	Regional Public Works Officer
	Town Major,	Genoa
	Accommodations Officer, 37 Area	
Lt.Col.	DALTON,	Genoa, Port Commandant
Sig.	PARETO,	Chairman, Food Committee, Genoa CLN
Dr.	CARGARO,	Pres. Genoa Consorzio Agrario
Dr.	ARERO,	Director, Genoa Consorzio Agrario
Dr.	CRAVERO,	Director CARENA, Freshouses, Genoa

2. By agreement with various interested parties, a large concentrated group of buildings in the port area was set aside exclusively for AC/AMG use.

974

3. This area includes the following:

a) a large silo in fair state of repair; the pier from the silos is good, the unloading hoppers are in fair state of repair, but the sucker machinery is completely ruined. Maj. Goldson is rendering a report in which he estimates 6 months to repair this machinery.

b) two excellent one story buildings, each with a capacity of approx. 6500 tons. This are on a pier, which will permit discharge direct from coaster into warehouses. A number of cranes are in apparently good order. Details of draft at these piers will be furnished by the Genoa Port Authority, but first information indicates a draft of about 16/18 feet.

c) a number of very large 3 and 4 story heavy stone buildings in excellent state of repair, estimated to have a greater capacity than anticipated demands. Several lifts are in operation; many other lifts can be repaired easily. Open storage space is in excess of anticipated demands.

d) area is honeycombed with rail sidings which need very little repair.

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

e) area can accommodate loading/unloading of trucks of any anticipated need, plus large standing room.
f) area has direct access to main part of city.
g) facilities for security are excellent.

3. Operations

a) Contacts were made with the Consorzio Agrario, who will be responsible for the financial and accounting responsibility of the warehouses, as agents of the Federazione Italiana dei Consorzi Agrari.
b) Since the actual warehouse premises were owned by the Municipio, and operated by a concern named "Barocco", arrangements were made for the former warehouse personnel to continue the operations under the supervision of the Allied Commission and the Federazione Italiana dei Consorzi Agrari; considerable warehouse equipment is available.
c) The entire situation appears very promising, and should prove to be efficient.

ROBERT D. ELLIS
Major Gen. Adm.C.
Port & Shpg.Div.

Copy to :- Director, Tn.S/C (Att.Col. Thomas)
Chief Prov. Div., Tn.S/C(Att.Col.Sieff)
Chief Rail Branch (Att. Lt.Col. Baker)
Chief Shipping Branch (Att. Maj. Godfrey)
Chief Stocks Branch (Att. Lt.Col. Pennybough)
Tn.S/C Accounts Section(Att.Capt.Wyatt)
Director Food S/C(Att.Lt.Col.Earle)

973

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

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

BEST COPY POSSIBLE

28 Secret/Fm

TRANSPORTATION

REPORT ON VISIT TO BARI ZONE

1 May 1944

2. EGYPTIAN TRUCK POOL. Capt. Billingshurst had no queries. Inspected certain vehicles and found insufficient attention to batteries. Truck Pool well-organized. Approved indents for spares and passed them to G-4 (T).

3. FRENCH SUB-DIST. a) Inspected vehicles - satisfactorily maintained. b) Acute shortage of tyres and spares - approved indents and passed them to G-4 (T). c) MLC'd approx. 60 tyres and some tubes. d) Arranged affiliation to 851 L of C workshops REME for higher echelon repair. e) Discussed a new and more practical hire contract. At present paying 2,00 lire per vehicle per kilometer run per month, for vehicle depreciation. This figure estimated by Sub-Dist with no check by us. Suggested to directors a new contract providing for payment of 350 lire per day per vehicle whether running or not. This figure to include cost of spare parts and REME service. Encouragement then to keep vehicles on the road and dispensing with accounting for spare parts issued etc. They agreed. No payment made for spares issued or work done since october last year. Sub-Dist claims set-off for services rendered to AC. No records held in Transport Office Bari of spares issued or work done by REME in the past. Suggest a nominal payment to cover this of 200,000 lire and they agree to this. Present holdings 56 vehicles. Two awaiting REME service. Received 40 tyres last month but no tubes.

3. BESTICRE PUBLICI SERVIZI SOCIETY. Have 7x3 ton British vehicles for street cleaning purposes. Satisfactorily maintained. a) Two were off the road for tyres and tubes. Got a release of 8 tyres and tubes from MMS Bari. All vehicles now serviceable. b) Contract provides for payment of depreciation at the rate of 200 lire per vehicle per running day. No check by AC on number of days run during month. Suggest a new contract with rate of 150 lire per day run or not and this to include provision of spares etc. They agree. Arranged affiliation to REME. d) MLR'd 8 old tyres.

4. SAN SEVERO, SA AREA. No authority to do AC work. Never previously approached. Can give AC facilities with authority and is temporarily doing so. Have written G-5 Section AFHQ to day for authority.

5. SITA - RAPIDA. 17 vehicles held. Only 4 running. Badly maintained and suffering from gradual process of cannibalisation. Acute shortage of tyres and tubes and batteries. a) MLR'd approx. 60 u/s tyres and approved indents for spares required. Passed these to G-4 (T). b) Through DADAC 57, Area, Toronto, arranged for 8 vehicles beyond SITA capabilities to repair to be towed to REME recovery Section, Potenza.

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

2. FERROVIE SUD-EST. a) Requested vehicles - satisfactorily maintained. b) Rate of wear of tyres and spares - approval made to and passed them to G-4 (S). c) Held approx. 20 tyres and some tubes. d) Arranged affiliation to 601 L of C workshops RCME for higher echelon repair. d) Discussed a new and more practical hire contract. At present paying 2,07 lire per vehicle per kilometer run per month, for vehicle depreciation. This figure estimated by Sud-Est with no check by us. Suggested to directors a new contract providing for payment of 350 lire per day per vehicle whether running or not. This figure to include cost of spare parts and RCME service. Inducements thus to keep vehicles on the road and dispenses with accounting for spare parts issued etc. They agreed. To payment made for spares issued or work done since october last year. Detailed claims cut-off for services rendered to AC. No records held in Transport Office Bari of spares issued or work done by RCME in the past. Suggest a nominal payment to cover this of 200,000 lire and they agree to this. Present holdings 55 vehicles. Two awaiting RCME service. Received 40 tyres last month but no tubes.

3. MUNICIPAL PUBLIC SERVICE SOCIETY. Have 240 ton British vehicles for street cleaning purposes. Satisfactorily maintained. a) Two were off the road for tyres and tubes. Get a release of 8 tyres and tubes from RCME Bari. All vehicles now serviceable. b) Contract provides for payment of depreciation at the rate of 200 lire per vehicle per running day. To check by AC on number of days run during month. Suggest a new contract with rate of 350 lire per day run or not and this to include provision of spares etc. They agree. Arranged affiliation to RCME. d) Held 8 old tyres.

4. SAN DARME, SA ANNA. No authority to do AC work. Never previously approached. Can give AC facilities with authority and is temporarily doing so. Have written G-5 Section AFHQ to day for authority.

5. SITA - MATERA. 18 vehicles held. Only 4 runners. Badly maintained and suffering from gradual process of cannibalisation. Acute shortage of tyres and tubes and batteries. a) Held approx. 80 o/s tyres and approved indents for spares required. Passed these to G-4 (S). b) Through SADRE ST. Irene, Toronto, arranged for 8 vehicles beyond SITA capabilities to repair to be towed to RCME recovery Section, Potenza.

972

6. SITA - POTENZA. 31 vehicles held, less 1 stolen. Only 5 runners. Badly maintained and suffering from cannibalisation, though some could run with tyres and tubes. a) Held approx. 100 o/s tyres and approved indents to G-4 (S). b) Contacted RCME Potenza. See para. 7, re 25 non-runners.

7. SAN DARME ST. ANNA. No authority for repair of AC vehicles. Agreed with him as follows : a) Vts U.S. at Matera to be towed to Potenza RCME. b) Vts U.S. at Potenza to be taken over by RCME. c) RCME to

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

BLR all u/s vehicles. d) Repair all they can. e) Inform us how many tyres, tubes and batteries required for these they can make serviceable. To be supplied through G-4 (B) against BLRs for tyres etc. I have brought back. f) Vehicles not to be handed back to SITA but be collected by Base Zone and held pending reallocation instructions from this H.Q.

I suggest Petawawa crew can manage without H.Q. vehicles. They have had only about 10 runners for some months and hospital starved. If they cannot in view of the impending harvest I suggest Sud-Est operate them.

3. SET AND CIRCUIT . Ten civilian telephone concerns with 10 H.Q. vehicles between them. Originally issued by 15 L of C signals and later controlled by AC communications officer. Used for maintaining both civil and military telephone lines, (on orders from 15 L of C signals). At present firms are paying for P.O.L. and drivers for these vehicles, and are agreeable to enter into contract to pay for depreciation and spares. Although unofficial responsibility for maintenance has been assumed by AC in the past, vehicles are not an AC charge, they are not being properly maintained. After conference with C.O. 15 L of C signals, CSO 5A area, and directors of the firms I suggest there are two possibilities : a) Vehicles be taken on AC charge. Contract be prepared fixing depreciation and spares charge. Be maintained entirely by C.O. 15 L of C signals. All others are agreeable to these suggestions. or b) The matter be put to G-5 AFHQ for a decision as to whether we or 15 L of C are responsible. Meanwhile the vehicles are not being maintained.

4/ DOMESTIC POOL . 9 vehicles. 4 Fiat 1100's American requisitioned cars require new engines and are unserviceable. 2 others are fit for short-journeys only. Lt. Col. Dobson made a special request for 1 or 4 really serviceable cars as the roads to the Provinces in this area - and I concur - are very bad.

D.C. DOYLE Major R.A.
Roads Division

371

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

2438

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

24

HEAD-UARTERS ALLIED COMMISSION OF/op
APO 394
TRANSPORTATION SUB-COMMISSION PHONE: 489081

Ref: AC/59/27/Tn5 28 April 1945.

SUBJECT: Report on Wine Haulage in East Italy.

TO : Regional Commissioner -- Umbria-Marche Region.
(Att: Chief Transportation Officer)

1. Attached hereto is report made by Major H. A. Symons of this Sub-Commission, on his tour in East Italy.

2. You will note that six (6) cases were found where wine was being hauled by civilians under authorities issued by AMG and two (2) cases under authorities issued by Ufficio Transporti. It must be clearly understood that long distance haulage of wine from places in the South to your region is forbidden in view of shipping space which is being made available by Allied Commission to civilians through S.E.F.A.R.L. for this purpose. It is also quite irregular for AMG authorities to be renewed by local Ufficio Transporti and the Carabinieri without any reference to AMG Transportation Officers.

3. It is requested that you take immediate steps to insure that all such permits for the haulage of wine are immediately withdrawn and that no further permits of this kind are issued. Please investigate each case stated by Major Symons and report action taken.

4. The question of irregular issue of work tickets for the haulage of wine by ENAC has been taken up by this Sub-Commission direct with the General Directorate in Rome.

By Command of Rear Admiral STONE:

970

G. G. CROSS Jr.
Chief,
Roads Division.

Encl.-
Report

cc: Movements Div.

2139

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

INTER OFFICE MEMO

Tel. 566 TRANSPORTATION SUB-COMMISSION GF/ep

Ref: AC/59/26/Tn5 28 April 1945.

SUBJECT: Haulage of Wine by Road.

TO : Movements Division.

1. As a result of the two tours already made by Major Symons and the large number of instances reported of irregular haulage of wine by road, both on AMG and ENAC work tickets, it is felt that an overall directive should be issued to all concerned regarding the facilities for shipment of wine by sea now afforded to merchants by this Commission through S.E.P.A.R.L.

2. It has been found that work tickets are being issued in AMG areas for long distance wine haulage by road due to ignorance on the part of Regional Transportation Officers that such a practice is now forbidden. Whilst it is appreciated that local wine haulage between communes and distribution from port and railhead is necessary for the economy of the country, it seems desirable that all concerned should be knowledgable of the current procedure for channelling shipping bids in order to eliminate long distance haulage by road.

3. It is therefore requested that you will issue a suitable directive to all Regional Commissioners, Transportation Officers in Southern Region, with copies to ENAC, S.E.P.A.R.L., the High Commissioner for Food and any other parties concerned.

For the Chief:

G. FERMYHOUGH
Lt. Colonel, RA
Roads Division.

969

2140

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

HEADQUARTERS ALLIED COMMISSION G9
APO 394
TRANSPORTATION SUB-COMMISSION PHONE: 459

Ref: AC/59/25/Tn5 28 April 1945.

SUBJECT: Report on Wine Haulage in East Italy.

TO : ENAC - Piazza Croce Rossa.

1. Attached hereto is a statement of details of lorries found to be carrying loads with ENAC work tickets furnished by Major Symons of this Sub-Commission as a result of his tour in East Italy, together with a representative of your office and Lt. Col. Natalie of the Guadia Finanza.

2. You will note that in 7 out of 10 cases reported the work tickets were issued on dates subsequent to your circular telegram sent on the 14th of April by your General Manager to all Provincial offices. It appears, therefore, that your Provincial Directors are acting in direct contravention of this telegram.

3. In all cases where fraud seemed apparent, papers and documents, carried by drivers and/or owners of goods, were confiscated by the Guadia Finanza. Copies of all ENAC forms carried were made by the ENAC representative who accompanied Major Symons. All details, therefore, as shown in the report can be verified at your headquarters.

4. It is requested that you notify this Sub-Commission of the action you have taken with regard to the serious irregularities reported.

O. G. CROSS Jr.
Chief,
Roads Division.

Encl. - Report

cc: Movements Div.

968

RS/gb

759

INTER OFFICE MEMO

REF : AC/59/23/In.5 23 April 1945

SUBJECT : Inspection of ENAC Offices at FROSINONE

TO : Col. FERNYHOUGH

1.) ENAC Provincial Offices are located at an important crossing of 5 roads, which is about one mile away from the town, viz Piazza Osteria De Netteis, Provincial Director is Signor Benucci, former Director of Consorzio Autotrasporti .

2.) Records of trucks registered in the Province are not up to date; latest official figures for registrations notified before 31 March by Rome Compartiment are :

Trucks less than 20 Qls carrying capacity –	N°	430
" from 21 Qls to 40 Qls	"	40
" over 20 Qls	"	21
Trailers	"	10
Motorcycle trucks	"	39
Total	N°	540

The local R.A.C.I. has since accepted about 68 new registrations; no data of these are available. No check has been made to ascertain how many of the existing trucks have not registered into ENAC.

3.) Out of the total number of vehicles, 367

N°. 237 have been granted form 16 (for permanent haulage of self-owned goods)

N°. 61 have been granted form 17 for haulage of goods on behalf of Public Utility Bodies)

N°. 76 have been granted form 18(temporarily for haulage within the Province, pending issue of forms 16 and 17)

Many other applications have been filed for the issue of these forms and are being examined.

Up to now, forms 16 and 17 substract about 60% of regis-

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

TO : Col. PENNYBOUGH

1.) ENAC Provincial Offices are located at an important crossing of 5 roads, which is about one mile away from the town, viz Piazza Caterina De Matteis, Provincial Director is Signor Benucci, former Director of Consorzio Autotrasporti .

2.) Records of trucks registered in the Province are not up to date; latest official figures for registrations notified before 31 March by Rome Compartiment are :

Trucks less than 20 Qls carrying capacity –	Nº	430
" from 21 Qls to 40 Qls	"	40
" over 20 Qls	"	21
Trailers	"	10
Motorcycle trucks	"	39
Total	Nº	540

The local M.A.C.I. has since accepted about 68 new registrations; no data of these are available. No check has been made to ascertain how many of the existing trucks have not registered into ENAC.

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Many other applications have been filed for the issue of these forms and are being examined.

Up to now, forms 16 and 17 substract about 60% of registered trucks from ENAC despatching.

4.) ENAC Offices in this Province are :

1 Station at Central Office in Frosinone
1 Agency at Piuggi (a private Agent to whom a fee is paid for each trip ticket he issues)
1 Communal Agency at Isola del Liri(held by the Sindaco)

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

The Frosinone Station only dispatches about 30 to 40 trucks and issues about 20 trip tickets per day .

5.) Transport requests are dealt with in a most irregular way . The Provincial Commission is supposed to meet once a month, the day one of its members comes from Rome . Decisions are normally left to the Director of Food Supply who resides up in town, about a mile away and is contacted by telephone : however none of the requests are signed by him or by any officially appointed delegate of the Provincial Commission Decisions for the Compartimental Commission are sent to Rome once a week and return duly signed.

The receipt slips are not filled in and are not returned to the client .

The back page of the request is not usually filled in for the calculation of the sum to be paid by client in advance : it appears that payments are made on a rough estimate worked out by the accountant .

Payments are made into Banco di Sento Spirito, whose offices are also in town, and most inconvenient to reach from ENAC Offices .

6.) Despatching, apart from haulage of essential commodities on the request of Consorzio Agrario, is practically non-existent . Practically all requests are brought in by the truckers themselves who are granted trip tickets for their own trucks, and for all sorts of goods. This means , of course, that ENAC has practically no control of haulage for the public at large, and that private negotiations between hirers and truckers go on just as ENAC was not there at all. The chief despatcher and the Director himself were very surprised when I mentioned the fact that ENAC was supposed to control all this, and in fact were rather indignant to my suggestion that ENAC should interfere with these private negotiations .

As for rates, evidently truckers are paid by hirers according to their own demands, as most of the trip tickets do not originate a transport bill, but are issued on payment of only the small ENAC charges and taxes (on these charges). It is to be noted that by this practice the Italian Revenue Offices are losing a great portion of taxes which ought to be paid on full transport bills.

7).Trip tickets are written out in a very slipshod way ; most of them are not even filled in for the weight of the cargo; goods to be hauled are sometimes described in vague

966

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

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7). Trip tickets are written out in a very slipshod way ; most of them are not even filled in for the weight of the cargo; goods to be hauled are sometimes described in vague terms; writing is done as usual, in copying pencil.

8.) Owing to the great number of forms 16 and 17 issued in this Province, much of the P.C.L. allocated to the Province goes to supply these trucks, which are practically uncontrolled. The result, last month, was that on the 24th. of the month all petrol had been dealt out and all petrol trucks had to be stopped . Allocations to trucks issued with form 16 range from 15 to 500 litres (for an obsolete 18 BL truck !) which are given out in bulk at the beginning of the month. To trucks issued with form 17 a small allocation is

966

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

made at the beginning of the month, and is supplemented during the month on request . Checking of use of petrol by trucks issued with forms 16 and 17 should be carried out monthly,but many truck owners have not turned up and checking operations are very slack .

9). No record is kept of available trucks; no control of unavailabilities.

10.) Trip tickets are returned with great delay after completion of trip; they are usually incomplete as to prescribed signatures etc . No sanctions are taken in this respect .

11.) Only one control post has been set up, but up to now it works only in the day time, owing to lack of accomodation. About 100 infringments have been notified and sent up to Compartimental Direction .

12.) Total fuel allocation to this Province has been for April :

260 Qls Petrol - 250 Qls Gasoil -

It appears that for the month of May the Genio Civile have handed in a request for 23000 litres of petrol to be assigned to them from ENAC allocation,for reconstruction work. If this were granted the transportation needs of the Province could not be met by the remainder,unless the total allocation were increased.

13.) There is a very great lack of discipline in the truckers ; they resent all interference and I have been given to understand that there have even been threats of corporal punishment to ENAC Officials, if they should attempt to interfere effectively with the present state of affairs .

965

14.) Tyres are scarce ; 33 W D tyres were released to Prefecture for distribution ; I was told only 22 were actually distributed, the rest was withheld; I was also given to understand that Prefecture is now issuing certificates for other W D tyres, not distributed by them, but in possession of truckers .

15.) Payments are delayed more than one month ; March bills are now being written. This is said to be owing to work done for winding up former Consorzio Autotrasporti.

16.) Wine haulage prohibition is now being adhered to; truckers object to however local trucks from other provinces still passing along the roads laden with wine.

17.) Consorzio Agrario are in arrears with their

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

of inavailabilities.

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16.) Wine haulage prohibition is now being adhered to; truckers object to however local trucks from other provinces still passing along the roads laden with wine.

17.) Consorzio Agrario are in arrears with their payments; they ought to be definately warned that no further transport can be granted to them unless they comply with the law, by paying in advance .

18.) The slipshod functioning of ENAC Offices at Frosinone

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

although the local Directors and staff seem to be fairly capable and well-meaning raises the doubt whether they have been sufficiently assisted and inspected by their Compartimental Directorate .

RENATO SANTAMARIA
Dr. Ingegnere

964

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

23

REPORT BY MAJOR H.A. SYMONS, INTELLIGENCE CORPS,
attd. Transportation S/C. A.C.

Itinerary

(a) Rome-Ancona
(b) Ancona-Pescara and Jesi-Fabriano
(at special request of Prov.Commissioner Ancona)
(c) Ancona-Chieti
(d) Chieti-Bari
(e) Bari-Naples
(f) Naples-Rome

Period

15 April 1945 to 23/4/45 (both dates inclusive)

I Details of apprehension are submitted under three different headings

(a) Lorries apprehended travelling with authorities issued by ENAC

(b) Lorries apprehended travelling with authorities issued by Amgot.

(c) Lorries apprehended travelling with authorities issued by U.C.A.

2 The ease with which permits can be obtained ~~for~~ FROM each (AND) anyone of these authorities makes the evasion of control and regulation a simple matter.

963

3. In all cases where fraud seemed apparent, papers and documents, carried by Drivers or/and Owners of goods, were confiscated by the Guardia of Finance, who accompanied me throughout this period of investigation.

4. Copies of all Enac forms carried were made (and are held) by the Enac representative who accompanied me; therefore all details, as shown in this report (as far as Enac is concerned); can be verified at the Enac H.Q. Agreement as to details is proven by the signatures of the representatives of Enac and Guardia of Finance at the bottom of the section of apprehension of lorries operating

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

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A.R.Symons

Major
Intelligence Corps
Attd. Transportation S/C.
A.C.

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

DETAILS OF LORRIES APPREHENDED CARRYING WINE WITH AMGOT AUTHORITIES

/bm

1. Issuing Authority - Amgot Macerata.
Itinerary Recanati - Barletta and return.
Truck number - M.C. 6087.
Carrying capacity - 40 Quintals (4 tons).
Authority was issued to the Societa Trasporti of Recanati and was a long term authority as from 13-4-45 to 29-4-45 - so therefore as many journeys as the carrers wish and lorry capable of could be made within that period.
N.B. The dates appeared to be forgeries.

2. Issuing Authority - Amgot Macerata.
Itinerary - Macerata - Barletta and return.
Truck number - M.C. 5152/194.
Carrying capacity - 70 Qls.(7tons).
N.B. Authorized to carry olives but was in fact carrying 40 Qls. of wine and 30 qls. of olives.

3. Issuing Authority - Amgot Macerata.
Itinerary - Macerata-Rome-Naples and return.
Truck number - M.C. 3373 (Owner of vehicle Fiocci Nicmide).
Number of authority 606 or 300 /6-4-45 and was valid till 20/4/45.
N.B. The hirer of the truck, Morrin Quinto, was carrying hides (15 qu quintals). He obtained 150 litri of petrol for the trip as specified above but was actually making regular trips, of which this was one; between Macerata and Termoli. These trips are irregular and are not trips for which authority was issued.

4. Issuing Authority - Chieti Province number of permit Amgot 438.
This authority was issued originally by Amgot to one Caporale Salvatore, to carry goods and other primary necessities for the comune - Date of issue 18/1/45.
Renewals of the authority (on the original Amgot permit) is made by the Consiglio Ufficio Prov. dell' Economia at Chieti, as and when the O/C wishes. The last renewal is till 30/4/45.
Number of truck C.M. 2619.
Make and type - Fiat. Type, 18 B.Camion.
N.B. Driver carried no work permit and no circulating permit.

962

5. Issuing Authority - Ascoli - Permit number Amgot 608628.
Itinerary - Rome-Terni-Chieti.

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

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4. Issuing Authority - Chieti Province number of permit Amgot 436.
This authority was issued originally by Amgot to one Caporale Salvatore, to carry goods and other primary necessities for the comune - Date of issue 18/1/45. Renewals of the authority (on the original Amgot permit) is made by the Consiglio Ufficio Prov. dell' Economie at Chieti, as and when the O/C wishes. The last renewal is till 30/4/45.
Number of truck C.M. 2619.
Make and type - Fiat. Type, 18 P.Camion.
N.B. Driver carried no work permit and no circulating permit.

962

5. Issuing Authority - Ascoli - Permit number Amgot 508628.
Itinerary - Fano-Terni-Chieti.
Truck number - A.P. 2503.
Make and type - Fiat, type 505.
N.B. Permit was issued by Amgot but was irregularly renewed by the Carabinieri at Monte Giorgio till 30/4/45. The permit was issued for permission to travel to the owner Serafini Armando of Montepassi.
Carrying Baskets, 3 quintals.

6. Issuing Authority - Amgot, Astra - Permit number 168950.
Itinerary - Barletta and return.
Truck number - Zara 665.

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

(Cont'd) Details of carries apprehended carrying wine with Amgot Authorities.

Make and type - Fiat - type, 634.
Carrying capacity - 107 quintals (10 4/10th tons).
N.B. Permit was undated, issued on an Amgot form but stamped 'Astra Comune' ; did not bear an Amgot stamp.
Carrying wine and 10 people, and had previously three trips with the same permit.

MADE

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

2153

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

3161

DETAILS OF LORRIES APPREHENDED CARRYING WINE UNDER AUTHORITIES ISSUED BY U.C.A. (Ufficio Controllo Autotrasporti)

1 Issuing Authority - Ancona
Itinerary - Ancona-S.Pietro Vernotico and return
Truck number - AN 8220
Make and type - OM, 100 H.P.
Carrying capacity - 120 quintals (12 tons)
Number of permit - 308 issued by Amgot Prov. OM
Stamped - U.C.A. (il direttore) Civil Affairs Officer

2 Issuing Authority - Pescara
Number of permit 49. Bears stamp of Prefettura, Pescara and an entry that "All travels are authorised and controlled by Amgot, Pescara" ("Travels" written instead of some other more appropriate English words - makes one feel that the entry was made by an Italian).
Itinerary - Pescara-Lecce and return
Truck number - PS 8314
Make and type - Fiat 666
N.B. This journey the lorry was carrying dried fruit but authorized to carry oranges (the DRIED FRUIT more profitable). On the same authority, issued 4/4/45. This truck carried on the 7/4/45 110 quintals of wine from Lecce to Pescara. With this same authority any number of trips can be made.

960

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

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

We undermentioned are in absolute accord with the subject matter of each of the above cases :

W.H. Ainsworth Capt. R.A.
Capt.

A.W. Lowes Capt R.A.
Capt.

S.Lt. [illegible]
Lt. Guardia Finanza
Rome

Capt. Mario Raffaeli
Member of the Traffic and Movement Control Section of ENAC.
General Direction - Rome

N.R. Symon
Maj.
Intelligence Corp
Attd. AC. Rome

959

8 April 1945

File with Capt R's reports.
59

HEADQUARTERS ALLIED COMMISSION HAS/lr
APO 394
Transportation Sub-Commission

REPORT BY MAJOR H.A. SYMONS - INTELLIGENCE CORPS ATTD TRANSPORTATION SUB COMMISSION AC.

SUBJECT : Improper and illegal carrying of wine, vermouth etc. by road.

Sectionized details of each case investigated attached. Investigations concerning the above subject were carried out over the period 4/4/1945 to 6/4/1945 (both dates inclusive).

The following were the routes traversed in order to carry out the investigations : -

1st day 4/4/1945 : Rome - along route 7 to Caserta thence to Naples.
2nd day 5/4/1945 : Naples - Benevento - Foggia.
3rd day 6/4/1945 : Foggia - Avellino - Caserta thence to Rome via route 6.

958

1. GENERAL

(a) The investigations prove conclusively that there is a complete disregard of the instructions, which prohibit the transportation by road of wines etc., notwithstanding the instructions to all ENAC representatives of Provinces and Rome, in telegrams dtd 30-3-1945 (copies attached).

(b) The cases reported not only prove the non-compliance of instructions by ENAC representatives; but also discloses some of the many ways by which, black market operators, are enabled to carry their wines etc. etc. by road to their markets; because of the ease with which they can "get around" the regulations and obtain work tickets from ENAC representatives who make quite a good thing out of the irregular issue of such work tickets.

(c) As a result of my talks with Italian merchants in the Foggia area, I gather that the ENAC representatives, in the

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

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(c) As a result of my talks with Italian merchants in the Foggia area, I gather that the ENAC representatives, in the Bari province, are carrying out the instructions more thoroughly than elsewhere; which must be most irritating to the Bari vehicle owners; as they say, they cannot use their vehicles for the cartage of wine; but owners of vehicles from other parts of the country do so regularly.

2. NON ISSUE OF INSTRUCTIONS BY ENAC TO HOLDERS OF ENAC 16 AND 17.

As a general rule "work permits" are issued for

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

particular journeys, on ENAC form number 4; but other permits are issued to organizations who are using vehicles daily and who would find it inconvenient to obtain a permit for each individual journey.

ENAC 16 is in book form, and each journey is recorded or should be recorded! This book is issued to Firms and private organizations.

ENAC 17 is also in book form, and is issued to Comunes; Private works and Utility Companies, and Public offices.

No instructions whatsoever have been sent out to the holders of these books informing them that they now cannot carry wine by road; so obviously they continue to carry wine.

3. WORK PERMITS NOT PROPERLY FILLED IN.

The various ENAC representatives do not always fill in/or see filled in/completely the work permit, ENAC 4.

It is very essential that the exact route to be taken is filled in, and that the goods to be carried specifically detailed. If the route is not shown as say "Rome to Bari and return" and commodity/commodities are just shown as "goods"; an improper trader could do private cartage anywhere between the two places named; avoiding control points.

As "goods", to an Italian, would include wine, if he wished to transport same; it is obvious that the transporter of wine would certainly be able to excuse his abuse of the prohibition order.

957

4. NON ISSUE OF INSTRUCTIONS BY ENAC TO GUARDIE DI FINANZA.

I am informed by Lt. Aldo Natale of Guardie di Finanza who accompanied me on the trip, "that no instruction had been received by the head of his department that wine was not to be transported by road"; as a result, the people at control points on the road, furnished by his department; would be justified in permitting to pass vehicles carrying [redacted] ENAC permits bearing in the column "description of the commodities" the equivalent italian word to our "general goods".

If therefore no instructions are issued to the head of the Guardie di Finanza department/or if they are/same

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

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If therefore no instructions are issued to the head of the Guardie di Finanza department/or if they are/same are not passed on to controls/almost any vehicle owner could "get around" the order prohibiting the cartage of wine by road.

5. ITALIAN REPRESENTATIVES WHO ACCOMPANIED ME THROUGHOUT MY INVESTIGATIONS.

Lt. Aldo Natale of the Guardie di Finanza and Signor Mario Raffaelo from ENAC were members of my party and

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

I would like to place on record my appreciation of their excellent work. The seriousness and ability with which they tackled the investigations and their most willing co-operation reflects greatly to their credit.

6. CONFISCATION OF CERTAIN PAPERS AND OTHER ACTION TAKEN BY NATALE.

Many of the holders of work permits were suspect; and in such cases Lt. Aldo Natale of the department of Guardie di Finanza confiscated the qualifying papers and ordered the drivers of vehicles to report to offices of the Guardia di Finanza, and he further ordered that they were not to dispose of their loads.

This action was of course entirely his responsibility.

7. MEMBERS OF PARTY IN ACCORD.

All members of the party making these investigations are in accord with this report and I have therefore taken the precaution of having the report signed by each member of the party.

8. ATTACHED PAPERS.

(a) Copies of telegrams from ENAC re cartage of wine.

(b) Copies of work permits substantiating cases.

9/11/1945

A.R. Symons

956

Major
Intelligence Corps
Attd. Transportation S.C. AC.

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

/rd

SECTIONIZED DETAILS OF CASES

SECTION 1

Cases in which, with the concurrance and connivance of E.N.A.C. representatives in Rome and in the Provinces, authorization was given irregularly for the conveyance, by road, of wine.

It is believed that Blank Enac Forms, already stamped, are obtainable and persons in possession of same could complete the necessary details and make any trip they wish.

Another method by which authority could be obtained, subversively for a journey by road, would be for the person requiring such an authority, to go to a small township, in which the Comitato is known to him, or otherwise; give a plausible excuse, and get the necessary Enac. authorization; or alternatively some document in lieu of the ENac. form.

Case 1

Province issuing Enac. authority - Avellino
No. & date of Enac. authority - 012388 Enac 4 - 31/3/1945
Itinerary. Manduria (Puglia Region) to Avellino.
Truck number, make and type of vehicle. AV 3545/33, Lancia 3.R.O.
Carrying capacity. 120 quintals (equiv.12 tons).
Date apprehended 5/4/45

Case 2

Province issuing Enac. authority - Bari
No. & date of Enac. authority - 008975 Enac 4 - 29/3/1945
Itinerary. Bari-San Giorgio (Puglia Region) Casalnuovo & return
Truck number, make and type of vehicle. RA10491/460, Fiat, 634/P.10
Carrying capacity. 180 quintals (18 tons)
Date apprehended 5/4/45

Case 3

Province issuing Enac. authority - Naples - Station T.Annunziata
No.& date of Enac. authority - 024619 Enac 4 - 4/4/1945
Itinerary - Torre Annunziata- Arezzo and return
Truck number, make and type of vehicle. NA 33720, Renault
Carrying capacity. 30 quintals (3 tons)
Date apprehended 4/4/45

Case 4

Province issuing Enac. authority - Rome - Station Velletri

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

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Carrying capacity. 120 quintals (equiv.12 tons).
Date apprehended 5/4/45

Case 2

Province issuing Enac. authority - Bari
? No. & date of Enac. authority - 008975 Enac 4 - 29/3/1945
Itinerary. Bari-San Giorgio (Puglia Region) Casalnuovo & return
Truck number, make and type of vehicle. RA10491/460,Fiat,634/P.10
Carrying capacity. 160 quintals (16 tons)
Date apprehended 5/4/45

Case 3

Province issuing Enac. authority - Naples - Station T.Annunziata
No.& date of Enac. authority - 024619 Enac 4 - 4/4/1945
X Itinerary - Torre Annunziata- Arezzo and return
Truck number, make and type of vehicle. NA 33720, Renault
Carrying capacity. 30 quintals (3 tons)
Date apprehended 4/4/45

Case 4

Province issuing Enac. authority - Rome - Station Velletri
No.& date of Enac.authority - 045395 Enac 4 - 2/4/1945
X Itinerary - Velletri-Ostuni and return
Truck number, make and type of vehicle. Rome 72509/LT 118
Fiat. Type 634
Carrying capacity 164 quintals (16 4/10" tons)
Date apprehended 4/4/45

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

Case 5

Province issuing Enac. authority - Reggio
No. & date of Enac.authority - 039636 Enac 4 - 30/3/45
This authority took him from Reggio to Nicastro
(Catanzaro Province-Calabria Region).
The driver without authority proceeded to Naples, where
he reported to Enac. whose representatives endorsed his
work ticket on the 4/4/45; he further continued his
journey improperly in the direction of Rome; but was
caught at Km.160 on Via Appia route 7.
The work ticket was confiscated by Lt. Aldo Natali
the rep. of Guardia Finanza accompanying the party.
Itinerary . Reggio to Nicastro
Truck number, make and type of vehicle. TP 2931 Fiat. Type 621
Carrying capacity . 23 quintals (2 3/10" tons)
Was carrying Vermouth
Date apprehended 4/4/1945

Case 6

Province issuing Enac. authority - Rome
No. & date of Enac.authority - 084095 Enac 4 - 3/4/1945
Itinerary. Rome-Lecce and return
Truck number, make and type of vehicle. Rome 77648/1610
Isotta Fraschni, Type 080
Carrying capacity. 110 quintals (11 tons)
Date apprehended. 4/4/1945

This authority was granted in order to proceed to Lecce
(from Rome) to tow to Rome a broken down lorry (loaded
with wine). The lorry and trailer were carrying empty
barrels for which no authority was granted and the driver
admitted to Lt.Aldo Natali that he intended bringing back
wine himself. Further it was quite obvious he was going
to bring back the barrels he carried filled with wine.
It is highly probable that there was no lorry in need
of a tow at Lecce but that the Enac. authorities Rome
accepted the excuse and issued the necessary authority for
the trip.

554

Case 7

Province issuing Enac. authority - Rome
No.& date of Enac. authority - 084607.L - 31/3/1945
Itinerary. Rome-Cora[illegible]to (Bari Prov.) and return.
Truck No. make and type of vehicle. Rome 82702/794, Fiat
Type 666

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

caught at Km.160 on Via Appia route 7.
The work ticket was confiscated by Lt. Aldo Natali the rep. of Guardia Finanza accompanying the party.
Itinerary . Reggio to Micastro
Truck number, make and type of vehicle. TP 2931 Fiat. Type 621
Carrying capacity . 23 quintals (2 3/10" tons)
Was carrying Vermouth
Date apprehended 4/4/1945

Case 6

Province issuing Enac. authority - Rome
No. & date of Enac.authority - 084095 Enac 4 - 3/4/1945
Itinerary. Rome-Lecce and return
Truck number, make and type of vehicle. Rome 77648/1610 Isotta Fraschni, Type 080
Carrying capacity. 110 quintals (11 tons)
Date apprehended. 4/4/1945

X This authority was granted in order to proceed to Lecce (from Rome) to tow to Rome a broken down lorry (loaded with wine). The lorry and trailer were carrying empty barrels for which no authority was granted and the driver admitted to Lt.Aldo Natali that he intended bringing back wine himself. Further it was quite obvious he was going to bring back the barrels he carried filled with wine. It is highly probable that there was no lorry in need of a tow at Lecce but that the Enac. authorities Rome accepted the excuse and issued the necessary authority for the trip.

554

Case 7

Province issuing Enac. authority - Rome
No.& date of Enac. authority - 084607.L - 31/3/1945
Itinerary. Rome-Corato (Bari Prov.) and return.
Truck No. make and type of vehicle. Rome 82702/794, Fiat Type 666

X - Carrying capacity 140 quintals (14 tons)
Date apprehended 4/4/1945
Was only authorized to carry empty barrels to Corato and return with a load of "goods" as specified by Corato Comune.

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

Case 8

Province issuing Enac. authority - Rome
No. & date of Enac. authority - 004608 d/. 31/3/1945
Itinerary Rome-Bari-Oria (Lecce) and return
Truck No.,make and type of vehicle - Rome 84170/287, Fiat, Type 626
X Carrying capacity 60 quintals (6 tons)
Date apprehended 4/4/1945
Authorized to carry empty barrels to Oria and to return with load of "goods" as specified by Comune Oria.

Case 9

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168053 Enac 4 d/. 4/4/45
X Itinerary . Ponte-Ortonova (near Lecce) and return.
Truck No., make and type of vehicle. BN 2681, Lancia, 3.R.O
Carrying capacity. 65 quintals (6½ tons)
date apprehended 5/4/1945

Case 10

This is a case which comes under Sec.1, para 3 above
Comune issuing Enac. authority - Orvieto
No. & date of Enac. authority - 791 (Foglio di viaggio) 28/3/1945
(Comune di Orvieto)

Itinerary. Rome-Manduria and return
Truck No., make and type of vehicle. Rome 984577, Fiat C/35
(This number does not exactly agree with its number as shown on the drivers Permesso di Circolazione; on this document the number is shows as 84577 Rome)
X Carrying capacity 41 quintals (41/10" tons)
Date apprehended 4/4/1945
N.B. The owner of the car Signor MISDARIS ANTHON went to Orvieto, obtained the work ticket, in which it states he may carry wine (amount not stated) to Rome-Manduria return.
The driver informed Lt. Aldo Natali that the wine was for Signor BISCARI ANTONIO, a trader of wine in Rome. His address is Via Pietro Rovetti No.2.
The driver was issued with 400 litres of diesel oil at Orvieto.

853

Case 11

Province issuing Enac. authority - Littoria, Comune di Fondi
No number given to the authority (work ticket)
Itinerary. Fondi - Monmragone and return
Truck No., make and type of vehicle_LT 1708, Fiat 18 B.L.
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/45

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

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168053 Enac 4 s/. 4/4/45
X Itinerary . Ponte-Ortonova (near Lecce) and return.
Truck No., make and type of vehicle. BN 2681, Lancia, 3.T.O
Carrying capacity. 65 quintals (6½ tons)
date apprehended 5/4/1945

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This is a case which comes under Sec.1, para 3 above
Comune issuing Enac. authority - Orvieto
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(Comune di Orvieto)
Itinerary. Rome-Manduria and return
Truck No., make and type of vehicle. Rome 984577, Fiat C/35
(This number does not exactly agree with its number as shown on the drivers Permesso di Circolazione; on this document the number is shows as 84577 Rome)
X Carrying capacity 41 quintals (41/10" tons)
Date apprehended 4/4/1945
N.B. The owner of the car Signor MISDARIS ANTHON went to Orvieto, obtained the work ticket, in which it states he may carry wine (amount not stated) to Rome-Manduria return.
The driver informed Lt. Aldo Natali that the wine was for Signor RICCARI ANTONIO, a trader of wine in Rome. His address is Via Pietro Rovetti No.2.
The driver was issued with 400 litres of diesel oil at Orvieto.

553

Case 11

? Province issuing Enac. authority - Littoria, Comune di Fondi
No number given to the authority (work ticket)
Itinerary. Fondi - Monfragone and return
Truck No., make and type of vehicle LT 1708, Fiat 18 B.L.
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/45

Case 12

Province issuing Enac. authority - Rome
No.& date of Enac. authority - 6365 Enac 16 - 15/3/1945
Enac 16 is in book form, (unlike Enac 4, which is in sheet form and only for single journeys) and is issued by Enac. to Firms; businesses; organizations and individuals who need to use their vehicle regularly for their own purposes, connected solely with their own affairs. In this case the issue of Enac 16 was to Pontificia Procura Generale dei Fratelli delle Scuole Cristiane solely for "General Foodstuffs" and when the vehicle is on journey, the driver should carry with him

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

a document, detailing exactly the foodstuffs to be carried.
In this particular case the driver did not carry the document.
It is interesting to observe that since the issue of Enac.16
every journey made and specified was for the purpose of
carrying wine. Total number of journeys specified; from
23/3/1945 to 4/4/1945; 5 (return journeys). Total amount of
wine carried 148 quintals (14 8/10 tons).
Itinerary. Rome - San Severo (near Foggia) and return
Truck NO., make and type of vehicle- Rome 84456, Bianchi Miles 6/30
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/1945

Case 13

Province issuing Enac. authority - Rome
No. and date of Enac. authority - 081897 Enac 4 - 30/3/1945
Itinerary - Rome - Lecce and return
Truck No., make and type of vehicle. R.A.10436/10091, Fiat 666
Carrying capacity - 120 quintals (12 tons)
Date apprehended 6/4/1945

Case 14

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168637 Enac 4 - 3/4/1945
Itinerary - San Giorgio del Sannio-Mesagne-Naples and return
Truck No., make and type of vehicle. BN 2719, Lancia 3.R.O.
Carrying capacity - 75 quintals (7½ tons)
Date apprehended 5/4/1945

SECTION 2

The cases under this Section are deliberate contraventions of authority viz. "Having obtained from Enac. authority to carry a particular commodity or commodities, the vehicle concerned carried instead empty wine barrels or wine".

Case 15

Province issuing Enac. authority - Naples, Station Caserta
No.& date of Enac. authority - 022411 Enac 4 - 3/4/45
Itinerary - Caserta-San Ferdinando and return
Truck No., make and type of vehicle - NA 34007, Fiat 666
Carrying capacity. 55 quintals (6½ tons)
Date apprehended 6/4/1945
This vehicle was authorized to carry on its journey from Caserta to San Ferdinando vegetable but instead carried empty wine barrels.

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

Case 13

Province issuing Enac. authority - Rome
No. and date of Enac. authority - 081697 Enac 4 - 30/3/1945
Itinerary - Rome - Lecce and return
Truck No., make and type of vehicle. B.A.10436/10091, Fiat 666
Carrying capacity - 120 quintals (12 tons)
Date apprehended 6/4/1945

Case 14

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 166637 Enac 4 - 4/1945
Itinerary - San Giorgio del Sannio-Nesagne-Naples and return
Truck No., make and type of vehicle. BN 2719, Lancia 3.R.O.
Carrying capacity - 75 quintals (7½ tons)
Date apprehended 5/4/1945

SECTION 2

The cases under this Section are deliberate contraventions of authority viz. "Having obtained from Enac. authority to carry a particular commodity or commodities, the vehicle concerned carried instead empty wine barrels or wine".

952

Case 15

Province issuing Enac. authority - Naples, Station Caserta
No.& date of Enac. authority - 022411 Enac 4 - 3/4/45
Itinerary - Caserta-San Ferdinando and return
Truck No., make and type of vehicle - NA 34007, Fiat 666
Carrying capacity. 65 quintals (6½ tons)
Date apprehended 6/4/1945
This vehicle was authorized to carry on its journey from Caserta to San Ferdinando vegetable but instead carried empty wine barrels.

Case 16

Province issuing Enac.authority - Avellino, Station Mirabella Eclano
No.& date of Enac. authority - 011615 Enac 4 - 2/4/1945
Itinerary-Passo diMirabella - Montemareno - Barletta
Truck No., make and type of vehicle - AV 3756, Alfa Romeo 500 R.
Carrying capacity. 48 quintals (4 8/10 tons)
Date apprehended 5/4/1945
Authorized to carry sulphur which might have been the case on

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

the journey to Barletta; but probably was empty, as almost certainly he carried down empty barrels. On the unauthorised journey from Barletta to Passo di Mirabella, the vehicle carried wine.
Papers confiscated by Lt. Aldo Natali and further action will be taken by his department.

Case 17

Province issuing Enac. authority - Naples, Station Via Firenze
No.& date of Enac. authority - 027835 Enac 4, 3/4/1945
Itinerary - Naples-Bari and return
Truck No., make and type of vehicle. NA 33499, Fiat 666
Carrying capacity. 67 quintals (6 7/10 tons)
Date apprehended 5/4/1945
Was proceeding Bari to Naples without any authority to transport any commodity; but was in fact carrying wine.

SECTION 3

This appears to be a case of deliberate fraud in so far as the original description of goods on Enac 4 made out by Enac representatives had been added to viz concentrated fruit juice and vegetable was, I am convinced, written and someone, probably holder of Enac 4, has included between 'and (e) and vegetables (verdura) the word "VINO". The copy of Enac 4 attached does not of course make the fraud so obvious but the original copy does and this copy (the original) has been confiscated by Lt. Aldo Natali for further investigation and action if fraud is proven.

Case 13

Province issuing Enac. authority - Littoria
No.& date of Enac. authority - 076919 Enac 4 - 3/4/1945
Itinerary - Priverno-Caserta and return
Truck No.; make and type of vehicle - LT 2734, Fiat 507
Carrying capacity - 10 quintals (1 ton)
Date apprehended 4/4/1945

951

SECTION 4

The two cases reported below are those in which authority was given by Enac for the carrying of alcohol. It is understood that it is not allowed, being classified under the prohibition orders as "commodity used for the making of liquers etc."

Case number 19 however should be investigated as it is quoted under description of goods column as "alcohol for the Allies" but the driver could not produce any papers to prove that the alcohol so carried was in fact "for the Allies".

Case 19

Province issuing Enac. authority - Benevento

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

Was proceeding Bari to Naples without any authority to transport any commodity; but was in fact carrying wine.

SECTION 3

This appears to be a case of deliberate fraud in so far as the original description of goods on Enac 4 made out by Enac representatives had been added to viz concentrated fruit juice and vegetable was, I am convinced, written and someone, probably holder of Enac 4, has included between 'and (e) and vegetables (verdura) the word "VINO". The copy of Enac 4 attached does not of course make the fraud so obvious but the original copy does and this copy (the original) has been confiscated by Lt. Aldo Natali for further investigation and action if fraud is proven.

Case 18

Province issuing Enac. authority - Littoria
No.& date of Enac. authority - 076919 Enac 4 - 3/4/1945
Itinerary - Priverno-Caserta and return
Truck No.; make and type of vehicle - RT 2734, Fiat 507
Carrying capacity - 10 quintals (1 ton)
Date apprehended 4/4/1945

951

SECTION 4

The two cases reported below are those in which authority was given by Enac for the carrying of alcohol. It is understood that it is not allowed, being classified under the prohibition orders as "commodity used for the making of liquers etc."

Case number 19 however should be investigated as it is quoted under description of goods column as "alcohol for the Allies" but the driver could not produce any papers to prove that the alcohol so carried was in fact "for the Allies".

Case 19

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168017 Enac 4 - 31/3/1945
Itinerary - Benevento-Lecce-Santo Antimo and return
Truck No.make and type of vehicle. BN 2628, Fiat 626
Carrying capacity. 50 quintals (5 tons)
Date apprehended 5/4/1945

Case 20

Province issuing Enac. authority - Naples, Station Via Firenze
No.& date of Enac. authority - 168524 Enac 4, 3/4/1945
Itinerary - Naples-Foggia-Bari-Leccea nd return to Santo Antimo
Truck No., make and type of vehicle. NA 34017, Alfa Romeo 800
Carrying capacity. 70 quintals (7 tons)
Date apprehended 5/4/1945

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

SECTION 5

Deals with permits issued by AMG. Case number 21 is a very serious case and the AMG permit has been confiscated by Lt. Aldo Natali for further investigation and appropriate action. Case number 22 should be investigated by AMG in order to ascertain whether or no the permit was regularly issued.

Case 21

Particulars of permit; name of holder; name of firm to whom issued etc., is attached. Complete copy of the 'G' Permesso has been made and marked number 21.

N.B.

The permit was issued to Impresa Gionfrini Giorgio on behalf of the Minister Lavori Pubblici of Porto S.Giorgio. The permit was issued for the cartage of building meterials and non rationed foods and wine. This to say the least of it, is odd!
The lorry number VR 9723 is being transferred according to Signor Roesler Frans Anton Giulio of Via Lucia di Savoia No.8, Rome, to himself; and the papers are now with the Provincial Office of R.A.C.I.; also amongst the lorry papers is the circulating permit for the car.
Signor Roesler was in charge of the truck and also the AMG permit referred above, at the time of the stopping of the lorry.
The permit even if official, and the truck is sold to Roesler, should be returned to the issuing officer in accordance with notice on reverse of permit; therefore the holding of the permit by Roesler is irregular.
Further Roesler has no right whatever to be in possession of the truck; and certainly without a circulating permit - no right to have it on the road.
The truck was carrying empty barrels and it was the intention of Roesler to proceed to San Pietro Vernotico (Lecce) to return with wine; and the cartage of this wine was to be on behalf of the firm of Trivelloni and Pellegrini of Via Albalonga No. 20, Rome.
Roesler informed Lt. Aldo Natali that he had made several previous journeys for wine and when asked how he got his petrol he replied "from here and there".

Case 22

Permit for haulage issued on AMG form. Serial number 50 dated 1/4/45 and carried the stamp of Ufficio Trasporto of the Comune Pozzibonsi. Attached marked 22.

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

to whom issued etc., is attached. Complete [illegible]
'G' Permesso has been made and marked number 21.

N.B.

The permit was issued to Impresa Gionfrini Giorgio on behalf of the Minister Lavori Pubblici of Porto S.Giorgio. The permit was issued for the cartage of building materials and non rationed foods and wine. This to say the least of it, is odd!
The lorry number VR 9723 is being transferred according to Signor Roesler Franz Anton Giulio of Via Lucia di Savoia No.8, Rome, to himself; and the papers are now with the Provincial Office of R.A.C.I.; also amongst the lorry papers is the circulating permit for the car.
Signor Roesler was in charge of the truck and also the AMG permit referred above, at the time of the stopping of the lorry.
The permit even if official, and the truck is sold to Roesler, should be returned to the issuing officer in accordance with notice on reverse of permit; therefore the holding of the permit by Roesler is irregular.
Further Roesler has no right whatever to be in possession of the truck; and certainly without a circulating permit - no right to have it on the road.
The truck was carrying empty barrels and it was the intention of Roesler to proceed to San Pietro Vernotico (Lecce) to return with wine; and the cartage of this wine was to be on behalf of the firm of Trivelloni and Pellegrini of Via Albalonga No. 20, Rome.
Roesler informed Lt. Aldo Natali that he had made several previous journeys for wine and when asked how he got his petrol he replied "from here and there".

Case 22

Permit for haulage issued on AMG form. Serial number 50 dated 1/4/45 and carried the stamp of Ufficio Trasporto of the Comune Foggibonsi. Attached marked 22.
As will be seen by the permit, holder was to travel Colle Val d'Elia-Rome-Caserta-Foggia-Copertino and return to Rome. On the outward journey he was authorized to carry empty barrels returning to Rome with wine. The number of the vehicle is RO 84546.
The reason the permit is suspect is that the serial number "50" means that it is the last permit of the first book issued, these books were issued originally about last September and one feels that many more than 50 of these permits will have been issued before the 1/4/1945 which is the date this permit bears.

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

SECTION 6

Case 23

This is a case of the utmost seriousness as 390 litres of petrol was issued to the owner of the vehicle at Bari so that he could run the vehicle 311 miles to Rome for necessary repairs; in addition he will require and no doubt if necessary, because of leakage, he would receive another 390 litres of petrol, from an equally accomodating Enac official in Rome; to take the vehicle back to its home town, Bari.
It is quite obvious that the vehicle being able to run to Rome was not seriously in need of major repairs which could not have been carried out in Bari or nearby.
The truck was carrying 6 persons all told.
Province issuing Enac. authority - Bari
No.& date of Enac authority - 189234 Enac 4 - 4/4/1945
Itinerary - Bari-Foggia-Rome-return to Bari via Naples.
Truck No., make and type of vehicle. BA 9586, Ford 3 A
Carrying capacity - 35 quintals (3½ tons)
Date apprehended 5/4/1945.

819

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

It is quite obvious that the vehicle being able to run to Rome was not seriously in need of major repairs which could not have been carried out in Bari or nearby.
The truck was carrying 6 persons all told.
Province issuing Enec. authority - Bari
No.& date of Enac authority - 189234 Enac 4 - 4/4/1945
Itinerary - Bari-Foggia-Rome-return to Bari via Naples.
Truck No., make and type of vehcile. BA 9586, Ford 3 A
Carrying capacity - 35 quintals (3½ tons)
Date apprehended 5/4/1945.

819

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO

N. 012388

FOGLIO DI VIAGGIO

N. ~~066083~~

Work - Ticket N.

DIREZIONE PROVINCIALE DI *Provincial Direction of* Belluno

STAZIONE DI *Station of* Belluno

Valevole dal *Valid from* 6/4/45 al *to* 7/4/45

per il percorso and for the itinerary Mondaruzzo Belluno Km.

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)		
Targa *Licence Plate*	3545 AV	33 AV
Fabbrica *Make*	Fiat	
Tipo *Type*	3R0	
Tara *Tare*	qli 50	qli 40
Portata *Loading capacity*		
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* 393 del *of* 31/3/1945

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck - Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Bellumi Giuseppe

Conducente *Driver* Laboriti Bruno

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Pellicchia Antonio

Luogo di carico *Place of loading* Mondaruzzo

Luogo di scarico *Place of unloading* Belluno

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		Vino	qli 100	Belluno		

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

Tara ..... *Tare* | qli 50 | qli 40

Portata ..... *Loading capacity*

Permesso di circolazione . *Circulating Permit*

Lettera di vettura N. 399 del 31/3 1945
Way - Bill N. *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Pellicchia Antonio

Luogo di carico *Place of loading* Mondragone

Luogo di scarico *Place of unloading* Rocchino

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		Vino	qli 100	Rocchino		

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(1200934) Roma, 1944 - Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. // nafta lt. 160 olio lt. 5
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

Rocchino li 31/3 1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
Pelli Rocchino

948

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

VARIAZIONI D'ITINERARIO
Alteration to the itinerary

Da *From* _____ a *to* _____ via *via* _____

Motivo *Reasons* _____

Da *From* _____ a *to* _____ via *via* _____

Motivo *Reasons* _____

IL CONDUCENTE
The Driver

_____

	Giorno *Day*	Ora *Time*	FIRMA DEL CONDUCENTE *Signature of Driver*	FIRMA DEL MITTENTE *Signature of the Sender*
L'automezzo si è presentato per il carico ..... *The motor vehicle is arrived for the charge*				
ed è stato lasciato libero per la partenza ..... *and it has been free for starting*				

	Giorno *Day*	Ora *Time*	FIRMA DEL CONDUCENTE *Signature of Driver*	FIRMA DEL DESTINATARIO *Signature of Consignee*
L'automezzo si è presentato per lo scarico .... *The motor vehicle is arrived for the discharging*				
ed è stato lasciato libero ..... *and it has been free*				

ISPEZIONI AI POSTI DI CONTROLLO
Certificate of inspection at Control Post

	Giorno *Day*	Ora *Time*	ANNOTAZIONI DELL'ISPETTORE *Remarks of the Inspector*	FIRMA DELL'ISPETTORE *Signature of the Inspector*
Uscita P. C. di *Out Control Post of*				
Entrata P. C. di *In Control Post of*				
Uscita P. C. di *Out Control Post of*				
Entrata P. C. di *In Control Post of*				

ISPEZIONI SUL PERCORSO
Certificate of inspection enroute

1)

Sulla via *On road* _____ al Km. *at Km.* _____ o in località *at locality* _____ alle *at* _____ ore del *hours of* _____

Osservazioni sul carico ed altre circostanze *Remarks about cargo and other circumstances* _____

Agente *Verifying agent* _____ (nome e cognome) *(Full name agent)* _____ (Arma e Corpo) *(Arm and Corps of Service)* _____ (Recapito) *(official station)* _____ (firma) *(signature)* _____

2)

Sulla via *On road* _____ al Km. *at Km.* _____ o in località *at locality* _____ alle *at* _____ ore del *hours of* _____

Osservazioni sul carico ed altre circostanze *Remarks about cargo and other circumstances* _____

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

	Giorno *Day*	Ora *Time*	FIRMA DEL CONDUCENTE *Signature of Driver*	FIRMA DEL DESTINATARIO *Signature of Consignee*
L'automezzo si è presentato per lo scarico .... *The motor vehicle is arrived for the discharging*				
ed è stato lasciato libero ..... *and it has been free*				

ISPEZIONI AI POSTI DI CONTROLLO
Certificate of inspection at Control Post

	Giorno *Day*	Ora *Time*	ANNOTAZIONI DELL'ISPETTORE *Remarks of the Inspector*	FIRMA DELL'ISPETTORE *Signature of the Inspector*
Uscita P. C. di ..... *Out Control Post of*				
Entrata P. C. di ..... *In Control Post of*				
Uscita P. C. di ..... *Out Control Post of*				
Entrata P. C. di ..... *In Control Post of*				

ISPEZIONI SUL PERCORSO
Certificate of inspection enroute

1)
Sulla via ..... al Km. *at Km.* ..... alle ..... ore del .....
On road o in località *at locality* *at* *hours of*
Osservazioni sul carico ed altre circostanze .....
Remarks about cargo and other circumstances

Agente ..... (nome e cognome) ..... (Arma e Corpo) ..... (Recapito) ..... (firma)
Verifying agent *(Full name agent)* *(Arm and Corps of Service)* *(official station)* *(signature)*

2)
Sulla via ..... al Km. *at Km.* ..... alle ..... ore del .....
On road o in località *at locality* *at* *hours of*
Osservazioni sul carico ed altre circostanze .....
Remarks about cargo and other circumstances

Agente ..... (nome e cognome) ..... (Arma e Corpo) ..... (Recapito) ..... (firma)
Verifying agent *(Full name agent)* *(Arm and Corps of Service)* *(official station)* *(signature)*

3)
Sulla via ..... al Km. *at Km.* ..... alle ..... ore del .....
On road o in località *at locality* *at* *hours of*
Osservazioni sul carico ed altre circostanze .....
Remarks about cargo and other circumstances

Agente ..... (nome e cognome) ..... (Arma e Corpo) ..... (Recapito) ..... (firma)
Verifying agent *(Full name agent)* *(Arm and Corps of Service)* *(official station)* *(signature)*

4)
Sulla via ..... al Km. *at Km.* ..... alle ..... ore del .....
On road o in località *at locality* *at* *hours of*
Osservazioni sul carico ed altre circostanze .....
Remarks about cargo and other circumstances

Agente ..... (nome e cognome) ..... (Arma e Corpo) ..... (Recapito) ..... (firma)
Verifying agent *(Full name agent)* *(Arm and Corps of Service)* *(official station)* *(signature)*

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

ENAC - 6

ENTE NAZIONALE AUTOTRASPORTI COSE

11-00 8945

FOGLIO DI VIAGGIO

~~N. DI ORDINE~~

DIREZIONE PROVINCIALE DI *Provincial Direction of* Bari

STAZIONE DI *Station of* Bari

Work - Ticket N. Valevole dal *Valid from* 29/3/45 al *to* 3/4/45

per il percorso *and for the itinerary* Bari - S. Spirito - Polizio - Cassano - Bari Km. 46 + 46

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Track*	Rimorchio *Trailer*
(*) Autocarro	BA 10491	BA 460
Targa *Licence Plate*	Fiat	Ponticelli
Fabbrica *Make*	634	P 10
Tipo *Type*	65	35
Tara *Tare*	45	105
Portata *Loading capacity*		
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* del *of*

(*) Motocarro - Autocarro - Autotreno - Trattore con rimorchio.
Motocycle-track - Truck - Truck and Trailer - Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Ditta Fiore Emanuele Bari

Conducente *Driver* Catalolo Vito

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Di Gioia Salvatore

2 fuochisti

Luogo di carico *Place of loading* S. Giorgio

Luogo di scarico *Place of unloading* Cassano

Prescrizioni per il vettore *Direction for the carrier* ritorno con carico eventuale

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
16	Sacchi	Vino comune.	17000	1061	Cassano	

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

Tara ..... *Tare*

Portata ..... *Loading capacity*

Permesso di circolazione . *Circulating Permit*

Lettera di vettura N. ..... del ..... *Way-Bill* *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio. *Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.*

Di 1ª 4ª Divisione

2 fucilieri

Luogo di carico *Place of loading* S. Giorgio

Luogo di scarico *Place of unloading* Cordenons

Prescrizioni per il vettore *Direction for the carrier* ritorno con carico eventuale

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
16	fusti	Vino comune.	17000	1061	Cordenons	

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato. *When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.*

(1209931) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. 11 nafta lt. 480 olio lt. 15
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

At Bari *on* li 29/3 1945

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
Uff. Bari 947

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

n. 02619

FOGLIO DI VIAGGIO

~~N. 06601~~ VOID

Direzione Provinciale di *Direction of* Napoli

Stazione di *Station of* Torre Annunziata

Work - Ticket N.

Valevole dal *Valid from* 4/4 1945 al *to* 8/4 1945

per il percorso *and for the itinerary* Torre Annunziata - Trieste e ritorno — Km. 1000/20

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	33720 VA	
Fabbrica *Make*	Renault	
Tipo *Type*		
Tara *Tare*		
Portata *Loading capacity*	30	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* 1696 del *of* 4/3/1945

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck - Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Sorrentino Alfonso (Castellammare di Stabia)

Conducente *Driver* Coppola Salvatore

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Pomuttola Vincenzo

Montani Pasquale

Luogo di carico *Place of loading* Castellammare di Stabia

Luogo di scarico *Place of unloading* Trieste

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	varie	pneumatici Kelly Perlmouth	3000			

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

Type
Tara 30
Tare
Portata .....
Loading capacity
Permesso di circolazione .
Circulating Permit
Lettera di vettura N. 1696 del 4/3/1945
Way-Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Pomontola Vincenzo
Montani Pasquale

Luogo di carico *Place of loading* Castellamare di Stabia

Luogo di scarico *Place of unloading* Trapani

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	veste	Oranges Kilo Portsmouth	3000			

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(3000934) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. 100 nafta lt. = olio lt. 10
Fuel assigned: *petrol* *lt.* *Diesel oil lt.* *oil* *lt.*

Torre Annunziata li 4/4 1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
Bianchi (?)

346

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

u. 0h6395

FOGLIO DI VIAGGIO

N. ~~066061~~

ANNULLATO

DIREZIONE PROVINCIALE DI *Provincial Direction of* Roma

STAZIONE DI *Station of* Velletri

Work - Ticket N.

Valevole dal *Valid from* 2/4/45 *al* *to.* 10/4/45

per il percorso *and for the itinerary* Velletri - Ostuni - Velletri Km. 1080

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	Roma 42509	Lt. 118
Fabbrica *Make*	Fiat	Viberti
Tipo *Type*	63h	unificato
Tara *Tare*	66	35
Portata *Loading capacity*	4h	90
Permesso di circolazione *Circulating Permit*	111h0	

Lettera di vettura N. *Way - Bill* N. del *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck - Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Panuccio Guido

Conducente *Driver* Mortelletta Aurelio - Antinetti Vincenzo

Tessera di riconoscimento N. *Identity card* N.

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Luogo di carico *Place of loading* Ostuni

Luogo di scarico *Place of unloading* Velletri

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sfusi	Vino	17000			

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

Portata 8h
Loading capacity
Permesso di circolazione . 111120
Circulating Permit

Lettera di vettura N. _____ del _____
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico Ostiense
Place of loading

Luogo di scarico Velletri
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sfusi	Fieno	1700			

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

Carburante assegnato: benzina lt. = nafta lt. 5½ olio lt. 1½
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

Velletri li 2/4 1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
Borotti Luigi

l'ufficio è sprovvisto di bollo
Consorzio Agrario Provinciale di Roma
Borotti Luigi

945

(1200934) Roma, 1944 - Istituto Poligr. Stato P. V.

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

M 033636

FOGLIO DI VIAGGIO N. ~~0668065~~

ANNULLATO

DIREZIONE PROVINCIALE DI *Provincial Direction of* Reggio Cal.

STAZIONE DI *Station of* Reggio Cal.

per il percorso and for the itinerary Reggio Cal. - Chiaravalle

Work - Ticket N.

Valevole dal Valid from 30/3/1945 *al to* 2/4 1945

Km. 160

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Track*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	2931 TP	
Fabbrica *Make*	Fiat	
Tipo *Type*	621	
Tara *Tare*	23 ql	
Portata *Loading capacity*	70 q.li	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* _____ del *of* _____

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Albanese Vito Vincenzo

Conducente *Driver* Lento Carlo

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Atto personale.

Luogo di carico *Place of loading* Reggio Cal.

Luogo di scarico *Place of unloading* Chiaravalle

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	fusti	Vermouth	2000		Chiaravalle	Visto emissione e partire il 4-4-45 Ali ENAC VAPORI

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

Tara ..... *Tare*
Portata ..... *Loading capacity* 23 qli
Permesso di circolazione . *Circulating Permit* S.M.-C.

Lettera di vettura N. _____ del
Way-Bill *N.* *of*

(*) Motocarro - Autocarro - Autotreno - Trattore con rimorchio.
Motocycle-truck - Truck - Truck and Trailer - Tractor with Trailer.

otto persone.

Luogo di carico *Place of loading* Reggio Cal.

Luogo di scarico *Place of unloading* Nicastro

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	fusti	Petrolio	2000		Nicastro	Visto emesso e partito il 4-4-45 Reggio

ENAC NAPOLI

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*	31/3/45	5			
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(3409) Roma, 1944 - Istituto Poligr. Stato P. V.

autorizzato a trasportare due recipienti con carburante

Carburante assegnato: benzina lt. _____ nafta lt. _____ olio lt. _____
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

Reggio Cal. li 30/3 1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO

FOGLIO DI VIAGGIO

Work - Ticket N. ~~No. 066068~~ 1108095

DIREZIONE PROVINCIALE DI *Provincial Direction of* Roma

STAZIONE DI *Station of* Monterotondo

Valevole dal *Valid from* 3/4/45 *al* *to* 15/4/45

per il percorso *and for the itinerary* Roma - Jesi - Roma Km. 1300

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)	Autocarro	
Targa *Licence Plate*	77648 Roma	1610 Roma
Fabbrica *Make*	F. Trasformazione	
Tipo *Type*	080	
Tara *Tare*	110	
Portata *Loading capacity*	110	
Permesso di circolazione *Circulating Permit*	102928	

Lettera di vettura N. *Way - Bill N.* 4 del *of* 4

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Gruppo Rionale Mussolinia

Conducente *Driver* Rionale Emilio

Tessera di riconoscimento N. *Identity card N.* Prof. Ufficiale

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

Trielli Adolfico

Luogo di carico *Place of loading* Jesi

Luogo di scarico *Place of unloading* Roma

Prescrizioni per il vettore *Direction for the carrier* Trasporto per conto Rionale Mussolinia

ANNULLATO V. Cola di Rienzo 213 Roma

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
7		Soccorso autotreno OM Tigrotto Targa 84371 Roma - Rimorchio 2106 Roma. Portata qli 110 inviato e rientrato al passaggio a Pitallo per conto di Jesi e relativo carico.	Qli. 110			

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

Tare
Portata 110
Loading capacity
Permesso di circolazione . 102928
Circulating Permit
Lettera di vettura N. 4 del 4
Way - Bill N. of

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Fratelli Zuccheo

Luogo di carico Jesi
Place of loading

Luogo di scarico Roma
Place of unloading

Prescrizioni per il vettore Trasporto per conto Brucola Lucchisione
Direction for the carrier

ANNULLATO V. Bolla di Ritiro 2h3 Roma

COSE TRASPORTATE
Commodities Being Carried

N. dei colli N. of Packages	Qualità degli imballaggi Type of packing	DESCRIZIONE DELLE COSE Description of the Commodities	Peso lordo dichiarato Declared gross weight in Kg.	Marche o contrassegni Markings	Destinazione dei carichi Destination of the goods	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route
1		Percorso autotreno 0½ Ritorno 8h37 Roma - Rimorchio 2106 Roma - Portata qli 110 trasportato e rientrato al passaggio a livello ferr. di Jesi e relativo carico.	qli: 110			

	Date stabilite Pre-arranged dates		Date effettive Actual dates		Firma del conducente Signature of the driver
	Giorno Day	Ora Time	Giorno Day	Ora Time	
Partenza dalla rimessa ..... Departure from the garage					
Arrivo al luogo di destinazione ..... Arrival at the place of destination					
Partenza dal luogo di destinazione ..... Departure from the place of destination					
Ritorno alla rimessa (*) ..... Return to the garage					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(1200934) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. 11 nafta lt. 5h0 olio lt. 11
Fuel assigned: petrol lt. Diesel oil lt. oil lt.

Roma li 3/4 1945
At on

timbro stamp

IL CAPO STAZIONE
The Chief of the Station
Nicola Conti

943

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO

FOGLIO DI VIAGGIO

N° ~~066067~~

DIREZIONE PROVINCIALE DI *Provincial Direction of* Roma

STAZIONE DI *Station of* Monterotondo

Work - Ticket N. 31/3

Valevole dal 31/3 *Valid from* *al* 10/4/45 *to*

per il percorso and for the itinerary Roma (Bari) Corato - Roma

Km. 1000

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	82702 Roma	4 Sh
Fabbrica *Make*	Fiat	
Tipo *Type*	666	
Tara *Tare*	1h0	
Portata *Loading capacity*	1h0	
Permesso di circolazione *Circulating Permit*	10h7h0	

Lettera di vettura N. *Way-Bill N.* _____ del *of* _____

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Mostra Pietro Antonio

Conducente *Driver* Pisello Luigi

Tessera di riconoscimento N. *Identity card N.* Prot. auto

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Evangelista Emanuele - Nenni Vittorio

Luogo di carico *Place of loading* Roma

Luogo di scarico *Place of unloading* Corato (Bari) e Provincia

Prescrizioni per il vettore *Direction for the carrier* per c/ proprio

Al ritorno verrà da destinarsi dal Comune di Corato

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
Pacchetti		botti vuote	6000			Comune di Corato Il autista per ritiro vino - 3 Aprile 1945 Il Podestà Cordisco

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

Tara 1h0
Tare
Portata 10h7h0
Loading capacity
Permesso di circolazione .
Circulating Permit
Lettera di vettura N. _____ del _____
Way-Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Angelotti Emanuele - Ditta Filippo

Luogo di carico Roma
Place of loading

Luogo di scarico Corato (Bari) e Ruvo
Place of unloading

Prescrizioni per il vettore per c/ proprio
Direction for the carrier

Il ritorno vuoto da destinarsi dal Comune di Corato

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
Quintali		botti vuote	6000			Comune di Corato d'autorizzo la circolazione fino 3 Aprile 1945 Il Podestà Capolino

	DATE STABILITE *Pre-arranged dates*		DATE EFFETTIVE *Actual dates*		FIRMA DEL CONDUCENTE *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(Tipografia) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. //
Fuel assigned: *petrol* *lt.*
nafta lt. 400
Diesel oil lt.
olio lt. 10
oil *lt.*

At Roma li 31/3 1945
on

timbro
stamp

IL CAPO STAZIONE
The Chief of the Station

?

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO

M-08h608

FOGLIO DI VIAGGIO No ~~766063~~

DIREZIONE PROVINCIALE DI *Provincial Direction of* Roma

STAZIONE DI *Station of* Montemario

Work - Ticket N. Valevole dal *Valid from* 31/3/45 al *to* 10/4/45

per il percorso *and for the itinerary* Roma - Foni - Orte (Terni) - Roma Km. 1000

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	8h170 Roma	287
Fabbrica *Make*	Fiat	
Tipo *Type*	626	
Tara *Tare*	30	30
Portata *Loading capacity*	30	30
Permesso di circolazione *Circulating Permit*	152757	

Lettera di vettura N. *Way - Bill N.* _____ del *of* _____

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Montecatini Antonio

Conducente *Driver* Cordella Renato

Tessera di riconoscimento N. *Identity card N.* patente auto

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle* Pellegrini Luigi Montecatini Augusto

Luogo di carico *Place of loading* Roma

Luogo di scarico *Place of unloading* Orte (Terni) e ritorno

Prescrizioni per il vettore *Direction for the carrier* per conto proprio - carico di ritorno da destinarsi dal Comune di Orte (Terni)

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
Casetta		botti Vuoti	6000			

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

Tare
Portata ..... 30 | 30
Loading capacity
Permesso di circolazione . 152457
Circulating Permit

Lettera di vettura N. _____ del
Way - Bill N. of

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luigi Mastrodicasa Augusto

Luogo di carico Roma
Place of loading

Luogo di scarico Orte (Terni) e ritorno
Place of unloading

Prescrizioni per il vettore per conto proprio - carico di ritorno da destinarsi dal Comune di Orte (Terni)
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli N. of Packages	Qualità degli imballaggi Type of packing	DESCRIZIONE DELLE COSE Description of the Commodities	Peso lordo dichiarato Declared gross weight in Kg.	Marche o contrassegni Markings	Destinazione dei carichi Destination of the goods	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route
Quintali		botti vuoti	6000			

	Date stabilite Pre-arranged dates		Date effettive Actual dates		Firma del conducente Signature of the driver
	Giorno Day	Ora Time	Giorno Day	Ora Time	
Partenza dalla rimessa ..... Departure from the garage					
Arrivo al luogo di destinazione ..... Arrival at the place of destination					
Partenza dal luogo di destinazione ..... Departure from the place of destination					
Ritorno alla rimessa (*) ..... Return to the garage					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(1200934) Roma, 1941 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. = nafta lt. 310 olio lt. 6 1/2
Fuel assigned: petrol lt. Diesel oil lt. oil lt.

Roma li 31/3 1945
At on

timbro stamp

IL CAPO STAZIONE
The Chief of the Station
Guglielmini (?)

941

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO u. 168053

FOGLIO DI VIAGGIO

~~N. 106176~~

Direzione Provinciale di Benevento
Provincial Direction of

Stazione di Benevento
Station of

Work - Ticket N.

Valevole dal 5/4/45 al 6/4/45
Valid from *to*

per il percorso Ponte - Ortanova e ritorno Km. 270
and for the itinerary

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autotreno		
Targa *Licence Plate*	26818 N	
Fabbrica *Make*	Fiat	
Tipo *Type*	3 R O	
Tara *Tare*	qli 40	
Portata *Loading capacity*	qli 65	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill* N. del *of* Richiesta u. 1142

(*) Motocarro - Autocarro - Autotreno - Trattore con rimorchio.
Motocycle-truck - Truck - Truck and Trailer - Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Orsillo Giorgio

Conducente *Driver* Ocone Gaetano

Tessera di riconoscimento N. *Identity card* N.

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

Luogo di carico *Place of loading* Ponte - Ortanova

Luogo di scarico *Place of unloading* Ortanova - Ponte

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Fusti	Fusti Vuoti	qli 50	Ortanova		
		bevande	qli 50	Ponte		

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

Tara ..... *Tare*
Portata ..... *Loading capacity* gli 65
Permesso di circolazione . *Circulating Permit*
Lettera di vettura N. ____ del *Way-Bill* *N.* *of* Richiesta n. 1142

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico *Place of loading* Ponte - Ortanova

Luogo di scarico *Place of unloading* Ortanova - Ponte

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sacchi	Sacchi Vuoti	gli 50	Ortanova		
		Bersaglio	gli 50	Ponte		

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(Istituto Poligr. Stato P. V.) (Roma, 1944)

Carburante assegnato: benzina lt. // nafta lt. Conto deposito olio lt. Conto deposito
Fuel assigned: *petrol* *lt.* *Diesel oil lt.* *oil* *lt.*

At Barletta li *on* 4/4 1945

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
di Barletta

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

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

Comune di Orvieto (10) 10
Veicolo n. 984577 Roma Tipo Fiat 621 n. 791
da Orvieto a Roma Ufficio Epidemie Litorio
Ora 1h 00

Carico: Vino in fusti per la Ditta Mastrioni
Conducente - Battista Conte Battista
Quantità di tasta l. 1h 00
Approvato data 28/3/45 scade il 5/4/45
Il Direttore
?

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

(11) 11

Comune di Forlì
Provincia di Littorio

Si autorizza 1B Bd targato Lt. 1708
di proprietà di Filippi Gaetano e Bersi
Quirino

Autorizzato
a recarsi a Ufficio Annonario per ritiro
Vino per la popolazione di Forlì
Validità dal 4/4/45 al 5/4/45

Il Podestà
Comando Stazione R.R.C.C.
di Forlì

Visto per conferma
Il Maresciallo Comandante
la Stazione
Angelo Ponetto

2197

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

(12) EIVAC. 16

n. 6365

Div. Provinciale Roma.

Autocarro Fiat 626 tg. 84456 Roma -

Fabbrica e tipo Bianchi-Ufles motore n. 600632032

telaio n. 7661 portata qli: 30 Alimentazione

a nafta proveniente da circolazione n. 145444

Proprietario - Pontificia Procura Generale dei

Fratelli delle Scuole cristiane.

Autorizzazione del Ufficio Pubblici Automezzi n.

3812 del 13/3/45 Aug. Percorso per trasporto

di generi alimentari, dovendo essere accompagnati da documenti giustificativi per conto dei

collegi - Per i territori restituiti alla Amministrazione Italiana entro le linee di demarcazione viene al 31/5/1945

Roma 15/3/1945 Il Direttore Provinciale

?

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

M-081897

13

ANNULLATO

FOGLIO DI VIAGGIO N° ~~0660~~ 13

Work - Ticket N.

DIREZIONE PROVINCIALE DI *Roma*
Provincial Direction of

STAZIONE DI *Trasferimento*
Station of

Valevole dal *30/3/45* al *18/4/45*
Valid from *to*

per il percorso *Roma Tivoli Roma* Km. *130*
and for the itinerary

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) *Autocarro*		
Targa *Licence Plate*	*10h36 BA*	*10091 BA*
Fabbrica *Make*	*Fiat*	
Tipo *Type*	*666*	
Tara *Tare*	*N.D.*	*120*
Portata *Loading capacity*	*3506*	
Permesso di circolazione *Circulating Permit*	*M 110506*	

Lettera di vettura N. _____ del _____
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Ditta Vitale Autotrasporti*
Owner of the Motor Vehicle

Conducente *Maddaluno Carlo*
Driver

Tessera di riconoscimento N. _____
Identity card *N.*

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

Polpolio Ferdinando
& Parella Gennaro

Luogo di carico *Roma*
Place of loading

Luogo di scarico *Roma*
Place of unloading

Prescrizioni per il vettore *per c/ proprio*
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
Vuoto		*Autocarro da requisire*	*12.00*			
ritorno		*Carico pertinente alle Cose di Fiera*	*12.00*			

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

Tara ..... *Tare* 1,5 t

Portata ..... *Loading capacity* 120

Permesso di circolazione . *Circulating Permit* 3h06 M 110h06

Lettera di vettura N. ..... del
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Polizia Ferroviaria
Squadra Tuscano

Luogo di carico *Place of loading* Roma

Luogo di scarico *Place of unloading* Roma

Prescrizioni per il vettore *Direction for the carrier* per c/ proprio

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
Autovett.		Materiale da consegnare	12.00			
vittorio		Carico certificato dalle Guardie di Fede	12.00			

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(Stampato) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. // nafta lt. 515 olio lt. 3
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

At Roma *li* 30/3 *on* 1 19 45

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
939
Di Roma Trastevere

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

14 14

ANNULLATO M. 168634

FOGLIO DI VIAGGIO N. ~~000091~~

Direzione Provinciale di *Provincial Direction of* Benevento

Stazione di *Station of* Benevento

Work - Ticket N.

Valevole dal *Valid from* 4/4/45 al *to* 7/4/45

per il percorso *and for the itinerary* S. Giorgio del Sannio Mesagne - Napoli e ritorno Km. 400

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	2719 BR	
Fabbrica *Make*	Fiat	
Tipo *Type*	3 R O	
Tara *Tare*	q.li 50	
Portata *Loading capacity*	q.li 75	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill* N. del *of* Richiesta M. 1154

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck - Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Pugliese Ulderico

Conducente *Driver* Di Fiore Umberto

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Luogo di carico *Place of loading* S. Giorgio Mesagne

Luogo di scarico *Place of unloading* Mesagne e Napoli

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sacchi	Sacchi Vuoti e Sacco Bevande	q.li 60 q.li 60	Mesagne e Napoli		

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

Tare
Portata ..... Qli 74
Loading capacity
Permesso di circolazione .
Circulating Permit
Lettera di vettura N. _____ del Richiesta n. 1154
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico S. Giorgio Mercogliano — Luogo di scarico Mercogliano e Napoli
Place of loading *Place of unloading*

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	fusti	fusti vuoti e fondo Benzuolo	Qli 60 Qli 60	Mercogliano Napoli		

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(12009gal) Roma, 1944 - Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. // nafta lt. Li conto deposito olio lt. Li conto deposito
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

Benevento li 3/4 1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
M. Benevento

938

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

ENTE NAZIONALE AUTOTRASPORTI COSE

FOGLIO DI VIAGGIO N. ~~0660~~ M. 022 n 11

ANNULLATO

DIREZIONE PROVINCIALE DI *Provincial Direction of* Napoli

STAZIONE DI *Station of* Caserta

Work - Ticket N.

Valevole dal *Valid from* 3/h 1/h5 *al* *to* 9/h 1/h5

per il percorso *and for the itinerary* Caserta S. Ferdinando Caserta e ritorno Km. 140

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)		
Targa *Licence Plate*	32007 Fiat	
Fabbrica *Make*	666	
Tipo *Type*	55	
Tara *Tare*	65	
Portata *Loading capacity*	79966	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* _____ del *of* _____

(*) Motocarro - Autocarro - Autotreno - Trattore con rimorchio.
Motocycle-truck - Truck - Truck and Trailer - Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* D'Errico Alfredo

Conducente *Driver* Cassetta Fiorello

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

D'Errico Giuseppe

Di Russo

Luogo di carico *Place of loading* Caserta S. Ferdinando

Luogo di scarico *Place of unloading* S. Ferdinando Caserta

Prescrizioni per il vettore *Direction for the carrier* Al ritorno non fermarsi carichi alla Stazione

Una sola corsa Vino

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	fusti le fusti	Olmeni diversi e Vino al ritorno	65			

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

Tare
Portata 65
Loading capacity
Permesso di circolazione . 79966
Circulating Permit

Lettera di vettura N. _____ del _____
Way - Bill N. of

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

& Medico principale
Dr. Rosso

Luogo di carico Caserta F. Ferdinandea
Place of loading

Luogo di scarico F. Ferdinandea Caserta
Place of unloading

Prescrizioni per il vettore Al ritorno con foraggio carichi alla Stazione
Direction for the carrier
Cruz. Sud Corione Vino

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli N. of Packages	Qualità degli imballaggi Type of packing	DESCRIZIONE DELLE COSE Description of the Commodities	Peso lordo dichiarato Declared gross weight in Kg.	Marche o contrassegni Markings	Destinazione dei carichi Destination of the goods	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route
	fusti vuoti fusti	deposito vuoto e vino al ritorno	65			

	Date stabilite Pre-arranged dates		Date effettive Actual dates		Firma del conducente Signature of the driver
	Giorno Day	Ora Time	Giorno Day	Ora Time	
Partenza dalla rimessa ..... Departure from the garage					
Arrivo al luogo di destinazione ..... Arrival at the place of destination					
Partenza dal luogo di destinazione ..... Departure from the place of destination					
Ritorno alla rimessa (*) ..... Return to the garage					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(Litografia) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. 11 nafta lt. 200 olio lt. _____
Fuel assigned: petrol lt. Diesel oil lt. oil lt.

At Caserta li 31/4 1945

timbro stamp

IL CAPO STAZIONE
The Chief of the Station
Dr. Caserta

937

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO n. 011615

16 16

Direzione Provinciale di *Provincial Direction of* Braccino

Stazione di *Station of* Ufficio Edicola

FOGLIO DI VIAGGIO

~~No. 066072~~

Work - Ticket N.

Valevole dal 3/4/45 *al* 4/4/45
Valid from *to*

per il percorso *and for the itinerary* Ponte di Mirabella - Montemarano - Bonetta Km. 150

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)		
Targa *Licence Plate*	3756 AV	
Fabbrica *Make*	Alfa Romeo	
Tipo *Type*	500 R	
Tara *Tare*		
Portata *Loading capacity*	ql. hg	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* ____ del *of* ____

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Bove Alfonso

Conducente *Driver* D'Alessandro Vincenzo

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Bove Mario - Fontale Giovanni

Luogo di carico *Place of loading* Montemarano

Luogo di scarico *Place of unloading* Bonetta

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		Sacchi	ql. 45			D'Alessandro Vincenzo

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

Tare
Portata ..... gli hP
Loading capacity
Permesso di circolazione .
Circulating Permit
Lettera di vettura N. ____ del
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico Montemurro
Place of loading

Luogo di scarico Borletta
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		Sale	gli hY			D'Alessandro Vincenzo

	DATE STABILITE *Pre-arranged dates*		DATE EFFETTIVE *Actual dates*		FIRMA DEL CONDUCENTE *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(12000) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. ____ nafta lt. ____ olio lt. ____
Fuel assigned: *petrol* *lt.* *Diesel oil lt.* *oil* *lt.*

At Mirabella *li on* 2/4 1945

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
Mirabella 936

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

ENAC

ENTE NAZIONALE AUTOTRASPORTI COSE

ENAC - 4

ANNULLATO u. 027835

FOGLIO DI VIAGGIO N° ~~066079~~

DIREZIONE PROVINCIALE DI *Provincial Direction of* Napoli

STAZIONE DI *Station of* Via Firenze

Work - Ticket N.°

Valevole dal *Valid from* 3/4/45 *al* *to* 8/4/45

per il percorso *and for the itinerary* Napoli - Bari e ritorno (Napoli)

Km. 450

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)		
Targa *Licence Plate*	NA 33499	
Fabbrica *Make*	Fiat	
Tipo *Type*	666	
Tara *Tare*	67	
Portata *Loading capacity*		
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way - Bill N.* del *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Romano Gennaro

Conducente *Driver* Rebotto Gennaro

Tessera di riconoscimento N. *Identity card N.* 16182

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

Graziano Rebotto
Romano Alfredo

Luogo di carico *Place of loading* Bari

Luogo di scarico *Place of unloading* Solluzzo Terracina

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sacchi	olive da tavola	Kg. 65			

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

Portata .....
Loading capacity

Permesso di circolazione .
Circulating Permit

Lettera di vettura N. _____ del _____
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Romano Alfredo

Luogo di carico Bari
Place of loading

Luogo di scarico Somma Vesuviana
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sacchi	viveri da Carico	gli 65			

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

Carburante assegnato: benzina lt. — *petrol lt.* nafta lt. 280 *Diesel oil lt.* olio lt. — *oil lt.*

Napoli li 3/4/1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station
Alfredo Migliori

(1200924) Roma, 1944 - Istituto Poligr. Stato P. V.

955

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

M 047919

FOGLIO DI VIAGGIO N. ~~066066~~

Work - Ticket N.

DIREZIONE PROVINCIALE DI *Littoria*
Provincial Direction of

STAZIONE DI *Littoria*
Station of

Valevole dal 4/4/45 *al* 5/4/45
Valid from *to*

per il percorso Littoria - Cisterna - Littoria Km. 240
and for the itinerary

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)		
Targa *Licence Plate*	273h 2t.	
Fabbrica *Make*	fiat	
Tipo *Type*	50 7	
Tara *Tare*		
Portata *Loading capacity*	oli 10	
Permesso di circolazione *Circulating Permit*	107 h 26	

Lettera di vettura N. _____ del _____
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Altobelli Filippo*
Owner of the Motor Vehicle

Conducente *A. R.*
Driver

Tessera di riconoscimento N. _____
Identity card *N.*

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

Luogo di carico *Cisterna*
Place of loading

Luogo di scarico *Littoria*
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		frutta secca e (vino) verdura	1500			

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

Tare
Portata ..... oli 10
Loading capacity
Permesso di circolazione . 10/4 n 26
Circulating Permit

Lettera di vettura N. ..... del .....
Way-Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico Caserta
Place of loading

Luogo di scarico Pisa
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		frutta secca e (vino) verdura	1500			

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

Carburante assegnato: benzina lt. 35 nafta lt. = olio lt. = 934
Fuel assigned: *petrol* *lt.* *Diesel oil lt.* *oil* *lt.*

At Livorno *on* li 3 Aprile 19 45

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station

?

(12009/4) Roma, 1944 - Istituto Poligr. Stato P. V.

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO 2a

n. 168014

FOGLIO DI VIAGGIO N. ~~066082~~

Direzione Provinciale di *Provincial Direction of* Benevento

Stazione di *Station of* Benevento

Work - Ticket N.

Valevole dal 3/4/45 *Valid from* *al* 5/4/45 *to*

per il percorso and for the itinerary Benevento - Telese - S. Potito e ritorno

Km. 340

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	26278 BN	
Fabbrica *Make*	Fiat	
Tipo *Type*	626	
Tara *Tare*	ql. 30	
Portata *Loading capacity*	ql. 50	
Permesso di circolazione *Circulating Permit*		
Lettera di vettura N. *Way - Bill* N.	del *of* Richiesta n. 1105	

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Polini Abele

Conducente *Driver* Giordano Ciro

Tessera di riconoscimento N. *Identity card* N.

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Luogo di carico *Place of loading* Benevento Telese

Luogo di scarico *Place of unloading* Telese S. Potito

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
X	Sacchi	Sacchi vuoti e legno	ql. 50	Telese		
		Reti per gli ortaggi	ql. 50	S. Potito		

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

Tara ..... *Tare* | ql. 50

Portata ..... *Loading capacity*

Permesso di circolazione . *Circulating Permit*

Lettera di vettura N. _____ del Richiesta n. 1105
Way-Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico Benevento Selle
Place of loading

Luogo di scarico Selle S. Butino
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
X	Sacchi	Sacchi Vuoti e legno	ql. 50	Selle		
		Reti per gl. Allesti	ql. 50	S. Butino		

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(12509/4) Roma, 1944 – Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. // nafta lt. Conto Deposito olio lt. Conto Deposito
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

Benevento li 31/3 1945
At *on*

timbro
stamp

IL CAPO STAZIONE
The Chief of the Station
di Benevento.

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

ENAC - 4

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO

20/ 20

FOGLIO DI VIAGGIO

Work - Ticket N. ~~No. 001058~~ N. 168524

DIREZIONE PROVINCIALE DI *Provincial Direction of* Napoli

STAZIONE DI *Station of* Via Firenze

Valevole dal 4/4/45 *Valid from* *al* 7/4/45 *to*

per il percorso and for the itinerary Napoli - Foggia - Bari - Bari e ritorno S. Arcangelo Km. 1000

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*)		
Targa *Licence Plate*	36014	
Fabbrica *Make*	Alfa	
Tipo *Type*	800	
Tara *Tare*	500	
Portata *Loading capacity*	40	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. *Way-Bill N.* _____ del *of* _____

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo *Owner of the Motor Vehicle* Ditta Polino Erasmo

Conducente *Driver* Cordisco Arturo - Salvezza Biagio

Tessera di riconoscimento N. *Identity card N.*

Persone autorizzate a viaggiare nell'automezzo *Persons authorized to ride on the motor vehicle*

Luogo di carico *Place of loading* Bari

Luogo di scarico *Place of unloading* S. Arcangelo Napoli

Prescrizioni per il vettore *Direction for the carrier*

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	Sfusi	Fusti vuoti ondata	5000			
		acquatite (alcol) Litorio				

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

Type
Tara 5 0 0
Tare
Portata 4 0
Loading capacity
Permesso di circolazione .
Circulating Permit

Lettera di vettura N. _____ del _____
Way-Bill N. of

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Luogo di carico Roma
Place of loading

Luogo di scarico S. Maria Capua Vetere
Place of unloading

Prescrizioni per il vettore
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
	fusti	fusti vuoti acidato acquistato (alcol) ritorno	5000			

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

Carburante assegnato: benzina lt. — nafta lt. 240 olio lt. —
Fuel assigned: petrol lt. Diesel oil lt. oil lt.

Li 3/4 1945
At Napoli on

timbro stamp

IL CAPO STAZIONE
The Chief of the Station

(Tipogr.) Roma, 1941 - Istituto Poligr. Stato P. V.

932

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

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

(21)

G. PERMESSO

21

GOVERNO MILITARE ALLEATO
Allied Military Government

Valevole per tutta l'Italia liberata = Esente da Foglio di Viaggio = = =

PROVINCIA DI Ascoli Piceno

PERMESSO N. 742

Circulation for all territory of No delivered Italy.

PERMESSO PER L'USO DI AUTOVEICOLO
Permit for use of a motor vehicle.

Name of Holder :- Impresa Gioiosi Giorgio
On behalf of (name of firm or company):- Ministero Lavori Pubblici
Address :- Porto San Giorgio
Registered No. of vehicle :- VR9723 Make O.M. Type 5 BLD.
Permitted use of vehicle :- Trasporto materiale edile generi non contingentati e vino.
This permit expires 30 Aprile 1945.

G. PERMIT.

UFFICIO PROVINCIALE DELL'ECONOMIA : CENSIMENTO

Issuing Officer
(Illegible initials written here)

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

NOTE: The permit must be returned to the office of issue within 5 days of expiration of same or of notice of cancellation.

In case of transfer of ownership or if the vehicle ceases to be permanently usable, the permit shall be considered null and void and the owner shall return it at once to the office of issue.

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

(22)

Allied Control Commission - Allied Military Government
Commissione Alleata di Controllo - Governo Militare Alleato

Serial No. / *Numero di Serie*

ROAD TRANSPORT HAULAGE WORK TICKET AND DELIVERY NOTE
BIGLIETTO DI LAVORO PER TRASPORTI STRADALI E RICEVUTA DI CONSEGNA

Date / *Data* 1/4/45

Registered No. of vehicle / *Numero di matricola del veicolo* 84546

Carrying capacity / *Portata* 69

Name of Owner / *Nome del Proprietario* Soc. An. MINIERE di STAGGIA SENESE

Name of Driver / *Nome dell'Autista* Vecch[illegible] Raff[illegible]

Name and address of Hirer / *Nome e indirizzo*	Province / *Provincia*	Details of load / *Particolari del carico* — Description / *Genere*	Weight in Quintals / *Peso in Quintali*	Origin / *Origine*	Destination / *Destinazione*	Name and address of Consignee / *Nome e indirizzo del Destinatario*	To be completed by / *Da completare dall'* — Mileage / *Chilometraggio*	Time loaded / *Ora completamento caric.*	Time out / *Ora partenza*	Time in / *Ora arrivo*	
		fusti vuoti	4,200	Colle V. d'Elsa	Capestrano	A Sulf. - V. Don Rua					Held at / *Confermato*
		vino in fusti	62	Capestrano	Roma	Roma					Add - / *Aggiungere*
											Deduct / *Dedurre*
											Quantity / *Quantità*

Percorso / Trip to: Colle V. d'Elsa - Roma - Cascia - Foggia - Capestrano - Roma

Carburante consegnato / Petrol alloted: [illegible]

Km. percorsi a vuoto / Empty

Km. percorsi a pieno / Loaded

Amount / Quantity

This is to certify that the above mentioned goods have been received
Dichiaro che la suddetta merce è stata ricevuta.

Time of arrival of truck / *Ora dell'arrivo del camion*

Time of departure of truck / *Ora della partenza del camion*

Signature / *Firma* (Consignee) (Destinatario)

To be completed by Traffic Inspector / *Da riempirsi dall'Ispettore del traffico*

Name of Traffic Inspector / *Nome dell'Ispettore del traffico*

Location / *Località*

Time and date of inspection / *Ora e data dell'ispezione*

Description of load / *Particolari del carico*

Signed / *Firmato* Soc. An. MINIE[illegible]

Date / *Data*

2217

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

Allied Control Commission - Allied Military Government
Commissione Alleata di Controllo - Governo Militare Alleato

ROAD TRANSPORT HAULAGE WORK TICKET AND DELIVERY NOTE
BIGLIETTO DI LAVORO PER TRASPORTI STRADALI E RICEVUTA DI CONSEGNA

(22)

Serial No. / *Numero di Serie* № 2250

Date / *Data* 1/4/1945

84546

Carrying capacity / *Portata* ql. 69

Name of Owner / *Nome del Proprietario* Soc. An. MINIERE di STAGGIA SENESE

Name of Driver / *Nome dell'Autista* Vecchi Alfio Caffini Edoardo

Province / *Provincia*	Details of load / *Particolari del carico* — Description / *Genere*	Weight in Quintals / *Peso in Quintali*	Origin / *Origine*	Destination / *Destinazione*	Name and address of Consignee / *Nome e indirizzo del Destinatario*	To be completed by Driver / *Da completare dall'Autista* — Mileage / *Chilometraggio*	Time loaded / *Ora completamento carico*	Time out / *Ora partenza*	Time in / *Ora arrivo*	Petrol / *Benzina*
	fusti vuoti	q. 7,200	Colle V.d'Elsa	Cepparello	A Sulf.-V. Domiziana					Held at start / *Contenuto alla partenza*
	vino in fusti	62	Cepparello	Roma	Roma					Add - Amount drawn / *Aggiungere - Rifornimenti lungo la strada*
										Deduct - Remains on completion / *Dedurre - Rimanenza*
										Quantity consumed / *Quantità consumato*
										Amount of oil drawn / *Quantità olio consumato*

Roma - Cancelli - Foggia - Cepparello - Roma

Km. percorsi a vuoto / Empty

Km. percorsi a pieno / Loaded

bove mentioned goods have been received
ree è stato ricevuto.

ck)
on)

Consignee) (Destinatario)

To be completed by Traffic Inspector)
Da riempirsi dall'Ispettore del traffico)

Name of Traffic Inspector)
Nome dell'Ispettore del traffico)

Location)
Località)

Time and date of inspection)
Ora e data dell'ispezione)

Description of load)
Particolari del carico)

Signed)
Firmato)

Soc. An. MINIERE di STAGGIA SENESE

Date)
Data)

ENAC - 1

ENTE NAZIONALE AUTOTRASPORTI COSE

ANNULLATO M. 189234

FOGLIO DI VIAGGIO

~~N.~~

Work - Ticket N.

Direzione Provinciale di Bari
Provincial Direction of

Stazione di Bari
Station of

Valevole dal 4/4/45 *al* 25/4/45
Valid from *to*

per il percorso Bari - Foggia - Rodi - Bari (Via Adriatica) Km. 100+100
and for the ittinerary

Caratteristiche dell'automezzo *Characteristics of the motor vehicle*	Motrice *Truck*	Rimorchio *Trailer*
(*) Autocarro		
Targa *Licence Plate*	BA 9586	
Fabbrica *Make*	Ford	
Tipo *Type*	3A	
Tara *Tare*	25	
Portata *Loading capacity*	35	
Permesso di circolazione *Circulating Permit*		

Lettera di vettura N. _____ del _____
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Proprietario dell'automezzo Fratelli Buoto Molfetta
Owner of the Motor Vehicle

Conducente Buoto Ugo
Driver

Tessera di riconoscimento N. _____
Identity card *N.*

Persone autorizzate a viaggiare nell'automezzo
Persons authorized to ride on the motor vehicle

Buoto Nicola - Buoto Pasquale

Luogo di carico //
Place of loading

Luogo di scarico //
Place of unloading

Prescrizioni per il vettore a Vuoto per eseguire riparazioni
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		a Vuoto per riparazione				

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

Tara ..... *Tare*
Portata ..... *Loading capacity* 35
Permesso di circolazione . *Circulating Permit*

Lettera di vettura N. _____ del _____
Way - Bill *N.* *of*

(*) Motocarro – Autocarro – Autotreno – Trattore con rimorchio.
Motocycle-truck – Truck – Truck and Trailer – Tractor with Trailer.

Vuoto Andata - Vuoto Ritorno

Luogo di carico _____
Place of loading

Luogo di scarico _____
Place of unloading

Prescrizioni per il vettore a Vuoto per eseguire riparazioni
Direction for the carrier

ANNULLATO

COSE TRASPORTATE
Commodities Being Carried

N. dei colli *N. of Packages*	Qualità degli imballaggi *Type of packing*	DESCRIZIONE DELLE COSE *Description of the Commodities*	Peso lordo dichiarato *Declared gross weight in Kg.*	Marche o contrassegni *Markings*	Destinazione dei carichi *Destination of the goods*	Firma e bollo del Capo Stazione dell'ENAC per le cose caricate lungo l'itinerario *Signature and Stamp of the Chief of the ENAC Station for Goods loaded along the route*
		a Vuoto per riparazione				

	Date stabilite *Pre-arranged dates*		Date effettive *Actual dates*		Firma del conducente *Signature of the driver*
	Giorno *Day*	Ora *Time*	Giorno *Day*	Ora *Time*	
Partenza dalla rimessa ..... *Departure from the garage*					
Arrivo al luogo di destinazione ..... *Arrival at the place of destination*					
Partenza dal luogo di destinazione ..... *Departure from the place of destination*					
Ritorno alla rimessa (*) ..... *Return to the garage*					

(*) Quando l'automezzo rientra in rimessa deve restituirsi il presente foglio di viaggio alla stazione che lo ha rilasciato.
When the Motor vehicle returns to the Garage, this work-ticket must be returned to the station of origin.

(12000/34) Roma, 1944 - Istituto Poligr. Stato P. V.

Carburante assegnato: benzina lt. 390 nafta lt. = olio lt. 12
Fuel assigned: *petrol lt.* *Diesel oil lt.* *oil lt.*

Li 4/4 1945
At *on*

timbro *stamp*

IL CAPO STAZIONE
The Chief of the Station

531

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

2220

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

GF/gb

20

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext 566 19 April 1945

Ref : AC/59/20/Tn5

SUBJECT/ Report on ENAC Offices at LITTORIA

To : E.N.A.C. Piazza della Croce Rossa
Ministero dei Trasporti - ROMA

1. Attached hereto is a report as above made by Dr. Ing. Santamaria of this office .

2. The report reveals that a most unsatisfactory state of affairs exists in the operation of your LITTORIA branch It is requested that you will state what steps you are taking to rectify the many irregular practices and lack of organisation mentioned in paras 2.3.4.6.7 and 10 of the report.

3. Will you please also reply to this S/C's letters AC/59/12/Tn5 dated 12 April and AC/59/8/Tn5 dated 5 April enclosing reports made on E.N.A.C. operations in VITERBO ; NAPLES, AVELLINO and BARI stating what action you have taken to stop the irregularities detailed therein.

GGG

930

G.G.CROSS ,Junior
Chief
Roads Division

CONFIDENTIAL

159.

TO : Lt Col. Fernyhough

Report on Inspection to "Mercati Generali"

1. Referring to my inspection of this morning to the General Markets of Rome; I arrived on the spot about 9,45 which is rather late, when most of the traffic had subsided. I was only able to approch a couple of truck drivers. I can only relate my very superficial impressions.

2. It appears that the standard rates are hardly ever adhered to in transport transactions. The actual rates which are paid to the truckers are arrived at through bargaining, regardless of what is written on the trip ticket.

3. The allotment of trucks to each transport request is carried out mostly through previous negotiations between truckers and customers. The deal is then sanctioned by the E.N.A.C. officials who prepare the trip ticket.

4. It appears that, at least in some cases, the collection of monies in payment of transport rates is delegated by E.N.A.C. to the truckers themselves.

929

5. In some cases of pre-payment of freight charges according to standard rates, the costumer must negotiate a supplementary payment with the trucker if he wants his transport to be carried out efficiently and quickly.

6. Transport on empty return trips is mostly left to individual bargaining between trucker and sender. As an E.N.A.C. official put it to me: "it is not our business".

7. I repeat, the above are only my impressions derived from a very few cases which have come to my notice; I should not like to draw from these any kind of general and sweeping conclusions.

Dr. Ing. SANTAMARIA RENATO.

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

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Dr. Ing. SANTAMARIA RENATO.

Rome 15th March 1945.

5350

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

RS/as

7-59

INTER OFFICE MEMO

Ref : AC/59/19/Tn.5

16 April 1945

SUBJECT : E.N.A.C. Offices in Pescara.

TO : Col. Fernyhough.

1. From the 11th to the 14th inst. I was at Pescara, helping the local Provincial Director of ENAC Sig. Branella, to organise the Offices which had been set up only a few days before.

2. Premises originally destined for them by the Prefect were totally unfit for the purpose; new premises were obtained on the ground floor in the Municipal Palace; they have been handed over to ENAC on 14th inst., and the Offices will move into them next week.

3. A requisitioned car was also obtained from the Prefect for use by local ENAC Officials; as soon as tyres are supplied.

928

4. Personnel apart from local Director has not yet been officially appointed by ENAC General Manager as prescribed; operations are carried out by temporary employees, pending approval by Head Offices of designation which will be made by local Director. Some of the employees now on trial having proved unsatisfactory, will not be nominated. Others, such as the chief accountant, Rag. Sardella, have proved to be fit for their post; amongst these a Sig. Miglianico, now on a secondary job is a man with 24 years' experience in transport and should be appointed as chief despatcher, although he does not hold the degree of studies prescribed by the ENAC internal Regulations; however as exceptions are admitted, E.N.A.C. head offices should allow one in this case.

For smooth operation of the office a full staff of 12 is needed .

5. The Province contains about 375 trucks for goods haulage, but the ENAC offices have been notified up to date from Head Office in Rome only about 200 of them, most of them light trucks.

6. Up to now, trip tickets are being issued only

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

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For smooth operation of the office a full staff of 12 is needed .

5. The Province contains about 375 trucks for goods haulage, but the ENAC offices have been notified up to date from Head Office in Rome only about 200 of them, most of them light trucks.

6. Up to now, trip tickets are being issued only in Pescara at a rate of about 20 a day; most of these are issued to truckers for self-owned goods or for distribution of staple commodities within the Province. Real despatching for requests for the public at large, has practically not started as yet.

7. In the near future at least two ENAC Agencies are to be set up in the Province, at places such as Tocco Casauria or Torre de' Passeri, where over 30 trucks are residing; in other Communes, Agencies will be entrusted

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

to the Communal authorities.

8. Control Posts will presently be set up in at least 3 points on the main roads of the Region; the Captain commanding the local Unit of Carabinieri was contacted on this point.

9. Complete operations of office was discussed with Mr. Branella in every detail, and plans of its organisation were laid down . These are to be carried out as soon as the Office has moved into new premises and staff is completed. Meanwhile perplexities have been cleared up, mistakes amended various difficuties overcome, many problems solved. Local Director Mr. Branella appears to be a capable and honest young man with a good knowledge of the local problems and a right understanding of his task.

Dr. Ing. Santamaria Renato

RENATO SANTAMARIA
Dr. Ingegnere.

927

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

2226

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep
Phone: 489081

Ref: AC/59/18/TM5

19 April 1945.

SUBJECT: Visit of Capt. Ainsworth.

TO : Transportation Officer, AC, Chieti.
(Att: Capt. F. R. Price, RASC)

1. Capt. Ainsworth reported certain points over which you were experiencing difficulty as follows:

(a) Requisition ~~of~~ Cars -- The Chief Transportation Officer, Umbria-Marche Region has been requested not to move your second car as this is required by you direct for visits to garages and road inspection work.

(b) 10 Day Reports from ENAC -- No DR can be provided by this Sub-Commission for the use of ENAC in the collection of reports. The rendition and collection of returns is an ENAC responsibility, through your office.

(c) Allotment of Class 5 and 6 Trucks -- In view of your request to Lt. Col. Fernyhough that the 1½ ton trucks now in Nos. 3 and 4 Truck Pools should not be replaced by Class 5 and 6 vehicles, the latter have been allotted to Nos. 5 and 6 Truck Pools to be used entirely for the haulage of grain.

926

(d) ENAC Tire Requisitions -- ENAC Provincial Offices should submit all tire requisitions to the General Directorate in Rome, who then will make a bulk request for tires from the Ministry of Commerce which is the distribution agency for all imported ~~by~~ tires Allied Commission for sale to civilians.

(e) Rail Bids -- All bids for bulk move of foodstuffs grain, etc., will be made by Sub-Commissions here to the Movements Division and you will not be concerned. Bids from private individuals and organizations in the Abruzzi-Marche area should be placed with the local station master concerned. These bids are then forwarded to Capt. Smith, Rail Transportation Officer at Ancona, for screening with the railway officials of the Compartimento, after which they are submitted to Movements Division, this HQ, for approval. No bids will be accepted for the section of line - CHIETONA-ANCONA, under 15 tons -

By Command of Rear Admiral STONE:

C. FERNYHOUGH
Lt. Colonel, RA
Roads Division.

TRANSLATION

al Fasc 59

E.N.A.C.

Rome, 16 April 1945

TO : General Inspectorate of Civilian Motorization and Authorized Transport.

Copy to : Allied Commission-Transportation S/C. (Att: Maj.Symons) Rome

SUBJECT : Withdrawal of circulation permits from trucks circulating without regular papers.

In a check carried out on the road by one of our officials and by an officer of the R.Guardia di Finanza, accompanied by an officer of the Allied Police, some circulation permits have been withdrawn from trucks which had been found to bear irregular papers.

Please find herewith enclosed a list of the permits which are being sent to your Inspectorate: beside each one, the reason for its withdrawal is briefly stated.

On the other hand, the trip tickets have been kept by this General Directorate, who will send them for explanations, to the issuing offices.

THE GENERAL DIRECTOR
Ing. V.COSTA

925

LIST OF SEQUESTRED CIRCULATION PERMITS

Date	N° of permit	Reason
4/4/45	10740	Was carrying towards Rome 98 qls. of wine without authorization as stated in the trip tickets.
4/4/45	157395	Having registered into Rome offices of E.N.A.C. was travelling with a trip ticket issued by the Commune of Orvieto, evading the aims for which the trip ticket had been issued.
5/4/45	112084	Was hauling 25 qls of wine bearing no trip tickets.
5/4/45	154125	Instead of edible olives, as stated in the trip tickets, was hauling 65 qls. of wine.
		Travelling lacking all travel papers.

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

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In a check carried out on the road by one of our officials and by an officer of the R.Guardia di Finanze, accompanied by an officer of the Allied Police, some circulation permits have been withdrawn from trucks which had been found to bear irregular papers.

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5/4/45	112084	Was hauling 25 qls of wine bearing no trip tickets.
5/4/45	154125	Instead of edible olives, as stated in the trip tickets, was hauling 65 qls. of wine.
9/3/45	116065	Was travelling lacking all travel papers.
18/3/45	116805	Was carrying passengers and lacking all travel papers./

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

Mod. ENAC 10

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
DELL 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio Mov.e Traf. Sez.
Prot. N. 2M/3/ 7126 Allg.
Risposta al N. del

Roma 16 APR 1945 19

All'ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE = S E D E =

e, per conoscenza:
alla COMMISSIONE ALLEATA - Sottocommissione Trasporti (Major Symons)
= R O M A =

OGGETTO: Ritiro permessi di circolazione ad automezzi che transitavano senza regolari documenti

In un controllo effettuato su strada da un nostro funzionario e da un ufficiale della R. Guardia di Finanza accompagnati da un ufficiale della Polizia Alleata, sono stati ritirati alcuni permessi di circolazione ad autocarri trovati in possesso di documenti irregolari.

Qui unito si rimette un elenco dei permessi che s'inviano a codesto Ispettorato ed accanto a ciascuno è brevemente dichiarato il motivo che ne ha determinato il ritiro.

I fogli di via sono invece trattenuti da questa Direzione Generale che li invierà agli uffici che li hanno rilasciati per le contestazioni.

IL DIRETTORE GENERALE
(Ing. M. [illegible])

924

ISTITUTO POLIGRAFICO DELLO STATO

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

2230

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

323

ELENCO DEI PERMESSI DI CIRCOLAZIONE SEQUESTRATI

Data	N. del permesso	MOTIVO
4/4/45	10740	Portava a Roma q.li 98 di vino senza esserne autorizzato come gli era fatto obbligo del foglio di viaggio
4/4/45	157395	Essendo iscritto all'ENAC di Roma viaggiava con fogli di viaggio del Comune di Orvieto eludendo le finalità per cui il permesso era stato rilasciato
5/4/1945	112084	Portava q.li 25 di vino sprovvisto di foglio di viaggio
/4/1945	154125	Invece di olive da tavola come da foglio di viaggio portava q.li 65 di vino
9/3/1945	116065	Viaggiava sprovvisto di documenti di viaggio
18/3/1945	116805	Portava persone viaggiando sprovvisto di documenti di viaggio

HEADQUARTERS ALLIED COMMISSION H.S/lr
AFO 394
Transportation Sub-Commission

REPORT BY MAJOR H.A. SYMONS - INTELLIGENCE CORPS ATTD TRANSPORTATION SUB COMMISSION AC.

SUBJECT : Improper and illegal carrying of wine, vermouth etc. by road.

Sectionized details of each case investigated attached. Investigations concerning the above subject were carried out over the period 4/4/1945 to 6/4/1945 (both dates inclusive).

The following were the routes traversed in order to carry out the investigations : -

1st day 4/4/1945 : Rome - along route 7 to Caserta thence to Naples.
2nd day 5/4/1945 : Naples - Benevento - Foggia.
3rd day 6/4/1945 : Foggia - Avellino - Caserta thence to Rome via route 6.

922

1. GENERAL

(a) The investigations prove conclusively that there is a complete disregard of the instructions, which prohibit the transportation by road of wines etc., notwithstanding the instructions to all ENAC representatives of Provinces and Rome, in telegrams dtd 30-3-1945 (copies attached).

(b) The cases reported not only prove the non-compliance of instructions by ENAC representatives; but also discloses some of the many ways by which, black market operators, are enabled to carry their wines etc. etc. by road to their markets; because of the ease with which they can "get around" the regulations and obtain work tickets from ENAC representatives who make quite a good thing out of the irregular issue of such work tickets.

(c) As a result of my talks with Italian merchants in the Foggia area, I gather that the ENAC representatives, in the [illegible] carrying out the instructions were thoroughly

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

SUBJECT : Improper and illegal carrying [illegible]
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(c) As a result of my talks with Italian merchants in the Foggia area, I gather that the ENAC representatives, in the Bari province, are carrying out the instructions more thoroughly than elsewhere; which must be most irritating to the Bari vehicle owners; as they say, they cannot use their vehicles for the cartage of wine; but owners of vehicles from other parts of the country do so regularly.

2. NOW ISSUE OF INSTRUCTIONS BY ENAC TO HOLDERS OF ENAC 16 AND 17.

As a general rule "work permits" are issued for

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

particular journeys, on ENAC form number 4; but other permits are issued to organisations who are using vehicles daily and who would find it inconvenient to obtain a permit for each individual journey.

ENAC 16 is in book form, and each journey is recorded or should be recorded! This book is issued to Firms and private organisations.

ENAC 17 is also in book form, and is issued to Communes; Private works and Utility Companies, and Public offices.

No instructions whatsoever have been sent out to the holders of these books informing them that they now cannot carry wine by road; so obviously they continue to carry wine.

3. WORK PERMITS NOT PROPERLY FILLED IN.

The various ENAC representatives do not always fill in/or see filled in/completely the work permit, ENAC 4.

It is very essential that the exact route to be taken is filled in, and that the goods to be carried specifically detailed. If the route is not shown as say "Rome to Bari and return" and commodity/commodities are just shown as "goods"; an improper trader could do private cartage anywhere between the two places named; avoinding control points.

As "goods", to an Italian, would include wine, if he wished to transport same; it is obvious that the transporter of wine would certainly be able to excuse his abuse of the prohibition order.

4. NON ISSUE OF INSTRUCTIONS BY ENAC TO GUARDIA DI FINANZA.

I am informed by Lt. Aldo Natale of Guardia di Finanza who accompanied me on the trip, "that no instruction had been received by the head of his department that wine was not to be transported by road"; as a result, the people at control points on the road, furnished by his department; would be justified in permitting to pass vehicles carrying ENAC permits bearing in the column "description of the commodities" the equivalent italian word to our "general goods".

If therefore no instructions are issued to the head of the Guardia di Finanza department/or if they are/same [illegible] any vehicle owner could

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

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If therefore no instructions are issued to the head of the Guardia di Finanza department/or if they are/same are not passed on to controls/almost any vehicle owner could "get around" the order prohibiting the cartage of wine by road.

5. ITALIAN REPRESENTATIVES WHO ACCOMPANIED ME THROUGHOUT MY INVESTIGATIONS.

Lt. Aldo Natale of the Guardia di Finanza and Signor Mario Raffaelo from ENAC were members of my party and

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

I would like to place on record my appreciation of their excellent work. The seriousness and ability with which they tackled the investigations and their most willing co-operation reflects greatly to their credit.

6. CONFISCATION OF CERTAIN PAPERS AND OTHER ACTION TAKEN BY NATALE.

Many of the holders of work permits were suspect; and in such cases Lt. Aldo Natale of the department of Guardie di Finanza confiscated the qualifying papers and ordered the drivers of vehicles to report to offices of the Guardia di Finanza, and he further ordered that they were not to dispose of their loads.

This action was of course entirely his responsibility.

920

7. MEMBERS OF PARTY IN ACCORD.

All members of the party making these investigations are in accord with this report and I have therefore taken the precaution of having the report signed by each member of the party.

8. ATTACHED PAPERS.

(a) Copies of telegrams from MMAC re shortage of wine.

(b) Copies of work permits substantiating cases.

N. A. Symon

9/14/45

Major
Intelligence Corps
Attd. Transportation S.C. AC.

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

SECTIONIZED DETAILS OF CASES

SECTION 1

Cases in which with the concurrance and connivance of E.N.A.C. representatives in Rome and in the Provinces authorization was given irregularly for the conveyance, by road, of wine.

It is believed that Blank Enac Forms, already stamped, are obtainable and persons in possession of same could complete the necessary details and make any trip they wish.

Another method by which authority could be obtained, subversively for a journey by road, would be for the person requiring such an authority, to go to a small township, in which the Comitato is known to him, or otherwise; give a plausible excuse, and get the necessary Enac. authorization; or alternatively some document in lieu of the ENac. form.

919

Case 1

Province issuing Enac. authority - Avellino
No. & date of Enac. authority - 012338 Enac 4 - 31/3/1945
Itinerary. Manduria (Puglia Region) to Avellino.
Truck number, make and type of vehicle. AV 3545/33, Lancia 3.R.O.
Carrying capacity. 120 quintals (equiv.12 tons).
Date apprehended 5/4/45

Case 2

Province issuing Enac. authority - Bari
No. & date of Enac. authority - 008975 Enac 4 - 29/3/1945
Itinerary. Bari-San Giorgio (Puglia Region) Casalmove & return
Truck number, make and type of vehicle. RA10491/460,Fiat,634/P.10
Carrying capacity. 180 quintals (18 tons)
Date apprehended 5/4/45

Case 3

Province issuing Enac. authority - Naples - Station T.Annunziata
No.& date of Enac. authority - 024619 Enac 4 - 4/4/1945
Itinerary - Torre Annunziata- Arezzo and return
Truck number, make and type of vehicle. NA 33720, Renault
Carrying capacity. 30 quintals (3 tons)
Date apprehended 4/4/45

Case 4

Province issuing Enac. authority - Rome - Station Velletri
[illegible] authority - 046105 Enac 4 - 2/4/1945

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

It is believed that blank Enac forms, already stamped, are obtainable and person in possession of same could complete the necessary details and make any trip they wish.

Another method by which authority could be obtained, subversively for a journey by road, would be for the person requiring such an authority, to go to a small township, in which the Comitato is known to him, or otherwise; give a plausible excuse, and get the necessary Enac. authorisation; or alternatively some document in lieu of the Enac. form.

919

Case 1

Province issuing Enac. authority - Avellino
No. & date of Enac. authority - 012388 Enac 4 - 31/3/1945
Itinerary. Manduria (Puglia Region) to Avellino.
Truck number, make and type of vehicle. AV 3545/33, Lancia 3.R.O.
Carrying capacity. 120 quintals (equiv.12 tons).
Date apprehended 3/4/45

Case 2

Province issuing Enac. authority - Bari
No. & date of Enac. authority - 008975 Enac 4 - 29/3/1945
Itinerary. Bari-San Giorgio (Puglia Region) Casalmuovo & return
Truck number, make and type of vehicle. RA10491/460,Fiat,634/P.10
Carrying capacity. 180 quintals (18 tons)
Date apprehended 5/4/45

Case 3

Case 4

Province issuing Enac. authority - Naples - Station P.Annunziata
No.& date of Enac. authority - 024619 Enac 4 - 4/4/1945
Itinerary - Torre Annunziata- Aversa and return
Truck number, make and type of vehicle. NA 33720, Renault
Carrying capacity. 30 quintals (3 tons)
Date apprehended 4/4/45

Case 4

Province issuing Enac. authority - Rome - Station Velletri
No.& date of Enac.authority - 046395 Enac 4 - 2/4/1945
Itinerary - Velletri-Ostuni and return
Truck number, make and type of vehicle. Rome 72508/LT 118
Fiat. Type 634
Carrying capacity 164 quintals (16 4/10" tons)
Date apprehended 4/4/45

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

Case 5

Province issuing Enac. authority - Reggio
No. & date of Enac.authority - 039636 Enac 4 - 30/3/45
This authority took him from Reggio to Nicastro
(Catanzaro Province-Calabria Region).
The driver without authority proceeded to Naples, where he reported to Enac. whose representatives endorsed his work ticket on the 4/4/45; he further continued his journey improperly in the direction of Rome; but was caught at Km.160 on Via Appia route 7.
The work ticket was confiscated by Lt. Aldo Natali the rep. of Guardia Finanza accompanying the party.
Itinerary . Reggio to Nicastro
Truck number, make and type of vehicle. RP 2931 Fiat. Type 621
Carrying capacity . 23 quintals (2 3/10" tons)
Was carrying Vermouth
Date apprehended 4/4/1945

Case 6

Province issuing Enac. authority - Rome
No. & date of Enac.authority - 084095 Enac 4 - 3/4/1945
Itinerary. Rome-Lecce and return
Truck number, make and type of vehicle. Rome 77548/1610
Isotta Fraschni, Type 080
Carrying capacity. 110 quintals (11 tons)
Date apprehended. 4/4/1945

This authority was granted in order to proceed to Lecce (from Rome) to tow to Rome a broken down lorry (loaded with wine). The lorry and trailer were carrying empty barrels for which no authority was granted and the driver admitted to Lt.Aldo Natali that he intended bringing back wine himself. Further it was quite obvious he was going to bring back the barrels he carried filled with wine. It is highly probable that there was no lorry in need of a tow at Lecce but that the Enac. authorities Rome accepted the excuse issued the necessary authority for the trip.

Case 7

Province issuing Enac. authority - Rome
No.& date of Enac. authority - 084607.L - 31/3/1945
Itinerary. Rome-Corato (Bari Prov.) and return.
Truck No. make and type of vehicle. Rome 82702/794, Fiat Type 666

Carrying capacity 140 quintals (14 tons)
Date apprehended 4/4/1945

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

journey in progress at [illegible]
caught at Km.160 on Via Appia route 7.
The work ticket was confiscated by Lt. Aldo Natali
the rep. of Guardia Finanza accompanying the party.
Itinerary . Reggio to Nicastro
Truck number, make and type of vehicle. TF 2931 Fiat. Type 621
Carrying capacity . 23 quintals (2 3/10" tons)
Was carrying Vermouth
Date apprehended 4/4/1945

918

Case 6

Province issuing Enac. authority - Rome
No. & date of Enac.authority - 084095 Enac 4 - 3/4/1945
Itinerary. Rome-Lecce and return
Truck number, make and type of vehicle. Rome 77548/1610
Isotta Fraschini, Type 080
Carrying capacity. 110 quintals (11 tons)
Date apprehended. 4/4/1945

This authority was granted in order to proceed to Lecce (from Rome) to tow to Rome a broken down lorry (loaded with wine). The lorry and trailer were carrying empty barrels for which no authority was granted and the driver admitted to Lt.Aldo Natali that he intended bringing back wine himself. Further it was quite obvious he was going to bring back the barrels he carried filled with wine. It is highly probable that there was no lorry in need of a tow at Lecce but that the Enac. authorities Rome accepted the excuse issued the necessary authority for the trip.

Case 7

Province issuing Enac. authority - Rome
No.& date of Enac. authority - 084607.L - 31/3/1945
Itinerary. Rome-Cerignola (Bari Prov.) and return.
Truck No. make and type of vehicle. Rome 82702/794, Fiat Type 666

Carrying capacity 140 quintals (14 tons)
Date apprehended 4/4/1945
Was only authorized to carry empty barrels to Cornato and return with a load of "goods" as specified by Cornato Comune.

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

Case 8

Province issuing Enac. authority - Rome
No. & date of Enac. authority - 084608 d/. 31/3/1945
Itinerary Rome-Bari-Oria (Lecce) and return
Truck No.,make and type of vehicle - Rome 84170/287, Fiat, Type 62
Carrying capacity 60 quintals (6 tons)
Date apprehended 4/4/1945
Authorised to carry empty barrels to Oria and to return with load of "goods" as specified by Comune Oria.

Case 9

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168053 Enac 4 d/. 4/4/45
Itinerary . Ponte-Ortonova (near Lecce) and return.
Truck No., make and type of vehicle. BN 2681, Lancia, 3.a.c
Carrying capacity. 65 quintals (6½ tons)
date apprehended 5/4/1945

Case 10

917

This is a case which comes under Sec.1, para 3 above
Comune issuing Enac. authority - Orvieto
No. & date of Enac. authority - 791 (Foglio di viaggio) (Comune di Orvieto) 28/3/1945

Itinerary. Rome-Manduria and return
Truck No., make and type of vehicle. Roma 984577, Fiat C/35
(This number does not exactly agree with its number as shown on the drivers Permesso di Circolazione; on this document the number is shows as 84577 Rome)
Carrying capacity 41 quintals (41/10ⁿ tons)
Date apprehended 4/4/1945
N.B. The owner of the car Signor MISDARIS ANTHONY went to Orvieto, obtained the work ticket, in which it states he may carry wine (amount not stated) to Rome-Manduria return.
The driver informed Lt. Aldo Natali that the wine was for Signor BICCARI ANTONIO, a trader of wine in Rome. His address is Via Pietro Rovetti No.2.
The driver was issued with 400 litres of diesel oil at Orvieto.

Case 11

Province issuing Enac. authority - Litteria, Comune di Fondi
No number given to the authority (work ticket)
Itinerary. Fondi - Montragone and return
Truck No., make and type of vehicle LT 1708, Fiat 18 B.L.
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/45

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

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168053 Enac 4 s/. 4/4/45
Itinerary . Ponte-Ortonova (near Lecce) and return.
Truck No., make and type of vehicle. BN 2681, Lancia, 3.R.O
Carrying capacity. 65 quintals (6½ tons)
date apprehended 5/4/1945

Case 10

917

This is a case which comes under Sec.1, para 3 above
Comune issuing Enac. authority - Orvieto
No. & date of Enac. authority - 791 {Foglio di viaggio} 28/3/1945
{Comune di Orvieto}
Itinerary. Rome-Manduria and return
Truck No., make and type of vehicle. Rome 984577, Fiat C/35
(This number does not exactly agree with its number as shown on the drivers Permesso di Circolazione; on this document the number is shows as 84577 Rome)
Carrying capacity 41 quintals (41/10ⁿ tons)
Date apprehended 4/4/1945
N.B. The owner of the car Signor MISDARIS ANTHON went to Orvieto, obtained the work ticket, in which it states he may carry wine (amount not stated) to Rome-Manduria return.
The driver informed Lt. Aldo Natali that the wine was for Signor RICCARI ANTONIO, a trader of wine in Rome. His address is Via Pietro Revetti No.2.
The driver was issued with 400 litres of diesel oil at Orvieto.

Case 11

Province issuing Enac. authority - Littoria, Comune di Fondi
No number given to the authority (work ticket)
Itinerary. Fondi - Monfragone and return
Truck No., make and type of vehicle LT 1708, Fiat 18 B.L.
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/45

Case 12

Province issuing Enac. authority - Rome
No.& date of Enac. authority - 6365 Enac 16 - 15/3/1945
Enac 16 is in book form, (unlike Enac 4, which is in sheet form and only for single journeys) and is issued by Enac. to Firms; Businesses; organizations and individuals who need to use their vehicle regularly for their own purposes, connected solely with their own affairs. In this case the issue of Enac 16 was to Pontificia Procura Generale dei Fratelli delle Scuole Cristiane solely for "General Foodstuffs" and when the vehicle is on journey, the driver should carry with him

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

a document, detailing exactly the foodstuffs to be carried.
In this particular case the driver did not carry the document.
It is interesting to observe that since the issue of Enac.16 every journey made and specified was for the purpose of carrying wine. Total number of journeys specified; from 23/3/1945 to 4/4/1945; 5 (return journeys). Total amount of wine carried 148 quintals (14 8/10 tons).
Itinerary. Rome - San Severo (near Foggia) and return.
Truck nO., make and type of vehicle- Rome 64436, Bianchi Miles C/30
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/1945

Case 13

Province issuing Enac. authority - Rome
No. and date of Enac. authority - 081897 Enac 4 - 30/3/1945
Itinerary - Rome - Lecce and return
Truck No., make and type of vehicle. R.A.10436/10091, Fiat 666
Carrying capacity - 120 quintals (12 tons)
Date apprehended 6/4/1945

Case 14

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168637 Enac 4 - 2/4/1945
Itinerary - San Giorgio del Sannio-Mesagne-Naples and return
Truck No., make and type of vehcile. BF 2719, Lancia 3.R.O.
Carrying capacity - 75 quintals (7½ tons)
Date epprehended 5/4/1945

916

SECTION 2

The cases under this Section are deliberate contraventions of authority viz. "Having obtained from Enac. authority to carry a particular commodity or commodities, the vehicle concerned carried instead empty wine barrels or wine".

Case 15

Province issuing Enac. authority - Naples, Station Caserta
No.& date of Enac. authority - 022411 Enac 4 - 3/4/45
Itinerary - Caserta-San Ferdinando and return
Truck No., make and type of vehicle - NA 34007, Fiat 666
Carrying capacity. 65 quintals (6½ tons)
Date apprehended 6/4/1945
This vehicle was authorised to carry on its journey from Caserta to San Ferdinando vegetable but instead carried

2243
Declassified E.O. 12356 Section 3.3/NND No. 785021

Truck nO., make and type of vehicle- Rome 84456, Bisnoni Miles 6/30
Carrying capacity. 40 quintals (4 tons)
Date apprehended 4/4/1945

Case 13

Province issuing Enac. authority - Rome
No. and date of Enac. authority - 081897 Enac 4 - 30/3/1945
Itinerary - Rome - Lecce and return
Truck No., make and type of vehicle. B.A.10436/10091, Fiat 666
Carrying capacity - 120 quintals (12 tons)
Date apprehended 6/4/1945

Case 14

Province issuing Enac. authority - Benevento
No.& date of Enac. authority - 168637 Enac 4 - 3/4/1945
Itinerary - San Giorgio del Sannio-Messagne-Naples and return
Truck No., make and type of vehicle. BN 2719, Lancia B.R.O.
Carrying capacity - 75 quintals (7½ tons)
Date apprehended 5/4/1945

916

SECTION 2

The cases under this Section are deliberate contraventions of authority viz. "Having obtained from Enac. authority to carry a particular commodity or commodities, the vehicle concerned carried instead empty wine barrels or wine".

Case 15

Province issuing Enac. authority - Naples, Station Caserta
No.& date of Enac. authority - 022411 Enac 4 - 3/4/45
Itinerary - Caserta-San Ferdinando and return
Truck No., make and type of vehicle - NA 34007, Fiat 666
Carrying capacity. 65 quintals (6½ tons)
Date apprehended 6/4/1945
This vehicle was authorised to carry on its journey from Caserta to San Ferdinando vegetable but instead carried empty wine barrels.

Case 16

Province issuing Enac.authority - Avellino, Station Mirabella Eclano
No.& date of Enac. authority - 011615 Enac 4 - 2/4/1945
Itinerary-Passo diMirabella - Montemarano - Barletta
Truck No., make and type of vehicle - AV 3756, Alfa Romeo 500 R.
Carrying capacity. 48 quintals (4 8/10 tons)
Date apprehended 5/4/1945
Authorised to carry sulphur which might have been the case on

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

the journey to Barletta; but probably was .t, as almost certainly he carried down empty barrels. On the unauthorised journey from Barletta to Passo di Mirabella, the vehicle carried wine.
Papers confiscated by Lt. Aldo Natali and further action will be taken by his department.

Case 17

Province issuing Rnac. authority - Naples, Station Via Firenze
No.& date of Rnac. authority - 027835 Rnac 4, 3/4/1945
Itinerary - Naples-Bari and return
Truck No., make and type of vehicle. RA 33499, Fiat 666
Carrying capacity. 67 quintals (6 7/10 tons)
Date apprehended 5/4/1945
Was proceeding Bari to Naples without any authority to transport any commodity; but was in fact carrying wine.

SECTION 3

This appears to be a case of deliberate fraud in so far as the original description of goods on Rnac 4 made out by Rnac representatives had been added to viz concentrated fruit juice and vegetable was, I am convinced, written and sonsons, probably holder of Rnac 4, has included between 'and (e) and vegatables (verdura) the word "VINO" The copy of Rnac 4 attached does not of course make the fraud so obvious but the original copy does and this copy (the original) has been confiscated by Lt. Aldo Natali for further investigation and action if fraud is proven.

Case 18

915

Province issuing Rnac. authority - Littoria
No.& date of Rnac. authority - 076919 Rnac 4 - 3/4/1945
Itinerary - Priverno-Caserta and return
Truck No.; make and type of vehicle - LT 2734, Fiat 507
Carrying capacity - 10 quintals (1 ton)
Date apprehended 4/4/1945

SECTION 4

The two cases reported below are those in which authority was given by Rnac for the carrying of alcohol. It is understood that it is not allowed, being classified under the prohibition orders as "commodity used for the making of liquors etc."
Case number 19 however should be investigated as it is quoted under description of goods column as "alcohol for the Allies" but the driver could not produce any papers to prove that the alcohol so carried was in fact "for the Allies".

Case 19

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

Carrying capacity. 67 quintals (6 7/10 tons)
Date apprehended 5/4/1945
Was proceeding Bari to Naples without any authority to transport any commodity; but was in fact carrying wine.

SECTION 1

This appears to be a case of deliberate fraud in so far as the original description of goods on Enac 4 made out by Enac representatives had been added to viz concentrated fruit juice and vegetable was, I am convinced, written and someone, probably holder of Enac 4, has included between 'and (c) and vegetables (verdura) the word "VINO" The copy of Enac 4 attached does not of course make the fraud so obvious but the original copy does and this copy (the original) has been confiscated by Lt. Aldo Natali for further investigation and action if fraud is proven.

Case 18

915

Province issuing Enac. authority - Littoria
No.& date of Enac. authority - 076919 Enac 4 - 3/4/1945
Itinerary - Priverno-Caserta and return
Truck No.; make and type of vehicle - LT 2734, Fiat 507
Carrying capacity - 10 quintals (1 ton)
Date apprehended 4/4/1945

SECTION 4

The two cases reported below are those in which authority was given by Enac for the carrying of alcohol. It is understood that it is not allowed, being classified under the prohibition orders as "commodity used for the making of liquors etc."

Case number 19 however should be investigated as it is quoted under description of goods column as "alcohol for the Allies" but the driver could not produce any papers to prove that the alcohol so carried was in fact "for the Allies".

Case 19.

Province issuing Enac. authority - Benavente
No.& date of Enac. authority - 168017 Enac 4 - 31/3/1945
Itinerary - Benavente-Lecce-Santo Antino and return
Truck No.make and type of vehicle. BN 2628, Fiat 626
Carrying capacity. 50 quintals (5 tons)
Date apprehended 5/4/1945

Case 20

Province issuing Enac. authority - Naples, Station Via Firense
No.& date of Enac. authority - 168524 Enac 4, 3/4/1945
Itinerary - Naples-Foggia-Bari-Lecceand return to Santo Antino
Truck No., make and type of vehicle. NA 34017, Alfa Romeo 800
Carrying capacity. 70 quintals (7 tons)
Date apprehended 5/4/1945

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

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

SECTION 5

Deals with permits issued by AMG. Case number 21 is a very serious case and the AMG permit has been confiscated by Lt. Aldo Natali for further investigation and appropriate action. Case number 22 should be investigated by AMG in order to ascertain whether or no the permit was regularly issued.

Case 21

Particulars of permit; name of holder; name of firm to whom issued etc., is attached. Complete copy of the 'G' Permesso has been made and marked number 21.

N.B.

The permit was issued to Impresa Gionfrini Giorgio on behalf of the Minister Lavori Pubblici of Porto S.Giorgio. The permit was issued for the cartage of building materials and non rationed foods and wine. This to say the least of it, is odd!

The lorry number VR 9723 is being transferred according to Signor Roesler Franz Anton Giulio of Via Lucia di Savoia No.8, Rome, to himself; and the papers are now with the Provincial Office of R.A.C.I.; also amongst the lorry papers is the circulating permit for the car.

Signor Roesler was in charge of the truck and also the AMG permit referred above, at the time of the stopping of the lorry. 914

The permit even if official, and the truck is sold to Roesler, should be returned to the issuing officer in accordance with notice on reverse of permit; therefore the holding of the permit by Roesler is irregular.

Further Roesler has no right whatever to be in possession of the truck; and certainly without a circulating permit - no right to have it on the road.

The truck was carrying empty barrels and it was the intention of Roesler to proceed to San Pietro Vernotico (Lecce) to return with wine; and the cartage of this wine was to be on behalf of the firm of Trivelloni and Pellegrini of Via Albalonga No. 20, Rome.

Roesler informed Lt. Aldo Natali that he had made several previous journeys for wine and when asked how he got his petrol he replied "from here and there".

Case 22

Permit for haulage issued on AMG form. Serial number 50

to whom issued etc., is attached. Complete copy of the
'g' Permesso has been made and marked number 21.

N.B.

The permit was issued to Impresa Gionfrini Giorgio on behalf of the Ministero Lavori Pubblici of Porto S.Giorgio. The permit was issued for the cartage of building materials and non mationed foods and wine. This to say the least of it, is odd!
The lorry number VR 9723 is being transferred according to Signor Roesler Franz Anton Giulio of Via Lucia di Savoia No.8, Rome, to himself; and the papers are now with the Provincial Office of R.A.C.I.; also amongst the lorry papers is the circulating permit for the car.
Signor Roesler was in charge of the truck and also the AMG permit referred above, at the time of the stopping of the lorry. 914
The permit even if official, and the truck is sold to Roesler, should be returned to the issuing officer in accordance with notice on reverse of permit; therefore the holding of the permit by Roesler is irregular.
Further Roesler has no right whatever to be in possession of the truck; and certainly without a circulating permit - no right to have it on the road.
The truck was carrying empty barrels and it was the intention of Roesler to proceed to San Pietro Vernotico (Lecce) to return with wine; and the cartage of this wine was to be on behalf of the firm of Trivelloni and Pellegrini of Via Albalonga No. 20, Rome.
Roesler informed Lt. Aldo Natali that he had made several previous journeys for wine and when asked how he got his petrol he replied "from here and there".

Case 22

Permit for haulage issued on AMG form. Serial number 50 dated 1/4/45 and carried the stamp of Ufficio Trasporto of the Comune Poggibonsi. Attached marked 22.
As will be seen by the permit, holder was to travel Colle Val d'Elsa-Rome-Caserta-Foggia-Copertino and return to Rome. On the outward journey he was authorised to carry empty barrels returning to Rome with wine. The number of the vehicle is RO 84546.
The reason the permit is suspect is that the serial number "50" means that it is the last permit of the first book issued, these books were issued originally about last September and one feels that many more than 50 of these permits will have been issued before the 1/4/1945 which is the date this permit bears.

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

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

We undermentioned are in absolute accord with the subject matter of each of the above cases :

Lt. Ainsworth Capt. R.A.
Capt.
Capt. Capt. R.C.
Lt. Guardia Finanza
Rome
Member of the Traffic and Movement Control Section of SHAEF.
General Direction - Rome

Maj.
Intelligence Corp
Attd. AC. Rome

913

27 April 1945

RS/as

1/59.

INTER OFFICE M.E.O

Ref : AC/59/17/Tn.5

7 April 1945

SUBJECT : Report on ENAC Offices at LITTORIA

TO : Col. Fernyhough

1. Provincial Director of ENAC at Littoria is Dr.Franco Veroni; I could not see him, as he was ill and out of town. I spoke with head clerk, Sig.Onorati and with clerks at N. 2 station.

2. No up-to date status of registered vehicles is available.

912

3. In the whole Province only 2 offices are functioning both in the town of Littoria; the Central Office (with adjoining Station No 1), Station No 2 in the premises of the GIANNINI Firm. They are only about 200 yards apart: the Central office station dispatches light trucks, the other, medium and heavy ones.

Although the Provincial offices are functioning since February, no other office has been set up in the Province; it appears that this was due to instructions from Head Office in Rome.

4. The Central Office Station do not keep up to date records of available trucks; all haulage for high priority supplies such as food, coal and the like is handled by Station No 2 who get their requests direct from Consorzio Agrario, C.I.P., and other Public Bodies. Apart from that, practically every trip ticket issued, is arranged beforehand between trucker and consignor; it is admitted that private bargaining is going on unrestrained.

5. Procedure is the usual one; complaints have been received because the Bank (Banca Nazionale Del Lavoro) closes at 11.30 and no Payments can be made after that hour. No delays are experienced from Provincial Commission; about a week's delay from Compartimental Commission in Rome. Urgent requests for haulage of high priority commodities are fulfilled immediately.

6. Fuel allocation is being done on a basis different from elsewhere: as there are a few firms owning nearly all the medium and heavy trucks (wood)

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

I spoke with head clerk, Sig.Onorati and with clerks [illegible] station.

2. No up-to date status of registered vehicles is available.

912

3. In the whole Province only 2 offices are functioning both in the town of Littoria; the Central Office (with adjoining Station No 1), Station No 2 in the premises of the GIANNINI Firm. They are only about 200 yards apart: the Central office station dispatches light trucks, the other, medium and heavy ones.

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4. The Central Office Station do not keep up to date records of available trucks; all haulage for high priority supplies such as food, coal and the like is handled by Station No 2 who get their requests direct from Consorzio Agrario, C.I.P., and other Public Bodies. Apart from that, practically every trip ticket issued, is arranged beforehand between trucker and consignor; it is admitted that private bargaining is going on unrestrained.

5. Procedure is the usual one; complaints have been received because the Bank (Banca Nazionale Del Lavoro) closes at 11.30 and no Payments can be made after that hour. No delays are experienced from Provincial Commission; about a week's delay from Compartimental Commission in Rome. Urgent requests for haulage of high priority commodities are fulfilled immediately.

6. Fuel allocation is being done on a basis different from elsewhere: as there are a few firms owning nearly all the medium and heavy trucks (usually salvaged ones), at the beginning of each month they are assigned monthly allocations, and are issued with whole booklets of coupons covering the quantity allocated to them. During the month, an account is kept of all trip tickets issued to each Firm and of fuel allotted to each trip. If, during the month, Firms run out of fuel they ask for supplementary allocations. When all coupons have been expended, the counterfoils are returned to ENAC. By this practice ENAC practically forfeit all fuel control on Firms during the month.

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

7. No check is made either on efficiency of trucks, or on their exactitude in fulfilling their job tickets.

After completion of trips, trip tickets are handed back in a short time, but except for flour and grain consignements are hardly ever duly filled in by consignor and consignee, as prescribed. The ENAC officials take no action about this, although such practice may land ENAC in some uncomfortable law-suit. Returned trip tickets are not checked against their carbon copy; as yet, no alterations of forgeries have been detected.

8. As regards the issuing of trip tickets, I remarked:

a) trip tickets are often issued to truckers' requests allowing them to haul goods of their own; e.g. hay, vegetables, furniture etc.; no check of course, can be or is made, on the actual proprietor of the goods.

b) goods to be hauled are sometimes described as : "alimentari non contingentati" (non-rationed food-stuff) which includes wine; in one instance, at least, the Provincial Commission had added to their approval: "escluso vino" (wine to be excluded), but no such restriction appeared on the trip ticket.

c) trip tickets are quite frequently issued to trucks going elsewhere for repairs; they are given fuel for the return trip, and are made to pay only the ENAC 0,06 charge and taxes. Most of these trips are made to Rome; but some are made to all sorts of places; in one instance it was Casoria, near Naples. The assumed reason is that there is no well-equipped repair workshop in Littoria. However, these trucks, on their outgoing journey are allowed to haul goods which have not been previously submitted to the Provincial Commission. One of these "repairs" trip tickets was for the only outgoing journey to Rome; it is supposed the truck will get a return one from Rome; that may mean the truck is registered both in Rome and Littoria.

9. Proportion of backloads is rather low. 911

10. No control posts have been set up as yet in this province.

11. Payments to truckers are usually made about a week or ten days after trip is completed.

12. The total allocation of petrol to the province has been recently increased, as, in this area, many bridges

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

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11. Payments to truckers are usually made about a week or ten days after trip is completed.

12. The total allocation of petrol to the province has been recently increased, as, in this area, many bridges have been destroyed by the war, the routes are longer than normal, and much reconstruction work is going on. As present allocation is nearly all absorbed by food haulage it is feared that even the present quantity may not be sufficient for local needs.

13. Here again shortage of tyres and spare parts is heavily felt. Up to now ENAC have only had 18 tyres for distribution. A considerable proportion of trucks about 25% of heavy trucks are off the road for lack of tyres; it is

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

feared that in two or three months' time the situation will become very serious.

14. A general impression on ENAC offices in this place suggests that there is much room for improvement all round.

Dr. Ing. Santa Maria Renato.

RENATO SANTAMARIA
Dr. Ingegnere.

910

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

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

RS/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref : AC/50/9/Tr.5

4 April 1945

SUBJECT : E.M.A.C. offices at Viterbo.

TO : Lt Col. Fernyhough, Roads Division.

1. E.M.A.C. Provincial Office at Viterbo has been only recently set up. Director is Sig. ORLANDO PACE, a former director of Consorzio Autotrasporti and who seems to be fully conversant with his job.

2. No status of registered vehicles in yet available as Reco Compartimental Direction has not yet sent relevent data. However, trucks can be dispatched, on request, owing to previous organization of Consorzio. There are about 500 trucks in the Province.

3. Organization comprises :
1 station at Viterbo (Via G. Marconi, 10)
Agencies at Ronciglione, Orte, Civita Castellana, Montefiascone.

4. The Viterbo station issues about 20 trip tickets a day - with the usual procedure . There are about 30 medium and heavy trucks available at this station. Office work is up to date. no delays in decisions by Provincial Commission, no delays in despatching.

5. Some private bargaining still goes on. Rates are considered by truckers, to be too low by at least 20%

6. Trip tickets are returned shortly after completion of trip; they are, usually, only filled in and signed by consignee. Bill of lading is not issued.

969

7. No delays are experienced in writing out bills and orders of payment to truckers; normally within 24 hours after trip ticket is handed back, the trucker is paid.

8. As yet, no trucks have been designated for special forms 16, 17 and 18.

9. As yet, no control posts have been established along the roads.

10. Fuel allocation has been for this month 270 quintals petrol and 160 quintal gasoil, which is deemed to be scarce, by the Provincial Director. Here again the tyre and spare parts shortage is admitted to be serious.

11. All considered, the Viterbo offices of E.M.A.C. are starting on a sound basis: the staff seems to be fit for their job; the Provincial Director knows what he is doing, keeps in contact with the Supply Authorities of the country, and up to now has satisfied all high priority requests of transport

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

Truckers, on their part, seem to be working under a better discipline than elsewhere.

Dr. Ing. SANTAMARIA Renato

2256

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

Tel. 566 HEADQUARTERS ALLIED COMMISSION GF/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/59/3/Tn5 5 April 1945

SUBJECT: Report on Tour of Naples.

TO : Senior Transportation Officer - AC - Naples
(Att: Maj. W.R. Bowers)

1. Captain Ainsworth of this Division, visited Naples recently to investigate the ENAC situation. He has reported as follows:

(a) That UTC are not charging the official tariff rates published in the Gazetta Officiale dated 8 February 1945. If this is so, will you please take immediate steps to insure that the approved rates are put into force by UTC immediately? It is also pointed out here that ENAC should be dispatching UTC vehicles and collecting charges from hirers. Please report present situation in this direction.

(b) UTC vehicles are not inspected at control posts. This is unsound since civilian drivers of Truck Pool vehicles will be encouraged to carry out irregular haulage on their own account. Will you please arrange with the Questura, Guardia Finanza or Carabinieri that trucks bearing the Allied Commission sign are invariably stopped for check at control posts. You should make similar arrangements with ENAC at ENAC control posts.

By Command of Rear Admiral STONE:

for G. G. CROSS Jr.
Chief,
Roads Division.

967.

Tel. 566 HEADQUARTERS ALLIED COMMISSION GF/ep
APO 394
TRANSPORTATION SUB COMMISSION

Ref: AC/59/8/Tn5 5 April 1945

SUBJECT: Report on Tour of Naples and Bari.

TO : ENAC - Ministero dei Trasporti,
Piazza Croce Rossa.

1. Attached hereto is copy of a report made by Capt. Ainsworth and Ing. Santamaria on the tour of Bari and Naples areas during the period 23 - 30 March. During the tour the various ENAC offices were visited as stated in the report.

2. There are many most unsatisfactory features reported and it appears that ENAC control and general organization in Naples and Bari leaves a great deal to be desired. Conditions in Naples are somewhat worse than in Bari and this is undoubtedly due to a lack of experience and organizing ability on the part of Pavani, the Director. The decision by Pavani, mentioned in par. 9, that truckers should be given a free hand in the haulage of non-essential goods is very wrong indeed, and has undoubtedly resulted in the non-application of standard rights. If this private bargaining state of affairs is permitted to continue, all the objectives for which ENAC was constituted must inevitably be defeated.

3. Certain points arising in the report need stressing as follows:

(a) Par. 2 -- The question of non-application of the official tariff at UTC Truck Pools is being investigated. The AC Transportation Officer in Naples has been clearly instructed that all UTC trucks are to be dispatched by ENAC who will be responsible for the collection of charges at the approved rates.

(b) Par. 5(c) -- All Truck Pool vehicles do bear the green and white AC sign. The AC Transportation Officer has been instructed to arrange that Truck Pool vehicles are stopped at road check posts.

(c) Par. 7 -- Although the allotment of petrol for March was lower than that for February the allocation to civilian trucks was larger and it would seem that civilian trucks running out of petrol was due to an unsound allocation. It is considered that the distribution of petrol by ENAC requires detailed investigation with a view to a more equitable allocation as between the different groups of users.

916

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

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(d) Par. 8 (a to d) -- It is essential that a proper record should be kept of serviceable trucks available and that a separate record should be maintained of vehicles authorized to haul their own goods.

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

(e) Par. 3(e) -- Reveals a serious state of affairs. The Provincial Director has no authority to change the basis of EMAC rates as established by law.

(f) Par. 3(f) -- The introduction of subsidiary stations as so-called "Cooperative Societies" is not understood. It is clearly unnecessary for three small stations to be established from the EMAC station No. 1. Such subsidiary stations are obviously making private agreements with clients regarding rates to be charged.

(g) Par. 9 (b,d and e) -- There can be no check on the performance of haulage jobs alloted unless work tickets are returned showing the signature of the consignee. This is important. The suggestion that EMAC should withhold payment to truckers for all incomplete tickets is a good one.

(h) Par. 9 (f and g) -- The system of fuel allotment with trip tickets evidently needs investigation.

(i) Par. 9 (h) -- In order to prevent alterations of trip tickets they should be prepared in ink.

(j) Par. 10 -- Will you please state what action is being taken in regard to the 200 infringements mentioned?

(k) Par. 11 -- It is clear from the actual experience of Ing. Santamaria that private bargaining regarding haulage rates is wide spread.

(l) Par. 15 -- The same sort of irregularities are occuring in Bari as in Naples and here again, action to regularize the organization is called for.

(m) Par. 16 (c) -- The arrangement by truckers with EMAC officials that they shall run for 15 days per month on official work at approved rates and for the remaining 15 days on private work at negotiated rates is entirely contrary to the EMAC Statute and Decree. It is not accepted that truckers are unable to make a profit working for the whole month at the new greatly increased rates, even with high cost of spare parts and tires.

915

(n) Par. 16 (d) -- It is withinyour knowledge that an inspection squad from this Sub-Commission is at present checking the regular haulage of wine from the Heel to Rome. There is no objection to inter-Provincial or inter-Communal haulage of wine by Bari truckers, in the absence of rail facilities; but haulage to Rome or Naples cannot be permitted in view of the recent arrangements made for bulk shipments of wine by sea.

4. Will you please give consideration to the matters mentioned above and the others contained in the report which require putting right. This Sub-Commission will be glad to know,

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

(g) Par. 9 (b,c and e) -- There can be no effective control on the performance of haulage jobs alloted unless work tickets are returned showing the signature of the consignee. This is important. The suggestion that EAAC should withhold payment to truckers for all incomplete tickets is a good one.

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(n) Par. 18 (a) -- It is withinyour knowledge that an inspection squad from this Sub-Commission is at present checking the regular haulage of wine from the Heel to Rome. There is no objection to inter-Provincial or inter-Communal haulage of wine by Bari truckers, in the absence of rail facilities; but haulage to Rome or Naples cannot be permitted in view of the recent arrangements made for bulk shipments of wine by sea.

4. Will you please give consideration to the matters mentioned above and the others contained in the report which require putting right. This Sub-Commission will be glad to know, as soon as possible, what action you propose to take to deal with the most unsatisfactory state of affairs revealed by the report.

915

Yours sincerely,

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

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

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

INTER OFFICE MEMO

SUBJECT :- Report on Tour of Naples and Bari. 1 April 45

TO :- Transportation Sub-Commission.

NAPLES.

1. Tyres The 40 x 5 ton Dodge trucks, hauling between docks and railway at Bari, which are mostly off the road through lack of tyres, comprise the Sud Est truck pool. Indents for tyres were submitted by Lieut. Clark of Naples and thirty became available on Monday 26 March 45. A signal was dispatched to Bari on Saturday 24 March 45 to this effect but this signal had not been received when we arrived in Bari. It was stated that thirty more tyres would be available in approximately ten days time.

2. Hemp Control. Capt. Rae was contacted in Naples re movement of hemp by road transport. There were no complaints from him and now that the peak period has passed, AMAC are able to meet his demands quite satisfactorily. He stated that when AMAC first took over in Naples there was a marked improvement in the transportation of this commodity. A negative reply was given to his suggestion that two truck pool vehicles should be assigned to his department.

3. Warehouses. Major Martin, i/c Warehouses Nos. 676 and 696, was approached after we hadspent two days with AMAC. Results that day were good and transport was standing by waiting to be loaded, a sure sign that our visit had had some effect. In the past Major Martin has never beenable to rely on vehicles turning up from AMAC and as trucks were readily forthcoming from P.B.S. he had not troubled with them very much. He complained that AMAC trucks very often turned up three to four hours late and such a state of affairs could not be tolerated when it came to loading ships. However, his chief trouble was the fact that his labourers were invariably to blame when loading was going slowly but this could not be connected with AMAC.

914

4. AMAC. A full report on our inspection of AMAC in the Naples, Avellino and Bari areas appears at appendix "B". A Court of Inquiry has been held by order of the Minister of Transportation to inquire into the mismanagement of AMAC organisation in Naples and a copy of the findings will be forwarded to Allied Commission as soon as possible. It is probable that most of the u/m points have been taken up by the members of the court.

(a) Sig. Favani, Compartimental Director, is twenty six years old and has had no experience of transportation whatsoever. He is weak when dealing with men, has no organising ability and should never have been given this responsible job.

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(a) Sig. Favani, Compartimental Director, is twenty six years old and has had no experience of transportation whatsoever. He is weak when dealing with men, has no organising ability and should never have been given this responsible job.

(b) Central Office of AMAC is not conversant with the operation of its smaller offices. This may be due to the fact that AMAC has only recently taken over, but a complete re-organisation seems to be the only answer.

(c) Bills of Loading or Trip Tickets must be signed by the interested parties, otherwise sooner or later AMAC will become involved in a law suit through failure to deliver goods which have been in fact delivered.

(d) There is considerable delay in handing in trip tickets after a job has been completed. The trip tickets are not

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

being checked with the carbon copy held in the office and some rather surprising results came to light when we looked into a few. In one case even the ~~registered~~ Registered number (licence) of the vehicle had been altered on the ticket.

(e) Many vehicles are being given trip tickets but no coupons for petrol, thus encouraging the use of the Black Market. It can be stated that petrol is so plentiful in the Naples Black Market that the cost is less than if obtained through official sources.

(f) Many petrol distributors are refusing to sell petrol to truckers, in spite of their having the necessary coupons and all papers in order, unless they are well "tipped".

(g) There is no control over rates. Truckers bargain with consignors and often charge three and four times more than the permissible amount.

(h) Cost of spare parts and tyres and/or fabrication is not in keeping with the tariff rates.

(i) Records of all vehicles and availability state must be kept up to date. Of approximately 200 vehicles registered with one office in Naples, no more than 60 - 70 are used. The whereabouts of the remainder are unknown and no check up is made.

(j) Vehicles failing to report for work in the moring must be checked immediately. This will cut down the Black Market racket by a great deal.

(k) Vehicles from Truck Pools should be controlled at check posts just the same as civilian trucks. At present it is known that such trucks are carrying "contraband" and there are no means of stopping them.

(l) Army controlled clubs should be discouraged from using E.A.C transport. So Area have requested trucks for the purpose of hauling vino from Reggio Calabria; the Army supply the necessary P.O.L.

SAMI. (Port Liaison Officer) 913

5. Docks Clearances. Lieut. O'Leary stated that loading and unloading ships by E.A.C transport was very satisfactory and was working well. Only on one occasion had he been let down slightly and that was in unloading the S.S.MOIRA when civilian transport should have cleared 2000 tons but in fact cleared only 2400 tons. This was the fifth ship that they had unloaded and they had worked exceptionally hard. Lieut. O'Leary has nothing but praise for the operators of these trucks. When a ship was due to dock he would put in a request for thirty to forty vehicles to report for duty until the ship was cleared and he could always rely on his demand being met.
The question of tyres for heavy vehicles (10 ton ~~and over~~) was raised and it is obvious that in the very near future a supply of

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

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(j) Vehicles failing to report for work in the morning must be checked immediately. This will cut down the black market racket by a great deal.

(k) Vehicles from Truck Pools should be controlled at check posts just the same as civilian trucks. At present it is known that such trucks are carrying "contraband" and there are no means of stopping them.

(l) Army controlled clubs should be discouraged from using M.T. transport. So Area have requested trucks for the purpose of hauling vino from Reggio Calabria; the Army supply the necessary P.O.L.

Contd.

5. Docks Clearances. Lieut. O'Leary (Port Liaison Officer) stated that loading and unloading ships by M.T. transport was very satisfactory and was working well. Only on one occasion had he been let down slightly and that was in unloading the S.S. Monte when civilian transport should have cleared 2500 tons but in fact cleared only 2400 tons. This was the fifth ship that they had unloaded and they had worked exceptionally hard. Lieut. O'Leary has nothing but praise for the operators of these trucks. When a ship was due to dock he would put in a request for thirty to forty vehicles to report for duty until the ship was cleared and he could always rely on his demand being met.
The question of tyres for heavy vehicles (10 ton ~~and over~~) was raised and it is obvious that in the very near future a supply of these large tyres will be vitally necessary. The period of three weeks mentioned in his letter was rather an exaggeration but it can be stated definitely that unless these tyres are produced the majority of the heavy vehicles in the Province of Bari will be off the road within six months. M.T. vehicles clear from docks to a limited area only (approximately 15 miles). A certain amount of grain and flour is cleared by narrow gauge railway to Matera, and the remainder is cleared by M.T. and Civ Est vehicles. At present such trucks are clearing 2000 tons per ship but Lieut. O'Leary reckons to cut this to 1500 tons now that the fine weather has set in and open railway trucks can be utilised for carrying grain and flour.

963

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

2263

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

6. Sud Est Truck Pool. Lieut. Friedman is having a lot of trouble through lack of tyres for the vehicles of this pool and seemed over-joyed when informed that there were 30 tyres awaiting collection at Naples and 30 more promised in the next few days. These trucks are used primarily for dock clearance (especially for night work) and transportation of food supplies. They are dispatched by AMG but this is the only connection that AMG has with them.

7. I.SR. Eight Bedford 3 tonners and one Hillman Utility are supposed to have been handed over to Allied Commission by MOVELT last October. Confirmation that this had in fact taken place was requested from Allied Commission on 2 Feb 45 but no answer has yet been received by Major Jeffrey, A.C. Tn. Sub-Commission, Bari. These vehicles are badly in need of repair but no-body seems to know whose the responsibility is. Copies of letters attached at Appendix "A".

W.E. Ainsworth
Capt. RA.

W.E. Ainsworth,
Capt. RA.

912

APPENDIX 'A'

Subject - Military vehicles in possession of ISR BARI.

Transportation Sub Comm (Rail)
Allied Commission
Ref . AC/Tn/BD/S/8/
Date . 2 Feb.45.

To/ Tn.Sub Comm (Rail Section)
c/o Tn. Increment - C.M.F.

1. Reference AC/239/Tn dated 17 Jan.45.

2. Details of above vehicles as follows -

NAME	W.D.No/	CHASSIS No.	CONTRACT No.	Place where normally garaged.
3 Ton.BEDFORD	L.5I78II	30756.		FOGGIA ISR.
" "	L.5I822I	43656.	V.3960.	BARI ISR.
" "	L.525777	54500.	V.4I55.	BARI ISR.
" "	L.528I50		V.4820.	"
" "	L.4879052	65229.	V.5004.	"
" "	L.4879073	65297.	V.5004.	"
" "	L.4879838	66474.	V.5004	"
" "	L.488I57I	68933.		FOGGIA ISR.
HILLMAN.	M.477669I	I443691.	V.50I4.	BARI LOCO;

3. Reference DTN letter Tn 1/I6/3 dated 29 Dec.44 (copy attached) may it be comfirmed please that the above vehicles are on AC charge and that maintenance is the responsibility of this Comm as no instructions has been received to this effect.

(signed) E. W. B. GEFFREY

Major R.E.
AC Tn Sub Comm.

Copy to: AC Southern Region
" BARI Zone.

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

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" "	L.525777	54500.	V.4155.	BARI ISR.
" "	L.528I50		V.4820.	"
" "	L.4879052	65229.	V.5004.	"
" "	L.4879073	65297.	V.5004.	"
" "	L.4879838	66474.	V.5004	"
" "	L.488I57I	68933.		FOGGIA ISR.
HILLMAN.	M.4776691	I443691.	V.50I4.	BARI LOCO;

3. Reference DTN letter Tn I/I6/3 dated 29 Dec.44 (copy attached) may it be comfirmed please that the above vehicles are on AC charge and that maintenance is the responsibility of this Comm as no instructions has been received to this effect.

(signed) E. W. B. GEFFREY

Major R.E.
AC Tn Sub Comm.

Copy to: AC Southern Region
" BARI Zone.

961

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

APPENDIX "B"

TRANSPORTATION SUB COMMISSION

Inter Office Memo

April 1 1945

SUBJECT : Report on inspection at Naples, Avellino & Bari.

TO : Col.Pennyhough.

NAPLES

1. Arriving at Naples at 1530 on 23rd March, we found that Capt.Jefferson was absent on leave and spoke with his second, Lt.Clark.

2. Lt.Clark informed us as regards ENAC:

Local Compartimental and Provincial offices are at present under Enquiry; Court of Enquiry was appointed by Italian Minister of Transport owing to a campaign by local Press stating ENAC officials were favouring friends in the distribution of tyres, and other charges.

All civilian trucks controlled by ENAC and running on petrol are off the road at present as all petrol allocated to ENAC for the month of March has been distributed; it seems the quantity allocated has been suddenly reduced, as compared with the preceeding month.

ENAC had been requested to supply 15 civilian trucks for loading a ship (SS SAMOTA); they had failed to comply with the request, only a few of the trucks having turned up.

Relations between local Truck Pools and ENAC appear to be rather strained; nothing has been done, as yet, towards a coordination of ENAC and Truck Pools-Truck Pools rates apparently are much lower than ENAC rates (Lt.Clark mentioned 30%).

3. On 24th March we inspected ENAC compartimental and Provincial offices in Naples. The Compartimental Director Sig.Pavani was reported as being ill, and he put in a fleeting appearance sometime in the morning. We met his second, Reg.Attanasio, the Provincial Director Sig.Franco, and various other members of their staffs.

We also met two, out of the four members of the Court of Enquiry who are both on the Staff of ENAC head office in Rome:

Dott.Santoni-head of the legal office, Ing.Greco-head of the inspection division. They told us the Court of Enquiry had just completed their sittings in Naples and were returning to Rome.

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

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Dott.Santoni-head of the legal office, Ing.Greco-head of the inspection division. They told us the Court of Enquiry had just completed their sittings in Naples and were returning to Rome.

4. As regards the Enquiry which is being held we were informed that the charges brought against ENAC in the local Press were:

a) preference in the distribution of tyres;
b) delays in despatching trucks and in the general procedure;
c) unwise distribution of petrol, which has run out long before the end of the month;
d) general charges against the functioning of ENAC offices and control, the appointment of officials unfit for the work and so on-.

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

The Court of Enquiry had not yet come to any conclusions; we asked the two members to keep the A.C. Transportation S/C informed as to its findings.

5. The two members of the Court of Enquiry naturally enough did not inform us as to their opinions on the charges brought against ENAC staff, but submitted to us a few facts they had ascertained, namely:

a) the shortage of petrol was due, not only to a comparatively smaller allotment for March as compared with February, but also to the fact that, during the first 10 days of the month, petrol from the ENAC allotment had been distributed to small trucks (camionette) operating on the Town Passenger Transport Service- (in this connection, see further on the exact figures, which do not countenance such conclusions).

b) apart from the shortcomings of ENAC control there are many ways and means by which truckers can get round this control; for instance:

-military units sometimes get civilian truckers to haul liquors and wine for their clubs or messes and supply them with permits which the Italian police agents at the control Posts dare not question;

-many truckers of other regions, when they arrive in AMG areas obtain transport bids and permits over which ENAC has no control.

C) one reason of discontent on the part of the truckers is the fact that Truck Pool vehicles on civilian work are not inspected at control Posts; for the sake of uniformity they too should be subjected to inspection to avoid the suspicion that Truck Pool drivers may do some illegal hauling on their own account; for this purpose and in order to sort them out from ordinary W.D. vehicles, Truck Pool vehicles could be made to bear a special sign-

899

d) As for petrol, the black market is so thriving in Naples that in some cases the black market price is lower, and considerably so, than the official price (7 and 10 and 12 lire a litre as compared with 13, 50).

e) Finally, our attention was drawn to the fact that ENAC employees are extremely dissatisfied with the conditions made to them; they are under paid, they have no status as yet and their job may finish altogether six months after the end of the war. This is supposed to be one of the reasons why, apart from their individual capabilities, their work is not so enthusiastic and efficient as it should be.

6. The Provincial Director of ENAC, sig Franco explained to us that previous to the setting up of ENAC in Naples, the truckers

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

(camionette) operating on the town passenger [illegible]
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6. The Provincial Director of ENAC, sig Franco explained to us that previous to the setting up of ENAC in Naples, the truckers had formed a combine called "Consorzio Autotrasporti Napoletani", through which the Regional Authorities of the A.C. controlled the operation of all civilian trucks. The staff of the Consorzio was absorbed into the ENAC offices, amongst them the Compartimental and the Provincial Director, and, as this happened less than two months ago, it explains why the ENAC staff is not yet quite up to the mark. It is too short a period of time to bring about a complete change in the outlook of these men, who worked formerly in the sole interest of the truckers whereas they are now to work in the interest of the public.

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

The Consorzio is now being wound up through a small staff who collect outstanding bills and pay the truckers their dues for work done up to ~~Mr.~~ Franco drew our attention to the fact that there is a scarcity of heavy trucks in good conditions or of fairly modern type, and for all types of trucks there is great scarcity of tyres and spare parts. These can only be got at Black Market prices, thereby substantially increasing operating costs; this is one of the reasons why private bargaining on rates was going on and he was aware of the fact, but could not do much to stop it, as senders have often as much interest as the truckers to see their transport done, and are willing to pay higher rates than the standard ones.

7. As regards the present shortage of petrol as a result of which, all petrol trucks are supposed to be idle, we have been given by the ENAC staff, figures relating to the fuel allotted to ENAC during the months of February and March, and also concerning ~~s~~ the fuel issued to services other than ordinary haulage of goods by civilian trucks; the following table has been worked out for the sake of comparison between the two months:

	Petrol Litres				Gas oil Litres			
	Feb.		March		Feb.		March	
	+	-	+	-	+	-	+	-
Allotted to ENAC ~~Total~~	311900		251500 2600 15000		93900		70200 2500(i) 29150	
Total	311900		269100		93900		101850	
Issued by ENAC to: Passenger traffic (and Taxis)		38390		15500 (ii)		-		500
Garbage Haulage		36000		26000		1000		2500
It. State Railways and Firms working for them		17550		10300		1350	898	-
Public Utility Cies & boards		18600		15540		3900		8400
Truck Pools (U.P.C)		85000		67000		-		-
Totals	311900	195540	269100	136340	93900	6250	101850	6400
Deductions	195540		136340		6250		6400	
Net Difference available to Civ. Trucks	116360		132760		87650		95450	

litres

Notes (i) First portion of a supplementary allotment of 300 qls -35900)
(ii) Issued up to 15th March, when the distribution was stopped

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

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The above figures stand to show that during the month of March the quantity of fuel allotted to civilian trucks was by no means smaller than in February even taking into account the different number of days in each. This is therefore no excuse for having run out of petrol before the end of the month. ENAC officials state that ENAC only started distributing petrol coupons on the 9th of February so that they

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

only had the experience of 20 days, and that by the beginning of March a rush of transport requests was experienced; however a better management should have kept an eye on the daily consumption, and should have put off lower priority transport so as to save petrol and make it out evenly all along the month. It is undeniable however, that the ENAC was allotted, in total 42800 litres less petrol in March than in February (13.7% per month, 22% per day) and 7950 litres more gas oil (8.8% p.month) which do not cover the 3 extra days.
Only part of the petrol available for civilian trucks was destined for the needs of the public at large, as 20000 litres of petrol in February and 14000 litres in March were assigned to firms hauling their own goods and to trucks under 2 Tons operating within the Province. On account of petrol shortage the following tansport requests already approved of by the Provincial and compartimental commissions were being held up at the date of our visit

(March 24th)	Compartimental	133
	Provincial	138
		274

Over and above these, an indefinable number of despatching orders were being held up for the same reasons by subsidiary stations.
Besides the Compartimental Direction and the Provincial Direction (both at Palazzo della Borsa - Piazza G.Bovio), there are:
in Naples a Central office (same address)

Stations at Via Firenze
Via Torino (in the ACCAM premises)
Mercato Agricolo (Vegetables market)P.Carlos III

Agencies:
at Torre Annunziata
Caserta
Mola
Sessa Aurunca
Other"stations"are being established in Naples, namely;
a second one in Via Firenze (in the C.A.I.premises)
one in Via Bologna (in the C.A.P. premises)
one in Via Milano (in the C.I.A.premises)

887

7. All Transport requests are handled by central office whether handed in over the counter there or sent there from the town "stations". The Compartimental or Provincial commissions, as the case may be, have delegated one of their members to determine the priority of transport requested or even refuse transport. This usually takes only 24 hours' time. No further action is taken until prospective sender comes back and, if he is satisfied with the priority allotted to him and is an ordinary customer (i.e. one who has no standing credit or special contract) gets his transport

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

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

evidently the senders have found other and simpler means of getting their transport carried out.

8. Once the Bank has received the money a slip is sent to the ENAC office stating so, on receipt of which an order is sent to one of the stations for despatching. The following points are to be stressed here:

a) the central office is by no means constantly informed of the actual strength of available trucks in each station: in fact we found that they kept no up-to-date record of the number of trucks; as much can be said of the subsidiary stations: a really up-to-date figure of trucks available, or unfit for service, or deadlined, was nowhere to be found-so that the assignment of despatching orders to individual stations is usually a shot in the dark, unless the transport bid is allocated beforehand to a predetermined truck or firm-
b) No attempt has been made as to checking how many of the existing trucks have actually registered into ENAC and how many have not.
c) ENAC Provincial Director states these shortcomings are due to lack of personnel:although, up to now, ENAC have taken on the issuing of circulation books and permits, which is not their business at all, but the R.A.O.I.'s. However, we were given the following figures of vehicles registered into ENAC for the Province of Naples up to the 15th of February 1945 which appear to be the latest accurate figures:

carrying capacity	Trucks	Trailers	Motorcycle Trucks	Tractors	Totals
Less than 20 qls	2395	2	81	1	2479
20 to 39 qls	857	22	-	1	880
over 40 qls	329	58	-	2	389
Totals	3581	82	81	4	3748

856

d) The above figures, as all such figures in ENAC's returns, are somewhat misleading because they comprise vehicles owned by firms who are authorized to haul their own goods and are issued with a special booklet (form 16) in lieu of ordinary trip-tickets; no separate record is being kept of such vehicles and we could not be told how many there are although we were informed there are quite a few, which of course cannot be despatched by ENAC. They are issued with a monthly allotment of P.O.L. proportionate to their carrying capacity and to the size of the area they are allowed to cover, in case they wish to go beyond this area they obtain a trip ticket and are issued with extra fuel.

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e) Vehicles under 20 qls working within the boundaries of the Province are not despatched by ENAC. They get a monthly permit (form 18) a monthly allocation of 10 litres of petrol and only get a trip ticket and extra petrol when operating beyond the boundaries of the Province.
d) The Ministry of Transport through its Inspectors of Motorization designates certain trucks, usually the property of Public Bodies, as Public Utility Trucks, these are also not despatched by ENAC and are given a special booklet (form 17) and a monthly allotment of petrol.

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

e) For local transport requiring many short runs each day ENAC Director has agreed with the truckers to apply rates on a totally different basis to the standard rates; namely transport within certain boundaries is paid not by the kilometre but by the quintal of goods delivered; for instance flour 22 lire a quintal; pasta 35 lire a quintal; this tariff is said to be more convenient to all parties, and is such as to encourage the trucker in doing as much work as he possibly can. We do not question this statement but we are not aware whether the ENAC Provincial Director has the authority of changing the basis of ENAC rates as established by law.

f) There is a decise tendency on the part of ENAC executives in Naples to promote the multiplication of subsidiary stations which are being created to cater for the needs of so-called "Cooperatives Societies" of truckers, often embodying a limited number of vehicles e.g.30 to 40 trucks. Each of these "Cooperative Societies" obtain from ENAC a truckmaster and a couple of clerks who take up their posts in the Society's premises (often nothing more than a small shop) and issue trip-tickets and fuel coupons, and write out bills. It so happens that in Naples within a radius of perhaps 200 yards from the Via Firenze ENAC station (No.1) controlling about 200 trucks, there will soon be at least three other small ones (each having 30 to 50 trucks) which could easily be controlled by No.1 Station. Apart from the waste of manpower it implies, this practice is open to suspicion inasmuch the ENAC officials will find it, and do find it extremely convenient to let the Cooperative Societies executives do their own despatching, and prospective private clients whose request has been sent to these Societies to be complied with, will have nothing else to do but to accept the truckers' extra terms, if they want their transport to be done. We understand that this is exactly what happens in many cases. However, we were told that the setting up of Stations within Cooperatives is in conformity with instructions received from ENAC Head Office in Rome.

8.9. On inspecting the Via Firense Station where the despatching is done we ascertained the following points: 895

a) the station master does not keep an up-to-date record of the trucks he controls; he is not notified for inavailabilities he does not know daily how many vehicles he can rely upon to carry out the requests or despatching orders he has received from Central Office. He simply waits in the morning for the truckers or drivers to turn up and hands out trip tickets and fuel coupons to those who do; no action is taken in respect of those who fail to appear on the scene. The result is that out of about 200 trucks registered at this Station, only about

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

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b) once the trip ticket has been issued to the trucker, the station master notifies that same day the Central office that the order has been fulfilled but nothing is done to see that the transport is really carried out. The truck may have broken down , or gone away on his own, the station will not know it unless the trucker choses to inform them, or the sender bodges a complaint with them.

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

c) Central office often send to the Station, orders for programmes of transport requiring many trips of a number of trucks. The Station Master does not draw out a complete schedule; he despatches what trucks he has at hand, at any time they may like to turn up. He keeps no ordinate record of trips and keeps no check on the number of trips each truck does each day. Trucks may, and in fact do, leave off at any time and go their own way without him knowing it.

d) Truckers are very slow in handing back trip tickets and bills of lading after completion of transport: they ought to do this within 24 hours of arrival. They often keep them back for weeks: no action is taken in this respect.

e) Trip tickets and bills of lading ought to be filled in and signed by all parties concerned as a proof that transport was carried out, that the goods were delivered, and so on. Instead of that, trip tickets and bills of lading are returned lacking most of the entries and signatures, they are accepted as o.k., although serious differences between ENAC and senders may arise any day. If ENAC witheld payment to truckers for all incomplete tickets, the matter would soon be set right.

f) For each trip ticket, the station clerks allot the necessary fuel and lubricant, and issue coupons for the allotted quantity. However we found that quite a few trip tickets had been issued, without any fuel alloted to them, on the excuse that some truckers had shown old coupons which they stated they had economized on previous trips; of course this means they obtained fuel on the black market (in Naples, black market prices for fuel are somewhat lower than official prices). It is admitted that such practice goes to counteract the present shortage of fuel; but it defeats the aims for which ENAC was set up: namely fair and equal distribution of fuel and transport jobs to all concerned.

g) Trucks engaged on multiple short local runs (e.g. for ships loading) are given a daily trip ticket, and fuel is allotted to them on reckoning before hand how many trips they can make. Often this number is not carried out for various reasons: the Station does not know this until the trip ticket comes back, which may be two weeks later. Meanwhile the fuel is gone, and lengthy computation are necessary on the part of Central office to recover the surplus. This is another reason why trip tickets should be handed in on completion of transport, and trucks held up for further work until they have.

h) Trip tickets handed in after completion are not checked against their counterfoils, in order to detect alterations; a few alterations however have been detected, as they had been so grossly made that they could not escape being noticed. But the way these all important papers are written out, viz. in copying pencil, makes it extremely easy for dishonest truckers to alter them. Action

804

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

weeks: no action is taken in this respect.
e) Trip tickets and bills of lading ought to be filled in and signed by all parties concerned as a proof that transport was carried out, that the goods were delivered, and so on. Instead of that, trip tickets and bills of lading are returned lacking most of the entries and signatures, they are accepted as o.k., although serious differences between ENAC and senders may arise any day. If ENAC witheld payment to truckers for all incomplete tickets, the matter would soon be set right.
f) For each trip ticket, the station clerks allot the necessary fuel and lubricant, and issue coupons for the allotted quantity. However we found that quite a few trip tickets had been issued, without any fuel alloted to them, on the excuse that some truckers had shown old coupons which they stated they had economized on previous trips; of course this means they obtained fuel on the black market (in Naples, blak market prices for fuel are somewhat lower than official prices). It is admitted that such practice goes to counteract the present shortage of fuel; but it defeats the aims for which ENAC was set up: namely fair and equal distribution of fuel and transport jobs to all concerned.
g) Trucks engaged on multiple short local runs (e.g. for ships loading) are given a daily trip ticket, and fuel is allotted to them on reckoning before hand how many trips they can make. Often this number is not carried out for various reasons: the Station does not know this until the trip ticket comes back, which may be two weeks later. Meanwhile the fuel is gone, and lengthy computation are necessary on the part of Central office to recover the surplus. This is another reason why trip tickets should be handed in on completion of transport, and trucks held up for further work until they have.
h) Trip tickets handed in after completion are not checked against their counterfoils, in order to detect alterations; a few alterations however have been detected, as they had been so grossly made that they could not escape being noticed. But the way these all important papers are written out, viz. in copying pencil, makes it extremely easy for dishonest truckers to alter them. Action shall have to be taken against offenders and a more careful way of writing the papers shall have to be devised.
i) Bills for completed trips are written out in the Station itself and sent to central office, who send orders of payment to the Bank. This ought to take not more than a few days. Actually there is a considerable delay in writing out bills; when we were there (March 24th) at the Via Firenze Station, bills for February trips were still being written.
j)

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

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

9/10 A few minor details :

Bank counter for accepting payment on transport requests closes at 11½ in the morning; it is rather too early.

ENAC Head office in Rome have given instructions to abolish Bill of Lading: no objection to that, provided the Trip Ticket form is completed to take some of the entries of the Bill of Lading, covering sender's and recipient's acknowledgement of the loading of cargo, and receipt of same in good condition; also the time of loading and unloading and so on.

Control posts are being set up on the roads all over the Province. Up to now 7 are functioning out of 12 which were planned. Up to now, they have notified to ENAC legal office over 200 infingements, none of which have been punished as yet, owing to the very lengthy and complex procedure which, it seems, the wording of the law on ENAC implies. Moreover the fines that can be enforced are not so high as to deter prospective offenders; in fact, as compared with the present cost of transport (according to either official or un-official rates) they seem to be very light. Fines and procedure might well be looked into for a more efficient and speedy enforcement of the law.

10/11. A private enquiry amongst truckers has brought us to the conclusion that, apart from transport of staple commodities for Public Bodies, private bargaining is going on all round for normal private civilian haulage. We have been offered transport for any sort of goods at much higher rates than ENAC rates; no difficulties, provided the trucker's price was paid; and this is the only way private civilians can have their transports carried out in a reasonable time, and with a fair degree of reliability.

11/12. On the 26th of March we had a private talk with Sig. Arturo Dini, former Director of ACCAM, a Cooperative Society of truckers in Via Torino, where one of the ENAC Stations is now functioning; Sig. Dini, we had been told, was one of the most prominent accusers of ENAC officials, and had played an outstanding part in the campaign press which had originated the Court of Enquiry. He told us that ENAC revised rates had been increased to a higher level than truckers had hoped and asked for; in his opinion they now allow truckers to make a living by them. In a meeting held by Pavani (ENAC Compartimental Director), the truckers insisted on being given a free hand on haulage of non-essential goods; Pavani declared that he agreed to that notion. It was his first and most serious mistake; truckers and ENAC are now working on that principle: standard rates are not being applied to private civilian transport, bargaining goes on in the very premises of ENAC Stations; even ENAC officials induce prospective senders to agree to special rates with the truckers.

Pavani and other ENAC executives - Sig. Dini said - are perfectly

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Pavani and other ENAC executives - Sig. Dini said - are perfectly aware that this is going on, and they say that they have no power to put a stop to it; they take no measures about it, and so the black market flourishes. Dini personally informed Pavani of actual cases, but Pavani took no heed.

Pavani's attitude, all along, as declared by himself, has been that he owes his appointment to the Allies' support and confidence in him, which he still obtains. He said the tyres had been given to him by the Allies for distribution and he could dispose of them as he liked. Again, he called a meeting of 7 transport firms to discuss how the new trucks coming from America were to be divided among them: Dini was invited but he refused on the grounds that it was unfair to leave the other firms in the dark.

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

Dini finds the ENAC way of despatching trucks is absurd: they send request to the Stations and here the sender is invited to choose his own trucker; or in the alternative he is put in the hands of a Cooperative who compels him to pay additional rates: The client ought to be allotted a truck without any previous negotiations and to be despatched in strict rotation by impartial ENAC officials.
Dini believes this trouble arises from lack of experience in executives (Pavanisse, very young and has only lately been associated with Road Transport; he was put in charge of "Consorzio Autotransporti" by Col. Giles) but he will not deny he has heard rumours of graft. Pavani's friendliness with one of the worst firms on the Naples black market of transport (Scudieri) is not to his credit/. Dini believes that ENAC should be operated by honest experienced and energetic people, whose only aim should be to enforce the law; whereas truckers ought to accept its discipline for the benefit of all concerned: Although Sig. Dini appeared to be somewhat biassed in his judgement against Pavani, many of his arguments carried conviction.

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

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892

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

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

AVELLINO

N.2 A brief inspection at Avellino Provincial Office of ENAC was made on March 27th. Trucks registered in the Avellino Province are:

below 20 quintals		281
20 to 40	"	48
over 40		34
		363

ENAC fuel allotment had been in March 67800 litres petrol plus 9600 l,gasoil out of which the local Truck Pool (U,T,C.) has drawn 25000 litres petrol. The remainder is scarce for the local needs, but ENAC has managed to deal it outevenly during the month, so that trucks are still getting it for high priority jobs. Tyres and spare parts are also very scarce in the region.
ENAC office here is working pretty smoothly, work is not overwhelming ENAC officials seem fit for their jobs. Records arekept up-to-date.
No special points to be raised.

BARI

B-12. On March 28th we inspected the ENAC Provincial office in BARI- where we found the general procedure the same as in Naples, but the BARI offices were decidedly much better, as regards routine work and general order. Records are kept more accurately and the staff appears to be more efficient all round. The Provincial Director, Dott. Spalla is in charge of the central office and the adjoining Despatching Station. Another Station is at Sud-Est Company's Garage, and others at

BARLETTA ANDREA
MOLFETTA MONOPOLI

Trucks registered up to date in Bari Province are as follows: 30.1

less than 10 quintals:		416
10 to 20	"	75
20 to 40	"	101
over 40	"	94
		686

The above figures do not include trucks operated by Sud Est. As members of their own goods, and Public Utility Trucks have not yet been designated by the Inspectorate of Motorization quite a number of the above trucks have been supplied with a temporary card authorizing them to circulate without ENAC trip ticket, These permits are due to expire on the 31st of March, unless they are renewed. These trucks have been assigned a certain quantity of petrol, resulting from the following table:

Area of	10 Quintal type			15 Quintal type		
	5 days	10 days	15 days	5 days	10 days	15 days

ENAC fuel allotment had been in March 67800 litres petrol plus 9600 l,gasoil out of which the local Truck Pool (U,T,C.) has drawn 25000 litres petrol. The remainder is scarce for the local needs, but ENAC has managed to deal it outevenly during the month, so that trucks are still getting it for high priority jobs. Tyres and spare parts are also very scarce in the region.
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Area of circulation	10 Quintal type			15 Quintal type		
	5 days	10 days	15 days	5 days	10 days	15 days
Bari Province	15 lit	30 lit	40 lit	20 lit	40 lit	6o lit
Puglia and Lucania	20	40	60	30	60	90
Liberated Italy	30	60	90	40	80	120

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

13) According to Dr.Spalla the tyre situation in the region is extrmely serious. Truckers, especially those operating heavy lorries which are the must useful for food supplies and like, have informed that unless they receive an adequate supply of tyres they may be compelled to take their trucks off the road from six weeks hence; the hot season which is now approachingwill make matters worse, so that unless something is done, all heavy lorries may have to stop working next summer. The last time tyres were made available for distribution they were in such small number and inadequate sizes that everybody was dissatisfied;besides, truckers here are under the impression thatthe Bari region was treated scantily as compared with more northern regions such as Naples and Rome.

14) In the daily routine work we found some of the shortcomings we had found in Naples, namely:
a) same method of despatching only those Trucks that turn up, no check on those that do not. However, as against the Naples experience, here all important requests for Port Clearance, or food supplies haulage have been satisfactorily met by ENAC.
b) delays in returning trip tickets after completion of trip.
c) trip tickets are returned incomplete.
d) private civilian transport is subject to previous bargaining; admittedly, truckers hand in requests for transport which they have previously negotiated with clients and are allotted the relevant trip ticket, provided this does not interfere with programmes of general interest (such as grain haulage and the like)
e) sometimes trip tickets are issued without fuel allotment, but the quantity which ought to be allotted is written down to the trukers' credit and for further distribution of fuel when available. This practice is most objectionable as it means using up futre allotments of fuel; it means using up in March the fuel destined for April; in our opinion, it ought to be stopped forthwith.

890

15. Private informations obtained from a reliable truck owner allow us to examine the situation from the truckers point of view.
a) the tyre situation is really serious especially for heavy lorries and trailers, new tyres have not been seen in the region for months, and although in their action towards ENAC truckers may have somewhat exagerated the state of affairs, it can be safely stated that unless something be done to improve it, within six months it may come to a climax.
b) the tyre shortage also effects operating costs. Whereas ENAC rates were based on the assumption of certain prices to be paid for tyres, the actual prices are considerably higher: e.g. in the Bari Province, 42 x 9 tyres and similar ones for heavy lorries at 90% useful like are being paid from 150000 to 200000 lire each, whereas ENAC rates were based on 60000 lire. Of course these prices are paid for black market deals, inasmuch official supplies have been practically non existent. As much may be said for spare parts and renewals of all kinds: prices of mechanical parts, electrical appliances, batteries and so on are extremely high and rising daily. Also fuel is being bought at black market prices, the allotted quantity not being sufficient to go round;gasoil is being bought at 60 lire a litre. Truckers state that the operating costs of trucks are now so high that, were the present ENAC rates to be applied for all

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

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c) Up to now truckers have been able to keep up their trade by an arrangement with the ENAC officials, according to which each truck runs for 15 days of the month on official work and at standard rates, and the remaining 15 days on private work at negotiated rates. By this means the losses suffered by truckers in hauling high priority commodities are made good by hauling other goods mainly wine, which in this region is now the main source of grain and the basis of its economical standing. Undoubtedly this arrangemnt is not in conformity with the law, but, the truckers stated, it is the only means of assuming that staple commodities shall be transported at standard rates.
d) The situation had thus reached a delicate balance when a bolt from the blue came which is threatening to give rise to serious trouble: the ban on road transport for wine-as wine haulage is almost the only profitable job for truckers in this region, they feel that they

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

are being put in a helpless position and having up to now complied with all the requests from the authorities, theyfeel they are being treated unjustly, and especially so, as they see plenty oftrucks from other regions ceusing to load wine. It appears that on Sunday the 25th of March at the Ofanto Bridge, 40 trucks have been counted coming for wine from Rome and the North. It is feared that if the ban on wine transportation by road is not lifted, and ENAC rates are not considerably raised, or in the alternative, tyres and spare partsare not obtainable at ~~xxxxx~~ reasonable prices, truckers in this region may prefer either to transfer theirvehicles elsewhere, or to take them off the road.

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

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

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457

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

63/10/Tn.3

27 March 1945

SUBJECT : Notes for NAPLES tour.

TO : Chief Movements Div.

1. Present position regarding Hemp.

2. Position regarding SANSA.

3. How closely is Capt.Jefferson liaising with ENAC.

4. Any difficulties experienced in connection with M.T. working at docks.

5. Any istances of wine reported travelling northwards by road from SICILY or South of Italy.

6. Present situation concerning UTC & ENAC.

7. Progress report for ANCONA-FORLI Food haul,grain for ROME and sulphur is attached at Appendix "A" in case subjects should be raised at AFHQ.

888

C.N.CHRISTENSEN, Lt.Col.
Chief Roads Branch
Movements Division.

Encl :
App."A"

2 2 9 21

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

APPENDIX "A"

PROGRESS REPORT

(All figures are tons)

Commodity	Target (monthly)	Moved in Feb.	Moved on	Moved Tons	Moved to date	Daily Average	Target Bal. to be moved
Food ANCONA-FORLI	(Commen. 5 Mar. 2400)	NIL	25	85	1492	59.76	908
Grain for ROME (ANCONA RHS)	7000	5270	25	376	6747	269.88	~~845~~ 253.
SULPHUR	2700	1869	25	138	2021	80.84	676
							887

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

Tel. 563 HEADQUARTERS ALLIED COMMISSION GF/eb
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. AC/59/3/TM5 23 March 1945

SUBJECT: Report on Tour of Florence and Leghorn District.

TO: M.T. Group A.C.

1. Attached hereto is a copy of a report submitted by Capt. Ainsworth of this Division on his tour.

886

2. The following points arise:

a. Paragraphs 3 and 4 -- Separate letters have been addressed to those concerned on these paragraphs.

b. Paragraphs 6 -- Is there any way in which this Division can assist you in obtaining the necessary spare parts? It is believed that sometime ago you requisitioned the stock of spare parts for the Truck Battalion from AFHQ, but the result is not known.

c. Paragraph 8 -- The statement that "the Company Commander has been warned that he can get himself into very serious trouble through adopting the strong arm attitude" is not understood. It is assumed that Company Commanders have the normal OC's powers vested in them according to Italian Military Law. Can this point please be explained?

for: G. G. CROSS Jr.,
Chief,
Roads Division.

HJM/fd

INTER OFFICE MEMO

Our ref.: AC/63/8/Tn 3 14 March 1945

SUBJECT : Tour of N.E.Italy by Capt. H.J.Mansfield, R.E.

TO : HQ.AC. (M), Tn. Sub-Comm. Movements Division - Roads Branch

1. FOOD HAUL - ANCONA to FORLI'

(a) The haulage of food from ANCONA to FORLI' started on March 6 when 28 vehicles belonging to 1000 G.T.Coy conveyed 75 tons of lard. Capt. Bent is aiming at the target of 90 tons a day, and on March 8 31 lorries moved over 90 tons. It will not be possible to do this every day, however.

(b) The first lorry to be loaded leaves ANCONA at 02.00 hours. Subsequent lorries leave as and when loaded and not in convoy.

(c) Capt. Bent has stopped a tendency to overload these lorries, and has reduced the vehicle loading time.

885

(d) Two platoons work every other day, thus allowing adequate time for maintenance.

(e) Route No.9, between FORLI' and ANCONA is a class 40 road, and can be considered a good road.

(f) The average number of vehicles (excluding convoys) on Route 9 daily between CESENA and FAENZA is 2,400, most of which travel during the ten hours between 08.00 and 18.00 hours, so that in normal circumstances the road is very busy without being really difficult. When convoy of any size are on the road, however, the journey time of the other vehicles must be considerably increased.

(g) It was estimated that the ANCONA - FORLI' food haul would take 40 days, the estimate being based on a daily lift of 75 tons. Since the average daily lift seems likely to work out at 10 tons a day more, the complete movement should be over in

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(g) It was estimated that the ANCONA - FORLI' food haul would take 40 days, the estimate being based on a daily lift of 75 tons. Since the average daily lift seems likely to work out at 10 tons a day more, the complete movement should be over in correspondingly less time.

(h) Major Kennedy did not have in his possession the actual capacities of the four warehouses in which the food is being stored at FORLI' (though accurate figures have been sent Major Klein), but estimated the capacities as follows:-

Warehouse 1 -	150 ft.	x	150 ft.	storage capacity	2,300 tons
" 2 -	150 ft.	x	60 ft.	" "	2,000 "
" 3 -	150 ft.	x	150 ft.	" "	2,000 "
" 4 -	150 ft.	x	90 ft.	" "	800 "

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

(i) Non-perishable foodstuffs are being stocked in a large area adjoining the warehouses.

(j) In this connection, Major Kennedy has asked Major Klein for cover (tarpaulins) for 2,300 tons of load. The load is in drums each weighing 40 lbs, which are stocked in three tiers.

(k) Now that storage accomodation has been secured, Major Kennedy is anxious for food to be sent him as quickly as possible.

2. 1001 G.T. COY.

(a) In the absence of Major Young, the employment of this G.T.Coy was discussed with Lt. Fender.

(b) Particulars of the utilization of the lorries in 1001 G.T. Company on one day (March 9th) are given below:-

5	lorries	RAVENNA working under instructions Lt.Bliss
2	"	workmen and bricks, RICCIONE
1	"	R.A.M.C., PESARO to CESENA
2	"	bricks locally
37	"	food (mainly seed) FORLI' area
12	"	grain, RAVENNA area
7	"	Rubble, RIMINI
5	"	lime and bricks (bridge construction)
2	"	bricks CESENA
10	"	P.O.L. RIMINI to various places
5	"	grain RAVENNA to CESENA
1	"	construction material
4	"	rubble
4	"	B.R.C. clothing clothing, FORLI'
2	"	bricks
99		

884

(c) The other lorries of this Company were on maintenance on this day. All available lorries were employed.

(d) Following the receipt of this H.Q.s signal 2946 of March 5, AMG 8 Army are endeavouring to give more work to the Italians, in order to ~~enable~~ save one platoon. The Italians, who are anxious for work, have 300 vehicles in the area. This number includes a large but unknown number of vehicles of less than, 1 ton carrying capacity.

(e) AMG 8 Army anticipate being able to release a platoon without prejudice to their other commitments.

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(c) The other lorries of this Company were on maintenance on this day. All available lorries were employed.

(d) Following the receipt of this H.Q.s signal 2946 of March 8, AMG 8 Army are endeavouring to give more work to the Italians, in order to ~~free~~ save one platoon. The Italians, who are anxious for work, have 300 vehicles in the area. This number includes a large but unknown number of vehicles of less than, 1 ton carrying capacity.

(e) AMG 8 Army anticipate being able to release a platoon without prejudice to their other commitments.

(f) Their intention is to hand over to the Italians everything except B.R.C., POL and rations, i.e., everything except commodities with a high "black market" value.

(g) Lt. Fender did not feel able to commit himself as to whether in due course more than one platoon of 1001 G.T.Coy could be released.

(h) It is suggested that the utilization of 1001 G.T.Coy lorries by AMG 8 Army is reasonable, but that in time probably more than a platoon will be saved by greater employment of Italian vehicles.

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

(i) Because in the past AMG 8 Army have not been asked for any information concerning their utilization of the G.T.Coy, some surprise was felt when they received an order from this H.Q., concerning the transfer of a platoon. It is considered, however, that the position is now understood by ~~the~~ Lt. Fender, whose altitude was entirely helpful.

3. HAULAGE OF SULPHUR

(a) 35 vehicles are allotted to the haulage of sulphur from the CABINARDI Mine to MONTECARROTO, where the sulphur is stockpiled, and re-forwarded by rail from MOIC Station.

(b) Something like 30 lorries operate daily (90 tons was hauled on one day recently). The distance involved is approximately 40 miles.

(c) Owing to the fact that several detours have to be made, that a stream has to be forded and that the roads are narrow, only one round trip can be managed by most of the lorries. Four or five usually manage two round trips.

(d) Due to the replacing of a bridge between FOLIGNO and FABRIANO, the road between these points will be broken for four days from March 13-17, which will prevent the sulphur haul from CABINARDI to MONTECARROTO from taking place.

(e) The possibility of conveying sulphur from PERTICARA to a suitable railhead, say CESENA or RIMINI was investigated.

(f) It was found that on the main road, Route 71, which bring PERTICARA near to its railhead, the bailey bridging between BORGHETTO and MERCATO is not being maintained, and that it will be removed as soon as certain units now stationed between these points are moved. These units are not expected to remain long in the vicinity. 883

(g) There is, however, a mountain road between PERTICARA and the main road at SAVIGNANO, on which there are not bridges, which is maintained by the Italians. This road is said by Lt. Fender, who has motored over it, to be in reasonable though not good condition.

(h) The distance between PERTICARA and RIMINI is 38 miles, and between PERTICARA and CESENA 42 miles.

(i) It is considered that if sulphur is hauled between PERTICARA and CESENA (say) the majority of lorries so employed would do one round trip; some would probably do two.

[illegible] lorries to [illegible] at the moment.

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

from the CABINARDI Mine to MONTECARROTO, where the sulphur is stockpiled, and re-forwarded by rail from MOIE Station.

(b) Something like 30 lorries operate daily (30 tons was hauled on one day recently). The distance involved is approximately 40 miles.

(c) Owing to the fact that several detours have to be made, that a stream has to be forded and that the roads are narrow, only one round trip can be managed by most of the lorries. Four or five usually manage two round trips.

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(i) It is considered that if sulphur is hauled between PERTICARA and CESENA (say) the majority of lorries so employed would do one round trip; some would probably do two.

(j) 1001 G.T.Coy have no lorries to spare at the moment, nor can any be taken from those of 1004 G.T.Coy now conveying sulphur from the CABINARDI mine, because to do so would not increase the total amount of sulphur brought to railhead. Moreover the drivers of 1004 G.T.Coy working on sulphur know the road between CABINARDI and MONTECARROTO.

(k) Should, however, altered circumstances and re-organization provide surplus lorries, ~~road~~ haulage as indicated appears practicable, whilst CESENA should make a better railhead than RIMINI, since it is handling much less traffic than RIMINI. (This was the view of Major Drew, "Q" Movements RIMINI).

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

4. EMILIA REGION

(a) Major Hughes said there were 422 vehicles in the Province of FORLI' in the Auto-Trasporti. 169 of these are under a ton in carrying capacity and 253 have a carrying capacity of more than a ton. 187 of the 253 vehicles are capable of carrying together more than 400 tons.

(b) In RAVENNA there are 50 vehicles of over a ton carrying capacity and the ~~107~~ 65 left can carry 185 tons. (these are a few 8-ton vehicles).

(c) In January the FORLI' Auto Trasporti hauled 1400 tons. (The February figures are not yet available).

(d) The haulage is mainly of grain, sulphur for agricultural purposes, and of consignments on rough roads which the 100l G.T. Coy cannot undertake.

(e) The RAVENNA Auto-Trasporti only started in January when 200 tons were hauled.

(f) The Supply Officers at FORLI' and RAVENNA examine the bids made and control the work done. In the past Major Hughes said they were inclined to hold on to their petrol, but that this difficulty has now been overcome.

(g) The E.N.A.C. system of charging for consignments carried by their organization was explained to Major Hughes. He asked if he could have nine (9) copies of the official tariff sent him and suggested that it would be an advantage if the introductory remarks were translated into English.

(h) Major Hughes also asked if he could be supplied with 832 information concerning schooner rates, in case this traffic becomes important again.

5. CAPT. BENT

(a) Capt. Bent has excellent office accommodation consisting of two rooms. He has a telephone with an extension to his second (adjoining) room. His furniture is adequate, but he is anxious to have a British O.R. (clerk), whom he can leave in charge of the office when he is out.

(b) A supply of maps was handed to Capt. Bent.

(c) Capt. Bent is unaware of his official designation. This has not in any way hampered or interfered with his work, but it is conceivable that such might occur with a change of officers.

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

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6. HAULAGE OF GRAIN - 1004 G.T.Coy)

(a) An opportunity was taken of attending the weekly Grain Conference at ANCONA, when Major Eardley dealt with any points which the past week's work had brought to light.

(b) These mainly concerned 1004 G.T.Coy and referred to delays

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

in loading shortage of sacks, occasional overloading, and a complaint by by the local Italians that their labourers sometimes had heavy loads to lift.

(c) These were disposed of without delay. In the case of sacks, for example, the civilians were told that they were responsible for producing sacks and that they would produce them. The answer was that the sacks could not be delivered because of an absence of road transport. It was therefore decided that the G.T. Coy would be responsible for delivering sacks.

(d) It was explained that the replacing of a bridge between FOLIGNO and FABRIANO, between March 13th and 17th, which would cut the road between those points for four days, would not ~~effect~~ affect the wheat programme.

(e) Major Eardley, after the conference, had no points for movements, save that he has 300 tons of salt lying at ANCONA for 8 Army. No difficulty in moving the salt is anticipated.

7. =No.7 TRUCK POOL

Lt.Vaughan is now responsible for No.7 Truck Pool, having replaced Capt. Price, and his H.Q. is at OSIMO. It was impossible to telephone Lt. Vaughan from ANCONA, and when OSIMO was visited, he was away.

881

8. AQUILA

(a) The following information in regard to the composition of the truck pools was obtained from Capt. Richardson's office.

Truck Pool	Where stationed	Composition
3	CHIETI	43 chevrolets
4	AQUILA	8 " over 30 other vehicles
5	ASCOLI	25 " (approx)
6	MACERATA	25 "
7	OSIMO	No information yet
8	Will be at PESARO and will have 15 chevrolets and 10 Dodges.	

(b) Altogether, these are 132 chevrolets, 20 Dodges, and, excluding No.7, about 40 odd vehicles with a carrying capacity of between 6 - 8 tons.

9. LIAISON WITH MOVEMENTS H.Qs

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

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8	Will be at PESARO and will have 15 chevrolets and 10 Dodges.	

(b) Altogether, these are 132 chevrolets, 20 Dodges, and, excluding No.7, about 40 odd vehicles with a carrying capacity of between 5 - 8 tons.

9. LIAISON WITH MOVEMENTS H.Qs

The following Movements' H.Qs were visited:-

ANCONA (Lt.Col. Williams)
RIMINI (Major Drew)
8th Army Rear (Capt.Walker and Capt. Bray)

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

10. ACCOMODATION

There is spare accomodation in the AC Mess at ANCONA, and, there are transit hotels there and CESENA, where it is advisable to book in advance if possible. There is an officers' club at FORLI' and at RICCIONE a leave hotel where meals can be obtained. At MACERATA there is a transit hotel and a club where transit officers not staying the night have their meals. At AQUILA there is a good A.C. hotel. There are no transit facilities available at PESCARA.

H.J.MANSFIELD
Captain, R.E.
Movements Div.
(Roads Br.)

880

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

WLA/ea 1

INTER-OFFICE MEMO

Ref : AC/S9/1/Tn.5 22 March 1945

SUBJECT : Report on Tour of Florence - Leghorn District.

TO : Transportation Sub-Commission

1. 1st Truck Bn was contacted and all Coys visited (less No 7 Coy at Civitavecchia). Operation of these Coys is controlled by Bn H.Q. at Florence and all despatch orders emanate from this office, except in the case of an emergency request involving a small number of trucks when it is permissible for the Coy concerned to despatch any spare trucks that might be available and advise Bn H.Q. afterwards.

2. Priorities. There seems to be a general lack of concrete information on this subject. Due to there being no written orders it is not quite clear whether the order of priority is 1, AMG 5 Army, 2; Warehouses , 3 Toscana Region or 1, AMG 5 Army, 2, Toscana Region, 3, Warehouses. It is also left to the officers concerned in the three above mentioned units to decide what commodities they consider top priority.

3. Requests for transport by tonnage are submitted to Maj. Marmon, C.O. 1st Truck Bn, by Capt. Brown (AMG 5 Army) and Major Sowers (Toscana Region).

4. No payment is made for army vehicles even when hauling for Toscana Region. This is going to lead to dissension when civilian trucks take over.

879

5. A certain number of trucks available but not used appear on the daily report. As requests for transport for the following day are not received by Bn H.Q. until 1800 hrs it is considered inadvisable to utilize these trucks unless they can be used on purely local hauls, which can be completed within the day.

6. Chief trouble is lack of spare parts. 5 Army can be contacted for 3rd echelon emergency repairs but there are no facilities for issue of spare parts to the Companies' own Workshops. One or two Companies, notably No 1 and No 6, are fortunate in that they have made good liaison with nearby ordnance Coys, but this scrounging cannot be recognised as a regular source of supply.

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

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7. On an average each Coy keeps 33 vehicles on the road daily.

8. Only one Coy, No 5, is having any serious difficulties. over discipline. Several M.P. charges have been preferred against Italian personnel of this Coy and there is little the Coy commander can do about it. He has been warned

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

that he can get himself into very serious trouble through adopting too much of the "strong arm" attitude.

9. During the month of February AMG 5 Army was furnished with 2424 trucks hauling 7245 tons, Toscana Region 974 trucks hauling 3609 tons and Warehouses 1955 trucks hauling 6605 tons.

10. Civilian truck Pools of Pistoia and Lucca are well organised and nothing can be added to the monthly report submitted by Capt. J.F. Halstead. His main difficulty is lack of tyres and raw materials. Facilities exist in Pistoia and Lucca for retreading tyres but no raw materials have been issued.

W.L. Ainsworth Capt. R.A.

W.L. AINSWORTH
Capt. R.A.
Roads Division.

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

478754

RESTRICTED

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

REPORT ON INSPECTION OF ROAD TRANSPORT IN MARCHE-ABRUZZI REGION, ALLIED COMMISSION.

SCOPE

1. This report deals with an inspection of road transport in the Marche-Abruzzi Region of A.C. by the British Team, composed of Lt.Col.C.Farnyhough, R.A., Capt.C.E.Fraser D.L.I. and four Staff Sergeants, between 28 Dec 1944 and 23 Jan 1945.

2. Visits were made to Regional H.Q. at AQUILA and to the Provinces of AQUILA, CHIETI, PESCARA, TERAMO, ASCOLI and MACERATA, the latter two being under A.M.G. control. ANCONA and PESARO were not covered due to lack of time.

Discussions were held with A.C. officers and civilian officials engaged in operating transport and all matters relating to the operation and maintenance of WE/TE vehicles, requisitioned cars, U.D. civilian supply trucks and civilian trucks were investigated. Conclusions arrive at and recommendations made in this report were discussed with the Regional Commissioner, Regional Transportation Officer, Provincial Commissioners and Truck Pool Officers as applicable.

H.Q. A.C. was also visited after the inspection to clarify certain points and for liaison purposes.

INTRODUCTION

3. The Region is sparsely populated and the chief occupation is agriculture. The following figures show the population of the Provinces and bulk quantities of goods which it is required to move within each in an average month :-

Province	Population	Tonnage to be hauled
AQUILA	394,000	5,300
CHIETI	379,000	5,500
PESCARA	234,000	4,154
TERAMO	293,000	5,300
ASCOLI-PICENO	355,000	4,200
MACERATA	306,000	7,500
ANCONA	402,000	No data
PESARO	345,000	No data
	2,690,000	32,464

877

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

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

SECRET

1. This report deals with an inspection of road transport in the Abruzzi Region of A.C. by the British Team, composed of Lt.Col.G.Pennyhough, R.A., Capt.C.E.Fraser D.L.I. and four Staff Sergeants, between 28 Dec 1944 and 29 Jan 1945.

2. Visits were made to Regional H.Q. at AQUILA and to the Provinces of AQUILA, CHIETI, PESCARA, TERAMO, ASCOLI and MACERATA, the latter two being under A.M.G. control. ANCONA and PESARO were not covered due to lack of time.

Discussions were held with A.C. officers and civilian officials engaged in operating transport and all matters relating to the operation and maintenance of WL/ZS vehicles, requisitioned cars, M.T. civilian supply trucks and civilian trucks were investigated. Conclusions arrive at and recommendations made in this report were discussed with the Regional Commissioner, Regional Transportation Officer, Provincial Commissioners and Truck Pool Officers as applicable.

H.Q. A.C. was also visited after the inspection to clarify certain points and for liaison purposes.

INTRODUCTION

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Province	Population	Tonnage to be hauled
AQUILA	394,000	5,300
CHIETI	379,000	5,500
PESCARA	254,000	4,164
TERANO	293,000	5,300
ASCOLI-PICENO	335,000	4,200
MACERATA	308,000	7,500
ANCONA	402,000	No data
PESARO	345,000	No data
	2,690,000	32,464

The above tonnage figures exclude import and export of grain between Provinces and Regions.

4. No rail facilities exist, except the main ROME - ANCONA line through FABRIANO, due to enemy bridge demolition and the transport of all goods must therefore be done by road.

Road transport is chiefly engaged in the haulage of commodities essential to the life of the people, though Black Market operations exist on a limited scale. Distribution of foodstuffs and fuel to Communes forms the majority haul, but the import of A.M.G. food, olive oil, wine, fruit and fertilizers from ORTONA railhead is considerable.

877

SECRET

5. A large movement of grain is proceeding from the surplus Provinces of TERAMO, ASCOLI and MACERATA to the deficiency Provinces of AQUILA, CHIETI and RIETI, to ORTONA railhead for shipment to BARI, TARANTO and LECCE. It is planned to move 68,000 tons before this year's harvest is amassed of which 56,700 tons will go to deficiency Provinces and 11,500 tons to ORTONA for the South.

This train export is being almost entirely handled by 1002 G.T. Coy with platoons of 57 trucks deployed at TERAMO, ASCOLI and MACERATA. It is hoped to haul 1200 tons per week. Truck Pool vehicles assist when available.

Grain is also moved from MACERATA and ANCONA Provinces to railheads at JESI and CHIARAVALLI for shipment to ROME by a second G.T. Coy.

6. The overall picture of road transport organisation in this Region is the best yet met by the Team. Uniform and efficient systems of operation and maintenance of the 203 W.D. civilian supply vehicles in the five Truck Pools exist, due to sound planning and supervision by the Regional Transportation Officer (T.O.). Civilian trucks are controlled in varying degrees of efficiency in each Province. Recent improvement is apparent in the usage and maintenance of WE/TE vehicles. X

7. Truck Pool vehicles are doing more than 60% of all essential haulage due to the limited number of serviceable civilian trucks available and laxity of control in some Provinces. In general the number of W.D. civilian supply and civilian owned trucks together are hardly adequate to cater for transport of the bare essential needs of the population. In some Provinces the situation is extremely "tight". A large number of civilian trucks are awaiting tyres and parts and until these can be put on the road normal haulage requirements and rehabilitation needs cannot be met. Enac.

OPERATION

8. WE/TE Vehicles and Requisitioned Cars

(a) A statement showing holding, types is at Appendix 'A'. Appendix 'B' gives the status and effective strength of personnel carriers against Officer strength. Complete and accurate records are kept at Region H.Q. of all vehicles held, and proper requisition forms held for all civilian cars.

(b) Vehicles are allotted to Sections at Region H.Q. and to individual Officers in Provinces. The number of WE/TE vehicles and requisitioned cars held is considered excessive for Officer strength and could be reduced by the introduction of the more economic pooling system. 11 cars have recently been de-requisitioned and a further 50 are to be scrapped in accordance with instructions received from H.Q. A.F. in letter G.4/41/A of 17 Jan 43, which provides for the disposal of 170 cars in total in A.F. formations. X

Programme

876

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

This train export is being almost entirely handled by 1002 G.T. Coy with platoons of 35 trucks deployed at TERAMO, ASCOLI and MACERATA. It is hoped to haul 1200 tons per week. Truck Pool vehicles assist when available.

Grain is also moved from MARCHIANA and ANCONA Provinces to railheads at JESI and CIVITANOVA for shipment to ROME by a second G.T. Coy.

6. The overall picture of road transport organisation in this Region is the best yet met by the Team. Uniform and efficient systems of operation and maintenance of the 203 M.T. civilian supply vehicles in the five Truck Pools exist, due to sound planning and supervision by the Regional Transportation Officer (R.T.O.). Civilian trucks are controlled in varying degrees of efficiency in each Province. Room for improvement is apparent in the use and maintenance of WE/TE vehicles. X

7. Truck Pool vehicles are doing more than 60% of all essential haulage due to the limited number of serviceable civilian trucks available and laxity of control in some Provinces. In general the number of M.T. civilian supply and civilian owned trucks together are hardly adequate to cater for transport of the bare essential needs of the population. In some Provinces the situation is extremely "tight". A large number of civilian trucks are disabling for tyres and parts and until these can be put on the road normal haulage requirements and rehabilitation needs cannot be met. Enac.

OPERATION

Progress

876

8. WE/TE Vehicles and Requisitioned Cars

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(c) A re-distribution of personnel carriers appears to be necessary based on Appendix 'B'. Vehicles surplus to requirements are held at Region H.Q. and ANCONA, while shortages exist at TERAMO and AQUILA. X

The assignment of 1½ cars for use by Officers and O.Rs. at the five Truck Pools is wasteful.

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

9. W.D.Civilian Supply Trucks

(a) A statement showing strength, types held, status and locations is at Appendix 'C'. More than 10% of the fleet is deadline for parts and tyres and 35 1 ton trailers lack tyres, which seriously restricts haulage capacity available.

The distribution of trucks between Provinces appears satisfactorily equated to haulage needs, except in AQUILA and PESCARA. Trucks at AQUILA appear to be surplus to requirements while there is a shortage in PESCARA which possesses only 9 serviceable vehicles and very few civilian trucks. One truck is assigned daily at MACERATA for the use of the corporal i/c Truck Pool, a most wasteful practice.

(b) A uniform method of operation is in force throughout the Region and a sound universal system of accounting and office procedure is followed at all Truck Pools. General practice in the Region is for the Provincial Supply Officer (P.S.O.) to allocate truck space daily according to the current demands for haulage of essential commodities. A standard work ticket is in use, except at No. 3 Pool, and charges are based on the R.N.A.O. tariff. It was found, however, that overloading was taking place at MACERATA where 20 and 30 quintal loads were being carried, but the higher rate per quintal kilometre for 11-17 quintal trucks was being charged. ? ?

(c) Complaints were received that the allotment of petrol by Pet Sec ROME was inadequate. The allotment has now, however, been increased as a result of visits to the Region by a Pet Sec representative and by the Team to Pet Sec. The system of P.O.L. accounting is efficient, a regular m.p.g. check is made and no misuse is apparent. 875

(d) Operating results for Nov 1944 are given in statistical form at Appendix 'D'. In general, empty mileage is too great at 40%. More liaison between P.S.O's and better co-ordination of inter-Commune haulage is called for. Percentage of truck hours idle at 35 and standing at 10% are excessive. In view of the shortage of transport trucks should be working at least 12 hrs per day and standing time for loading and unloading should be reduced. The percentage usage of truck space available at 36% proves that considerable room for improvement in the utilisation of trucks exists.

In particular, empty mileage at Nos. 3 & 4 Pools needs attention, truck hours deadlined at No. 4 Pool are too great, a reduction in truck hours idle at Nos. 5 & 6 Pools is indicated, and fuller utilisation of available truck space at Nos 4 & 6 Pools is required. The results of No. 6 Pool compares unfavourably with other Pools and it would seem that more liaison between the P.S.O., Truck Pool Officer (T.P.O.) and the Conservatio Agrario is needed. The number of tons carried is extremely low and needs investigation.

(e) From the financial aspect results are satisfactory except at No. 6 Pool (see para. 13(b)). A serious feature, however, is the very large amount of debts owing, which form 91% of total credit to date, and results in restriction of cash available to the extent that in some cases the

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

equated to haulage needs, except in AQUILA and PESCARA. Trucks at AQUILA appear to be surplus to requirements while there is a shortage in PESCARA which possesses only 9 serviceable vehicles and very few civilian trucks. One truck is assigned daily at MACERATA for the use of the corporal i/c Truck Pools, a most unusual practice.

(b) A uniform method of operation is in force throughout the Region, and a sound universal system of accounting and office procedure is followed at all Truck Pools. General practice in the Region is for the Provincial Supply Officer (P.S.O.) to allocate truck space daily according to the current demands for haulage of essential commodities. A standard work ticket is in use, except at No. 3 Pool, and charges are based on the A.M.I.C. tariff. It was found, however, that overcharging was taking place at MACERATA where 20 and 30 quintal loads were being carried, but the higher rate per quintal kilometre for 11-15 quintal trucks was being charged. ? ?

(c) Complaints were received that the allotment of petrol by Pet Sec ROME was inadequate. The allotment has now, however, been increased as a result of visits to the Region by a Pet Sec representative and by the Team to Pet Sec. The system of P.O.L. accounting is efficient, a regular m.p.g. check is made and no misuse is apparent. 875

(d) Operating results for Nov 1944 are given in statistical form at Appendix 'D'. In general, empty mileage is too great at 40%. More liaison between P.S.O's and better co-ordination of inter-Commune haulage is called for. Percentage of truck hours idle at 39 and standing at 10% are excessive. In view of the shortage of transport trucks should be working at least 12 hrs per day and standing time for loading and unloading should be reduced. The percentage usage of truck space available at 36% proves that considerable room for improvement in the utilisation of trucks exists.

In particular, empty mileage at Nos. 3 & 4 Pools needs attention, truck hours deadlined at No. 4 Pool are too great, a reduction in truck hours idle at Nos. 5 & 6 Pools is indicated, and fuller utilisation of available truck space at Nos 4 & 6 Pools is required. The results of No. 6 Pool ~~compares unfavourably~~ with other Pools and it would seem that more liaison between the P.S.O., Truck Pool Officer (T.P.O.) and the Consorzio Agrario is needed. The number of tons carried is extremely low and needs investigation.

(e) From the financial aspect results are satisfactory except at No. 6 Pool (see para. 13(b)). A serious feature, however, is the very large amount of debts owing, which form 91% of total profit to date, and results in restriction of cash available to the extent that in some cases the balance is barely sufficient to meet expenses. The Consorzio Agrario are some 2/3rds of the total debts and pressure is being brought to bear to force payment, but up to now these efforts have met with only slight success.

10. 1002 G.T. Company

The G.T. Coy platoons are operated as an increment to Truck Pools but are engaged solely on grain export according to the programme laid down by the Regional Food Officer. P.S.O's arrange haulage details with Consorzio Agrario and provide return loads of A.M.G. food from ORTONA, wood, coal etc. Work tickets are prepared at Truck Pools and submitted to the Regional Food Office for consolidation and arrangement of payment.

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

The details of operation were not investigated but from discussion with P.S.O's it appears that the Coy is working efficiently and is a valuable addition to the transport resources of the Region.

11. Civilian Owned and Operated Trucks

(a) E.N.A.C.

No progress is apparent in the inception of E.N.A.C. in the four Provinces under A.C. control. Directors had not been nominated when the Team arrived and the registration of vehicles had not commenced. The T.O. has since visited H.Q. E.N.A.C. in ROME and made arrangements for an E.N.A.C. official to visit the Region in order to institute the necessary preliminary action.

(b) Appendix 'E' shows the number of trucks in each Province above and below 2 tons. A measure of control by a civilian Official Autotrasporti or the Consorzio Agrario exists in each Province, but, except in MACERATA, civilian transport is not being fully utilised. Vehicles under 2 tons are not subject to control in AQUILA, PESCARA and ASCOLI, resulting in wastage of a large part of potential haulage capacity. In many instances it was found that controlled trucks only operated under the transport agency for a part of each month due to alleged unserviceability but Black Market work is suspected. It is laid down in each Province that no truck under control may move without a trip ticket but as efficient road check is lacking except in MACERATA, evasion of the regulations is simple.

Civilian trucks carried some 5000 tons of essential commodities in Dec or less than half the tonnage hauled by A.C. Truck Pool vehicles. It is clear that civilian officials prefer to rely on the latter trucks rather than enforce a tighter control over the former.

874

(c) The Consorzio Autotrasporti Provinciale of MACERATA controls all trucks in the Province under a Prefects decree and no private operation is permitted. Trucks in MACERATA Commune are despatched by the G.A.P. and in other Communes by the Sindaco who acts as an agent. This organisation exercises a rigid control, operates most efficiently and maintained a good record of all haulage done in the Province. A tariff some 25% higher than that of E.N.A.C. is used in view of the high cost of repair and parts.

(d) Uniform trip tickets are not in use and the standard E.N.A.C. or government tariff is not uniformly applied. In PESCARA the owner and hirer are allowed to agree upon charges.

(e) The co-ordination of trips in order to obtain maximum return loads needs attention. It is believed that much improvement in this direction could be attained by more liaison between Provinces and between Communes and by instruction drivers to report at the agency at destination where no return load has been provided.

(f) P.O.L. control appears to be reasonably efficient. The R.S.O. has limited the number of vehicles of all types in each Province which may be

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

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(d) Uniform trip tickets are not in use and the standard E.M.A.C. or government tariff is not uniformly applied. In PESCARA the owner and hirer are allowed to agree upon charges.

(e) The co-ordination of trips in order to obtain maximum return loads needs attention. It is believed that much improvement in this direction could be attained by more liaison between Provinces and between Communes and by instruction drivers to report at the agency at destination where no return load has been provided.

(f) P.O.L. control appears to be reasonably efficient. The R.S.O. has limited the number of vehicles of all types in each Province which may be licensed, and no unserviceable trucks are issued with circulation permits. Controlled trucks are only issued with fuel on production of a trip ticket which shows the amount of petrol or diesolite authorised on a mileage basis. All other vehicles are given a monthly allotment based on a H.P. or capacity scale laid down by the R.S.O. Monthly bulk demands are screened both by P.S.O's and the R.S.O. before submission to Pet Sec.

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

(g) It is felt that A.C. have taken insufficient interest in civilian truck agencies, their organisation and administration. Advice and supervision are needed in order to obtain full utilisation of civilian resources. The T.C. or P.S.C. should visit civilian transport offices periodically to inspect records, check commodities carried, verify fuel issue and discuss current problems.

MAINTENANCE

12. WE/TE Vehicles and Requisitioned Cars

(a) Maintenance is being carried out in accordance with Vehicle Maintenance Instruction No. 1 and the standard generally is good, except at AQUILA and CHIETI Garages.

Documentation is however weak. In general Maintenance Form 1 is not being correctly completed, A.B's 426 and 412 for British vehicles are either not used or not entered up to date and in many cases no record sheets are maintained for American vehicles and requisitioned cars. Trip tickets are not used at all at the AQUILA Province garage and are not carried on requisitioned cars at CHIETI and ASCOLI.

(b) Personnel allotment for supervision is adequate. In some cases privates are i/c garages and are doing very good work, notably Pte Jones at MACERATA who merits promotion. The Sergeant at CHIETI is quite ineffective and should be replaced.

More Officer supervision is needed generally.

873

(c) Repairs. Up to 2 Echn repair is done on WE/TE vehicles, which are sent to local REME or American Ord for higher echelon work. All repairs to civilian cars are done in garages or by local contract. As Army installations move forward the existing military repair facilities will not be available, and it is suggested that higher echelon work should then be done in local Truck Pools, which either are or will be equipped to complete with repairs up to 4 Ech.

(d) Tools, Spare Parts & Tyres. A shortage of mechanic's hand tools exists, which prejudices efficient maintenance (see para. 15(d)). Tyre pressure guages are badly needed. Parts for WE/TE vehicles are now obtained from H.Q. A.C. or from local REME salvage sources. Supply is fairly satisfactory. Parts for requisitioned cars are got by cannibalisation, local purchase or from HQ.A.C. stock.

The tyre position is fairly good generally, but a shortage of 600 x 16 and 500 x 15 sizes exists for deadline cars and replacement.

(e) P.O.L. accounting calls for improvement at CHIETI, ASCOLI and MACERATA where no bulk issue and receipt book in use. It should be standard practice that no issues are made without production of a signed work ticket, that issues to each vehicle are recorded separately and m.p.g. checked monthly.

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

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MAJOR A.(G).

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13. W.D. Civilian Supply Vehicles

(a) Maintenance is performed as prescribed in V.M.I. No. 1 and the standard is uniformly good except at No. 6 Truck Pool. Chief defects were incorrect clutch play, loose nuts and bolts, corroded battery terminals, dirty oil filters, low oil levels and incorrect tyre pressures. The latter weakness appears to be due to ignorance of correct pressures and lack of pressure gauges.

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

Documentation again needs attention. In most cases Maintenance Form 1 is not being used correctly. No vehicle log sheets are held for trucks at ASCOLI and MACERATA, and for Italian trucks at AQUILA. A.F's 406 and 412 are not in use at MACERATA on British Dodges.

(b) Personnel. Officer and O.R. strength is satisfactory. N.C.O's i/c maintenance, though not skilled mechanics, exercise some supervision and are producing good results. The T.P.O. at No. 6 Pool should take a more active interest in maintenance.

It is considered that Civilian gang staff at Nos. 5 & 6 Pools is excessive, causes unnecessary expense and should be reduced.

(c) Repairs. All Pools perform 1st & 2nd Echn repairs, but only Nos. 4 & 5 possess adequate facilities for 3/4 Echn work. Higher echelon repairs at No. 5 Pool are done by local contract and at No. 6 Pool trucks are sent to AREZZO and American Ord. It is intended that central repair shops at AQUILA, PISTOIA and ASCOLI should be capable of dealing with all repair work and requisitions for 3/4 Echn tools and equipment have been sent to A.T.E.U. by Ord A.C., based on a scale prepared by a R.E.M.E. officer who has visited these Pools.

The Fiat garage at PISTOIA, used by No. 5 Truck Pool, needs structural repair and if this can be effected the Fiat manager is prepared to install adequate equipment to complete with 4 Echn repair of A.C. trucks. Demands for release of the necessary materials were sent to M.G. A.S. in November '44 but no progress has been made.

(d) Tools, Parts and Tyres. Mechanic's hand tools are badly needed. Consolidated requisitions for necessary 1st Echn sets to include 3/4 Echn needs have reached G-5, A.F.H.Q. from H.Q.A.C. Urgent needs are :- vulcanizer, battery charger and drills for No. 4 Pool, air compressor for No. 6 Pool, tyre pressure gauges and tyre repair outfits for all Pools.

The new organisation for provision of parts from a central stock at H.Q. has improved the supply position to some extent, but a shortage of Chevrolet 1½ ton spares exists at present. In some cases parts are obtained locally from Salvage Depots and M.E.M.E but T.P.O's do not appear to have been notified of the contents of G-5 A.F.H.Q. letter ref 25 of 23 Nov '44, which authorises the release of parts to A.C. officers.

The supply of tyres through H.Q.A.C. is very limited due to the overall shortage. 16 trucks and 25 trailers are now deadline for Tyres are required to put vehicles on the road and for replacement. 150 size 750 x 20 for Chev 1½ ton trucks and trailers and 50 size 42 x 9

(e) Command. According to para 2(b) of H.Q.A.C. Establishment Memo No. 34 dated 19 Dec '44 all operating and maintenance personnel allotted to Regions are under command of the T.C. who is responsible to the Regional Commissioner. The latter now also assumes command of such personnel (para 4(a)). It is considered desirable, however, that T.P.O's and staff should be under command of Provincial Commissioners (P.C.) who are directly concerned with the operation and maintenance of Pool trucks, while the T.C. should act purely as a Staff Officer. P.C's

872

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

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(c) Repairs. All Pools perform 1st & 2nd Echn repairs, but only Nos. 4 & 5 possess facilities for 3/4 Echn work. Higher echelon repairs at present are sent to No. 3 Pool are done by local contract and at No. 6 Pool trucks are sent to [illegible] and Ambulances Ord. It is intended that central repair shops at AQUILA, [illegible] and ASCOLI should be capable of dealing with all repair work and [illegible] and ASCOLI should be capable of dealing with all repair work and requisitions for 3/4 Echn tools and equipment have been sent to A.F.H.Q. by [illegible] A.O., based on a scale prepared by a [illegible] officer who has visited these Pools.

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(d) Tools, Parts and Tyres. Mechanic's hand tools are badly needed. Consolidated requisitions for necessary 1st Echn sets to include WD/AI needs have reached H.Q. A.F.H.Q. from H.Q.A.C. Urgent needs are :- vulcanizer, battery charger and drills for No. 4 Pool, air compressor for No. 6 Pool, tyre pressure gauges and tyre repair outfits for all Pools.

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In this connection it is felt that some restriction on expenditure should be imposed on T.P.O's. No limit at present exists and junior officers are able to purchase tools, equipment and building materials without any supervision. It was noted that permits totalling £200 had been made at No. 5 Pool for building materials, while at No. 6 Pool tools had been purchased at excessive prices, in the Tcs's opinion to a total value of £45. These tools could have been requisitioned under A.M.F. powers.

Paras 5(a) and (b) of Annexure 'A' to the above-mentioned Estab Memo need revision in view of the obvious discrepancy.

872

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

14. Civilian Owned Trucks

(a) Maintenance and Repair is carried out at owner's garages or by civilian repair firms. No steps have been taken by A.C. to fix charges by Prefects or A.M.G. decree and excessive prices are demanded.

(b) Parts "Open" stocks of parts are virtually non-existent and owners are obliged to purchase at Black Market prices, from hidden stocks locally and as far afield as ROME and NAPLES. No effort has been made by A.C. in this region to uncover hidden stocks, and freeze, catalogue and control sale at fixed prices.

A large engineering works at PORTO CIVITANUOVA, owned by Societa Cocchetti, was inspected by the Team. This firm was engaged pre-war in the manufacture of all parts for railway trucks, locomotive parts and in miscellaneous engineering work, employing 3000 men. At present one shop is requisitioned by the R.E's and some contract work is being done for the Navy. The remainder of the factory, containing some 50 lathes, power drills, reamers, steel planes, steam hammers, a foundry, forges, tempering ovens, etc. is virtually idle. The owner is looking for work and is prepared to manufacture all parts needed for civilian trucks, including half shafts, pinions, con rods, pistons and rings, bearings, valves, spark plugs (metal part) etc. Materials are available in large quantities but no power is obtainable since output from the PESCARA station is severely restricted and an allotment for this works cannot be made at present. If power were supplied, either from PESCARA or by the installation of generators, sufficient machinery and other equipment is held to make parts on a very large scale.

It was suggested to the Transportation & Industry Sub-Commission at H.Q. A.C. that immediate steps be taken to put the firm into production, to fix prices for parts and to plan a sales organisation through the local transport agency in each Province and later through E.C.A.C.

The Spica firm at CASTELLI in TERAMO Province manufacture porcelain for spark plugs and could produce this part for plugs made by Cocchetti.

871

(c) Tyres In common with the rest of ITALY the tyre situation is critical. Many trucks are deadline now and increasing numbers will become unserviceable for the same reason in the next few months. The T.O. has demanded 986 tyres and tubes from H.Q. and up to date 133 tyres and 48 tubes have been received for sale to civilians. Approximately 1600 tyres and 2000 tubes are held at H.Q. A.C. by the Commerce Sub-Commission but no large sizes such as 42 x 9, needed for 10-15 ton auto-trains, are in stock. A further shipment of 900 tyres is expected to arrive in NAPLES shortly.

80% of re-treads and repairs from the Pirelli plant go to A.C. but materials have now run out. Industry Sub-Commission have obtained a release of 6 months supply from theatre stocks but it is stated that no supplies are available. The Pirelli plant can turn out 250 re-treads and repairs per day.

When in production it is hoped to manufacture 200 tyres and tubes per day at the Tivoli plant. Production cannot start however until a

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

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It was suggested to the Transportation & Industry Sub-Commission at H.Q. A.C. that immediate steps be taken to put the firm into production, to fix prices for parts and to plan a sales organisation through the local transport agency in each Province and later through U.N.R.R.A.

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When in production it is hoped to manufacture 200 tyres and tubes per day at the Tivoli plant. Production cannot start however until a 4" extruder, which RHQ agreed to release from the Pirelli plant, is made available. This matter is outstanding decision by RHQ, AFHQ.

A requisition for the necessary raw materials was submitted to the Combined Chiefs of Staff on 7 Jan but no decision has yet reached G-4(A), AFHQ.

No tyre repair shops capable of re-tread were found in the Region but a number of small firms exist who do spot cover and tube repairs. No overall survey has been made by A.C. to determine production capacity and materials needed. It is known that many of these shops repair truck tyres but are short of hot patches and solution.

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

RECOMMENDATIONS

15. Operation

(a) All WE/TE and requisitioned cars should be pooled and re-distributed as suggested in para 8(c).

(b) A transfer of trucks from AQUILA to PESCARA Truck Pool is necessary.

(c) The operating results of all Truck Pools need detailed investigation monthly with a view to attaining a fuller utilisation of available truck space and a reduction in empty mileage.

(d) A.C. should take steps to expedite the formation of E.M.A.C., to improve control of civilian trucks, to introduce a uniform work ticket and to improve the system of road check. A standard E.M.A.C. tariff should be introduced based on rates approx 25% higher than that existing at present due to the high cost of parts and tyres pertaining. Evasion of control will not be eradicated if owners are prevented from making a profit due to the tariff rates in force.

(e) It is suggested that civilian trucks in all Provinces should be organised and controlled by Prefect's decree on the lines of the C.A.P. in MACERATA. Consideration should be given to the possibility of employing O.R's from convalescent depots as mobile checkers of both W.D. and civilian trucks and as a Black Market control, a method now producing good results in MACERATA.

16. Maintenance

870

(a) Documentation generally should be reviewed with a view to establishing standard practice throughout the Region for WE/TE vehicles, requisitioned cars and Truck Pools. The vehicle log sheet in use at No. 3 Truck Pool might well be used for all American TE vehicles and civilian cars, while the American W.D. form 46 could be employed as a standard work ticket for those vehicles.

(b) As the Regional Maintenance Officer is now responsible for WE/TE vehicles under Estab Memo. No. 34, he should visit garages regularly and arrange for T.P.O's to pay weekly visits for the purposes of check and supervision.

(c) G-4 AFHQ should release 1st Echelon tool kits for both WE/TE garages and Truck Pools as soon as possible, if available.

(d) The system of P.O.L. accounting in use at Truck Pools should be uniformly applied at all WE/TE garages.

(e) Consideration should be given to the early release of 2nd Echelon sets for Truck Pools by G-4 AFHQ and to the provision of equipment

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

distributed as suggested in para 3(c).

(b) A transfer of trucks from AQUILA to PESCARA Truck Pool is necessary.

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(d) The system of P.O.L. accounting in use at Truck Pools should be uniformly applied at all WE/TE garages.

(e) Consideration should be given to the early release of 2nd Echelon sets for Truck Pools by G-4 AFHQ and to the provision of equipment requisitioned by H.Q.A.C. for central Truck Pool workshops.

(f) Command of Truck Pool personnel should be delegated to P.C's. Purchases, other than P.O.L., by T.P.O's should be limited to £5 and any expenditure in excess of this figure authorised by P.C's or the T.O.

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

(g) Action by A.D. to fix civilian repair charges and freeze spare parts is called for. Every effort should be made by H.Q. A.M. to commence production of parts for civilian trucks by the Cocchitti factory.

(h) Sale of tyres to civilians from existing stocks held by H.Q. A.D. should be expedited. All concerned should take action without delay to put the Tivoli tyre plant into production owing to the serious tyre situation of civilian trucks.

(i) A complete survey by A.D. of all civilian tyre repair shops should be carried out immediately to ascertain resources available with a view to the distribution of materials when received.

(j) It was reported to the team that civilian owners have purchased tyres from military Salvage Depots at BARI and NAPLES. As civilians are capable of using tyres beyond military repair it is proposed that sale of salvage tyres be officially authorized and a procedure inaugurated whereby officials of transport agencies are issued with a permit to visit Salvage dumps and purchase tyres on behalf of truck owners in each Province.

Lt.Col.R.[illegible],
Senior Inspector (Ex.)

29 Jan 1945.

869

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

2325

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

WE/TE AND REQUISITIONED VEHICLES - STRENGTH BY TYPES AND LOCATIONS.

Type	Region H.Q.	AQUILA (a)	CHIETI-PESCARA.	TERAMO.	ASCOLI.	MACERATA.	AN
Motor cycles	3B 1A 3C (b)		1E				
1/4 ton Jeeps	6B 8A	1A	1A				2B
4 x 2 P.U.	2	1	2		1	1	
4 x 2 Ford Staff Car	1						
4 x 2 15 cwt G.S.	2	2	4	1	1	1	
4 x 2 15 cwt water	1						
4 x 2 3 ton G.S.	7						
4 x 4 3 ton, fire			1				
3/4 ton weapons carrier	10		1		2	2	
3/4 ton wood cars	2						
Requisitioned vehicles	(c) 8 M/Cs (c) 74 cars	6 cars	7 cars		10 cars	7 cars	2 19
Totals	128	10	17	1	14	11	3

Notes:- (a) Locations shown are Provincial H.Qs.
(b) A = American, B = British, C = Civilian.
(c) Of the 74 cars on strength, 14 are used in the 5 Truck Pools, 4 are assigned out of the R
cannibalised. Effective strength is 74. 2 M/Cs are held in Truck Pools.

868

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

APPENDIX 'A'

WE/TE AND REQUISITIONED VEHICLES - STRENGTH BY TYPES AND LOCATIONS.

pe	Region H.Q.	AQUILA (a)	CHIETI-PESCARA.	TERAMO.	ASCOLI.	MACERATA.	ANCONA.	TOTAL.
es	3B 1A 3C (b)		1B				1B	9
eps	6B 8A	1A	1A				2B 1A	19
	2	1	2		1	1	1	8
Staff Car	1							1
wt G.S.	2	2	4	1	1	1		11
t water	1						1	2
n G.S.	7							7
n, fire			1				1	2
apons carrier	10		1		2	2	7	22
d cars	2							2
ed vehicles	(c) 8 M/Cs (c) 74 cars	6 cars	7 cars		10 cars	7 cars	2 M/Cs 19 cars	10 M/Cs 123 cars
Totals	128	10	17	1	14	11	35	216

) Locations shown are Provincial H.Qs.
) A = American, B = British, C = Civilian.
) Of the 74 cars on strength, 14 are used in the 5 Truck Pools, 4 are assigned out of the Region and 22 are cannibalised. Effective strength is 74. 2 M/Cs are held in Truck Pools.

23.27

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

STATUS OF PASSENGER CARRYING VEHICLES and OFFICER STRENGTH

Location	WE/TE Vehicles				Requisitioned Cars			
	Strength.	Serviceable.	(a) U/R.	Deadline.	Strength.	Serviceable.	U/R.	Deadline.
Region H.Q.	29	18	(b) 5	(c) 6	56	29	5	(d) 22
AQUILA	2	2	-	-	6	4	1	1
CHIETI-PESCARA	4	3	1	-	7	7	-	-
TERAMO	-	-	-	-	(f)3	1	1	1
ASCOLI	4	3	1	-	10	6	1	3
MACERATA	4	4	-	-	7	6	-	1
Total	43	30	7	6	89	53	8	28
ANCONA (e)	11	Not known			19	Not known		

Notes:- (a) U/R = Under repair in RAME W/shops or outside Region for WE/TE vehicles and extensive repairs f
(b) 3 Jeeps, 1 Cord car and 1 weapons carrier in American Ord.
(c) 3 American Jeeps and 2 weapon carriers are to be salvaged.
(d) These cars are cannibalised.
(e) ANCONA was not visited and thus the deadline and repair situation is not known.
(f) Three cars are requisitioned by the Prefect for the use of A.C. Officers.

2328

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

APPENDIX 'B'

STATUS OF PASSENGER CARRYING VEHICLES and OFFICER STRENGTH

WE/TE Vehicles				Requisitioned Cars				Total Serviceable WE/TE & cars.	Officer Strength
Strength.	Serviceable.	(a) U/R.	Deadline.	Strength.	Serviceable.	U/R.	Deadline.		
29	18	(b) 5	(c) 6	56	29	5	(d) 22	47	38
2	2	-	-	6	4	1	1	6	11
4	3	1	-	7	7	-	-	10	12
-	-	-	-	(f)3	1	1	1	1	5
4	3	1	-	10	6	1	3	9	8
4	4	-	-	7	6	-	1	10	9
43	30	7	6	89	53	8	28	83	83
11	Not known			19	Not known			21	

nder repair in REME w/shops or outside Region for WE/TE vehicles and extensive repairs for requisitioned cars.
, 1 Comd car and 1 weapons carrier in American Ord.
can Jeeps and 2 weapon carriers are to be salvaged.
ars are cannibalised.
was not visited and thus the deadline and repair situation is not known.
ars are requisitioned by the Prefect for the use of A.C. officers.

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

W.D. CIVILIAN SUPPLY TRUCKS - LOCATIONS, STRENGTH, TYPES & STATUS.

Location.	Chev. (a) ½ ton.	Dodge 3 ton.	Fiat. 8 ton.	O.M. 6 ton.	Misc.	Total.	Serviceable.	Under Repair.	Deadline.
Truck Pool No.3.									
CHIETI	27	-	-	-	-	27	25	1	(b) 1
TERAMO	10	-	-	-	-	10	10	-	-
PESCARA	9	-	6	-	-	15	9	-	(b) 6
Truck Pool No.4.									
AQUILA	15	1	29	3	2	50)			
AVEZZANO	4	-	-	-	-	4)	40	8	(c) 11
SULMONA	4	-	1	-	-	5)			
Truck Pool No.5.									
ASCOLI	34	-	-	-	-	34	30	1	(d) 3
Truck Pool No.6.									
MACERATA	19	10	-	-	-	29	25	3	(e) 1
Truck Pool No.7.									
FANO	10	10	5	1	3	29	Not known		
Total	132	21	41	4	5	203	(f) 139	(f) 13	(f) 22

Notes:- (a) Equipped with 1 ton trailers, many of which are deadline for tyres.
(b) 5 Chev and 2 Fiats awaiting parts and tyres.
(c) All Fiats awaiting engines and tyres.
(d) Awaiting front wheel bearings, plugs and batteries.
(e) Awaiting master cylinder.
(f) Excluding FANO.

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

APPENDIX 'G'

W.D. CIVILIAN SUPPLY TRUCKS - LOCATIONS, STRENGTH, TYPES & STATUS.

Chev. ½ ton.	Dodge 3 ton.	Fiat. 5 ton.	O.M. 6 ton.	Misc.	Total.	Serviceable.	Under Repair.	Deadline.
27	-	-	-	-	27	25	1	(b) 1
10	-	-	-	-	10	10	-	-
9	-	6	-	-	15	9	-	(b) 6
15	1	29	3	2	50)			
4	-	-	-	-	4)	40	8	(c)11
4	-	1	-	-	5)			
34	-	-	-	-	34	30	1	(d) 3
19	10	-	-	-	29	25	3	(e) 1
10	10	5	1	3	29	Not known		
132	21	41	4	5	203	(f) 139	(f) 13	(f) 22

ed with 1 ton trailers, many of which are deadline for tyres.
and 2 Fiats awaiting parts and tyres.
ts awaiting engines and tyres.
; front wheel bearings, plugs and batteries.
g master cylinder.
ing PANC.

2331

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

TRUCK POOL OPERATION STATISTICS & FINANCIAL POSITION - November 1944.

Item	Truck Pool No. 3.	Truck Pool No. 4.	Truck Pool No. 5.	Truck Pool No. 6.
No. of trucks	60	62	34	30
Kilometres operated	267,891	195,210	160,844	115,700
Av Km per Truck Day	157	121	182	131
% Km run empty	45	47	29	31
% Truck hrs operated	24	19	23	20
% Truck hrs standing	12	8	14	10
% Truck hrs deadlined	25	44	18	21
% Truck hrs idle	39	29	45	49
Tons hauled	5,423	3,536	2,747	824
Ton capacity available	7,098	19,916	3,772	4,078
% usage of capacity available	76	18	74	20
Total income (hire)	5,565,379	5,757,650	3,444,657	1,939,372
Total expenses, excl depreciation	2,305,252	1,933,993	1,168,088	975,945
Net profit, excl depreciation	3,260,127	3,803,657	2,276,569	963,427
Total cumulative A/c's receivable	15,483,552	12,143,636	4,491,296	1,609,888
Total profit to date	16,829,674	12,256,337	5,163,593	2,702,575

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

APPENDIX 'D'

TRUCK POOL OPERATION STATISTICS & FINANCIAL POSITION - November 1944.

Truck Pool No. 3.	Truck Pool No. 4.	Truck Pool No. 5.	Truck Pool No. 6.	Total for Region.
60	62	34	30	186
267,891	195,210	160,844	115,700	739,645
157	121	182	131	145
45	47	29	31	40
24	19	23	20	22
12	8	14	10	10
25	44	18	21	29
39	29	45	49	39
5,428	3,536	2,747	824	12,537
7,098	19,916	5,772	4,078	34,864
76	13	71	20	36
5,965,379	5,757,650	3,444,657	1,939,372	16,687,058
2,305,252	1,933,995	1,168,008	975,945	6,383,278
3,260,127	3,003,657	2,276,569	963,427	10,303,779
13,483,552	12,143,624	4,491,296	1,699,888	33,726,370
16,829,674	12,256,337	5,163,593	2,702,575	36,952,581

APPENDIX 'E'

CIVILIAN OWNED TRUCKS - NUMBERS LICENSED & LOCATIONS

Province	Total	No. below 2 tons.	Licensed.	No. above 2 tons serviceable.	Doubtful.
AQUILA	292	260	32	13	19
CHIETI	240	200	40	30	10
PESCARA	162	133	29	8	21
ASCOLI	280	188	92	40	52
MACERATA	265	194	69	43	26
TERAMO	197	157	40	28	12
TOTAL	1434	1132	302	162	140

Approx 50% of trucks under 2 tons are doubtful.

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

2334