

ACC

AC/100/TN5

10000/148/2637
(VOL. I)

OP

U.S.

10000/148/2637
(Vol. I)

OPERATIONS - GENERAL

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

GR/gbl

7
100

9 AUGUST 1945

EXT 1- 566
REF 1- AC/100/100/Tn5
SUBJECT 1- Application to Haul Alcoholic Essences
TO 1- Ispettorato Generale della Autorizzazione Civile
e dei Trasporti in Concessione
Ministero dei Trasporti
Piazza della Croce Rossa- ROMA

9798

1. Reference is made to your letter 9374 dated 23 July '45 regarding an application by the " Distillerie dell'AGRIUM Company " to haul alcoholic essences from Rome to Pescara.
2. In view of the special circumstances mentioned in your letter, this Sub-Commission has no objection to the necessary authority being granted, provided that this case is not permitted to establish a precedent for the haulage of wine and alcohol by road, contrary to Movements Division (Roads) Memorandum No 3. dated 26 June 1945.

For the DIRECTOR


G. PENNYCOCK
Lt. Col. R.A.

Copy to : Tptn A/C (Tn 1 & Tn 3)

Chief's decision 8 Aug.


HEADQUARTERS ALLIED COMMISSION
AEC 394
TRANSPORTATION SUB-COMMISSION

GF/gbl

7
100

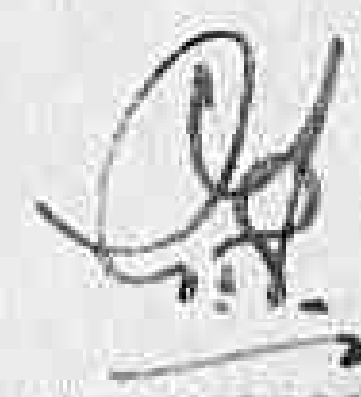
9 AUGUST 1945

EXT :- 566
REF :- AC/100/100/Tn5
SUBJECT :- Application to Haul Alcoholic Essences
TO :- Ispettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione
Ministero dei Trasporti
Piazza della Croce Rossa- ROMA

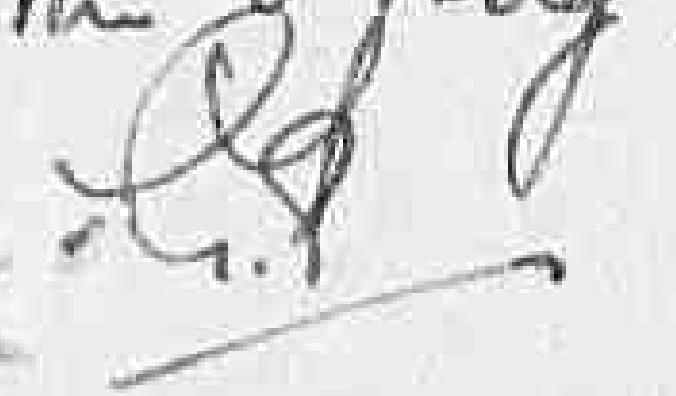
9752

1. Reference is made to your letter 5374 dated 23 July '45 regarding an application by the " Distillerie dell'AURUM Company " to haul alcoholic essences from Rome to Pescara.
2. In view of the special circumstances mentioned in your letter, this Sub-Commission has no objection to the necessary authority being granted, provided that this case is not permitted to establish a precedent for the haulage of wine and alcohol by road, contrary to Movements Division (Roads) Memorandum No 1. dated 26 June 1945.

For the DIRECTOR


G. PERRYHOUGH
Lt. Col. R.A.

Copy to : rptn A/C (Tn 1 & Tn 3)

Chief's decision 8 Aug.


TRADUZIONE RSM

GF/gbi

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EXT :- 566 9 AGOSTO 1945
REF :- AO/100/100/Tn5
SUBJECT :- Richiesta di Trasporto di
essenze alcoliche
TO :- Ispettorato Generale della
Motorizzazione Civile e dei Trasporti in Concessione
Piazza della Croce Rossa- Ministero dei Trasporti
R. C. A. A.

1. Si riscontra la V/ lettera Serv/IV-Prot. 5374 in data 23/7/'45, relativa ad una richiesta della Società Distilleria dell' "Aurea" per il trasporto di essenze alcoliche da ROMA a PASCARA.
2. Considerate le speciali circostanze indicate nella V/ lettera, questa Sotto Commissione non ha nulla in contrario che venga concessa la necessaria autorizzazione semprechè non sia consentito che tale concessione costituisca precedente per il trasporto su strada ordinaria di vino ed alcolici, in contrasto con il Memorandum N°3 della Movement Division (Roads) in data 26/6/45.

Per il DIRETTORE



Ft° G. FERNYHOUGH
Lt. Col. R.A.

Copia alla
Tptn S/C (Tn 1 & Tn3)

2545

10
TRANSLATION

BG/GB

MINISTRY OF TRANSPORTS
General Inspectorate of Civil Motorization
and Transports in Concession

Serv. IV
Ref. 5374

Rome 23rd July 1945

TO : A.C. Transportation Sub-Commission
Rome

SUBJECT : "Distillerie dell'Aurum" Company. Application
for transport.

The Distillerie dell'Aurum, company, with main office in Pescara, has pointed out that the Allied Commission has shown its interest in order that said firm may initiate again its production of marmelades and liquors for export and this is in accordance with the inspections accomplished in Pescara by the A.C. Inspector and with the memorandum submitted to Maj. Rosenbaum of Industry Sub-Commission. AC.

The Company is provided of important and modern plant for the production on a large scale.

Two barrels of 500 liters each, containing alcoholic essences and juice of the highest importance for the production of the Aurum liquor, have been subtracted to the German pillage of the Pescara factories and have been transferred to Rome.

The above mentioned company requests now the authorization to transfer from Rome to Pescara with a motor vehicle, the above mentioned amount of essences and princes.

Considering that the availability of said raw materials will surely permit the reoperation of an important industrial activity this Ministry has nothing on contrary to grant the requested authorization unless the Allied Commission is of another opinion.

Therefore please inform us of your opinion.

FOR THE MINISTER
(sgd illegible)

2544

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

SERV. IV°

1661
P.L. 5374

A.C. - TRANSPORTATION
SUB-COMMISSION

= R O M A =

OGGETTO: Soc. "Distillerie dell'Aurum" - richiesta di autorizzazione al trasporto. -

La Società "Distillerie dell'Aurum", con sede in Pescara, riferisce che codesta Commissione Alleata avrebbe dimostrato il suo interesse affinché la Società medesima sia al più presto in grado di riprendere le sue produzioni di marmellate per l'alimentazione e di liquori per l'esportazione, e ciò in seguito a sopralluogo, in Pescara, dell'Ispettore dell'A.C. e di memoriali presentati al Sig. Maggiore Rosenbaum dell'Industry Sub-Commission A.C.-

Trattasi effettivamente di Società che possiede un'importante e moderna attrezzatura per la produzione di riserve di notevole entità.

Dai suoi stabilimenti di Pescara furono a suo tempo sottratte alle rapine tedesche, e trasferite a Roma, due botti da 500 litri ciascuna di concentrati di ^{alcoliche}essenze salse, costituenti le "matrici" fondamentali per ottenere il "tipo" del liquore Aurum.

La Società in parola chiede, ora, di essere autorizzata, in via eccezionale, a trasportare detto quantitativo di essenze e salse da Roma a Pescara mediante autoveicolo.

Pic. 5374

OGGETTO: Soc. "Distillerie dell'Aurum" - richiesta di autorizzazione al trasporto. -

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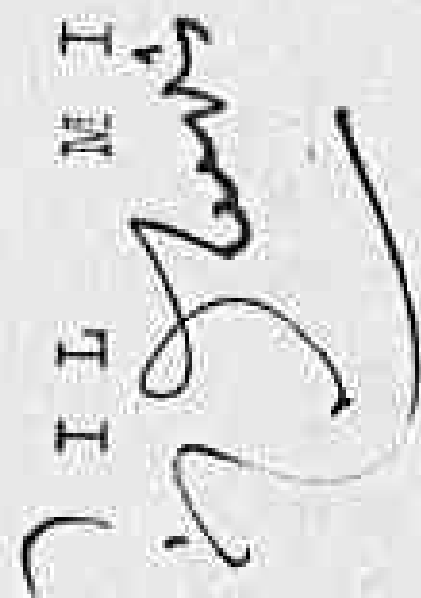
Tenuto presente che la disponibilità di dette materie prime consentirebbe la ripresa di una importante attività industriale, nulla osterebbe da parte di questo Ministero, sal-

vo contrario avviso di cotesta Commissione Alleata, di concedere la chiesta autorizzazione.

Si prega pertanto di voler comunicare al riguardo il parere di codesta Commissione.

23 LUG 1945

IL MINISTRO



HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
APO 394

TN/35/233

Milan, 1st. August 1945

SUBJECT : Haulage of Wine

TO : Transportation Sub-Commission
H.Q. - Allied Commission

In reply to your AC/IOO/80/Tn 5 dated 26th. July 1945 :

I. Of the 26 cases cited by you, 14 relate to trucks operating in Regions other than Lombardia. Of the remaining 12, 7 relate to Varese Province. The Director and one sub-director of the Ufficio Trasporti in that Province were dismissed two weeks ago for failing to observe the rules of despatching. The other 5 cases are being investigated and disciplinary action will be taken.

2. A strong letter has been sent to all P.C.'s calling attention to the orders previously issued on the subject of Wine Haulage and Movement in and out of AMG Territory.

3. For your information, numerous complaints are being received from all Uffici Trasporti that wine is still coming into the Region from the South on trucks armed with ENAC trip-tickets.

FOR THE REGIONAL COMMISSIONER

Marion Fitzgerald
J. MARION FITZGERALD

LT. COL. Q.M.C.
R.T.O.

WFP/fdb.

2542

SUBJECT : Haulage of Wine

TO : Transportation Sub-Commission
H.Q. - Allied Commission

In reply to your AC/100/80/Tn 5 dated 26th. July 1945 :

1. Of the 26 cases cited by you, 14 relate to trucks operating in 3 Regions other than Lombardia. Of the remaining 12, 7 relate to Varese Province. The Director and one sub-director of the Ufficio Trasporti in that Province were dismissed two weeks ago for failing to observe the rules of despatching. The other 5 cases are being investigated and disciplinary action will be taken.
2. A strong letter has been sent to all P.C.'s calling attention to the orders previously issued on the subject of Wine Haulage and Movement in and out of AMG Territory.
3. For your information, numerous complaints are being received from all Uffici Trasporti that wine is still coming into the Region from the South on trucks armed with ENAC trip-tickets.

FOR THE REGIONAL COMMISSIONER

J. MARION FITZGERALD
LT. COL. Q.M.C.
R.T.O.

WFP/fdb.

2542

TRANSLATION

ALLIED COMMISSION
LIAISON OFFICE
D A R I

31 July 1945

REF. : BA/PI/1/11-A

SUBJECT : Requisitions

TO : R. Prefettura
Bari.

1. As you are aware, Bari is an important import center for Allied Commission civilian food supplies. HQ. Allied Commission maintains my office and staff for the purpose, and holds no responsibility for insuring that these imports are received, and handled efficiently and without loss or wastage of transport, by the Consorzio Agrario and the other authorized recipients.

2. Under present conditions of labor, communications, etc., this responsibility requires that I insure that these recipients are equipped with necessary transportation. Efficient use of road and rail transportation, as well as accounting for imports without undue loss, have proved to depend to a very great extent on the mobility of the recipient.

3. In the case of the Consorzio, I have devoted considerable time and energy to securing tires and other facilities to keep them on the road. It has been necessary, however, for me to do considerable of the traveling that should have been done by them; and I have at other times been required to place Allied Commission machines at their disposal.

You will understand, therefore, that I am not in sympathy with the recommendations to the British Military by your Questura for requisition of Consorzio transport on the one hand, while I on the other hand am doing my utmost to supply them with transport.

When I have taken the question of these requisitions up with the British Authorities, it has been pointed out by them that the vehicles in question were brought to their attention as subject to requisition by your Questura. In the latest instance it was indicated that your Questura had justified their action on the ground that the machine had been brought to South Italy illegally. This is emphatically denied by Consorzio; and I am not aware that a prosecution has been instituted.

4. It is submitted that both your own and Allied

2541

7100

TO : R. Prefettura
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4. It is submitted that both your own and Allied requirements, could be met through requisition of vehicles which are not employed in the public welfare - and, in fact, to a great extent from those that are employed in contrary pursuits.

In any event, your future collaboration is urged to the extent of directing that requisitions, or recommendations for Allied requisitions, of Consorzio vehicles shall not be made - and of insuring that this policy is adhered to.

./.

-2-

5. With regard to the requisition by your Questura of the cars of mill owners, it is granted that the decision as to whether such requisitions are necessary or would be injurious to the public welfare is one for your provincial government. It is suggested that the matter might well be cleared with SERIAL prior to requisition. It is pointed out, however, that if any mills are unable to accept grain efficiently and without wastage of transport, for lack of mobility as for any other reason, I shall be forced to eliminate direct delivery to those mills from Bari Port.

6. With regard to the requisition of civilian lorries, it is requested that in future they not be requisitioned when en route from the port loaded with grain. Since there are about 100 lorries in the province and a maximum of 40 will be employed at any instance on the port at one time, it is not believed that this practice is strictly necessary.

Copy : SERIAL
Bari.

Translation: A.D.O.S.
54 Area
(Att.: Col. Izard-Lowe)

A.C. Liaison Officer
Bari

Senior Transportation
Officer, A.C., Bari

Food Sub-Commission
Hq. Allied Commission

Transportation S/C ✓
Hq. Allied Commission.

J.M.C. Izard-Lowe
(Att.: Col. Izard-Lowe)

2540

10

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JTB/mh

2 August 1945

Tele : Brt. 318

32/8/Tn.3.

SUBJECT : Use of W.D. Transport for Civilian TrafficTO : G-4 (B) A.F.H.Q.

1. Reference your AFHQ/3807/q(Mint) of 23 July '45, forwarding for comment draft letter on the use of W.D. transport for Civilian Traffic.

2. It is suggested that the following amendments should be made to your draft :-

Para 3. Delete first sentence, from "Arrangements" to "representation", and substitute the following :-
"The Senior S. & T. Officer in each District, and in Home Area Allied Command, will be responsible for informing their local Movements HQ of all W.D. convoys which will be running empty and which might consequently be filled with civilian traffic. The Movements HQ concerned will then be responsible for ascertaining from the appropriate A.C. Transportation Officer if a civilian load is available, and for arranging for it to be picked up."

Para 5. First line. After "A.C." add "or KMG".

2539

For the Chief Commissioner

P. J. Buchanan
Colonel
P.D.G. BUCHANAN, Colonel

Copy to : G-5 A.F.H.Q.
G-4 (Mov & Tn) A.F.H.Q.
Transportation Sub-Commission - (Roads Division)



ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

PIOMBINO

22nd July, 1945

TO: Mr. R.M. Bazzanella,
Chief, Ports & Warehouse Div.

SUBJECT: Movements of Wine by Road - Piombino

1. Reference is made to Memorandum No. 3 (AG/24/22/En3), dated 26th June, 1945, issued by Movements Division - Roads.
2. During the period from July 4th to July 17th, a total of 418 tons of lemons were discharged at Piombino. Due to non-availability of rail cars, various consignees entered bids on ENAC, Florence and Leghorn, for road transportation. They were informed that none was available. On account of the perishable nature of the goods, the writer secured ALCOM military trucks from Leghorn and forwarded the lemons to various destinations.
3. Large quantities of wine have been discharged at Piombino, for which ENAC found no difficulty in providing road transportation - generally trucks and trailers of 16 ton capacity.
The writer previously intercepted a number of trucks and trailers, and found that they were arriving from Florence and points in Northern Territory to load wine at Piombino.
A common practice is to describe the goods to be carried as "agrumi" (citrus fruits) on the trip tickets, but the vehicles load wine.
In a number of instances the writer compelled the trucks to unload wine and load grain for Florence, Leghorn and Lucca. Records have been kept of these operations.
4. The writer previously forwarded records of vehicles carrying wine to Northern Territory to Mr. George G. Gross, Chief, Roads Div.
5. Attached hereto are copies of 4 trip tickets issued by the Ufficio Autotrasporti di Florence on the 17th and 18th July, 1945. These trucks attempted to load wine, but were compelled to load grain for Florence instead.
6. Also attached hereto are records, taken from trip tickets, of interceptions made within a two day period. They represent only a drop in the bucket. Nine out of ten of the interceptions cover combination trucks and trailers of approximate 16 ton capacity. These vehicles came from ROME, VERONA, SAVONA, NEZZA, Monf., GENOA, BRESCIA, PIACENZA and MILAN.
It will be noted that Piombino is not indicated in some of the itineraries as the point of loading, although wine was loaded at Piombino. Particularly flagrant cases are covered by interception reports Nos. 1 and 2. These two trucks and trailers arrived from Rome and loaded at Piombino a total of 32 tons of wine for Milan. Trip ticket indicated "Chemicals & Pharmaceuticals and Various Merchandise" to be transported

2538

Memo - Mr. R.M. Caszarella

Sheet No. 2

22nd July, 1945

from Rome to Milan.

7. The writer has noted numerous other violations, but was handicapped in taking appropriate action on account of lack of assistance.

8. Trucks and trailers are still arriving from northern points, but have transferred their operations to night time to lessen or obviate interception.

9. The above, with attachments, are for your information and records and such further action as you may deem necessary.

Stanley P. France

Stanley P. France,
P.L.O., Piombino



cc: Col. H.J. Sieff,
Chief, Movements

Capt. A.A. Gower,
Transportation Sub-Commission.

spf

2537

Transmission

To: ENAC

Rome, 1 ~~Aug~~ August 1945

General Directorate - Rome

Subject: Irregular haulages

1. We beg to draw your attention to some irregularities which have come to our notice, and which occur especially in haulages towards Northern Italy -

2. It has happened that trucks going from Rome to the North ~~have~~ (e.g.: Milan) have been issued with trip tickets bearing the ^{ambiguous} ~~undefining~~ wording "Alimentari", (foodstuff) - You are required to take measures in order that such wording will no longer be used, and will be replaced by a more specific one, and which may allow for an efficient check of the cargo -

3. It has also happened that trucks bearing a trip ticket for the North, and for a load of "chemical products", have left Rome empty, and in going through Pombino ^{have} ~~and~~ loaded wine which they have hauled to their destination -

4. ^{Some typical examples in the form of extracts of the} Let alone the well known inefficiency of road controls, which makes it possible for such irregularities to occur repeatedly and frequently, it is necessary that ~~all ENAC offices issuing trip tickets~~ every time that the description of the merchandise lends itself to be construed arbitrarily, such as for instance: i.e. "merchandise {miscellaneous goods}, foodstuff, miscellaneous foodstuff."

2536

chemical products, and the like, all ENA offices issuing
trip tickets add to it: "excluding wine, ^{alcohol} ~~spirit~~, and alcoholic
beverages" in conformity with ~~the well known instructions~~
~~issued some time ago.~~ ~~The Road Memorandum~~
~~No. 3 issued by this Commission 26 June 1945.~~
5. Confirmation will be appreciated -
copies of which you hold

1674
via dicendo, oggi. ^{alcol, e bevande alcoliche} ~~alcol~~ ^{secondo le} ~~ben note~~ norme a suo tempo emanate.
5. - Si gradirà cenno di conferma.

C/R WORTHINGTON
MAJOR

ENAC
 Direzione Generale
 Roma
 Piazza Cavour

Ajosto
 Roma, 1 ~~August~~ 1945

Oggetto - Trasporti irregolari

1. Richiamiamo la vostra attenzione su alcune irregolarità di cui ~~nessuno~~ veniamo informati, e che si verificano specialmente nei trasporti verso l'Italia Settentrionale -

2. È accaduto che ad autocarri partenti da Roma verso il Nord (ad es. Milano) siano stati rilasciati fogli di viaggio con la dicitura generica: "Alimentari". Vogliate provvedere affinché codesta dicitura non venga ^{più} usata, e sia sostituita da altra più specifica e che consenta un effettivo controllo del carico -

3. È anche avvenuto che autocarri provvisti di ~~un~~ foglio di viaggio ^{per il Nord, ~~per un carico di "prodotti alimentari"~~ vuoto} come al ~~paragrafo~~ precedente, siano partiti da Roma con ~~carichi vuoti~~ o con ~~carichi vuoti~~ e, passando per Piombino, abbiano caricato vino, trasportandolo a destinazione.

4. A parte la ^{note} deficienza nei controlli statali, che rende possibile il frequente ripetersi di siffatte irregolarità, è necessario che tutti gli Uffici dell'ENAC che rilasciano fogli di viaggio, tutte le volte che la ^{denominazione delle merci} ~~denominazione~~ si presta ad arbitrarie interpretazioni, quali ad es.: merci varie, alimentari, alimentari ^{prodotti chimici} vari, e

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GSF/ep

Ref: AC/100/91/Tn5

4 August 1945.

SUBJECT: Vehicle 19730 BS - License Permit 28539, Brescia -
Mariani Giovanni.

TO : Regional Commissioner - LOMBARDIA REGION
(Att: Regional Transportation Officer)

1. Attached hereto is License Permit No. 28539 issued in the Province of Brescia to Mariani Giovanni. In the late evening on or about 30 July 1945, Giovanni was stopped at Piambino with a cargo of wine for which no satisfactory explanation could be offered to the Port Liaison Officer of Transportation Sub-Commission stationed at Piambino.

2. Giovanni's Circulation Permit was confiscated and he was informed that he would report to the Port Liaison Office the following morning for further instructions. Sometime during the night and the early morning of the day following, he managed to leave Piambino with his vehicle loaded with the cargo of wine. It is surmised that he departed for his home territory.

3. Your attention is again invited to Movements Memorandum No. 3, Movements of Wine, Movements Division, Roads, Transportation Sub-Commission, AC which clearly defines the conditions under which wine haulage by road is authorized. It is further requested that this Headquarters be kept advised regarding this flagrant breach of instructions and the disciplinary measures which are adopted.

By Command of Rear Admiral STONE:

G. S. Franklin
G. S. FRANKLIN
Assistant to the Chief,
Roads Division

Encl.- License Permit

2534

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
A.P.O. 394

TN/280/217

Milan, 28th. July 45.

SUBJECT : Telegram 1771
TO : Transportation Sub-Commission,
Allied Commission A.P.O. 394 .

1.) Any truck of ours running with a round trip trip-ticket is not a genuine ticket and the truck should be stopped.

2.) See copy of letter from Food Division explaining the alcohol deal. We have had several complaints from our people on the bribery methods used by E.N.A.C. and we would appreciate anything your office can do to stop such activities.

FOR THE REGIONAL COMMISSIONER


J. MARION FITZGERALD
LT. COL. Q.M.C.
R.T.O.

JMF/ng

2533

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
FOOD DIVISION
LOMBARDIA REGION
A.P.O. 394

July 24th 1945

REF : FOOD/1171

SUBJECT : Movement of Alcohol

TO : Regional Transportation Officer - Lombardia Region

1. With reference to attached cable.
2. The writer fails to see why any explanation is needed. Surely an application for the movement of alcohol (which was not restricted like wine) should if approved be so endorsed so that EMAC of the exporting Province can give the necessary permit if the transport is available.
3. In this case the firm of Filippo Galli Tabacco of Milan made a written application to move 35,000 liters of alcohol from Civitavecchia to Milan by road.
4. The alcohol is needed in this Region and this Division recommended its movement but, it should be noted, this recommendation was to EMAC in Rome for their permission.
5. There is nothing that I have seen to forbid the movement by road of alcohol, but EMAC refused the permit and asked the firm for a bribe to issue a pass.
6. A copy of a report on this is attached. This report was dated 17th of July.
7. It should be noted that I have had numerous complaints from merchants of EMAC's methods, and they leave much to be desired.

2532

SUBJECT : Movement of Alcohol

TO : Regional Transportation Officer - Lombardia Region

1. With reference to attached cable.

2. The writer fails to see why any explanation is needed. Surely an application for the movement of alcohol (which was not restricted like wine) should if approved be so endorsed so that ENAC of the exporting Province can give the necessary permit if the transport is available.

3. In this case the firm of Filippo Calli Tettuso of Milan made a written application to move 35,000 liters of alcohol from Civitavecchia to Milan by road.

4. The alcohol is needed in this Region and this Division recommended its movement but, it should be noted, this recommendation was to ENAC in Rome for their permission.

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2532

Putnam

R. Horn Major
Regional Food Officer
Lombardia Region.

✓ Copy for Regional Commissioner
Lombardia Region.

Mod. ENAC 10

194
88

Roma
Fill

To the ALLIED COMMISSION
Transportation and Commission - ROME
and for information:
To the ALLIED COMMISSION - Insp. S/O.
Movement Division R O M E

Re the attention of Mr. Taylor

Re the attention of Mr. Taylor
for the attention of Mr. Taylor
for the attention of Mr. Taylor

SUBJECT: Packages of wine

OGGETTO: trasporti di vino

1. - Ritieniamo opportuno inviarvi, qui unite, un elenco di autocarri che sono stati visti circolare in alcune nostre Province trasportando vino.

2. - Tutti questi veicoli erano muniti, come rileverete, di fogli di viaggio rilasciati dall' A.M.G. Ufficio trasporti.

3. - Tanto vi comunichiamo per vostra norma e perché facciate le investigazioni che riterrete opportune.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

[Signature]

Annex 3.

Paras 3. 4 5 6. Particularly 5 (c) 7 (e).

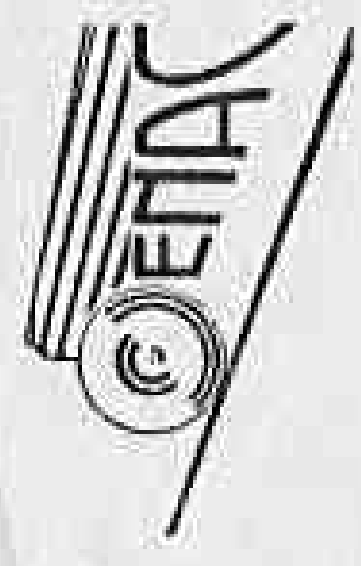
Annex 2.

Paras 2, 3 (a) 4 (a) 1 (b).

Annex 1 to Annex 1

2531

[Signature]
You are
attending this



Ente Nazionale Autotrasporti Loro

ISTITUTO DI DIRITTO PUBBLICO
DALL' 17 AGOSTO 1944 N. 155

DIREZIONE GENERALE

Divisione CA/Trasporti

Part. A. 351/561/154/63

Alleg. 1

Disposto al 1

Ente Nazionale Autotrasporti Esc

ISTITUTO DI DIRITTO PUBBLICO
DL 17 AGOSTO 1944 N° 186

DIREZIONE GENERALE

Sezione CA/Amministrazione
Dati 1° SM/3 561/15463
Maggio 1
Chiusura 1°

OGGETTO: trasporti di vino

SUBJECT: hauling of wine

1. - Ritorniamo opportuno inviarvi, qui unita, un elenco di autotrasporti che sono stati visti circolare in alcune nostre provincie trasportando vino.
2. - Tutti questi veicoli erano muniti, come rileverete, di fogli di viaggio rilasciati dall' A.M.G. Ufficio Trasporti.
3. - Tanto vi comunichiamo per vostra norma e perché facciate la vostra valutazione che viterrete opportune.

IL DIRETTORE GENERALE

[Signature]

THE GENERAL MANAGER

Paras 3.

Paras 3, 4 & 5. Particulars 5 (c) & (e).

Paras 2.

Paras 2, 3 (b) & 4 (a) (b).

Paras 1 to Paras 1

Para 2 (a) (ii).

2531

Chit
You are handling this
[Signature]

Mod. ENAC 10

Roma 14 LUG 1945

194

Ac/100

ISPETTORATO GENERALE MOTORIZZAZIONE
CIVILE E TRASPORTI IN CONCESSIONES E D E

e, per conoscenza:

COMMISSIONE ALLEATA - Sottocommissione Trasporti - Div. Movimento

R O M AISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio Movimento

Prot. N. 304/512/15154

Al.

1

Alleg.

del

Oggetto: Trasporti entro e fuori il territorio dell'AMG.

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

Si fa riferimento alle istruzioni impartite dalla Sottocommissione Trasporti della Commissione Alleata - memorandum n. 2 - per regolare il traffico degli autocarri civili che effettuano trasporti civili fra il territorio del Governo Italiano e la zona AMG e viceversa.

1. Trasporti dal territorio del Governo Italiano al territorio dell'AMG

Secondo le disposizioni impartite dall'AC col memorandum n. 2 ogni automezzo che si reca nel territorio AMG deve essere munito di un foglio di viaggio rilasciato dall'ENAC. Il foglio di viaggio deve essere valido solo per l'andata.

L'automezzo deve quindi presentarsi all'Ufficio Autotrasporti della Provincia di destinazione per ricevere, da questo, disposizioni per il carico di ritorno ed il foglio di viaggio relativo.

In merito a tale procedura osserviamo che gli Uffici Autotrasporti dell'Alta Italia - a differenza di quanto fanno gli Uffici dell'ENAC - non accettano le richieste di trasporto dei committenti, ma trattano direttamente coi trasportatori che acquisiscono il traffico per proprio conto. Ne consegue che un trasportatore dell'ENAC che si presenti ad uno degli Uffici Autotrasporti suddetti, non potrà avere assegnato alcun carico di ritorno, ma dovrà procurarselo da sé, oppure dovrà rivolgersi a privati spedizionieri, perdendo in tale modo, in attesa del carico, parecchie giornate e sostenendo notevoli spese di soggiorno che dovrà poi far gravare sull'importo del trasporto.

Per ovviare a tali inconvenienti non resta che munire gli automezzi dell'ENAC anche del foglio di viaggio per il trasporto di ritorno. Sarà nostra cura inviare gli automezzi nel territorio AMG solo quando sarà assicurato, in partenza, il carico di ritorno.

Date le forti richieste che giornalmente vengono presentate da e

Ente Nazionale Autotrasporti

ISTITUTO DI DIRITTO PUBBLICO
DALL'1 AGOSTO 1944 N. 186

DIREZIONE GENERALE

Arrivo Movimento

Sub. 1. n. 3014 572/15154

Deposito n. 1. n. 1

ISTITUTO GENERALE AUTOTRASPORTI
CIVILE E TRASPORTI IN CONCESSIONE
S E D E

e, per conoscenza;
COMMISSIONE ALLEATA - Sottocommissione Trasporti - Div. Movimento
ROMA

Oggetto: Trasporti entro e fuori il territorio dell'ANG.

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

Si fa riferimento alle istruzioni impartite dalla Sottocommissione Trasporti della Commissione Alleata - memorandum n. 2 - per regolare il traffico degli autocarri civili che effettuano trasporti civili fra il territorio del Governo Italiano e la zona ANG e viceversa.

1. Trasporti del territorio del Governo Italiano al territorio dell'ANG

Secondo le disposizioni impartite dall'AC col memorandum n. 2 ogni automezzo che si reca nel territorio ANG deve essere munito di un foglio di viaggio rilasciato dall'ENAC. Il foglio di viaggio deve essere valido solo per l'andata.

L'automezzo deve quindi presentarsi all'Ufficio Autotrasporti della Provincia di destinazione per ricevere, da questo, disposizioni per il carico di ritorno ed il foglio di viaggio relativo.

In merito a tale procedura osserviamo che gli Uffici Autotrasporti dell'Alta Italia - a differenza di quanto fanno gli Uffici dell'ENAC - non accettano le richieste di trasporto dei committenti, ma trattano direttamente col trasportatori che acquisiscono il traffico per proprio conto. Ne consegue che un trasportatore dell'ENAC che si presenti ad uno degli Uffici Autotrasporti suddetti, non potrà avere assegnato alcun carico di ritorno, ma dovrà procurarselo da sé, oppure dovrà rivolgersi a privati spedizionieri, perdendo in tale modo, in attesa del carico, parecchie giornate e sostenendo notevoli spese di soggiorno che dovrà poi far gravare sull'importo del trasporto.

Per ovviare a tali inconvenienti non resta che munire gli automezzi dell'ENAC anche del foglio di viaggio per il trasporto di ritorno. Sarà nostra cura inviare gli automezzi nel territorio ANG solo quando sarà assicurato, in partenza, il carico di ritorno.

Date le forti richieste che giornalmente vengono presentate da e per il Nord riteniamo che non si troverà alcuna difficoltà ad evitare viaggi a vuoto.

2530

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- 2 -

2. Trasporti dalla zona AMG al territorio del Governo Italiano

L'ENAC data la sua organizzazione, è in grado di assegnare un carico di ritorno agli automezzi provenienti dal Nord. Riteniamo tuttavia più pratico e più speditivo che anche gli uffici autotrasporti del Nord, come già accade attualmente, provvedano direttamente sia al viaggio di andata che a quello di ritorno.

3. Assegnazione del carburante

Gli Uffici Autotrasporti del Nord assegnano il carburante solo per i viaggi eseguiti per conto della Se.pr.al; per tutti gli altri trasporti rilasciano il foglio di viaggio senza fare alcuna assegnazione di carburante. E' ovvio che se detti Uffici non assegnano il carburante ai loro autocarri non potranno assegnarlo anche a quelli dell'ENAC.

Il carburante poi è scarso, come è noto, in tutte le Province; ed in ognuna di esse è costretta a razionarlo opportunamente ed a ripartirlo giornalmente in modo da non rimanere, negli ultimi giorni del mese, senza carburante.

Un imprevisto afflusso di autocarri dall'altro zona perturberebbe tale ripartizione e potrebbe mettere qualche Provincia in condizione da dover sospendere i propri trasporti per mancanza di carburante.

Riteniamo pertanto che gli automezzi che viaggiano da una zona all'altra debbono essere approvvigionati del carburante esclusivamente in partenze.

4. Abbiamo rilevato che talvolta gli Uffici Autotrasporti - forse perchè non hanno alcuna limitazione nel consumo del carburante - rilasciano fogli di viaggio per trasporti proibiti dall'ENAC e particolarmente per trasporti di vino ed alcoolici. Molti autocarri di Roma, Litorale, ecc., si sono pertanto trasferiti al Nord allo scopo di poter sfuggire alle disposizioni dell'ENAC.

Sarebbe pertanto opportuno che venisse vietato, agli Uffici Autotrasporti dell'AMG, il rilascio di fogli di viaggio agli autocarri appartenenti alle Province Amministrate dal Governo Italiano, allo scopo di costringerli a rientrare alle proprie residenze. E' da tener presente poi che tutte le Province dell'Alta Italia hanno esuberanza di autocarri ora che è stata l'autorizzata, da parte dell'AMG, la circolazione di quelli ex tedeschi ed ex militari italiani.

5. Ci risulta che, mentre in Lombardia ed in Piemonte gli Uffici

2. Trasporti dalla zona AMG al territorio del Governo Italiano.

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5. Ci risulta che, mentre in Lombardia ed in Piemonte gli Uffici Autotrasporti adottano lo stesso tipo di fogli di viaggio dell'ENAC, gli altri Uffici o Consorzi adottano fogli di altro tipo, rendendo in tal modo meno efficace l'azione dei controlli stradali. Ritenia-

- 3 -

no indispensabile che gli Uffici Autotrasporti dell'AMG adottino, tutti indistintamente, lo stesso foglio di viaggio.

L'ENAC ha, dal 5 luglio c.e., introdotto un nuovo foglio di viaggio più completo di quello già usato e che rappresenta il frutto dell'esperienza fatta finora. Un esemplare di tale documento viene allegato alla presente, con preghiera di esaminare se non sia il caso di farlo adottare subito in tutto il territorio dell'AMG.

6. Controllo del traffico

Le infrazioni più frequenti che si verificano da quando sono state liberate le Regioni del Nord riguardano il trasporto di vino ed alcoolici dal sud al territorio AMG. Per eliminare tale inconveniente sarebbe opportuno controllare il traffico sulle principali strade di comunicazione mediante posti di controllo fissi da istituirsi nelle seguenti località:

- strada statale n. 16 a Rimini
- " " " 9 al passaggio del Po presso Piacenza
- " " " 1 prima del bivio per Serzane
- " " " 65 prima di Bologna

Tuttandosi di località situate in territorio AMG, i posti di controllo suddetti dovrebbero essere istituiti a cura dello stesso AMG. Riteniamo però indispensabile istruire bene il personale da adibire a tale servizio e pertanto proponiamo che l'impianto dei posti di controllo venga eseguito da nostri funzionari in collaborazione con quelli dell'AMG.

7. Per quanto riguarda infine le tariffe, è allo studio l'unificazione delle tariffe esistenti nelle due zone e la nuova tariffa sarà al più presto sottoposta al preventivo benestare di codesto Ispettorato e delle C.A.

Si prega pertanto esaminare quanto sopra esposto e favorire, d'intesa con l'AC sollecite istruzioni.

IL DIRETTORE GENERALE

2529

Allescher

P.S. Questa lettera fa seguito a quella del 30/6 CA/Tecnico 37.12/13834 con cui facciano presente che, dato l'attuale insufficienza di carburante i trasporti per il Nord dovevano essere mantenuti nel limite più ristretto. Tale ns/con-
cetto rimane naturalmente inalterato.

mo indispensabile che gli Uffici Autotrasporti dell'AMG adottino, tutti indistintamente, lo stesso foglio di viaggio.

L'EMMC ha, dal 5 luglio c.a. introdotto un nuovo foglio di viaggio più completo di quello già usato e che rappresenta il frutto dell'esperienza fatta finora. Un esemplare di tale documento viene allegato alla presente, con preghiera di esaminare se non sia il caso di farlo adottare subito in tutto il territorio dell'AMG.

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- strada statale n. 16 a Rimini
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Si prega pertanto esaminare quanto sopra esposto e favorire, d'intesa con l'AC sollecite istruzioni.

IL DIRETTORE GENERALE

Albergo

2529

P.S. Questa lettera fa seguito a quella del 30/6 CA/Tecnico 3T.12/13834 con cui facciamo presente che, dato l'attuale insufficienza di carburante i trasporti per il Nord dovevano essere mantenuti nel limite più ristretto. Tale ns/concesso rimane naturalmente inalterato.

Copy

Translation

all'INTER-AM. COMMISSION della
A.C. e del M.C. - A.C.A.
to the AMICZ COMMISSION
transportation and Commission from
to the AMICZ COMMISSION
Masy. S/C. - Movement's Divis. R4M

URGENT

CONCLUSION:

transport's in and outside
of the A.M.C. territory

In reference to the instructions given by A.C. - Insp. S/C. -
Memorandum M.2, to discipline the traffic of civilian trucks operating
between the Italian Government territory and A.M.C. territory.

1. - Transport's from the Italian Government territory

According to the orders of A.C. every truck going up to the
A.M.C. territory has to have a trip-ticket released by S.M.A.C. and
valid only for going there. That means that the trucker has to
present himself to the transport offices for receiving disposal of
load and getting the return trip ticket.

In this matter it is to observe that the transport offices
of Northern Italy do not accept bids of truckers, but only of employees.
That means that the trucker who reports to those offices will not get
any assignment of load neither a trip ticket. So he has to manage it
by himself or look for a private forwarding agent and that takes days
and costs a lot. These expenses of course make the transport taxes
much higher.

To avoid such inconvenient there's only one thing to do and
that is that UNAC issues also the return trip ticket. We shall take
care that only vehicles will be sent to the A.M.C. territory, which
have the return-load assured.

As there is a great request to bring goods down here, it will
be easy to avoid empty returns.

2528

2. - Transport's from A.M.C. territory to Italian Government territory

UNAC, cause of its organization, is able to assign return
loads to all the vehicles coming from Northern Italy and going back,
but it is more practical if the Northern transport offices continue
to take care also of the return trips.

3. - P.C.I. allocation

In reference to the instructions given by A.C. - Sup. S/O. -
 paragraph 5.2, to discipline the traffic of civilian trucks operating
 between the Italian Government territory and A.M.G. territory.

1. - Transports from the Italian Government territory

According to the orders of A.T. every truck going up to the
 A.M.G. territory has to have a trip-ticket released by I.N.A.D. and
 valid only for going there. What means that the trucker has to
 present himself to the transport offices for receiving disposal of
 load and getting the return trip ticket.

In this matter it is to observe that the transport offices
 of Northern Italy do not accept trip of truckers, but only of (shippers).
 That means that the trucker who reports to those offices will not get
 any assignment of load neither a trip ticket. So he has to manage it
 by himself or look for a private forwarding agent and this takes days
 and costs a lot. These expenses of course make the transport taxes
 much higher.

To avoid such inconveniences, the only one thing to do and
 that is that MAC issues also the return trip ticket. He shall take
 care that only vehicles will be sent to the A.M.G. territory, which
 have the return-load assured.

As there is a great request to bring goods down here, it will
 be easy to avoid empty returns.

25.8

2. - Transports from A.M.G. territory to Italian Government territory

MAC, owner of the organization, is able to assign return
 loads to all the vehicles coming from Northern Italy and going back,
 but it is more practical if the Northern transport offices continue
 to take care also of the return trips.

3. - P.V.I. allocation

The transport offices of Northern Italy are allotting gasoline
 only for GEPAL transports; for all other transports they issue the

2°

trip tickets without any allotment of gas. It is understood that if they are not allotting any gas to their own vehicles, they would allot it only to trucks.

As there is in all the provinces a shortage of gas, each province tries for herself to ration it as well as they can, so they won't be without any during the last days of month.

An unforseen arriving of vehicles from other provinces would (if they would allot them with gas for the return) cause such trouble that some provinces would be without gas for their own vehicles.

Therefore it is necessary that all vehicles get all the gas they will need, exclusively on their departure.

4. - It happened to know that the transport offices (just because they don't have any gas ration tickets) release trip tickets which are not allowed by EMAC and particularly for wine and alcohol. Many vehicles of Rome, Livorno, A.S.O. have been transferred to the North by their owners, to escape from EMAC control.

It should be forbidden that the transport offices issue trip tickets for vehicles which don't belong to their province, as they would come back here.

Northern Italy has more than enough vehicles now that German and Italian military trucks are allowed to circulate.

5. - We must find out that while in Lombardia and Piemonte regions the transport offices are using the same kind of trip tickets as EMAC, the syndicate offices are using an other kind, which makes the road control terribly difficult. We feel that it is absolutely necessary that all transport offices in the A.M.C. territory adopt only one kind of trip tickets.

The 5th. of July EMAC introduced a new trip ticket, which is more complete than the old one like experience shows. We attach a sample of the above mentioned new trip ticket and ask if it wouldn't be convenient to have it adopted quickly in the whole A.M.C. territory.

6. - Traffic - control

Most of the infractions happen with wine and alcohol transport from south to North. Therefore a strict traffic control would be necessary at the following points:

Main road n. 16 in Rimini

2527

As there is in all the provinces a shortage of gas, each province tries for herself to ration it as well as they can, so they went to without any during the last days of month.

An unforeseen arriving of vehicles from an other province would (if they would allot them with gas for the return) cause such troubles that some provinces would be without gas for their own vehicles.

Therefore it is necessary that all vehicles get all the gas they will need, exclusively on their own terms.

4. - We happened to know that the transport offices (just because they don't have any gas ration tickets) release trip tickets which are not allowed by UNAC and particularly for wine and alcohol. Many vehicles of Rome, Livorno, etc., have been transferred to the North by their owners, to escape from UNAC control.

It should be pointed out that the transport offices issue trip tickets for vehicles which don't belong to their province, so they would come back here. Northern Italy has more than enough vehicles now that German and Italian military trucks are allowed to circulate.

5. - We again found out that while in Lombardia and Piemonte regions the transport offices are using the same kind of trip tickets as UNAC, the symacate offices are using an other kind, which makes the road control terribly difficult. We feel that it is absolutely necessary that all transport offices in the A.A.S.S. territory adopt only one kind of trip tickets.

The 5th. of July UNAC introduced a new trip ticket, which is more complete than the old one like experience shows. We attach a sample of the above mentioned new trip ticket and ask if it wouldn't be convenient to have it adopted quickly in the whole A.A.S.S. territory.

6. - Traffic - control

Most of the infractions happen with wine and alcohol transport from south to North. Therefore a strict traffic control would be necessary at the following points:

Main road n. 16	in Rimini
" "	on the crossing of the Po river at Piacenza
" "	before the cross way to Gattana
" "	before Bologna

2527

As these points are located in A.M.G. territory, A.M.G. should take care of the institution of the traffic control above suggested. As a well trained personnel will be necessary, we suggest that our control personnel should be added to the northern personnel.

7. - For what the taxes are concerned we are examining them in view of a unique tariff for both territories and as soon as possible we shall submit the result to the Inspector General M.C. T.C. and A.C. for estimated approval.

We will appreciate your taking in consideration all above mentioned and hoped to get soon instructions which have to be approved by A.C.

THE GENERAL MANAGER
Signed Ing. Costa

2526

L'automezzo si è presentato per il carico il _____ alle ore _____
 ed è stato rilasciato libero per la partenza il _____ alle ore _____

L'automezzo si è presentato per lo scarico il _____ alle ore _____
 ed è stato rilasciato libero per la partenza il _____ alle ore _____

Firma _____ Mittente _____
 Conducente _____

Firma _____ Destinataria _____
 Conducente _____

OPERAZIONI DI CARICO E SCARICO RELATIVE AL VIAGGIO DI RITORNO

L'automezzo si è presentato per il carico il _____ alle ore _____
 ed è stato rilasciato libero per la partenza il _____ alle ore _____

L'automezzo si è presentato per lo scarico il _____ alle ore _____
 ed è stato rilasciato libero per la partenza il _____ alle ore _____

Firma _____ Mittente _____
 Conducente _____

Firma _____ Destinataria _____
 Conducente _____

VARIAZIONI D'ITINERARIO

Alteration to the itinerary

Da _____ a _____ via _____
 from _____ to _____ via _____

Motivo _____
 Reason _____

Da _____ a _____ via _____
 from _____ to _____ via _____

Motivo _____
 Reason _____

IL CONDUCENTE
The Driver

ISPEZIONI AI POSTI DI CONTROLLO

Certificate of inspection at Control Post

Giorno Day	Ora Time	Annotazione 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 en route

1) Sulla via _____ al km. o in località _____ alle ore _____ del _____
On road at km. or at locality at hours of

Osservazioni sul carico ed altre circostanze _____
Remarks about cargo and other circumstances

Agente _____ (Nome e cognome) _____ (Arma e Corpo) _____ (Firma)
Verifying agent (Full name agent) (Arm and Corps of service) (Signature)

2) Sulla via _____ al km. o in località _____ alle ore _____ del _____
On road at km. or at locality at hours of

Osservazioni sul carico ed altre circostanze _____
Remarks about cargo and other circumstances

Agente _____ (Nome e cognome) _____ (Arma e Corpo) _____ (Firma)
Verifying agent (Full name agent) (Arm and Corps of service) (Signature)

1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand the preferences and behaviors of potential customers. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be innovative and differentiated from existing products in the market.

2. After developing a concept, the next step is to create a prototype. This allows the company to test the feasibility of the product and gather feedback from potential users. The prototype should be functional and represent the key features of the final product. Based on the feedback received, the company can make necessary adjustments to the design and functionality.

3. Once the prototype is refined, the next step is to conduct a small-scale pilot test. This involves producing a limited quantity of the product and distributing it to a select group of customers. The purpose of the pilot test is to evaluate the product's performance in a real-world setting and gather valuable insights from actual users. This feedback can be used to make further improvements to the product.

4. After the pilot test, the company can proceed to a full-scale launch. This involves producing a larger quantity of the product and distributing it to a wider market. The company should implement a marketing strategy to create awareness and generate interest in the new product. Monitoring sales and customer feedback during the launch phase is crucial to ensure the product's success in the market.

5. Finally, the company should continue to monitor the product's performance and customer feedback over time. This allows the company to identify any issues or areas for improvement and make necessary adjustments to the product or marketing strategy. Continuous innovation and improvement are key to maintaining a competitive edge in the market.

Certificate of Inspection en route

1)	Sulla via <i>On road</i>	al km. o in località <i>at km. at locality</i>	alle ore <i>at hour</i>	del <i>of</i>
Osservazioni sul carico ed altre circostanze <i>Remarks about cargo and other circumstances</i>				
Agente <i>Forcing agent</i>		(Nome e cognome) <i>(full name agent)</i>	(Armi e Corpo) <i>(Arm and Corps of centre)</i>	(Receiv.) <i>(Official Station)</i>
				(Firma) <i>(Signature)</i>

2) Sulla via al km. o in località del
On road (No. or locality) at hours of

Osservazioni sul carico ed altre circostanze
Remarks about cargo and other circumstances

Agente
Verifying agent

.....
(Arma e Corpo) (Recapito) (Firma)
(Arm and Corps or Station) (Official Station) (Signature)

Sulla via <i>On road</i>		al km. o in località <i>at km. at locality</i>	alle ore <i>at hour</i>	del <i>of</i>
Osservazioni sul carico ed altre circostanze <i>Remarks about cargo and other circumstances</i>				
Agente <i>Verifying agent</i>	(Nome e cognome) <i>(full name agent)</i>	(Arma e corpo) <i>(Arm. and Corps of Service)</i>	(Recapito) <i>(Official address)</i>	(Firma) <i>(Signature)</i>

4)	Sulla via On road	 km. o in località (to km. at locality)	alle ore at hours	del of
	Osservazioni sul carico ed altre circostanze Remarks about cargo and other circumstances			
	Agente Verifying agent	(Nome e cognome) (full name given)	(Arma e corpo) (Arm and Corps of service)	(Firma) (Signature)

BEST COPY POSSIBLE

HEADQUARTERS UNITED STATES
ARMY
TRANSPORTATION DIVISION

15/09

30 July 1948.

ref: 40/100/00/000

My dear Professor Ferri:

I have received your telegram referenced number 4001007500 dated 27 July 1948.

Our Senior Transportation Officer at Bari spoke to the Capo Compartimento of the Italian State Railways in Bari on 27 July requesting him to release 12 trucks to the Prefect for use in transporting Carabinieri. The Capo Compartimento agreed to provide the trucks and the Senior Transportation Officer informed the Prefect accordingly.

It was confirmed on the morning of 28 July with the Deputy Director General of the Italian State Railways in Rome, that provision of the 12 trucks was approved. The Prefect is now satisfied that adequate transportation has been put at his disposal.

It is hoped that these arrangements will enable the patrol service to be continued to your satisfaction.

Very truly yours,

G. A. Smith Jr.
Chief,
Roads Division

Professor Ferruccio Ferri,
The Minister of the Interior,
Rome.

Chief Commissioner
Executive Commissioner
Executive Section
Civil Affairs Section
Public Safety
Transportation S/C (Tn1 and Tn5)

2524

HEADQUARTERS, UNITED STATES
DEPARTMENT OF JUSTICE
TRANSPORTATION AND COMMUNICATIONS

6/69

RE: 100/100/100/TAB

10 July 1948.

My dear Professor Parri:

I have received your telegram reference number 2141257383 dated 27 July 1948.

Our Senior Transportation Officer at Bari spoke to the Capo Compartimento of the Italian State Railways in Bari on 27 July requesting him to release 12 trucks to the Prefect for use in transporting carabinieri. The Capo Compartimento agreed to provide the trucks and the Senior Transportation Officer informed the Prefect accordingly.

It was confirmed on the morning of 28 July with the Deputy Director General of the Italian State Railways in Rome, that provision of the 12 trucks was approved. The Prefect is now satisfied that adequate transportation has been put at his disposal.

It is hoped that these arrangements will enable the patrol service to be continued to your satisfaction.

Very truly yours,

[Signature]
A. C. Brown Jr.
Chief,
Rome Division

Professor Ferruccio Parri,
The Minister of the Interior,
Rome.

cc: Chief Counselor
Executive Commissioner
Economic Section
Civil Affairs Section
Public Safety
Transportation S/S (Tab and Tab)

2524

MINISTRY OF INTERIOR - BARI

ROME.

7100.

2692

23 JULY 1945

ROUTINE

IN CLEAR

PARA ONE PD REFERENCE YOUR SIGNAL TWO ONE FOUR SIX ONE NICHOLAS TWO SEVEN THREE FIVE THREE DATED TWENTY SEVEN JULY PD

PARA TWO MINISTRY OF INTERIOR BARI FROM ALGERI ONE SEVEN THREE

PARA TWO PD ALLIED COMMISSION SENIOR TRANSPORTATION OFFICERS AT BARI SENT TO SAPO COMPTANTMENT OF ITALIAN STATE RAILWAYS IN BARI ON TWENTY SEVEN JULY REQUESTING HIM TO RELEASE TWELVE THIRDS TO THE PORT OF BARI FOR USE IN THE TRANSPORT OF CARGO PD THE SAPO COMPTANTMENT AGREED TO DO SO AND THE SENIOR TRANSPORTATION OFFICER INFORMED THE PORT OF BARI ACCORDINGLY PD IT HAS BEEN CONFIRMED THIS MORNING WITH THE DEPUTY DIRECTOR GENERAL OF THE ITALIAN STATE RAILWAYS IN BARI THAT THE PROVISION OF THIRDS TWELVE THIRDS IS APPROVED PD THE PORT OF BARI IS NOW SATISFIED THAT ADEQUATE TRANSPORT HAS BEEN PUT AT HIS DISPOSAL PD

PARA THREE PD IT IS HOPED THAT THESE ARRANGEMENTS WILL CHARGE THE PORTAL SERVICE TO BE PROVIDED TO YOUR SATISFACTION PD

COPI TO CHIEF COMMISSIONER
EXECUTIVE COMMISSIONER
ECONOMIC SECTION
CIVIL AFFAIRS SECTION
PUBLIC SAFETY
TRANSPORTATION SUB-COMMISSION (ONE and TWO)

2523

TRANSPORTATION SUB-COMM/
Ronde Div.

NICHOLAS FIDELIO
ONE USA
ADJUT/ AMLEN/

12
INCOMING MESSAGE**HEADQUARTERS ALLIED COMMISSION**

Originator's Reference: 21461 N 27353

Date/Time of Origin: JULY 27

Message Centre No: F/1467

Date Time Rec'd: JULY 27 1045

Precedence: ROUTINE

FROM: ROME

TO : CHIEF COMMISSIONER OF ALLIED COMMISSION ROME

IN CLEAR.

The Prefect of BARI informs that since the 23th last, the well known patrol service has not been carried out due to inefficiency of the means of transportation. He also informs that he has requested the local Allied authorities for the allotment of some of the vehicles turned over to the south eastern railways. In order that the continuance of this important service be assured and the repression of the country delinquency be successfully attained, it is begged that you help the Prefect in his request. We thank you.

The Minister of Interior - PARRI

*Taffer came Pref. 27th.
Cable I.S.R. agreed to
release 10 trucks in Taffer's
request. Taffer will not
28/7.*
M/C NOTE:

(Translation.)

ACTION
INFODIST

TN SC 2
CHIEF COMMISSIONER
ECON SEC
CA SEC
PUB SAFETY
FILE 2
FLOAT

2522

HEADQUARTERS
27 JUL 1945

ACTION

2

7/100 84

HEADQUARTERS ALLIED COMMISSION
APO 304
TRANSPORTATION SUB-COMMISSION

Tel: 220

MET/h1

323/10/TN 1

26 July 1945

Doctor Ugo La Malfa,
Minister of Transport,
Rome.

Re: Movement of mine by Road - Piccino

My dear Dr. La Malfa:

Report of Mr. France dated 22 July is enclosed for your information and necessary action. Also enclosed is copy of order to Regional Commissioner, Venetia Region; a similar order has been sent to Regional Commissioners, Lombardia, Piemonte, and Liguria Regions.

Highway trucks operating in Italian Government territory in violation of this order are operating illegally, and should be disciplined by the Italian Government whether they carry AMG trip tickets or not.

Yours very truly,

WILLIAM H. TAYLOR,
Director.

2 encl: Rpt. 22 Jul 45
Order

cc: Economic Section
Supply Division, Economic Section
Food Sub-Commission
Port & Whse. Div., Tn. S/C
Road Division, Tn. S/C

2521

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION

GCG/ep

Ref: AC/100/82/Tn5 *file*

26 July 1945.

SUBJECT: Haulage of Wine.

TO : Regional Commissioner - PIEDMONTE REGION.

1. It has been brought to the attention of this Headquarters that in a number of cases trip tickets have been issued by the Ufficio Trasporti, Piedmonte Region, for the haulage of wine from Southern Italy to various cities in Piedmonte Region.

2. Your attention is directed to Movements Division (Roads) Memorandum No. 3, Subject: Movement of Wine, reference AC/24/22/Tn3 dated 28 June 1945. The above mentioned trip tickets have been issued to Southern Italy and thence return to Piedmonte Region. The granting of permits to haul wine from any distance other than the nearest railhead or port is contrary to instructions issued from this Headquarters. The granting of return trip tickets from AMG Territory to Italian Government Territory is also contrary to instructions from this Headquarters (reference Movements Division (Roads) Memorandum No. 2, Subject: Movement of Traffic into and out of AMG Territory, file AC/31/7/Tn3 dated 28 June 1945.).

3. It appears that the Ufficio Trasporti is entirely disregarding all instructions laid down concerning the haulage of wine. This is causing the truckers in the Italian Government Territory to be discontented. Will your office please investigate the attached list which is comprised of but a few of the trucks seen in Southern Italy, from Piedmonte Region, during a 24 hour period. Very strong action will be taken in each of these cases by you and arrangements should be made to prevent further repetition of trucks making this long haul from Piedmonte Region to Lecce and Bari and other locations in Southern Italy for wine. The Ufficio Trasporti must further be given very clear instructions as to the issuance of trip tickets into Italian Government Territory, in accordance with Memorandum No. 2, whereby a trip ticket will be issued for one way only, and at arrival of such destination trucker reports to an EMAC office to obtain his return load.

4. Please advise this Headquarters of action taken to correct this disregard of orders on the part of Ufficio Trasporti.

By Command of Rear Admiral STONE:

[Signature]
Encl. - List

[Signature]
HARRITT H. TAYLOR
Director

2520

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino

13 July, 1945

File : Pi/13/116

Subject : Movements of Wine by Road Transportation

To : Mr. George G. Gross
Chief, Roads Division

1. Consignors of citrus fruits discharged at Piombino for forwarding to Toscana and adjacent regions have found it impossible to obtain road transportation from ENAC, etc.

2. It has been necessary for the writer to secure ALCOM military trucks from Leghorn to remove lemons before they perish.

3. Nevertheless, large numbers of motor trucks are allocated daily to remove wine from Piombino.

4. The writer has observed and recorded a number of illegal movements, representing only a small percentage.

5. The attached records of interceptions, were made today in less than one-half hour. They cover transportation of wine from Piombino to Voghera, Lodi, Canale, Genova and Lojano, all located in Northern Territory, and may be of interest to you.

2519

File : Pi/13/116

Subject : Movements of Wine by Road Transportation

To : Mr. George G. Gross
Chief, Roads Division

1. Consignors of citrus fruits discharged at Piombino for forwarding to Toscana and adjacent regions have found it impossible to obtain road transportation from ENAC, etc.

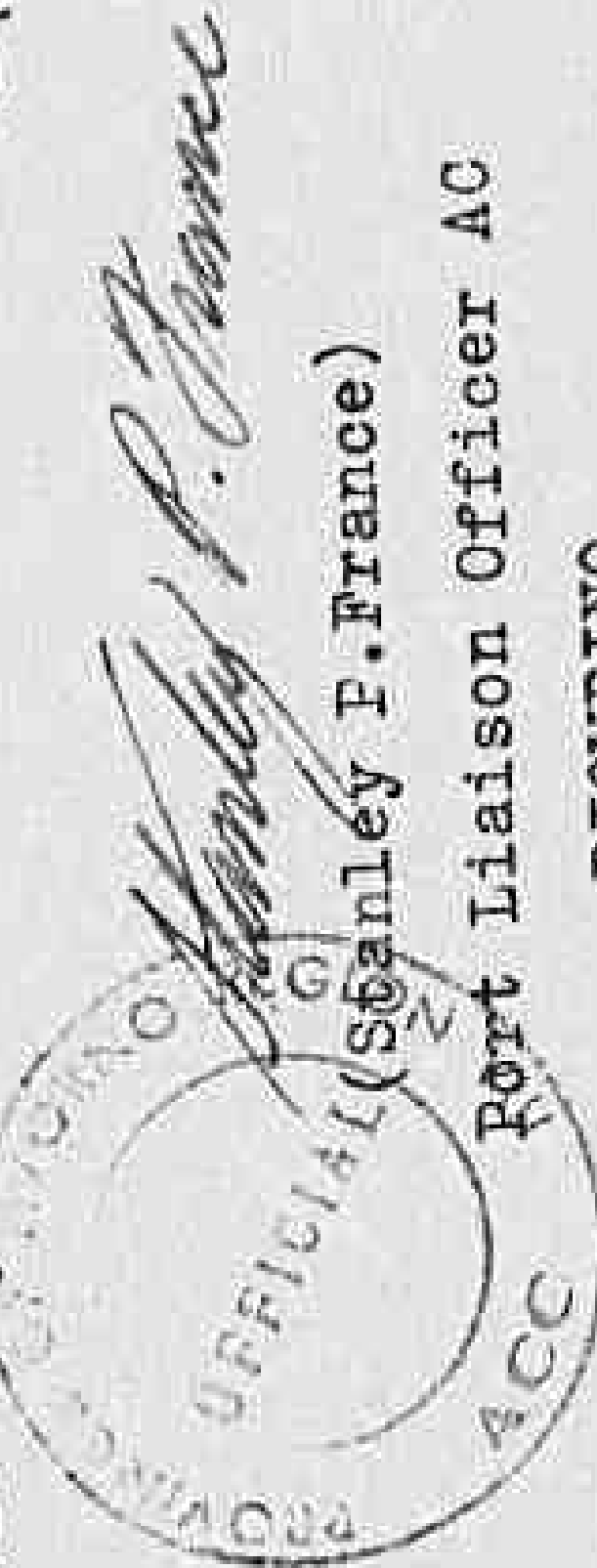
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2519



cc: Mr.R.M. Bazzanella
Chief, Ports & Warehouse Div.
Capt. Gower
Transp. Sub.Commission

MOVEMENTS OF WINE

by Road

Trip Ticket Inspections

by

G.P. France, F.L.O., PIOMBINO

Place of interception : PIOMBINO
 Date " " : 13 JULY 1945
 Type of vehicle : TRUCK & TRAILER
 Licence plate Nos. : TRUCK - 30401
 : TRAILER - FO. 1237
 Owner : POTT. ALOLA
 Load weight : 12 TONS
 Commodity : WINE
 Trip Ticket issued by : UFFICIO AUTOVEICO, LOIANO, BOLOGNA
 Trip Ticket No. : NO. NUMBER STATED
 Itinerary : PIOMBINO - LOIANO, BOLOGNA
 Distance indicated :
 Persons authorized to :
 ride :

Remarks



TRIP TICK. VAGUE. WITH LITTLE
INFORMATION. THEREON. SIGNATURE
APPEARED TO BE
"J. DIEIRO"

2518

785021

MOVEMENTS OF WINE

Trip Ticket Inspections

by

S.F. France, P.L.O., PIOMBINO

Place of interception : PIOMBINO
Date " " : 13 JULY 1945
Type of vehicle : TRUCK & TRAILER
Licence plate Nos. : { AT 4623 - (TRUCK)
 AT 160 - (TRAILER)
Owner : MONTANARO, MARIO, CANALE
Load weight : 15 TONS
Commodity : WINE
Trip Ticket issued by : ENAC - UFFICIO AUTOTRASPORTI DI ASTI
Trip Ticket No. : AMG 71260 - VALID 7/7/45 TO 14/7/45
Itinerary : GENOA, PIOMBINO, CANALE
Distance indicated :
Persons authorized to ride :

Remarks



2517

MOVEMENTS OF WINE by Road

Trip Ticket Inspections

by

S.P. France, P.L.O., PIOMBINO

Place of interception 1: PIOMBINO.....
 Date " " : 11.3 JULY 1945.....
 Type of vehicle : TRUCK & TRAILER.....
 Licence plate nos. : TRUCK: MI-7055 TRAILER: MI-91
 Owner : AMG No. MI/6 - 017053
 : COMUNE DI LODI.....
 Load weight : 8 TONS.....
 Commodity : WINE.....
 Trip Ticket issued by : AMG, LODI, PROV. OF MILAN
 Trip Ticket No : NONE.....
 Itinerary : PIOMBINO TO LODI, MILAN
 Distance indicated :
 Persons authorized to ride :
 Remarks : DRIVER..CARRIED..LETTER..
 : SIGNED BY SINDACO OF LODI..
 : STATING WINE WAS "FOIR".....
 : COMMUNAL USE " 2516



MOVEMENTS OF WINE by Road

Trip Ticket Inspections
by

S.P. France, P.L.O., PIOMBINO

Place of interception /: PIOMBINO.....
 Date " " : 13 JULY, 1945.....
 Type of vehicle : TRUCK & TRAILER.....
 Licence plate Nos. : TRUCK - M/6 - 07-056 : TRAILER 017-083
 Owner : COMUNE DI LODI.....
 Load weight : 8 TONS.....
 Commodity : MARSALA WINE.....
 Trip Ticket issued by : AMG., LODI, PROV. OF MILAN
 Trip Ticket No : 203181 AMG.....
 Itinerary : PIOMBINO TO LODI, MILAN
 Distance indicated :
 Persons authorized to ride :

 Remarks :

 2515.....

2514

24
 HEADQUARTERS ALLIED COMMISSION
 Public Safety Sub-Commission
 APO 394

79
 7100 Tel : 478427-580

22 July 1945

AC/14647/PS

SUBJECT : Traffic Control Police

TO : Regional Commissioners Liguria, Lombardia,
 Piemonte, Venezia
 attention RPSO's

✓ Transportation S/C }
 Chief of Police, Ministry of Interior } for
 C.A. Section } information
 Finance Sub Commission }

1. At a conference between this S/C. and Transportation S/C. on 21st July, 1945 it was arranged that the Traffic Control Police revert to the Ministry of the Interior at a date to be decided in the very near future.

2. In the period of handing over Public Safety Officers will arrange to supervise this force in conjunction with the Regional Questora.

3. When the force has been handed over all personnel as are approved for service will come under the Italian Government for the purposes of pay, allowances, rations, etc in similar manner to the Agents of Public Security.

4. In order to put this force on a proper basis, Prefects and Questora concerned will receive instructions direct from the Chief of Police, Ministry of the Interior.

Walter Doherty
 for JOHN W. CHAPMAN
 Colonel, J.A.G.D.
 Director.

WD/C

2513

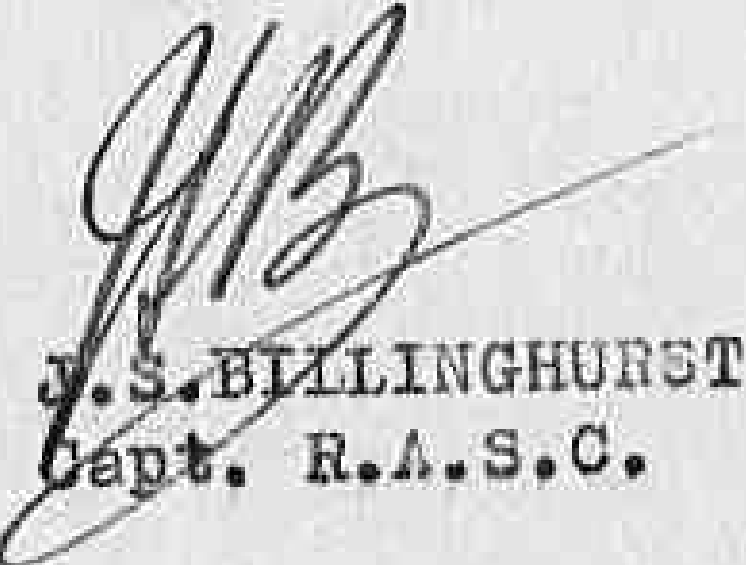
JSB/gbl 78

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
INTER OFFICE MEMO

EXT :- 566 23 JULY 1945
REF :- AC/100/78/Tn5
SUBJECT :- Transport facilities at Putignano
TO :- Movements Division

1. Reference your AC/86/127/Tn3 dated 21 July '45 and enclosures as noted below, your attention is directed to AC.100.61/Tn5 dated 12 July '45 .
2. The Truck Pool at LEGHORN has recently been augmented by 180 x 30 cwt Trucks and there should therefore not be any difficulty in providing the necessary transport.

For the DIRECTOR


J.S. BILLINGHURST
Capt. R.A.S.C.

2512

TRANSPORTATION
POLIZIA CONTROLLO ECONOMICO

Room 31, Montecatini Buildings- Milano 12-641 int. 30-46

FROM: Liaison Officer
Polizia CONTROLLO ECONOMICO

TO : Transportation Sub-Division
A.C. Headquarters. Rome.

Date: 19/Luglio 1945

Ref. P.E.C. 9/2

Ref. your AC/100/65/Tn ⁵ Dated 14th July.

SUBJECT. POLIZIA CONTROLLO ECONOMICO.

A full report of the work of the force was left with you. Herewith however a detailed list of our captures in Lombardia Province.

H.A. Symons

H.A. SYMONS
Major Intelligence Corps
ATTD A.C.

2511

Porto del forno	Data forno	Ore forno	Natura della merce	Quantità della merce	Luogo dove è stata consegnata la merce.
Cremone Porta Milano	2.7.45		Formaggio	Kg. 20,-	SEPRAL Cremona
" Traghette	"		Sale	" 20,-	" "
" Porta Milano	7.7.45		"	" 40,-	" "
Manno Inf. (Varese)	2.7.45		Pelli Grasse	" 5000,-	Concorso Pelland Varese
" "	"		Pelli grasse	" 8000,-	" " "
Mezzana Corti (Pavia)	16.6.45	14	Benzina	L. 420,-	Magass. Cos. Polia. Pavia
" " "	20.6.45	20	Cinghie per tram.	N° 6	" Poste Blocco Mezzana C.
" " "	21.6.45	18	Copertoni e pneu.	N° 3 + 3	" " "
" " "	20.6.45	20	Cop. autocarro	N° 6	" " "
" " "	"		Camera d'aria	N° 2	" " "
" " "	25.6.45	8	Olio d'oliva olio vegetale olio di colza olio per cucina pesce vegetali d'oliva	Kg. 40,- " 20,- " 20,- " 20,- " 20,-	Mag. Cos. Polia. Mezzana
" " "	25.6.45	11	Gesso per auto	N° 3	" " " "
S. Rocco del Porto (MI)	18.6.45	per.	Tessuti vestiti don-	L. 420,-	Poste Blocco S. Rocco Porto
" " "	19.6.45	ant.	Olio oliva	L. 20,-	Reg. Alia. Cos. S. Rocco
" " "	"	"	Tessuti vari	N° 2 valigie p. 3 pelli	Mag. Poste Blocco "
" " "	"	pos.	Benzina	L. 130,-	" " " "
" " "	19.6.45	"	Olio oliva	L. 15,-	Reg. Alia. Cos. "
" " "	21.6.45	"	" "	1 bidone d'olio	" " " "
" " "	"	"	Benzina	3 fustini	Com. de Autocentro Milano
" " "	"	18	Baracola	L. 14037,-	SEPRAL Milano
" " "	"	"	Grano	Kg. 12000,-	" "
" " "	"	14	Vino	Kg. 7000,-	" "
" " "	21.6.45	"	Baracola liquori	" 100,- " 14,-	" "
" " "	"	21,30	Tessuti	19 pezzi donna 3 abiti uomo	Mag. Poste Blocco S. Rocco
" " "	"	13	Formaggio	Kg. 1567,-	SEPRAL COCCINO

2519

Qnt. forno	Natura della merce	quantità della merce	Luogo dove è stata consegnata la merce.	Motivo del fermo.
	Formaggio	Kg. 20,-	SEPRAL Grosseto	Proprietario dichiara rivenditore a borsa nera.
	Sale	" 20,-	" "	Senza documenti di assegnazione
	"	" 40,-	" "	" " " "
	Pelli Grasse	" 5000,-	Genovese Pelli Varesse	" " " " accompagnamento
	Pelli grasse	" 8000,-	" " "	" " " " viaggio e asse-
14	Benzina	L. 420,-	Magasin. Cos. Polis. Pavia	" " " " gnaione
20	Cinghio per treno.	N° 6	" Poste Blocco Lombardi C.	" " " " o di oblio
13	Copertoni e Com.	N° 3 + 3	" " "	" " " " regolari
20	Cop. Autocarro	N° 6	" " "	" " " " di assegnazione
	Cassero d'aria	N° 2	" " "	" " " " "
8	Olio d'oliva olio vegetale olio di semi olio per cucina olio vegetale donna	Kg. 40,- " 40,- " 40,- " 40,- " 40,-	Mag. Cos. Polis. Bologna	" " " " viaggio e di as- segnazione
11	Cassa per auto	N° 3	" " " "	" " " " viaggio e giustifi- cativi
pen. aut.	Tessuti vestiti don. Olio oliva	N. 420,- L. 20,-	Poste Blocco B. Bocca Porto Cos. Alia. Com. B. Bocca	" " " " assegnazione Non essendo proprietario in grado giustificare provenienza e destino. Senza documenti relativi di viaggio " buoni di assegnazione
pen. "	Tessuti vari Benzina	N° 2 viaggio p 3 giorni L. 130,-	Mag. Poste Blocco "	Non in grado giustificare proven. Non avendo documenti regolari, merce contingenza
"	Olio oliva " "	L. 15,- 1 bidoncino	Gen. Alia. Com. " "	" " " " buoni assegnazione e fascini di provenienza militare
	Benzina	1 fascini	Com. de Autocarro Milano	Senza documenti relativi di viaggio Merce dichiarata proprietà SEPRAL MI senza documenti comprovanti.
18	Mercale Grano	L. 14037,- Kg. 12000,-	SEPRAL Milano	Vino diretto a Milano al Mag. Bocca- dini per essere venduto nell'ordinato del Sig. Tella abitante Costa L. Civ.
14	Vino	Kg. 7000,-	" "	Merce proveniente ditta F.lli Salvate- ri Bologna, per ditta Italestro di.
	Farina Migliorini	" 100,- Cassa 10	" "	Non avendo autorizz. che ne giustichi trasporto.
23,30	Tessuti	10 fogli donna 1 abito uomo	Mag. Poste Blocco B. Bocca	Merce prov. ditta Savelli Milcare Vigano, dest. ditta Sassara di Codogno.
13	Formaggio	Kg. 1567,-	SEPRAL CODOGNO	

2510

Posto del fermo	Data fermo	Ora fermo	Natura della merce	quantità della merce	Lughe dove è stata o consegnata la merce	Nota
S. Rocco Porto M.	21.6.45		Gruco	Kg. 8000,-	Milano	
"	"		Formaggio	" 14000,-	"	
"	"		Farina	" 8000,-	"	
"	"		Vino	L. 13290,-	"	
"	"		Vino	" 104,-	"	
"	"	10,40	Borsina	3 Antini	"	
"	22.6.45	per.	Versant-Barsola	Kg. 12000,-	"	
"	"	12	Farina	" 18000,-	"	
"	"	18	"	" 10000,-	"	
"	"	3,30	Vino	" 3400,-	"	
"	"	7,-	Vino	" 5100,-	" Lodi	
"	"		Vino	" 14410,-	" Milano	
"	"	2,30	Vino	11 Fusti	"	
"	"		Versant-Barsola	Kg. 12455,-	"	
"	"	20	Vino	" 5600,-	"	
"	"	per.	Vino	" 12644,-	"	
"	"	20	Borsina	2 Antini	"	
"	"		Olio	" 19799,-	"	
"	23.6.45		Vino	Kg. 19799,-	Milano	
"	"	antic.	Vino	dazio 235	"	
"	25.6.45		Tessuti vari	12 cappelli da 10 tagli di 1 pacco tess. vari 1 pacco tagli abi. 1 pacco maglier.	"	
"	"		Borsina	L. 100,-	"	
"	"		Tessuti abiti donna	4 pacchi	"	
"	"		Olio oliva	Kg. 10,-	"	
"	"		Farina	" 10,-	"	
"	"		Pancetta	Kg. 14,-	"	
"	"		Forme piccole n° 20	" 11,-	"	
"	"		Forme piccole n° 30	" 12,-	"	
"	"		Forme piccole n° 40	" 13,-	"	
"	"		Forme piccole n° 50	" 14,-	"	
"	"		Forme piccole n° 60	" 15,-	"	
"	"		Forme piccole n° 70	" 16,-	"	
"	"		Forme piccole n° 80	" 17,-	"	
"	"		Forme piccole n° 90	" 18,-	"	
"	"		Forme piccole n° 100	" 19,-	"	
"	"		Forme piccole n° 110	" 20,-	"	
"	"		Forme piccole n° 120	" 21,-	"	
"	"		Forme piccole n° 130	" 22,-	"	
"	"		Forme piccole n° 140	" 23,-	"	
"	"		Forme piccole n° 150	" 24,-	"	
"	"		Forme piccole n° 160	" 25,-	"	
"	"		Forme piccole n° 170	" 26,-	"	
"	"		Forme piccole n° 180	" 27,-	"	
"	"		Forme piccole n° 190	" 28,-	"	
"	"		Forme piccole n° 200	" 29,-	"	
"	"		Forme piccole n° 210	" 30,-	"	
"	"		Forme piccole n° 220	" 31,-	"	
"	"		Forme piccole n° 230	" 32,-	"	
"	"		Forme piccole n° 240	" 33,-	"	
"	"		Forme piccole n° 250	" 34,-	"	
"	"		Forme piccole n° 260	" 35,-	"	
"	"		Forme piccole n° 270	" 36,-	"	
"	"		Forme piccole n° 280	" 37,-	"	
"	"		Forme piccole n° 290	" 38,-	"	
"	"		Forme piccole n° 300	" 39,-	"	
"	"		Forme piccole n° 310	" 40,-	"	
"	"		Forme piccole n° 320	" 41,-	"	
"	"		Forme piccole n° 330	" 42,-	"	
"	"		Forme piccole n° 340	" 43,-	"	
"	"		Forme piccole n° 350	" 44,-	"	
"	"		Forme piccole n° 360	" 45,-	"	
"	"		Forme piccole n° 370	" 46,-	"	
"	"		Forme piccole n° 380	" 47,-	"	
"	"		Forme piccole n° 390	" 48,-	"	
"	"		Forme piccole n° 400	" 49,-	"	
"	"		Forme piccole n° 410	" 50,-	"	
"	"		Forme piccole n° 420	" 51,-	"	
"	"		Forme piccole n° 430	" 52,-	"	
"	"		Forme piccole n° 440	" 53,-	"	
"	"		Forme piccole n° 450	" 54,-	"	
"	"		Forme piccole n° 460	" 55,-	"	
"	"		Forme piccole n° 470	" 56,-	"	
"	"		Forme piccole n° 480	" 57,-	"	
"	"		Forme piccole n° 490	" 58,-	"	
"	"		Forme piccole n° 500	" 59,-	"	
"	"		Forme piccole n° 510	" 60,-	"	
"	"		Forme piccole n° 520	" 61,-	"	
"	"		Forme piccole n° 530	" 62,-	"	
"	"		Forme piccole n° 540	" 63,-	"	
"	"		Forme piccole n° 550	" 64,-	"	
"	"		Forme piccole n° 560	" 65,-	"	
"	"		Forme piccole n° 570	" 66,-	"	
"	"		Forme piccole n° 580	" 67,-	"	
"	"		Forme piccole n° 590	" 68,-	"	
"	"		Forme piccole n° 600	" 69,-	"	
"	"		Forme piccole n° 610	" 70,-	"	
"	"		Forme piccole n° 620	" 71,-	"	
"	"		Forme piccole n° 630	" 72,-	"	
"	"		Forme piccole n° 640	" 73,-	"	
"	"		Forme piccole n° 650	" 74,-	"	
"	"		Forme piccole n° 660	" 75,-	"	
"	"		Forme piccole n° 670	" 76,-	"	
"	"		Forme piccole n° 680	" 77,-	"	
"	"		Forme piccole n° 690	" 78,-	"	
"	"		Forme piccole n° 700	" 79,-	"	
"	"		Forme piccole n° 710	" 80,-	"	
"	"		Forme piccole n° 720	" 81,-	"	
"	"		Forme piccole n° 730	" 82,-	"	
"	"		Forme piccole n° 740	" 83,-	"	
"	"		Forme piccole n° 750	" 84,-	"	
"	"		Forme piccole n° 760	" 85,-	"	
"	"		Forme piccole n° 770	" 86,-	"	
"	"		Forme piccole n° 780	" 87,-	"	
"	"		Forme piccole n° 790	" 88,-	"	
"	"		Forme piccole n° 800	" 89,-	"	
"	"		Forme piccole n° 810	" 90,-	"	
"	"		Forme piccole n° 820	" 91,-	"	
"	"		Forme piccole n° 830	" 92,-	"	
"	"		Forme piccole n° 840	" 93,-	"	
"	"		Forme piccole n° 850	" 94,-	"	
"	"		Forme piccole n° 860	" 95,-	"	
"	"		Forme piccole n° 870	" 96,-	"	
"	"		Forme piccole n° 880	" 97,-	"	
"	"		Forme piccole n° 890	" 98,-	"	
"	"		Forme piccole n° 900	" 99,-	"	
"	"		Forme piccole n° 910	" 100,-	"	
"	"		Forme piccole n° 920	" 101,-	"	
"	"		Forme piccole n° 930	" 102,-	"	
"	"		Forme piccole n° 940	" 103,-	"	
"	"		Forme piccole n° 950	" 104,-	"	
"	"		Forme piccole n° 960	" 105,-	"	
"	"		Forme piccole n° 970	" 106,-	"	
"	"		Forme piccole n° 980	" 107,-	"	
"	"		Forme piccole n° 990	" 108,-	"	
"	"		Forme piccole n° 1000	" 109,-	"	
"	"		Forme piccole n° 1010	" 110,-	"	
"	"		Forme piccole n° 1020	" 111,-	"	
"	"		Forme piccole n° 1030	" 112,-	"	
"	"		Forme piccole n° 1040	" 113,-	"	
"	"		Forme piccole n° 1050	" 114,-	"	
"	"		Forme piccole n° 1060	" 115,-	"	
"	"		Forme piccole n° 1070	" 116,-	"	
"	"		Forme piccole n° 1080	" 117,-	"	
"	"		Forme piccole n° 1090	" 118,-	"	
"	"		Forme piccole n° 1100	" 119,-	"	
"	"		Forme piccole n° 1110	" 120,-	"	
"	"		Forme piccole n° 1120	" 121,-	"	
"	"		Forme piccole n° 1130	" 122,-	"	
"	"		Forme piccole n° 1140	" 123,-	"	
"	"		Forme piccole n° 1150	" 124,-	"	
"	"		Forme piccole n° 1160	" 125,-	"	
"	"		Forme piccole n° 1170	" 126,-	"	
"	"		Forme piccole n° 1180	" 127,-	"	
"	"		Forme piccole n° 1190	" 128,-	"	
"	"		Forme piccole n° 1200	" 129,-	"	
"	"		Forme piccole n° 1210	" 130,-	"	
"	"		Forme piccole n° 1220	" 131,-	"	
"	"		Forme piccole n° 1230	" 132,-	"	
"	"		Forme piccole n° 1240	" 133,-	"	
"	"		Forme piccole n° 1250	" 134,-	"	
"	"		Forme piccole n° 1260	" 135,-	"	
"	"		Forme piccole n° 1270	" 136,-	"	
"	"		Forme piccole n° 1280	" 137,-	"	
"	"		Forme piccole n° 1290	" 138,-	"	
"	"		Forme piccole n° 1300	" 139,-	"	
"	"		Forme piccole n° 1310	" 140,-	"	
"	"		Forme piccole n° 1320	" 141,-	"	
"	"		Forme piccole n° 1330	" 142,-	"	
"	"		Forme piccole n° 1340	" 143,-	"	
"	"		Forme piccole n° 1350	" 144,-	"	
"	"		Forme piccole n° 1360	" 145,-	"	
"	"		Forme piccole n° 1370	" 146,-	"	
"	"		Forme piccole n° 1380	" 147,-	"	
"	"		Forme piccole n° 1390	" 148,-	"	
"	"		Forme piccole n° 1400	" 149,-	"	
"	"		Forme piccole n° 1410	" 150,-	"	
"	"		Forme piccole n° 1420	" 151,-	"	
"	"		Forme piccole n° 1430	" 152,-	"	
"	"		Forme piccole n° 1440	" 153,-	"	
"	"		Forme piccole n° 1450	" 154,-	"	
"	"		Forme piccole n° 1460	" 155,-	"	
"	"		Forme piccole n° 1470	" 156,-	"	
"	"		Forme piccole n° 1480	" 157,-	"	
"	"		Forme piccole n° 1490	" 158,-	"	
"	"		Forme piccole n° 1500	" 159,-	"	
"	"		Forme piccole n° 1510	" 160,-	"	
"	"		Forme piccole n° 1520	" 161,-	"	
"	"		Forme piccole n° 1530	" 162,-	"	
"	"		Forme piccole n° 1540	" 163,-	"	
"	"		Forme piccole n° 1550	" 164,-	"	
"	"		Forme piccole n° 1560	" 165,-	"	
"	"		Forme piccole n° 1570	" 166,-	"	
"	"		Forme piccole n° 1580	" 167,-	"	
"	"		Forme piccole n° 1590	" 168,-	"	
"	"		Forme piccole n° 1600	" 169,-	"	
"	"		Forme piccole n° 1610	" 170,-	"	
"	"		Forme piccole n° 1620	" 171,-	"	
"	"		Forme piccole n° 1630	" 172,-	"	
"	"		Forme piccole n° 1640	" 173,-	"	
"	"		Forme piccole n° 1650	" 174,-	"	
"	"		Forme piccole n° 1660	" 175,-	"	
"	"		Forme piccole n° 1670	" 176,-	"	
"	"		Forme piccole n° 1680	" 177,-	"	
"	"		Forme piccole n° 1690	" 178,-	"	
"	"		Forme piccole n° 1700	" 179,-	"	
"	"		Forme piccole n° 1710	" 180,-	"	
"	"		Forme piccole n° 1720	" 181,-	"	
"	"		Forme piccole n° 1730	" 182,-	"	
"	"		Forme piccole n° 1740	" 183,-	"	
"	"		Forme piccole n° 1750	" 184,-	"	
"	"		Forme piccole n° 1760	" 185,-	"	
"	"		Forme piccole n° 1770	" 186,-	"	
"	"		Forme piccole n° 1780	" 187,-	"	
"	"		Forme piccole n° 1790	" 188,-	"	
"	"		Forme piccole n° 1800	" 189,-	"	
"	"		Forme piccole n° 1810	" 190,-	"	
"	"		Forme piccole n° 1820	" 191,-	"	
"	"		Forme piccole n° 1830	" 192,-	"	
"	"		Forme piccole n° 1840	" 193,-	"	
"	"		Forme piccole n° 1850	" 194,-	"	
"	"		Forme piccole n° 1860	" 195,-	"	
"	"		Forme piccole n° 1870	" 196,-	"	
"	"		Forme piccole n° 1880	" 197,-	"	
"	"		Forme piccole n° 1890	" 198,-	"	
"	"		Forme piccole n° 1900	" 199,-	"	
"	"		Forme piccole n° 1910	" 200,-	"	
"	"		Forme piccole n° 1920	" 201,-	"	
"	"		Forme piccole n° 1930	" 202,-	"	
"	"		Forme piccole n° 1940	" 203,-	"	
"	"		Forme piccole n° 1950	" 204,-	"	
"	"		Forme piccole n° 1960	" 205,-	"	
"	"		Forme piccole n° 1970	" 206,-	"	
"	"		Forme piccole n° 1980	" 207,-	"	
"	"		Forme piccole n° 1990	" 208,-	"	
"	"		Forme piccole n° 2000	" 209,-	"	
"	"		Forme piccole n° 2010	" 210,-	"	
"	"		Forme piccole n° 2020	" 211,-	"	
"	"		Forme piccole n° 2030	" 212,-	"	
"	"		Forme piccole n° 2040	" 213,-	"	
"	"		Forme piccole n° 2050	" 214,-	"	
"	"		Forme piccole n° 2060	" 215,-	"	
"	"		Forme piccole n° 2070	" 216,-	"	
"	"		Forme piccole n° 2080	" 217,-	"	
"	"		Forme piccole n° 2090	" 218,-	"	
"	"		Forme piccole n° 2100	" 219,-	"	
"	"		Forme piccole n° 2110	" 220,-	"	
"	"		Forme piccole n° 2120	" 221,-	"	
"	"		Forme piccole n° 2130	" 222,-	"	
"	"		Forme piccole n° 2140	" 223,-	"	
"	"		Forme piccole n° 2150	" 224,-	"	
"	"		Forme piccole n° 2160	" 225,-	"	
"	"		Forme piccole n° 2170	" 226,-	"	

Qta ferro	Natura della merce	quantità della merce	Luogo dove è stata consegnata la merce	Motivo del ferro
	Grano	Kg. 8000,-	Genova Milano	Proveniente da Genova e diretta alla Ditta Sordani di Lodi
	Formaggio	" 14000,-	" "	Proven. Lascara diretta Sopral Varese per diversi prodotti (nessun documento comprovanti)
	Farina	" 8000,-	" "	Proven. Collecchio (Parma) alla Sopral Lodi (nessun documento comprovanti)
	Vino	lt. 13290,-	" "	Proven. Lodi di Consegna alla ditta Giulini di Bergamo.
	Vino	" 104,-	" "	Proven. F. Bonadette dal Trento alla S. A. Lombardo Bergamo.
10,40	Biancino	3 fustini	" "	Proveniente di beni acquistamento e fustini di provvisione militare
pos.	Vernost-Bernola	Kg. 12000,-	" "	Proven. Sig. Colonia Salvatore abitan. via Sienese circa Milano.
18	Farina	" 18000,-	" "	Proven. Piacenza alla Sopral Sorogno nessun documenti comprovanti.
18	"	" 18000,-	" "	Proven. Piacenza alla Sopral Milano
3,30	Vino	" 3400,-	" "	Proven. Bibbiera (A. Emilia) diretta a Sig. Marzocchi p. immissione al consumo.
7,-	Vino	" 5100,-	" Lodi	Proveniente da Modena.
	Vino	" 14410,-	" Milano	Proven. Corato (Bari) alla ditta Strippoli Milano, alla Sopral p. accertamenti.
2,30	Vino	11 fusti	" "	Proven. Bone alla ditta Panteoni, alla Sopral p. accertamenti
	Vernost-Bernola	Kg. 12665,-	" "	Proven. Napoli a Milano, foglio via dalla Sopral p. accertamenti e per vini, mancante parte bollette dazio.
20	Vino	" 5600,-	" "	Alla Sopral per accertamenti
pos.	Vino	" 12644,-	" "	" " " "
20	Biancino	L. 30,-	Mag. Porto Bianco S. Rocco	Proven. mercante nero
	Olio	1 fustino	" "	" Biglietta ed Ignazio Brianza con cola bollette dazio.
	Vino	Kg. 11790,-	Sopral Milano	" Carroze Gaidi a Milano. Alla Sopral p. accertamenti.
antim.	Vino	dazio. 235	" "	
	Tenenti vari	18 compelli oro. 18 compelli ab. d'oro 3 pacchi comp. vari 1 pacco tagli abli. 3000	Mag. Porto Bianco S. Rocco	A disposizione dagli Enti competenti Mant. buoni regol. di assegnazione A disposiz. p. accertamenti.
	Biancino	L. 100,-	" " " "	
	Tenenti abiti donna	4 pacchi	" " " "	
	Olio oliva	Kg. 30,-	Gen. Alim. S. Rocco	
	Alimenti	" 19,-	" "	
	Prosciutti	" 11,-	" "	
	Formaggio ferro piccolo	2° 20,-	" "	
	Lardo	Kg. 14,-	Handetta Kg. 3,-	Fornitura bollette trasporto p. soli Kg. 30,-

2509

Posto del forno	Data forno	Ora forno	Natura della merce	quantità della merce	luogo dove è stata consegnata la merce
S. Rocco Porto MI.	25.6.45		Vernost-Marsala	Kg. 6183,-	SEPRAL Milano
" "	"		Olio	" 3000	" "
" "	"		Acciughe e pesce	" 2700	" "
" "	"		Acciughe e pesce	" 300	" "
" "	"		Vernost-Marsala	" 13000	" "
" "	"		Seconda p. macinata	" 300	" "
" "	"		Vino Marsala	" 11000	" "
" "	26.6.45	5	Corno macellato	" 21 C	" "
" "	"	21	Torroni orig.	" 35.60	" "
" "	"		Castagnoli orig.	" 17.50	" "
" "	"		Pignoli	" 15.50	" "
" "	"		Castagnoli	" 10.50	" "
" "	"		Castagnoli	" 10.50	" "
" "	"		Castagnoli orig.	" 23.50	" "
" "	"		Vernost-Marsala	Kg. 5270,-	Mag. Porto Bianco S. Rocco
" "	27.6.45	20,30	Tecuti	11 pacchi	SEPRAL Milano
" "	"	16	Benigna	10 pacchi	Mag. Porto Bianco S. Rocco
" "	"	16		L. 45,-	" " " "
" "	"	14	Vino Chianti	Pacchi 3200	" " " "
" "	"	14	Vino bianco	Pacchi 3200	SEPRAL Milano
" "	"	14	Stoffa	Kg. 5950	Mag. Porto Bianco S. Rocco
" "	"	23	Coperture biciclette	N° 300	" " " "
" "	"	11	Prosciutti	N° 3	" " " "
" "	28.6.45	16	Tecuti Vari	N° 3 colli	" " " "
" "	"	"	Giubbotto di pelle	N° 1	" " " "
" "	"	16	Abiti come confes.	N° 25	" " " "
" "	30.6.45	13	Olio	L. 20	Mag. Alim. Comune S. Rocco
" "	"	10,30	Vino	Kg. 307	" " " "
" "	"	"	Cuoio	" 695,80	Mag. Porto Bianco
" "	"	16	Cuoio negatura	" 2	" " " "
" "	"	"	Cuoio	" 2	" " " "
" "	"	"	Cuoio	" 2	" " " "
" "	"	"	Cuoio completo	" 1	" " " "
" "	"	"	div. colori	" 1	" " " "

2509

Ora Formo	Natura della merce	quantità della merce	Largo dove è stata consegnata la merce	Motivo del fermo
	Vermont-Marsala	Kg. 6183,-	SUPRAL Milano	Inviato alla Sopral p. accertamenti
	Olio	" 3000	" "	Regolare foglio d.via (inviato alla Sopral p. accertamenti).
	Acciughe e passio	" 2700	" "	Mancante foglio via inviata alla Sopral p. accertamenti
	Acciughe e passio	" 100	" "	Alla Sopral p. accertamenti
	Vermont-Marsala	" 13000	" "	Foglio via p. Bovini, trasg. invece carta bollata. Alla Sopral p. accertamenti.
	Aceto p. Marsellina	" 11000	" "	
5	Vino Marsala	" 21 0	" "	
	Cerve macinata	" 21 0	" "	
21	Tecenti crop.	Kg. 31 60		
	Condimento rig.	" 71 90		
	Piccoli	" 10 30		
	Condimento rigat.	" 20 1-		
	Vermont Marsala	Kg. 5270,-	Mag.Posto Blocco S.Rocco SUPRAL Milano	Merco senza autorizzazione e disposizione delle autorità comp.
20,30	Tecenti	13 pacchi bonas	Mag.Posto Blocco S.Rocco	Alla Sopral p. accertamenti
16	Densito	L. 45,-	" " " "	Senza permesso trasg. a disp. autorità competenti.
14	Vino Chianti	Pacchi 3200		Mancante buoni regolari e fustini provvisione militare.
	Vino Bianco	Kg. 529	SUPRAL Milano	
14	Stoffa	2 casse	Mag.Posto Blocco S.Rocco	Alla Sopral quale sede competente
23	Copertura biotica	N° 300	" " " "	Approv. regolare permesso formata p. i provvedimenti del caso.
11	Frangibili	N° 3	" " " "	Approv. regolare perm. formata p. i provv. del caso.
16	Tecenti vari	N° 1 colla	" " " "	Idem come sopra
	Gabbotto di polle	N° 1	" " " "	Approv. regolare permesso obbligo Provvisione militare
16	Abiti uomo confes.	N° 29	" " " "	Approvata regolare permesso obbligo p. provvedimenti del caso.
13	Olio	L. 20	Gen. Alim. Comando S.Rocco	Merco approv. regolare perm. di via e autorizzazione.
10,30	Vino	Kg. 307	" " " "	con sola bolletta accompagnam.
	Cacio	" 675,00	Mag.Posto Blocco	Con sola fattura, approv. di regolare permesso viaggio.
18	Quoto negatore	" 7		
	Olio	" 1		
	Scorpe	" 1		
	Rolle completa	" 1		
	" div.colore	" 1	" " " "	Approv. regolare permesso formata p. provvedimenti in merito

Luogo del fermo	Data fermo	Ora fermo	Natura della merce	Quantità della merce	Luogo dove è stata consegnata la merce
N. Nacco del Porto MI	30.6.45	20	Vino	Kg. 34006	SEPRAL Milano
"	1.7.45		Vino	" 2500	" "
"	"		Tonnati	Pacchi 22	Mag. Porto Bianco S. Rocco
"	"	17,15	Liquori vari	Grossi 43	SEPRAL Milano
"	"		Liq. Marasca	Kg. 667	
"	"	18,40	Prosciutti Giganti	N° 2	Mag. Porto Bianco S. Rocco
"	"	10	Olivo	Kg. 87	Sec. Alla. Comune S. Rocco
"	"	20	Vino	Kg. 6900	SEPRAL Milano
"	"	21	"	" 5700	" "
"	2.7.45		"	" 9343	" "
"	"	12	"	" 6000	" "
"	"	14	"	5160	" "
"	3.7.45		Bovine in fusti	N° 9	Mag. Porto Bianco S. Rocco
"	"	15,20	Bovine in fusti	N° 1	" " "
"	4.7.45	8	Stoffe in pacchi	N° 7	Cassa di Commercio MI
"	"	19	" "	N° 10	" " "
"	"	15,30	" "	N° 2	" " "
"	"		Canapine	Kg. 54,40	" " "
"	5.7.45	10,20	Stoffe varie	Kg. 800	" " "
"	"		Bensina	L. 20	Mag. Porto Bianco S. Rocco
"	"	15,30	Stoffe varie	2 valigie	Cassa Commercio Milano
"	"		"	1 collo	" " "
"	"	16,30	Spianing	3 pacchi	" " "
"	"		vestiti tipo lana	1 collo	" " "
"	"		gabardine bianche	1 collo	" " "
"	"	17	Sottorendi-potenti	2 pacchi	" " "
"	"	18,30	Cassa	1 collo	" " "
"	"		calcestruzzo	L. 100	Mag. Porto Bianco S. Rocco
"	"		Bensina	12 pacchi	Cas. Commercio Italiana
"	6.7.45		Stoffe	Kg. 21	SEPRAL Milano
"	"		Sapone	"	"
"	"	11,30	Stoffe varie	1 valigia	Cassa Com. Italiana
"	"		"	1 pacco	"

Ora fermo	Natura della merce	Quantità della merce	Luogo dove è stata consegnata la merce	Resivo del fermo
20	Vino	Eg. 34000	SEPRAL Milano	Con regol. bollette accompagnamento alla Sepral per accertamenti.
	Vino	" 2500	" "	Regolare boll. accompagn. alla Sepral quali sono competenti.
	Tessuti	Pacchi 22	Mag. Poste Bianco S. Rocco	Provista regolare perm. sblocco
17,15	Liquori vari Vino Liq. Barocco	Casse 41 Eg. 667	SEPRAL Milano	Alla Sepral quale dato competente
18,40	Prodotto di pasta	N° 2	Mag. Poste Bianco S. Rocco	Provista regolare autorizzazione
10	Olivo	Eg. 27	Gen. Alia. Comune S. Rocco	autorizzazione già esposta.
20	Vino	Eg. 6900	SEPRAL Milano	Alla Sepral quale dato competente
21	"	Eg. 6700	" "	" " " " "
	"	" 5143	" "	" " " " "
12	"	" 6000	" "	" " " " "
14	"	5160	" "	" " " " "
	Bergine in fusti Puntini vuoti	Eg. 8 Eg. 7	Mag. Poste Bianco S. Rocco	Puntini di provvista militare Bergine senza buoni assegnazione.
15,20	Bergine in fusti Puntini vuoti	Eg. 3 Eg. 7	" " "	Idem come sopra.
8	Stoffa in pacchi	N° 7	Camera di Commercio VI	Senza regolare autorizzazione sblocco o viaggio.
19	" "	N° 10	" " "	Idem come sopra.
19,30	" "	N° 2	" " "	" " "
	Caccagine	N° 54,40	" " "	" " "
10,20	Stoffa varia Bergine	Eg. 800 L. 20	Mag. Poste Bianco S. Rocco	Prov. buoni regolari assegnazione o puntino militare
15,30	Stoffa varia	2 valigie 1 collo	Camera Commercio Milano	prov. regolare autorizzazione sblocco
16,30	Polistirolo vetroso dopo lava gabbie bianche	3 pacchi 1 collo 1 pacco	" " "	" "
17	Sottoventi-cotone	2 pacchi	" " "	" "
18,30	Canapa en-livria	1 collo	" " "	" "
	Bergine	L. 100	Mag. Poste Bianco S. Rocco	prov. regolari buoni assegnazione
	Stoffe	12 pacchi	Cam. Commercio Italiana	prov. autorizzazione sblocco
	Sapone	Eg. 21	SEPRAL Milano	" regol. fissare ad autoriz. trasporto
11,30	Stoffe varie	1 valigia 1 pacco	Camera Com. Italiana	" autoriz. sblocco

25.7

Luogo del furto	Data furto	Valore	Natura della merce	Quantità della merce	Luogo dove è stata comprata la merce
S. Marco Porto MI	6.7.49	11,30	Setole maglie e camicie.	1 pezzo	Genova Com. Italiana
"	"	12	Magl. e stoffe	1 "	"
"	"	12	Tocanti	7 tagli vestiti	"
Genova	5.7.49		Mercedelle tipo Bologna	Eg. 700	CO. PRO. MI di Genova

IL DIRIGENTE
(cinepresa)

1723

No.	Data	Natura della merce	Quantità della merce	Luogo dove è stata consegnata la merce	Motivo del fermo
45	11.30	Articoli argento e oro.	1 pezzo 1 pezzo	Genova Com. Italiana	Merce senza autor. abdicato
	12	Vagli. e stoffe	1 "	"	"
	12	Tessuti	7 tagli vestiti	"	"
45		Mortadella tipo Bologna	Kg. 700	GR. 220.12. 61 Como	Spese. foglio viaggio ed a. tor. 120.000.

IL BRIGADIERE ADDETTO
(Giuseppe De Venti)

25.6

BEST COPY POSSIBLE

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

CS2/ES

Our Ref :- AC/24/31/Tn.3.

12 July 1945

SUBJECT :- Movement of Wine by Road.

TO :- Associazione Provinciale degli Agricoltori
BARI
Sezione Comunale di Barletta.

1. Your letter dated 22 June '45 addressed to Rear Admiral Stone has been passed to this Sub-Commission.

2. The decision to prohibit the movement of wine by road over long distances was made after careful consideration of the overall requirements of the country and with the full agreement of the Italian Authorities.

3. The worldwide shortage of vehicles, tyres, spare parts and particularly petrol demands that no movement should be made by road where other means of transport exist. Transportation is available by both sea and rail from Southern Italy to other parts of the country.

4. In many localities of ITALY which are only accessible by road there is an urgent need of food, medicines and commodities necessary for the rehabilitation of industries. It is essential that the limited petrol supplies be conserved to meet such requirements.

5. It is hoped that the above information will have clarified the situation and it is regretted that no exception to the established policy can be made to meet your request.

6. A copy of Movements Division (Roads) memorandum N° 3 relating to the movement of wine is enclosed for your information.

For the Director :-

25.3

A. B. B. B.

SUBJECT :- Movement of wine by road.

TO :- Associazione Provinciale degli Agricoltori

BARI

Sezione Comunale di Parletta.

1. Your letter dated 22 June '45 addressed to Rear Admiral Stone has been passed to this Sub-Commission.

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6. A copy of Movements Division (Roads) memorandum No 3 relating to the movement of wine is enclosed for your information.

For the Director :-

25.3

Edoardo Major

for M. J. JEFF, Colonel

Copy to : Economic Section
✓ Roads Division
Ministry of Communications
B.N.A.C.

) with copy of letter
) from Associazione
) Provinciale degli
) Agricoltori.
)

COPY

/no

ASSOCIAZIONE PROVINCIALE DEGLI
AGRICOLTORI
BARI
SEZIONE COMUNALE DI BARLETTA

BARLETTA 11 22/6/1945

N° di prot.

OGGETTO : TRASPORTO VINI A MEZZO CAMIONS.

A Sua Eccellenza l'Ammiraglio STONE
Capo della Commissione Alleata per l'Italia.
Roma

Alla protesta degli agricoltori di Barletta per il divieto agli autoveicoli di trasportare vino le LL.Eccellenze l'Alto Commissario per l'Alimentazione e il Ministro per i trasporti risposero che tale divieto era stato imposto dagli Alleati, i quali non potevano più dare carburante.

Preghiamo vivamente V.E. che nei limiti del possibile deroghi da tale divieto rappresentando il vino l'unico cespite restante agli agricoltori per parare gli esausti bilanci aziendali in conseguenza prezzi strozzatori prodotti ammassati, essendo soltanto restato in vigore nei loro riguardi e per giunta rafforzato, il regime vincolistico fascista, senza pertanto alcuna contropartita come per il passato, dovendo essi rivolgersi per tutto quanto loro necessita al libero mercato.

Fiduciosi che la loro viva preghiera, non dettata da motivi egoistici ma da sacrosanti diritti di vita, trovi presso V.E. l'accoglienza che merita.

Anticipatamente La ringraziamo e Le porgono i più distinti ossequi.

2504

IL PRESIDENTE
(Giuseppe Lamacchia)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep

Ref: AC/100/67/Tn5

16 July 1945.

SUBJECT: Polizia Controllo Economico.

TO : Il Capo della Polizia
Ministro dell' Interno

1. Attached hereto is a letter from Major H.A. Symons, the Allied Commission Officer who is at present supervising the activities of the above Force in Northern Italy.

2. Major Symons suggests that a senior Italian police officer be appointed to the post of Inspector of the Force and of its activities. It is understood that you are in agreement with this proposal.

3. Major Symons has suggested that Colonel Toscana of the Italian police would be a most suitable person for this post. According to Major Symons he is a man of considerable ability, is popular and is fully familiar with the working of this organization. It is requested that you will give consideration to the proposal, although it is emphasized that Allied Commission wish to exercise no pressure of any kind regarding this appointment which is entirely a matter for the Italian police.

4. Major Symons will visit you in order to discuss the matter and to provide any information and details which you may need.

For the Director:



G. FENNELOUGH
Lt. Colonel, R.A.

Encl.-
Ltr from Maj. Symons

2503

To: Transportation Sub-Commission;
A.C. Rome.

From:
Major W.A. Symons;
Intelligence Corps, Attd. A.C.
Liaison Officer, Polizia Controllo Economico.

I most respectfully request that as the Polizia Controllo Economico, under Transportation is becoming an organization of such great importance with regards to the re-establishing of the Economic Life of this country; and as its activities will have to continue long after the departure of the Allies from Italy; that a very senior Italian Officer be appointed to the post of Inspector of the Force and its activities.

It will be of such great importance that at any given time the control of this organization could be handed over to the Italian authorities and the appointment of a senior officer as Inspector would ensure that there would be no hitch at all at and after the handing over.

The operations of the Polizia Controllo Economico and its control of black market operations are and will continue to be of incalculable value in stamping out the vilest conditions of life as they exist today in Italy and unless the force is supervised by an experienced and highly qualified Italian Police Officer; when the control of the force passes to the Italians the force might not be so able to remain on its feet. With the appointment as Inspector of an Italian Officer of experience then I am sure a change over to Italian command would not prejudice in any way the activities of the force.

For some considerable time I have had a lot of dealings with Colonel Toranzo of the Italian Police and it does appear to me that he is a man of considerable ability and knows full well the working of this organization. I am sure that he would be the right person for the post. He is a man of considerable standing and intelligence and is thought highly of by all the officers of this force and his appointment would not only be popular; but the importance of the force would be enhanced by his appointment as Inspector.

Milan;
14/7/45

Copy to the Minister of the Interior;
Rome.

W.A. Symons

Major;
Intelligence Corps, Attd. A.C.

*Il Capo della Polizia
Ministero dell'Interno*

2502

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

7100-65
08/07

Ref: AC/100/55/7n5

14 July 1945.

SUBJECT: Polizia, Controllo Economico.

TO : Major H.R. Symons
Attchd. HQ, AMG-Lombardia Region

1. Reference your letter dated 11 July 1945, regarding the future of the above Force.

2. It is requested that you will furnish a report giving the activities of the Force, what progress has been effected, and what is being done at present, together with any statistical details of results obtained.

3. Your arguments against the transfer of the Force to Public Safety are noted and consideration will be given to maintaining the status quo on receipt of your report.

4. Your own position is somewhat indefinite as you are at yet only attached to A.C. It is proposed, however, to regard you as being attached to the Advanced Echelon of Transportation Sub-Commission with Lt. Colonel Harris and Major Talbot. You will be shown accordingly among the list of Transportation Officers in the field.

By Command of Rear Admiral STONE:



G. FENNINGTON
Lt. Colonel, R.A.

cc: Movements Division
Transportation S/C (TN1)

2501

Colonel Thomas ← ①

I think that Major Symons should be asked for a report with statistical details of exactly what work he has done and is doing. When this report has been produced, Public Safety should be asked whether they can guarantee that, if the Force comes under their wing, this work would be carried out, and guaranteed it in writing; then it may be to our advantage to transfer the Force to Public Safety.

If, on the other hand, the Force really is doing a useful job, which would not be done under Public Safety, then I think the Force should remain as it is. In view of the approaching hand over of territory to the Italian authorities, from A.A.G. authorities, the Italian Government should be called in if any major change is contemplated.

M. Sieff *cc*

13.7.45 ②

GC 14/7
Roads Division.

I agree with the above. Will you please obtain a report from Symons accordingly; keep in touch with Mov. Div. (Roads) about it.

Symons position is indefinite as he is only attached to A.C. The best plan is to regard him as attached to the Adv. Echelon of MA Tr Sub Commission with Harris and Talbot; we are shewing him accordingly on the list of officers.

14 July.

M. Thomas Col.

25.00

Chief;
 Transportation-Security Section; A.C. Rome.
 Re. Polizia Controllo Economico.

I have just had a long talk with Col. Chapman of the Public Safety with regard to the Force; he is convinced that the Force should be under Public Safety; I on the other hand am sure that it should remain as it is at present; under Transportation. As you know from the very beginning Public Safety; especially here in Lombardia have been antipathetic to us and have one way and another added to our difficulties; lots of rumours are spread about us to our incompetence etc. etc. but I can assure you that we have performed a very valuable function and can continue to do so provided we are allowed to operate at at present namely under Transportation. Public Safety are all against; as they term; private police forces; but as our functions are entirely different to those of the ordinary police forces and as Public Safety are not in touch with Transportation nor the Economic Sections they cannot possibly carry the work that this force is doing with the same close connection with those two closely affected sections of A.C.

It must be considered too that this Section is an organization of the Minister of the Interior and as such it is an Italian organization. It is not considered necessary that there should be lots and lots of Allied Officers attached to this force as it is a force which must continue to exist long after the departure of the Allies from Italy and as such it is far better that the force should remain a complete Italian one, and be allowed to develop unfettered by a multitudinous number of Allied Officers. As it is working at present the different officers and agents of the force are gaining in experience and will be able at a later date to stand entirely on its own feet; if on the other hand its control ^(S PLACED) was in the hands of an unlimited number of Allied Officers and run by them; it will; when the Allies depart; be left rather high and dry.

The many other police forces under Public Safety have had equally as many bricks thrown at them as we have and so it does not appear that the new Italian police organized by them have developed to a higher standard of efficiency than has this force, and so I do not see any peculiar advantage of this force losing its present parents. On the other hand because of the negligible collaboration of Public Safety and Transportation with regard to the particular type of work which this force is engaged on; I can envisage only that our type of work; essential in Italy today; will receive a decided set back and the whole idea which prompted the formation of this force, being almost negatived.

The many trivial points brought out by the Public Safety with regard to the powers of arrest of the members of the force etc. etc. can be easily overcome and anyhow this trivialities must not be allowed to prejudice our point of view.

I am sure that most of the Regional Transport Officers would be all against a change of control as nearly all have found them of great value.

I hope to be in Rome in a day or so when I hope to be able to discuss the matter at greater length.

NA Symon
 Major;
 Intelligence Corps. A.I.D. A.C.

Chief;
 11th July 45

TRANSPORTATION
POLIZIA CONTROLLO ECONOMICO

Room 31, Montecattini Building - Milano tel. 12-641 int. 30-46

FROM : Liaison Officer
Polizia Controllo Economico
Northern Region

TO : Chief of the
Transportation Sub-~~Division~~ *Commission*
A.C. Roma.

Date : 14 July 1945

Ref. n°: P.S.O. 14/2

In view of the criticisms made by the Head of the Public Safety Division, on the work etc. of the Polizia Controllo Economico; I beg to submit the following observations.

The most important of the criticism made by Col. Chapman was that payment of the Force had never been authorized by the Head of the Police; Rome.

On the arrival of the Force in the North I sent regularly to Rome for the monies with which to make the necessary payments to the Agents and some was obtained from the office of the Min. of the Interior; and I cannot imagine the Administrator would make payment to a Police Force without the authorization of the Head of such Force. On the 22nd June however a letter was sent out under signature of the Head of Police Rome; in which his instructions Prefettos of Genoa, Turin, Milan, Padova and Venice to make necessary payments as required. (see att'd. copy of letter No. 800 dated 22nd June 1945 marked I).

Col. Chapman suggests that the letter sent out authorizing payments to be made on behalf of the Minister of the Interior; was sent out unknown to the Head of the Police; but strangely enough under the circumstances; bears the signature of the Head of the Police.

One thing is certain in view of Public statement made by the Head of Police himself at an inspection of the Force in Rome (copy of talk att'd. Mkt. 2 att'd.) and in view of his letter to the Comptroller in Chief of Liguria, Piemonte, Lombardia and Venezia (copy att'd. marked 3) that the Force was established regularly; and therefore he must have realized that they had to be financially supported.

It was understood before the Force left Rome that the ^{2/9.8} ~~Min.~~ of the Interior would also pay for the costs of mounting the Force (vehicles); but at the last moment the Head of the Police refused to accept responsibility

TO : Chief of the
Transportation Sub-Division, *Commission*
A.C. Rema.

Date : 14 July 1945

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It was understood before the Force left Rome that the ²⁴⁹Min. of the Interior would also pay for the costs of mounting the Force (vehicles); but at the last moment the Head of the Police refused to accept responsibility for the mounting; however Col. Harris made arrangements with the Finance Sub-Division for the payment of the vehicles with which the Force was to be mounted in order to transport them to the North.

The early difficulties were numerous but by dint of much sales talk' the Force was established in each of the four Northern Regions.

The work of the Force has been much criticized; this is quite natural as its work is of such a delicate nature that because of our activities Italians operating illegally in black market goods; and these in possession

improperly of vehicles; have to suffer the consequences; and they spread the wildest rumours.

Not only do the rumours emanate from the black market operators but from all and sundry. Attd.market 4 is a letter of mine with regard to a suggestion that some of my agents had been operating improperly.

Notwithstanding all the criticism and all the rumours as to dishonesty, not one member of the Polizia Controllo Monumico has been taken to court for trail on a charge of dishonesty; by a member of the Public Safety Division or any other Police organisation. I beg to suggest that if there was any truth in the rumour one of the many Public Safety Officers in the Regions; quite rightly so to; would have taken action.

In the early days and before the Force was properly mounted a number of private gentlemen of Rome placed at our disposal their cars, gratis. One of these a Mr. Leone comes in for particular criticism from Col. Chapman. He apparently took to Rome some goods which were for the Vatican City. It was suggested that he carried an authority signed by a member of this office. I have not yet been informed officially of the case; but as soon as I do I shall take whatever action is deemed necessary.

The work of the Force is involved and delicate and in view of the fact that Partisans had to be enrolled to bring the Unit up to strength and that there was no time to put the newly enlisted through a course of instruction; naturally some of them having lived a wild life for some years; operated a little wildly; in cases brought to light these involved were immediately dismissed.

The North of Italy is a large area and it would be physically impossible for me to regularly visit all Provinces; I do of course visit regularly all Regional Headquarters to assist the Transport Officers under whom the force operates. I have visited nearly all the Provinces of Lombardia and with the exception of one Province; Pavia; the force appears to be working comparatively well.

I must repeat again that notwithstanding rumours and criticisms; not one of my agents over the whole of the North of Italy has been charged by any of the Police operating under Public Safety Division with dishonesty; and that to my mind disproves the unfortunate rumours.

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H.A. SYMONS
Major Intelligence Corps
ATTN: A.C.

2497

Roma, 22 giugno 1945

MINISTERO DELL'INTERNO
Direzione Generale della P.S.

Alle COMMISSIONI MILITARI
SOTTOCOMMISSIONI DELLA P.S.

ROMA

Divisione P.A.P. Sez. I

Prot. n. 800

Oggetto: Creation of a Roadpolice Cadre.

As known, Captain Fulvio BUONINI received last May the order to form a Roadpolice Cadre with 200. at Milan for the economic traffic control of the territories which are not yet under Italian Government Administration.

To the above mentioned service were assigned 167 auxiliary and 22-rective agents, including 17 subaltern officers, number however to be consequently raised to 1200 men in accordance with the competent Allied Authorities under which dependence the service should be carried out.

With the object to provide permanently for the administrative and financial status of the said Cadre, who unexpectedly left Rome without exact instructions about the financial treatment to attribute to the staff and the technical and financial modalities needed for the setting up and working of the said Cadre, this Ministry thought it wise to send the following instructions to the Prefects of the provinces who are more in need of the said service:

"Except for the original group of 167 agents who left Rome - and who remain in force at the autonomous Public Safety Cadres of the Ministero dell'Interno, who provides directly to pay their wages, all other components of the said Cadre must be administered, according to the territorial competence, from the Prefectures of Milano, Genoa, Turin and Venice, where the Central Cadres and the dependent regional Cadres are settled.

The above mentioned Prefectures must provide the needed expenses and allowances of the staff, the feeding, lodging, equipment and sanitary conditions, means of transport, etc.

The wages to be paid to the staff should be the same fixed in the D.L. n. 12.3.1945, n. 116 and resulting in the ready-reckoners published in the n. 15 of the Giornale Militare Ufficiale of the War-Ministry in date 11 June 1945.

2496

Quadrato: Creation of a Roadpolice Cadre.

As known, Captain Emilio Bazzani received last May the order to form a Roadpolice Cadre with R.O. at Milan for the economic traffic control of the territories which are not yet under Italian Government Administration.

To the above mentioned service were assigned 167 auxiliary and effective agents, including 17 subaltern officers, number however to be consequently raised to 1200 men in accordance with the competent Allied Authorities under which dependence the service should be carried out.

With the object to provide permanently for the administrative and financial status of the said Cadre, who unexpectedly left Rome without exact instructions about the financial treatment to attribute to the staff and the technical and financial modalities needed for the setting up and working of the said Cadre, this Ministry thought it wise to send the following instructions to the Prefects of the provinces who are more in need of the said service:

As except for the original group of 167 agents who left Rome - and who remain in force at the autonomous Public Safety Cadre of the Ministero dell'Interno, who provides directly to pay their wages, all other components of the Roadpolice Cadre must be administered, according to the territorial competence, from the Prefectures of Milano, Genova, Torino and Venice, where the Central Cadres and the dependent Regional Cadres are settled.

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2496

The prefectures shall request the needed funds for every chapter of the budget, to the local Finance-Intendancies, in base of the estimated budgets agreed with the Allied Authorities.

The Prefectures of Northern Italy should send to the Ministry:

1. A list with the names of the auxiliary or recalled R.O.'s and guards in effective service, actually in charge in the respective R.O.'s.
2. A list of the agents transferred to other Regions, with the date of transfer.
3. A list of the agents who actually are dead or dispersed.
4. A list of the officers, R.O.'s and agents who died in action or for other reasons.

These instructions are of course announced to the concerned Prefectures as a suggestion, and the opportunity to agree and to establish the carrying

1739

out of these instructions in left to this Allied Commission.

IL CAPO DELLA POLIZIA

P.to Ferreri/

2495

(2)

Speech of H.E. The Chief of Police at an Inspection of the Polizia
in Rome.

Officers; M.C.Os. and Guards.

Now that you have heard the voice of the Allies and you have had the fortune to hear it in Italian. To them the gratefulness of the Government and our affectionate gratitude for their wholehearted co-operation and to have helped us on this occasion.

The words of H.E. Antolini which have deeply touched me, attest to the trust the Allies and he have in the Italian Police.

Just now he has delivered a standard to you with a symbolic gesture of which we are deeply grateful.

This is not only for us a symbol but an incitation which we deeply appreciate and I am sure you will try to treasure it with the greatest care and zeal.

You represent the first Police Cadre which has the honour to go to the North; just liberated by the glorious troops and our Partisans; in order to preserve order and discipline in accord with the trust of our friends.

I am sure that everyone of you will give of the best for this work may lead to an exemplary end all the more because other Police Forces will be organized.

In the name of the Government and myself I give you the very best of wishes.

GENERAL DIRECTOR OF TRAFFIC
PUBLIC SECURITY

CG/Lr

Rome 4 May 1945

TO : The Compartmental Chiefs of the Regions of:
LIGURIA, PIEMONTE, LOMBARDIA and VENEZIA.

Their Headquarters.

SUBJECT : Engagement of personnel for Headquarters Traffic and
Transport Police attached to the AMG.

So that it may be brought to the attention of the Questori of Genoa, Turin, Milan and Venice I forward the orders issued by H.E. Ferrari, Chief of the Police.

- this General Direction of P.S. by request and in agreement with the Allied Command has organized a Police service for the control of traffic and transport at the direct dependence of the transportation Division of the AMG in the Province of Liguria, Piemonte, Lombardia and Venezia. The command of said service has been granted to the Capt. of P.S. BUCELLI Tullio, attached to Motor Transportation AMG.

For the creation and functioning of the said organization, this General Direction has put at the disposal of the Allied Command 150 men composed of officers, N.C.O.'s and Agents, which have been drawn from the Rome Police force and has given to Capt. BUCELLI the authority to engage, on the spot, the strictly necessary personnel, on the basis of the organization which has been approved by this Direction and the Allied Command engaging them from:

- a) the public security personnel which have the necessary requisites, in agreement with the competent Questure and Committee of Liberation;
- b) patriots which have the prescribed requisites, the necessary degrees, in agreement with the competent Committee of Liberation and the Allied Command.

Capt. BUCELLI will communicate the particulars of the persons engaged to this Direction which will engage to all effects the personnel indicated by the Nucleo Autonomo Ministero Interno.

The competent Questure will see that the personnel of their respective province be quartered, fed, equipped and armed as requested by the commander of the regional Service.

Their Headquarters.

SUBJECT : Engagement of personnel for Headquarters Traffic and Transport Police attached to the AMG.

So that it may be brought to the attention of the Questori of Genoa, Turin, Milan and Venice I forward the orders issued by H.E. Ferrari, Chief of the Police.

- this General Direction of P.S. by request and in agreement with the Allied Command has organized a Police service for the control of traffic and transport at the direct dependence of the transportation Division of the AMG in the Province of Liguria, Piemonte, Lombardia and Venezia. The command of said service has been granted to the Capt. of P.S. BUCELLI Tullio, attached to Motor Transportation AMG.

For the creation and functioning of the said organization, this General Direction has put at the disposal of the Allied Command 150 men composed of officers, N.C.O.'s and Agents, which have been drawn from the Rome Police force and has given to Capt. BUCELLI the authority to engage, on the spot, the strictly necessary personnel, on the basis of the organization which has been approved by this Direction and the Allied Command engaging them from:

- a) the public security personnel which have the necessary requisites, in agreement with the competent Questure and Committee of Liberation;
- b) patriots which have the prescribed requisites, the necessary degrees, in agreement with the competent Committee of Liberation and the Allied Command.

Capt. BUCELLI will communicate the particulars of the persons engaged to this Direction which will engage to all effects the personnel indicated by the Nucleo Autonomo Ministero Interno.

The Competent Questure will see that the personnel of their respective province be quartered, fed, equipped and armed as requested by the commander of the regional Service.

Sgd. The Chief of Police **2493**
FERRARI

The General Director of Traffic P.S.
Capt. Bucelli Tullio

TRANSPERATION

POLIZIA CONTROLO MONOMICO

Room 31, Montecassini Building Milano - Tel. 12-641 Int. 30-56

FROM: Liaison Officer
 Polizia Controllo Monomico
 Northern Region

TO : Sec and Intelligence sec.
 Lombardia Region

Date: 13/July 1945

Ref. No P.M.C. 10/2

SUBJECT: Sequestration of 12,000 metri silk.

With ref. to the notification of the sequestration of 12,000 metri of silk by the Polizia Controllo Monomico I beg to forward herewith a copy of the report of the C/O. Milan Province. It will be seen that in point of fact the silk was not sequestered as the trip ticket was in order and consequently the driver of the lorry was allowed to proceed on his journey, with his load. The agent who gave the information with regard to the sequestration was not really in a position to say exactly what happened as on a necessary action being made, the officer in charge of the post takes the necessary action and he would not have to necessarily inform the agent how the load is disposed of. It must be realized that Italians like to talk 'big' and that is what it appears that one did.

Thanks however for bringing the matter to light as it has enabled me to officially disprove one of the many unfortunate rumors that are in circulation with regard to the supposed malpractices of the Polizia Controllo Monomico.

H.A. SIMONS
 Major Intelligence Corps
 AYPO A.C.

Copy to Regional Commissioner, Lombardia Region
 " " Transportation Division " "

2492

1744

SA. C.

Transportation Sub-Committee
Advances Echelon
POLIZIA CONTROLLO ECONOMICO
Comando Regionale L. I.

N° prot. D. / 82 / Rel. serv.

Milano, li 14 luglio 1945

AL MINISTERO DELL'INTERNO - DIREZ. GENERALE DELLA P.S.
Divisione F.A.P.

R O M A

OCCORRENZA: relazione discorsiva n° 3.-

1. Dopo due mesi dalla partenza del Nucleo da Roma questo Comando può fare effettivamente il punto sullo sviluppo della Specialità della Polizia e pertanto compie il dovere di portare a conoscenza di codesta Divisione quanto è stato recentemente realmente realizzato.
2. LOMBARDIA: in ogni Provincia è stata costituita - secondo l'organico e secondo l'estensione e la necessità della Provincia - una Sezione di Polizia per il Controllo del Traffico.
Il Comando di ogni sezione è affidato ad un Ufficiale Subalterno, il quale, per l'impiego dipende direttamente dall'Ufficiale Alleato addetto ai trasporti, mentre, per il resto mantiene i necessari contatti con il Prefetto, il Questore e gli Organi di Polizia Alleata. Il servizio viene effettuato attraverso posti di controllo prefissati dalle Autorità Alleate o con il sistema delle Pattuglie volanti.
In molte Province l'organizzazione può considerarsi perfetta ed i risultati sono proficui tenuto conto delle varie e grandi quantità di merci che trasportate illegalmente vengono pertanto fermate per essere sottratte al mercato nero.
Autorità Alleate ed Italiane hanno già incominciato a notare ed apprezzare l'opera di questa Specialità di Polizia tanto che in qualche Provincia (vedi Varese e Milano) se ne servono anche in compiti delicati e difficili.
3. ARRUOLAMENTI: è stato raggiunto l'organico previsto ed attualmente si sta procedendo alla necessaria selezione degli elementi arruolati tramite il C.V.L. Si prevede che per la fine del mese possa completarsi a codesto Ministero l'elenco completo del personale selezionato ed inquadrato.

4. AMMINISTRAZIONE: i fondi, come d'intesa con codesto Ministero, van-

1. Dopo due mesi dalla partenza del Nucleo da Roma questo Comando può fare effettivamente il punto sullo sviluppo della Specialità della Polizia e pertanto compie il dovere di portare a conoscenza di codesta Divisione quanto è stato ~~veramente~~ realmente realizzato.
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3. ARRUOLAMENTI: è stato raggiunto l'organico previsto ed attualmente si sta procedendo alla necessaria selezione degli elementi arruolati tramite il C.V.L. Si prevede che per la fine del mese possa essere caricato a codesto Ministero l'elenco completo del personale selezionato ed inquadrato.
4. AMMINISTRAZIONE: I fondi, come d'intesa con codesto Ministero, vengono forniti per la Lombardia dalla Prefettura di Milano, alla cui regionalia viene resa la contabilità distinta in assegni personali spese carburanti e spese gestione.
5. VIVENDI: vengono prelevati a pagamento presso la SERPAL e già funzionano le mensie per Gli Agenti.
6. CARBURANTE: mediante l'assegnazione fatta dal Comando Alleato viene prelevato a pagamento il carburante necessario ad ogni Provincia.

2491

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7. ALLOGGIAMENTI ED ALIMENTAZIONE: per superare difficoltà non lievi in ogni Provincia si è raggiunto tuttavia una sistemazione decorosa; vi è ancora qualche deficienza in materia di equipaggiamento che tuttavia si spera superare in brevissimo tempo mediante l'aiuto del Dirigente i servizi di Commissariato in A.L. (Ten. Col. Gusmano).
8. AUTOMEZZI: alcuni degli automezzi recuperati sono stati lasciati in dotazione degli Alleati per il numero strettamente necessario per la esplicazione del servizio. Per la maggior parte di essi si è dovuto provvedere alla messa in efficienza.
9. LAVORO: Il dirigente il servizio Regionale Capitano di P.S. SARMI Guido, sostenendo una lotta veramente accanibile per superare le difficoltà della situazione Politica Regionale e le varie difficoltà Alleate, si è veramente affrettato ed oggi questa specialità di P.S. riassume nella Liguria la fiducia ed il plauso della Autorità per il lavoro che svolge.
10. PERSONALE: arruolamenti effettuati d'accordo con il Prefetto, questo, Comitati di Liberazione per circa la metà dell'organico previsto.
11. ORGANIZZAZIONE: oltre il Comando Regionale funzionano già i Comandi Provinciali di La Spezia e Genova.
12. AMMINISTRAZIONE: i fondi vengono prelevati per conto della Regione Generale della Prefettura.
13. VIVERI: vengono prelevati a pagamento per conto del Comando Alleato.
14. BUFFETA: l'assegnazione è fatta dal Comando Alleato per lo stretto necessità della Polizia.
15. ALLOGGIAMENTI: il Comando Regionale trovato in Via XX. Settembre 21 mentre gli Agenti sono alloggiati veramente in cantieri costruiti in due ville.
16. AUTO - MOTORI: in seguito alla tensione esistente tra P.S. Alleata e l'Ufficiale dei Trasporti non è stato possibile procedere alla requisizione degli auto e motocicli occorrenti alla specialità; solamente in data 12 corr. raggiunto l'accordo si è potuto avere il nulla osta per la requisizione che avrà inizio lunedì 16 corr. Attualmente esistono presso il Comando 4 motocicli e 3 vetture insufficienti per l'esplicazione del servizio.
17. PIANTONI: arruolamenti effettuati d'accordo con il Prefetto, questo e Comitati di Liberazione.

9. LIGURIA: Il dirigente il servizio Regionale Capitano di P.S. SARMI
Guido, sostenendo una lotta veramente onestabile per superare le dif-
ficoltà della situazione Politica regionale e le varie diffidenze
Alleanza, si è veramente d'attesa ed oggi questa specialità di P.S.
ricuote nella Liguria la fiducia ed il piano delle autorità per il
lavoro che svolge.
10. PUGLIA: I arruolamenti effettuati d'accordo con il Prefetto, questo-
re, Comitati di Liberazione per circa la metà dell'organico previsto.
11. ORGANIZZAZIONE: oltre il Comando Regionale funzionano già i Comandi
Provinciali di La Spezia e Genova.
12. AMMINISTRAZIONE: I fondi vengono prelevati per conto della Regione
Generale della Prefettura.
13. VIVERI: vengono prelevati e pagamento per conto del Comando Alleanza.
14. ARMATA: l'assegnazione è fatta dal Comando Alleanza per lo stretto ne-
cessità della Polizia.
15. ALLOGGIAMENTI: il Comando Regionale trovato in Via XX. Settembre 21
mentre gli Agenti sono alloggiati veramente in maniera confortevole in
due ville.
16. AUTO - MOTORI: In seguito alla tensione esistente tra P.S. Alleanza
e l'Ufficio dei Trasporti non è stato possibile procedere alla requi-
sizione degli auto e motociccoli occorrenti alla specialità; solamen-
te in data 12 corr. raggiunto l'accordo si è potuto avere il nulla
osta per la requisizione che avrà inizio lunedì 16 corr. Attualmente
esistono presso il Comando 4 motocicli e 3 vetture insufficienti per
l'esplicazione del servizio.
17. PAGAMENTI: I arruolamenti effettuati d'accordo con il Prefetto, questo-
re e Comitato di Liberazione.
18. ORGANIZZAZIONE: Oltre il Comando Regionale sono in funzione i Comandi
Provinciali di Asti, Atri, Cuneo. 2439
19. AMMINISTRAZIONE: I fondi vengono prelevati per conto della Regione
Generale della Prefettura.
20. VIVERI: Prelevamento a pagamento presso la CARP. Gli allenti fan-
neciono viveri di conforto.
21. ARMATA: nella misura strettamente necessaria l'assegnazione viene
fatta dall'Ufficio Alleanza competente.

22. AUTO-MONITORING: mentre le altre Provin. provvedono d'accordo con le autorità Alleate a completare l'armamento degli autoveicoli mediante requisizione, la Provincia di Verocelli ha già raggiunto il numero richiesto.
23. ALLEGGERIMENTO: il Comando Regionale prevede in Via Avogadro 4 distaccamenti distaccati al pari del personale. Le altre Province di cui al paragrafo 18 hanno già raggiunto una distaccamento idoneo in merito.
24. Presso il Tribunale Alleato arrivano anche tutte le vertenze relative alle infrazioni rilevate dalla Specialità della Polizia in materia di Traffico e Trasporti.
25. VALUTAZIONE: personale, circa metà dell'organico previsto è stato raggiunto.
26. ORGANIZZAZIONE: funziona in piena efficienza il Comando Regionale e Provinciale a Padova. Data la nota situazione politico-militare soltanto il giorno 16 corr. verranno prese sotto controllo le provincie di Verona - Vicenza e Venezia.
27. AMMINISTRAZIONE: i fondi vengono prelevati per conto della Regione Generale della Prefettura.
28. VIVERI: vengono prelevati a pagamento presso la SUPRAL e già funzionano le mense per gli Agenti.
29. ARMAMENTI: Il prelievemento viene effettuato in base alle strette esigenze di servizio ed al numero degli auto e motocicli in dotazione.
30. AUTO E MOTOCICLI: la provincia di Padova ha raggiunto il numero degli autoveicoli previsti. Esistono inoltre 10 autoveicoli e 10 motocicli in via di completa riparazione che devono essere assegnati alle altre Province. Inoltre la Padova è stato organizzato un'autocentro in piena efficienza mentre per il vivo interessamento del Comandante Regionale Capitano Girardi l'autocentro di Valdagno è stato posto sotto il controllo della forza di polizia.
31. Dalla sorveglianza e sorveglianza espositiva fatta per ogni Regione appare evidente che notevoli sono i risultati raggiunti e che questa specialità valuta da codesto Ministero d'accordo con il Comando Alleato di ora effettivamente imponente nelle Regioni dell'A.I. come forza legale e come esecuzione di codesto Ministero. Ciò si deve oltre alla comprensione ed all'aiuto delle Autorità Italiane ed Alleate anche all'elevata padronanza con la quale gli uffici-

2789

DEPT. OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

RECEIVED
JAN 10 1964
COMMUNICATIONS SECTION
FEDERAL BUREAU OF INVESTIGATION
DEPT. OF JUSTICE

Regioni A.L.

Polizia Controllo, Economico

24. Presso il Tribunale Aliante affluiranno anche tutte le vertenze relative alle infrazioni rilevate dalla specialità della Polizia in materia di Traffico e Trasporti.
25. VERBALE personale, circa metà dell'organico previsto è stato raggiunto.
26. ORGANIZZAZIONE: Funzioni in piena efficienza il Comando Regionale e Provinciale a Padova. Data la nota situazione politico-militare soltanto il giorno 10 corr. verranno prese sotto controllo le provincie di Verona - Vicenza e Venezia.
27. AMMINISTRAZIONE: i fondi vengono prelevati per conto della Regione Generale della Prefettura.
28. VANDELLA vengono prelevati a pagamento presso la DALL e già funzionano le norme per gli Agenti.
29. ARMATA: Il prelevamento viene effettuato in base alle istruzioni emanate di servizio ed al numero degli auto e motocicli in dotazione.
30. ALTO A NOTORIALI: La provincia di Padova ha raggiunto il numero degli autotreni previsti. Inoltre inoltre 10 autotreni e 10 motocicli in via di completa riparazione che devono essere assegnati alle altre Province.
- Inoltre in Padova è stato organizzato un'autocentro in piena efficienza sempre per il vivo interessamento del Comandante Regionale Capitano Girardi l'autocentro di Valdagno è stato posto sotto il controllo delle forze di polizia.
31. Dalla normativa e regolazioni espositive fatte per ogni Regione appare evidente che notevoli sono i risultati raggiunti e che questa specialità voluta da questo Ministero è in accordo con il Comando Aliante si sta effettivamente imponendo nelle Regioni dell'A.L. come forza legale e come emanazione di ordine Ministeriale.
- Ciò mi deve dare oltre alla comprensione ed all'aiuto delle Autorità Italiane ed Aliate anche all'elevata passione con la quale gli Ufficiali provenienti da Roma e quelli di recente arruolati si sono dedicati per l'organizzazione di questa specialità, che ogni veramente condanna ad avere un'ingente militare.

AMG LOMBARDIA REG AMG PIEMONTE REG AMG LIGURIA REG AMG
 VENEZIA REG INFO SCAO FOUR CORPS AND SCAO FIFTH ARMY
 1772 13 JULY 45 PRIORITY

RESTRICTED PD

PARA ONE PD REPORTS REACHING THIS HEADQUARTERS OF MOVEMENT OF WINN
 BY ROAD FROM POMBINO AND CIVITAVECCHIA TO NORTH ITALY ON ^{TRIP TICKETS} ~~TRIP TICKETS~~
 AND AUTHORITYS ALLEGED ISSUED BY AMG OFFICERS PD
 FOR MAJOR SYMONS
 PAREN TO AMG LOMBARDIA REGION/TO AMG PIEMONTE REGION TO AMG LIGURIA
 REGION TO AMG VENEZIA REGION ALL FOR TRANSPORTATION OFFICERS INFO TO
 SCAO FOUR CORPS AND SCAO FIVE ARMY FROM HQ ALCON CITE ACTST PAREN
 INVESTIGATE AND TAKE NECESSARY ACTION PD
 PARA TWO PD SOLE AUTHORITY FOR HAULAGE BYROAD ANY COMMODITY OUT
 OF ITALIAN GOVERNMENT TERRITORY IS ENAC PD SEE MOVEMENTS MEMORANDUM
 PAREN ROADS PAREN NUMBER TWO PD
 PARA THREE PD INSIST ON SEA MOVEMENT TO SAVONA OR VENICE PD

2488

Copy to Ross Division

TRANSPORTATION SG

478303

DL
Woj

NICHOLAS POMBINO
 CWO U.S.A.
 Asst. Adjutant

AMG LOMBARDIA REG FOR REG COM ISS FOR TPTN OFFICER FOR MAJOR
 SYMONS ^{INFO} 45 ARMY GR INFO TO SCAG 4 CORPS AND SCAG 5 ARMY

1771

13 JULY 45

PRIORITY

RESTRICTED PD

PARA ONE PD ILLEGAL AUTHORIZATION OF TRANSPORTATION FROM ITALIAN
 GOVERNMENT TERRITORY IS SUBJECT PD

PARA TWO AMG LOMBARDIA REGION FOR REGIONAL COMMISSIONER FOR REGIONAL
 TRANSPORTATION OFFICER AND MAJOR SYMONS TO ONE FIVE ARMY GROUP FOR
 LT COL HARRIS INFO TO SCAG FOUR CORPS AND SCAG FIVE ARMY FROM HQ
 ALCON CITE ACTET PAREN

PARA TWO PD FOLLOWING ARE TWO EXAMPLES PAREN ABLE PAREN TRUCK NUMBER
 MILAN ONE SEVEN ZERO SIX THREE TRAILER ONE SEVEN ZERO EIGHT THREE
 PIOMBINO TO MILAN TWELVE TONS WITH AMG TRIP TICKET ONE NINE EIGHT
 EIGHT ONE SEVEN NO SIGNATURE WORK TICKET ONE NINE SIX FIVE ONE SIX
 TRAVELLING ONE ZERO JULY PD PAREN BAKER PAREN TRUCK MILAN ZERO ZERO
 FIVE THREE ZERO TRAILER ZERO ZERO FIVE FOUR NINE PIOMBINO TO MILAN
 ONE TWO TONS WITH OWNER COOPERATIVA CARROCCIO AMG TRIP TICKET ONE NINE
 TWO NINE FOUR FIVE VALID NINE TO ONE THREE JULY TRAVELLING ONE ONE 3
 JULY PD

PARA THREE PD EXPLANATION OF ABOVE BREACHES OF AGREED POLICY LAID
 DOWN IN MOVEMENTS MEMORANDUM PAREN ROADS PAREN NUMBER TWO ~~AND~~ ^{AND} THREE
 REQUIRED TOGETHER WITH REPORT ON ACTION TAKEN PD

2487

1771(Gent's)2

for movement
by road

PARA FOUR PD WRITTEN APPLICATION FROM FELIPPO CALI TABUSO OF MILANO
TO ANG MILANO FOR MOVEMENT OF THREE FIVE ZERO ZERO ZERO LITRES ALCO-
HOL CIVITAVECCHIA TO MILANO RECOMMENDED BY CAPT LESTER AND APPROVED
BY MAJOR HORN IS IN THIS HEADQUARTERS PD EXPLANATION REQUIRED PD
PARA FIVE PD ONLY AUTHORITY FOR HAULAGE BY ROAD ANY COM ODITY OUT
OF ITALIAN GOVERNMENT TERRITORY IS ENAC PD ATTENTION INVITED TO
MOVEMENT MEMORANDUM PAREN ROADS PAREN NUMBER TWO PD
PARA SIX PD SHR MOVEMENT AVAILABLE CIVITAVECCHIA AND PIOMBINO TO
SAVONA PD

Copy to: Roads Division ✓

TRANSPORTATION SQ

478303

ALL
may

2486

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

INTER OFFICE MEMO

TRANSPORTATION SUB-COMMISSION
Roads Division

Tel. 564

GF/ep

Ref: AC/100/51/TNS

12 July 1945.

SUBJECT: Bidding Procedure - Road Transport.

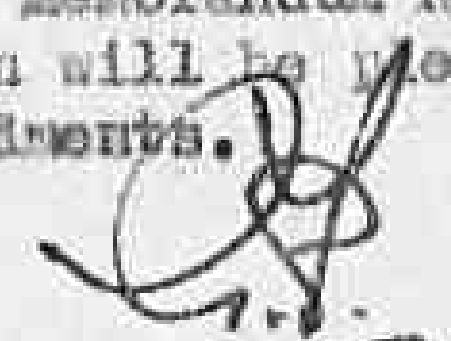
TO : Movements Division (Roads).

1. A number of bids for road haulage in Italian Government territory, made by various Sub-Commissions, are being passed to this Division for execution by Movements Div. (Roads). In many cases these bids emanate from commercial firms or Government agencies, such as Consorzio Agrario, in whose activities Sub-Commissions are interested.

2. It is felt that the time has now come when the general A.C. policy of encouraging the Italians to run their own transport should be followed throughout Italian Government territory. Sub-Commissions should be advised to instruct civilian firms and Government agencies to make their own arrangements for road transport through E.N.A.C. in accordance with Movements Division (Roads) Memorandum No. 1. The present procedure of channeling bids through Sub-Commissions, Movements Division and Roads Division to the operator is cumbersome, entails waste of time and causes a great deal of unnecessary work in A.C. In addition, A.C. is "spoon-feeding" the Italians contrary to directives.

3. It appears that Sub-Commissions are not aware that UMBRIA, TOSCANA and MARCHE Compartiments are now included in Italian Government territory and that normal direct bidding procedure to E.N.A.C. applies. E.N.A.C. are now installing Provincial Directorates in all provinces in these Compartiments and absorbing the Ufficio Autotrasporti. Until E.N.A.C. are ready to function, however, bids should be made to the local Ufficio Autotrasporti or to A.C. (Civilian) Truck Pools at MACERATA, OSIMO, TORRETTA (ANCONA) FLORENCE and LEGHORN.

4. Parts of Movements Division (Road) Memorandum No. 1 are now out of date and require amendment. This Division will be pleased to assist your Roads Branch in drafting the necessary amendments.


G. FERRYMOUTH
Lt. Colonel, R.A.

2485

15 ARMY GROUP FOR 05 INFO AND LOMBARDIA REG AND LIGURIA REG
AND PIEDMONT REG AND VENETIA REG

1080

3 JULY 45

PRIORITY

CONFIDENTIAL PD

PARA ONE PD HQAC REPORT THAT TRUCKS FROM NORTH ARMY ARRIVING LEGGE
WITH TRIP TICKETS ISSUED IN NORTH AUTHORIZING MOVEMENT OF WINE FROM
ITALIAN GOVERNMENT TERRITORY TO NORTH PD

PARA TWO ONE FIVE ARMY GROUP FOR GEORGE FIVE INFO TO AND LOMBARDIA
REGION TO AND LIGURIA REGION TO AND PIEDMONT REGION TO AND VENETIA
REGION FROM HQ ALSO GIVE ACTED PARAN

PRACTICE IS CONTRARY TO AGREED PRINCIPALS PARAN ASLE PARAN ~~XXXXXXXXXX~~
THAT NO RETURN LOAD TRIP TICKET BE ISSUED BY OUTWARD DESPATCHING ~~XXX~~
AUTHORITY PARAN BAKNE PARAN THAT HQAC BE SOLE AUTHORITY FOR ISSUE OF
TRIP TICKETS FOR MOVEMENT FROM ITALIAN GOVERNMENT TERRITORY AND PARAN
CHARLES PARAN ~~TEXT~~ THAT MOVEMENT OF WINE BY ROAD OVER LONG DISTANCES
BE PROHIBITED PD REQUEST APPROPRIATE ACTION BE TAKEN TO PREVENT
RECURRANCE PD

COPY TO : ROAD DIVISION ✓

2484

TRANSPORTATION SC

478303

Stanley P. Arduini
major

NICHOLAS PIONBINOV
CWO U.S.A.
Asst. Adjutant

Tel. 478303

HEADQUARTERS ALLIED COMMISSION

CMO/SA

AFG 394

Transportation Sub-Commission

Our Ref :- AC/24/24/Tn.3.

2 July 1945

SUBJECT :- Movement of Wine by Road.

TO :- Ministry of Food.

Dear Mr. Minister,

The Rome Regional Commissioner for Food by Letter Ref. Ufficio V Prot No. 3904/V dated 23 June 1945 has submitted a request from "Industria Italiana Liquori and Spumante" for permission to transport wine to Northern Italy.

The movement of wine by road is governed by this H.Q. Movements Division - Roads - Memorandum No. 3, which was drawn up after consultation with Alto Commissariato per l'Alimentazione who was supplied with 50 copies for distribution.

It was with the agreement of Alto Commissariato per l'Alimentazione that instructions were issued prohibiting the movement of wine by road to Northern Italy.

The correct channel for applications for movement of all commodities by road to Northern Italy is through ENAC who will, when necessary, make application to this H.Q. for any special authority for items the movement of which is controlled by this H.Q.

It is requested that the above be brought to the notice of your subordinate officers.

Yours very truly.

2483

W. A. Sell

1755

7100/56

7100
756
SUBJECT :- Movement of Wine by Road.

TO :- Ministry of Food.

Dear Mr. Minister,

The Rome Regional Commissioner for Food by letter Ref. Ufficio V Prot No. 3904/V dated 23 June 1945 has submitted a request from "Industria Italiana Liquori and Spumante" for permission to transport wine to Northern Italy.

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The correct channel for applications for movement of all commodities by road to Northern Italy is through SEAE who will, when necessary, make application to this H.Q. for any special authority for items the movement of which is controlled by this H.Q.

It is requested that the above be brought to the notice of your subordinate officers;

Yours very truly.

2483

W. J. Stepp

W. J. STEPP
Colonel.

Copy to : Economic Section - Supply Division
Food S/C
Road Division. ✓

INTER OFFICE MEMO

TRANSPORTATION SUB-COMMISSION
Roads Division

Tel. 566

GW/op

Ref: AC/100/55/Pn5

3 July 1945.

SUBJECT: Timber Felling for Military Requirements.

TO : Economic Section
(Att: Col. Walton)

1. Reference is made to your Minute 1 and to Brigadier Anderson's letter ES/10.02 dated 23 June 1945.

2. The situation is that at present the majority of large capacity civilian trucks in Calabria are under contract to 2 Military Forestry Engineering Coys and are being employed in the haulage of timber. We have recently requested G-5 to release these vehicles from contract in order that they may assist in the haulage of civilian supplies. There is at present an overall shortage of transport in Calabria for the movement of food which was brought to the notice of this Sub-Commission by the AC Commissioner at Naples. It was suggested to A.F.E.C. that these vehicles should be replaced by military transport in view of the termination of the campaign.

3. If A.F.E.C. approve our request the problem will solve itself since transport will be available both for timber haulage and food supply. Should the request not be granted it is suggested that the provision of additional trucks for the haulage of civilian supplies should be handled by the Italian Government.

4. The I.N.T. organization in Sicily has now been turned over to the Government. I.N.T. are authorized to operate throughout Calabria. It is suggested that the Government should arrange for a number of I.N.T. vehicles to be transferred from Sicily to Calabria and operated by I.N.T. for food haulage.

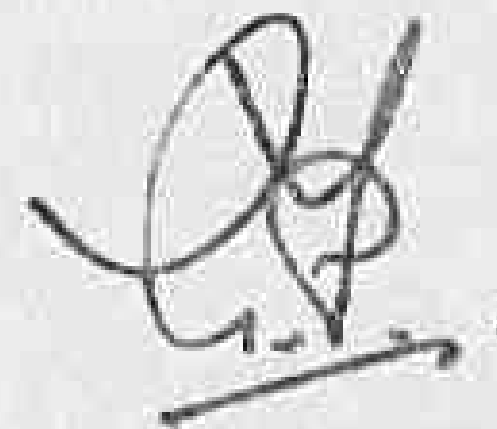
5. Alternatively, it is suggested that the Government should employ some of the 1960 trucks, now being handed over to the Italian State Railways through the Ministry of Transport, to provide the additional road capacity desired in Calabria. It may also be mentioned that we are at present turning over to the Government all vehicles in AC Truck Pools in Italian Government territory. When these hand-overs are complete it is for the Italian Government to decide whether such vehicles should remain

-2-

in their existing locations or be redistributed according to the Government's requirements.

6. You will be notified of A.F.H.Q.'s decision regarding our request for the release of trucks now working under contract to the Forestry Coys.

For the Director:



G. VERNEOUGH
Lt. Colonel, R.A.

2481

Mod. ENAC 10

194

To the ALLIED COMMISSION-Transp. S/C. ROME
and for information:

To the

A.C. - Transp. S/C. - Movem. Div. - Roads Branch

Al

MINISTERO AMMINISTRAZIONE-Cabinetto-ROMA

Al

MINISTERO TRASPORTO-Ispezz. G.M.C.T.C.

ROMA

SUBJECT: haulages of wine for North
of Italy

1. - Our Lecce Office informs us by wire that numerous autotrains are arriving from North Italy with trip tickets issued by the T.O. authorising the loading of wine and alcohol to be transported North.

2. - The same Office calls our attention on the fact that this situation is exciting the reaction of all local people interested with wine movements and asks us to be authorized to stop the a/m. trucks.
3. - We can only wire to a/m. Office to let us know any kind of data of the trip tickets, that we will send to you as soon as possible.

4. - Meanwhile you will oblige us by doing the necessary in order to obtain that the A.M.G. / T.O. do not issue any more work tickets for the haulages of wine and alcohol from South to North Italy.

THE GENERAL MANAGER



Ente Nazionale Autotrasporti

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N.185

DIREZIONE GENERALE

Divisione CA/Movimento

Aut. N° 3 m 3/246/13955

Reg. N° 1

Oggetto: trasporti di vino per
il Nord Italia

1. - La nostra Direzione di Lecce ci telegrafa per informarci che numerosi autotreni arrivano esula dal Nord con fogli di viaggio rilasciati dagli Uffici Trasporti o cartaceo vino e alcool.
2. - La stessa Direzione ci fa sapere che la cosa provoca la reazione degli ambienti locali e ci chiede l'autorizzazione di mettere il fermo a tali autocarri.
3. - Non possiamo che telegrafare alla Direzione stessa di farci conoscere gli estremi dei fogli di viaggio in parola, che ci risponderemo di farvi tenere al più presto.
4. - Intanto vi saremo grati se vorrete provvedere affinché venga sospeso per parte degli Uffici Trasporti dell'A.M.G. il rilascio di fogli di viaggio per il carico di vino e alcool da trasportarsi nel Nord.

IL DIRETTORE GENERALE

and for information:

To the

A.C. - Insp. S/O. - Movem. Div. - Roads Branch

A1

MINISTERO ALIMENTAZIONE - Gabinetto - ROMA

A1

MINISTERO TRAS. OTTO - Ispett. G.M.C.T.C.

ROMA

ISTITUTO DI DIRITTO PUBBLICO
DALL'7 AGOSTO 1944 NABE

DIREZIONE GENERALE

Arriv. CA/Provimento

Data 3/3/53 13953

Proposta di

Oggetto: trasporti di vino per
il Nord ItaliaSUBJECT: haulages of wine for North
of Italy

1. - La nostra Direzione di Lecce ci telegrafica per informarci che numerosi autotreni arrivano colà dal Nord con fogli di viaggio rilasciati dagli Uffici Trasporti e caricano vino e alcool.
2. - La stessa Direzione ci fa sapere che la cosa provoca la reazione degli ambienti locali e ci chiede l'autorizzazione di mettere il fermo a tali autotreni.
3. - Non possiamo che telegrafare alla Direzione stessa di farli conoscere gli estremi dei fogli di viaggio in parola, che ci risponderemo di farvi tenere al più presto.
4. - Intanto vi saremo grati se vorrete provvedere affinché venga sospeso per parte degli Uffici Trasporti coll' A.M.G. il rilascio di fogli di viaggio per il carico di vino e alcool da trasportarsi nel Nord.
1. - Our Lecce Office informs us by wire that numerous autotrens are arriving from North Italy with trip tickets issued by the T.O. authorising the loading of wine and alcohol to be transported North.
2. - The same Office calls our attention on the fact that this situation is exciting the reaction of all local people interested with wine movements and asks us to be authorised to stop the a/m. trucks.
3. - We can only wire to a/m. Office to let us know any kind of data of the trip tickets, that we will send to you as soon as possible.
4. - Meanwhile you would oblige us by doing the necessary in order to obtain that the A.M.G. / T.O. do not issue any more wine tickets for the haulages of wine and alcohol from South to North Italy.

ALAN BARTON GENERAL

THE GENERAL MANAGER

2480

1761



Ente Nazionale Autotrasporti Ferro

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

DIREZIONE GENERALE

Ente Nazionale Autotrasporti Ferro
3M/375/13952
11/11

Mod. ENAC 10

194
1100

Al Ministero dei Trasporti
Rapporti. Roma. M.C. n. 1. - Roma
and for information:
TO THE
ALLIED COMMISSION-DEP-S/C. - ROMA

A.C. - DEP-S/C. - NOVEMBRE 1944. ROMA
BRANCH

All'attenzione del Direttore Generale
Comm. De Cuiis

OGGETTO: Trasporti in Italia e
trasporti e viceversa

1. - Abbiamo seguito allo nostro in 1. - Relativo to our 2nd. and 3rd.
data 27.6 e 30.6 u.s., per il
tore qui unite trasmissioni di due
modelli al memorandum n.1, per
verificare dalla Commissione Allie
ta.

2. - Richiediamo l'attenzione di codest. - We call the attention of this
ato ispettorato sulle unione di
materia - data la natura dell'argo
mento - disposizioni a tutte le di
regioni provinciali dell' E.S.A.S.
e agli uffici Trasporti dello pro
vincie del territorio passato sot
to il governo Italiano, ma nelle
quali non funziona ancora l' ENAC,
e conferiamo che ci veranno a dispo
sizione di codesto ispettorato per
esaminare più da vicino l'argomen
to.

THE GENERAL MANAGER

Ente Nazionale Autotrasporti Ferro
11/11

2479

Ente. Varesina. Aut. Trasporti

ISTITUTO DI DIRITTO PUBBLICO
DL 17 AGOSTO 1944 N. 185

DIREZIONE GENERALE

34/34/13952
2
11

and for information
TO THE
ALLIED COMMISSION-DEP. S/C. - ROMA

A.C. - Dep. S/C. - Roman Div. Roma
Branch
All'attenzione del Direttore Generale
COM. DE GUFFIS

OGGETTO: trasposizione dei nomi e
dei viceversa

1. - Racciamo seguito alle nostre in l. - riferendo che per l'1. e 2.00th
data 25.6 e 30.6 u.s., per via
tore qui unito trasmissioni di due
notifiche al Comandante n.1, per
verificare della Commissione Allen
in.

2. - Riferiamo l'attenzione di cod. -
ato istruttoria sull'urgenza di
natura - c'è la natura dell'argo
mento - disposizioni e tutte le di
zioni provinciali dell' I.I.A.C.
o agli uffici Dipartimenti dello pro
vincie del territorio passato sot
to il governo Italiano, ma nelle
quali non fossero ancora l' I.I.A.C.
e conferiamo che ci teniamo a dispo
sizione di codesto Repertorio per
esaminare più da vicino l'argomen
to.

THE GENERAL MANAGER

ITALIAN
[Signature]

2479

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
C-5 Section
APO 312

25 June 1945

Ref. F-5

SUBJECT: Pit Props

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section)

Reference our letter F-7 of 30 May.

1. Attached are copies of the following Allied Commission letters:

- a. AC/5630/Ind of 22 June.
- b. AC/12/75/Tn.5 of 20 June.
- c. AGR/409.1B of 18 June.
- d. AC/100/45/Tn.5 of 16 June.
- e. AGR/410.0 of 16 June.

2. Your letter at para 1c has been referred to the appropriate staff sections at this headquarters with the request that they take necessary action to reduce permanent damage to standing timber in the area belonging to Dukes of Salviati, to the degree commensurate with military necessity and the demands for essential amounts of pit-props.

3. The Engineers and D.K.S., on the basis of your letter at para 1a, have been requested to assume responsibility for providing pit-props to the Italian Government throughout the month of July.

4. No action has been taken regarding the other three letters in para 1. 2478

5. It is desired to point out that the AC have strongly urged that pit-props be supplied by the military. Any demand that cutting be decreased or transport derequisitioned must be made with this in mind.

6. It is requested that you review the letters under reference and advise of your overall recommendation regarding:

CONFIDENTIAL

- a. Cutting of standing timber.
- b. Use of civilian transport.
- c. Provision of pit-props by the military.

7. As you must be aware the services are preparing to withdraw from the Calabria area, and are attempting to reduce their commitments. It is incumbent upon the Allied Commission to develop and implement with the Italian Government a program for the production of pit-props without reliance upon the military. May we be advised of action being taken to accomplish this project.

For the Assistant Chief of Staff, G-3:

[Signature]
G. V. BRADY,
Major, T.C.,
Economics & Supply.

Copy to:

Agriculture Sub-Commission, AC w/o incls.
~~Transportation Sub-Commission, AC w/o incls.~~
Industry Sub-Commission, AC w/o incls.

Incls:

5 AC ltrs as above to Economic Section only.

2477

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GE/gb

EXT :- 566REF :- AC/100/48/Tn5

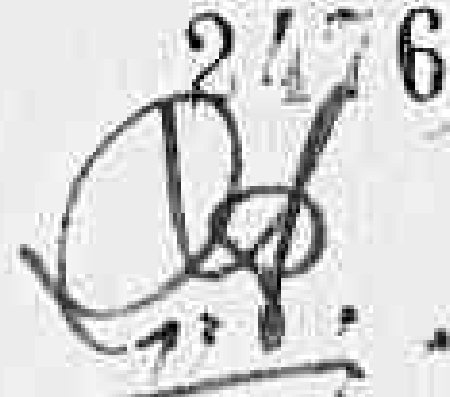
16 JUNE 1945

SUBJECT :- ROADS TRANSPORT in CALABRIATO :- G - 5 A.F.H.Q.

1. Attached hereto is a copy of letter H/1975 dated 7 June 1945 from our Commissioner in Naples Commune.
2. In December 1944 the Combined Inspection Team, A.F.H.Q. reported that the majority of large capacity Civilian Trucks in COSENZA, CATANZARO and REGGIO Provinces of CALABRIA were under contract to 274 Forestry Eng. Coy (Br) & 200 Forestry Eng. Coy (A). The resulting deficiency of Civilian vehicles was seriously curtailing grain distribution to mountain Communes. Owing to the heavy demand by Armies for timber for the campaign at the time, it was decided that the trucks concerned could not be released from timber haulage contracts.
3. In view of the end of the war in Italy, it is requested that you will consider the possibility of terminating the contracts in order that these vehicles may be used for the haulage of Grain & Civilian Supplies in areas where an acute shortage of transport exists. It is felt that W.D. trucks should now take over what is essentially a Military Commitment to release Civilian transport for Civil Supply needs and rehabilitation.

FOR the Chief Commissioner

Copy to : Commissioner AMG.
NAPLES, Commune

2476

G. FERNYHOUGH
Lt. Col. R.A.

COPY

TRANSPORTATION OFFICE
ABRUZZI COMPARTIMENT
Allied Commission

Head Office
CHIETI
T.N. 2322

REF : TAG/27/1°

14th. June 1945

Subj: Clearance of Salt from Railway
Wagons at Orte

To: Roads Division
Transportation Sub-Commission
H.Q. Allied Commission
App 334
Att: Col. Fernyhough R.A.

1. Ref your AG/100/43/Tn5 dated 2 June 1945
2. I have investigated the complaint contained in your letter. The R.T.O. states that no undue delay has occurred - the director of the salt monopoly Pescara further states that the salt is sacked up at the station and extra labour is not available, of necessity this takes time.
3. Shortage of trucks (presumably M.T.) is not understood as salt monopoly make their own arrangements for transport and call upon the Truck Pools only when extra transport is required.
4. No notice of this delay was received in this office - presumably because the director of the Consorzio Warehouse Orte had gone to Milano without the knowledge of this office.
5. Herewith for your information figures of actual arrivals and clearances over the last two weeks. 6 Wagons salt - arrived 1st and 2nd of June - these were cleared 3 Wagons on the 5th and 3 on the 6th. The Monopoly at Pescara were advised of the arrival on the 2nd by Consorzio but took no steps to clear.

2475

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-2-

6. The director of Consorzio has constantly been ordered that in the event of delay on the part of consignees to clear he must inform this office - this was not done .

(Signed F.R.PRICE)

Capt. F.R.PRICE
Transport Officer
Abruzzi Compartment
Allied Commission

2474

W3
TRANSPORTATION OFFICE
ABRUZZI COMPARTIMENT
ALLIED COMMISSION

HEAD OFFICE
CHIETI
T. N. 2322

REF.: TAC/27/10

DATE: 14th June 1945

SUBJECT: Clearance of salt from Railway
Wagons at Ortona

Roads Division
Transportation Sub-Comm.
H.Q. Allied Commission
A.F.D. 594

(Attn. Col. Fernyhough/R.A.)

1) Ref your AG/100/43/ TW5 dated 2 June 1945

2) I have investigated the complaint contained in your letter.-

The R.T.O. states that no undue delay has occurred - the director of the salt Monopoly Pescara further states that the salt is sacked up at the station and extra labour is not available, of necessity this takes time.

3) Shortage of trucks (presumably M.T.) is not understood as salt Monopoly make their own arrangements for transport and called upon the Truck Pools only when extra transport is required.

4) No notice of this delay was received in the office - presumably because the director of the Consorzio Warehouse Ortona had gone to Milano without the knowledge of this office.

5) Herewith for your information figures of actual arrivals and clearances over the last two weeks. 6 waggons salt - arrived 1st and 2nd of June - these were cleared 3 waggons on the 5th and 3 on the 6th. The Monopoly at Pescara were advised of the arrival on the 2nd by Consorzio but took no steps to clear.

6) The director of Consorzio has constantly been ordered that in the event of delay on

p.t.o. 2473

the part of consignees to clear he must inform
this office - this was not done.

F. R. Price

Capt. F. R. Price
Transport Officer
Abruzzi Compartment
Allied Commission

TRANSPORTATION OFFICE
ABRUZZI COMPARTIMENT
ALLIED COMMISSION

HEAD OFFICE
CHIETI
T. N. 2322

REF.: 1Ac/3/38

SUBJECT: Monthly Financial
Operational Report

DATE: 10th June 1945

to: Finance Sub-Commission

Copy to: Transportation Sub-Comm.
Roads Division
Attn. Col. Fernyhough

Attached herewith please find Monthly
Financial Operational Report relative to Truck
Pool M. 3 and M. 4 of Abruzzi Compartment for
the month of May 1945.-

F.R.P.
Capt. F. R. Price
Transport Officer
Abruzzi Compartment
Allied Commission

2472

ABRUZZI COMPARTIMENTIANALYSIS OF TRUCK POOL ACCOUNTS RECEIVABLE AS AT

	<u>TOTAL</u>	<u>Less 30 days</u>
<u>A.M.C. / A.C.</u>		
Truck Pool n.3	616.517	2.469
Truck Pool n.4	<u>1.550.496</u>	<u>8.492</u>
Total	<u>2.167.013</u>	<u>10.961</u>
<u>CONSORZIO AGRARIO</u>		
Truck Pool n.3	7.132.719	3.333.053
Truck Pool n.4	<u>11.600.036</u>	<u>7.282.991</u>
Total	<u>18.732.755</u>	<u>10.616.044</u>
<u>ENTI STATALI & COMUNI</u>		
Truck Pool n.3	1.647.449	270.440
Truck Pool n.4	<u>1.312.388</u>	<u>à 318.322</u>
Total	<u>2.959.837</u>	<u>588.762</u>
<u>MONOPOLI DI STATO</u>		
Truck Pool n.3	1.014.217	387.760
Truck Pool n.4	<u>1.894.686</u>	<u>651.001</u>
Total	<u>2.908.903</u>	<u>1.038.761</u>
<u>DITTE PRIVATE</u>		
Truck Pool n.3	3.003.429	2.066.212
Truck Pool n.4	<u>951.929</u>	<u>222.521</u>
Total	<u>3.955.358</u>	<u>2.288.733</u>

S U M M A R Y

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ABRUZZI COMPARTIMENTOF TRUCK POOL ACCOUNTS RECEIVABLE AS AT 31st MAY 1945

<u>A L</u>	<u>Less 30 days</u>	<u>30 - 60 days</u>	<u>60 - 90 days</u>	<u>Over 90 days</u>
517	2.469	4.149	17.946	591.953
496	8.492	42.004	-	1.500.000
013	10.961	46.153	17.946	2.091.953
	=====	=====	=====	=====
719	3.333.053	3.549.195	166.357	84.114
036	7.282.991	4.317.045	-	-
755	10.616.044	7.866.240	166.357	84.114
	=====	=====	=====	=====
449	270.440	151.379	263.126	962.504
388	318.322	111.123	121.228	761.715
837	588.762	262.502	384.354	1.724.219
	=====	=====	=====	=====
217	387.760	349.626	275.493	1.338
47686	651.001	622.415	206.495	414.775
8.903	1.038.761	972.041	481.988	416.113
	=====	=====	=====	=====
3.429	2.066.212	360.237	308.606	2471 268.374
1.929	222.521	144.474	310.515	274.419
5.358	2.288.733	504.711	619.121	542.793
	=====	=====	=====	=====

S U M M A R Y

S U M M A R Y

Truck Pool n.3	I3.4I4.33I	6.059.934	4.4I4.586
Truck Pool n.4	<u>I7.309.535</u>	<u>8.483.327</u>	<u>5.237.06I</u>
TOTALS	30.723.866	I4.543.26I	9.65I.647
	=====	=====	=====

S U M M A R Y

13.414.331

6.059.934

4.414.586

10031.528

1.908.283

17.309.5358.483.3275.237.061638.2382.950.909

30.723.866

14.543.261

9.651.647

1.669.766

4.859.192

=====

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=====

=====

ABRUZZI COMPARTIMENT

VEHICLE REPORT AS AT 31 MAY 1945

/ Chevrolets / Fiat / O.M. / Lancia /

TRUCK POOL N.3 / 53

Chieti

23

-

-

-

Pescara

13

7

-

-

Teramo

10

2470

-

-

TOTALS

46

7

-

-

TRUCK POOL N.4 / 36

Aquila

-

31

3

2

SUMMARY

TRUCK POOL N.3 / 53

	<u>/ Chevrolet / Fiat / O.M. / Lancia /</u>			
Chieti	23	-	-	-
Pescara	13	7	-	-
Teramo	10	2470	-	-
TOTALS	46	7	-	-

TRUCK POOL N.4 / 36

Aquila	-	31	3	2
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S U M M A R Y

N. 46	Chevrolet
N. 38	Fiat 634
N. 3	O.M.
N. 2	Lancia
N. 89	

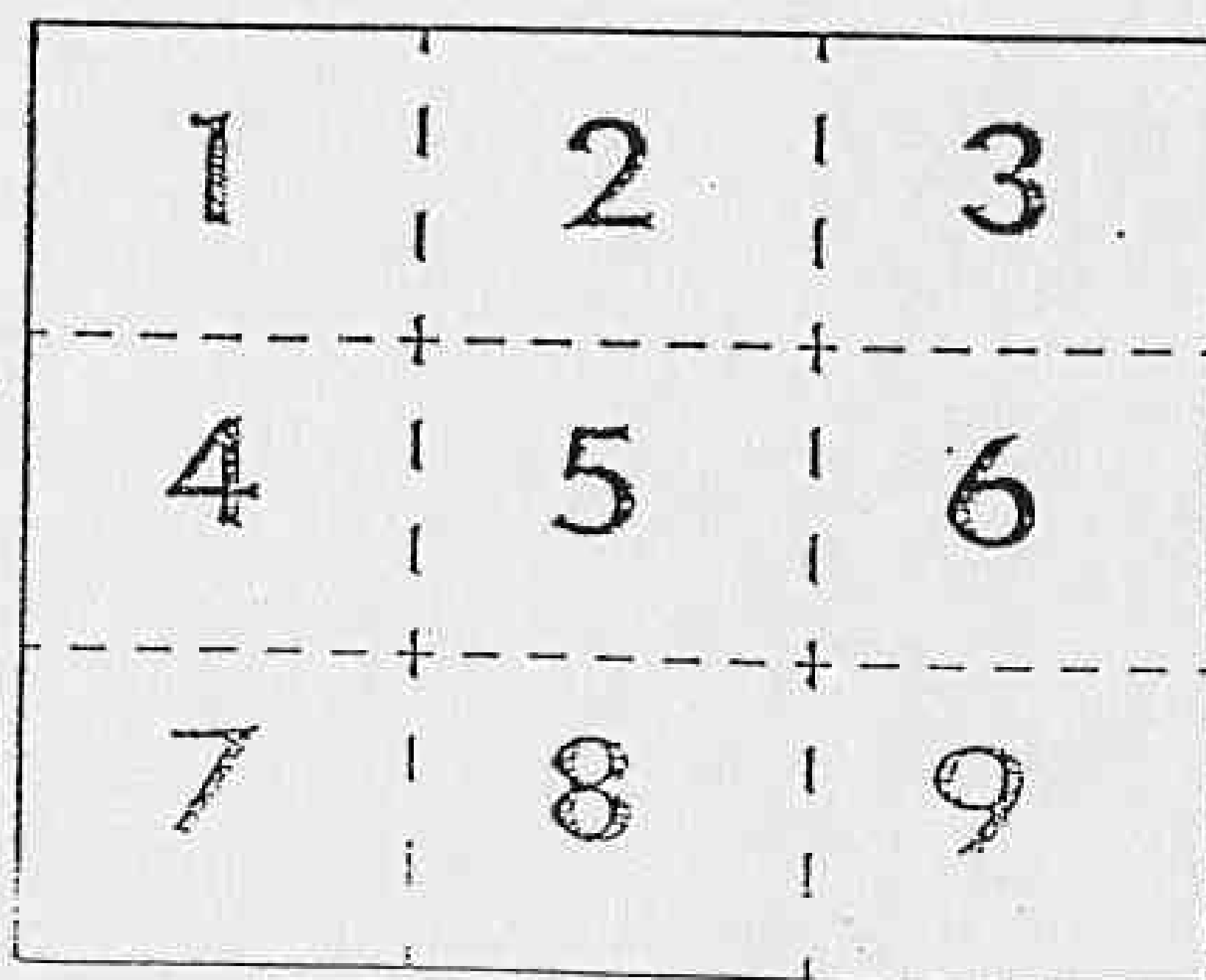
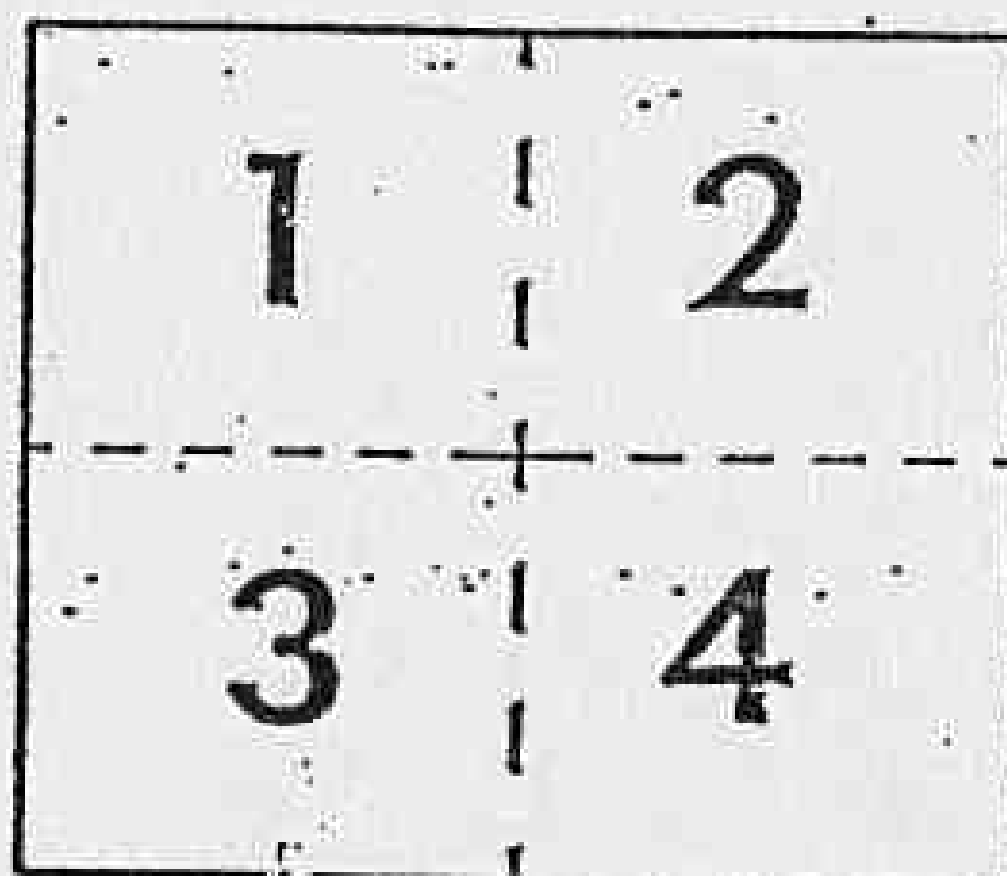
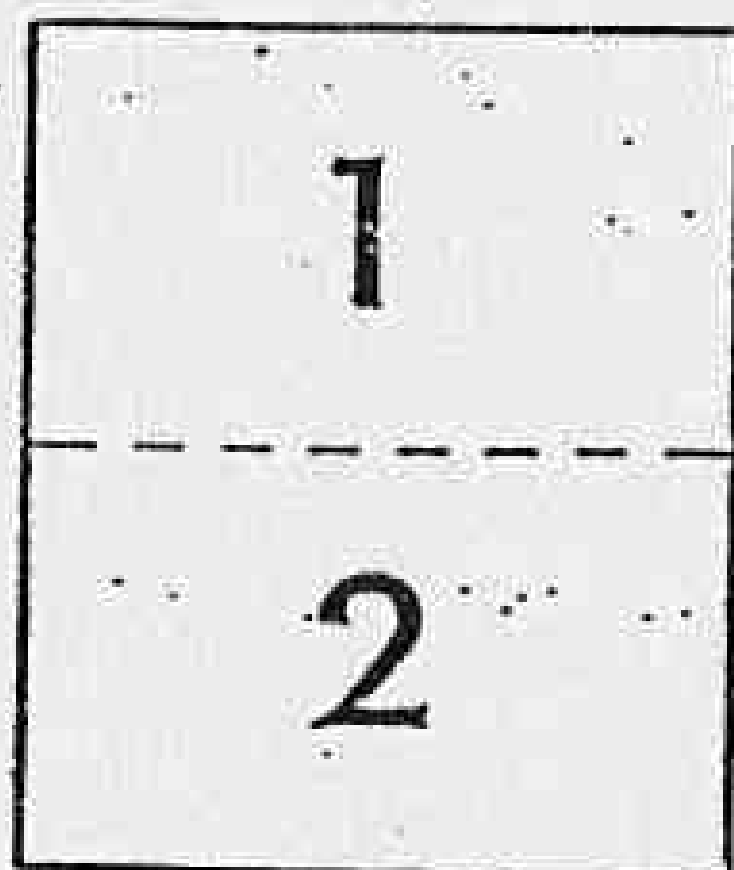
ABRUZZI COMPARTIMENT

ANALYSIS OF MERCHANDISE TRANSPORTED DURING MONTH OF MAY 1945

Merchandise	Truck Pool n.3/	Truck Pool n.4/	TOTAL
Flour	6.840	245	7.085
Coal-lignite	220	-	220
Grain	8.200	10.287	18.487
Olive Oil	280	10	290
Fruit-Veg.	2.060	-	2.060
Wine	-	450	450
All others foodstuffs	2.600	2.409	5.009
Fertiliser	200	-	200
Sulphur	390	-	390
P.O.L.	1.570	640	2.210
Charcoal	4.920	990	5.910
B L D G mat.	4.410	670	5.080
Personnel	140	-	140
Salt	2.570	960	3.530
All others	7.100	1.133	8.233
TOTAL	41.500	17.794	59.294

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



A B R U Z Z I C O M P A R T I M E N T

REPORT SHOWING OPERATIONAL RECORD FOR MAY, PROFIT AND LOSS STATEMENT FOR MAY AND
TO DATE AND BALANCE SHEET AS AT 1st M A Y AND 31st M A Y 1945.

	<u>TRUCK POOL N.3</u>		<u>TRUCK POOL N.4</u>	
	<u>/ May 1945</u>	<u>/ Total to date/</u>	<u>/May 1945</u>	<u>/Total to date/</u>
Number of Trucks (schedule 1)	53	-	36	-
Totals kilometers operated	196.646	1.748.258	127.784	1.140.638
Average Km.per Truck days	137	146	131	117
Total kilometers operated loaded	105.362	975.762	67.141	645.573
% Km.operated loaded	53	55	53	56
Total kilometers operated empty	91.284	772.496	60.643	495.065
% Km.operated empty	47	45	47	44
Total truck hours available	39.432	335.928	26.784	290.138
Total " " operated	8.040	73.280	5.093	50.917
% Truck hours operated	20	21	19	17
Total truck hours standing	3.466	32.110	1.994	25.176
% " " "	9	9	7	8
Total " " dealined	11.654	90.836	16.225	128.449
% " " "	29	27	60	48
Total " " idle	16.272	139.702	3.472	85.596
% " " "	42	43	14	29
Quintals hauled (schedule 2)	41.500	390.128	17.794	220.859
Capacity	38.070	-	76.680	-

1780

A B R U Z Z I C O M P A R T I M E N T

OWING OPERATIONAL RECORD FOR MAY, PROFIT AND LOSS STATEMENT FOR MAY AND ENTIRE PERIOD

TO DATE AND BALANCE SHEET AS AT 1st M A Y AND 31st M A Y 1945.

	<u>TRUCK POOL N.3</u>		<u>TRUCK POOL N.4</u>		<u>TOTAL FOR COMPARTIMENT</u>	
	<u>/ May 1945</u>	<u>/ Total to date/</u>	<u>/May 1945</u>	<u>/Total to date/</u>	<u>/ May 1945</u>	<u>/Total to date/</u>
chedule 1)	53	-	36	-	89	-
rated	196.646	1.748.258	127.784	1.140.638	324.430	2.888.896
days	137	146	131	117	134	131
ated loaded	1105.362	975.762	67.141	645.573	173.503	1.621.335
	53	55	53	56	53	56
ated empty	91.284	772.496	60.643	495.065	151.927	1.267.561
	47	45	47	44	47	44
ilable	39.432	335.928	26.784	290.138	66.216	626.066
rated	8.040	73.280	5.093	50.917	13.133	124.197
d	20	21	19	17	19	19
nding	3.466	32.110	1.994	25.176	5.460	57.286
"	9	9	7	8	8	9
lined	11.654	90.836	16.225	128.449	27.879	219.285
"	29	27	60	46	42	35
e	16.272	139.702	3.472	85.596	19.744	225.298
	42	43	14	29	31	37
chedule 2)	41.500	390.128	17.794	220.859	59.294	610.987
	38.070	-	76.680	-	114.760	

%	"	"	"	29	27	60	48
Total	"	"	idle	16.272	139.702	3.472	85.596
%	"	"	"	42	43	14	29
Quintals hauled (schedule 2)				41.500	390.128	17.794	220.859
Capacity				38.070	-	76.680	-
Total ql.km.loaded				2.502.380	22.553.374	3.808.560	33.458.698
Gasoline and naphta (litri)				62.980	471.985	47.485	404.133
Average Km.per litro				3,12	3,06	2,69	2,50

PROFIT AND LOSS STATEMENT FOR
MAY AND TOTAL TO DATE.

Freight revenues	6.792.545	59.479.159	8.739.692	59.006.260	15.
Other income	-	62.338	-	44.640	
Total Income	6.792.545	59.541.497	8.739.692	59.050.900	15.
Less: Expenses					
Labor	385.899	3.936.474	468.164	3.701.644	
Gasoline and oil	1.116.582	9.005.506	676.230	7.156.853	I
Repairs & Maintenance	707.070	3.389.332	3.256.969	7.007.239	3
Insurance	-	144.233	(6.584)	732.202	
Other Expenses	18.912	152.598	93.129	1.049.569	
Administrative Expenses	228.377	2.013.045	151.483	804.534	
Total Expenses	2.456.840	18.641.188	4.639.391	20.452.041	7
Net profit before deduction for depreciation	4.335.705	40.900.309	4.100.301	38.598.859	8
Depreciation (schedule 3)	397.201	4.666.402	399.996	4.754.059	
NET PROFIT	3.938.504	36.233.907	3.700.305	33.844.800	7

BALANCE SHEET AS AT Ist May
and 31st May 1945.-Assets

Cash	13.498.729	15.439.733	2.468.837	10.289.324	I
Accounts receivable (sched.4)	11.017.824	13.414.331	21.029.721	17.309.535	3
Fixed Assets	48.051	46.245	-	-	
Deposit with R.F.O.Abruzzi-Marche Region	12.000.000	12.000.000	11.000.000	11.000.000	2
Total Assets	36.564.604	40.900.309	34.498.558	38.598.859	

1782

	29	27	60	46	42	35
	16.272	139.702	3.472	85.596	19.744	225.298
	42	43	14	29	31	37
le 2)	41.500	390.128	17.794	220.859	59.294	610.987
	38.070	-	76.680	-	114.750	-
	2.502.380	22.553.374	3.808.560	33.458.698	6.310.940	56.012.072
tri)	62.980	471.985	47.485	404.133	110.465	876.118
	3,12	3,06	2,69	2,50	2,93	2,78

NT FOR

	6.792.545	59.479.159	8.739.692	59.006.260	15.532.237	118.885.419
	-	62.338	-	44.640	-	106.978
ncome	6.792.545	59.541.497	8.739.692	59.050.900	15.532.237	118.592.397

	385.899	3.936.474	468.164	3.701.644	854.063	7.638.118
	1.116.582	9.005.506	676.230	7.156.853	1.792.812	16.162.359
	707.070	3.389.332	3.256.969	7.007.239	3.964.039	10.396.571
	-	144.233	(6.584)	732.202	(6.584)	876.435
	18.912	152.598	93.129	1.049.569	112.041	1.202.167
	228.377	2.013.045	151.483	804.534	379.860	2.817.579
nces	2.456.840	18.641.188	4.639.391	20.452.041	7.096.231	39.093.229
ction	4.335.705	40.900.309	4.100.301	38.598.859	8.436.006	79.499.168
3)	397.201	4.666.402	399.996	4.754.059	797.197	9.420.461
T	3.938.504	36.233.907	3.700.305	33.844.800	7.638.809	70.078.707

May

et 82

	13.498.729	15.439.733	2.468.837	10.289.324	15.967.566	25.729.057
ched. 4)	11.017.824	13.414.331	21.029.721	17.309.535	32.047.545	39.723.866
	48.051	46.245	-	-	48.051	46.245
uzzi-	12.000.000	12.000.000	11.000.000	11.000.000	23.000.000	23.000.000
seta	36.564.604	40.900.309	14.408.658	18.608.869	77.062.162	70.400.762

BALANCE SHEET AS AT 1st May
and 31st May 1945.-Assets

Cash	13.498.729	15.439.733	2.468.837	10.289.324	15.9
Accounts receivable (sched.4)	11.017.824	13.414.331	21.029.721	17.309.535	32.0
Fixed Assets	48.051	46.245	-	-	
Deposit with R.F.O. Abruzzi- Marche Region	12.000.000	12.000.000	11.000.000	11.000.000	23.0
Total Assets	36.564.604	40.900.309	34.498.558	38.598.859	71.0

Liabilities & Capital

Accounts Payable	-	-	-	-	
Net profit Before deduction for depreciation to Capital	36.564.604	40.900.309	34.498.558	38.598.859	71.0
Total Liabilities & Capital	36.564.604	40.900.309	34.498.558	38.598.859	71.0

NOTE : - Operational figures are for October, November, December, January & February; ot
to gasoline wich are for November, December, January and February.
- Capacity is computed on bases of physical capacity.

	13.498.729	15.439.733	2.468.837	10.289.324	15.967.566	25.729.057
ad.4)	11.017.824	13.414.331	21.029.721	17.309.535	32.047.545	39.723.866
	48.051	46.245	-	-	48.051	46.245
i-	<u>12.000.000</u>	<u>12.000.000</u>	<u>11.000.000</u>	<u>11.000.000</u>	<u>23.000.000</u>	<u>23.000.000</u>
s	<u>36.564.604</u>	<u>40.900.309</u>	<u>34.498.558</u>	<u>38.598.859</u>	<u>71.063.162</u>	<u>79.499.168</u>
	-	-	-	-	-	-
ion for	<u>36.564.604</u>	<u>40.900.309</u>	<u>34.498.558</u>	<u>38.598.859</u>	<u>71.063.162</u>	<u>79.499.168</u>
pital	<u>36.564.604</u>	<u>40.900.309</u>	<u>34.498.558</u>	<u>38.598.859</u>	<u>71.063.162</u>	<u>79.499.168</u>

al figures are for October, November, December, January & February; other than those relating
ne wich are for November, December, January and February.
is computed on bases of physical capacity.

A B R U Z Z I C C

ANALYSIS FOR DEPRECIATION OF

DESCRIPTION	DATE ACQUIRED	VALUE	Estimat. life	July	August	Sept.	Octob.	Novemb.	Dec
<u>TRUCK POOL N.3</u>									
41 Chevrolets	24.6.1944	10.250.000	3 years	284.704	284.704	284.704	284.704	284.704	284.704
11 Dodges	"	2.200.000	"	61.III	61.III	61.III	61.III	61.III	61.III
4 Chevrolets	31.7.1944	1.000.000	"	-	27.776	27.776	27.776	27.776	27.776
15 "	"	3.750.000	"	-	104.160	104.160	104.160	104.160	104.160
1 "	28.II.944	222.224	"	-	-	-	-	-	6
1 Italian Trucks	5.I2.944	377.778	"	-	-	-	-	-	II
4 " "	29.I2.944	1.466.668	"	-	-	-	-	-	-
1 " "	"	333.334	"	-	-	-	-	-	-
1 " "	13.2.1945	355.556	"	-	-	-	-	-	-
		<u>19.955.560</u>		<u>345.815</u>	<u>477.175</u>	<u>477.751</u>	<u>477.751</u>	<u>477.745</u>	<u>434</u>

<u>TRUCK POOL N.4</u>									
5 Chevrolets	5.7.1944	1.250.000	"	34.720	34.720	34.720	34.720	34.720	34.720
3 "	"	750.000	"	20.832	20.832	20.832	20.832	20.832	20.832
2 "	"	500.000	"	13.888	13.888	13.888	-	-	-
1 Italian truck	"	400.000	"	11.III	11.III	11.III	11.III	11.III	11.III
10 " "	"	4.000.000	"	111.III	111.III	111.III	111.III	111.III	111.III
4 Dodges	25.7.1944	800.000	"	-	22.220	22.220	-	-	-
5 "	"	1.000.000	"	-	-	-	-	-	-
1 " "	"	200.000	"	-	5.555	5.555	5.555	5.555	5.555

.....

Estimat. Life	July	August	Sept.	Octob.	Novemb.	Decemb.	January	Febr.	March	April	May	Total to date
years	284.704	284.704	284.704	284.704	284.704	284.704	284.704	284.704	284.704	284.704	284.704	3.131.74
"	61.III	61.III	61.III	61.III	61.III	-	-	-	-	-	-	305.54
"	-	27.776	27.776	27.776	27.776	27.776	27.776	27.776	27.776	27.776	27.776	277.76
"	-	104.160	104.160	104.160	104.160	104.160	-	-	-	-	-	520.80
"	-	-	-	-	-	6.944	6.944	6.944	6.944	6.944	6.944	41.66
"	-	-	-	-	-	II.III	II.III	II.III	II.III	II.III	II.III	66.66
"	-	-	-	-	-	-	44.444	44.444	44.444	44.444	44.444	222.22
"	-	-	-	-	-	-	II.III	II.III	II.III	II.III	II.III	55.55
"	-	-	-	-	-	-	-	II.III	II.III	II.III	II.III	44.44
	345.815	477.751	477.751	477.751	477.745	434.695	386.090	397.201	397.201	397.201	397.201	4.666.40

[illegible]

Schedule 3

	Decemb.	January	Febr.	March	April	May	Total to date	Remaining value	REMARKS
34	284.704	284.704	284.704	284.704	284.704	284.704	3.131.744	7.118.256	
35	-	-	-	-	-	-	305.549	1.894.451	Transf. T.P. 6/ 15.11.1944
36	27.776	27.776	27.776	27.776	27.776	27.776	277.760	722.240	
37	104.160	-	-	-	-	-	520.800	3.229.200	" T.P. 7/ 28.12.1944
	6.944	6.944	6.944	6.944	6.944	6.944	41.664	180.560	
	II.111	II.111	II.111	II.111	II.111	II.111	66.666	311.112	
	-	44.444	44.444	44.444	44.444	44.444	222.220	1.244.448	
	-	II.111	II.111	II.111	II.111	II.111	55.555	277.779	
	-	-	II.111	II.111	II.111	II.111	44.444	311.112	
38	434.695	386.090	397.201	397.201	397.201	397.201	4.666.402	15.289.158	

20	34.720	34.720	34.720		-	-	277.760	972.240	Transf.T.P.7/	6.3.I945
82	20.832	20.832	20.832	20.832	-	-	187.488	562.512	"	8/ I\$.3.I945
	-	-	-	-	-	-	41.664	458.336	"	6/ 27.II.944
II	II.III	-	-	-	-	-	66.666	333.334	"	3/ 28.I2.944
IO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	I.222.2IO	2.777.790		
	-	-	-	-	-	-	44.440	.756.660	"	B/ 27.9.I944
	-	-	-	-	-	-	-	I.000.000	"	5/ 29.7.I944
55	S.SSS	S.SSS	S.SSS	S.SSS	S.SSS	S.SSS				

1	Italian truck	"	400.000	"	II.III	II.III	II.III	II.III	II.III	II
IO	"	"	4.000.000	"	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III
4	Dodge	25.7.1944	800.000	"	-	22.220	22.220	-	-	-
5	"	"	1.000.000	"	-	-	-	-	-	-
1	"	"	200.000	"	-	5.555	5.555	5.555	5.555	5
2	Italian trucks	8.8.1944	800.000	"	-	22.222	22.222	22.222	22.222	22
1	"	"	400.000	"	-	II.III	II.III	II.III	II.III	II
7	"	18.8.1944	2.800.000	"	-	-	77.777	77.777	77.777	77
3	Chevrolet s	"	750.000	"	-	-	20.832	20.832	20.832	20
2	"	"	500.000	"	-	-	13.888	13.888	13.888	13
2	"	"	500.000	"	-	-	13.888	-	-	-
1	"	"	250.000	"	-	-	6.944	6.944	-	-
1	"	1.9.1944	250.000	"	-	-	6.944	6.944	6.944	6
1	"	15.9.1944	250.000	"	-	-	6.944	6.944	6.944	6
1	"	22.9.1944	250.000	"	-	-	-	6.944	6.944	6
1	"	"	250.000	"	-	-	-	6.944	6.944	6
1	Italian trucks	28.9.1944	400.000	"	-	-	-	II.III	II.III	II
4	"	"	1.600.000	"	-	-	-	44.444	44.444	44
I	"	"	400.000	"	-	-	-	II.III	II.III	II
IO	"	"	4.000.000	"	-	-	-	III.IIO	III.IIO	III
2	"	4.10.944	800.000	"	-	-	-	22.222	22.222	22
I	Chevrolet	10.10.1944	250.000	"	-	-	-	6.944	6.944	6
5	Italian Trucks	11.3.1945	2.000.000	"	-	-	-	-	-	-
			25.350.000							
					191.661	252.769	399.986	570.820	563.876	552.

S U M M A R Y

TOTAL FOR COMPARTIMENT

1789

I.III	II.III	II.III	II.III	II.III	II.III	-	-	-	-	-	66.666	333
I.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	I.222.2IO	2.777
-	22.220	22.220	-	-	-	-	-	-	-	-	44.440	.755
-	-	-	-	-	-	-	-	-	-	-	-	I.000
-	5.555	5.555	5.555	5.555	5.555	5.555	5.555	5.555	-	-	44.440	I55
-	22.222	22.222	22.222	22.222	22.222	22.222	22.222	22.222	22.222	22.222	222.220	577
-	II.III	II.III	II.III	II.III	II.III	-	-	-	-	-	55.555	344
-	-	77.777	77.777	77.777	77.777	77.777	77.777	77.777	77.777	77.777	699.993	2.100
-	-	20.832	20.832	20.832	20.832	20.832	20.832	-	-	-	I24.992	625
-	-	I3.888	I3.888	I3.888	I3.888	I3.888	I3.888	I3.888	-	-	97.216	402
-	-	I3.888	-	-	-	-	-	-	-	-	I3.888	486
-	-	6.944	6.944	-	-	-	-	-	-	-	I3.888	236
-	-	6.944	6.944	6.944	6.944	6.944	6.944	6.944	-	-	48.608	201
-	-	6.944	6.944	6.944	6.944	6.944	6.944	-	-	-	41.664	200
-	-	-	6.944	6.944	6.944	6.944	6.944	-	-	-	34.720	211
-	-	-	6.944	6.944	6.944	6.944	6.944	6.944	-	-	41.664	200
-	-	-	II.III	II.III	-	-	-	-	-	-	22.222	371
-	-	-	44.444	44.444	44.444	-	-	-	-	-	I33.332	I.46
-	-	-	II.III	II.III	II.III	II.III	-	-	-	-	44.444	351
-	-	-	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	888.880	3.11
-	-	-	22.222	22.222	22.222	22.222	22.222	22.222	22.222	22.222	I77.776	62
-	-	-	6.944	6.944	6.944	6.944	6.944	6.944	-	-	41.664	20
-	-	-	-	-	-	-	-	55.555	55.555	55.555	I66.665	I.83
91.661	252.769	399.986	570.820	563.876	552.765	486.099	474.988	461.103	399.996	399.996	4.754.059	20.59

S U M M A R Y

II.III	-	-	-	-	-	66.666	333.334	"	3/ 28.12.944
III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	I.222.210	2.777.790	"	
-	-	-	-	-	-	44.440	.755.560	"	6/ 27.9.1944
-	-	-	-	-	-	-	I.000.000	"	5/ 29.7.1944
5.555	5.555	5.555	5.555	-	-	44.440	I55.560	"	6/ 16.3.1945
22.222	22.222	22.222	22.222	22.222	22.222	222.220	577.780	"	
II.III	-	-	-	-	-	55.555	344.445	"	7/ 15.12.1944
77.777	77.777	77.777	77.777	77.777	77.777	699.993	2.100.007	"	
20.832	20.832	20.832	-	-	-	I24.992	625.008	"	7/ 6.3.1945
I3.888	I3.888	I3.888	I3.888	-	-	97.216	402.784	"	8/ 16.3.1945
-	-	-	-	-	-	I3.888	486.112	"	6/ 27.9.1945
-	-	-	-	-	-	I3.888	236.112	"	6/ 17.10.944
6.944	6.944	6.944	6.944	-	-	48.608	201.392	"	8/ 16.3.1945
6.944	6.944	6.944	-	-	-	41.664	208.336	"	7/ 6.3.1945
6.944	6.944	6.944	-	-	-	34.720	215.280	"	7/ "
6.944	6.944	6.944	6.944	-	-	41.664	208.336	"	8/ 16.3.945
-	-	-	-	-	-	22.222	377.778	"	3/ 5.12.1944
44.444	-	-	-	-	-	I33.332	I.466.668	"	3/ 29.12.1944
II.III	II.III	-	-	-	-	44.444	355.556	"	3/ 15.2.1945
III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	III.IIO	888.880	3.111.120	"	
22.222	22.222	22.222	22.222	22.222	22.222	I77.776	622.224	"	
6.944	6.944	6.944	6.944	-	-	41.664	208.336	"	8/ 16.3.1945
-	-	-	55.555	55.555	55.555	I66.665	I.833.335	"	
552.765	486.099	474.988	461.103	399.996	399.996	4.754.059	20.595.941	"	

25.350.000

I9I.66I 252.769 399.986 570.820 563.876 55

S U M M A R Y

TOTAL FOR COMPARTIMENT

46	Chevrolets	II.472.224
4I	Italian Trucks	<u>I6.933.336</u>
87	Trucks	TOTALS 28.405.560
		=====

284.704	3I2.480	3I2.480	3I2.480	3I2.480	3I2.480	3I2.480
III.II0	I33.332	2II.I09	344.44I	344.44I	344.44I	344.44I
395.8I4	445.8I2	523.589	656.92I	656.92I	656.92I	656.92I
=====						

191.661 252.769 399.986 570.820 563.876 552.765 486.099 474.988 461.103 399.996 399.996 4.754.059 20

S U M M A R Y

284.704 312.480 312.480 312.480 312.480 319.424 319.424 319.424 319.424 319.424 319.424 3.451.168
111.110 133.332 211.109 344.441 344.441 355.552 411.107 422.218 477.773 477.773 477.773 3.766.628 1
395.814 445.812 523.589 656.921 656.921 674.976 730.531 741.642 797.197 797.197 797.197 7.217.797 2

17931

77.777 77.777 77.777 100.000 1.000.000
876 552.765 486.099 474.988 461.103 399.996 399.996 4.754.059 20.595.941

A R Y

.480 319.424 319.424 319.424 319.424 319.424 319.424 3.451.168 8.021.056
.441 355.552 411.107 422.218 477.773 477.773 477.773 3.766.628 13.166.707
.921 614.976 730.531 741.642 797.197 797.197 797.197 7.217.797 21.187.763

W
R-1-0 Roads Div
GPP 1/2

ONE FIVE ARMY (ACTION) ONE FIVE ARMY GROUP TWO DISTRICT FOR
TALBOT APRIL SIX FROM FROM HQ AND PIERMONT DESIGN HQ AND
2594 AT MAY 45 Op. Priority (1)(2)
Priority ~~medium~~

CONCENTRATION OF ADDRESSSES: LOMBARDIA HQ AND LIGURIA PORT
COMMANDANT GENOA (INFO)

SUBJECT PD

PARA ONE PD EXPERIENCE THIS HEADQUARTERS SIGNAL SEVEN SIX SEVEN ZERO DAY
ONE FIVE MAY NOT TO AND LIGURIA THERE WILL BE DELAY IN OPENING GENOA
PORT FOR BE DIFFICULTIES IN MINE CLEARANCE PD

PARA TWO PD AT PRESENT ONLY THE FOLLOWING SHIPS ARE LOADED ORA IN
FOR TALBOT TO APRIL SIX FROM FROM HQ AND PIERMONT HQ DESIGN TO HQ
AND LOMBARDIA DESIGN TO HQ AND LIGURIA DESIGN TO PORTS COMMANDANT GEN
FOR INFO FROM HQ APRIL SIX FROM FROM

PARA TWO PD AT PRESENT ONLY THE FOLLOWING SHIPS ARE LOADED ORA IN
LOADED WITH ONE TWO EIGHT ZERO TONS FLOUR BALANCE MISCELLANEOUS FOOD
SUPPLIES ORA CANTARIT NOT LOADING ONE FOUR ZERO ZERO FLOUR AND
MISCELLANEOUS FOOD SUPPLIES ORA SANTA CHIARA NOT LOADING ONE ZERO IN
ZERO TONS SODIUM SULPHUR ORA TWO FIVE ZERO ZERO FLOUR PD THESE WILL
DISCHARGE OVER REACHES PD RATE OF DISCHARGE LIKELY TO BE ALSO 2467
SHORTAGE DRAFT PD

PARA THREE PD ALL FURTHER LOADING DEFERRED FOR PRESENT PD

PARA FOUR PD IT WILL THEREFORE BE NECESSARY TO CONTINUE UNLOADING
PIERMONT AND LOMBARDIA RE ANCONA ABOUT GENOA SLANT PORTS UNTIL ONE
OPEN PD THIS DATE UNOBTAIN PD
TRANSPORT TION HQ

934

NICHOLAS PIERMONT
CWO. S.S.A.
Asst. Adjutant

W. J. S. G.

INDUSTRIAL SUB-COMMISSION
AND
TRANSPORT SUB-COMMISSION

100/11

41

Vol. 207

13 May 1945

Ref. 40/5635/13/1945

SUBJECT: Hammer Milling Factory, Atripal.

TO: Ministry of Industry, Commerce and Labour

1. Acting from the investigation carried out by Brigadier R. S. S. Briggs, under instructions from the Industrial Co-ordination Committee, the question of supplying sufficient transportation to enable the collection of chestnut wood to be carried out has been thoroughly examined by this headquarters.

2. The Transportation Sub-Commission is unable to allocate sufficient vehicles for this urgent and important task and the local representative of ILO at Atripal is approached.

3. It is stated that the matter has already been discussed with ILO officials in Rome and it is understood that sufficient transportation will be made available by this organization.

4. It is therefore recommended that your Ministry make contact immediately with ILO to insure that the transportation be made available without delay in view of the urgent need to secure all available supplies of suitable material.

5. It would also be appreciated if this headquarters could be informed as to whether any action has been taken by your Ministry to block supplies of chestnut wood within a radius of 20 to 25 kms. of the factory in order to secure an adequate source of supply.

(S) W. J. BASHLEY

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

2466

Copy to:-

~~1. Mr. S. S. Briggs~~
~~2. Mr. S. S. Briggs~~
~~3. Mr. S. S. Briggs~~
~~4. Mr. S. S. Briggs~~
~~5. Mr. S. S. Briggs~~
~~6. Mr. S. S. Briggs~~
~~7. Mr. S. S. Briggs~~
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~~11. Mr. S. S. Briggs~~
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~~17. Mr. S. S. Briggs~~
~~18. Mr. S. S. Briggs~~
~~19. Mr. S. S. Briggs~~
~~20. Mr. S. S. Briggs~~

TRANSPORTATION OFFICE

ABRUZZI COMPARTIMENT
ALLIED COMMISSIONHEAD OFFICE
CHIETI
T. N. 2322

DATE: 6th May 1945

REF.: TAC/27/8

SUBJECT: Clearance - Ortona RailheadTo/ Roads Division
Transportation S/C
HQ. Allied Commission
(Att. Col. Fernyhough)

Further to my 3TP/27/7 dated 3rd April 45 on the above subject; at the time I requested Consorzio Agrario Ortona to furnish a list of truck arrivals for April, this was not received in time to include with the ^amentioned letter; however although this list does not agree in all details with that furnished by R.T.O., ~~it~~ it further goes to prove that undue delay in turn round has not in fact been occurring at Ortona.

F. R. Price
Capt. F. R. Price
Transport Officer
Abruzzi Compartment
Allied Commission

2465

CONSORZIO AGRARIO PROVINCIALE DI CHIETI - FILIALE DI ORTONA -

Foglio n°1

VAGONI ARRIVATI DAL 1 APRILE 1945 AL 30 APRILE 1945.

No Vagone	Natura merce	Destinatario	Data arrivo	Data scarico	Osservazioni
IC7863	nitrate	Cons. Agr.	I-4-45	I-4-45	
IC0716	"	"	I-4-45	I-4-45	
77I9340I	"	"	I-4-45	I-4-45	
25I505	minerale zolfo	"	2-4-45	2-4-45	
IC25840	"	"	2-4-45	2-4-45	
77I93093	"	"	2-4-45	2-4-45	
IC2205I	solfato rame	"	3-4-45	3-4-45	
IC05292	nitrate	"	3-4-45	3-4-45	
IC05799	"	"	3-4-45	3-4-45	
IC207II	"	"	3-4-45	3-4-45	
I72056	"	"	3-4-45	3-4-45	
I83652	minerale zolfo	"	3-4-45	4-4-45	
I7I82I	granone	"	4-4-45	4-4-45	
5896I9	vino	"	6-4-45	7-4-45	
37529	zolfo giallo	"	6-4-45	7-4-45	
IC0747	minerale zolfo	"	6-4-45	7-4-45	
7I05655	zolfo giallo	"	6-4-45	7-4-45	
IC0I65I	minerale zolfo	"	6-4-45	7-4-45	
II29349	"	"	6-4-45	7-4-45	
IC0I4265	viveri	"	7-4-45	7-4-45	
77886568	"	"	7-4-45	7-4-45	
202460	"	"	7-4-45	7-4-45	

17981

1025940	"	"	"	"	2-4-45	2-4-45
77193093	"	"	"	"	2-4-45	2-4-45
1022051	solfato	"	"	"	3-4-45	3-4-45
1005292	nitrate	"	"	"	3-4-45	3-4-45
1005799	"	"	"	"	3-4-45	3-4-45
1020711	"	"	"	"	3-4-45	3-4-45
172055	"	"	"	"	3-4-45	3-4-45
183652	minerale	"	"	"	3-4-45	4-4-45
171821	zolfo	"	"	"	4-4-45	4-4-45
589619	vino	"	"	"	6-4-45	7-4-45
37589	zolfo	"	"	"	6-4-45	7-4-45
100747	minerale	"	"	"	6-4-45	7-4-45
7105655	zolfo	"	"	"	6-4-45	7-4-45
1001651	minerale	"	"	"	6-4-45	7-4-45
1129349	"	"	"	"	6-4-45	7-4-45
1014265	viveri	"	"	"	7-4-45	7-4-45
77896568	"	"	"	"	7-4-45	7-4-45
202460	"	"	"	"	7-4-45	7-4-45
1000542	minerale	"	"	"	7-4-45	7-4-45
1114770	zolfo	"	"	"	8-4-45	8-4-45
1114727	piselli	"	"	"	8-4-45	9-4-45
1002171	baccalà	"	"	"	8-4-45	9-4-45
5260	"	"	"	"	8-4-45	9-4-45
29036	zolfo	"	"	"	9-4-45	9-4-45
204492	minerale	"	"	"	9-4-45	9-4-45
1008189	zolfo	"	"	"	9-4-45	9-4-45
1009246	affumici	"	"	"	10-4-45	10-4-45
149866	"	"	"	"	10-4-45	10-4-45
541485	vino	"	"	"	11-4-45	11-4-45
508172	"	"	"	"	11-4-45	11-4-45

2464

Foglio n°2

No Vagone	Natura merce	Destinatario	Cons.	Agr.	Data arrivo	Data scarico	Osservazioni
IO28500	latte						
	colvere				II-4-45	I2-4-45	
IO20992	" "	" "	" "	" "	II-4-45	I2-4-45	
IO9I579	" "	" "	" "	" "	II-4-45	I2-4-45	
IOIO447	minerale						
	zolfo	" "	" "	" "	I2-4-45	I2-4-45	
IO25I97	" "	" "	" "	" "	I2-4-45	I2-4-45	
57I65I	viro	" "	" "	" "	I2-4-45	I3-4-45	
579652	" "	" "	" "	" "	I2-4-45	I3-4-45	
I75364	minerale						
	zolfo	" "	" "	" "	I3-4-45	I3-4-45	
IO204I7	" "	" "	" "	" "	I3-4-45	I4-4-45	
IOO0807	nitrate	" "	" "	" "	I4-4-45	I5-4-45	
524309	vino	" "	" "	" "	I5-4-45	I5-4-45	
7303035	calcio.	" "	" "	" "	I6-4-45	I7-4-45	
25I400	sapone	" "	" "	" "	I6-4-45	I7-4-45	
III65I6	" "	" "	" "	" "	I6-4-45	I7-4-45	
IOO446I	minerale						
	zolfo	" "	" "	" "	I6-4-45	I7-4-45	
I338I7	" "	" "	" "	" "	I6-4-45	I7-4-45	
7962	zolfo						
	giallo	" "	" "	" "	I7-4-45	I8-4-45	
8667	" "	" "	" "	" "	I7-4-45	I8-4-45	
35II77	" "	" "	" "	" "	I9-4-45	I9-4-45	
I70785	" "	" "	" "	" "	I9-4-45	I9-4-45	
459290	" "	" "	" "	" "	22-4-45	22-4-45	
79439	nitrate	" "	" "	" "	23-4-45	23-4-45	
4I936	fagioli	" "	" "	" "	24-4-45	24-4-45	
I324I9	" "	" "	" "	" "	24-4-45	24-4-45	
548372	viro	" "	" "	" "	24-4-45	27-4-45	
IIII0	" "	" "	" "	" "	24-4-45	25-4-45	

2463

1800

785021

I025I97	zolfo	"	"	I2-4-45	I2-4-45
57I65T	"	"	"	I2-4-45	I2-4-45
579652	vino	"	"	I2-4-45	I2-4-45
I75364	"	"	"	I2-4-45	I2-4-45
I0204I7	minerale	"	"	I3-4-45	I3-4-45
I000807	zolfo	"	"	I3-4-45	I3-4-45
524309	"	"	"	I4-4-45	I5-4-45
7303035	nitreto	"	"	I5-4-45	I5-4-45
25I400	vino	"	"	I6-4-45	I7-4-45
III65I6	calcio.	"	"	I6-4-45	I7-4-45
I00446T	sapone	"	"	I6-4-45	I7-4-45
I338I7	"	"	"	I6-4-45	I7-4-45
7962	minerale	"	"	I6-4-45	I7-4-45
8667	zolfo	"	"	I6-4-45	I7-4-45
35II77	"	"	"	I7-4-45	I8-4-45
I70785	giallo	"	"	I7-4-45	I8-4-45
459290	"	"	"	I9-4-45	I9-4-45
79439	"	"	"	I9-4-45	I9-4-45
4I935	nitreto	"	"	I9-4-45	I9-4-45
I304I9	fagioli	"	"	22-4-45	22-4-45
548372	"	"	"	23-4-45	23-4-45
IIIIC	"	"	"	24-4-45	24-4-45
I0I6600	vino	"	"	24-4-45	24-4-45
5I2I44	"	"	"	24-4-45	27-4-45
5380I2	"	"	"	24-4-45	28-4-45
5I4I28	fagioli	"	"	24-4-45	25-4-45
I672	vino	"	"	25-4-45	25-4-45
222I283	"	"	"	25-4-45	28-4-45
	"	"	"	25-4-45	28-4-45
	zolfo	"	"	25-4-45	26-4-45
	giallo	"	"	29-4-45	3-5-45
	calcio.	"	"		

2463

CONSORZIO Agrario PROD. per la Prov. di Chieti
FILIALE DI ORTONA

INTER OFFICE MEMO

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

GF/ep

1. 566

Ref: AC/100/37/Tn5

11 May 1945.

SUBJECT: A.C. Railway Traffic -- Ortona Railhead.

TO : Movements Division (Roads)

1. Reference your 393/31/Tn3 dated 29 April 1945, addressed to G-4, AFHQ, copy to this Division.

2. Attached hereto is a report, 3TF/27/7 dated 3 May 1945, from Captain Price, Transportation Officer at Chieti, together with a report from the RTO at Ortona dated 6 April 1945, addressed to D.A.Q.M.G. (M), HQ Movements, Foggia. You will note that the majority of this traffic was handled in reasonable time except over the Easter week-end.

3. Referring to par. 3 (b) of Captain Price's report and to par. 2 (c) of the RTO's report, it is suggested that Movements at stations of origin should arrange for traffic to arrive at Ortona on an even flow and for Captain Price to be notified in advance of arrivals in exceptional quantities. Beyond this it seems that little can be done other than to increase the small pool of civilian trucks at Ortona. This would, however, involve wastage of truck space except at times of exceptional traffic.

4. Please return the attached letters after perusal.

For the Chief, Roads Division:


G. FENNYNOUGH
Lt. Colonel, RA

2462

Encl.- Ltr dd 3 May '45 w/encl.

TRUCK POOL N. 3

REGIONALE - A.C.XX

CHIETI - ABRUZZI COMPARTIMENT

M. di Prot. 37/27/7

Oggetto:

Chieti, 3rd May 1945

To/

Roads Division
Transportation Sub-Commission
Headquarters Allied Commission
APO 394 (Attn. Col. Fernyhough)

1. Ref your A.C./100/30/TN5 dated 24 April 1945 - subject Railroad clearance Ortona.

2. On receipt of the above R.M.D. at Ortona was immediately contacted, who states that he is satisfied by and large with the turn round of A.C. traffic, and he has not complained about this matter - for your information I have obtained from him a copy of a letter which he sent to DAAG-Movements - Foggia on this subject on 6 April 1945; also details of AC traffic handled over a 10 day period.

3. It will be seen that the majority of this traffic was handled in reasonable time except over the Easter week-end, when delay was experienced:

- a) by the fact that Consorzio's etc were closed for holidays.
- b) by the arrival of an unusually large quantity of fertilisers etc at one time, destined for Ascoli and Macerata provinces - without, I understand any advice of arrival being given to these provinces - on this occasion the Director of Consorzio Warehouse Ortona contacted me by telephone and I in turn called Lt. Clark at Ascoli and arranged for him to send down transport for this, loaded with grain. I would suggest that were I to receive advance notice of arrival of any exceptional quantities, arrangements for its distribution could be made in advance.

4. In addition to the fact that a small pool of civilian trucks is maintained in Ortona exclusively for this railroad, Director of Consorzio Agrario Warehouse and R.M.O. have been advised that in the event of arrival of any large quantity of A.C. traffic with which the local trucks cannot deal a telephone call to any of the garages of N° 3 or N° 4 Truck Pool will result in the necessary transport being immediately switched to Ortona.

©ggetto:

To/ Roads Division
Transportation Sub-Commission
Headquarters Allied Commission
APO 394 (Attn. Col. Fennynough)

1. Ref your A.C. 100/30/TN5 dated 24 April 1945 - subject Railroad clearance Ortona.

2. On receipt of the above R.M.O. at Ortona was immediately contacted, who states that he is satisfied by and large with the turn round of A.C. traffic, and he has not complained about this matter - for your information I have obtained from him a copy of a letter which he sent to DAQ.G. - movements - Foggia on this subject on 6 April 1945, also details of 40 traffic handled over a 10 day period.

3. It will be seen that the majority of this traffic was handled in reasonable time except over the Easter week-end, when delay was experienced:

- a) by the fact that Consorzio's etc were closed for holidays.
- b) by the arrival of an unusually large quantity of fertilisers etc at one time, destined for Ascoli and Macerata provinces - without, I understand any advise of arrival being given to these provinces - on this occasion the Director of Consorzio Warehouse Ortona contacted me by telephone and I in turn called Lt. Clark at Ascoli and arranged for him to send down transport for this, loaded with grain. I would suggest that were I to receive advance notice of arrival of any exceptional quantities, arrangements for its distribution could be made in advance.

4. In addition to the fact that a small pool of civilian trucks is maintained in Ortona exclusively for this railroad, Director of Consorzio Agrario Warehouse and R.M.O. have been advised that in the event of arrival of any large quantity of A.C. traffic with which the local trucks cannot deal a telephone call to any of the garages of N° 3 or N° 4 Truck Pool will result in the necessary transport being immediately switched to Ortona.

All Truck Pool Directors clearly understand that railroad clearance at Ortona is Priority I and takes precedence over all other commitments. The R.M.O. also has my private telephone number in the event of the arrival of large quantities at night.

I visit Ortona at least twice a week.

Paul L. Price
Transport Officer
Abruzzi Compartment
Allied Commission

COPY

Subject: A.C. Traffic.

R.T.O. Ortona
Ref. MISC
5th April 1945.

L.A.C. (M).
Movements,
Moria.

Ref. telephone conversation 5 Apr. 45 the enclosed statement of AC wagons standing underload from 22 March 45 to 2 April 45 will give some indication of the time taken to offload this wagon traffic.

2. In arriving at the reason for these delays the undernoted factors must be taken into consideration.

- (a) Time of Year. An unusually large quantity of fertilizer, i.e. Sulphur, Calcium ect. is arriving.
- (b) Location of R.H. At present R.H. serves six provinces, i.e. Ascoli Chieti Pescara, Aquila Macerata and Teramo with a radius of at least 120 miles inevitably then the number of trips per day of road vehicles cannot exceed two from R.H. to ultimate destination.
- (c) Arrival of traffic. The ideal arrangement, the necessity of which has been emphasised repeatedly without effect is for traffic to arrive in an even flow. This seldom if ever happens. In fact the reverse is the case, and such procedure as CCA is obviously ignored.
- (d) Manon. Since AC has been handed over to the Civil authorities and in consequence the RH AC Linson Officer and his staff have been withdrawn direct contact is now essential with CAP. In this transition period action by the latter has been sluggish, but will improve. Alternately recourse is made by approach to AC Officer at Chieti who is responsible for road transport allocations for the 6 provinces previously mentioned.

3. In summarising the above it is considered that under present conditions improvement in turnaround at RH should not be expected to any marked degree, too much being looked for in this direction.

For should comparison with other stations be made - see item 2
(b). It is requested however that improvement be demanded on the equal despatch of traffic see item 2 (c). The observations made as per items 2 (a) 2 (d) are merely passed for information and cannot be but accepted.

2460

ref. telephone conversation 5 Apr. 45 the enclosed statement of 40 wagons standing unloading from 22 March 45 to 2 April 45 will give some indication of the time taken to offload this wagon traffic.

2. In arriving at the reason for these delays the undernoted factors must be taken into consideration.

- (a) Time of Year. An unusually large quantity of Fertilizer, i.e. Sulphur, Calcium etc. is arriving.
- (b) Location of R.M. At present R.M. serves six provinces, i.e. Ascoli, Chieti, Pescara, Aquila, Pescara and Teramo with a radius of at least 120 miles inevitably then the number of trips per day of road vehicles cannot exceed two from R.M. to ultimate destination.
- (c) Arrival of Traffic. The ideal arrangement, the necessity of which has been emphasized repeatedly without effect is for traffic to arrive in an even flow. This seldom if ever happens. In fact the reverse is the case, and such procedure as CCA is obviously ignored.
- (d) Liaison. Since 40 has been handed over to the Civil authorities and in consequence the MI 40 Liaison Officer and his staff have been withdrawn direct contact is now essential with CAP. In this transition period action by the latter has been sluggish, but will improve. Alternately recourse is made by approach to 40 Officer at Chieti who is responsible for road transport allocations for the 6 provinces previously mentioned.

3. In summarising the above it is considered that under present conditions improvement in turnaround at RH should not be expected to any marked degree, too much being looked for in this direction.

For should comparison with other stations be made - see item 2 (b). It is requested however that improvement be demanded on the equal despatch of traffic see item 2 (c). The observations made as per items 2 (a) 2 (d) are merely passed for information and cannot be but accepted.

Lieut. A.S.
(A.B. LEDIGHAM)
R.F.O.

RBL/BDG

STATEMENT OF AG TRAFFIC UNDER LOAD AT R.M.
from 22 Mar 45 to 2 Apr 45.

Wgs.	Date of Arrival	Origin Station	Commodity	Date offloaded
4	22.3.45	Margharita	Salt	25, 26, 27 March.
1	"	Capoleone	Cement	24 March
1	"	Naples	Sugar	23 "
1	23.3.45	Rodi-Gang	Sulphur	24 "
1	"	Benevento	"	22 "
1	"	Latiano	Veg.	25 "
1	24.3.45	Margharita	Salt	25 "
1	"	Monasterace	Veg.	25 "
1	"	Guardavalle	"	25 "
1	"	Benevento	Sulphur	25, 26, 27, - 31
1	"	Colloferro	Cement	25 March
1	"	Naples	Sugar	25 "
1	25/3.45	Margharita	Salt	30, 31 "
1	"	Colombia	Fruit	26 "
1	27.3.45	Latiano	"	28 "
1	"	Naples	"	28 "
1	"	Terni	Fertiliser	28, 29 and 3 April
1	28.3.45	Naples	Sulphur	29, 30 March
1	"	Portia	Fruit	29 March
1	"	Margharita	Salt	4 and 5 Apr.
1	29.3.45	Naples	Sugar	30 March
1	"	"	Sulphur	30, 31 March 3 and 5.4.45
1	"	"	Fruit	30 March
1	"	Portici	"	30 "
1	"	Naples	Sulphur	4 April
1	30.3.45	Cancello	"	5 April
1	"	Naples	"	"
1	31.3.45	Cancello	Salt	4, 5 April
1	"	Margharita	Fertiliser	4 April
1	"	Terni	Salt	6 April
1	"	Margharita	Calcium	"
1	"	Nera Montano	Fruit	"
1	2.4.45	Cassona	Veg.	"
1	"	Wolfetta	Salt	"
1	"	Margharita	Fruit	"
1	"	Gallico	Sulphur	"
1	"	Beneventk	Fruit	"
1	"	Gallico	Calcium	"
1	"	Nera Montano	"	"

2459

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GP/ep

PHONE: 489081

Ref: AC/100/36/Tn5

11 May 1945.

SUBJECT: Docks Clearance -- CIVITAVECCHIA.

TO : ENAC -- Piazza Croce Rossa.

1. Enclosed is a copy of letter from Capt. Bowes, CIVITAVECCHIA, dated 3 May 1945, regarding an application made by the firm of "STAMAR" of 9, PIAZZA SALLUSTION, ROME for the licensing of 3 tractors hauling 3 trailers between CIVITAVECCHIA and ROME. Particulars of vehicles are given in enclosed.

2. Until recently the clearance of wine from CIVITAVECCHIA was proceeding satisfactorily. The rail situation has since deteriorated and the position further aggravated by bad weather preventing the coal movement by barge. The wine stock pile is now approximately 2,000 tons and the need for greater clearance by road is evident. It is stated that the ENAC trucks are not moving wine in the amounts agreed. Will you please arrange for your representative in CIVITAVECCHIA to contact Capt. Bowes, the Allied Commission Port Liaison Officer, with a view to providing additional transport and reducing the size of the stock pile without delay?

3. The three (3) tractors and trailers would appear to offer additional truck capacity which would be valuable at the moment. It is suggested, therefore, that you arrange for STAMAR to be granted a permit to circulate for this purpose.

4. It is requested that you will advise this Sub-Commission what steps you have taken to provide the additional trucks needed.

For the Director:


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

2458

Encl. - Ltr dd 3 May '45

CNC/mi

TRANSPORTATION SUB COMMISSION

Tele: 478303

INTER OFFICE MEMO

AC/27/29/Tn.3

7 May 1945

TO : Road Division.

SUBJECT : Docks Clearance - CIVITAVECCHIA.

1. Enclosed is a copy of letter from Cap Bowes, CIVITAVECCHIA, dated 3 May 45 regarding an application made by the firm of "STAMAR" of 9, PIAZZA SALLUSTION, ROME for the licensing of 3 tractors hauling 3 trailers between CIVITAVECCHIA and ROME. Particulars of vehicles are given in enclosed.
2. Whilst it was indicated in my AC/27/23/Tn.3 of 25 Apr 45 (Add to Cap BOWES, copy to you) that clearance of wine was proceeding satisfactorily, the rail situation has since deteriorated, and the position further aggravated by bad weather preventing the coal movement by barge.
The Wine Stockpile is now approx 2000 Tons and the need for more clearance by road is evident.
ENAC are not moving to the agreed extent.
3. The 3 tractors and trailers would appear to offer clearance assistance which would be valuable just now.
4. Your views would be appreciated.

For Chief Movements Division

C.N. Christensen
C.N. CHRISTENSEN
Lt. Col.

Encl. P.L.O.C'VECCHIA ltr of 3 May 45.

2457

SUBJECT : - Road TPT

To : ROADS Branch (2)
Movements Division
TN Sub-Commission
Allied Commission , APO 394

- 1/. In the early stages of the development of the port, difficulty was experienced in providing enough tpt to clear from port to rail head.
- 2/. With the advent of rail served berths, the position has been eased and a firm of the name of Stamar, Rome 9 Piazza Sallustion, have applied to E.N.A.C. for the permission to use three tractors to haul trailers from Civitavecchia to Rome.
- 3/. This will not delay the working in the port, but on the contrary will provide additional tonnage for the Rome haul.
- 4/. May E.N.A.C. be asked to issue these permits at an early date, and if the procedure is a long one, may temporary permits be issued, as these vehs are idle.
- 5/. The vehs. are all Diesel ones and particulars are as follows :

Licence No.	Make of Tractor	Tonnage
RI 179	30 HP Dering	Two 8 Ton Trail:
RI 293	30 HP Fiat	One 8 Ton "
RI 297	20 HP Dering	One 8 Ton "
- 6/. It is only planned to use the first two, but it is desired to licence the third one to act as a reserve, in case of breakdown or during maintenance.

3 May 1945
CIVITAVECCHIA

J.N. Bowes
J.N. BOWES Capt.
Port Liason Officer
Tn. Sub-Commission
ALLIED COMMISSION

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3 May 1945
CIVITAVECCHIA

J.W. Bowes
J.W. BOWES Capt.
Port Liason Officer
Tn. Sub-Commission
ALLIED COMMISSION

Copy to " STAMAR "

INTER OFFICE MEMO

10 May 1945

AG/100/35/TN.3

SUBJECT : Docks Clearance - LEGHORN

TO : Movements Division Roads.

1. Reference your AG/27/28/TN.3 dated 7 May '45.
2. It is understood from the Motor Transport Group that the reasons for 221 General Transport Coy being unable to function fully was due to the fact that accommodation earmarked by the C.O. on his recess had been subsequently taken by a P.B.S. Unit.
3. The 17th and 19th A.M. Coys of 3 Truck Battalion were despatched to the Livorno and Florence areas 2 to 4 May in order to assist in building up of stores at Livorno.

For the Chief:


G. FERNYBOUGH,
Lt.Col. R.A.

2455

Tele :- 478303

TRANSPORTATION SUB-COMMISSION
INTER OFFICE MEMO

CNC/gs

Our Ref :- AC/27/28/tn.3.

7 May 1945

SUBJECT :- Docks Clearance - LEGHORN-

TO :- Road Division (2) ✓

1. Maj. Klein, Port & Warehouse Division has reported that serious congestion is developing at LEGHORN due to lack of M.T.

2. Although 221 G.T. Coy arrived LEGHORN, 4 May 1945 only 20 trucks had been made available up to 0900 hrs 7 May 1945. His LEGHORN rep. had been informed that 221 G.T. Coy were having some difficulty in securing accomodation which accounted for their inability to provide.

3. This state of affairs is unbelievable having in mind the period of warning before the Coy moved up.

4. Please will you investigate and report.

For the Chief Movements Division:-


C.N. CHRISTENSEN
Lt. Col.Copy to :- Port & Warehouse Division
File No AC/79/tn.3.

2454

Mod. ENAC 10

2 MAG 1945

194



Ente Nazionale Autotrasporti

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N. 185

DIREZIONE GENERALE

CA/Movimento

Li.

11/17 8798

Aug 2

Regista di 1°

To the

ALLIED COMMISSION

Transportation Sub-Commission

R O M E

Oggetto: sgombero porto di Civi
tavecchia.

SUBJECT: docks clearance Civitavecchia

Con riferimento alla vostra lettera AC/104B/Tn. 5 del 17 aprile, allegato alla presente vi inviamo copia di due lettere ricevute dalla nostra Direzione Provinciale di Roma, nelle quali sono indicati i trasporti fatti nel mese di aprile al fine di ottenere lo sgombero delle banchine del porto di Civitavecchia.

Referring to your letter AC/104B/Tn. 5, dated 17th. of April, we are enclosing copy of two letters received from our Rome Provincial Office, indicating the amounts of movements made since April, in order to clear the docks of Civitavecchia.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

[Signature]

2453

E.N.A.C.

ENTE NAZIONALE AUTOTRASPORTI COSE

DIREZIONE PROVINCIALE
Servizio Tecnici

Prot. 4210 T.

Roma, 28 Aprile 1948

Alla DIREZIONE GENERALE E.N.A.C.
e per conoscenza:
Alla DIREZIONE COMPARTIMENTALE E.N.A.C.

- ROMA -

OGGETTO: Trasporto da Civitavecchia.-

Facciamo seguito alla nostra comunicazione n. 4035 del 25 corrente per darvi qui di seguito il movimento di automezzi da Roma a Civitavecchia e ritorno per lo scarico dei noti pirescafi vino, a partire dal giorno 23:

- 24 aprile	- q.li 240 di automezzi
- 25 "	- " 620 "
- 26 "	- " 510 "

inoltre la Vinicola Marchigiana, a partire dal 19 Aprile, ha ritirato complessivi 5 mila q.li con automezzi di proprietà; altri 500 q.li sono stati ritirati da altri grossisti di vino con automezzi propri.-

In totale, dal giorno 13 a tutto il 26 corrente, sono stati trasportati complessivamente 13.082 q.li.-

L'assegnazione supplementare di carburante che codesta Direzione Generale ci ha fatto ottenute è andata esaurita e pertanto da oggi fino a fine mese, salvo ulteriori aiuti, preleveremo per i servizi di C/vecchia dal nostro saldo assegnazione.-

IL DIRETTORE PROVINCIALE
f.to Dr. Luigi TANTANI

2452

Copy

E. N. A. C.
Servizi Tecnici

Prot. n. 4035 T.

Roma, 25 aprile 1945

Alla
DIREZIONE GENERALE ENAC = ROMA
e p.c. Alla
DIREZIONE COMPARTIMENTALE ENAC = ROMA

OGGETTO:
sgombero porto Civitavecchia

Rispondiamo al foglio Serv. Movim. e Traff. prot. n. 3M/3/7259 del 21 corr., per darvi cui di seguito tutto il lavoro fino ad oggi effettuato, su richiesta dell'Alto Commissariato dell'Alimentazione, per lo sgombero delle banchine del Porto di Civitavecchia.

Il lavoro ha avuto inizio in data :

13 aprile con	538 Q.li di automezzi, ha poi seguito in :
17 " "	" " " "
18 " "	" " " "
19 " "	" " " "
21 " "	" " " "
23 " "	" " " "
	6212 Q.li.

Noi continueremo ad inviare automezzi a Civitavecchia man mano che ci pervengono le richieste da parte della Società "La Sorveglianza". Ditta di spedizioni che ha avuto l'incarico dall'Alto Commissariato di farsi parte zelante per la richiesta di trasporto.

Abbiamo preso atto dell'assegnazione di carburante suppletiva che telefonicamente c'è stata Direzione Generale ci ha segnalato di 50 Q.li di benzina e 60 Q.li di gasolio da adibirsi esclusivamente al servizio di sgombero predetto, quantitativo che sarà sufficiente ad evadere richieste per circa Q.li 10 mila.

IL DIRETTORE PROVINCIALE
f.to ~~L.~~ L. Tanfani

TRANSPORTATION SUB-COMMISSION A.C.
 SENIOR TRANSPORTATION OFFICER
 c/o ALLIED MILITARY GOVERNMENT

7100

30/ROADS/7/3
 TEL. 53395

27 April 1945

33

SUBJECT : Short Haul Rail traffic

TO : En. S.C. Movements Division (Roads)
 " " " " (Rail)

1. Ref. your AG/100/20/Tn 5 23 April 1945..

2. Your para 2 is incorrect insofar as the statement is concerned that "Short haul traffic is prejudicing clearance of Naples Port."

Experience has shown that the short hauls are loaded and moved immediately without any outside authority being necessary, as this is regarded as "Dock Clearance" for which complete arrangements have been in existence for a year now.

The long hauls over military controlled lines North of Naples have to be approved by A.F.H.Q. before they can be moved and it is the delay in securing this authority which prejudices the clearance of the Port of Naples, very frequently.

3. We have, however, arranged with E.N.A.C. and Consorzio Agrario to assist us in relieving to some extent, the shortage of box-cars, by hauling all grain ex Castellammare and Torre A. by road within the area bounded by:

Naples - Aversa - Capua - Avellino - Salerno.

4. The amount of tonnage involved is approximately the same every week, if the grain is available; I.E. about 2,000 tons, and as rail bids for movement during week 30 April - 6 May are in hand and authorized, we have arranged with Consorzio Agrario to bid for road tpt for this traffic commencing week 7 - 13 May.

E.N.A.C. has given it priority and state they are well able to take care of it without any difficulty. !!

5. I would like to bring to your attention the fact that 350 tons of grain weekly move from Castellammare to Salerno, up to now by rail or truck.

2450

If this move could be undertaken by sea a saving of road or rail tpt could be effected.

Attempts so far to arrange this have not met with any success.



V.R. POWERS
Major
Senior Transportation Officer

Copy to : Transportation Sub-Commission
care Tn. Increment
S.T.O.'s File
File

VRB/cg

2449

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

INTERNAL OFFICE L.F.O.

Tele :- 478303

Our Ref :- AC/99/13/In.3.

24 April 1945

SUBJECT :- Transfer of Short Haul Traffic in
Keyles Area from Rail to Road

TO :- Road Division

1. Ref para 1 of my AC/63/19/In.3. of 22 April '45.
2. Following upon conversation (Christensen-Werry-Hough) the question has been discussed with Mov-Rail and it has been agreed, that to ease the Rail situation, wheat from CHRISTENSEN shall be diverted from Rail to Road for destinations within a 10 mile radius (as crow flies).
3. I have spoken to Food Sub-Commission regarding the question of increased freight rates and Lt. Col. Imrie states that a certain amount has already been moving by Road and that any adjustment of rate would be a matter for local agreement.
4. Please will you issue the necessary orders to Senior Mr. Officer, Hayles and to E.M.A.O., supplying copies to this Branch.

For the Chief.

E. Christensen

C. V. CHRISTENSEN
Lt. Col.
Movement Division

2448

7100/39

24 April 1945

File :- 478303

Cor Ref :- AG/32/13/In.3.

SUBJECT :- Transfer of Short Rail Traffic in Naples Area from Rail to Road

TO :- Road Division

1. Ref para 1 of my AG/33/19/In.3. of 22 April '45.

2. Following upon conversation (Christensen-Terry-Hough) the question has been discussed with Mov-Rail and it has been agreed, that to ease the Rail situation, where from ~~CASIMIR~~ shall be diverted from Rail to Road for destinations within a 20 mile radius (as now lies).

3. I have spoken to Road Sub-Commission regarding the question of increased freight rates and Lt. Col. Irvine states that a certain amount has already been moving by Road and that any adjustment of rates would be a matter for local agreement.

4. Please will you issue the necessary orders to Senior In. Officer, Naples and to E.W.A.O., supplying copies to this Branch.

For the Chief.

2448



C.M. CHRISTENSEN

Lt. Col.

Movement Division

Copy to :- HQ Mov West Italy
Road Sub-Commission
Mov. Rail
Senior In. Officer Naples

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

REF : 566

24 April 1949

REF : AC/100/30/In.3

SUBJECT : Railroad clearance - ORIOSA

TO : Captain F.S. PRICE
Transportation Officer - A.C. CHISEL

1. A.S.H. and Senior Transportation Officer A.C. BARI complain that delay is being experienced in unloading rail trucks at ORIOSA R.H. and that local coordination between you and the A.T.C. is unsatisfactory.
2. An immediate report is required, stating whether delays are in fact occurring, reasons for delays, what steps you are taking to remedy the situation and what liaison you maintain with the A.T.C.

By Command of Rear Admiral STONE

G. FERRYHOUGH
Lt. Col. R.A.

Copy to :- Movts Div. (Reads)
(Ref: your AC/63/19/In.3
dated 22 April 49).

2447

INTER OFFICE MEMO

20/03/1946

10 April 1946

TO : Chief Movement Division.

SUBJECT : Four Naples and Bari - 18-21 April 1946.MAJORSMaj. Bowers Senior Tn. Officer.

1. Transfer of short haul traffic in Naples Area from Rail to Road.

This point originally raised by H. Movement West Italy - See report of Four Southern Italy - (by Lt. Col. Baker, Gov Mail) Ref. 243/16/TH. dated 12 April '46 para 6, (ix). Along with Maj. Bowers interviewed ABAC (x) (Rail) Nov West Italy. The traffic in question is wheat from CASTELLANARE and current weeks rail programme is given as example (All from CASTELLANARE):

TO	Tons	TO	Tons
NOLA	150	Mt. Pwd.	1700
CAPA	100	CASERTA	200
FIGUERA	200	AVERSA	80
EBOLI	300	CAPUA	100
SALERNO	300	S. MARIA CAPUA	00
PORTANO	00	LITTORIA	00
AVELLINO	400	ROCCASTESCE	00
CANICELLO	100		
		Total :	2000
Carr Fwd.	1700		

Two points arise i.e.

(a) Have ABAC vehicles to cope.

(b) Difference in freight between Rail and Road.

Re (b). It is considered that Italian Government might be prepared to subsidize by paying to ABAC the difference in freight thus avoiding an increase in cost of wheat to consumer.

Action: Nov. Roads

Road Division

Route Bowers 2446
73 had

7100
CHC/DM

NAPLES

Maj. General Denier To. Officer.

1. Transfer of Short Haul Traffic in Naples Area from Rail to Road.

This point originally raised by H. Government sent Italy - See report of Tour Southern Italy - (by Lt. Col. Baker, Nov Rail) Ref. 243/16/45. Dated 15 April '45 para 6, (ix). Along with Maj. Denier interviewed AGC (H) (Rail) Nov sent Italy. The traffic in question is that from CASTELLANARE and current weekly rail programme is given as example (all from CASTELLANARE):-

TO	Tonn	To	Tonn
NOLA	130	St. Fwd.	1705
CAYA	120	CASTELLANARE	800
NOJERA	225	AVENZA	80
TIBOLI	1300	CAPUA	100
VALCHIO	200	S. MARIA CAPUA	100
ROTONDO	50	LITTOHIA	50
AVELLINO	450	MOCCASUGA	50
CANICULO	100		
		Total :	2446

Carr Fwd. 1705

Two points arise i.e.

(a) Have EMAC vehicles to cope.

(b) Difference in freight between Rail and Road.

Re (b). It is considered that Italian Government might be prepared to subsidise by paying to EMAC the difference in freight thus avoiding an increase in cost of wheat to consumer.

Action: Mov. Roads
Road Division.

2. Lt. Clark (Roads NAPLES) had been visited by a Mr Vittorio Gatta who had in his possession a memo signed by Capt. PARKER for AMG Region VIII. Authorising this man to transport alcoholic beverages from NAPLES to PISA. He also possessed yellow permit No. C145 dated 16 Mar 45 (which had expired 30 Apr. 45) authorising transport of supplies by civilian car from NAPLES to PISA. This permit also signed by Capt. PARKER. Both documents taken from the man who had been informed that transport of wines by road was forbidden. Letter to be taken up with ~~AGC~~ AGC.

TOSCANA Region

Action: Mov. Roads

BAHI

Maj. Taylor, Senior Tn. Officer.

6. ORTONA, Rail Clearance.
Clearance of rail agents at ORTONA had been vice - requested matter be taken up with SHAC.

Action: Road Division.

TAYLOR and BAHU.

4. Command.

Both Maj. Taylor and Taylor raised the question of Command. They ask, if they are Transportation Officers should not all orders from H. A. be transmitted to them through Transportation Sub-Commission. They are at present receiving orders from various Sub-Commissions - one example in para 5.

Action - Director

5. Fire Engines.

Major Towers and Taylor requires guidance concerning attached letter from A. C. (B) Ref. G-4/TN/103/2 dated 13 April 45. The letter deals with two important points i.e.

- (a) Senior Tn. Officer is instructed to take Fire Engines on his charge and
- (b) To arrange maintenance.

6. APR. (S. T.).
Separate report will be made on this.

E. E. H. H. H.

C. E. CHRISTENSEN

Lt. Col.

Roads Branch.

Copy to : Director - TN S/O.
Road Division.

SOV - Rail.

SOV - Road.

2445

ENCL: HQ AC G-4(B) Ltr G-4/TN/103/2 of 13 Apr 45.

1824

4. Command.
Both Maj. S. Spence and Taylor raised the question of Command. They ask, if they are Transportation Officers should not all orders from H. A. be transmitted to them through Transportation sub-commission.
They are at present receiving orders from various sub-commissions - one example in para 3.

Action - Director

5. Five engines.
Majors Lowers and Taylor require guidance concerning attached letter from G-4 (B) Ref. G-4/TN/103/2 dated 13 April 45. The letter deals with two important points i.e.

- (a) Senior Tn. Officer is instructed to take Five Engines on his charge and
- (b) To arrange maintenance.

6. APR (S.A.T.).
Separate report will be made on this.

Ed. Hunter

G.P. UNRECORDED
Lt. Col.
Roads Branch.

2445

Copy to : Director - TE W/C.
Road Division. ✓
MOV - Rail.
MOV - Road.

ENCL: HQ AG G-4(B) ltr G-4/TN/103/2 of 13 Apr 45.

GF/eb

28

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EXT /566

23 April 1945

REF : AC/100/28/Tn5

SUBJECT /Short Haul Rail Traffic- NAPLES Area

TO : ^{Major} V.R.BOWERS
Senior Transportation Officer - A.C.NAPLES

1. Reference recent visit of Lt.Colonel Baker of this Sub-Commission to your Head Quarters .
2. Lt.Colonel Baker reports that usage of rail wagons on short haul traffic is prejudicing clearance of Naples port and re-acts in long distance civilian traffic . Traffic moving from CASTELLANARE to SALERNO and NAPLES was given as an example . It is suggested that E.N.A.C. should undertake more short haul traffic to relieve the railway.
3. Please examine the proposal with a view to ascertaining what tonnage could be transferred to E.N.A.C. and whether E.N.A.C. can compete . You should report what arrangements have been made with E.N.A.C. and the tonnage involved . If E.N.A.C. state that they are unable to accept the commitment their reasons should be notified to this office in order that the matter may be taken up with the General Directorate in Rome.

For the Director

G.FERRITHOUGH
Lt.Col.R.A.

2444

Copy to Movts Div.

Translation

GB/dm

E.N.A.C. Organization for road
National Organization for road
haulege of goods.

Technical Department

Rome : 29 March '45.

To : Allied Commission
Transportation Sub-Commission,
Via Veneto, Rome

Subject : Grounding of wheat in the stations outside
of Rome.

According to the instructions we received from you, we have since a long time assigned trucks, which are under the jurisdiction of Rome to Perugia, Albinia, Città di Castello and Alviano in order to group wheat at the rail stations. Up to now the above mentioned vehicles have been supplied of fuel by the local depots of the C.I.F. transferring our allocation for Rome (we do not intend practical transfer, but the local C.I.F. depots are allocating fuel charging it to the allotment for Rome).

In regard to the month of April, the C.I.F. General Director has informed us that no transfer will be any more available owing to general agreements among the Allied Command, the Ministry of Industry and the C.I.F. according to which it has been granted to the Italian territory controlled by the Italian Government a total allotment (really too insufficient to the most essential necessities) in which it is included the allocation for Rome and no transfer is anymore possible from the zone administered by the Italian Government to the zone supervised by A.M.G.

Thus we are compelled to inform you that :
- either you will obtain from the Allied Command an order according to which the C.I.F. depots of Perugia, Grosseto, Arezzo and Terni should be allocated of the necessary fuel to our local agent without changing it to the fuel amount of Rome and therefore suggest to increase the allotment for those provinces
- or remaining the vehicles without fuel they will have to return to Rome.

While you will decide the matter, as the return of the vehicles is a serious measure, we do not wire to the vehicles to return to Rome, but we are agree that we will charge to you their unoperation until they will not have the local allocation of fuel, otherwise they will be called back.

For your information we inform you that the requirements for

According to the instructions we received from you, we have since a long time assigned trucks, which are under the jurisdiction of Rome to Perugia, Albinia, Città di Castello and Alviano in order to group wheat at the rail stations. Up to now the above mentioned vehicles have been supplied of fuel by the local depots of the C.I.P. transferring our allocation for Rome (we do not intend practical transfer, but the local C.I.P. depots are allocating fuel charging it to the allotment for Rome).

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- or remaining the vehicles without fuel they will have to return to Rome.

While you will decide the matter, as the return of the vehicles is a serious measure, we do not wire to the vehicles to return to Rome, but we are agree that we will charge to you their un-operation until they will not have the local allocation of fuel, otherwise they will be called back.

For your information we inform you that the requirements for the month of April are the following :

1) Depot of Perugia : for our Stations of the zone : 2443

Petrol	75.000 litres
Diesel oil	10.000 "
Oil	2.550 "

2) Depot of Grosseto : for our Stations of Albinia :

Petrol	20.000 litres
Diesel oil	5.000 "
Oil	750 "

3) Depot of Arezzo : for our Stations of Città di Castello:

Petrol	10.000 litres
Diesel oil	5.000 "
Oil	450 "

4) Depot of Terni : for our Station of Alviano :

Petrol	5.000 litres
Oil	150 "

for what concerns the station of Orvieto and that of Avezzano, being located in the territory controlled by the Italian Government, we will take care of the transfer from Rome.

Best regards

The provincial Director
(sgd. Dr. L. Tanfani).

Remarks :

See distribution on the original.

VB/vj.

2442

for what concerns the station of Orvieto and that of Avezzano, being located in the territory controlled by the Italian Government, we will take care of the transfer from Rome.

Best regards

The provincial Director
(sgd. Dr. L. Tanfani).

Remarks :

See distribution on the original.

VB/rj.

2442

S.N.A...
ENTE NAZIONALE AUTOTRASPORTI COSE
Direzione provinciale

Roma, 29 marzo 1945

Direzione Servizi Tecnici

Prot. n. 2306 T.

OGGETTO:

Accentramento grano Stazioni
fuori Roma.-

FEDERAZIONE ITALIANA CONSORZI AGRARI
Servizio Cereali
Via XLIV Maggio

FEDERAZIONE ITALIANA CONSORZI AGRARI
Ufficio Trasporti e Assicurazioni
Via XLIV Maggio

ALTO COMISSARIATO PER L'ALIMENTAZIONE
Dott. PETRELLA
Via delle Grazie, 3

COMMISSIONE ALLIATA
Sotto Commissione Alimentazione
Magg. Curran
Via Veneto

COMMISSIONE ALLEATA
Sotto Commissione Trasporti
Via Veneto

MINISTERO INDUSTRIA COMMERCIO E LAVORO
Ufficio Combustibili liquidi
Via Flavia

COMITATO ITALIANO PETROLI
Direzione Generale
Servizio Commerciale Carburanti
Via dei Saroniti, 40

COMITATO ITALIANO PETROLI
Direzione della zona di Roma
Piazza Borghese, 3

DIREZIONE GENERALE E.N.A.C.

DIREZIONE COMPARTIMENTALE E.N.A.C.

R O M A

Come da disposizioni da Voi passateci noi abbiamo da tempo distaccato autocarri dipendenti da Roma a Perugia, Albinia, Città di Castello ed Alviano per effettuare l'accentramento del grano alle Stazioni ferroviarie. Fino a tutto il mese corrente le dette macchine hanno prelevato il carburante dai depositi locali del C.I.P. con trasferimento dalla ns/ assegnazione di Roma (non trasferimento materiale da parte nostra, ma i depositi C.I.P. locali consegnavano imputando all'assegnazione di Roma).

Prot. n. 2306 T.

OGGETTO:

Accentramento grano Stazioni
fuori Roma.

Servizio Cereali
Via XIV Maggio

FEDERAZIONE ITALIANA CONSORZI AGRARI
Ufficio Trasporti e Assicurazioni
Via XIV Maggio

ALTO COMISSARIATO PER L'ALIMENTAZIONE
Dott. PETRELLA
Via delle Grazie, 3

COMMISSIONE ALLEATA
Sotto Commissione Alimentazione
Magg. CURRAM
Via Veneto

COMMISSIONE ALLEATA
Sotto Commissione Trasporti
Via Veneto

MINISTERO INDUSTRIA COMMERCIO E LAVORO
Ufficio Combustibili liquidi
Via Flavia

COMITATO ITALIANO PETROLI
Direzione Generale
Servizio Commerciale Carburanti
Via dei Maroniti, 40

COMITATO ITALIANO PETROLI
Direzione della zona di Roma
Piazza Borghese, 3

DIREZIONE GENERALE E.N.A.C.

DIREZIONE COMPARTIMENTALE E.N.A.C.

R O M A

Come da disposizioni da Voi passateci noi abbiamo da tempo distaccato autocarri dipendenti da Roma a Perugia, Albinia, Città di Castello ed Alviano per effettuare l'accentrimento del grano alle Stazioni ferroviarie. Fino a tutto il mese corrente le dette macchine hanno prelevato il carburante dai depositi locali del C.I.P. con trasferimento dalla ns/ assegnazione di Roma (non trasferimento materiale da parte nostra, ma i depositi C.I.P. locali consegnavano imputando all'assegnazione di Roma).

Per quanto riguarda il mese di Aprile la Direzione Generale del C.I.P. ci ha invece comunicato che nessun trasferimento sarà più possibile a causa di nuovi accordi di carattere generale intervenuti fra il Comando Alleato, il Ministero dell'Industria ed il C.I.P. stesso in seguito

./.

ai quali è stata data all'Italia controllata dal Governo Italiano una assegnazione globale (in vero molto ridotta ed insufficiente ai bisogni più essenziali) in cui rientra l'assegnazione di Roma e nessun trasferimento è più possibile dalla zona amministrata dal Governo Italiano alla zona amministrata dalla A.A.G.

Ne consegue pertanto che:

- o Voi otterrete dal Comando Alleato un tempestivo ordine in seguito al quale i Depositi del C.I.P. di Perugia, Grosseto, Arezzo e Terni consegnino il carburante necessario ai ns/ incaricati locali senza imputazione al contingente di Roma e quindi un aumento sul contingente di quelle provincie
- oppure le macchine si troveranno localmente senza carburante e pertanto dovremo farle rientrare a Roma.

Nell'indecisione di quanto sarà da Voi stabilito e perché il richiamo delle macchine rappresenta un provvedimento molto grave, noi ci asteniamo per ora di dare ordine telegrafico alle macchine per il rientro e Roma restando inteso che Vi addebiteremo le soste delle medesime fino al momento in cui esse potranno avere di nuovo il carburante localmente oppure, dietro Vs/ disposizioni, verranno da noi richiamate.

Tanto per Vs/ norma i quantitativi da noi preventivati per il mese di Aprile erano i seguenti:

1) - Deposito di Perugia per le ns/ Stazioni della zona

- benzina	lt. 75.000
- gasolio	" 10.000
- olio	" 2.550

2) - Deposito di Grosseto per la ns/ Stazione di Albina

- benzina	lt. 20.000
- gasolio	" 5.000
- olio	" 750

3) - Deposito di Arezzo per la ns/ Stazione di Città di Castello

- benzina	lt. 10.000
- gasolio	" 5.000
- olio	" 450

4) - Deposito di Terni per la ns/ Stazione di Alviano

- benzina	lt. 5.000
- olio	" 150.

per quanto riguarda invece la Stazione di Orvieto e quella di Arezzo potremo provvedere noi al trasferimento da Roma trovandosi in

Ne consegue pertanto che:

- o Voi otterrete dal Comando Alleato un tempestivo ordine in seguito al quale i Depositi del C.I.P. di Perugia, Grosseto, Arezzo e Terni consegnino il carburante necessario ai ns/ incaricati locali senza imputazione al contingente di Roma e quindi un aumento sul contingente di quelle provincie
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- benzina	lt. 5.000
- olio	" 150.

Per quanto riguarda invece la Stazione di Orvieto e quella di Avezzano potremmo provvedere noi al trasferimento da Roma trovandosi in zone controllate dal Governo Italiano.-

Distinti saluti.-

IL DIRETTORE PROVINCIALE
(Dr. L. Taffani)

VB/pj

INTER OFFICE MEMO

Ext: 566

REF: AC/100/17/M.5

30 March 1945

SUBJECT: Docks Clearance - BARI.

TO : Movements Division
(Att: Roads Branch)

1. Ref. letter BA/PL/1/5/ dated 12 Mar 45 from Port Liaison Officer, returned to Roads Branch last week.

2. Both civilian and A.C. W.D. trucks haul grain into area ~~area~~. All available A.C. trucks are employed in this work but 18 are at present deadlined for tyres. Sufficient tyres to put these on the road have now been released.

3. The majority of the haulage is, however, done by 8 to 20 ton civilian trucks which are expected to become deadline for tyres shortly. Commerce Sub-Commission hold no stocks of civilian tyres. A large shipment of tyres for sale to civilians is expected in the next few months. Manufacture of civilian tyres at the TIVOLI plant is anticipated to commence in the near future.

4. Meanwhile the transfer to rail of 4000 tons per month, now carried by road into area B will materially improve the situation and enable road transport to compete with the balance of 3500 tons per month.

G.F.
G. FERNYHOUGH
Lt Col. R.A. 40
Roads Division.

GR/ae

19

✓
100
15
ALLIED COMMISSION
PORT LIAISON OFFICE
BARI

Ref : BA/PL/1/5
SUBJECT: Docks Clearance - Bari
TO : Transportation Sub-Commission ✓
Road Division
HQ, AC, APO 394

24 March 1945

Ref. your AC/100/5/TN.5 of 19 March to E.N.A.C., copy to this office:

1. Lest a wrong impression regarding transport priorities be gathered from my BA/PL/1/5 of 12 March. No criticism of E.N.A.C. was intended. As can be seen by the tonnage lifted, the civilian lorries have been doing a good job.

2. All available trucks in the Sud-Est Pool are used when needed, but their contribution to total tonnage lifted is negligible. Proportion can be seen from attached convoy note return.

My concern was about E.N.A.C. report that the majority of the 8 to 20 ton lorries, which do the bulk of the Docks Clearance, were about to go off the road if tires could not be secured.

3. It is believed that if that portion cleared by Civilian Road Transport were added to the Rail Tonnage under present wagon supply condition, the possibility of efficient distribution would be doubtful.

2439

Wm. L. Lary Lt.
Port Liaison Officer.

AVORO ESEGUITO AL PORTO AL GIORNO

22/3/1945

1.= DE GIOIA ANGELO	RUTIGLIANO	684941
2.= CALO' ANDREA	CORATO	684943
3.= LISENA ANTONIO	MONOPOLI	684948
4.= VERNIERI LUIGI	"	684949
5.= SUD EST	ANDRIA	684955
6.= " "	CORATO	684958
7.= " "	"	684965
8.= LOVERO ELEONORA	"	684964
9.= AZZOLLINI NICOLA	"	684962
10.= " "	"	684963
11.= COCOZZA MICHELE	MONOPOLI	684957
12.= DE GIOIA VITO	NOICATTARO	717049
13.= SUD EST	ANDRIA	684968
14.= " "	CORATO	684970
15.= CARRIERI VITO	MONOPOLI	684969
16.= CALO' ANDREA	RUTIGLIANO	684771
17.= GALANTO MAURO	"	684972
18.= SUD EST	CORATO	684974
19.= " "	"	684975
20.= F.LLI BORGIA	ALBEROBELLO	717056
21.= BADOLECCHIA LEONARDO	PALO DEL COLLE	684990
22.= FRANCIA CARLO	" "	684999
23.= GIANNUZZI DOMENICO	MOLA	686002
24.= COLAIANNI NICOLA	"	686003
25.= SALLUSTIO E DALLIANI	"	686004
26.= BIGA FRANCESCO	RUTIGLIANO	686006
27.= S.A. PELLEGRINO	ANDRIA	686008
28.= VERNIERI LUIGI	MOLA	686015
29.= SUD EST	"	686017
30.= LISENA ANTONIO	PALO DEL COLLE	686020
31.= SUD EST	TERLIZZI	686021
32.= GALANTO MAURO	MOLA	686022
33.= SUD EST	RUTIGLIANO	686024
34.= " "	PALO DEL COLLE	686025
35.= DE GIOIA ANGELO	RUTIGLIANO	686026
36.= BADOLECCHIA LEONARDO	"	686027
37.= SUD EST	"	686028
38.= " "	"	686029
39.= " "	CORATO	686038
40.= CARRIERI VITO	MONOPOLI	686037
41.= SUD EST	PALO DEL COLLE	686039
42.= ALVISI ENRICO	ANDRIA	686032
43.= DE GIOIA VITO	MONOPOLI	686040
44.= LOVERO ELEONORA	TERLIZZI	686042

2437

✓7.=	"	"	684965
8.=	LOVERO ELEONORA	"	684964
9.=	AZZOLLINI NICCOLA	"	684962
10.=	"	"	684963
11.=	COCOZZA MICHELE	MONOPOLI	684957
12.=	DE GIOSA VITO	NOICATTARO	717049
13.=	SUD EST	ANDRIA	684968
✓14.=	"	CORATO	684970
15.=	CARRIERI VITO	MONOPOLI	684969
16.=	CALO' ANDREA	RUTIGLIANO	684771
17.=	GALANTO MAURO	"	684972
18.=	SUD EST	CORATO	684974
✓19.=	"	"	684975
20.=	F.LLI BORGIA	ALBEROBELLO	717056
21.=	BADOLECCHIA LEONARDO	PALO DEL COLLE	684990
22.=	FRANCIA CARLO	"	684999
23.=	GIANNUZZI DOMENICO	MOLA	686002
24.=	COLALAMNI NICOLA	"	686003
25.=	SALLUSTIO E DALIANI	"	686004
26.=	BIGA FRANCESCO	RUTIGLIANO	686006
27.=	S.A. PELLEGRINO	ANDRIA	686008
28.=	VERNIERI LUIGI	MOLA	686015
✓29.=	SUD EST	"	686017
30.=	LISENA ANTONIO	PALO DEL COLLE	686020
✓31.=	SUD EST	TERLIZZI	686021
32.=	GALANTO MAURO	MOLA	686022
✓33.=	SUD EST	RUTIGLIANO	686024
✓34.=	"	PALO DEL COLLE	686025
35.=	DE GIOSA ANGELO	RUTIGLIANO	686026
36.=	BADOLECCHIA LEONARDO	"	686027
✓37.=	SUD EST	"	686028
✓38.=	"	"	686029
✓39.=	"	CORATO	686038
40.=	CARRIERI VITO	MONOPOLI	686037
✓41.=	SUD EST	PALO DEL COLLE	686039
42.=	ALVISI ENRICO	ANDRIA	686032
43.=	DE GIOSA VITO	MONOPOLI	686040
44.=	LOVERO ELEONORA	TERLIZZI	686042
45.=	DE GIOSA TOMMASO	ALBEROBELLO	717028
46.=	DE GIOSA TOMMASO	GIOIA	717137
47.=	VERNIERI LUIGI	MOLA	686045
48.=	BIGA FRANCESCO	RUTIGLIANO	686046
✓49.=	SUD EST	"	686053
50.=	AZZOLLINI NICOLA	PALO DEL COLLE	686057
51.=	D'ORONZO ANGELO	"	686060
52.=	DE GIOSA VITO	"	686007
53.=	"	CORATO	684963
✓54.=	SUD EST	PALO DEL COLLE	684980

2437

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

TN/SR/34/135

17 March 1945

SUBJECT: Loading Ships ex Warehouse.

TO : Hq. A.C.

1. Reference your AC/100/4/TN.5 dated 13 March '45.
2. Attention is directed to Transportation Sub-Commission letter 26a/G/TN2 dated 24 Feb. '45 which states that all Allied WD Motor Pools will conform with ENAC law - in other words be at the disposal of the Ente. In the case of Ufficio Trasporti della Campania it has been decided by ENAC that the vehicle will operate on Federazione work only.
3. Southern Region is Italian Government territory and it is not considered policy to dictate the manner in which ENAC should allot and administer vehicles under their authority.
4. An U.T.C. truck becomes part of ENAC to the same extent as any other vehicle and it is not the principle of local compartments of ENAC to differentiate between hirers. Their sole aim is to provide suitable vehicles for the weight and type of the commodity carried.
5. ENAC will be informed that a report on the movement is required by A.C. Headquarters.
6. The vehicle time and loading sheets attached to this office letter TN/SR/34/894 dated 2 March '45 show that ENAC did not supply regular nor sufficient transport to carry out work required. The word "close" has been amended on the file copy of the letter to read "do so". It is regretted that due to an oversight the same amendment was not included in the original copy of the letter.

For the Regional Commissioner:

BJ/aml

18 MAR 1945

2436
B.G. JEFFERSON,
Captain, R.A.,
Regional Tptn. Ofcr.

Copy to: Adjutant's File. A. C.

INTER-OFFICE MEMO

Ext : 566

Ref : AC/100/6/Tn.5

14 March 1945

SUBJECT : Road Transportation, Abruzzi-Marche Region.

TO : Food Sub-Commission

1. Reference your letter 60-2/6/Food dated 12 Mar 45.

2. Please see this Sub-Commission's letter AC/100/2/Tn.5 dated 11 Mar '45, addressed to Regional Commissioner Abruzzi-Marche Region, copy to you. A copy of this Sub-Commission's letter AC/100/5/Tn.5 dated 11 Mar '45 addressed to E.N.A.C. on the same subject, copy to Regional Commissioner Abruzzi-Marche Region, is attached for your information.

3. In addition M.T. Group A.C. have been instructed to move one Q.M. Coy (50 Trucks) of 1 Truck Bn from the FLORENCE - LEGHORN area to Abruzzi-Marche Region to assist. This Coy should be able to haul at least 1000 tons per month.

4. It is hoped that the steps already taken will solve the problem pending the opening of the GIRONA - ANCONA railway.

MERRITT H. TAYLOR

Director

Transportation S/O.

2433

Copy to : Movements Division
Roads Branch.

INTER OFFICE MEMO

6 KJC/au

Tel : 465

12 March 1945

Ref : 60-28/FOOD

SUBJECT : Road Transportation, Abruzzi
Marche Region

TO : HQ. A.C. Transportation Sub-Commission

1. Refer your signal 2946 of 5 March.
2. Enclosed are letters Ref. TM/23 dated 5 March from Major Moriatty (officer in charge of movement of grain south from Teramo, Ascoli and Macerata provinces) to E & S Abruzzi-Marche Region and letter Ref. R5/518/165 dated 8 March from Abruzzi-Marche Region to ourselves.
3. You will notice from Major Moriatty's letter that the commitments of Trucks Company 1002 are increasing because of the exhaustion of local stocks of grain in Pescara and Chieti. As a result they are faced with the need for securing more transportation in the future, and view the prospect of losing truck company 1002 with considerable alarm.
4. The opening up of the Ortona to Ancona railway should give considerable relief to the transportation problem in Abruzzi Area. Until that time the region will need all the help they can secure from GT companies.
5. Please indicate to the region and to us the help the region may expect from you in the future.

W.J. LECG
Colonel

Director, Food Sub-Commission

2432

Copy for Info to:

Regional Commissioner Abruzzi Marche Region (E & S)
" " " " " " " (Major Moriatty)

Economic Section

TO : HQ. A.C. Food S/C

Copy to: R.C.T.O. - Major Moriarty

FROM : HQ. AC/ AMO Abruzzi - Marche Region (Economics and Supply)

REF : R5/518/155

DATE : 8 March 1945

SUBJECT : T r a n s p o r t

1. Ref signal 2946 of 5 March 45 from Transportation S/C (copy to Economic Section) about the possible withdrawal of G.T. Coys.

2. As show in Major Moriarty's letter TM/223 of 5 March 45 enclosed to you with our R5/518/58 of 6 March 45, if the G.T. Coy working on grain transport to the provinces of Pescara Chieti and Aquila is withdrawn without a replacement it will mean those provinces going without bread or pasta. Even with ti additional tonnage is needed.

3. It is therefore suggested that Transportation S/C be asked for an immediate allocation of sufficient trucks from those coming from the United States to supply y e grain needs of those provinces.

4. Beyond that, as shown in Major Moriarty's a/m letter a considerable extra tonnage will be needed to move the surplus grain from the Marche provinces and Teramo before next harvest.

For the Region Commissioner :

2431

D.V. SHAW - KENNEDY
Captain
Regional Supply Officer

TO: HQ A.C. Food Sub-Commission
Transportation Sub-Commission.

FROM : HQ. A.C./AMG Abruzzi - Marche Region(Economics and Supply)

REF : R5/518.58

DATE : 6th March 1945.

SUBJECT : Export of Grain

1. Ref attached copy of letter from Maj. Moriarty who is to charge of the movement of grain South from Teramo, Ascoli and Macerata.

2. May this HQ be informed as to what arrangements have been made to effect the transport of the grain before the new harvest.?

For the Regional Commissioner :

D.V. SHAW KENNEDY
Captain
Regional Supply Officer

Encls:

copy to: Major Moriarty

2430

HEADQUARTERS
ABRUZZI - MARCHE REGION

TO : Economics And Supply Division, Abruzzi - Marche Region

Date : March 5th 1945

Ref : RM/23

Subject : Grain movement by 1002 G.T. Company

1. Two factors have increased the commitments of 1002 G.T. Company
They are : -

1. The increase in the bread ration.
2. The necessity of stocking the provinces of Pescara and Chieti.

Up to moment Pescara and Chieti have had sufficient stocks from their own amass of grain to cover alimentation requirements. Now these stocks are exhausted and for a 30-day month Pescara requires 1400 tons, Chieti 2,000 tons.

It was hoped that with the arrival of two platoons of 1000 G.T. Company, operating from Macerata, and the re-alignment of 1002 G.T. Company, with 50 vehicles, concentrated on Ascoli Piceno and 60 on Teramo, that there would be a considerable stepping-up of the programme. It was also hoped to increase the rail shipments from Ortona from 100 tons per week to 200 tons or more.

However, the two platoons of 1000 G.T. Company are based on Macerata for shipment of grain from Macerata to railhead at Chiaravalle, and rightly so.

The present programme for 1002 Company is attached, from which it will be seen that 5435 tons have to be moved monthly to Aquila, Chieti and Pescara Provinces, and a further 400 tons to Ortona railhead, making a grand total of 5835 tons, or roughly 200 tons per day, which total will probably exceed the capabilities of the Company. Some of the turn-rounds are taking 2 - 3 - 4 days no opportunity being lost in backloading coal from Bussi, Avezzano and Pratola Peligna A.M.G. supplies from Ortona etc.

It is estimated that there are 18,000 tons grain yet to be moved from Ascoli Piceno, 7500 tons from Teramo, and 39000 tons from Macerata, or a total of 64,500 tons. This total should be moved not later than September, 1945, to make room for the next harvest. This means moving a total of 8000 tons of more per month, an obvious impossibility with the present transport available.

2429

It is strongly recommended that efforts should be made to allocate another G.T. Company to the region, without which

1. there is bound to be a big quantity of the 1944 harvest is coming in.

They are : -

1. The increase in the bread ration.
2. The necessity of stocking the provinces of Pescara and Chieti.

Up to moment Pescara and Chieti have had sufficient stocks from their own amass of grain to cover alimentation requirements. Now these stocks are exhausted and for a 30-day month Pescara requires 1400 tons, Chieti 2,000 tons.

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It is estimated that there are 18,000 tons grain yet to be moved from Ascoli Piceno, 7500 tons from Teramo, and 39000 tons from Macerata, or a total of 64,500 tons. This total should be moved now later that September, 1945, to make room for the next harvest. This means moving a total of 8000 tons of more per month, an obvious impossibility with the present transport available.

2429

It is strongly recommended that efforts should be made to allocate another G.T. Company to the region, without which

1. there is bound to be a big quantity of the 1944 harvest in the warehouse at the same time as the 1945 harvest is coming in.
2. shipments by rail from Ortona to the south cannot be increased beyond the existing commitment of 100 tons per week.
3. certain communes in Aquila, Pescara and Chieti Provinces are likely to be without sufficient grain to cover the ration requirements.
8. In the mean-time every available truck from truck pools at Aquila and Ascoli Piceno are being used to supplement the movement, but the numbers of trucks available are insufficient to make any notable difference in the total to be carried by 1002 Company.

T.P. MCRIARTY
Major R.E.

PROGRAMME OF GRAIN MOVEMENT BY LOGGERS COMPANY

GRAIN AVAILABLE PROVINCE	TONS	GRAIN REQUIRED MONTHLY PROVINCE	TONS
ASCOLI PICENO	18.000	AQUILA	2.035
TERAMO	7,500	PESCARA	1.400
MACERATA	39.000	CHIETI	2.000
		ORTONA RAIL.	400
TOTAL	64.500	TOTAL	5.835

Headquarters,
Abruzzi-Marche Region,
March 5th 1945
TM

ALLIED COMMISSION
PORT BLAIR OFFICE
SAHI

Ref : DA/PL/15

12 March 1945

SUBJECT : Civilian Transport - Fire

TO : Transportation Sub-Commission
Head Transport Officer
Bari

1. M.A.C. Bari, has reported that within a period of three weeks there is grave danger of the majority of the civilian lorries which are used for goods clearance going off the road for lack of tires.

2. I have reported this situation to Bari Port Authorities, and their reply setting out the importance of this transport to operational movements is attached.

3. At Appendix "A" is map showing the Provencos supplies with grain through Bari Harbor, with the areas fed by rail, civil road, and military road transport shown in terms of monthly tonnage.

It is pointed out that rail transportation facilities are already overtaxed, which results in considerable delay in delivery of this portion. If the added burden now moved by civil road transport must go over to the rail side it appears doubtful if the provisioning of the area can be insured.

4. It is requested that every effort be made to secure necessary tires, and that Hqs. A.C. and M.A.C. be urged to establish a proper priority ratio between these lorries, which are to a great extent operationally and those which, although situated in more urban areas, are used only for non-military purposes, i.e. wine haulage, etc.

Copy to:

Transportation Sub-Commission
(Attn: Lt. Col. Staff)

Head Sub-Commission
(Attn: Lt. Col. Staff)

2427

13 1 Transportation Sub-Commission
Road Transport Officer

1. S.A.C. Earl, has reported that within a period of three weeks there is grave danger of the majority of the civilian lorries which are used for goods clearance going off the road for lack of tires.

2. I have reported this situation to Earl Port Authorities, and their reply setting out the importance of this transport to operational movements is attached.

3. At Appendix "A" is map showing the Province supplied with grain through Earl Harbor, with the areas used by rail, civil road, and military road transport shown in terms of monthly tonnage.

It is pointed out that rail transportation facilities are already overtaxed, which results in considerable delay in delivery of this portion. If the added burden now moved by civil road transport must go over to the rail side it appears doubtful if the provisioning of the area can be insured.

4. It is requested that every effort be made to secure necessary tires, and that Mr. A.C. and S.M.A.C. be urged to establish a proper priority ratio between these lorries, which are to a great extent operational, and those which, although situated in more urban areas, are used only for non-military purposes, i.e. wine haulage, etc.

Copy to:

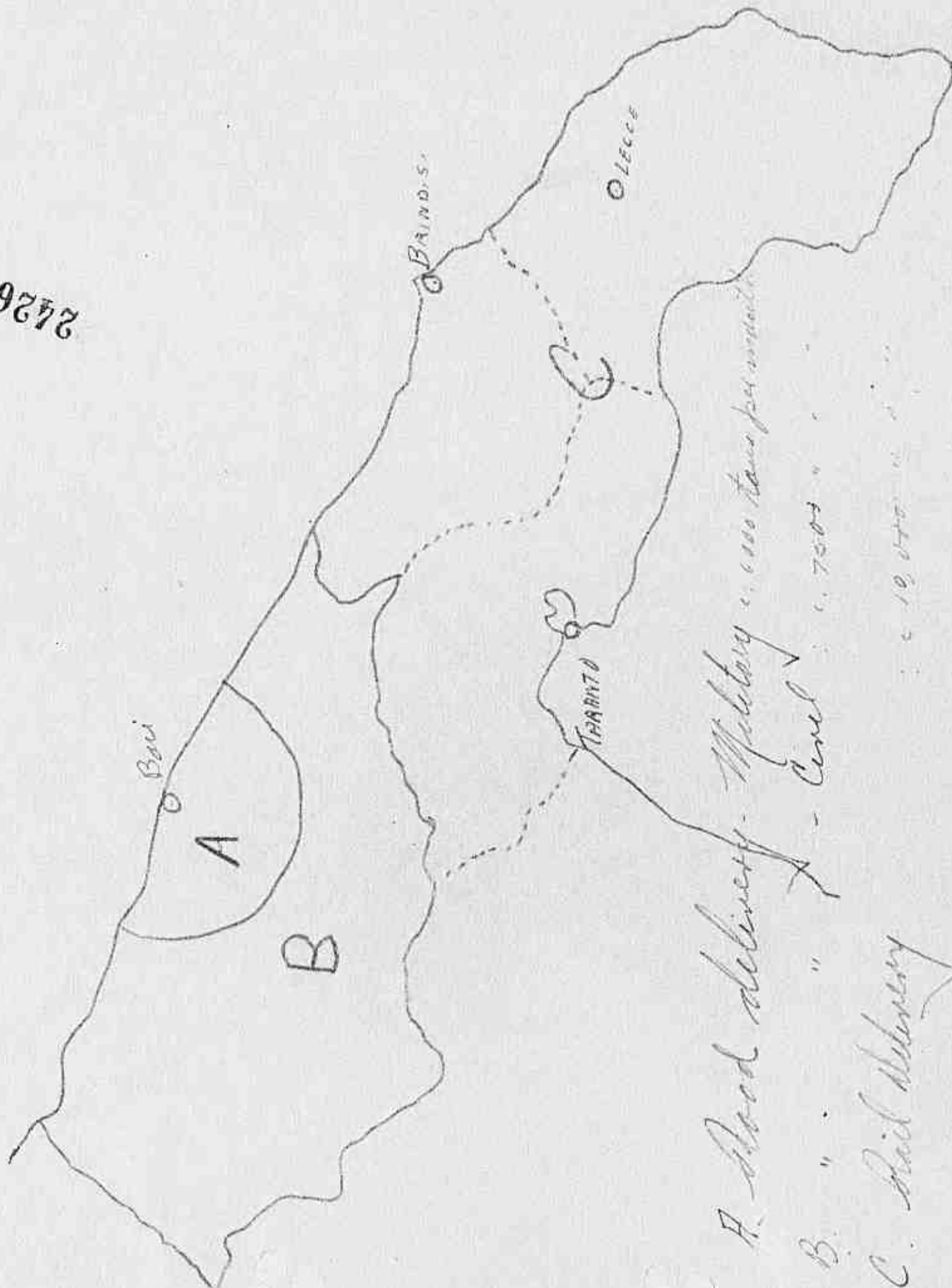
Transportation Sub-Commission
(Attn: Lt. Col. Macff)

Food Sub-Commission
(Attn: Lt. Col. Irvine)

S.A.C. Earl.

Lt.
Port Liaison Officer

2426



A. Good delivery. Military c. 6000 stars per month.

B " A - Cured 6,700 "

C. Paul Webster

10-winch 45

USER ID : 60653660

3. The following figures for grain cleared or conveyed by Civil Transport during the month of February indicate the extent to which such transport has been used.

W.C.A.	2433	1988
" "	BUSBY HIGH RD	" "
" "	900	" "
" "	2436	" "
	5160	1988

1. It is therefore requested that efforts may be made to suggest rather than to reduce the civilian vehicles available. Should a reduction be unavoidable it will not be possible to

1. It is understood that the removal of Civil Transport at present used for clearance of A.C. supplies from Earl Locks may become necessary for lack of space.
2. Should this eventuality take place a serious effort will be produced upon both the working of Earl Port and the delivery of A.C. needs to continue. Up to the present time it has been found practicable to supply distant destinations by rail, while local supplies are served entirely by British Locks Clearance Transport. But those docks were then 10 or 15 miles distant which are inaccessible by rail have been fed by Italian Civil Transport. If such Transport were to be removed it is unlikely that military vehicles could be found to make up the deficit. In view of present and future commitments and no anticipated further reduction in available military transport the prospect of supplying additional military vehicles for A.C. traffic is impossible.

3. The following figures for grain cleared at Quays by Civil Transport during the month of February indicate the extent to which such transport has been used.

2425

Ex D.C. Quays	2433 Tons
" " CURRENT HUGHES	2200 "
" " WINGHAM	200 "
" " CATHCOP	2626 "
	5165 Tons

In the case of the "SALMON" clearance has already been delayed due to shortage of Civilian transport and considerable heavy congestion has resulted.

4. It is therefore requested that efforts may be made to augment rather than to reduce the civilian vehicles available. Should a reduction be unavoidable it will not be possible to handle the present volume of incoming cargo satisfactorily and congestion of the docks and inevitable delay will result. This will have severe repercussions not only upon A.C., but also upon all other cargoes.

Major (A.C. Clearance)
(H.A.L. Harlett)
H.A.L. (A.C.)
Movements Branch
for Port Commandant

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 334

CH/hgd

AC/100/4/TN.5

13 March 1945

SUBJECT: Loading Ships & Warehouse.

TO : Regional Commissioner Southern Region
(At: Capt. Jefferson, Regional Iptn. Officer).

1. Reference is made to your letter TN/3H/14/294 dated 7 March 1945, on the above subject.

2. In the first place, the vehicle time and loading sheet attached to your letter, are not considered satisfactory reports upon the failure to compare with the loading of the ship by ENAC Transport.

3. A letter report from ENAC stating reasons for their failure to haul the requisite tonnage is expected.

4. Paragraph 4 of your letter is not understood. In what way was UTC called upon to "close"? Why is it stated that UTC "will cease to exist in the near future as a separate administration"? It must be clearly understood that UTC will continue to exist as the organization operating and controlling those M.D. trucks allotted to it in Naples Province. It will NOT become part of ENAC but its trucks will be dispatched by ENAC who will be responsible for collection of haulage charges.

5. It is quite incorrect to say that "assistance on urgent work will not be obtainable", on the contrary when urgent jobs arise the Roads Division of this sub-Commission will contact the ENAC Component Director direct, and arrange for UTC to be employed as required. There is no reason whatever, why, UTC should not function just as efficiently under ENAC dispatch control then under the existing system, provided that ENAC internal administration is satisfactory.

By Command of Rear Admiral WONE:

[Signature]

2424

TO : Regional Commissioner Southern Region
(Att: Capt. Jefferson, Regional Lt. Officer).

1. Reference is made to your letter RM/24/24/594 dated 2 March 1945, on the above subject.

2. In the first place, the vehicle time and loading sheet attached to your letter, are not considered satisfactory reports upon the failure to compete with the loading of the ship 6, ENAC Transport.

3. A letter report from ENAC stating reasons for their failure to haul the requisite tonnage is expected.

4. Paragraph 4 of your letter is not understood. In what way was UTC called upon to "close"? Why is it stated that UTC "will cease to exist in the near future as a separate administration"? It must be clearly understood that UTC will continue to exist as the organization operating and controlling these M.D. trucks allotted to it in Naples Province. It will NOT become part of ENAC but its trucks will be despatched by ENAC who will be responsible for collection of haulage charges.

5. It is quite incorrect to say that "assistance on urgent jobs work will not be obtainable", on the contrary when urgent jobs arise the Goods Division of this sub-Commission will contact the ENAC Comptroller Director direct, and arrange for UTC to be employed as required. There is no reason whatsoever why, UTC should not function just as efficiently under ENAC despatch control than under the existing system, provided that ENAC internal administration is satisfactory.

By Command of Rear Admiral GORDON:


EDMUND H. TAYLOR
Director

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