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

ACC AC206/TN 5 1000/140/2708 W.D
(Vol. I) DEC.

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

U S 10000/142/2708 W.D TRUCK PODS
(VOL. I) DEC. 1944 - JUL. 1945

GF/gb

2D

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

4 JULY 1945

EXT :- 566

REF :- AC/206/20/Tn5

SUBJECT :- Payment for haulage by New AC Truck Pools

TO :- Finance Sub-Commission
(Att: Chief Accountant)

1. AC. military transport units in the LEGHORN, FLORENCE and ANCONA areas are at present being disbanded .The trucks in these units are being organized in New AC. Truck Pools, civilian staffed and operated, which will shortly be handed over to the Italian Government .

2. These units have been hauling A.M.G. supplies as follows :

LEGHORN. A.C. warehouse to shipside
" " " railhead
" " " stockpiles in LUCCA & APUANIA .

FLORENCE. Railhead to distribution centres.

ANCONA . Shipside to A.C. warehouse
A.C. warehouse to railhead

3. No charge has been made for this service to date . With the transfer of these trucks into Truck Pools it is necessary for all haulage due to be charged at the ENAC. Tariff Rates in order that the Pools may be self supporting . Will you please advise to when bills for transport of A.M.G. supplies should be rendered .

4. It is intended that all revenue and expediture of the Pools shall be passed through A.C.Truck Pool accounts in accordance with present practice at existing Pools in ABRUZZI-MARCHE . All balances on accounts will be transferred to the Italian Government when the new

605 1

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

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TO :- Finance Sub-Commission
(Att: Chief Accountant)

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FLORENCE. Railhead to distribution centres.

ANCONA . Shipside to A.C. warehouse
A.C. warehouse to railhead

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4. It is intended that all revenue and expediture of the Pools shall be passed through A.C.Truck Pool accounts in accordance with present practice at existing Pools in ABRUZZI-MARCHE . All balances on accounts will be transferred to the Italian Government when New Pools are handed over . Please confirm your approval of this arrangement.

For the DIRECTOR

G.FERNYHOUGH
Lt. Col. R.A.

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1888

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

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INTER OFFICE MEMO

KJC/au

7. folio 19.

Tel : 466

3 July 1945

Ref : 80-2/56/FOOD

SUBJECT : Payment for haulage by New AC Truck Pools

FROM : Food Sub-Commission

TO : HQ AC Transportation Sub-Commission
(Lt.Col. Fernyhough)

1. Refer your AC/206/17/Tn 5 of 30 June.

2. Bills for grain hauling in the Macerata-Ancona area should be submitted by the truck pools to the Consorzio Agrario of the province shipping the grain.

3. Concerning the hauling of AMG supplies at Ancona and Leghorn, we will appreciate it if you will direct your request to the Finance Sub-Commission, Chief Accountant.

W.J.LEGG
Colonel
Director, Food Sub-Commission

Copy for Info to : AC ANCONA, Attn: Capt.Holladay
" " " Major Moriarty

6250

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

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INTER OFFICE MEMO

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION GF/op

Ref: AC/306/18/TnB 2 July 1945.

SUBJECT: Lorry Transportation -- Bari.

TO : Food Sub-Comission.

1. Reference is made to your letter 51-2/36/Food dated 29 May 1945.

2. It is notified for your information that the 30 lorries mentioned in the letter from the Ministry of Agriculture and Forests refers to 30 vehicles which were located in our AC Truck Pool at Potenza. The Ministry is misinformed in stating that the vehicles were to be withdrawn from the Truck Pool. In point of fact, 5 vehicles have been withdrawn and 24 remain in the Pool. Of the 24 vehicles remaining there are more effective road worthy trucks in operation now than when the Pool contained 30 vehicles.

3. Our Transportation Officer at Bari arranged an agreement with the Prefect of Potenza and RMAO that haulage commitments could be adequately met if 24 vehicles remained at this Truck Pool.

For the Director:

G. FERNYHOUGH
Lt. Colonel, R.A.

cc: Maj. C. W. Taylor -- Sen. T.O. AC - Bari

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

25th May 1945 9/VIII/1318. 25. May. 45.

To the Food Sub-Commission

Subject : Transport with lorries in the province of Bari.

The prefect of the province of Bari telegraphed that, owing to orders issued by the Allied Authorities at Bari, 30 lorries allocated last year by theabove mentioned Command to that province for thetransport of food, are going to be withdrawn.

2) In order to avoid the interruption of supplies to three quarters of the province of Bari and the consequent serious inconveniencies, we beg this Sub-Commission to ask the above-mentioned authorities at Bari to supply the lorries in question with tyres and spare-parts and leave them to the province .

3) We await an answer as to the decisions that will be taken.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CF/cy

Ref: AC/206/17/Tr5

8 July 1945.

SUBJECT: Repair of Truck Pool Vehicles.

TO : Truck Operating Group.

1. The Truck Maintenance Group is responsible for all 3 and 4 echelon repairs of the 336 trucks now being turned over from 2 Truck Battalion to Truck Pools in Ancona-Macerata areas. It is understood that you have made arrangements for this work to be carried out on a contract basis at a works at Civitanova.

2. No 3/4 echelon repairs on these vehicles will be carried out in the civilian Truck Pools.

3. All vehicles of 2 Truck Battalion which may now be in the Civitanova works under repair will be signed for by Lt. Clark at the works and will remain there until completion of repairs. They will then be collected by Lt. Clark for disposal in Truck Pools.

By Command of Rear Admiral STOKES:

C. FENTHOUGH
Lt. Colonel, R.A.

cc:
Capt. Bent - Sen. T.O. AMG - Ancona
Lt. Clark - T.O. No. 6 AMG Truck Pool - Macerata

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GF/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMO

EXT :- 566 30 JUNE 1945

REF :- AC/206/17/Tn5

SUBJECT :- Payment for haulage by New A.C.Truck Pools

TO :- Food Sub-Commission

1. A.C. military transport units located in LEGHORN, FLORENCE and the ANCONA-MACERATA area will be disbanded between 1 and 15 July . The trucks in these units will be organized in new A.C.Truck Pools, civilian staffed and operated .

2. These units are at present hauling grain, flour and A.M.G. supplies in the ANCONA-MACERATA area, and A.M.G. supplies in Leghorn . No charge is being made for the service .
On the transfer of trucks to Truck Pools it will be necessary for all haulage done to be charged at the ENAC. Tariff Rate on order that the Pools may be self supporting .

3. It is requested that you will state to whom bills should be rendered by the Truck Pools for transport of the above commodities .

For the DIRECTOR

G.FERNYHOUGH
Lt.Col.R.A.

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TRANSPORTATION SUB-COMMISSION
APO 394
MARCHE REGION

26 May I945

SUBJECT : Pesaro Truck Pool.

TO : Transportation Sub-Commission,Hq.,A.C.
(Roads Division)

Reference attached telegram.

I. Twelve serviceable two ton vehicles and two serviceable three ton vehicles were removed from Truck Pool N°8,Pesaro on about I4 May I945 after my telephone conversation with Lt. Col. Ferneyhough on about I3 May I945 confirming the removal of these vehicles.

2. This left the Pesaro Truck Pool with six (6) serviceable three tonners which were at the disposal of the Prefect.

3. Pesaro Province was given a Truck Pool by the Abruzzi-Marche Region during December I944 and January I945. Its' only purpose was to supply trucks with low-range drive and chains to travel over muddy,icey roads during winter months.
Therefore the Province has had the use of Allied W.D. vehicles during the months of March,April and part of May pratically as a gift.

4. Please advise as to whether the removing six three tonners should be retained as a Pesaro Truck Pool or whether they should be removed to Truck Pool N°7 Ancona.

D.P.RICHARDSON
Capt. Inf.
Transport Officer

0245

Encl: Pesaro Prefect letter of 23 May I945;
List of vehicles in Province.

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

SUBJECT : Pesaro Truck Pool.

TO : Transportation Sub-Commission,Hq.,A.C.
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D.P.RICHARDSON
Capt. Inf.
Transport Office 0245

Encl: Pesaro Prefect letter of 23 May I945;
List of vehicles in Province.

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TRANSLATION (RS.)

RSM/gb

PROVINCIAL OFFICE OF INDUSTRY & COMMERCE
P E S A R O

REF 4513 PESARO 23 MAY 1945

SUBJECT Truck Pool N° 8-Pesaro

TO Capt. D.P.Richardson
Chief Transportation Officer
ASCOLI PICENO

It is necessary that the above Truck Pool should be restored to its original efficiency, as the need for transport facilities to be employed within our Province has considerably increased, owing to a number of circumstances which are briefly stated hereunder .

Pesaro is one of the most damaged towns, and the population who had been compelled to leave it by order of the German Command are now coming back to the urban centre in such large numbers, that they surpass the accomodating capacity of available lodgings . Consequently, the quantity of supplies for consumption, which are to be brought in from production centres has increased ; among these supplies, the following must be especially mentioned :

GRAIN to be transferred from the various pooling centres to aonsumption centres , also in connection with the impending welding of the crop seasons.

CHARCOAL and FIREWOOD , amounting to many tons of thousand quintals, owing to default of bridges and to impassable roads due to war damages and to the rainy season, are to be found heaped up in the mountains where they are produced, and must be brought down to the plains.

MISCELLANEOUSE FOODSTUFF : salt from landing ports, vegetables fruit, seasonal produce .

BUILDING MATERIALS . Coal must be brought in, in order to manufacture bricks, hydraulic lime, quick lime, and chalk required for starting building repairs caused by war operations, both to

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urban buildings and to bridges and viaducts, totally destroyed in this province .

This is, summarily, the list of products and goods to be hauled urgently and continuously and, possibly, by a larger number of trucks than available in the past , whereas , on the contrary, we are being informed that local trucks operating with U.C.A. are decaying and that nearly all Trucks previously allotted to Truck Pool N° 8 have been withdrawn and that Truck Pool N° 7 , formerly situated in Fano, and upon which this Province counted for its distributing requirements, has been totally abolished.

Therefore at the present moment, when the sound activities of this Province are striving for an economic rehabilitation of the various industries and trades, it is necessary that Truck Pool N° 8 should be restored to its original efficiency in order to obviate the considerable harm deriving from a shortage or a crisis in transport .

The DIRECTOR

F.L. PAPINO

ROYAL AUTOMOBILE CLUB OF ITALY
PESARO PROVINCE BRANCH — Pesaro 24/5/45

To : Director -Chamber of Commerce-PESARO

Subject: List of Trucks authorised for circulation

Attached herewith a list of trucks authorised for circulation in Pesaro Province .

The a/m list has been called for by Captain D.P.Richardson Chief Transportation Officer- Ascoli Piceno - to whom you will forward it .

The Branch Director
Dr. Mario Conti (?)43

ARMY FORM C 2166 (Large) MESSAGE FORM Regtd No.

Dgtl	Srl No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM — Originator: COMMISSIONER AMG ANCONA COMMUNE — Date-Time of Origin: 21 1500 — Office Date Stamp

For Action

HQ ALOOM (FOR OPERATIONS ROADS DIVISION TRANSPORTATION 5 FOR FERNYHOUGH)

TO

(W) For Information (INFO)

CAPT. RICHARDSON, ASCOLI (BY HAND)

Message Instructions. GE

Originator's No

A/199 (.) REF CONVERSATION FERNYHOUGH - ELWES IN ROME MAY 16 (.) IN SPITE OF MY WRITTEN AND ACKNOWLEDGED ORDER CAPT RICHARDSON HAS REMOVED ABOUT FORTY-FIVE TRUCKS FROM PESARO NO 8 TRUCK POOL (.) PREFECT REPORTS TODAY CANNOT FEED POPULATION AND FISH HAUL IS HAVING TO BE DUMPED IN SEA (.) TOTAL OF ONLY TWELVE UCA LORRIES AVAILABLE IN PROVINCE (.) UNDERSTOOD FROM YOU NO LORRIES WOULD BE MOVED WITHOUT REFERENCE TO ME UNTIL IT IS POSSIBLE WITH NEW ARRANGEMENTS TO GET TYRES AND SO ACTIVATE IDLE TRANSPORT (.) IF RICHARDSON HAS DISOBEYED MY ORDER WITHOUT A DIRECT ORDER FROM YOU AFTER ~~NEXT~~ MY VISIT OF 16 MUST REQUEST DISCIPLINARY ACTION BE TAKEN AGAINST HIM

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~~6243~~

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TO (W) For Information (INFO)

CAPT. RICHARDSON, ASCOLI (BY HAND)

Message Instructions. GS

Originator's No

A/159 (.) REF CONVERSATION FERNYHOUGH - ELMES IN ROME MAY 16 (.) IN SPITE OF MY WRITTEN/AND ACKNOWLEDGED ORDER CAPT RICHARDSON HAS REMOVED ABOUT FORTY-FIVE TRUCKS FROM PESARO NO 8 TRUCK POOL (.) PREFECT REPORTS TODAY GAIHOT FED POPULATION AND FISH HAUL IS HAVING TO BE DUMPED IN SEA (.) TOTAL OF ONLY TWELVE UCA LORRIES AVAILABLE IN PROVINCE (.) UNDERSTOOD FROM YOU NO LORRIES WOULD BE MOVED WITHOUT REFERENCE TO ME UNTIL IT IS POSSIBLE WITH NEW ARRANGEMENTS TO GET TYRES AND SO ACTIVATE IDLE TRANSPORT (.) IF RICHARDSON HAS DISOBEYED MY ORDER WITHOUT A DIRECT ORDER FROM YOU AFTER MY VISIT OF 16 MUST REQUEST DISCIPLINARY ACTION BE TAKEN AGAINST HIM

6241
6242

This message may be sent AS WRITTEN by any means except WIRELESS

Signed: [signature]

If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER

Signed

Originator's Instructions Decode ... Priority IMMEDIATE

[signature]

Time	System	Op.
THI or TOR		
Time Cleared		

P.&S. "A" W 150 - 25,000 Pads 100-42

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UFFICIO PROVINCIALE DELL'INDUSTRIA E COMMERCIO
PESARO

Prot. N. 4513 *Alleg.* .....

Risposta a nota N. .....

del .....

Pesaro, li 23 MAG. 1945

OGGETTO: Truck Pool n. 8 - Pesaro

Al Ill.mo Signor Cant.D.P.
Richardson Chief Transportation Officer
c/ ASCOLI PICENO

Si rende necessario ricostituire nella sua primitiva efficienza il Truck Pool in oggetto perchè la necessità dei trasporti da compiersi nell'ambito della nostra Provincia per un complesso di fatti e circostanze che qui di seguito brevemente si enumerano, è notevolmente aumentata:

Pesaro è una delle città maggiormente devastate, e la popolazione che per ordine del Comando tedesco aveva dovuto sgomberarla sta affluendo di nuovo al centro urbano in notevole quantità tanto da superare la possibilità ricettive degli alloggi disponibili. E' conseguentemente quindi aumentata la quantità dei generi di consumo da trasportarsi in loco dai centri di produzione, e fra questi generi vanno menzionati particolarmente i seguenti:

Grano, per trasferimenti dai vari centri di ammasso ai centri di consumo in correlazione anche alla imminente saldatura stagionale dei raccolti =

Carbone di legna e legna da brucio, per varie diecine di migliaia di quintali, per mancanza di ponti e impraticabilità di strade per danni di guerra e cattiva stagione, si trovavano ammassati nei luoghi montani di produzione e che debbono affluire al piano =

Prodotti vari per l'alimentazione = sale dai porti di sbarco, ortaggi, frutta, di produzione stagionale =

Materiali da costruzione = per far affluire il carbone atto alla produ-

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Risposta a nota N. _____

del _____

OGGETTO: Truck Pool n. 8 - Pesaro

Pesaro, li 25 MAG. 1940

Al 1.mo Signor Capt.D.F.
Richardson Chief Transportation Officer
ASCOLI PICENO

Si rende necessario ricostituire nella sua primitiva efficenza il Truck Pool in oggetto perchè la necessità dei trasporti da compiersi nell'ambito della nostra Provincia per un complesso di fatti e circostanze che qui di seguito brevemente si enumerano, è notevolmente aumentata:

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Carbone di legna e legna da bruciare, per varie diecine di migliaia di quintali, per mancanza di ponti e impraticabilità di strade per danni di guerra e cattiva stagione, si trovavano ammassati nei luoghi montani di produzione e che debbono affluire al piano =

Prodotti vari per l'alimentazione = sale dei porti di sbarco, ortaggi, frutta, di produzione stagionale =

Materiali da costruzione = per far affluire il carbone atto alla produzione dei laterizi, calce idraulica, calce viva, gesso occorrenti per l'inizio delle riparazioni edilizie cagionate dalle operazioni di guerra tanto ai fabbricati urbani, quanto ai ponti e viadotti totalmente distrutti in provincia =

Questi, per sommi capi, le elencazioni dei prodotti e merci da trasportarsi con carattere di urgente continuità e possibilmente con mag-

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gior quantità di automezzi di quelli di cui si aveva disponibilità in passato, mentre in contrapposto si segnala il decadimento degli automezzi locali in servizio U.C.A. e la quasi totale soppressione degli automezzi in precedenza in dotazione al Truck Pool n. 8 e la soppressione totale del Truck Pool n. 7 già di sede a Fano e sul quale pure faceva conto la Provincia per le sue occorrenze distributive.

E' necessario pertanto che nel momento attuale in cui le attività sane della Provincia stanno prodigandosi per una ripresa economica delle varie industrie e commerci, il Truck Pool n. 8 sia ricostituito nella sua primitiva efficienza per evitare il notevole danno derivante dalla deficenza o crisi dei trasporti.

IL PREFETTO
(F. [illegible] Pacino)

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Reale Automobile Circolo d' Italia

SEDE PROVINCIALE DI PESARO

UFFICIO Direzione

PROTOCOLLO N. .....

RISCONTRO N .....

Pesaro, 26/5/45

VIA ROSSINI N. 6
TELEFONO 306

ALLA DIREZIONE
CAMERA DI COMMERCIO DI PESARO

n 0467 | 29.V.45

ELENCO AUTOCARRI AUTORIZZATI ALLA CIRCOLAZIONE

Si allega alla presente l'elenco degli autocarri autorizzati alla circolazione nella Provincia di Pesaro.

Detto elenco è stato richiesto dal :
Capt.D.P. RICHARDSON = Chief Trasportation Officier Ascoli Piceno = al quale dovrà essere trasmesso da codesta Camera di Commercio.

IL DIRETTORE DELLA SEDE
(Dr.Mario Conti)

Trasmetterlo al
Capt. D. P. Richardson - Chief Transportation Officer - Ascoli Piceno -
p. competenza

IL DIRETTORE

AUTO MOTO MEZZI TRASPORTO MERCI AUTORIZZATI ALLA CIRCOLAZIONE NELLA PROVINCIA DI PESARO

MARCA	TIPO	Ql	N.
Fiat	509	3 - 5	23
" "	502	8 - 10	12
" "	503	8 - 10	23
" "	507	12 - 15	14
" "	501	7 - 10	49
" "	505	12 - 15	13
" "	B.L.R.	35	5
" "	B.L.18	35	222
" "	521	10 - 15	1
" "	621	25	2
" "	15 ter	20	3
" "	521	10 - 15	10
" "	520	8 - 12	11
"b"	510	10 - 12	4
" "	518	8 - 10	4
" "	1100	7 - 8	4
" "	666	65	4
" "	zero	5 - 7	1
" "	518	15 - 20	4
" "	1500	7 - 8	1
" "	632	45	2
" "	514	5 - 7	6
" "	626	40	3
" "	522	8 - 10	6
" "	508	21	10
" "	515	7 - 10	2
" "	18 P.	20	4
" "	614	10 - 15	1
" "	618	? ?	1
" "	500		6
" "	635	35 - 40	1
" "	524	12 - 15	1
" "	634	70	1
" "	52 B.	? ?	1
Bianchi	Mediolanum	=	40	4
Lancia	R.O. (1°-03°) ?	=	70	4
S.P.A.		9000	30	4
" "		=	30	3
Ansaldo		=	7 - 10	5
Foord.		=	12	2
Ceirano		=	35	3
			? ?	2

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Fiat	509	3 - 5	23
" "	502	8 - 10	12
" "	503	8 - 10	23
" "	507	12 - 15	14
" "	501	7 - 10	49
" "	505	12 - 15	13
" "	B. L.R.	35	5
" "	B. L. 18	35	222
" "	531	10 - 15	1
" "	621	25	2
" "	20	20	3
" "	15 ter	10 - 15	10
" "	521	8 - 12	11
" "	520	10 - 12	4
"b"	510	8 - 10	4
" "	518	7 - 8	4
" "	1100	65	4
" "	666	5 - 7	1
" "	zero	15 - 20	4
" "	512	7 - 8	1
" "	1500	45	2
" "	632	5 - 7	6
" "	514	40	3
" "	626	8 - 10	6
" "	522	20	10
" "	508	7 - 10	2
" "	515	20	4
" "	18 P.	10 - 15	1
" "	614	? ?	1
" "	618	—	6
" "	500	35 - 40	1
" "	635	12 - 15	1
" "	524	70	1
" "	634	? ?	1
" "	52 B.	40	4
Bianchi Mediolanum	=	70	4
Lancia R.C. (1°-03°) ?	=	30	4
S.P.A.	9000	30	3
" "	=	7 - 10	5
Ansaldo	=	12	2
Foord.	=	35	3
Ceirano	=	? ?	2
Lancia	256	30	4
S.P.A.	25 c.10	? ?	1
Praga	=	6 - 8	2
Bianchi	S=4	? ?	2
C.M.	=	10	1
Lancia	1 Z.		

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1965

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MARCA	TIPO		N.
O.M.	=		1
Balilla	=	5-6	1
Isotta Fraschini	D.80	65	1
Alfa Romeo ??	=	6-8	1
Bianchi	S.5		1
Triumph	492		1
A.I.S.	=		1

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AUTOMEZZI U.C.A.

N° U.C.A.	MARCA	TIPO	PORT. Q.li	PROPRIETARIO	R E S I D E N Z A
1	SPA	=	25	Campana Romeo	Pesaro=Via Luca della Robbia
2	CEROEN	=	15	Fabbri Anacleto	Urbino
3	FIAT	15 TER	15	Tonti Pietro	Pesaro-S.Pietro Calibano
4	"	512	22	Franca Umberto	Pesaro
5	"	18 BL.	26	Gentili	Fano
6	LANCIA	.	26	Della Santa	nFano
7	BENELLI	500-Motoc.	14	Cicchetti	Colombarone o Fiorenzuola
8	FIAT	626-Rimor.	45	Tognacci & Olei	Novafeltria
9	CEIRANO	.	40	Salacchi-Gasperini	Fano
10	LANCIA	"Omicron"	70	Carnaroli-Pascucci	Fano
11	SPA	"35"	25	Santi Duilio	Furlo
12	FIAT	18 BL.	32	Nigra Vincenzo	Fano
13	LANCIA	"3 RO"Rim.	155	Fratelli Pascucci	Cagli
14	FIAT	"621"	35	Fratelli Gostoli	Fermignano
15	FIAT	18.B.L.	25	Ercolessi Giuseppe	Pesaro
16	FIAT	18.B.L.R.	45	Trebbi Gino	Pesaro
17	FIAT	18.B.L.R.	42	Bonci Giulio	Fossombrone
18	FIAT	18.B.L.	46	Cerquetti Mario	Pesaro
19	FIAT	18.B.L.	35	Marchetti-Battaglini	Fossombrone
20	BIANCHI	"Mediolanum"	35	Fratelli Gostoli	Fermignano
21	BIANCHI	"68"	35	Caldari-Patrignani	Urbino
22	FIAT	"626"-Rim.	75	Cesarini Paolo	Fossombrone
23	FIAT	"632"	50	Valdarchi Quarto	Fossombrone
24	FIAT	18.B.L.	30	Mariotti Gino	Pesaro
25	FIAT	18.B.L.	42	Carnaroli-Adanti	Fano
26	FIAT	"666".	60	Pagnoni Dario	Pesaro
27	LANCIA	"RO"	72	Caliendi Pio	Pennabilli
28	LANCIA	"3 RO"	61	Pierangeli & Cang.	Pesaro= Via Rossini,N°8
29	FIAT	"18.B.L."	40	Girometti Sebastiano	Pesaro
31	FIAT	"512"	13	Volponi Giuseppe	Pesaro
32	FIAT	"666"-Rim.	150	Mazzoli Mario	Macerata Feltria
33	FIAT	"632"	60	Brizzi & Petrolati	Borgopace
34	ISOTTA FR.		146	S.A."Catria"	Pesaro
35	FIAT	"666"	150	Giulioni Gianzo	Macerata Feltria
36	FIAT	"521"	10	Petrolati	Fano
37	FIAT	"18.B.L.R."	33	Penserini Giacomo	Pesaro
38	ANBALDO	. . . .	6	Fabbri Anacleto	Urbino
39	BENELLI	"500 B.U"	12	Gennari Giosuè	Pesaro
40	BENELLI	"	12	Nicolini	Pesaro
41	BENELLI	"	12	Magi Ivo	Pesaro
44	FIAT	" 18.B.L."	45	Soc.An."Catria"	Pesaro
	FIAT	" 505"	10	Stocchi Galiano	Pesaro

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4	"	512	22	Franca Umberto	Pesaro
5	"	18 BL.	26	Gentili	Fano
6	LANCIA	.	26	Della Santa	Fano
7	BENELLI	500-Motoc.	14	Cicchetti	Colombarone o Fiorenzuola
8	FIAT	626-Rimor.	45	Tognacci & Olei	Novafeltria
9	CEIRANO	.	40	Salacchi-Gasperini	Fano
10	LANCIA	"Omicron"	70	Carnaroli-Pascucci	Fano
11	SPA	"35"	25	Santi Duilio	Furlo
12	FIAT	18 BL.	32	Nigra Vincenzo	Fano
13	LANCIA	"3 RO"Rim.	155	Fratelli Pascucci	Cagli
14	FIAT	"621"	35	Fratelli Gostoli	Fermignano
15	FIAT	18.B.L.	25	Ercolessi Giuseppe	Pesaro
16	FIAT	18.B.L.R.	45	Trebbi Gino	Pesaro
17	FIAT	18.B.L.R.	42	Bonci Giulio	Fossombrone
18	FIAT	18.B.L.	46	Cerquetti Mario	Pesaro
19	FIAT	18.B.L.	35	Marchetti-Battaglini	Fossombrone
20	BIANCHI	"Mediolanum"	35	Fratelli Gostoli	Fermignano
21	BIANCHI	"68"	35	Caldari-Patrignani	Urbino
22	FIAT	"626"-Rim.	75	Cesarini Paolo	Fossombrone
23	FIAT	"632"	50	Valdarchi Quarto	Fossombrone
24	FIAT	18.B.L.	30	Mariotti Gino	Pesaro
25	FIAT	18.B.L.	42	Carnaroli-Adanti	Fano
26	FIAT	"666".	60	Pagnoni Dario	Pesaro
27	LANCIA	"RO"	72	Caliendi Pio	Pennabilli
28	LANCIA	"3 RO"	61	Pierangeli & Cang.	Pesaro= Via Rossini,N°8
29	FIAT	"18.B.L."	40	Girometti Sebastiano	Pesaro
31	FIAT	"512"	13	Volponi Giuseppe	Pesaro
32	FIAT	"666"-Rim.	150	Mazzoli Mario	Macerata Feltria
33	FIAT	"632"	60	Brizzi & Petrolati	Borgopace
34	ISOTTA FR.		146	S.A."Catria"	Pesaro
35	FIAT	"666"	150	Giulioni Gianzo	Macerata Feltria
36	FIAT	"521"	10	Petrolati	Fano
37	FIAT	"18.B.L.R."	33	Penserini Giacomo	Pesaro
38	ANBALDO	. . . .	6	Fabbri Anacleto	Urbino
39	BENELLI	"500 B.U"	12	Gennari Giosuè	Pesaro
40	BENELLI	" .	12	Nicolini	Pesaro
41	BENELLI	"	12	Magi Ivo	Pesaro
44	FIAT	" 18.B.L."	45	Soc.An."Catria"	Pesaro
45	FIAT	" 505" .	10	Storoni Ga liano	Pesaro
46	FIAT	"18 BLR"	40	F.lli Volponi	Urbino
48	FIAT	"520"	18	Fabbri Anacleto	Urbino
49	FIAT	"626"	60	Magnani Gaudenzio	Casinina
50	FIAT	"18.B.L."	29	Mei Alfredo	Fossombrone
51	FIAT	"18.B.L."	33	Francini & Berloni	Fossombrone
52	FIAT	"501". .	7	Tamburini Ugo	Pesaro
53	BENELLI	"500 BU"	12	Ugoccioni Quinto	Pesaro
54	FIAT	"18 BL."	35	Ceccarini & Angelini	Casinina
55	LANCIA	"3 RO".	66	Pascucci Settimio	Cagli
56	FIAT	"18 PC."	24	Santi Dilio	Acqualagna

:/:

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N° U.C.A.	MARCA	TIPO	PORT. Q.li	PROPRIETARIO	R E S I D E N Z A
57	BENELLI	500 "B.U."	10	Bertuccioli Erminio	Pesaro
58	FIAT	15 TER .	40	Volponi Giuseppe	Pesaro
59	FIAT	18 B.L.	35	Mazza Cellino	Pesaro
60	FIAT	621-Rimorc.	73	Bonci Giuseppe	Mercatello
61	SPA	"Ceirano"		Guerra Dante	Pesaro
62	BENELLI	"500 B.U."	10	Sgrignani Cesare	Pesaro
63	SPA	"31" . .	45	Impresa Gostoli	Fermignano
64	FIAT	"18.B.L."	35	Fabbri Anacleto	Urbino
65	FIAT	"666" .	68	Sabini Giuseppe	Fano = Via Castracane,N°1 =
66	"CEIRANO"		60	Ottolani Carlo	Pesaro
67	"FIAT	"621"		Marconi	
68	"FIAT"	"634"	72	Gerboni	Pesaro
69	"FIAT"	"634"	120	PIAZZESI CARLO	PESARO

PREFETTURA - U.C.A.

IL DIRETTORE

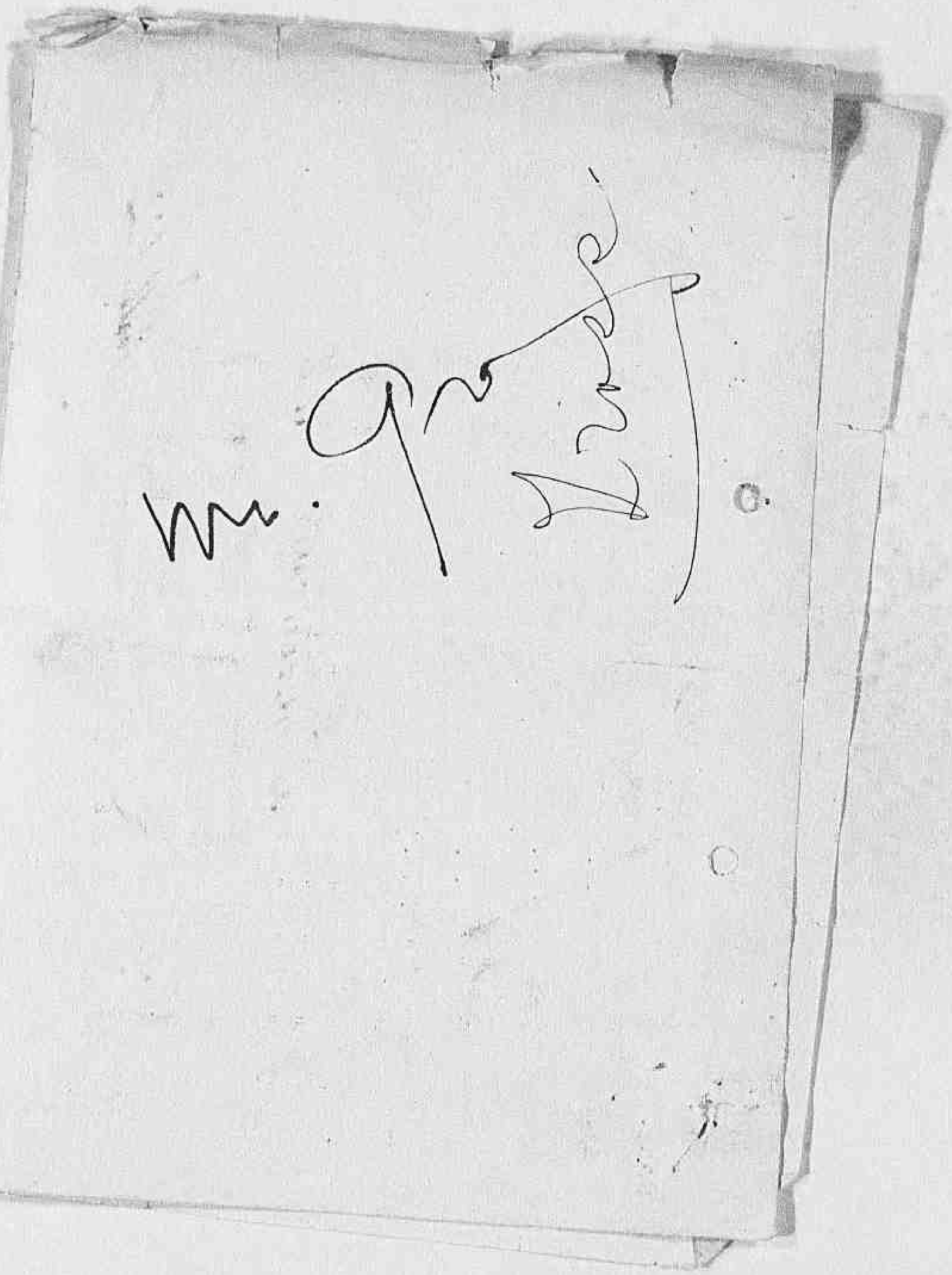
6236

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

Mais - Mengzion ameneroux saluinan
& Cuallen Ann Lon ostuz Deus Jaukeu.
a Dojeuden -

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

INTER OFFICE MEMO

Tele. 556

TRANSPORTATION SUB-COMMISSION
Roads Division

CF/ep

Ref: AC/206/Tn5

25 June 1945.

SUBJECT: Truck Pool Finance.

TO : Finance Sub-Commission.

1. Commencing 1 July 1945, 2 new AC Truck Pools, comprising a total of 320 trucks, will be formed in Florence and Livorno as a result of disbandment of present transport coys, AC.

2. The Senior Transportation Officer, responsible for the organization of these Truck Pools, has requested that a float of 8,000,000 lire may be placed at his disposal for the financing of these truck pools at the outset. It is requested that you will state how this money may be made available to him and from what bank in Florence he may draw. It is his intention to open an AC account to cover receipts and expenditure of the Truck Pools similar to the Truck Pool accounts now in operation in Italian Government territory.

For the Director:

G. FERRYHOUGH,
Lt. Colonel, R.A.

1912

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.C. SENIOR TRANSPORTATION OFFICER

56 C/Rail/746 18 June 1945

SUBJECT : Movement Lemons to Bologna

TO : E.N.A.C. Naples

1. It has come to my knowledge that your office authorized U.T.C. to convey a load of lemons from Naples to Bologna returning with vegetable, on Saturday last.

2. I was compelled to cancel this proposed Movement for the following reasons:
   (A) Movement of all non-rationed foodstuffs must be approved by High Commissioner for Food's office in Naples, for this area.
   (B) I consider the transportation of small quantities of lemons by road transport for such a long distances is unreasonable, prohibitive as to price, and sounds suspicious to me.

3. Kindly take drastic action with the employees concerned to prevent a repetition of this or similar bids for transportation of fruit and veg. on long distances.

4. U.T.C. to consult this office before permitting such movements to be executed.

For the Commissioner:

V.R. BOWERS
Major
Senior Tptn Officer

Copy to: Tptn S/C Roads Div. HQ.A.C.
Tptn Movements Division
U.T.C. Naples
High Commissioner for Food, Naples
Office (Dr.Emminente)

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VRB/cg

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

PERSONAL CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

F 206.
12

AC/~~206~~/TN.5 206/4

16 June 1945

SUBJECT : Irregular Haulage of Wine.

TO : Capt.J.S.Billinghurst
Transportation Officer No.1 Truck Pool,
A.C. Foggia.

1. Attached hereto is copy of letter 2M/C/1/356/11962 dated 11 June '45 from ENAC General Directorate, together with translations of reports from ENAC Directors at Foggia and NAPLES regarding the irregular haulage of wine by Fiat truck No.5388335 and subsequent improper use of a second truck by the Director of No 1 Truck Pool. (Work tickets attached).

2. The irregularities revealed are serious and tend to lower the prestige of executive in A.C. Truck Pools in the eyes of ENAC. You are required immediately to investigate this matter and to furnish a report to this office without delay. Should the allegations be substantiated by your enquiries it would seem desirable to dispense with the Director's services forthwith.

By Command of Rear Admiral STONE:

G. FERNYHOUGH,
Lt.Colonel

to; ENAC

Please return Work tickets + ENAC reports after investigations

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

ENAC

11 June 1945

TO: Allied Commission
Transportation Sub-Commission.

Subject: Fiat 634 N.5388335 of the
Truck Pool n.1

We have been informed by our Foggia and Naples Offices that the Truck Pool N.1 has been stopped near to Naples carrying Wine.

In view of the fact that the truck belonged to an Allied Service the vehicle was sent back to Foggia after the wine was discharged in Crispano.

We think in any case useful to enclose herewith the copy of two/reports received from Foggia and Naples as well as concerning this transport.

THE GENERAL MANAGER

6282

Mod. ENAC 10

Roma 11 GIU. 1945 194

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio CA/Movimento Sez.
Prot. N° 3m/c/1/256/11962 Allog.
Risposta al N° del

TO THE ALLIED COMMISSION - Tranportation Sub Commission

R O M E

OGGETTO: Autocarro Fiat 634 N. 5388335 del Truck Pool N. 1

Truck Fiat 634 N. 5388335 of the Truck Pool n. 1

Le nostre Direzioni Provinciali di Foggia e Napoli ci hanno informato che l'autocarro N. 5388335 del Truck Pool N. 1 è stato fermato vicino a Napoli con un carico di vino.

Trattandosi di un autocarro appartenente ad un servizio alleato è stato rimandato a Foggia dopo aver scaricato il vino a Crispano.

Riteniamo, comunque, utile unire alla presente copia delle due relazioni ricevute da Foggia e Napoli, come pure i quattro fogli di viaggio originali riferentisi a questo Trasporto.

IL DIRETTORE GENERALE

We have been informed by our Foggia and Naples Offices that the Truck Pool N. 1 has been stopped near to Naples carrying Wine.

In view the fact that the truck belonged to an Allied Service the vehicle was sent back to Foggia after the wine was discharged in Crispano.

We think in any case useful to enclose herewith the copy of two reports received from Foggia and Naples as well as the original four trip-tickets concerning this transport.

THE GENERAL MANAGER

6231

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

RAPPORTO DELLA DIREZIONE PROVINCIALE ENAC DI FOGGIA - Autocarro n.5388335

Il giorno 23 u.s. il locale Truck Poolfaceva richiesta di un trasporto per Corato e Squinzano con la giustificazione "Servizio Truck Pool". Rientrato l'automezzo a Foggia il giorno 25 fu richiesto che lo stesso mezzo, Fiat 34 N. 5388335, fosse fatto proseguire per Napoli ancora per "Servizio Truck Pool". La richiesta fu soddisfatta e sullo stesso foglio di marcia fu inserita la variazione. Il mattino del giorno 30 l'automezzo rientrava definitivamente e consegnava alla stazione ENAC presso il Truck Pool in luogo del foglio di viaggio originario rilasciato dalla stazione predetta, i due fogli di viaggio della Direzione di Napoli che qui si accludono.

La stranezza del fatto mi indusse ad eseguire opportune indagini da cui è risultato quanto segue.

L'automezzo di cui sopra partì da Foggia carico di botti vuote rimorchiando alcuni camion del Truck Pool diretti a Corato per subire la sostituzione del motore. Consegnati i predetti camion alle officine di Corato proseguiva per Squinzano ove effettuava un carico di vino. Rientrato a Foggia ed ottenuto la variazione sul foglio di viaggio, proseguiva per Napoli. Senonchè al posto di blocco di Capochino (Napoli) fu fermato e sequestrato. Di tanto ne venne a conoscenza il Direttore del Truck Pool, Dottor Salvati, il quale senza indugio comandava un altro automezzo del Truck Poole, e sfornito di documenti di viaggio, si precipitava a Napoli per sistemere le cose.

Pare che il foglio di viaggio originario sia stato spedito dalla Direzione di Napoli a codesta Direzione Generale, per quale ragione non comprendo.

Sta di fatto che il vino caricato a Squinzano e trasportato a Crispano è di tale Luigi di Micco commerciante di vino e futuro suocero del Salvati domiciliato precisamente a Crispano.

In definitiva le cose stanno in questi termini.

La Direzione Provinciale di Napoli ha ritirato il foglio di marcia emesso da questa Direzione, irregolarmente utilizzato in quanto esso non autorizzava trasporto di vino da Squinzano a Crispano e in sostituzione di detto foglio ne ha emessi altri due dai quali risulta che l'automezzo è stato autorizzato a trasportare vino da Napoli a Crispano e quindi rientrare a Foggia vuoto.

Pregasi di voler restituire, dopo l'esame, gli acclusi fogli di viaggio nonchè quello rilasciato da questa Direzione che, secondo l'asserzione, sarebbe stato rimesso a codesta Direzione Generale.

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

RAPPORTO DELLA DIREZIONE PROVINCIALE ENAC DI NAPOLI - AUTOCARRO N.5388335

Informiamo codesta Direzione Generale che il Nucleo di P.S.V.A. di Napoli presso R.Questura, IV Divisione, P.U., ha procedu to al fermo dell'autocarro Fiat 634 targato 5388335 appartenente al Truck Pool di Foggia, guidato da Maggiori Michele e da Capone Giuseppe per trasporto abusivo di vino.

Non si è proceduto, trattandosi di ufficio di trasporti Alleato, all'elevazione del processo verbale di contravvenzione.

Si allegano pertanto il foglio di viaggio ENAC 4 bis N. 009273 ed un documento di viaggio del Truk Pool n. 1 AC di Foggia per i provvedimenti che codesta Direzione Generale riterrà adottare.

6229

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

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(ROADS)
Bari

1206 10

Ref : AC/TnR/I7/I

28 May 1945

SUBJECT : Road Vehicle Allocations

TO : HQ.Allied Commission
Transportation Sub-Commission
Roads Division(Attn:Lt.Col.Fernyhough)

I.The following shows the new allocation of WD.Vehicles operated by SITA and SUD EST Coys. agreed with A.C. Supply Officer BARI, ENAC Direzione Compartimentale BARI, for Provinces except POTENZA and ENAC POTENZA for the latter province.

TOWN	FORMER ALLOCATION	NEW ALLOCATION	DIFFERENCE
BARI	28	28	/
BRINDISI	6	I2	+6
LECCE	6	I0	+4
MATERA	I6	I2	-4
TARANTO	I5	I5	/
POTENZA	30	24	-6

2.The Provinces of MATERA and POTENZA will not in fact suffer on actual loss of vehicles as more than the number taken away from them have for the past few months been off the road.

3.The new allocation will take effect as soon as the vehicles now off the road are repaired by R.E.M.E.

4.ENAC report that the following vehicles have been requested from the Ministry of Transport to assist in the harvest.

BRINDISI	I5 x 3 Tonners
LECCE	I0 x 3 Tonners
MATERA	20 x 3 Tonners
TARANTO	I0 x 3 Tonners
POTENZA	I0 x I0 Tonners

6228

5.The requirement for FOGGIA has already been forwarded to you by OC FOGGIA Truck Pool.

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

Ref : AC/TnR/I7/I 28 May I945

SUBJECT : Road Vehicle Allocations

TO : HQ.Allied Commission
Transportation Sub-Commission
Roads Division(Attn:Lt.Col.Fernyhough)

I.The following shows the new allocation of WD.Vehicles operated by SITA and SUD EST Coys. agreed with A.C. Supply Officer BARI,ENAC Direzione Compartimentale BARI, for Provinces except POTENZA and ENAC POTENZA for the latter province.

TOWN	FORMER ALLOCATION	NEW ALLOCATION	DIFFERENCE
BARI	28	28	/
BRINDISI	6	I2	+6
LECCE	6	I0	+4
MATERA	I6	I2	-4
TARANTO	I5	I5	/
POTENZA	30	24	-6

2.The Provinces of MATERA and POTENZA will not in fact suffer on actual loss of vehicles as more than the number taken away from them have for the past few months been off the road.

3.The new allocation will take effect as soon as the vehicles now off the road are repaired by R.E.M.E.

4.ENAC report that the following vehicles have been requested from the Ministry of Transport to assist in the harvest.

BRINDISI	I5 x 3 Tonners
LECCE	I0 x 3 Tonners
MATERA	20 x 3 Tonners
TARANTO	I0 x 3 Tonners
POTENZA	I0 x I0 Tonners

6228

5.The requirement for FOGGIA has already been forwarded to you by OC FOGGIA Truck Pool.

6.The above allocations and requirements are agreed and based on an adeguate supply of tyres and petrol for civilian vehicles controlled by ENAC.Attached are three schedules prepared by ENAC Bari in respect of the provinces in his Area as follows:

(a) Total Trucks under ENAC control.
(b) Total requirement for tyres.
(c) Total requirement for Petrol and Diesel- Oil for JUNE.

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No figures are available for POTENZA but it is understood that these have already been forwarded to the Italian Authorities as have the BARI Compartimentale requirements.

7.May every assistance please be given to procure the additional vehicles and the necessary tyres,petrol and Diesel-Oil for this Area.The harvest will be early and without an immediate allocation it is feared that the necessary important haulage to collect the harvest will not be available.

8.ENAC reports that 40% of his civilian vehicles are deadlined through lack of tyres.The allocation of petrol for TARANTO,for example, is for JUNE 120 quintals when,ENAC states,400 quintals is a minimum requirement for satisfactory operation.

R. J. Woodcock, Capt. (AC)
for C.W.G. TAYLOR,Major RA.
Senior Tptn.Officer
Allied Commission,BARI.

CWGT/CB

COPY TO : Liaison Officer,AC BARI.

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

TRUCKS UNDER ENAC CONTROL

622 - SCHE

PROVINCES	TRUCKS until 20 Quintals	TRUCKS Until 40 Quintals	TRUCKS Over 40 Quintals	TOTAL TRUCKS	SIDE CARS	TRAILER	TRACTOR	TOTAL
B A R I	5I4	78	87	679	85	58	6	I49
B R I N D I S I	II5	8	8	I3I	I0	7	=	I7
F O G G I A	97	I7	I3	I27	2	9	I	I2
L E C C E	I82	I4	II	207	8	8	=	I6
M A T E R A	29	34	6	69	=	2	=	2
T A R A N T O	I65	22	I5	202	25	I9	3	47
	II02	I73	I40	I4I5	I30	I03	I0	243

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TRUCKS UNDER ENAC CONTROL

SCHEDULE (A)

TRUCKS Until 40 Quintals	TRUCKS Over 40 Quintals	TOTAL TRUCKS	SIDE CARS	TRAILER	TRACTOR	TOTAL	GENERAL TOTAL	TRUCK POOLS	REMARKS
78	87	679	85	58	6	I49	828	35	
8	8	I3I	IO	7	=	I7	I48	5	
I7	I3	I27	2	9	I	I2	I39	8I	
I4	II	207	8	8	=	I6	223	8	
34	6	69	=	2	=	2	7I	I6	
22	I5	202	25	I9	3	47	249	7	
I73	I40	I4I5	I30	I03	IO	243	I658	I52	

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TYRES AND TUBES NEEDED FOR THE NEXT GRAIN HARVEST

SIZE	BARI	BRINDISI	FOGGIA	LECCE	MATERA	TARANTO
42 x 9	I5D	I6	50	20	24	20
32 x 6	50	22	50	20	I2	6
34 x 7	30	32	20	20	6	I2
36 x 8	30	20	20	20	I2	24
I050 x 20	30	I6	I0	I2	=	I2
I050 x I6	=	=	=	=	48	=
600 x I8	20	=	I0	5	24	I2
600 x I5	I2	I2	24	24	5	I2

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SCHEDULE (B)

G.220

TYRES AND TUBES NEEDED FOR THE NEXT GRAIN HARVEST

BRINDISI	FOGGIA	LECCE	MATERA	TARANTO	TOTAL	REMARKS
I6	50	20	24	20	280	
22	50	20	I2	6	I60	
32	20	20	6	I2	I20	
20	20	20	I2	24	I26	
I6	I0	I2	=	I2	80	
=	=	=	48	=	48	
=	I0	5	24	I2	7II	
I2	24	24	5	I2	89	

1025

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QUANTITY OF GASOLINE AND GASOIL NEEDED
IN JUNE 1945.FOR THE NEXT GRAIN HARVEST

TYPE	BARI	BRINDISI	FOGGIA	LECCE	MATERA	T
Gasoline	I.I00	400	I.800	300	500	
Diesel -Oil	I.800	200	800	200	300	

(QUANTITY STATED IN QUINTALS)

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SCHEDULE (C)

QUANTITY OF GASOLINE AND GASOIL NEEDED
IN JUNE 1945. FOR THE NEXT GRAIN HARVEST

A R I	B R I N D I S I	F O G G I A	L E C C E	M A T E R A	T A R A N T O	Totale
.100	400	1.800	300	500	400	4.500
.800	200	800	200	300	400	3.700

(QUANTITY STATED IN QUINTALS)

TRANSLATION A.,S.

A-1206

9

file

MINISTRY OF TRANSPORT
GENERAL INSPECTORATE OF
CIVIL MOTORIZATION & AUTHORIZED TRANSPORTs

TO :- H.E. THE MINISTER OF TRANSPORTS

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

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

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

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

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

6824

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1 9 2 7 1
Declassified E.O. 12356 Section 3.3/NND No. 785021

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

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

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

Only when the haulage is completed, do Truck Pools

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issue the bill for payment of charges by hirers .

Haulages are carried out at ENAC rates .

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

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

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

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

CHEVROLET	Nº	102	
BEDFORD	"	16	
O M URSUS	"	3	(captured enemy equip/)
FORD	"	6	
LANCIA RO	"	2	(" " "
FIAT 364	"	38	" " "
	Nº	167	

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

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

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

Small repairs needed by trucks are taken care of by

6823

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

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

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

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

cooperation of all movement personnel (drivers and mechanics)

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

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

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

The contribution and discipline of those trucks will certainly serve :

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

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

Rome 19 May 1945

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

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

Mod. ENAC 10

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio CA/Tecnico *Sez.*
Prot. N° 2T-23/9512 *Allg.*
Risposta al N° *del*

Roma 12 MAG 1945 194

To the 1206 8

ALLIED COMMISSION

Transportation Sub-Commission

R O M E

Chiarted. 24 216

OGGETTO: TRUCK POOL-diritto fisso benzina

SUBJECT: TRUCK POOL-foxed rate for POL

1. - Come è noto a codesta Commissione Alleata, il carburante necessario per i Truck Pool viene distribuito ai T.P. stessi dall' E.N.A.C., a valere sulla sua assegnazione e in relazione ai fogli di viaggio emessi per i T.P. A questo riguardo ci riferiamo alla ns. n. 8796 del 3.5.1945.

1. - As it is known to your Sub-Commis. the quantity of fuel necessary to the T.P. is distributed by ENAC to the T.P. themselves on account of ENAC's allocation, at the moment of the issue of work tickets. We refer in this respect to our 8796, dated may 3. 1945.

2. - Per il servizio di assegnazione e distribuzione di carburante, è previsto dal R.D.L. n. 106 del 6 aprile 1944 un diritto fisso di L. 0,35 per litro, di cui 0,20 spettano alla Commissione Interministeriale a mezzo dell' Ufficio Provinciale Commercio Industria. Quanto rimane all' E.N.A.C. rappresenta un diritto al quale questo Ente, che come noto non ha scopo di lucro, non può rinunciare, perchè si tratta del puro e semplice rimborso delle spese generali cui esso deve far fronte.

2. - The Decree n.106 of April 6, 1944 fixed a charge of 0,35 Lira per litre and 0,20 of this amount are to be transferred to the Interministerial Committee through the Provincial Industrial Office. The remaining sum belongs to E.N.A.C., as a partially reimbursment of general expenses which have to be met for this service by E.N.A.C. itself which, as you know, is a non profit corporation and cannot renounce to come in possession of this sum.

3. - Poichè siamo informati che alcuni T.P. non sono disposti a versare all' E.N.A.C. tale diritto di 0,35 centesimi, preghiamo codesta C.A. di dare precise e sollecite istruzioni ai Comandanti dei

3. - As information has been received by this H.Q. that some T.P. are not prepared to grant E.N.A.C. such 0,35 Lira, it is kindly requested that detailed instructions be given at the earliest opportunity to the

Cont.

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

Ente Nazionale Autotrasporti

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio CA/Tecnico Lì
Prot. N° 2T-25/9512 Mag.
Risposta al N° / del

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

Mod. ENAC 10

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio ... Sez. ...
Prot. N° ... Allog. ...
Risposta al N° ... del ...

..., 194...

2°

OGGETTO: ...

4. - Dobbiamo far presente che, per ovvie ragioni, l' E.N.A.C. non potrebbe continuare la distribu_ zione di benzina ai T.P., qualo_ ra tale compenso non gli fosse de_ bitamente riconosciuto, non solo per le distribuzioni avvenire, ma anche per quelle gia effettuate.

4. - It is necessary to point out that owing to obvious reasons, E.N.A.C. would not be in a position to con_ tinue the distribution of fuel to the T.P.s., if the a/m. sum will not be granted to it, not only for future, but also for already effec_ ted allocations.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

6220

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

TRANSLATION GB/

7206.

7

Chief Acted

2216.

A . C . T R U C K P O O L N. 2.

C A M P O B A S S O P R O V I N C E

In order to meet the needs of the population of the CAMPOBASSO Province , the Officer in charge for Civilian Transport (Transportation Officer) has decided to establish two lines for Passenger -Transport . The first will run from the County-Town to VAIRANO-VAIANELLO (the nearest railway station on the Roma - Napoli line) twice weekly , and the second one from ISERNIA (Venapro) to CAMPOBASSO once daily .

The starting and stopping points are :

CAMPOBASSO - Viale Elena 32 (Spaccio Aziendale dell'A.C. Truck Pool Nº 2)

BOIANO - Piazza

CANTALUPO - Scalo

ISERNIA - Piazza della Posta

VENAFRO - Porta Nuova

VAIRANO -CAIANELLO - Stazione

FOR TERMS , TIME TABLE & FARES : Apply to the various Agencies

6219

WARNING : In order to be allowed to travel by railway besides the identity card, a vaccination certificate of recent date

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

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VENAFRO - Porta Nuova

VAIRANO -CAIANELLO - Stazione

FOR TERMS , TIME TABLE & FARES : Apply to the various Agencies

6219

WARNING : In order to be allowed to travel by railway besides the identity card, a vaccination certificate of recent date is also necessary .

J. O. DODDS , Capt.
The QUEEN'S
CTO.A.C.TRUCK POOL Nº2
CAMPOBASSO PROVINCE

14 April 1945

NEAREST AGENCY : Viale Elena 32 -
A.C.Truck Pool Nº 2 - Spaccio A.Z
From 3 p.m. to 5 p.m.

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

1937

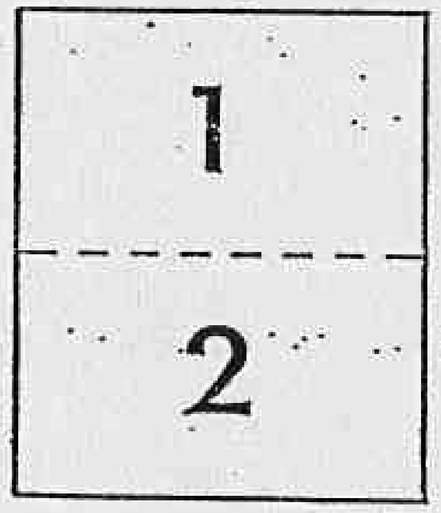
Declassified E.O. 12356 Section 3.3/NND No. 785021

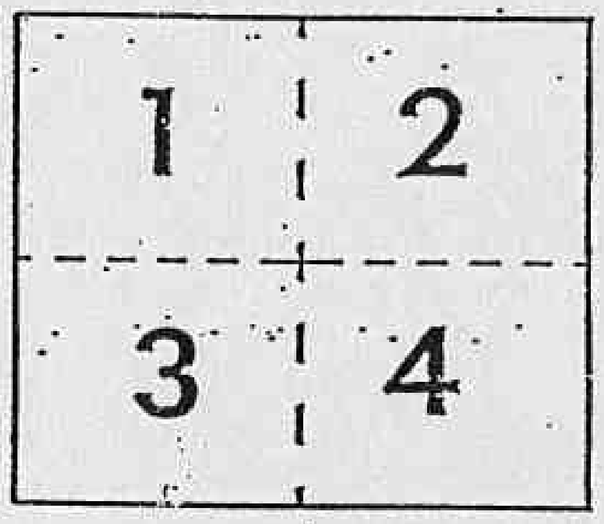
6218

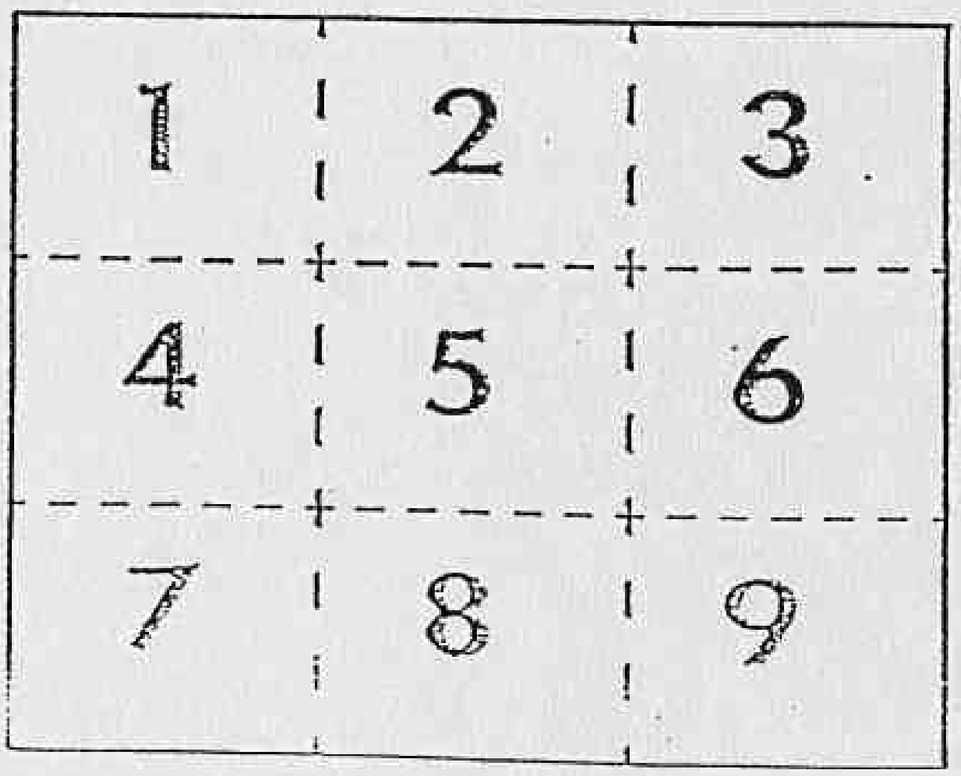
Declassified E.O. 12356 Section 3.3/NND No. 785021

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.







1939

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

A. C. TRUCK POOL

PROVINCIA DI CAMPOBAS

Per venire incontro alle necessità della della Provincia di Campobasso, l'Ufficiale pe Civili ha deciso di istituire due linee di persone:

La prima farà servizio tra il CAPOLU RANO-CAIANELLO, stazione ferroviaria più linea Roma-Napoli *(due volte la settimana)* e la seconda tra ISERNIA (Venafro) e CA *(giornalmente)*.

I posti di partenza ed arrivo sono:

Campobasso - Viale Elena 32 (Spac

1940

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

TRUCK POOL N. 4

ROVINCIA DI CAMPOBASSO

enire incontro alle necessità della popolazione
incia di Campobasso, l'Ufficiale per i Trasporti
deciso di istituire due linee di servizio per

rima farà servizio tra il CAPOLUOGO e VAI-
ANELLO, stazione ferroviaria più vicina della
a-Napoli *(due volte la settimana)*,
da tra ISERNIA (Venafro) e CAMPOBASSO
ente).

i di partenza ed arrivo sono:

passo - Viale Elena 22 (Spaccio Aziendale

1941

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

. posti di partenza ed arrivo sono:

Campobasso - Viale Elena, 32 (Spacci dell'A. C. Truck Pool N.

Boiano - Piazza

Cantalupo scalo

Isernia - Piazza della Posta

Venafro - Porta Nuova

Vairano-Caianello - Stazione

CONDIZIONI - ORARIO - TARIFFE: Ri rispettive agenzie.

AVVERTENZA: Per essere autorizzati a viagg rovia, occorre, oltre la carta d'identità, di rivaccinazione recente.

J. O. DO
The Queen'
CTO., A. C.
CAMPOBAS

14 aprile 1945

AGENZIA PIU' VICINA: Viale Elena
A. C. TRUCK Poo

dalle ore

1942

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

...d. partenza ed arrivo sono:

...asso - Viale Elena, 32 (Spaccio Aziendale dell'A. C. Truck Pool N. 2)

... - Piazza

...o scalo

... Piazza della Posta

... - Porta Nuova

...-Caianello - Stazione

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J. O. DODDS, Capt.
The Queen's
CTO., A. C. Truck Pool N. 2
CAMPOBASSO PROVINCE

...PIU' VICINA: Viale Elena, 32
A.C. TRUCK POOL N°2 - SPACCIO A2.
dalle ore 15 alle 17 ca.

Mod. ENAC 10

Roma 11 MAG 19[illegible] 194

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio CA/Movimento Sez.
Prot. N° MA/17 9310 Allog. 1
Risposta al N° del

To the
ALLIED COMMISSION
Transportation Sub-Commission
R O M E

OGGETTO: Truck Pool N.2 CAMPOBASSO SUBJECT: Truck Pool N.2-CAMPOBASSO

Uniamo alla presente la copia di un manifesto pubblicato dal Truck Pool N.2, in vista di un nuovo servizio passeggeri organizzato dallo stesso Truck Pool.

We are enclosing a copy of a poster published by the Truck Pool N.2, in view of a new passenger service organized by the T.P. itself.

Richiamiamo la vostra attenzione sulla questione, non solo per il fatto che, per quanto ci consta, il servizio stesso dovrebbe essere fatto con i soliti autocarri di proprietà del Truck Pool, che vengono tenuti in attività con il carburante dell'ENAC, ma anche perchè non sappiamo se il necessario permesso è stato ottenuto dall' Ispettorato della Motorizzazione.

We call your attention on this matter, not only because, so far as we know, the service should be done with the ordinary trucks of the T.P., which are dispatched with the P.O.L. allocated by E.N.A.C., but also because we do not know if the necessary permit was obtained from the Inspectorate of Motorization.

In ogni caso vi saremo molto obbligati, facendoci conoscere il vostro punto di vista.

In any case you will oblige us by letting know your point of view.

Secondo noi non dovrebbe essere concesso un regolare servizio di passeggeri; comunque se talvolta (per esempio per ritorni a vuoto) gli autocarri dovessero trasportare passeggeri, le tariffe relative dovrebbero essere approvate dall' E.N.A.C.

In our opinion no regular passenger service could be allowed but, in any case, if sometimes (for return trips, f.i.) the trucks would carry passengers, the fare should be approved by E.N.A.C.

1643
Declassified E.O. 12356 Section 3.3/NND No. 785021

Ente Nazionale Autotrasporti Merci

ISTITUTO DI DIRITTO PUBBLICO
DELL 17 AGOSTO 1944 N 188

DIREZIONE GENERALE

Servizio CA/ Movimento Sez.
Prot. N° AM/17 9310 Allg. 1
Risposta al N° del

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6217

1944

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

Mod. ENAC 10

11 MAG 1945 194

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio ... Sez. ...
Prot. N° 1717/9310 Allog. ...
Risposta al N° ... del ...

OGGETTO: 2°

Siamo anche informati che nell'interno del Truck Pool esiste una speciale Commissione di Movimento, che svolge la sua attività indipendentemente dalla Commissione Provinciale dell' E.N.A.C. Non vediamo la necessità di una tale Commissione di Movimento interno, ma in ogni caso ci fareste cosa gradita raccomandando al Comandante del Truck Pool che la Commissione stessa non abbia ad interferire, secondo la legge istitutiva dello E.N.A.C., con la Commissione Provinciae E.N.A.C., la quale è la sola autorizzata ufficialmente.

We are also informed that a special Dispatch Committee is existing inside of the Truck Pool and is operating independently of the regular E.N.A.C. Provincial Committee. We do not see the necessity of such a special Dispatch Committee, but in any case you would oblige us by recommending the Commander of the Truck Pool that such Committee has not to interfere with the E.N.A.C. Provincial Committee, which is the only one officially authorized, accordingly with the E.N.A.C. law.

Per vostra norma vi informiamo anche che sembra che la suddetta Commissione speciale interna sarebbe diretta da una cooperativa formata dal personale del Truck Pool, in vista di rilevare a suo tempo gli autocarri di proprietà del T.P. stesso.

For your guidance the above mentioned special dispatch Committee should be managed by a Cooperative formed by the staff of the Truck Pool, in view of taking up the trucks belonging to the Truck Pool itself.

Rimaniamo in attesa di una vostra gradita risposta.

A kindly and promptly reply will oblige us.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

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

Ente Nazionale Autotrasporto Cose

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

DIREZIONE GENERALE

Servizio _____ Sez. _____
Pat. N° 1M/17/9310 Allog. _____
Risposta al N° _____ del _____

OGGETTO: 2°

Siamo anche informati che nell'interno del Truck Pool esiste una speciale Commissione di Movimento, che svolge la sua attività indipendentemente dalla Commissione Provinciale dell' E.N.A.C. Non vediamo la necessità di una tale Commissione di Movimento interna, ma in ogni caso ci fareste cosa gradita raccomandando al Comandante del Truck Pool che la Commissione stessa non abbia ad interferire, secondo la legge istitutiva dello E.N.A.C., con la Commissione Provinciae E.N.A.C., la quale è la sola autorizzata ufficialmente.

We are also informed that a special Dispatch Committee is existing inside of the Truck Pool and is operating independently of the regular E.N.A.C. Provincial Committee. We do not see the necessity of such a special Dispatch Committee, but in any case you would oblige us by recommending the Commander of the Truck Pool that such Committee has not to interfere with the E.N.A.C. Provincial Committee, which is the only one officially authorized, accordingly with the E.N.A.C. law.

Per vostra norma vi informiamo anche che sembra che la suddetta Commissione speciale interna sarebbe diretta da una cooperativa formata dal personale del Truck Pool, in vista di rilevare a suo tempo gli autocarri di proprietà del T.P. stesso.

For your guidance the above mentioned special dispatch Committee should be managed by a Cooperative formed by the staff of the Truck Pool, in view of taking up the trucks belonging to the Truck Pool itself.

Rimaniamo in attesa di una vostra gradita risposta.

A kindly and promptly reply will oblige us.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

1946
Declassified E.O. 12356 Section 3.3/NND No. 785021

1947

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

N°1 TRUCK POOL A.C.
Foggia Zone

Subject: Accumulated Funds
To : Banco d'Italia

Ref: T.I/15
June 14, 1943

1. Attached please find cheque to the value of Lire 8,000,000 for depositing with A.F.A.

2. Please acknowledge receipt.

J. [illegible]GHURST, Capt. R.A.S.C.
Transportation (Truck Pool) Officer
A.C. Foggia

Copy to: HQ. Allied Commission
Finance Sub Commission
" " Transportation Sub Commission
APO 394 U.S. ARMY

6216

1943

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

HEADQUARTERS
ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Marche Truck Pools

June 10,1945

7206

SUBJECT :

TO : Transportation Sub-Commission,Roads Div. HQ AC

Reference attached correspondence,SIB 76/A/45/643 dated 31 May 1945.

1. The Allied Commission Italian Civilian employee, MONACHESI IGNAZIO,of Truck Pool N°6 (Macerata) was dismissed from employment this date.

D.P.RICHARDSON
Capt. Inf.
Transportation Officer

6215

CONFIDENTIAL.

Ref.No:-SIB/76/A/43/243.

Your Ref.....

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

Thursday, 31st. May, 1945.

Subject:- Alleged Mis-use of Allied Commission Region V., M.T. Transport, by civilian drivers, and alleged unlawful transporting of controlled foodstuffs, by Italian civilians, from PERUGIA to ROME.

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

Sir,

Read & Submitted.

[signature]
for D.A.P.M. Section.

At about 0150 hours, on Tuesday, 29th. May, 1945, information was received at this office from Lieut. [redacted], Duty Officer, 230 Provost Coy., C. M. Police, Central Police Station, ROME, to the effect that he was detaining an Italian civilian driver, employed with Allied Commission, Region V., who had been found transporting a large quantity of Italian flour, and a number of Italian civilians, in the A.C. lorry driven by him. Lieut. [redacted] requested that enquiries be made by this Section.

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

I immediately visited the Central Police Station, ROME, where I saw Lieut. [redacted], who informed me that, the Italian civilian driver, namely, [redacted] Ottavio, 549 Via S. Girolamo, PERUGIA, had been brought to the Central Police Station, by No.4121609. Sergeant CAPEROND J., 30th. Battalion, CHESHIRE Regiment., who had informed him that he had found this civilian with his lorry, at Porta Maggiore, ROME, with a large quantity of flour, and a number of Italian civilians aboard. He then obtained the assistance of Lieut. [redacted], 270 Field Company, ROYAL ENGINEERS, who was passing at the time. Lieut. [redacted] remained with the truck, whilst Sergeant CAPEROND, brought the driver, [redacted] Ottavio, to the Central Police Station.

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

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

6214

Distribution.

Report &
Statements.

G-1 Region V Allied Comm. ✓

P.M., R.A.A.C. (In duplicate).

File.

Statements.

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

ing of controlled Products, by Italian civilians, from PERUGIA to ROME.

To:- D. A. P. M.
75 Section,
S.I.B. G.H.Q.

Sir,

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

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

I immediately visited the Central Police Station, ROME, where I saw Lieut. [redacted], who informed me that, the Italian civilian driver, namely, [redacted] Ottavio, 549 Via S. Girolamo, PERUGIA, had been brought to the Central Police Station, by No.4177629. Sergeant CARROLL J., 30th. Battalion, CHESHIRE Regiment., who had informed him that he had found this civilian with his lorry, at Porta Maggiore, ROME, with a large quantity of flour, and a number of Italian civilians aboard. He then obtained the assistance of Lieut. GILBERT, 270 Field Company, ROYAL ENGINEERS, who was passing at the time. Lieut. GILBERT remained with the truck, whilst Sergeant CARROLL, brought the driver, [redacted] Ottavio, to the Central Police Station.

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

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

6214

The civilians, namely,

1. [redacted] Arturo, 14 Via Bisagno, ROME,
2. [redacted] Olga, 62 Via Clelia, ROME,
3. [redacted] Nefalda, [redacted], PERUGIA,
4. [redacted] Remo, [redacted], PERUGIA,
5. [redacted] Ada, [redacted], PERUGIA,
6. [redacted] Umberto, [redacted], PERUGIA.,

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

Continued.....

Read & Submitted.

[redacted]
for D.P.M. Section.

Distribution.

Report & Statements.

G-1 Region V Allied Comm. ✓

P.M., R.A.A.C. (In duplicate).

File.

Statements.

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

SHEET TWO.

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

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

About 1000 hours, on Tuesday, 29th. May, 1945, I visited the A.C. Super Gerage, ROME, where upon enquiry I learned that the second driver, driver of the 3 Ton Dodge truck, was [redacted] Ignazio, of No.29 Contrada Pace, MACERATA. I then conveyed [redacted] to the C.I.D. Office ROME, where, when interviewed by me through the medium of the interpreter, he stated that, he had left PERUGIA at about 1600 hours, the previous day, driving vehicle No. L.4717001, and towing Vehicle No.120., driven by [redacted] Ottavio, which he had been instructed to deliver to the A.C. Super Gerage, ROME, and then return to PERUGIA. While leaving PERUGIA, some Italian civilians by the roadside waved to him to stop. He stopped, and the civilians asked him for a lift to ROME. He then states that as they had a lot of baggage with them, he told them to get aboard with it, and he would take them to ROME.

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

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

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

6213

[redacted] and [redacted], when questioned by me denied having received any payment for transporting the civilians and the flour, from ROME to PERUGIA, and the civilians also denied having made any payment

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

previously stated had broken-down, was not broken-down, and when questioned as to why he had stated it was, he stated that he thought it had run out of petrol.

About 1600 hours, on Tuesday, 29th. May, 1945, I visited the A.C. Super Garage, ROME, where upon enquiry I learned that the second driver, driver of the 3 Ton Dodge truck, was MONACHESI Ignazio, of No.25 Contrada Pace, MACERATA. I then conveyed MONACHESI to the S.I.B. Office ROME, where, when interviewed by me through the medium of the interpreter, he stated that, he had left PERUGIA at about 1600 hours, the previous day, driving vehicle No. L.471700, and towing Vehicle No.120., driven by BENEDUCCI Ottavio, which he had been instructed to deliver to the A.C. Super Garage, ROME, and then return to PERUGIA. While leaving PERUGIA, some Italian civilians by the roadside waved to him to stop. He stopped, and the civilians asked him for a lift to ROME. He then states that as they had a lot of baggage with them, he told them to get aboard with it, and he would take them to ROME.

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

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

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

6213

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

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

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

W. Bretwell

W. BRETWELL, Sergeant,
76 Section,
Special Investigation Branch,
Corps of Military Police.

In the Field.

31st. May, 1945.

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

TRANSLATED COPY.

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

Tuesday, 29th. May, 1945.

Statement of:-
BELLUCCI Ottavio,
549 Via S. Girolamo,
PERUGIA.

Who states:-

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

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

As my vehicle was out of order, they arranged that another vehicle would tow it to ROME. This vehicle was a DODGE, No.L.4717001., driven by the driver MONACHESI Ignazio.

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

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

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

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

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

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

Signed. BELLUCCI Ottavio. 6212

Statement taken down, read over and signature witnessed

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

Statement of:-

BELLUCCI Ottavio,
549 Via S. Girolamo,
PERUGIA.

Who states:-

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

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

As my vehicle was out of order, they arranged that another vehicle would tow it to ROME. This vehicle was a DODGE, No.L.4717001., driven by the driver MONACHESI Ignazio.

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

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

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

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

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

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

Signed. BELLUCCI Ottavio. 6212

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

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

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

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

TRANSLATED COPY.

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

Tuesday, 29th. May, 1945.

Statement of:-

MONACHESI Ignazio,
25 Contrada Pace,
MACERATA.

Who states:-

I am employed as a driver with Allied Commission Region V., PERUGIA, and I am in charge of a vehicle DODGE 3 Tonner, No.L.4717001.

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

We left PERUGIA at about 1600 hours, and on the way, some Italian civilians with plenty of baggage, waved to us to stop. I stopped the vehicle and they asked me for a lift to ROME. I made them load their baggage, and told them to get on the truck, and then I started on my way again.

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

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

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

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

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

Signed. MONACHESI Ignazio.

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

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

MONACHESI Ignazio,
25 Contrada Pace,
MACERATA.

Who states:-

I am employed as a driver with Allied Commission Region V., PERUGIA, and I am in charge of a vehicle DODGE 3 Tonner, No.L.4717001.

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

We left PERUGIA at about 1600 hours, and on the way, some Italian civilians with plenty of baggage, waved to us to stop. I stopped the vehicle and they asked me for a lift to ROME. I made them load their baggage, and told them to get on the truck, and then I started on my way again.

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

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

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

Signed. MONACHESI Ignazio.

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

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

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

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

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

0 Ac/206

BG/ES 3

TRANSLATION

MINISTRY OF TREASURY

General State Accountants.
General Inspectorate of Economic Affairs.

File
Truck Pool
Transfer

Div : TKK

Ref : 116438

Rome 7 June 1945

TO : ALLIED COMMISSION
Transportation Sub-Commission
(Mr. Cross)

SUBJECT : Truck Pools.

As requested we attach hereto a copy of the memorandum which has been submitted to H.E. the Minister and concerning the same subject.

We take the opportunity to ask you to inform this Department of all the eventual inexactness.

We would appreciate very much a reply.

THE CEIRAL STATE ACCOUNTANT
(sgd Daiducci)

6211

MINISTRY OF TREASURY

General Inspectorate of Economic Affairs

Rome, 26 May 1945

DIV.XIX

Memorandum for H.E. the Minister

Subject : Truck-pools located in the territory administrated by the Italian Government.

1) The Allied Authorities have instituted some time ago truck pools in Central and Southern Italy, which have a large number of vehicles belonging to the Allied Government and vehicles of Italian origin which have been captured during the war.

Those truck-pools operated by the Allied Authorities thru their own officers located in the various places, are real industrial organization with an autonomous budget and with the task of operating haulages of goods for the civil italian population.

These truck pools have created an industrial organism of the highest importance, whose activity has been really useful to the Country, especially at present where there is shortage of vehicles. Their operation can be considered of the most vital importance for the supply of grain and flower especially in the Marche and Abruzzi.

The Allied Authorities are doing their utmost to keep efficient according to possible limits, those pools and to institute small spare parts depots and repair shops for their maintenance. In the past the truck pool - which, as we have mentioned, was directed by the Allied Authorities - was operating haulages by order of the competent supply office, while at present it is operating under the order of Enac, which issues the necessary movements orders . Therefore the Truck Pool is considered, in regard of Enac, as a private road hauler, who has his own peculiar characteristics, because he himself is collecting all the sums concerning the haulages ordered by Enac.

2) The Allied Governments have decided to turn over to the Italian Government the mentioned transportation means organized, as at present, in truck pools in order that they may be utilized to satisfy the collective necessities of the population, and that the net income of the operation may be collected by the public treasury. However the vehicles will still belong to the Allied Governments, towards whom the Italian Government, under express request of the AC. officers, will assure the responsibility of their good maintenance.

(2) 19

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

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Those truck-pools operated by the Allied Authorities thru their own officers located in the various places, are real industrial organization with an autonomous budget and with the task of operating haulages of goods for the civil italian population.

These truck pools have created an industrial organism of the highest importance, whose activity has been really useful to the Country, especially at present where there is shortage of vehicles. Their operation can be considered of the most vital importance for the supply of grain and flower especially in the Marche and Abruzzi.

The Allied Authorities are doing their utmost to keep efficient according to possible limits, those pools and to institute small spare parts depots and repair shops for their maintenance. In the past the truck pool - which, as we have mentioned, was directed by the Allied Authorities - was operating haulages by order of the competent supply office, while at present it is operating under the order of Enac, which issues the necessary movements orders . Therefore the Truck Pool is considered, in regard of Enac, as a private road hauler, who has his own peculiar characteristics, because he himself is collecting all the sums concerning the haulages ordered by Enac.

2) The Allied Governments have decided to turn over to the Italian Government the mentioned transportation means organized, as at present, in truck pools in order that they may be utilized to satisfy the collective necessities of the population, and that the net income of the operation may be collected by the public treasury. However the vehicles will still belong to the Allied Governments, towards whom the Italian Government, under express request of the AC. officers, will assure the responsibility of their good maintenance.

No definite declaration has been made up to now in regard to the eventual possibility of a definite future allocatio n of the vehicles nor in regard to the imputations which could be substanciated to the Italian Government for the use of those vehicles. After having contacted the Ministry of Transports - General Inspectorate of Civil Motorization - to whom, according to the proposal submitted to your Excellency, the technical and administrative operation of the truck pools under the instructions and the supervision of this Ministry, should be intrusted, some truck pools have been inspected by Col. Gross, Maj. Downer of the Allied Commission, by Comm. Triossi of the Inspectorate of Motorization and by Doct.Montalbano of this Department.

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

TRUCK POOL OF ASCOLI PICENO (No.5)

Allied Officer : Lt. Clark
Director : Eng. Comolli Giovanni

The truck pool has 78 american-made trucks and exactly:

56 Chevrblet of 1,5 tons
16 Bedford " 3 tons
6 Ford " 3 tons

Total number of trucks 78,
of which two are going to be demolished in order to utilize those spare-parts which are in good conditions and 10 other trucks are under repairs. The vehicles have a period of operation of 7 months and each have an average distance (mileage) of 150 kms per day; therefore each truck has totally covered a distance of 30,000 kms.

The personnel of the truck Pool is the following:

Employees of the Admin. Branch:

1 Director	with a	monthly	salary	of	12.400 lires
1 Deputy Director	"	"	"	"	6.800 "
1 Book keeper	"	"	"	"	6.700 "
1 Asst.Book keeper	"	"	"	"	5.300 "
2 Typists	"	"	"	"	5.300 "
2 Messengers	"	"	"	"	5.000 "
4 Interpreter-Secretaries	"	"	"	"	6.400 "
1 House-keeper	"	"	"	"	1.800 "

13 persons

Employees of the garage:

1 Chief of garage	with a	monthly	salary	of	7.200 lires
2 Employees for the movement	"	"	"	"	6.700 "
1 Employee for the fuel	"	"	"	"	5.100 "
1 Warehouseman	"	"	"	"	5.300 "
1 Typist	"	"	"	"	5.300 "
1 Interpreter	"	"	"	"	5.300 "

7 persons

A total of 20 persons are employed for a total cost of nearly 120.000 lires per month.

Workmen:

59 drivers	with a	monthly	wage	of	403.000 lires
12 mecanics	"	"	"	"	129.000 "
28 various duties	"	"	"	"	60.000 "

Totally the personnel requires an expense of 712.000 lires per month, besides the expenses for fuel, insurance, etc.
It must be pointed out that in all truck pools the administrative

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Total number of trucks 78,
of which two are going to be demolished in order to utilize those spare-parts which are in good conditions and 10 other trucks are under repairs. The vehicles have a period of operation of 7 months and each have an average distance (mileage) of 150 kms per day; therefore each truck has totally covered a distance of 30,000 kms.

The personnel of the truck Pool is the following:

Employees of the Admin. Branch:

1 Director	with a	monthly	salary	of	12.400 lires
1 Deputy Director	"	"	"	"	6.800 "
1 Book keeper	"	"	"	"	6.700 "
1 Asst.Book keeper	"	"	"	"	5.300 "
2 Typists	"	"	"	"	5.300 "
2 Messengers	"	"	"	"	5.000 "
4 Interpreter-Secretaries	"	"	"	"	6.400 "
1 House-keeper	"	"	"	"	1.800 "

13 persons

Employees of the garage:

1 Chief of garage	with a	monthly	salary	of	7.200 lires
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12 mecanics	"	"	"	"	129.000 "
2o various duties	"	"	"	"	60.000 "

Totally the personnel requires an expense of 712.000 lires per month, besides the expenses for fuel, insurance, etc.
It must be pointed out that in all truck pools the administrative period closes each month, so that each month the benefit of operation is determined.

The budged of the month of April in the mentioned truck Pool had a benefit of 7.o93.799 lires; but this benefit is practicall fictitious, as that of all truck pools, because it does not include all the expenses for spare parts, tools and tyres which are gratuitously supplied by the Allied Authorities. Often the expenses for renting the premises, for the telephone, for the post are not at all included in the cost of operation.

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TRUCK POOL OF CHIETI (N° 3)

It includes the branches of Pescara and Teramo :

Allied Officer : Capt. Price

Director : Mr. Cocco

Pools are so formed :

Chieti : 23 Chevrolet of 1,5 tons, all operating.

Pescara : (13 Chevrolet of 1,5 tons) of which three are in bad
(7 Fiat of 7 tons) conditions.

Teramo : 10 Chevrolet of 1,5 tons

Thus there are 53 vehicles, and each has covered since July 1st 1945, an average distance of 50,000 kms.

The personnel is the following:-

Chieti :	11 employees	with a montly cost of			78,000	lires
	22 drivers	" " "	"	"	150,000	"
	20 various workmen	" " "	"	"	110,000	"
Pescara:	6 employees	" " "	"	"	35,000	"
	21 drivers	" " "	"	"	160,000	"
	11 various workmen	" " "	"	"	65,000	"
Teramo :	5 employees	" " "	"	"	30,000	"
	10 drivers	" " "	"	"	75,000	"
	6 various workmen	" " "	"	"	30,000	"

The total cost is 733.000 lires per month besides the expenses for fuel insurance, etc.

The benefit of the operation during the month of April is 5, 106, 417 lires.

For this budged the same consideration is made as for that of Ascoli.

The truck - pool has a pretty good spare-parts warehouse.

TRUCK POOL OF AQUILA (N° 4) :

Allied Officer : Capt Prince

Director : Rag. Pesce

The truck pool has ex-italian vehicles and exactly: 6207

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

Allied Officer : Capt. Price

Director : Mr. Cocco

Pools are so formed :

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	21 drivers	"	"	"	"	160,000	"
	11 various workmen	"	"	"	"	65,000	"
Teramo :	5 employees	"	"	"	"	30,000	"
	10 drivers	"	"	"	"	75,000	"
	5 various workmen	"	"	"	"	30,000	"

The total cost is 733.000 lires per month besides the expenses for fuel insurance, etc.

The benefit of the operation during the month of April is 2, 106, 417 lires.

For this budged the same consideration is made as for that of Ascoli.

The truck - pool has a pretty good spare-parts warehouse.

TRUCK POOL OF AQUILA (N° 4) :

Allied Officer : Capt Prince

Director : Rag. Pesce

The truck pool has ex-italian vehicles and exactly: 6207

31 Fiat of 7 Tons -
2 OM " 4 "
2 Lancia " 6 "

A total of 36 vehicles. Each of them is covering an average distance of 260 Kms. per day; since July 5th 1944 they have covered nearly 60,000 Kms each. Of these vehicles four are completely inefficient.

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The personnel consist of :-

9 employees	with montly cost of	63.000 lires
78 drivers	" " " "	500.000 lires
60 various workmen	" " " "	280.000 lires.

Therefore the total cost is 843.000 lires per month, besides the expenses for fuel, insurance ect.

The benefit which has been realized in this month of April has been 7.713.820 lires.

III) The bookkeeping of truck pools is very simple and is based on an invoice book, an in-book an out-book and a leager with accounts resulting from a special list. To these accounts there must be added those prospectus which have a statistical purpose.

All reckoned haul-rates are those fixed by Enac, with a reduction of the 10% as it has been foreseen in the relative instructions.

From the technical point of view all trucks are in good condition, but it is near the period of the great revision and the necessity to substitute the tyres, which have already been used too much is always deemed more urgent.

However the organization is entirely efficient and well administrated, the Allied Authorities having done their utmost to create an organism which could be really useful to the Country and of great advantage to the Italian Government if it will be decided, as we deem that all the mentioned material will be granted to it in property. In fact the Allied Authorities have already fixed the value of each vehicle from 200.000 lires to 400.000 lires according to the different types. The value has already gradually been sinked (ammortizzato) according to a pre-ordinate triennial plan.

According to the intention of the Allies, it is maintained opportune to stipulate an agreement between the Minister or Treasury and/Inspectorate of Motorization on one side and the A.C. on the other in regard to the haraing over of the operation of the truck-pools from the Allied Authorities to the Italian Government.

It is pointed out that mentioned agreement - as we have said to the Allied Authorities should consider the engagement of the A.C of supplying the truck pools of spare parts and tyres in order to permit the organization to really be an advantage to the national economy.

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It is pointed out that mentioned agreement - as we have said to the Allied Authorities should consider the engagement of the A.C of supplying the truck pools of spare parts and tyres in order to permit the organization to really be an advantage to the national economy.

In regard to these supplies the Allied Offices have given only verbal assurances, but as yet we do not know if something will be put in writing by the A.C.

When the operation of truck-pool will be turned over to the Italian Government, the General Inspectorate of Motorization will assign to said pools, in substitution of the Allied Officers, its own officials who have particular conditions of competence and responsability so that they may operate them well. Those officials should be helped by other officials of this Ministry for what concerns the administrative and economic branch.

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It is maintained opportune to assure a regular operation of the service, that the organization of the truck - pools should be kept unaltered and only in a second occasion, the possibility to economize on the cost of operation will be considered as well as the convenience to continue a direct operation or to grant it to particular companies which can be trusted for their seriousness and honesty.

If this report will be approved by Your Excellency we could make the necessary arrengements to settle the question as soos as possible.

THE GENERAL STATE ACCOUNTANT
(sgd Balducci)

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Mod. 35

Ministero del Tesoro
RAGIONERIA GENERALE DELLO STATO

ISPETTORATO GENERALE
PER GLI AFFARI ECONOMICI

Divisione XIX
Prot. N.° 116436 *Allegati* 1

Roma, 7 giugno *19* 45

Al LA COMMISSIONE ALLEATA
Sottocommissione per i trasporti
(Mr.Cross)

Risposta a nota del

OGGETTO: Truck Pool.

Come da richiesta verbale si trasmette copia della relazione presentata a S.E. il Ministro riguardante l'argomento in oggetto.

Con l'occasione si prega di voler cortesemente segnalare le eventuali inesattezze a cui questa Amministrazione potrebbe essere andata incontro.

Tornerà gradito un cenno di riscontro.

IL RAGIONIERE GENERALE DELLO STATO

Baldesi

6204

Si prega bollare per uguale importo e segnare sull'una e sull'altra nota la risposta al N.de Protocollo della

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

ISPETTORATO GENERALE
PER GLI AFFARI ECONOMICI

Divisione XIX

Prot. N.° 116438 *Allegati* 1

Risposta a nota del

OGGETTO: Truck Pool.

Come da richiesta verbale si trasmette copia della relazione presentata a S.E. il Ministro riguardante l'argomento in oggetto.

Con l'occasione si prega di voler cortesemente segnalare le eventuali inesattezze a cui questa Amministrazione potrebbe essere andata incontro.

Tornerà gradito un cenno di riscontro.

IL RAGIONIERE GENERALE DELLO STATO

Baellan.

6204

E/

Si prega ripetere il numero di protocollo nella risposta

ISTITUTO POLIGRAFICO DELLO STATO - LIBRERIA DELLO STATO - COMMISSIONE DI VENDITA

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

Mod. D

Ministero del Tesoro

RAGIONERIA GENERALE DELLO STATO

I.G.A.E.

Roma 25 maggio a. 45

Pro-Memoria per S.E. il MINISTRO

Divisione XIX

Prot. N.

OGGETTO : Centri di autocarri (Truck Pool) nel territorio amministrato dal Governo italiano.

I) Come è noto le Autorità alleate hanno già da tempo istituito nell'Italia centrale e meridionale dei Truck Pool (centri di autocarri) ai quali è stato assegnato un rilevante numero di veicoli di proprietà dei Governi alleati e veicoli di origine italiana considerati preda bellica.

Tali Truck Pool, gestiti dalle Autorità alleate a mezzo di propri Ufficiali dislocati nei vari centri, costituiscono delle organizzazioni a carattere industriale con bilancio autonomo e con il compito di effettuare trasporti di cose nell'interesse della popolazione civile italiana.

Nel loro insieme i Truck Pool hanno originato un complesso industriale di notevole importanza, la cui attività è stata ed è di grande giovamento per la Nazione in un momento di carenza di trasporti come quello attuale, così che la loro

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

A.M.G.O.T.

Roma 25 maggio A/ 45

Pro - Memoria per S.E. il MINISTRO

Divisione XIX

Prot. N.

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Nel loro insieme i Truck Pool hanno originato un complesso industriale di notevole importanza, la cui attività è stata ed è di grande giovamento per la Nazione in un momento di carenza di trasporti come quello attuale, così che la loro organizzazione si può considerare la spina dorsale dell'approvvigionamento del grano e della farina specialmente nelle Marche

min/ ./.

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

e negli Abruzzi.

Le Autorità alleate pongono ogni impegno e tutta la buona volontà perchè i centri in parola siano mantenuti in piena efficienza provvedendo anche, nei limiti del possibile, a costituire dei piccoli magazzini di pezzi di ricambio e delle officine proprie per la ordinaria manutenzione.

Il Truck Pool - gestito come dianzi detto dalle Autorità alleate - ha effettuato per il passato i trasporti su disposizione del competente Supply Office della Regione, mentre ora opera su disposizioni dell'E.N.A.C. il quale compila i relativi ordini di movimento. Il centro pertanto assume nei riguardi dell'E.N.A.C. la figura di un privato trasportatore, conservando però particolari caratteristiche in quanto emette e riscuote per proprio conto le fatture relative ai trasporti ordinati dall'E.N.A.C.

II) I Governi alleati son venuti ora nella determinazione di cedere in uso al Governo italiano i mezzi automobilistici di cui trattasi organizzati - come lo sono attualmente - in Truck Pool, perchè vengano utilizzati per il soddisfacimento di bisogni collettivi della popolazione, consentendo che il ricavo netto di tale gestione sia devoluto all'Erario.

Gli automezzi pertanto restano di proprietà dei Governi alleati, verso i quali quello italiano, per esplicita richiesta degli Ufficiali dell'A.C., assume la responsabilità della loro buona conservazione.

Nessun affidamento si è avuto fino ad ora circa l'eventuale possibilità di una futura definitive cessione degli automezzi nè alcuna notizia in merito agli addebiti che potrebbero essere fatti al Governo italiano per l'uso degli automezzi stes-

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buona volontà perchè i centri in parola siano mantenuti in piena efficienza provvedendo anche, nei limiti del possibile, a costituire dei piccoli magazzini di pezzi di ricambio e delle officine proprie per la ordinaria manutenzione.

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Presi gli opportuni contatti con il Ministero dei Trasporti - Ispettorato generale della motorizzazione civile - il quale in conformità della proposta approvata da V.E. dovrebbe

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assumere la gestione tecnica ed amministrativa dei Truck Pool secondo le direttive e sotto il controllo di questo Ministero - è stato effettuato un sopraluogo in alcuni centri con la partecipazione del Col.Cross e del Mag.Downer per la Commissione alleata, del Comm.Triossi per l'Ispettorato della motorizzazione e del Dott. Montalbano per questa Amministrazione.

Sono stati visitati i seguenti centri:

Truck Pool di Ascoli Piceno (N.5)

Ufficiale alleato - Ten.Clark

Direttore - Ing.Comolli Giovanni

Il parco consta di n.78 autocarri tutti americani e precisamente:

N.56	Chevrolet	da Tonn. 1,5
" 16	Bedford	" " 3
" 6	Ford	" " 3
N.78	in totale	

dei quali però n.2 sono in demolizione al fine di utilizzare i pezzi ancora in buone condizioni e n.10 in riparazione. Gli autocarri hanno già un periodo di esercizio di circa 7 mesi con un percorso medio di circa Km.150 giornalieri ciascuno; in complesso quindi ogni autocarro ha fatto un percorso di circa Km.30.000.

Il personale del Truck Pool è così costituito:

Impiegati uffici amministrativi

1	direttore - con uno stipendio mensile di			L.	12.400
1	Vice direttore	"	"	" "	6.800
1	contabile	"	"	" "	6.700
1	aiuto contabile	"	"	" "	5.300
2	dattilografe	"	"	" "	5.300
2	fattorini	"	"	" "	5.000
4	interpreti segretarie	"		" "	6.400
1	donna di pulizia	"		" "	1.800

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è stato effettuato un sopralluogo in alcuni centri dal [illegible]
cipazione del Col.Cross e del Mag.Downer per la Commissione al-
leata, del Comm.Triossi per l'Ispettorato della motorizzazione
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2	dattilografe	" "	" " "	5.300
2	fattorini	" "	" " "	5.000
4	interpreti segretarie	"	" " "	6.400
1	donna di pulizia	"	" " "	1.800
13	unità			

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Impiegati nel garage

1	capo garage	con uno stipendio mensile di L.	7.200
2	impiegati al movimento	" " " " " "	6.700
1	impiegato al carburante	" " " " " "	5.100
1	magazziniere	" " " " " "	5.300
1	dattilografa	" " " " " "	5.300
1	interprete	" " " " " "	5.300
7	unità		

in totale n.20 unità che comportano una spesa complessiva di circa L.120.000 mensili.

Operai

59	autisti - con una retribuzione mensile di		L.403.000
12	meccanici " " " " "		" 129.000
25	vari " " " " "		" 60.000
96	unità con una spesa media complessiva per ogni mese di		L.592.000.

In totale la spesa per il personale ammonta a circa L.712.000 mensili oltre bene inteso le spese per il carburante, assicurazione, ecc.

E' da notare che nei Truck Pool l'esercizio di gestione si chiude ogni mese, così che, fra l'altro, ogni mese viene determinato l'utile di gestione.

Il bilancio relativo al mese di aprile per il Centro in parola presenta un utile di L.7.593.799, utile che peraltro è da considerare fittizio, così come quello di tutti i Truck Pool, in quanto non gravano sulla gestione le spese per i pezzi di ricambio, gli attrezzi e le gomme che sono forniti gratuitamente, almeno per ora, dalle Autorità alleate. Sulla gestione in parola spesso non gravano neppure le spese per fitto locali, telefono, posta ecc.

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1	capo garage	con uno	stipendio	mensile	di	L.	7.200
2	impiegati al movimento	"	"	"	"	"	6.700
1	impiegato al carburante	"	"	"	"	"	5.100
1	magazziniere	"	"	"	"	"	5.300
1	dattilografa	"	"	"	"	"	5.300
1	interprete	"	"	"	"	"	5.300
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Operai

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Truck Pool di Chieti (n.3)

Comprende le Sezioni di Pescara e di Teramo.

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

assumere la gestione tecnica ed amministrativa dei Truck Pool secondo le direttive e sotto il controllo di questo Ministero - è stato effettuato un sopraluogo in alcuni centri con la partecipazione del Col.Cross e del Mag.Downer per la Commissione alleata, del Comm.Tricosi per l'Ispettorato della motorizzazione e del Dott. Montalbano per questa Amministrazione.

Sono stati visitati i seguenti centri:

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Ufficiale alleato - Ten.Clark

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Il parco consta di n.78 autocarri tutti americani e precisamente:

N.56	Chevrolet	da Tonn. 1,5
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" 6	Ford	" " 3
N.78	in totale	

dei quali però n.2 sono in demolizione al fine di utilizzare i pezzi ancora in buone condizioni e n.10 in riparazione. Gli automezzi hanno già un periodo di esercizio di circa 7 mesi con un percorso medio di circa Km.150 giornalieri ciascuno; in complesso quindi ogni autocarro ha fatto un percorso di circa Km.30.000.

Il personale del Truck Pool è così costituito:

Impiegati uffici amministrativi

1	direttore - con uno stipendio mensile di				L.	12.400
1	Vice direttore	"	"	"	"	6.800
1	contabile	"	"	"	"	6.700
1	aiuto contabile	"	"	"	"	5.300
2	dattilografe	"	"	"	"	5.300
2	fattorini	"	"	"	"	5.000
4	interpreti segretarie	"	"	"	"	6.400
1	donna di pulizia	"	"	"	"	1.800

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cipazione del Col.Cross e del Mag.Downer per la Commissione alleata, del Comm.Triossi per l'Ispettorato della motorizzazione e del Dott. Montalbano per questa Amministrazione.

Sono stati visitati i seguenti centri:

Truck Pool di Ascoli Piceno (N.5)

Ufficiale alleato - Ten.Clark

Direttore - Ing.Comelli Giovanni

Il parco conta di n.78 autocarri tutti americani e precisamente:

N.56	Chevrolet	da Tonn.	1,5
" 16	Bedford	"	"	3
" 6	Ford	"	"	3
N.78	in totale			

dei quali però n.2 sono in demolizione al fine di utilizzare i pezzi ancora in buone condizioni e n.10 in riparazione. Gli automezzi hanno già un periodo di esercizio di circa 7 mesi con un percorso medio di circa Km.150 giornalieri ciascuno; in complesso quindi ogni autocarro ha fatto un percorso di circa Km.30.000.

Il personale del Truck Pool è così costituito:

Impiegati uffici amministrativi

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1	Vice direttore	"	"	"	"	6.800
1	contabile	"	"	"	"	6.700
1	aiuto contabile	"	"	"	"	5.300
2	dattilografe	"	"	"	"	5.300
2	fattorini	"	"	"	"	5.000
4	interprati segretarie	"	"	"	"	6.400
1	donna di pulizia	"	"	"	"	1.800
13	unità					

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Ufficiale alleato Cap.Price

Direttore Sig.Cocco

I parchi risultano così costituiti:

Chieti - N.23 Chevrolet da Tonn. 1,5 tutti efficienti

Pescara { N.13 Chevrolet " " 1,5 / N. 7 Fiat " " 7 } di cui tre in cattive condizioni

Teramo N.10 Chevrolet " " 1,5

N.53 automezzi in totale i quali avrebbero compiuto un percorso medio dal 1° luglio 1944 di Km.50.000 ciascuno.

Il personale è composto:

Chieti -	N. 11 impiegati	con una spesa mensile di circa	L.78.000
	N. 22 autisti	" " " " " "	"150.000
	N. 20 operai vari	" " " " " "	"110.000
Pescara	N. 6 impiegati	" " " " " "	" 35.000
	N. 21 autisti	" " " " " "	"160.000
	N. 11 operai vari	" " " " " "	" 65.000
Teramo	N. 5 impiegati	" " " " " "	" 30.000
	N. 10 autisti	" " " " " "	" 75.000
	N. 6 operai vari	" " " " " "	" 30.000

La spese complessiva ammonta a circa L.733.000 mensili oltre le spese di carburante, assicurazione, ecc.

L'utile di gestione realizzato nel mese di aprile c.a. ammonta a L.5.106.417.

Anche per questo bilancio valgono le osservazioni fatte per quello di Ascoli.

Il parco è fornito di un discreto magazzino di pezzi di ricambio.

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Truck Pool di Aquila (N.4)

Ufficiale alleato Cap.Price

Direttore Reg.Pesce

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I parchi risultano così costituiti:

Chieti - N.23 Chevrolet da Tonn. 1,5 tutti efficienti

Pescara { N.13 Chevrolet " " 1,5 } di cui tre in cattive condizioni
{ N. 7 Fiat " " 7 }

Teramo N.10 Chevrolet " " 1,5

N.53 automezzi in totale i quali avrebbero compiuto un percorso medio dal 1° luglio 1944 di Km.50.000 ciascuno.

Il personale è composto:

Chieti -	N. 11	impiegati	con una	spesa	mensile	di	circa	L.78.000
	N. 22	autisti	"	"	"	"	"	"150.000
	N. 20	operai vari	"	"	"	"	"	"110.000
Pescara	N. 6	impiegati	"	"	"	"	"	" 35.000
	N. 21	autisti	"	"	"	"	"	"160.000
	N. 11	operai vari	"	"	"	"	"	" 65.000
Teramo	N. 5	impiegati	"	"	"	"	"	" 30.000
	N. 10	autisti	"	"	"	"	"	" 75.000
	N. 6	operai vari	"	"	"	"	"	" 30.000

La spesa complessiva ammonta a circa L.733.000 mensili oltre le spese di carburante, assicurazione, ecc.

L'utile di gestione realizzato nel mese di aprile c.a. ammonta a L.5.106.417.

Anche per questo bilancio valgono le osservazioni fatte per quello di Ascoli.

Il parco è fornito di un discreto magazzino di pezzi di ricambio.

6201

Truck Pool di Aquila (N.4)

Ufficiale alleato Cap.Price

Direttore Rag.Pesce

Il parco è composto di macchine ex italiane e precisamente:

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N. 31 Fiat da Tonn. 7
" 3 O.M. " " 4
" 2 Lancia" " 6
N. 36 in totale che sono stati utilizzati con un percorso medio giornaliero di Km.260 ciascuno e nel complesso dal 5 luglio 1944 di circa Km.60.000 ciascuno. Di tali automezzi, quattro sono completamente fuori uso.

Il personale è costituito da

N. 9 impiegati con una spesa mensile di circa L. 63.000
N.78 autisti " " " " " " " 500.000
N.60 operai vari " " " " " " " 280.000

La spesa complessiva ammonta così a circa L.843.000 mensili oltre le spese di carburante, assicurazione ecc.

L'utile di gestione realizzato nel mese di aprile c.a. ammonta a L.7.713.820.

o

o o

III) La contabilità dei Truck Pool è tenuta in modo molto semplice mediante un libro fatture, un libro ricevi, un libro costi ed un mastro con i conti risultanti ~~dall'unito~~ dell'esemplare elenco. A tali conti sono da aggiungere dei prospetti i quali hanno una finalità statistica.

In quanto alle tariffe vengono praticate quelle fissate per l'E.N.A.C. con una riduzione però del 10%, riduzione peraltro prevista nel relativo provvedimento.

Dal punto di vista tecnico gli autocarri sono nel complesso in ottime condizioni ma si avvicina il momento della grande revisione e si rende sempre più urgente la necessità di sostituire le gomme già fortemente usate.

Comunque l'organizzazione nel suo insieme è pienamen-

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" 2 Lancia" " 6

N. 36 in totale che sono stati utilizzati con un percorso medio giornaliero di Km.260 ciascuno e nel complesso dal 5 luglio 1944 di circa Km.60.000 ciascuno. Di tali automezzi, quattro sono completamente fuori uso.

Il personale è costituito da

N. 9 impiegati con una spesa mensile di circa L. 63.000
N.78 autisti " " " " " " " 500.000
N.50 operai vari " " " " " " " 280.000

La spesa complessiva ammonta così a circa L.843.000 mensili oltre le spese di carburante,assicurazione ecc.

L'utile di gestione realizzato nel mese di aprile c.a. ammonta a L.7.713.820.

o

o o

III) La contabilità dei Truck Pool è tenuta in modo molto semplice mediante un libro fatture, un libro ricevi, un libro costi ed un mastro con i conti risultanti ~~dell'unito~~ dello stesso elenco. A tali conti sono da aggiungere dei prospetti i quali hanno una finalità statistica.

In quanto alle tariffe vengono praticate quelle fissate per l'E.N.A.C. con una riduzione però del 10%, riduzione peraltro prevista nel relativo provvedimento.

Dal punto di vista tecnico gli autocarri sono nel complesso in ottime condizioni ma si avvicina il momento della grande revisione e si rende sempre più urgente la necessità di sostituire le gomme già fortemente usate.

Comunque l'organizzazione nel suo insieme è pienamente efficiente e bene amministrata avendo le Autorità alleate posto ogni impegno a creare uno strumento che si risolva in rea-

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le beneficio per la Nazione ed in un ottimo affare per il Governo italiano ove essi decidano - come si ha ragione di ritenere - che tutto il materiale in parola gli venga, in un prossimo futuro, ceduto in proprietà. Le stesse Autorità alleate infatti hanno fissato per gli automezzi un valore, per ora indicative, che oscilla, a seconda dei tipi, da L.250.000 a L.400.000 valore che peraltro viene già gradualmente ammortizzato in base ad un preordinato piano triennale.

o

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IV) In conseguenza della volontà espressa dagli Alleati, si presenta ora urgente la necessità di stipulare in proposito una convenzione tra il Ministero del Tesoro e l'Ispettorato della motorizzazione da una parte e l'A.C. dall'altra, per il passaggio della gestione dei Truck Pool dalle Autorità alleate al Governo italiano.

E' da tener presente che la convenzione di cui trattasi - così come è stato fatto notare alle Autorità alleate - dovrebbe contenere l'impegno dell'A.C. di rifornire i Truck Pool di pezzi di ricambio e di gomme al fine di consentire che l'organizzazione possa continuare a far sentire i suoi benefici effetti sull'economia nazionale.

In ordine a tali forniture gli Ufficiali alleati hanno dato affidamenti verbali, ma non risulta se l'A.C. sia disposta a tradurre tali affidamenti in un impegno scritto.

Al momento del passaggio della gestione dei Truck Pool al Governo italiano, l'Ispettorato generale della motorizzazione provvederà a distaccare propri funzionari che possiedono specia

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le beneficio per la Nazione ed in un ottimo affare per il Governo italiano ove essi decidano - come si ha ragione di ritenere - che tutto il materiale in parola gli venga, in un prossimo futuro, ceduto in proprietà. Le stesse Autorità alleate infatti hanno fissato per gli automezzi un valore, per ora indicativo, che oscilla, a seconda dei tipi, da L.250.000 a L.400.000 valore che peraltro viene già gradualmente ammortizzato in base ad un prestabilito piano triennale.

o

o o

IV) In conseguenza della volontà espressa dagli Alleati, si presenta ora urgente la necessità di stipulare in proposito una convenzione tra il Ministero del Tesoro e l'Ispettorato della motorizzazione da una parte e l'A.C. dall'altra, per il passaggio della gestione dei Truck Pool dalle Autorità alleate al Governo italiano.

E' da tener presente che la convenzione di cui trattasi - così come è stato fatto notare alle Autorità alleate - dovrebbe contenere l'impegno dell'A.C. di rifornire i Truck Pool di pezzi di ricambio e di gomme al fine di consentire che l'organizzazione possa continuare a far sentire i suoi benefici effetti sull'economia nazionale.

In ordine a tali forniture gli Ufficiali alleati hanno dato affidamenti verbali, ma non risulta se l'A.C. sia disposta a tradurre tali affidamenti in un impegno scritto.

Al momento del passaggio della gestione dei Truck Pool al Governo italiano, l'Ispettorato generale della motorizzazione provvederà a distaccare propri funzionari che possiedono speciali requisiti di competenza e di senso di responsabilità, pres-

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so i predetti Centri in sostituzione degli attuali Ufficiali alleati, con l'incarico di dirigere i predetti Truck Pool, funzionari che peraltro sarebbe opportuno fossero fiancheggiati con altri di questo Ministero specialmente per quanto riguarda la parte amministrativa e finanziario-contabile.

Si ritiene intanto opportuno, per assicurare una regolare continuazione del servizio, che al momento del passaggio di gestione la struttura del Truck Pool sia lasciata inalterata, potendosi in un secondo momento esaminare la convenienza di realizzare le possibili economie nelle spese della gestione e la convenienza di continuare nella gestione diretta ovvero di affidare la gestione stessa in concessione a speciali ditte che diano affidamento di serietà di propositi e di onestà nel lavoro.

Ove quanto esposto, ove si abbia l'approvazione di V.E., potrebbero essere iniziate le necessarie trattative intese a definire la questione nel modo più sollecito.

IL RAGIONIERE GENERALE DELLO STATO
F.to Balducci

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

1986

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2

A.M.G. TRUCK POOL N°5
MARCHE REGION A.C.

A/206

file

1 June 1945

SUBJECT : Introduction.

TO : Whom it may concern, A.C.

1. This will serve to introduce Mr. Martemucci Francesco, legal representitive of Mr. Di Matteo Leonida, who presume that they have a claim against A.M.G. Truck Pool N°5.

2. Accident report and other statements attached.

LIONEL E.CLARK
1st Lt. FA
CTO Truck Pool N°5

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Translation

M E M O R A N D U M

1. Mr. Di Matteo Leonida, wholesaler of Ascoli Piceno, bought in the month of March 1945 from the Soc. Alimentare Liquori Dolciumi Affini Firm (S.A.L.D.A.) of Pescara 9 quintals and a half of vermouth and 11 quintals of marsala.

2. As he had always done in the passed, A.M.G. transport was used to collect the a/m mercandise from Pescara to Ascoli Piceno. The Transport was effettuated by Truck Pool Nº 5.

3. On the 3rd of March he was notified by the a/m Truck Pool that he could lift the goods with the Chevrolet truck Nº 5178276 driven by the A.M.G. driver ROMANUCCI Antonio. The said truck was accompanied by one of Mr. DiMatteo's workmen who was instructed to collect the said goods at Pescara and escort the truck during the trip.

4. During the return lift and at about 8.00 P.M. in the vicinity of Pineto Calvan (Atri) while turning a curve, a military truck, which was not indentified , was traveling with it's head-lights on full glare and did not dim them caused the driver Romanucci to switch his truck to the extreme side of the road in order to avoid the strong glare of the ligths which had already taken away his visualty. The road was covered with snow and when Romanucci suddenly swithed the truck to the extreme right to avoid an accident the truck slipped on the snow and caused it to up-set.

5. The accident caused the loss of 648 chilos of vermouth and 761 chilos of marsala plus 2 barrels of wine of the capacity - one of 10,99 quintals and the other of 8,66 quintals.

6. The total amount of loses of the Di Matteo Firm Amounts to 213,803.20 ([illegible]

7. The accident occured due to the lack of driving ability of the driver of the A.M.G. Truck Pool Nº 5

8. On the 5th of March the DiMatteo Firm denounced the accident and attached all certificates comproving the loses and at the same time asked for indemnification of the loses.

9.Truck Pool N)5 Authorities have declared themselves incompetent to refund the losses and have asked Mr. DiMatteo to consult Superior Authorities of the Allied Sub-Commission M.G. in manner that he might be paid for what has beer lost.

10. Consequences of the accident have so far only lead to the sacking of the driver of the truck Nº 5178276

11. Mr. Di Matteo gives all written proof of the accident and herewith you will find all copies attached.

12. Mr. Di Matteo asks for the indemnification of his losses

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COPIA

In lieu of
Standard Form No. 26

DRIVER'S REPORT -- ACCIDENT
(Rapporto del Conducente sull'Incidente)

MOTOR TRANSPORTATION
(Trasporti automobilistici)

INSTRUCTIONS TO DRIVERS
(Istruzioni ai conducenti)

IN CASE OF INJURY TO PERSON OR DAMAGE TO PROPERTY:
(In caso di ferimento di persone o di danno a proprieta'.)

A. STOP CAR AND RENDER SUCH ASSISTANCE AS MAY BE NEEDED.
(Fermate il veicolo e fornite tutto l'aiuto necessario)
B. FILL OUT THIS FORM, ON THE SPOT, SO FAR AS POSSIBLE.
(Riempite questo modulo sul momento il piu' accuratamente possibile.)
C. DELIVER THIS REPORT PROMPTLY TO YOUR IMMEDIATE SUPERIOR.
(Consegnate immediatamente questo rapporto al vostro immediato superiore.)

FAILURE TO OBSERVE THESE INSTRUCTIONS WILL RESULT IN DISCIPLINARY ACTION.
(Se queste istruzioni non saranno osservate, sanzioni disciplinari saranno prese.)

1. NAME OF GOVERNMENT DRIVER: ROMANUCCI Antonio
(Nome del conducente governativo)

2. STATIONED AT TRUCK POOL N°5 - Ascoli Piceno
(Di stanza a)

3. MAKE AND TYPE OF GOVERNMENT VEHICLE Chevrolet
(Fabbricazione e tipo del veicolo governativo)

4. SERVICE NUMBER N.5178276
(Numero di matricola)

5. NAME AND ADDRESS OF OWNER OF OTHER VEHICLE (OR OWNER OF PROPERTY DAMAGED)
(Nome ed indirizzo del proprietario dell'altro veicolo (o del proprietario delle cose danneggiate) //

6. NAME AND ADDRESS OF DRIVER OF OTHER VEHICLE Non fermatosi
(Nome ed indirizzo del conducente dell'altro veicolo)

7. LICENSE OF OTHER VEHICLE: STATE ?
(Libretto di circolazione dell'altro veicolo:) (Stato)
NO. ?
(Numero)

8. PLACE OF ACCIDENT: CITY Pineta Calvano (Atri)
(Localita' dove avvenne l'incidente) (Citta')
STREET Adriatica
(Strada)

9. DATE OF ACCIDENT 3 Marzo, 1945 HOUR 20 circa
(Data dell'incidente) (Ora)

10. NAMES AND ADDRESSES OF PERSONS INJURED; NATURE OF INJURIES: //
(Nome e indirizzo delle persone ferite; natura del ferimento:)

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INSTRUCTIONS TO DRIVERS
(Istruzioni ai conducenti)

IN CASE OF INJURY TO PERSON OR DAMAGE TO PROPERTY:
(In caso di ferimento di persone o di danno a proprieta':)

A. STOP CAR AND RENDER SUCH ASSISTANCE AS MAY BE NEEDED.
(Fermate il veicolo e fornite tutto l'aiuto necessario)
B. FILL OUT THIS FORM, ON THE SPOT, SO FAR AS POSSIBLE.
(Riempite questo modulo sul momento il piu' accuratamente possibile.)
C. DELIVER THIS REPORT PROMPTLY TO YOUR IMMEDIATE SUPERIOR.
(Consegnate immediatamente questo rapporto al vostro immediato superiore.)

FAILURE TO OBSERVE THESE INSTRUCTIONS WILL RESULT IN DISCIPLINARY ACTION.
(Se queste istruzioni non saranno osservate, sensimi disciplinari saranno presi.)

1. NAME OF GOVERNMENT DRIVER: ROMANUCCI Antonio
(Nome del conducente governativo)

2. STATIONED AT TRUCK POOL N°5 - Ascoli Piceno
(Di stanza a)

3. MAKE AND TYPE OF GOVERNMENT VEHICLE Chevrolet
(Fabbricazione e tipo del veicolo governativo)

4. SERVICE NUMBER N.5178276
(Numero di matricola)

5. NAME AND ADDRESS OF OWNER OF OTHER VEHICLE (OR OWNER OF PROPERTY DAMAGED)
(Nome ed indirizzo del proprietario dell'altro veicolo (o del proprietario delle cose danneggiate) //

6. NAME AND ADDRESS OF DRIVER OF OTHER VEHICLE Non fermatosi
(Nome ed indirizzo del conducente dell'altro veicolo)

7. LICENSE OF OTHER VEHICLE:
(Libretto di circolazione dell'altro veicolo:) STATE (Stato) ?
NO. (Numero) ?

8. PLACE OF ACCIDENT:
(Localita' dove avvenne l'incidente) CITY (Citta') Pineta Calvano (Atri)
STREET (Strada) Adriatica

9. DATE OF ACCIDENT (Data dell'incidente) 3 Marzo, 1945 HOUR (Ora) 20 circa 6197

10. NAMES AND ADDRESSES OF PERSONS INJURED; NATURE OF INJURIES:
(Nome e indirizzo delle persone ferite; natura dei ferimenti:) // //

11. DESCRIBE DAMAGE TO GOVERNMENT VEHICLE Rottura delle centine e del copertone
(Descrivete i danni riportati dal veicolo governativo)

12. DESCRIBE DAMAGE TO PRIVATELY OWNED VEHICLE, OR OTHER PROPERTY: //
(Descrivete i danni riportati dal veicolo privato o da altre proprieta')

Non ha urtato.

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13. WHAT SIGNAL WAS GIVEN BY EACH DRIVER PRIOR TO ACCIDENT: **Segnale luminoso con fari**
(Quale segnale fu dato da ciascun conducente prima dell'incidente?)

14. STATE CONDITION OF LIGHT, WEATHER, AND ROADWAY: **Visibilità e viabilità scarse.**
(Condizioni di luce e di tempo, stato di visibilita')
Notte e strada bagnata.

15. EXPLAIN HOW ACCIDENT HAPPENED: **Nell'incrociare con una macchina militare al termine di una curva, abbagliato dai fari del= l'autocarro freno immediatamente per evi tare eventuale scontro con altri veicoli che potevano essere sulla mia destra. Dato ~~la strada bagnata la frenatura~~ provoca lo sbandamento e il carico sposta= tosi tutt= sulla destra provoca il ribaltamento/**
(Spiegate come avvenne l'incidente)

16. LABEL STREETS AND INDICATE MEASUREMENTS: SHOW THE POSITION OF EACH VEHICLE AT THE TIME OF THE ACCIDENT AND SHOW BY DOTTED LINES THE COURSE OF EACH VEHICLE JUST BEFORE AND JUST AFTER THE COLLISION.
(Indicate le strade e la distanze; mostrate la posizione di ogni veicolo al momento dell'incidente e indicate per mezzo di linee tratteggiate il tragitto di ciascun veicolo prima e dopo lo scontro.)



17. WAS AN INVESTIGATION MADE BY A POLICEMAN (CIVIL OR MILITARY)? _____
(Una inchiesta fu compiuta da un membro della polizia (civile o militare)?)
IF SO STATE NAME // _____ NO. // PINETO
(In tal caso accrato il nome) (il numero)
PRECINCT OR STATION _____
(Distretto o stazione)

18. NAMES AND ADDRESSES OF PERSONS OTHER THAN DRIVER IN GOVERNMENT CAR: _____
(Nomi ed indirizzi delle persone che si trovavano nel veicolo governativo oltre al conducente) **Palma Umberto incaricato al trasporto.**

19. NAMES AND ADDRESSES OF OTHER WITNESSES: **Spezialetti Alberto (pittore)**
(Nomi ed indirizzi di altri testimoni:) **Pineto Calvano(Atri)**

_____
(SIGNATURE OF DRIVER)
(Firma del conducente)

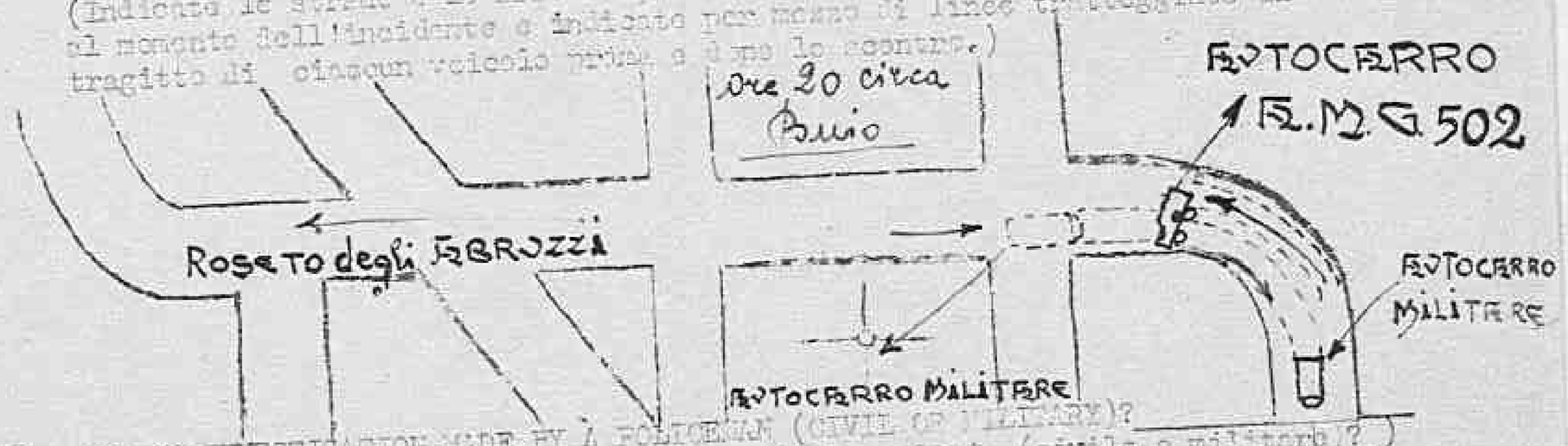
I CERTIFY THAT THE ABOVE REPORT WAS DELIVERED TO ME ON
(Certifico che questo rapporto mi e' stato consegnato
THE 5 DAY OF March, 19__ AT _____ O'CLOCK _____
(il giorno di , 19 alle ore)

LIONEL E.CLARK 1st Lt. FA CTO Truck Pool
(SIGNATURE OF OFFICER IN CHARGE) N°5
(Firma dell'Ufficiale Addetto)

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Date la strada bagnata la frenata

16. LABEL STREETS AND INDICATE MEASUREMENTS: SHOW THE POSITION OF EACH VEHICLE AT THE TIME OF THE ACCIDENT AND SHOW BY DOTTED LINES THE COURSE OF EACH VEHICLE JUST BEFORE AND JUST AFTER THE COLLISION.
(Indicare le strade e le distanze; mostrate la posizione di ogni veicolo al momento dell'incidente e indicate per mezzo di linee tratteggiate il tragitto di ciascun veicolo prima e dopo lo scontro.)



17. WAS AN INVESTIGATION MADE BY A POLICEMAN (CIVIL OR MILITARY)?
(Una inchiesta fu compiuta da un membro della polizia (civile o militare)?)
IF SO STATE NAME // NO. //
(In tal caso segnate il nome) (il numero)
PRECINCT OR STATION
(Distretto o stazione)

18. NAMES AND ADDRESSES OF PERSONS OTHER THAN DRIVER IN GOVERNMENT CAR:
(Nomi ed indirizzi delle persone che si trovavano nel veicolo governativo oltre al conducente) Palma Umberto incaricato al trasporto.

19. NAMES AND ADDRESSES OF OTHER WITNESSES: Spezialetti Alberto (pittore)
(Nomi ed indirizzi di altri testimoni:) Pineto Calvano(Atri)

(SIGNATURE OF DRIVER)
(Firma del conducente)

I CERTIFY THAT THE ABOVE REPORT WAS DELIVERED TO ME ON
(Certifico che questo rapporto mi e' stato consegnato
THE 5 DAY OF March, 19 AT O'CLOCK
(il giorno di, 19 alle ore)

LIONEL E.CLARK 1st Lt. FA CTO Truck Pool N°5
(SIGNATURE OF OFFICER IN CHARGE)
(Firma dell'Ufficiale Addetto)

(OFFICIAL TITLE)
(Ufficio al quale e' preposto)

(GOVERNMENT DEPARTMENT OR ESTABLISHMENT)
(Dipartimento Governativo)

NOTE: THIS REPORT SHOULD BE ATTACHED TO REPORT OF INVESTIGATING OFFICER.

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

Translation

W H O L E S A L E R S
Exporters of Honey

L. Di MATTEO

Phone numbers:
Home - 4-62
Office - 7-29

Ascoli Piceno
Via Quinto Curzio Rufo 4

Ascoli Piceno 5/3/1945

To : AM.G. Truck Pool N°5
Ascoli Piceno

Subject : Automobile accident with truck loaded with marsala and vermouth on the night of the 3/3/1945 at 8.00 P.M. in the vicinity of Pineto (Teramo)

Herewith attached bill of damages indicated in the above mentioned accident.

Salutations and hoping to recieve a prompt reply -

Signed
L. Di Matteo Firm

6196

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

Translation

Ascoli Piceno 4/3/1945

S T A T E M E N T

I, the undersigned, ROMANUCCI Antonio, driver of the truck Nº 502 states the following :

On the day of the 3rd of March I was ordered on duty to Pescara. While I was returning from Pescara with a load of high grade wines in barrels and in the vicinity of Pineto Calvano, I met while turning a curve a military vehicle, which suddenly switched his lights on me as he turned the curve and their focus temporearly blind me. Being temporarly blind by the glare of the other vehicle's lights, I was forced to use the brakes and due to the road being covered with snow and wet with a recent rain the truck slipped suddenly to the right. The load naturally pushed with it's centrical force the truck with a greater trust and the truck up-setcausing the almost complete load of goods.

I was left in this position for about a half hour when fortunately another military vehicle came by and helped me to put my truck back on the road.

Mr. PALMA Umberto, workman of the Firm Di Matteo was present when the accident happened and was authorized to travel on the truck to escort the goods.

Signed
ROMANUCCI ANTONIO

6195

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

Translation

S.A.L.D.A.
Società Alimentari Liquori Dolciumi Affini

Pescara 3/3/45
Bill Number 369
Voucher N°93 - B

Ditta LEONIDA DI MATTEO

ASCOLI PICENO

Bill for what have bought on the date of //

through Mr. // whic we // by means //
free delivery // for the sum of //

Payment ///

Num.	Weight	price per unit	Import
Vermouth	950	180	171.000
Marsala	1137	140	159.180

Total import 330.180
Income tax £.....
Ordinary tax:;...
Crating £ 16.800 16.800

Toatl S.E.C. 346.980

Crating to be handed back
N°3 barrels of 3 quintals each
N°3 " " 4 " "

We will not recognize any payment made to people who do not have our authorization.

6194

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

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

2/ AC/206

TO : Director, Road Division. Transportation Sub-Commission
HQ. A.C. ROME

FROM : J.O. Dodds, Capt.,CTO.,A.C. Truck Pool no.2

SUBJECT : Purchase above 10.000 lire.

file

Permission is requested to purchase for the use of this Truck Pool one vulcanising plant and components for repairing Tyre Covers at an estimated cost of 80.000 lire.

The necessary funds are available. In my view the saving that could be made in outside repair costs and replacements warrants this expenditure.

J.O. Dodds, Capt.
The Queen's
CTO.,A.C. Truck Pool no;2
CAMPOBASSO PROVINCE.

June 3rd.1945.

Took this matter up in person 6/June "45 — Refused at Caserta Transfer of pool to 9 Gp Area

6193

CONSORZIO PROVINCIALE AUTOTRASPORTI
(CIVILIAN TRUCK-POOL)
ASCOLI PICENO

Ascoli Piceno May 23rd, 1945
Telefoni 205 - 457

Prot. N. .....
Risposta al foglio del .....

OGGETTO

Ac/206

= REPORT =

TO : H.Q. ALLIED COMMISSION = ROME =

1.- On the 1st of April 1945, Capt. A. R. Ledbury - Provincial Supply Officer - Ascoli/Macerata Provinces - received orders from the Umbria - Marche Region H.Q. to form a Civilian Truck Pool at Ascoli Piceno.-

2.- After having consulted the Provincial Commissioner E.Rutter Lt.Col. and the local Prefect a Prefect's decree Nº1656 Gab. was issued to the notice of the population on the 16th of April 1945. This decree was countersigned by Lt.Col. E.Rutter - Provincial Commissioner.

3.- Capt. Ledbury - RASC - Supply Officer - Ascoli/Macerata Provinces - personally appointed the staff as he had been instructed by the Umbria - Marche Region H.Q.-

4.- On the 10th of May the Province of Ascoli Piceno was handed back to the Italian Government.-

5.- The scheme proposed by the Umbria/Marche Region H.Q. was that of preparing an already equipped and organized Office so that when the E.N.A.C. would come into effect the preparatory work would have already been completed and no difficulties would then be met. The spirit was that of creating a trained staff and organizing accounting systems, filing systems and etc. in manner to facilitate the incoming E.N.A.C. - This staff was to be the future E.N.A.C. staff.-

6.- Ing. Martini - the acting chief clerk in the Provincial Transport Office of the local Chamber of Commerce had always shown particular interest to Capt.Ledbury so as to be appointed director.-He also demonstrated his wish over and over again to appoint the entire office staff which he controlled at the Chamber of Commerce.

7.- For obvious reasons Capt.Ledbury refused to appoint him or any of his staff.- If any detailed inquiries are required,will

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

Prot. N. .....

Risposta al foglio del .....

Ac/206

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7.- For obvious reasons Capt.Ledbury refused to appoint him or any of his staff.- If any detailed inquiries are required,will you kindly refer to Capt. A.R.Ledbury - RASC - presently at Milano and

../..

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

CONSORZIO PROVINCIALE AUTOTRASPORTI

(CIVILIAN TRUCK-POOL)

ASCOLI PICENO

Ascoli Piceno .....

Telefoni 205 - 457

Prot. N. .....

Risposta al foglio del .....

O G G E T T O

.....

.....

to Capt. A.H.Bird - RA - service Nº 113971 - Provincial Supply Officer-Bergamo Province - Lombardia Region -

8.- Ing.Martini took advantage of the passing over to the Italian Government and used the Committee of Liberation as an instrument to fulfill his desired aspirations which Capt. Ledbury had denied him.- He particularly induced his friend Avv.Cesari who is president of the local Committee of Liberation to act upon the Prefect in manner to induce him to close the Civilian Truck Pool organized by A.M.G. and to transfer its functions to the local Chamber of Commerce.

9.- By doing so he has contravened the wishes of the AMG and has succeeded in appointing himself as director and has had his staff also appointed.-

10.- The actual situation is that the staff appointed by A.M.G. is now out of work.- This staff was composed as follows :

Director	Prof. Ponzani Hermes
Vice Director	Orazi Elmer
Chief Accountant	Dott.Guarnieri Francesco
Chief Dispatcher	Rag. Trasatti Giovanni
Ass. Dispatcher	Ciarrocchi Umberto
Other Employees	Miss Castaldi Elisa
	Miss Pugni Luciana

all these were nominated by A.M.G. Authorities.

11.- Is it legal to act in this manner against A.M.G. and to ignore the rulings issued by the Allied Military Authorities ?

Is it just to put aside a selected and nominated staff formed by an Allied Officer ?

Is there not a Proclamation by the Chief Minister Buonomi protecting any member appointed by A.M.G. Authorities ?

We only ask for J U S T I C E

Hermes Ponzani

Please forward your reply to the following address:

610

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

Prot. N. .....

Risposta al foglio del .....

O G G E T T O

.....

.....

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610

We only ask for J U S T I C E

Hermes Ponzani

Please forward your reply to the following address:

Orazi Elmer
Piazza S. Gregorio Nº 2
Ascoli Piceno
(Marche)

Elmer Orazi
Giovanni Trasatti
Castaldi Elisa - Francesco Guarnieri
Ciarrocchi Umberto

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

2000

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

Copy

R.PREFETTURA DI ASCOLI PICENO
Gabinetto

Ascoli Piceno 7 maggio 1945

N. Di Prot 1836
Risposta a nota 5/5/45

Al Sig. Cap. A.R. LEDBURY
Capo Ufficio Approviginamenti
del G.M.A. (Palazzo del Popolo)

ASCOLI PICENO

OGGETTO: Vice Direttore del Consorzio Provinciale Autotrasporti Cose - Assunzione -

Nulla osta da parte mia all'assunzione quale vice direttore del consorzio Provinciale Autotrasporti del Sig. Orazi Ermelindo.-

IL PREFETTO
f.to Broise

6199

CAMERA DI COMMERCIO INDUSTRIA E AGRICOLTURA

ASCOLI PICENO

Copy

Prot.N.3275/9

Ascoli Piceno li,23 Maggio 1945

Al Prof. Ponzani
Direttore del Civilian Truck Pool
Ascoli Piceno

e per conoscenza:
All'Ing.Ilare Martini
Direttore del Consorzio Prov. Autotrasp.
Ascoli Piceno

OGGETTO: Consorzio Provinciale Autotrasporti di Cose - Passaggio del-
l'Amministrazione alla Camera di Commercio.-

Con provvedimento del 20 corrente la gestione ed amministrazione del Consorzio Provinciale Autotrasporti di Cose viene affidata alla locale Camera di Commercio, Industria e Agricolturae ciò al fine di ridurre congruamente gli oneri ch che fanno carico ai possessori di automezzi per trasporti di cose e le spese generali per la gestione stessa, ferma peraltro, restando la struttura e l'ordinamento del Consorzio stesso, quali risultano dallo Statuto e dal Regolamento a suo tempo approvato.-

In conseguenza di tale provvedimento, e come d'intesa la prego voler provvedere alla consegna dell'Ufficio, con tutti gli atti relativi, all'Ing. Ilare Martini, che è già alle dipendenze di questa Camera di Commercio e che assume la direzione dell Direttore del Consorzio.-

Le confermo, inoltre, che Ella s'intende esonerato da qualsiasi incarico con effetto dal 31 maggio prossimo Nel tempo stesso e con la stessa data s'intende licenziato tutto il restante personale del Consorzio.-

6189

Ringrazio Lei e il dipendente personale dell'opera svolta.-

IL PREFETTO COMMISSARIO STR.
(Dott.Guido Broise)

f.to Broise

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

Prot.N.3275/9 Ascoli Piceno li,23 Maggio 1945

Al Prof. Ponzani
Direttore del Civilian Truck Pool
Ascoli Piceno

e per conoscenza:
All'Ing.Ilare Martini
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Ascoli Piceno

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f.to Broise

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

Copy-

Visto l'art. 9 Titolo 3 par. h) del Decreto Prefettizio N° 1656 Gab. in data 16 Aprile 1945

N O M I N O

il Sig. PONZANI HERMER del fu Teodorico Direttore del Consorzio Provinciale Autotrasporti della Provincia di Ascoli Piceno.-

Ascoli Piceno 1° Aprile 1945.-

IL PREFETTO
Dott. G.Broise

VISTO E APPROVATO
E.V. RUTTER
Ltc. Commissario Provinciale

6188

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

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(ROADS)
Bari

Ref : AC/TnR/2/8

Ist JUNE I945

SUBJECT : W.D. Vehicles in Provinces of POTENZA and MATERA

TO : HQ.Allied Commission
Transportation Sub-Commission

I.Reference telephone conversation(Col.Thomas Major Taylor) the following report as to WD.vehicles in this Area(apart from Truck Pool Vehicles) is submitted.

2.The position as regard these vehicles has been that the SUD EST CO. have operated in the Provinces of BARI(28 Vehicles),BRINDISI(6),LECCE(6),TARANTO(I5).

3.The S.I.T.A. CO. has operated in the Provinces of POTENZA(30) and MATERA(I6).

4.The SUD EST CO. has had the minimum of vehicles off the road at any time and have also proved helpful and co-operative in other matters e.g the rendering of I0 Day Returns.The SITA Co. on the other hand has not proved efficient;a large proportion of their vehicles have for the past two months been off the road.Further there is always difficulty with regard to the I0 Day Returns,those from MATERA proving very inaccurate and having to be returned three or four times for amendment,and none at-all being sent from POTENZA.

5.A recent example of the position was that out of the 55 vehicles operated by the SUD EST one was off the road and repairs to this vehicles were being carried out rapidly.At MATERA 3 only out of I6 vehicles were running and at POTENZA 5 out of 30 were running.

6.The reason for the large number of SITA's vehicles being off the road was partly lack of tyres,but bad maintenance,insufficient Staff,cannibalisation and battery removals were also largely responsible.Further the SUD EST were also in difficulties over tyres but kept more vehicles on the road.

7.Major Moyle of the Transportation Sub-Commission was of the opinion that the vehicles operated by

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

of POTENZA and MATERA

TO : HQ.Allied Commission
Transportation Sub-Commission

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7.Major Moyle of the Transportation Sub-Commission was of the opinion that the vehicles operated by SITA should be transferred to the SUD EST Co. and with this view the Senior Transportation Officer BARI agreed. The SUD EST Co. were willing to open garages at both POTENZA and MATERA.

POTENZA

8.Representations were made to Col.Miller,Liaison

6187

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Officer,AC BARI, by the Prefect and the Questore and subsequently to the Senior Transportation Officer that the vehicles at POTENZA should be left with SITA.In view of the undertaking by the Prefect and Questore that the vehicles would in future be maintained in good order and after discussion with OC(Lt.K.M.Pearce)Detachment at POTENZA of 763 L of C REME workshop(who volunteered that the SITA vehicles there should be given a monthly inspec= tion by his Detachment and who has been most helpful and co-operative throughout)it was reluctantly decided that these vehicles should be left with SITA at POTENZA.

9.It is considered that as a result of the possi= bility of losing the vehicles the Director of SITA,who has been informed that if at any time a vehicle is found not to be properly maintained,further action will be taken, will make an effort to operate the vehicles efficiently.

MATERA

IO.At MATERA the Prefect stated definitely that he was not satisfied by the operation by SITA of the I6 vehicles there.It was therefore arranged with the approval of Col.Miller and of the Prefect that the SUD EST should take over I6 vehicles at MATERA on 3Ist MAY.The SUD EST Co. made all the necessary arrangements with the Prefect and other Officials,when,later,the Prefect asked that the take over be delayed for a few days as there was anxiety among the SITA employees as to their future.

II.The Prefect was informed that the SUD EST would take on the employees and that the latter would not be prejudiced in any way the Prefect then stated he would talk to the employees and guaranteed that there would be no trouble on a take over on 5 JUNE.

I2.Accordingly it has been arranged with all concerned that the take over by the SUD EST Co. from SITA at MATERA shall take place on that date.

I3.It is understood that the MATERA Director of SITA has gone to ROME to endeavour to prevent the take over by SUD EST Co.It is urged that the take over must now take place,not only because the SUD EST Co.have undertaken liabilities in MATERA as regard making availa= ble garage and workshop accomodation,but also because there is no doubt in the mind of Tn.Officer BARI that if the vehicles are tp operate efficiently for the Harvest they must be taken away from SITA at MATERA, [redacted] Col. Miller concurs with this view.

6186

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

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I4.It is recommended that when the WD.vehicles are transferred to the Italian Government the SUD EST Co. who have been efficient and co-operative throughout,be given the opportunity to obtain as many of the vehicles in this area as possible.This Company is prepared to operate in both FOGGIA and POTENZA in addition to MATERA and the other Provinces mentioned in para (I).

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I5.As already reported(this Office letter AC/TnR/I7/I dated 28 MAY I945) is is proposed as soon as possible to allocate a further 6 vehicles to BRINDISI and 4 to LECCE 6 being withdrawn from POTENZA and 4 from MATERA.

CWGT/cb

Major RA.
(C.W.G. Taylor)
Senior Tptn.Officer
Allied Commission,BARI.

COPY TO: Liaison Officer,AC,BARI.

6185

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

#20

TO H.Q.,A.C. SUB-COMMISSION
TRANSPORTATION = ROME

1726

Eventually if,with the returning of our Province to the Italian Government,the Allies intend to help the Italians that co-operated at their direct dependence with their heavy or intellectual work,using all the valid help that the AMG could give us for the reconstruction of our Country, the dependents of the Truck Pool n. 5, already instituted into a cooperative are applying to this HQ for the approval and recognition of this Cooperative, giving (because it has mora right than any other Capitalistic institution) the capital consisting in trucksactually existing in this Pool, with the necessary payment, as has been done in other Provinces (Campobasso).

In this case it is stated that such recognition on part of the Allies would set an increased efficiency to the agency because it would be operated by the people that work in it,besides returning to the democratic principles for which today every one is doing his utmost.

The foresaid form of Co-operative,infact,intends to be under the Allies constant control,and that would help the economic needs of the employees that sincte last August have worked very hard in this Truck Pool.

It is to be remembered that amongst the dependents there are several partisans that have given very much for the Allied cause during the German domination. The foresaid recognition would also soothe the particular family conditions of the partisans as a fair recognition for their co-operation in the defeat of the common enemy.

Sure that their requests which are more than fair will be granted,the dependents of this Truck Pool thank this Command proposing to multiply their efforts to reach the complete revival of Italy.

2001
Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE ADMINISTATIVE COUNCIL

Monti Aurelio

De Cesaris Luigi

Mario Felicetti

Alberto Alberti

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

2041

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

Tel. 478707

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

HMB/mmc

31 May 1945

AGR/862.

SUBJECT: Transportation Charges to UPSEA for Olive Oil Control

TO : Transportation Sub-Commission
Attn: It. Col. G. Fernynough

1. Reference your AC/206/Tn.5 dated 17 April 1945.

2. Attached copy of translation of letter received from the Ministry of Agriculture is submitted for your information with respect to the reimbursement for transportation charges incurred by UPSEA.

J. A. RUDDERHAM
Acting Director

Enclosure:
Cpy translation ltr
Min. Agriculture
28 May 45

6183

2012

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

OP/is

TRANSLATION:

FROM: The Ministry of Agriculture

TO : AC., Agriculture S/C., Rome 28 May 1945

No. 41550 - 8/B/Bis

SUBJECT : Reimbursement of transportation expenses for control of Oil Collection in the province of Foggia.

The UNSEA, which this Ministry had contacted for a speedy payment of L.919,050 owed by the UPSEA of Foggia to the Truck Pool NIAC for transportation expenses concerning the control of oil collection, has informed us that the Director of the UPSEA of Foggia has confirmed the followings-

1. The liquidation of the bill dated 13 Apl 1945 of the Foggia Truck Pool NIAC is the duty of the UPSEA concerned.

2. The Foggia UPSEA has already paid, on the total amount of L.919,050 a first instalment of 600,000 lire.

3. The payment of the remaining amount will be made as soon as possible by the same UPSEA.

For THE MINISTER
Antonio Segni

6182

2013

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

AC/206 RS/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EXT :566 17 May 1945

REF :AC/206/Tn5

SUBJECT :Campobasso Truck Pool Cooperative Society

TO :Mr G.G.GROSS
Chief Roads Division-Transportation S/C
A.C.H.Q.

When in Chieti ,during our recent visit, Signor Cocco , the local Truck Pool Director informed me his personnel were greatly interested in the news coming from Campobasso Truck Pool to the effect that T.P. trucks were going to be turned over to a Cooperative Society formed by the T.P.personnel .

On his request he had been sent from Campobasso a memorandum describing in outline what had been done there .

I beg to enclose for your information, a translation of the said memorandum .

Dr.Ing. Renato Santamaria

1 Enclosure

This document by conversation to the Turco Capt Price and Flood 20 may 45 GGG

Dr. Ing Santamaria Renato.
6131

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

M E M O

ON CAMPOBASSO CO-OPERATIVE SOCIETY

Through the personal interest of the Captain Commanding the Truck Pool, and in order to avoid that private people eventually got hold of the Trucks, all the personnel depending from Truck Pool N° 2 sent in a request to H. Q. in Rome in order to obtain the concession of using the Trucks on their own for transport of food supplies for the Province .

On the 28th April 1945 the request was accepted .

On the 2nd May 1945, therefore , a co-operative Society was formed ,with 1500 Lire shares, allotted in proportion to salary received by each member (only to persons over 21 years of age) .

Payment of Trucks is made on the basis of £. 2.50 per Kilometer .

Spare parts and tyres are supplied by Allied Command , on payment .

2015

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

Copy

/ma

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission GGG/rb

Ext : 566

Ref : AC/206/2/Tn.5 23 February 1945

SUBJECT : W.D. Truck Pools.

TO : All Regional Commissioners Concerned.

1. The ENAC law went into effect by decree published on the Official Gazette on 1 February 1945. The law reads in effect that all owners or operators of load carrying vehicles will be members of ENAC.

2. ENAC will control all trucking transportation, distribution of P.O.L. and collecting of tariff rates.

3. Any person or persons wishing goods transported will apply to ENAC and not to individual trucker or trucking company for said transportation.

4. All allied W.D. Motor Pools carrying civil supplies and operating in provinces controlled by ENAC will abide by the ENAC law. Please advise all Provincial T Transportation Officers accordingly.

This does not, however, release Allied Commission of the responsibility for the maintenance of the vehicles concerned herein.

By Command of Rear Admiral STONE :

6179

BENNITT H. TAYLOR
Director.

2016

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

Ext. 276

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MEF/ah

546/1/Tn 1

28 April 1945

SUBJECT: Personnel for Truck Pools

TO : Economic Section

1. At the present time the following truck pools exist in the Umbria-Marche Region; the number of vehicles and the EM/ORs in charge are also shown:

Pesaro	- 20 vehicles	-	Sergeant Porter (B)
Ancona	- 37 vehicles	-	Corporal Trentacoste (A)
Ascoli	- 45 vehicles	-	Driver Wadsworth (B)
Macerata	- 35 vehicles	-	L/Cpl Gunn (B)

2. Similarly, there exist in the old Abruzzi-~~Marche~~ Region the following truck pools:

Aquila	- 32 vehicles	-	Sgt. Finklestone (B)
Teramo	- 10 vehicles	-	Pvt. (name not known)
Pescara	- 15 vehicles	-	Pvt. Coetos (B)
Chieti	- 30 vehicles	-	Pvt. Miller (B)
			Pvt. Thomas (B)

The EM/ORs for the latter four truck pools are on loan from the strength of Umbria-Marche Region.

3. Officer supervision is confined to Captain Richardson for the first four truck pools, assisted by Lt. Clark for Ascoli and Macerata and to Captain Price for the latter four truck pools.

4. It is felt that this supervision is totally inadequate for such an important job and that we are laying ourselves open to severe criticism by leaving junior EM/ORs more or less in sole charge of considerable numbers of vehicles; the financial aspect alone presents problems and responsibilities which only an officer should be called upon to undertake.

5. It is, therefore, urgently requested that more officers be provided to run these truck pools until such time as the vehicles can be transferred to the Italian Government. You will be aware from other papers that this latter question has been in hand for over a year and we are apparently no nearer to a solution. The whole question of officer strength and transportation duties in the field is also raised in our memorandum of 28 March, 101/27/Tn 1, and this application should be taken as part of it. In the meantime, it is especially requested that Lt. L. E. Clark (A) who is officially assigned to the Lombardia Region should not be withdrawn

6128

2017

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

from his temporary duty at Ascoli and Macerata.

6. If it is not practicable to find officers immediately, may some senior EM/ORs be posted to the places shown in order to assist with the work; there should be two men at each place and one of them should be of sergeant's rank or higher; what is wanted particularly is men with experience of motor maintenance and management. The five men shown for Aquila, Teramo, Pescara and Chieti are officially assigned to the Umbria-Marche Region and are on loan to Captain Price for the purposes indicated. It is requested that these would be properly assigned to the points shown and that Umbria-Marche should receive additional EM/OR strength to compensate them for the loss.

M. B. THOMAS, Colonel
Deputy Director

cc: G-1, British
Road Division, Tn S/C

2018

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GEF/ep

Phone: 489081

17 May 1945.

Ref: AC/206/Tn5

SUBJECT: Truck Pool -- SITA - POTENZA.

TO : ENAC - Piazza Croce Rossa.

1. Reference your letter SG-9788 dated 15 May 1945.

2. On or about 27 April 1945, the Maintenance Inspection Officer from this Headquarters paid a visit to the SITA Truck Pool at Potenza and the following facts were established: of the 30 vehicles in the Pool only 3 were in operational condition. The remaining 27 vehicles were off the road due to poor maintenance.

3. In view of the fact that the Potenza Pool was able to meet its transport commitments with only 3 vehicles it has been decided to withdraw the remaining 27 as soon as they have been repaired by REME.

For the Director:

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

6176

Mod. ENAC 10

Roma 15 MAG. 1945 194

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 168

DIREZIONE GENERALE

Servizio CA/Segreteria Sez.
Prot. N° SG. 9788 Allg. 1
Rispettare al N° del

To the
ALLIED COMMISSION
Transportation Sub-Commission
ROME

OGGETTO: TRUCK POOL SITA - POTENZA SUBJECT: TRUCK POOL SITA - POTENZA

1. - La nostra Direzione Provincia le di Potenza ci informa, con lettera di cui uniamo copia, che sarebbe intendimento delle Autorità Alleate di trasferire altrove gli autocarri in dotazione della S.I.T.A.

1. - Our Potenza Provincial Office is informing us with enclosed letter, that Allied Authorities would entend to transfer in other locality the trucks allocated to S.I.T.A.

2. - Al riguardo viene fatto presente che se la provincia di Potenza fosse privata di tali autocarri, i danni sarebbero notevoli, dato la deficienza dei mezzi di trasporto locali.

2. - Particular statement is made that, if the above mentioned trucks would be taken out from the Province of Potenza, this would be represent a great loss in view of the lacking of local transport means.

3. - Raccomandiamo alla vostra attenzione quanto ci viene segnalato dalla nostra Direzione Provinciale di Potenza e vi saremo grati di voler evitare il trasferimento degli autocarri in parola.

3. - We call your particular attention to what our Provincial Office of Potenza is informing us and we would be very obliged if you would do your possible in order to avoid the transfer of the trucks.

4. - In attesa di vostre notizie, vi ringraziamo anticipatamente.

4. - We thanks in advance.

6175

IL DIRETTORE GENERAE

THE GENERAL MANAGER

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

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 168

DIREZIONE GENERALE

Servizio CA/Segreteria Fs.
Prot. N° 39.9788 Allg. 1
Risposta al N° del

To the

ALLIED COMMISSION

Transportation Sub-Commission

ROME

OGGETTO: TRUCK POOL SITA - POTENZA SUBJECT: TRUCK POOL SITA - POTENZA

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4. - We thanks in advance.

6175

IL DIRETTORE GENERALE

THE GENERAL MANAGER

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

2021

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

E. N. A. C.
Direzione Provinciale di
POTENZA

copia

ESPRESSO

Potenza, 27.4.1945

A S.E. IL MINISTRO DEI TRASPORTI=ROMA
e p.c.
ALLA DIREZIONE GENERALE ENAC = ROMA
ALLA DIREZIONE COMPARTIM.ENAC NAPOLI
A S.E. IL PREFETTO DI POTENZA
ALLA DIREZIONE DELLA SITA POTENZA

Prot. n. 1155

OGGETTO:
trasferimento 30 autocarri Dodge

Mi viene riferito da questo Capo Reparto Tecnico che questo oggi un Ufficiale delle Forze Atmate Alleate, recatosi alla sede della SITA per effettuare un'ispezione ai 30 autocarri Dodge in dotazione a quella Società, ebbe a dichiarare che quanto prima avrebbe disposto, con la messa a punto degli autocarri in oggetto, il loro trasferimento a Bari e, quindi, li avrebbe fatti proseguire verso le provincie del nord d'Italia.

Se ciò dovesse avvenire significherebbe il completo fallimento dei sistemi di trasporto di questa provincia che, oltre ad essere malservita da una scarsa rete ferroviaria, ha circa il 95% degli autocarri privati assolutamente inefficienti per la mancanza di gomme e di pezzi di ricambio.

Mi permetto pregare vivamente V.E. a voler intervenire in proposito ed evitare che il trasferimento degli autocarri Dodge non abbia ad effettuarsi.

IL DIRETTORE
f.to Carloni

6174

TRANSLATION EXPRESS

COPY

E . N . A . C .

Direzione Provinciale di
POTENZA

POTENZA 27- 4-1945

Prot.N° 1155

TO : His Ex.The Ministry of Transports
ROME

Copy to: The General Directorate of ENAC-ROME
The Compartimental Directorate of ENAC-
NAPLES
His Exc. The Prefect of POTENZA
The Directorate of the SITA -ROME

SUBJECT : Transfer of 30 DODGE TRUCKS

The Chief of our technical section informs me that to-day an officer of the Allied Armed Forces during the inspection of the 30 Dodge Trucks allotted to the SITA Firm has declared that as soon as the Trucks have received their inspection he will have them transferred to Bari and later to the Northern Regions of Italy .

Should this occur it would mean the complete failure of the transportation system of this Province, which besides a very scarce railroad system has nearly 95% of its private trucks out of use due to lack of tyres and spare parts.

I highly recommend to your Excellence to intervene on the matter in order to avoid that the above mentioned Dodge Trucks be transferred elsewhere . 6173

THE GENERAL MANAGER
Signed CARLONI

Declassified E.O. 12356 Section 3.3/NND No. 785021
2021

2023

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

GF/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

10 MAY 1945

EXT : 566

REF : AC/206/Tn.5

SUBJECT : A.M.G. Truck Pool Accidents

TO : Chief Transportation Officer
Umbria-Marche Region

1. Reference your R 5/517/B/4 dated 7 April 45. and attached claim from D.L di Matteo .

2. Damages will not be paid to Civilians as a result of loss or damage to goods hauled in A.M.G. Trucks . A separate instruction on this subject will be issued shortly .

3. Mr. di Matteo should be informed that A.M.G. do not entertain claims by Italian Civilians for damage to goods in transit . Hirers consign goods at their own risk and should effect prior insurance if they wish to be compensated for loss or damage .

By Command of Rear Admiral STONE

G. FERNYHOUGH
Lt.Col.R.A.

6172

2024

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

Page VI V

No	Date	To	REMARKS	From
3.	20/4.	Finance S/C.	Passed to you for Your Opinion Please, ref. above minute.	Rds Div.
4.	24/4	Rds Dvr Transportation S/C.	Finance S/C state no reason why the Truck Pools should not pay these claims. As whole the pools are accumulating very large funds.	Ag Secretary for Finance S/C
5.	26/4	Legal S/C.	Ref. Min 4. with Your Pleage now Give Legal Opinion. Am to say Secretary Dept No. 5 Truck Pool to meet the Claim, but the establishment of the precedent is a material Point in View of possible Collisions between drivers & riders in "Brief" Roads. E. Lumsden Ag Sec	Roads Div. Peter S/C.
6.	27/4	Thorp S/C Roads Div	The A.R.P. Truck Pool is liable to the Italian civilian. I understand that the truck belonged to the pool and that the driver was an employee of the pool. I understand further that there was no contract between the hirer and the pool protecting the latter against such claims. E.J. Palmer Ag Legal Sec	

DO NOT WRITE BELOW THIS LINE

6171

2025

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

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: A.M.G Truck Pool Accidents

No	Date	To	REMARKS	From
1	18/4	Legal S/c	It is regretted that the attachments mentioned in our basic Communication were not forwarded. Roads dir.	Pet.
2	19/4	Transp S/c Roads Dir.	I understand that the Truck Pool funds are not sufficient to pay this claim, assuming it were allowed! I do not think the matter is mature for a legal opinion. Before a decision is reached as to whether payment shall be made (and a precedent established which might well wreck the Truck Pools financially) it is suggested that the advice of the Finance Sub-Committee should be obtained. Legal Sub.	

PAGE .....

Use other side

2020

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

HEADQUARTERS
AMG/AC
UMBRIA-MARCHE REGION
APO 394
CHIEF TRANSPORTATION OFFICE

DPH/ie

R5/5I7/B/4

7 April I945

SUBJECT : AMG Truck Pool Accidents .

TO : Transportation S/C, Hq.. A.C.

I. May a decision please be rendered as to whether damages may be paid by an AMG Truck Pool to an Italian civilian as a result of a cargo which an AMG vehicle was carrying and which was damaged. The Truck Pool was in fault for the accident.

2. Attached please find a claim which has been submitted to this office as a result of damages to a civilian cargo.

For the Regional Commissioner:

D.F. Richardson

D.F. RICHARDSON
Capt. Inf.,
Chief Transportation
Officer.

6170

2021

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

Ascoli Piceno 5/3/1945.

ALL'UFFICIO TRASPORTI A.M.G.

ASCOLI PICENO

OGGETTO: Incidente automobilistico al camion carico di vermouth e marsala avvenuto la sera del 3/3/45 alle ore 20 nei pressi di Pineto (Teramo)

Allegato rimetto nota dei danni subiti per l'incidente di cui all'oggetto.

Saluti distinti in attesa di leggerVi.

DITTA L. DI MATTEO

6169

2028

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

Ascoli Piceno 5/3/45

ALL'UFFICIO IMPOSTE CONSUMO

CITTA'

Vi alleghiamo bolletta accompagnamento relativa ad un carico di vermouth e Marsala effettuato da Pescara.

Durante il tragitto il camion e' ribaltato ed e' mancato precisamente:

kg. 468 vermouth
" 761 marsala

Saluti distinti

DITTA A. DI MATTEO

6168

2029

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

NOTA DEI DANNI INCIDENTE AUTOMOBILISTICO NEI PRESSI DI PINETO (Teramo)

VERMOUTH

fusto n. 1 mancante di kg. 141.00
" " 2 " " " 33.00
" " 3 (vuoto completamente) 294.00 kg. 468.00

MARSALA

fusto n. 4 vuoto completamente kg. 386.00
" " 6 " " " 375.00 kg. 761.00

FUSTI DA VERMOUTH & MARSALA - Capienza

Fusti da marsala per kg 866
" " vermouth " "1099 kg. 1965.00

vermouth: kg.	468	a L.	180	L. 83520.00
marsala "	761	" L.	140	L. 106540.00
fusti "	1099	" L.	800	
per ql. capienza				L. 8792.00
Fusti "	866	" L.	800	
per capienza ql.				L. 6928
				L. 205500.00
bollo 4%				8223.20
camion che ha trasportato i vuoti dopo il sinistro				L. 10000.00
pranzo e pernottamento impiegato				600.00
TOTALE				L. 224403.20

6167

FC/206

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13605/F/A

5 May, 1945

SUBJECT: Truck Pools

TO : Regional Commissioner,
Umbria-Marche Region
(for Regional Finance Officer).

1. Arrangements are being made with the Ministry of Transport and the Ministry of the Treasury for the truck pools in your region to be turned over to Italian companies.

2. Representatives of the Ministries concerned will be visiting your region next week in company with Mr. Gross, Head of the Roads Division, Transportation Sub-Commission, with a view to studying the position on the spot.

3. For the time being we shall be able to leave Sjt. Ruscetti in the region to work upon the truck pool accounts and to assist in the liquidation of the old companies after the vehicles have been handed over to new companies.

By Command of Rear Admiral Stone:

Copy to Transportation Sub-Commission.

Signed H. G. CRAWSHAW
Joint Director,
Finance Sub-Commission.

TO : Transportation Sub-Commission.

Lt. Col. Beard, RFO, Umbria Marche Region, who can be found at Regional Headquarters will give you any available information about the financial side of these pools.

HGC/rad

6166

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

AG/ 4014/4/L. 4 May 45. /lc.

SUBJECT : AMG Truck Pool Accident.

TO : Transportation Sub-Commission (Attn: Lt. Col. FERNYHOUGH).

1. Reference is made to your memorandum AG/206/TM.5 of 29 April 1945.

2. The question raised in paragraph 3 of your memorandum is principally one of policy. We have taken the matter up with our Italian Counsel, and it appears that the most expedient solution for the future would be to require all hirers to procure insurance holding the Truck Pool and the driver harmless against all claims. We understand that such insurance is readily obtainable. If, in addition, the hirer wishes to ensure his interest in the goods he may do so. In this way, any damage due to the fault or negligence of the Truck Pool or the driver is covered by insurance. Any damage unrelated to such fault or negligence would come within such additional insurance as the hirer might wish to procure.

E. L. PALMIERI,
Major,
For Chief Legal Advisor.

6165

2032

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

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MWT/eh

346/4/Tn 1

4 May 1945

SUBJECT: Officers and EM/ORs for Truck Pools

TO : Economic Section

1. With reference to the closing down of the Umbria-Marche Region and part of the Tuscan Region, it is especially requested that no officers or EM/ORs as detailed in our communication of 26 April, subject Personnel for Truck Pools, File 346/1/Tn 1, should be withdrawn. Both Captain Richardson and Lieutenant Clark should remain, and also the EM/ORs shown in our letter. The personnel for these truck pools is reduced to an absolute minimum and we cannot safeguard AD property with anything less. To give some idea of the size of the operations, it may be mentioned that the profits from these truck pools for the period ending 31 January amounts to over fifty million lire.

2. In the Tuscan Region there is a AD truck pool at Siena supervised by Capt. McCullough. He and any EM/ORs with him should remain at Siena for the same reasons as those given in our previous letter.

3. It is assumed that there will be no withdrawal of officers from Ancona in the meantime.

L. B. NICHOLS, Colonel
Deputy Director

cc: G-1 (3)
Road Div., Tn S/C

6164

RC-206

Mod. ENAC 10

Ente Nazionale Autotrasporti Cose

Istituto di Diritto Pubblico D. L. L. 14 agosto 1944 n. 186

Direzione Provinciale di PESCARA

Pescara, li 28 April 1945

Prot. N. .....

Risposta al N. ..... *del* .....

Allegati .....

OGGETTO:

TO: G.G. GROSS
TRANSPORTATION SUB-COMMISSION
AC/HQ
ROMA

Dear Sir,

I had planned to make a visit at your office in Rome but I found it impossible being that we are moving into new quarters.

In regard of the grain situation the Consorzio of Pesca= ra is having difficulties in making arrangements with the Consorzio of Ascoli Piceno. Ascoli has not up to now communicated list of towns to collect above said grain. We finished to collect grain in Teramo Province.

At the present moment the transportation of grain is going on reduced capacity.

Regarding the tire situation of Pescara Truck Pool it is indeed in a pitiful condition; at the present moment all the trucks are without spare tires and only two are good for long distance trips.

I will surely come personally around the 10th of May to explain you the transportation situation of Pescara Province.

Sir, being unable to do the cheking of trucks in the Pro= vince, I still remember your kind promise for which I have antici= pating my thanks.

I will never forget your kindness; always at your service

very truly yours

Donnelly

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

Ente Nazionale Autotrasporti Cose

Istituto di Diritto Pubblico D. L. L. 14 agosto 1944 n. 188

Direzione Provinciale di PESCARA

Pescara, li 26 April 1945

Prot. N. .....

Risposta al N. ..... *del* .....

Allegati .....

OGGETTO:

TO: G.G. GROSS
TRANSPORTATION SUB-COMMISSION
AC/HQ
ROMA

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I will never forget your kindness; always at your service

very truly yours

Rocco Bonelli

P.S. My best regards to Mr Renato Santamaria

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

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

BEST COPY POSSIBLE

2036

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

A4/206

6162

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

5

SUBJECT : FOGGIA Truck Pool.

7206

Senior Tn Officer,
c/o MOVEMENTS EASTERN ITALY,
Tel. 12205.
Ref. RD/5/206

21 April 1945.

TO : HQ AC for Tn Sub-Commission
(Road Division).

Reference Tn Officer FOGGIA letter AC/Tn/FO/2 dated 11 APR enclosing particulars of arrangements made with ENAC etc including that regarding a reduction of 35% on the ENAC Tariff.

1. I have spoken to the ENAC Compartimentale Director BARI on this question of tariff and he states he has no objection to the 10% reduction under the decree being made in all cases in FOGGIA area.

2. I have communicated with Capt. Billinghurst on the matter and he states he has now arranged that the 10% reduction only will be made.

Major, RA,
(C. W. G. TAYLOR),
Senior Tn Officer, AC.

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

HEADQUARTERS ALLIED COMMISSION

INTER OFFICE MEMO

29 April 1945

AC/206/TR.5

SUBJECT : A.G Truck Pool Accident.

TO : Legal Sub-Commission.

1. Reference attached correspondence, it is agreed that the Truck Pool was to blame for this accident and that there was no existing contract between hirer and the AMG Truck Pool concerned. The practice of entering into such contracts with all hirers would be impracticable.

2. If this claim is paid a precedent will be created with possible devastating effects to Truck Pools in the future.

3. Is it suggested that all future claims involving Truck Pools be met or, alternatively, should a note be attached to all transportation request forms stating that in the event of loss or damage to the cargo no responsibility can be accepted by the Truck Pool?

For the Chief:

G. FERNYHOUGH,
Lt.Col. R.A.
Roads Division.
Ipt. Sub-Comm.

6169

20b.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

4/1945 /bm

25 April 1945

REPORT BY MAJOR H.A. SYMONS, INTELLIGENCE CORPS,
Attd. Transportation Sub-Commission.

Subject : Truck Pools.

1. Owing to car difficulties I was only able to go into the question of the "running of truck pools" within the area of that under Capt. Price, at Chieti.

2. Capt. Price is convinced that the sections of the pool under his direct control are running satisfactorily; and from my own observations and as a result of my talk with Capt. Price, I feel that he has a good show going.
He has a Director, in whom he has implicit faith and he has a loyal and honest accountant; the former necessary; the latter unusual in Italy

3. Capt. Price and his pool are about to operate on a 24 hrs basis; undoubtably subversive workings will be more difficult to detect owing to the greater opportunity to operate; but Capt. Price is obviously very much alive and is sufficiently honest to admit the possibilities and at the same time, anticipating the added possibilities, of subversive activities; he is making any effort to forstall same.

4. I had not the time to go into any detail but I am sure, that given time, staff and the facilities; sufficiently effective gestapo inquisitory methods could be employed in order to bring to light, subversive operations by employees of Truck Pools.

5. Capt. Price is very lucky, as he admits, in having a capable Director and an honest Accountant; but if the same fortune is the lot of other Truck-pool commander, I should be more than surprised.

6. Summarization.
Pools, or the personnel employed therein, have such opportunities to operate to their own advantage, that to ensure the honest running of Pools, it would be necessary to employ a number of "SLEUTHS". The control of these pools, to all intents and purposes, is vested in the Director and therefore the OFF. i/c, is to a great extent, limited in his actual control.
It must be realized that with a dishonest Director, anything might happen, and that unless a really effective

GLD

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

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It must be realized that with a dishonest Director, anything might happen, and that unless a really efficient, very much alive and active person is in command of a Pool, then the pool could be so easily used and operated to the advantage of individuals as opposed to the principles which prompted the ideas of their formation.

G.H.R. Symons

Major
Intelligence Corps,
Attd.Transportation S/C
A.C.

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

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

File

HEADQUARTERS ALLIED COMMISSION GF/ep
APO 394
TRANSPORTATION SUB-COMMISSION Phone: 489081

Ref: AC/206/1/TS5 20 April 1945.

SUBJECT: Long Distance Road Transportation.

TO : Chief Transportation Officer - AC - Bari.
(Maj. C.F.G. Taylor)

1. Reference TPl/1 dated 7 April 1945, addressed to FMAC Provincial Office, Foggia, copy to you.

2. It must be clearly understood that the type of haulage performed by Truck pool vehicles and the extent to which they may proceed outside their province is a policy matter which can only be determined by this Sub-Commission and not by you. It may be necessary in the interests of civilian supply in Foggia Province for vehicles to proceed out of the Province. A reasonable proportion of inter-provincial haulage is necessary in all parts of the country. It is the responsibility of the Truck pool officer concerned to determine whether vehicles in his pool are being mis-used by FMAC to the extent that excessive haulage either to or from points outside the Province is being performed. When this situation arises the correct procedure is for the Truck pool officer to report the matter to you and for you to refer it to this Sub-Commission for decision.

3. Your endeavor to reduce import and export work in order to provide more transport within the Province is appreciated and it may be that at present such work is excessive. If so, you should provide this Sub-Commission with information showing the proportion of mileage which has been run for this type of haulage together with a list of destinations and commodities moved over any fortnightly period you may have in mind.

4. Reference par. 3 of the above mentioned letter, it would clearly be impracticable for all bids for transport into and out of the Province, to be referred to you for decision and Capt. Billinghurst should be left to screen such bids and determine their ~~jurisdiction~~. justification.

5. It must be clearly understood that you have no control over civilian trucks operated by FMAC, but where you

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

civilian vehicles are performing haulage which you do consider is proper in the interest of the community, you uld advise this Sub- Commission.

By Command of Rear Admiral STONE:

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

cc: J.S. Billingburst,
Trnsp. Officer, No. 1 Truck Pool - AC - Foggia
NAC -- Piazza Rossa

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

87 Transportation S/C

Tel. 489081
Ext. 262

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

JRM/rzmc

AGR/862

206

19 April 1945

SUBJECT: Charges for Transportation of Olive Oil

TO : His Excellency Fausto Gullo, Minister of Agriculture

1. With reference to the attached copies of two letters referring to certain charges incurred in the name of Ufficio Provinciale Statistico Economico dell'Agricolture, Foggia Province, the matter is forwarded to you for appropriate action. We have advised the Transportation Sub-Commission that there seems to be some error in that normally UPSEA only authorizes the movement, and charges involved are payable by the Consorzi Agrari.

2. It is suggested that the Director of UPSEA take the necessary action to clarify the matter and obtain payment, contacting the Transportation Sub-Commission for such further information as may be necessary, for certainly the suspension of transportation for the movement of olive oil will handicap the collection program.

Leland G. Allbaugh

LELAND G. ALLBAUGH
Director

Enclosures:
Ltr 17 Apr 45
Transportation S/C
Ltr 14 Apr 45
No. 1 Truck Pool, Foggia

Distribution:
Transportation S/C
Att: Lt. Col. G. Fernyhough

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2044

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

GF/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ext : 566

Ref : AC/206/ Tn.5

17 April 1945

SUBJECT : Transport Charges to UPSEA for Olive Oil Control.

TO : Agriculture Sub-Commission
(Att: Capt Burgenson)

1. Reference telephone conversation (Lt Col Fernyhough - Maj Merritt). Attached hereto is copy of letter T.P.I./15 dated 14 April 45.

2. Will you please take steps to obtain payment of the 919,050 lire owed by UPSEA to No 1 Truck Pool.

3. Meanwhile the Truck Pool Officer has been instructed to suspend provision of transport to UPSEA until the bill is settled.

For the Director :

G. FERNYHOUGH
Lt Col. R.A.

Copy to: Capt. J.S.Billinghurst R.A.S.C.
Transportation Officer A.C.
No 1 Truck Pool FOGGIA.

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

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N° 1 TRUCK POOL A.C.

Foggia Zone

Subject: Transport charges to UPSEA for Olive Oil Control. Ref: TPI/I5 I4th April I945

To : HQ. Allied Commission,
Transportation Sub Commission,
APO 394 U.S. Army

I. This Truck Pool has had vehicles hired to UPSEA for Olive Oil Collection since 29 January I945 and to date has not received any payment.

2. A copy of statement showing total due to 3Ist March I945 amounting to nearly one million lire is attached and it would be appreciated if arrangements could be made with UPSEA Rome for settlement by return.

Capt.J.S. BILLINGHURST, R.A.S.C
Transportation Officer
N° I Truck pool A.C.

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

7 Truck Pools.

HEADQUARTERS
AMC/AC
UMBRIA MARCHE REGION
APO 394
CHIEF TRANSPORTATION OFFICE

R5/517/A/5 18 April 45

SUBJECT : Vehicle Insurance

TO : Transportation Sub Commission Hq.AC. (Road Division).

Please be informed that Truck Pools No.5-6-7-8 of this Region have expended the sum of 445.463.61 Lire for Third Party W.O. Vehicle Insurance.

For the Regional Commissioner :

HEADQUARTERS
19APR1945
A. C.

D.P.RICHARDSON
Capt.Inf.,
Chief Transportation Officer.

AC/206 6154

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

W 206

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(Advance Echelon)
APO 394

Tel. 220 14th April 1945

136/M/TRS

TO : Regional Commissioner
Liguria
Piemonte
Venezia
Lombadia

SUBJECT : Truck Pool Financing.

1. Attached for your guidance are five copies of directive 13079/F issued 3rd April by Finance Sub-Commission on above subject.

2. Your attention is called to the necessity of setting up a separate account in each pool whenever G.S vehicles are attached for dispatching. In this case the Pool will collect the standard tariff, take out its overhead percentage and back the remainder to the credit of this special account. Ultimate disposal of such monies will be the subject of a future directive.

By Command of Rear Admiral Stone

Original signed by
Lt. Col. M. Harris

M. HARRIS
Lt. Colonel
Corps of Engineers

Enclosures 5 (13079/F)

Copy: Finance Sub/Com.
Motor Transport Group
Mr. Green

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

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13079/F

3 April 1945

SUBJECT: Transport Pools in Provinces.

TO : Regional Commissioner,
(Attn: Regional Finance Officer & Regional Transportation Officer)
Piemonte Region
Lombardia Region
Venezia Region
Liguria Region
Emilia Region
Toscana Region
Umbria-Marche Region

1. This instruction is a slight revision of 13079/F of 8 February, and is being reissued because of its importance.

2. As the "Transport Pools" (using Italian-owned transport) to be operated in Allied Military Government territory are not State offices, financing cannot be done by the use of the State or Local Government Budget forms.

3. It has been decided also that finance cannot be provided from AMG funds.

4. As it is essential that these Transport Pools must be set up without delay, extraordinary measures must be taken to provide initial funds to enable the Transport Pools to operate. For this purpose, on the responsibility of the Regional Commissioner, the Regional Finance Officer, should order the R. Tesoreria Provinciale to set up a credit in favor of the named Transport Pool. In order to avoid any confusion neither L.G.B. or S.B. forms should be used.

5. In Italian Government territory E.N.A.C. is by Part VI Arts. 26 and 27 of the Statute an autonomous body entirely supported by the registration fees of members and the assessments on transport made, and it does not receive any financial support from the State. Consequently any credit authorized by Allied Military Government in Military Government territory by virtue of the exercise of its extraordinary powers, will be subject to repayment by the Transport Pool from its revenues. A formal request for funds should be made by the manager of the Transport Pool to the RFO with a written undertaking to repay any sum advanced.

By Command of Rear Admiral STONE:

Joint Director,
Finance Sub-Commission

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CG/ep
Phone: 489081

Ref: AC/208/3/Tn5

14 April 1945.

Dear Mr. Minister:

As you may be aware the Allied Commission has created and supervises the operation of various truck pools in the Italian Government territory; these truck pools operate War Department vehicles belonging to the Allied Governments. Furthermore, in Allied Military Government territory the Allied Military Government organize and control truck pools of locally owned vehicles.

The revenues of these truck pools are considered by the Allied Commission as accruing on behalf of the Italian Government to whom they will eventually be handed over. The Finance Sub-Commission of the Allied Commission has therefore suggested that auditors of the Italian Government be placed in charge of the finances of the various pools now operating throughout liberated Italy. Such auditors would eventually be responsible to the Italian Government for the proper accounting of the pools' funds.

If you are in agreement with this suggestion would you please arrange a meeting with us so that final steps may be taken toward this end.

Very truly yours,

M. B. THOMAS
Colonel,
Deputy Director.

His Excellency,
Marcello Soleri,
Ministry of Treasury,
Via XX Settembre,
Rome.

6152

206 1 Truck Pools

N.1 TRUK POOL A. C.
FOGGIA E PROVINCIA

PHONE: 73:74

Foggia, April I3th, I945
Via Domenico Cirillo, 100

Prot. N. AC/TN/FC/2 618

Subject: Report on Transportation Conference

To : HQ., Allied Commission,
Transportation Sub Commission,
APO 324 U.S. Army

1. On 9th April I945 a conference was held between the following at the Foggia province prefecture at Lucera:-

H.E. The prefect of Foggia province,
Transportation Officer, Foggia province.
General Manager, N°I Truck Pool, A.C.

2. Subjects under discussion were:

a) W.D. Tyres and Tubes for civilian use.

b) Formation of a Truck Pool Co-operative to take over from the present organisation.

3. Subject 2a.

a) The prefect volunteered to have a review made of existing circulation permits with the object of eliminating all vehicles that are not running on essential public or civilian services. He stated that it is his view that only public passenger and load carrying vehicles should be permitted and that vehicles running for private interests should be eliminated at the present stage.

b) The Transportation Officer endorsed the prefects views and said that every effort would be made to obtain essential tyres for the province when they became available.

c) The prefect addressed his sincere thanks to the Tn Officer and requested that his appreciation of all the good work done and assistance given by the Allied Commission in the past and, that he feels sure, will be given in the future, for the welfare and rebirth of the Italian Nation, be passed on. 6151

4. Subject 2b.

a) The Tn Officer and General Manager informed the prefect of the intention to form a Co-operative of the Truckpool employees to take over the organisation when Allied Commission withdrew.

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

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6151

4. Subject 2b.

a) The Tn Officer and General Manager informed the Prefect of the intention to form a Co-operative of the Truckpool employees to take over the organisation when Allied Commission withdrew.

b) In order to avoid the possibility of speculators and vested interests taking control in any way, the Prefect was requested to act as President. The prefect, while regretting he could not act as a paid president, expressed his willingness for the Prefecture to be quoted in the Articles of Association as unpaid controller. He emphasised that in his opinion it is of vital importance that such

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

AC/TN/FO/2

April 13th, 1945

organisations as the Truck Pool should not be allowed to fall into the hands of speculators and that he would make it his object to ensure that the new Co-operative be always maintained efficiently for the common weal.

c) It was then mutually agreed to have Articles of Association drawn up for the co-operative under Italian Law.

5. The conference then closed with mutual expressions of good will.

6. Articles of Association are being drawn up and a copy will be forwarded for information at an early date. The Articles will not become effective until authority is received from Headquarters, Allied Commission.

J.S. Billinghurst

Capt. J.S. BILLINGHURST, R.A.S.C.
Transportation Officer
No I Truck Pool, A.C.

Copy to: Senior Transportation Officer,
Allied Commission, BARI

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

Tel. 372 HEADQUARTERS ALLIED COMMISSION GG/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/RSC/ /TnS 11 April 1945.

Dear Mr. Minister:

Finance Sub-Commission of the Allied Commission has suggested that auditors of the Italian Government be placed in charge of the finances of the various Truck Pools now operating throughout liberated Italy. This would expedite any future transactions made regarding these Pools which are now being contemplated by the Allied Commission.

If you are in agreement with this suggestion would you please arrange a meeting with us so that final steps may be taken toward this end.

Very truly yours,

E. R. THOMAS
Colonel,
Deputy Director.

His Excellency,
Marcello Soleri, Ministry of Treasury,
Via XX Settembre,
Rome.

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

2054

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

Tel. 566 HEADQUARTERS ALLIED COMMISSION CP/ep
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/206/ /Tn5 9 April 1945

SUBJECT: Truck Pools.

TO : G-4 British.

1. Reference your memo G-4/TW102/2, 5 April 1945, your attention is directed to Transportation Sub-Comaission, Movements Division (Instruction 107/8/TM 1), 20 March 1945, par. 2. The officers enumerated below will be responsible for all transportation problems in their respective areas:

Major V.R. Bowers -- Naples Pool

Maj. C.E.C. Taylor -- Foggia, Campobasso and Bari Pools

Capt. J.R. Price -- Chieti and Aquila Pools

2. The officers named above will be responsible for the submission of all returns as required by G-4 (British), Allied Commission.

3. There is to be no reorganization of Truck Pools in the Roads Division. Transportation Sub-Commission will deal with all questions of maintenance and operations.

G. FERRYHOUGH
Colonel, R.A.,
Roads Division.

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GF/as 1

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Ext : 366
Ref : AC/206/ /Tn.5

6 April 1945

SUBJECT : Despatch of Trucks - No 1 Truck Pool

TO : Capt. G.S. Billinghurst, Transportation (Truck Pool) Officer. A.C. FOGGIA

1. It is reported by B.N.A.C. that vehicles of No 1 Truck Pool, are at the disposal of and being despatched by Consorzio Agrario Provinciale. This is contrary to instructions issued by this Sub-Commission whereby all N.D. vehicles in A.C. Truck Pools in Southern Region are now to be despatched by B.N.A.C., who collect the necessary charges at the official tariff rates and hold on A.C. account.

2. Consorzio Agrario claim that they have insufficient trucks in the province for grain haulage. This is probably due to the fact that too large a proportion of trucks are being employed in hauling commodities other than grain, which is top priority.

3. You will take immediate steps to discontinue despatch of Truck Pool vehicles by Consorzio Agrario and arrange for B.N.A.C. to take over all operation in accordance with the attached letter AC/206/2/Tn.5 dated 23 Feb 45.

By Command of Rear Admiral STONE :

G. PENNYHOUGH,
Lt Col. R.A.
Roads Division

6147

Copy to B.N.A.C. Refce 3M/2/4845
dated 31 Mar 45.

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

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

Copy

/ss

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission GGC/rb

Ext : 566

Ref : AC/206/2/Tn.5 23 February 1945

SUBJECT : W.D. Truck Pools.

TO : All Regional Commissioners Concerned.

1. The ENAC law went into effect by decree published on the Official Gazette on 1 February 1945. The law reads in effect that all owners or operators of load carrying vehicles will be members of ENAC.

2. ENAC will control all trucking transportation, distribution of P.O.L. and collecting of tariff rates.

3. Any person or persons wishing goods transported will apply to ENAC and not to individual trucker or trucking company for said transportation.

4. All Allied W.D. Motor Pools carrying civil supplies and operating in provinces controlled by ENAC will abide by the ENAC law. Please advise all Provincial T Transportation Officers accordingly.

This does not, however, release Allied Commission of the responsibility for the maintenance of the vehicles concerned herein.

By Command of Rear Admiral STONE :

MERRITT H. TAYLOR
Director.

6146

UFFICIO TRASPORTI

TRUCK POOL Region V. - A. M. G.

MACERATA PROVINCE

DIREZIONE

20/206

Macerata, li 8 APRILE 1945

Il sottoscritto Umberto Poppo Direttore del Truck Pool No.6 e già Direttore del Truck Pool No.2, alle dipendenze del Governo Militare Alleato fin dal 1943, chiede a codesta Commissione Alleata, anche a nome dei suoi collaboratori Truck Master Scognamiglio Gennaro ed Amministratore Baldoni Aldo, di essere tenuto presente nella eventuale cessione alle autorità civili del Truck Pool No.6 di stanza a Macerata, alfine di formare con la partecipazione del personale del Truck Pool una Cooperativa di Trasporti regolarmente costituita.

Detta Cooperativa funzionerà in maniera da tutelare un servizio scrupoloso, preciso e rispondente all'interesse del paese, senza parvenze di lucri e simili; ne farà parte il personale fondatore di questo Truck Pool ed altro già selezionato e che risponderà in pieno alle mansioni di responsabilità che si verranno a creare.

Ci siamo permessi compilare la presente, avendo saputo che in altri Truck Pool dell'Italia Meridionale, il Comando Alleato ha concesso la costituzione di queste Cooperative con il personale dipendente dei rispettivi Truck Pool.

Per eventuali referenze e segnalazioni dettagliate, riguardante l'andamento dei vari servizi e la passione che lo scrivente ed i collaboratori diretti su accennati hanno professato onde rendere sempre più efficente l'organizzazione ed il rendimento del Truck Pool, potrete rivolgerVi ai Sigg. Tenenti Asch e Clarck ed al Capitano Chachet, ed all'Ufficio Reggionale Finanze.

IL DIRETTORE
(U.Poppo)

IL TRUCK MASTER
(G.Scognamiglio)

L'AMMINISTRATORE
(A.Baldoni)

6/45

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

TRUCK POOL Regio[illegible]

MACERATA PROVINCE

DIREZIONE

Macerata, li 8 APRILE 1945

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IL DIRETTORE
(U.Poppo)

IL TRUCK MASTER
(G.Scognamiglio)

L'AMMINISTRATORE
(A.Baldoni)

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

DRAFT

AC/206

REPORT ON TRUCK POOL N°1 FOGGIA

This Pool was visited on 20th March and at this date accounts to 20th February 1945 were received from Capt. J. Billingshurst officer in charge. Although small adjustments have been made to these accounts, copies of which are attached hereto, they were not audited in any way.

Capt. Billingshurst stated that petrol was being obtained solely from C.I.P. Payment had been made to AFA for petrol obtained from army sources but all the remittances had not been cleared at the date of our visit. From the records of Petrol etc. issues produced, it appeared that control is now adequate.

Proper mileage records are now being maintained and it is thus possible to produce accurate depreciation figures in respect of the W.D. trucks run by this organization.

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

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

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AC/206

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

118/4/TRS 26th. March 1945

To : Legal Sub-Commission
HQ. Allied Commission.

Subject : Truck Pools.

1. Reference is made to your proposed regional order establishing truck pools accompanied by your letter AC/1014/4/L dated 25th.March 1945.

2. Your attention is directed to Article II which changes the fundamental concept of responsibility for the formation of said truck pools. We prefer to have the Italians do their own work and accept the responsibility under the supervision of A.M.G.. It is needless to point out that a dearth of A.M.G. personnel prevents us from doing otherwise.

3. In comparing Article I and Article II, it is quite apparent that registration takes place with the issuance of a Carnet yet operation of the vehicle is under the supervision of a truck pool. We fail to see why two separate agencies should partake in this work. In addition, we feel that the registrant should work for the pool with which he is registered, otherwise he may register in one locality and then drift off to another Commune where work is more to his liking, thus engendering our control.

4. It is suggested that the " Proposal Prefect's Decree ",appendix A of " Instructions for the Organization and Administration of Truck Pools " be recast without change into a regional order, thus saving much time and valuable energy. The Prefect's Decree meets with the approval of this Sub-Commission, has received approval from the appropriate Italian Ministry for which our field work is done in the initial A.M.G. stage and has been actually used in practice. It embodies those ideas that are based on practical experience in the field of Italian transportation and has been accepted by Regional Commissioners who are in responsible charge of distribution of commodities within their jurisdiction.

ROBERT H. TAYLOR
Director
Transportation Sub-Commission

Copy to:
Mr. Vacca

RHT/go.

ALLIED COMMISSION

No1 TRUCK POOL

FOGGIA ZONE

Balance Sheet

20th February 45

ASSETS		LIRE	LIABILITIES		LIRE
Cash at Bank	3.299.125		Sundry Creditors		1.041.795
Cash in Hand	15.372	3.314.497	Reserve for Depreciation of Trucks		3.862.832
Stock of Petrol (as valued by Sig. La Sala)		335.006	Accumulated Profits		
Sundry Debtors		12.444.609	Balance 1Jan45	12.968.188	
Furniture & Equipment			Less:Adjustment of Petrol Charges	1.034.220	
Balance at 31 Jan 45	500.000			11.933.968	
Less:Depreciation	26.014	473.986	Less:Loss for period 1 Jan to 20 Feb 45	270.497	
					11663.471
		16.568.098			16568.098

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ALLIED COMMISSION
No 1 Truck Pool
Foggia Zone

Profit and Loss Account
For the period 1st to 20th February 1945

		Lire		Lire
Salaries & Wages		818.271	Transportation Receipts	2.602.582
Rent		3.000	Loss for Period carried to Balance Sheet	118.786
Petrol & Oil		1.131.795		
Repairs		488.691		
Depreciation				
Trucks	233.998			
Furniture etc.	26.014	260.012		
Insurance		551		
Sundries		19.048		
	L	2.721.368	L	2.721.368

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

ALLIED COMMISSION

N°1 TRUCK POOL

FOGGIA ZONE

PROFIT AND LOSS ACCOUNT

FOR THE MONTH OF JANUARY 1945

Salaries & Wages	1.402.254	Transportation Receipts	3.392.900
Rent	8.606	Sundry Receipts	50.216
Petrol & Oil	1.605.849	Loss for month carried to Balance Sheet	151.711
Repairs	122.638		
Depreciation of Trucks	328.834		
Insurance	77.577		
Sundries	49.069		
	£ 3.594827		£ 3.594.827

Mod. ENAC 10

ENAC

Ente Nazionale Autotrasporti Cose

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

DIREZIONE GENERALE

Roma 31 MAR. 1945 194

Servizio Movimento
Prot. N. 3M/Q/4845 Div. 1
Risposta al N. del

To the
ALLIED COMMISSION
Transportation Sub-Commission
R O M E

OGGETTO: situazione autotrasporti di cose nella provin. di Foggia

SUBJECT: position of the motor transportation of goods in Foggia province.

Si ritiene opportuno rimettere a codesta Sotto-Commissione, la copia di una lettera inviata da questo Ente all' Alto Commissariato per l'Alimentazione, circa la situazione degli automezzi in provincia di Foggia.

Come vedrete si ha ragione di ritenere che l'utilizzazione degli automezzi di proprietà dei Truck Pools di Foggia non sia sempre fatta nel modo più utile; comunque per parte nostra abbiamo fatto tutto il possibile per mantenere i necessari contatti con le Autorità italiane incaricate dell'alimentazione e continueremo a dare il massimo contributo possibile, affinchè gli autotrasporti si effettuino nel modo più regolare.

IL DIRETTORE GENERALE

We think useful to send to this Sub-Commission a copy of a letter sent by us to the High Food Commission about the position of the motorcars in Foggia province.

As you will see it appears that the employ of the motorcars belonging to the Truck Pool of Foggia is not always made in the most usefull way. On our side we did all our possible for contacting with the Italian food authorities and will continue to cooperate in the best way, in order to obtain that the movements by motorcars may be executed the most regularly as possible.

THE GENERAL MANAGER

6139

2064
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copia

Roma,

Alto Commissariato Alimentazione ROMA
e p.c.
Mov. e Traf. Ministero Trasporti - Gabinetto - ROMA
3M/2/4845

Situazione automezzi provincia di Foggia

Con riferimento alla lettera A/8/107/3-Serv.VIII° del 13 corr. con cui codesto Alto Commissariato lamenta deficienza di automezzi in provincia di Foggia, si comunica quanto segue in merito alla situazione dei trasporti in quella provincia.

I trasporti interessanti l'alimentazione vengono attualmente eseguiti senza alcun programma ben determinato. La locale Direzione Provinciale dell' E.N.A.C. non conosce infatti i quantitativi mensili di cereali e farina da trasportare, essendosi il Consorzio Agrario di Foggia categoricamente rifiutato di comunicare i dati suddetti, sia in sede consuntiva che in sede di programmazione. Il Consorzio Agrario pretende poi di avere a sua completa disposizione tutti i mezzi locali disponibili di oltre 20 q.li di portata, asserendo di dover provvedere - per incarico della SEPRAL - anche all'approvvigionamento di altra merce, contingentata e non, come legna, carbone, etc.

Tuttavia, per quanto è stato possibile accertare, dato il suddetto rifiuto, risulterebbe a questa Sede che in provincia di Foggia dovrebbero trasportarsi, per quanto riguarda grano e farina, i seguenti quantitativi medi mensili :

grano	q.li	55.000
pasta e farina	"	13.000
totale	q.li	68.000

Con i soli autocarri del locale Truck Pool, attualmente a completa disposizione del Consorzio Agrario, detti quantitativi si dovrebbero trasportare in 10 giorni al massimo. Invece il Consorzio, pur impegnando oltre i mezzi suddetti, circa altri 20 autocarri civili della portata media di 40 q.li, non riesce a trasportare i 68.000 quintali di cui sopra.

I motivi di questa efficienza possono ritenersi i seguenti:

....

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1. - Scarsa ed irrazionale utilizzazione degli autoveicoli:

2. - Disorganizzazione del lavoro nei luoghi di presa e di resa della merce, per cui gli autocarri effettuano frequenti viaggi a vuoto e nel migliore dei casi sono costretti a lunghe soste in attesa dell'insaccamento del grano;

3. - Gli autocarri inviati ai molini per caricare la farina ritornano sovente a vuoto, perchè i molini non solo non hanno farina, ma non hanno neanche ricevuto preventivamente il grano;

4. - Gli automezzi vengono impiegati per il trasporto di merci diverse dal grano e derivati, e cioè materiali da costruzione, legna, carbone e anche vino, nonostante i tassativi divieti impartiti dal Ministero dei Trasporti, d'intesa con codesto Alto Commissariato, in materia di trasporti di vino.

La deficienza di automezzi lamentata da codesto Alto Commissariato è quindi da attribuirsi unicamente al Consorzio Agrario di Foggia, che nell'organizzazione dei trasporti intenderebbe sostituirsi completamente all' E.N.A.C.

Tale stato di cose incide fortemente sull'ordine che è assolutamente necessario stabilire nel campo dei trasporti e conseguentemente in quello dell'approvvigionamento alimentare della popolazione.

Si prega pertanto codesto Alto Commissariato di voler intervenire sollecitamente presso il Consorzio Agrario di Foggia, affinchè non interferisca sui compiti che il D.L.L. 17/8/1945 n. 188 ha conferito all' ENAC, ma si limiti ad avanzare all'Ente le richieste di trasporto e a garantire che le operazioni di carico e scarico della merce vengano eseguite con la massima sollecitudine.

Si ritiene inoltre indispensabile che il Consorzio stesso, per quanto riguarda il trasferimento della merce di sua competenza, prenda tempestivamente accordi con la locale Direzione Provinciale dell' E.N.A.C., allo scopo di preparare mensilmente, d'accordo con questa, un programma di massima, in modo che l'esecuzione dei trasporti possa essere tempestivamente predisposta e regolarmente effettuata.

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

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E' evidente che solo, in tal caso l' E.N.A.C. può assumersi la piena responsabilità di provvedere all'effettuazione e alla disciplina dei trasporti, compiti che gli competono per legge e dai quali l' Ente non intende assolutamente esimersi.

IL DIRETTORE GENERALE

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

2063

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

Tr; RB/rb

TRANSLATION

E N A C
Mov. e Traf.
3M/2/4845

31 March 1945

TO: The Food High Commissioner, and for information
The Ministry of Transport.

SUBJECT: Truck Situation in Foggia Province.

Reference is made to your letter A/8/107/3-Serv. VIII°, dated 13 March, in which you complain about the shortage of trucks in Foggia Province.

The following is the situation of transportsin the above Province.

The transport of foodstuffs are effected at present without any programme being previously laid down. The Provincial Direction of ENAC in Foggia is not informed of the amounts of cereals and flour to be hauled, since the Consorzio Agrario of Foggia has categorically refused to transmit the data required. The Consorzio Agrario want moreover to have at their complete disposal all the trucks of more than 2 tons carrying capacity available, stating to have been charged by SEPRAI to haul other commodities, both rationed and non rationed, as wood, coal, etc.

As far as we have been able to ascertain, in view of the above refusal, it appears that the following amounts of wheat and flour should be hauled monthly in Foggia Province:

Wheat	55.000	Qls.
Pasta and Flour	13.000	"
Total	68.000	Qls.

Even by using only the vehicles belonging to the Truck Pool, which are at present at the disposal of the Consorzio Agrario, the time required to haul the above amounts should be in the maximum ten days. On the contrary, though they are operating, besides the above vehicles, about 20 more civilian trucks having an average carrying capacity of 40 Qls., the Consorzio Agrario is still unable to haul the above 68.000 Qls.

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

The causes of this deficiency can be summed up as follows:

1. Irrational use of the trucks.

2. Disorganization of the work in the loading and unloading points, so that the trucks are often effecting empty trips, or , under the best of circumstances, they have to wait a long time till the wheat is put into the sacks.

3. The trucks sent to the mills to load flour very often come back empty because the mills have no flour and have not even received the wheat.

4. The trucks are used for the haulage of other merchandises besides wheat and derivatives, as building materials, wood, coal and even wine, in spite of the strict orders given by the Ministry of Transports, in agreement with the Food High Commissioner, about the haulage of wine.

The Consorzio Agrario of Foggia is then the only responsible for the shortage of trucks pointed out by your office. The Consorzio of Foggia is trying to replace ENAC in the organization of transports.

The above situation is greatly hindering the organization of transports, and, as a consequence, the supply of food for the population.

Your office is therefore requested to take the necessary steps to see that the Consorzio Agrario do not interfere in the duties which have been entrusted to ENAC by Legislative Lieutenancy Decree of 17 Aug 1944, n 188. The Work of the Consorzio Agrario in this field should be limited to put the request for the transport to ENAC and to see that the loading and unloading of the merchandise be effected in the shortest possible time.

The Consorzio should moreover take prior agreements with the local Provincial Direction of ENAC, insofar as the merchandise controlled by the Consorzio is concerned, in order to lay down a general monthly programme, so that the transport can be arranged in advance and duly effected.

It is obvious that otherwise ENAC will not be able to take the responsibility of the control and the carrying out of the transports which are entrusted to them by law; and ENAC is not willing to give up such responsibility.

6136

TO : Direzione Provinciale E.N.A.C. - Campobasso

and for information to :

Direzione Generale E.N.A.C. - Roma
Direzione Compartimentale E.N.A.C. - Naples
S.E. il Prefetto - Campobasso
Director Road Division, Transportation Commission A.C., HQ. Rome
Regional Transportation Officer- A.C. HQ. Naples

FROM : Capt. J.O. Dodds, The Queen's, CTO.,A.C. Truck Pool no.2 Campobasso Province-

Ref. enclosed letter Dir. 667 - 23 March 1945.

1. My orders as C.T.O., A.C. Truck Pool no.2 are to coordinate my activities with E.N.A.C. It is not in any way the right of the Direzione Provinciale of the E.N.A.C. Campobasso to examine whether or not I use my trucks in a proper fashion. This right pertains to my superiors in the Allied Commission. The tone of your letter as addressed to an officer of the Allied Commission leaves a great deal to be desired. However I will regard it as the personal expression of the signee and not as the signature of a representative of the Italian Government.

2. However in order to make perfectly clear my attitude in the matter I will answer your points in detail.

3. It is my duty to accept only requests for transport which have been approved by E.N.A.C. But it is also my duty, being in charge of vehicles loaned by the Allied Forces, to ensure that those trucks carry only goods of first necessity. If your office is unable to 6135 distinguish, for the need of the Province, which are and which are not goods of first necessity then I can assure you that there is no such lack of decision in this office. Similarly if you refuse the approval to carriage of goods which are of first necessity I shall then in the

2010
Declassified E.O. 12356 Section 3.3/NND No. 785021

and for information to :

Direzione Generale E.N.A.C. - Roma
Direzione Compartimentale E.N.A.C. - Naples
S.E. il Prefetto - Campobasso
Director Road Division, Transportation Commission A.C., HQ. Rome
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./.

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

4. To refer in particular to the foregoing paragraph I would direct your attention to requests which I have refused being no.'s

Request no.	743	25	Qls.	Vino
" "	796	30	"	"
" "	481	100	"	"
" "	496	100	"	"
" "	156	80	"	"
		335		

Request no.	1019	- 25	Qls.-	FURNITURE	- 3 days	journey-	500	kms.
" "	700	- 25	"	"	- 2 "	"	- 420	"
" "	810	- 25	"	"	- 1 "	"	- 300	"

Request no.	572	- 25	Qls.-	SALT - from	S.M. di Savoia -	400 Kms.
" "	1018	- 25	" -	SALT -from	S.M. di Savoia -	400 kms.

Request no. 1075 - 25 Qls.- ANTHRACITE

The requests for vino are totally out of proportion, contrary to orders of the Ministry of Transport and in addition were largely for distances including journeys of 500 or more kilometres.

It is a matter of extreme surprise that you should expect me to carry furniture on trips taking 2-3 days at the expense of carriage of grain and flour.

I am not sending trucks for salt from S. Margherita di Savoia, a two day journey, when we are already carrying it from Termoli in one day trips.

Anthracite for heating is a luxury and I am not carrying it except for hospitals.

5. With regard to financial matters if you accept payments for transport and I refuse to effectuate that transport then that is your concern and not mine. I will send my bills to you for payments when they are ready.

In regard to petrol sufficient must be provided to keep my trucks busy all month.

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

"	"	796	80	"	"
"	"	481	100	"	"
"	"	496	100	"	"
"	"	156	80	"	"
			385		

Request no. 1019 - 25 Qls.- FURNITURE - 3 days journey- 500 kms.
" " 700 - 25 " " - 2 " " - 420 "
" " 810 - 25 " " - 1 " " - 300 "

Request no. 572 - 25 Qls.- SALT - from S.M. di Savoia - 400 Kms.
" " 1018 - 25 " - SALT -from S.M. di Savoia - 400 kms.

Request no. 1075 - 25 Qls.- ANTHRACITE

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5. With regard to financial matters if you accept payments for transport and I refuse to effectuate that transport then that 6134 your concern and not mine. I will send my bills to you for payments when they are ready.

In regard to petrol sufficient must be provided to keep my trucks busy all month.

If It is not forthcoming I will refer to the matter direct to my Direction in Rome for consultation with the Direzione Generale. It must be bore in mind that in addition to that petrol used by my trucks on commercial affairs I also require sufficient to maintain the A.C.

./.

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

establishment in this Province.

6. For the better arrangement of supplies and approval of requests it is essential that you call frequently the Provincial Commission of E.N.A.C. This has not been done since the first week of E.N.A.C.'s activity in Campobasso. Fortunately for the Province two of the members of that Commission are on my Dispatch Committee and thus ensure that essential supplies are transported.

7. I would refer your attention to my letter (enclosed) of 20.2.45 which was addressed to all mill-owners. The Consorzio Agrario, Pasta merchants, Charcoal merchants and State Monopolies of this Province in which you will see quite clearly my strong support of E.N.A.C. The only necessity for the sending of this letter was the lack by your office of suitable directions to the recepients.

8. With reference your statement in paragraph 4 I would inform you that all persons working for A.C. Truck Pool no. 2 are employees of the Allied Forces and all work is authorized by me. In any work I may order to be carried out they are acting under the orders of an officer of the Allied Commission. Your proper channel of complaint should be in the form of a letter addressed to your Direzione Generale, Rome, with a copy to me.

9. I trust that after the reforming of the Direction of E.N.A.C. in Campobasso such letters as this will become completely redudant.

Campobasso March 24th, 1945.

J.O. Dodds, Capt.
The Queen's
CTO., A.C. Truck Pool no. 2
CAMPOBASSO PROVINCE.

6133

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

TRANSLATION

E.N.A.C.

Direzione Provinciale

Campobasso 23 Marzo 1945

Servizio : Direzione
Prot. : 667
R

Spett. Truck Pool No. 2
Campobasso

and for information to:

ENAC General Direction
Rome

ENAC Compartimental Direction
Naples

H.E. the Prefect
Campobasso.

Subject:- Transport Coordination.

With note dated 20/3/45 No.s 173=174=175=176=177 the Truck Pool informs this Direction of not being able to make the transportation requested on 27/2/45 (requests no.156 & 496), 1/3/45 (request no.481), 5/3/45 (request no. 743), 6/3/45 (request no.797), 8/3/45 (request no.872), 13/3/45 (request no.1019), 16/3/45 (request no.1018) and on 20/3/45 (request no.1075) because its motor-vehicles are engaged in transportations of first necessity.

Considering that these are requests even of last February and that those called for to this Direction have been totally carried out, if the contractors have observed ENAC dispositions, there is only to examine whether the transportations to be made by your vehicles have been carried out or not. If they have, there cannot be urgent engagements on your trucks; if they have not, we cannot make out how although the big number of trucks which you would hold, the requests we have been sending up to 20/3/45 have not been carried out yet, and they want only about 60000 Kms.

If the two previous hypothesis are not the unique, one can suppose that you make transportation not according to ENAC rules. If the hypothesis is right, we deem rightful to recall your attention on the possible consequences of such attitude of yours, specifying :-

1) The contractors, not being compelled to pay according to ENAC's law and dispositions, can raise up disputes - the financial reflexes of which will be charged to the Truck Pool. The disputes raised in the period of Consorzio Autotrasportatori are well known. (183)

2) The contractors, not getting in time the accounting-documents, may be subject to infraction of the fiscal law, the consequences of which cannot be borne but by Truck Pool. The Consorzio Agrario has already remarked such kind of troubles, with letter dated 16/3/45.

3/ The contractors, not arranging in time for the payment of transportations and ENAC rights, cause to this latter financial operations very expensive for the life necessities of its organizations in

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

Servizio : Direzione
Prot. : 667
R

Campobasso

and for information to:

ENAC General Direction
Rome

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ENAC Compartimental Direction
Naples

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3/ The contractors, not arranging in time for the payment of transportations and ENAC rights, cause to this latter financial operations very expensive for the life necessities of its organizations in this Province ans shall be then compelled to compensate ENAC who shall have to ask for the strict ENAC's law being applied on certainly not a very sympathetic situation.

4) The execution of transportations not disposed of by this Direction, exposes the Italian citizens, who "make said transportations carry

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out" at the sanctions of Para 6 of D.L.L. 17/8/44 n° 188, corrected by Para 2 of D.L.L. 13/10/44 n° 324 - which decree punishment by fine up to 15000 lire and imprisonment up to 6 months.

4) Fuel allotment from this Direction to the Truck Pool (according to dispositions by Ministry of Industry, Agriculture and Commerce) is made in proportion with the transportations requested by ENAC itself. If the Truck Pool does not conform to ENAC's law, keeping on to make transportations not requested by ENAC, confusions and false appreciations may raise up, but ENAC will not be responsible for them. From this fact it results also that ENAC, who issues trip tickets on the base of applications for transport received, may issue them also when they should not, and this occurs for they do not know the real transport situation and, from the records held, thinks to be able to distribute fuel to the transporters. If, instead, this Truck Pool made no transportation not requested by ENAC, this Direction could examine - respecting the priority - to which transport give carburant and which transport to avoid by refusing the trip ticket.

It is useless to speak about all the other negative consequenses that the unobservance of ENAC's law causes and an elementary idea of organization is sufficient to understand them.

After this premise, therefore, this Direction hopes to have been lucky in expressing itself, and to let understand how to its desire to show the goodness of ENAC's organization in the interest of the population and the consumer is corrisponding the other one higher: to coordinate all the transport strengths in the interest of the various branches supervising the transportations, which they control and by them depending also only economically.

We should like to receive a reply.

ENAC stamp:

for: The Provincial Director
VITTORINO FIORILLO.

6131

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COPIA

Campobasso 23 Marzo 1945

E.N.A.C.

Ente Nazionale Autotrasporti Cose

Direzione Provinciale

Servizio: Dir.
Prot. N.: 667

Oggetto: Coordinazione Trasporti.

Spett. Truck Pool No. 2
Campobasso

e p.c.
alla Direzione Compartim. ENAC
Napoli

Direzione Generale
Roma

a S.E. il Prefetto.
Campobasso

Con foglio del 20/3/45, n° 173,174,175,176,e 177, codesto Ente comunica a questa Direzione di non poter effettuare i trasporti richiesti il 27/2/45 (richieste n. 156 e 496), il 1/3/45 (richiesta n. 481), il 5/3/45 (richiesta n. 743), il 6/3/45 (richiesta n.797), l'8/3/45 (richiesta n.572), il 13/3/45 (richiesta n.1019), il 16/3/45 (richiesta n.1018), il 20/3/45 (richiesta n. 1075) perchè i vostri mezzi sono impegnatissimi in trasporti di primissima necessità.

Considerato che trattasi di richieste che rimontano anche al febbraio scorso e che i trasporti richiesti a questa Direzione sono stati già evasi totalmente, se i committenti hanno osservato le disposizioni ENAC, resta solo da esaminare se i trasporti da effettuarsi con vostri mezzi sono o non sono stati eseguiti. Se sono stati eseguiti non possono esservi forti impegni per i vostri automezzi, se non sono stati eseguiti non riusciamo a renderci conto come il forte numero di autocarri che voi avreste non sia ancora riuscita ad evadere le richieste trasmessevi fino al 20/3/45 e che sviluppano appena un 60000 km. circa.

Se le due ipotesi fatte avanti non sono le uniche, vi è il caso che voi eseguiate trasporti non disposti secondo la legge ENAC. Se l'ipotesi è fondata, riteniamo doveroso richiamare la vostra attenzione sulle conseguenze possibili di un vs/ tale atteggiamento, precisando :

1) i committenti, non essendo obbligati a pagare secondo la legge e disposizioni ENAC, possono dare origine a contestazioni i cui riflessi finanziari andranno a carico solo di codeste Ente. Sono note le contestazioni dell'epoca in cui funzionava il Consorzio Autotrasportatori.

2) i committenti, non ricevendo in tempo i documenti contabili, diventano passibili di contravvenzioni alle leggi fiscali, le cui conseguenze non potranno che essere sopportate da codesto Ente. Il Con

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Direzione Provinciale

Spett. Truck Pool No. 2
Campobasso

e p.c.
alla Direzione Compartim. ENAC
Napoli

Direzione Generale
Roma

a S.E. il Prefetto.
Campobasso

Servizio: Dir.
Prot. N.: 667

Oggetto: Coordinazione Trasporti.

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1) i committenti, non essendo obbligati a pagare secondo la legge e e disposizioni ENAC, possono dare origine a contestazioni i cui riflessi finanziari andranno a carico solo di codeste Ente. Sono note le contestazioni dell'epoca in cui funzionava il Consorzio Autotrasportatori.

2) i committenti, non ricevendo in tempo i documenti contabili, diventano passibili di contravvenzioni alle leggi fiscali, le cui conseguenze non potranno che essere sopportate da codesto Ente. Il Consorzio Agrario ha fatto già giustamente rilevare con foglio del 16/3/45 queste sue preoccupazioni.

3) i committenti, non disponendo in tempo i finanziamenti dei trasporti dei diritti dell'ENAC, espongono quest'ultima a operazioni

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finanziarie di notevole costo per necessità di vita delle sue organizzazioni in questa Provincia, e dovranno essere poi costr ti a rifare l'Ente, il quale non potrà chiedere che la rigorosa applicazione della legge ENAC, certo cosa non molto simpatica.

4) la esecuzione da parte di codesto Ente di trasporti non disposti da questa Direzione, espone i cittadini Italiani che fanno eseguir i trasporti stessi, alle sanzioni previste dall'Art. 6 del D.L.L. 17/8/44 - n.188- modificate dall'art.2 del D.L.L. 13/10/44,n.324 i quali sanciscono l'ammenda fino a L. 15000 e l'arresto fino a 6 mesi.

5) Le assegnazioni di carburante che fa questa Direzione a codesto Ente (conformemente alle disposizioni del Ministero dell'Industria Agricoltura e Commercio) sono in proporzione dei trasporti che la stessa vi richiede.Se codesto Ente non si uniforma alla Legge ENAC,continuando a fare i trasporti ad esso non richiesti dall' ENAC,si possono ingenerare confusioni e falsi apprezzamenti dei quali,però,nessuna colpa potrà darsi a questa Direzione.
Dal fatto consegue anche che questa Direzione la quale emette fogli di viaggio in base alle richieste di trasporti ad essa pervenute,può emetterne anche quando dovrebbe astenersene e ciò perchè non conosce la vera situazione dei trasporti e,in base agli atti in suo potere,ritiene di poter distribuire carburanti ai trasportatori. Se invece,nessun trasporto fosse eseguito da codesto Ente,se non richiesto dall' ENAC,questa Direzione avrebbe la possibilità di valutare,nell'ordine di precedenza prescritto, a quali trasporti assegnare il carburante e quali trasporti evitare col rifiuto del foglio di viaggio.

E' superfluo soffermarsi ancora su tutte le altre conseguenze negative che la inosservanza della legge ENAC provoca e che basta avere solo elementari nozioni organizzative per comprendere.

Premesso quanto innanzi,quindi,questa Direzione si augura di essere stata felice nell'esprimersi e di aver fatto intendere come al suo vivo desiderio di far sentire la bontà dell'organizzazione ENAC nell'interesse della popolazione e del consumatore,corrisponda l'altro desiderio più vivo ancora di coordinare tutte le forze dei trasporti nel complesso interesse dei vari organismi che sovraintendono ai trasporti, che gli stessi controllano e che da essi dipendono,anche solo economicamente.

Si gradirebbe un cenno di riscontro.

p.IL DIRETTORE PROVINCIALE

F.to Vittorino Fiorilli

Timbro dell' E.N.A.C.

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2081

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2082

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BEST COPY POSSIBLE

2983

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Petrol used from Febr.1st to 28th :
=======
litres: 50.815

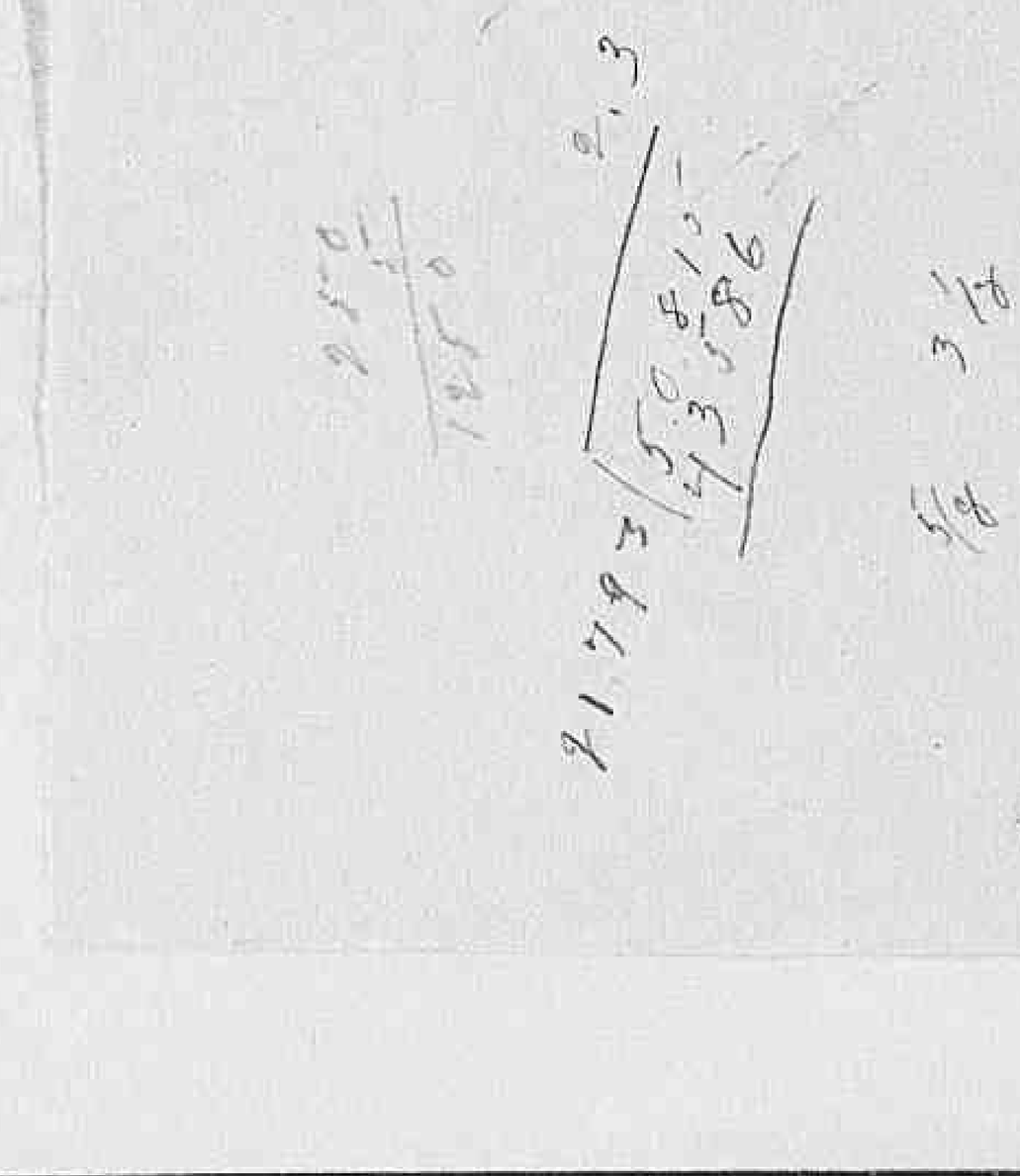
" " " March 1st to 15th :
litres:26.232

Kms run in the month of Febr.: 123091

Goods transported in the month of Febr.

Qls : 21.793

===== === ==== === ======



2084

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A. C. C. - TRUCK POOL

Movimento delle macchine del giorno

N. Targa	N. Foglio di viaggio	Cognome e nome dell'autista	Itinerario percosso		Km. perc	
			da	a	a vuoto	carico
121	7733	Mancinella Pietro	Tiro a segno	Ripalimosani	8	-
	7734	" "	Portocannone	Campobasso	-	78
211	"	Diglio Nicola	Campobasso	Trivento	-	92
	7735	" "	Scalo Vinchiaturo	Scalo S.Martino	36	98
	7736	" "	Ururi	Campobasso	3	79
212	7880	Di Toro Gaetano	Campolieto	Campobasso	23	23
217	7882	Mattiacci Amedeo	Cava Monforte	Ripalimosani	8	-
	7883	" "	Ururi	Campobasso	72	79
218	7870	Emanuele Oreste	Cava Monforte	Ripalimosani	8	-
	7871	" "	Ururi	Campobasso	72	79
220	7891	Presutti Michele	Larino	Campobasso	158	155
221	7873	Venditti Filomeno	Petacciato	Campobasso	129	125
222	7872	Pedata Saverio	Petacciato	Campobasso	129	125
361	7728	Cretella Salvatore	Termoli	Isernia	170	170
567	7856	Mascioli Guido	Campobasso	Isernia	49	60
	7857	" "	Scalo Vinchiaturo	Scalo S.Martino	36	98
	7858	" "	Ururi	Campobasso	3	79
684	7854	Morrillo Giovanni	Campobasso	Capriati	63	87
[illegible]	7855	" "	Guardiaregia	Campobasso	7	27

2085

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~ TRUCK POOL N. 2 ~ CAMPOBASSO - PROVIN

ovimento delle macchine del giorno 3-3-1945

Itinerario percosso		Km. percorsi			Merce trasportata	Consumo		
da	a	a vuoto	carico	totale		carburan	lubrific.	(eventua
segno	Ripalimosani	8	-	8	vuoto			strada imprat
annone	Campobasso	-	78	78	grano			merce passata
asso	Trivento	-	92	92	grano			merce ricevu
Vinchiaturo	Scalo S.Martino	36	98	134	traverse			
	Campobasso	3	79	82	grano			
lieto	Campobasso	23	23	46	legna		2 ½	
Monforte	Ripalimosani	8	-	8	vuoto			mancanza opera
	Campobasso	72	79	151	grano			
onforte	Ripalimosani	8	-	8	vuoto	54	1	mancanza opera
	Campobasso	72	79	151	grano			
	Campobasso	158	155	113	grano	60	3	
ciato	Campobasso	129	125	254	grano	110	2	
ieto	Campobasso	129	125	254	grano	120		
i	Isernia	170	170	340	calciocianamide	70	-	
sso	Isernia	49	60	109	semolato	130	½	
Vinchiaturo	Scalo S.Martino	36	98	134	traverse			
	Campobasso	3	79	82	grano			
basso	Capriati	63	87	150	farina	110	-	
areg a	Campobasso	7	27	34	carbone			

2086

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O L N. 2 - CAMPOBASSO - PROVINCE

giorno 3-3-1945

Km. percorsi vuoto	Km. percorsi carico	Km. percorsi totale	Merce trasportata	Consumo carburan	Consumo lubrific.	ANNOTAZIONI (eventuali riparazioni - sostituzioni gomme ecc.)
						strada impraticabile
8	-	8	vuoto			merce passata sulla macchina 211
-	78	78	grano			merce ricevuta dalla macchina 121
-	92	92	grano			
36	98	134	traverse			
3	79	82	grano			
23	23	46	legna		2 ½	
8	-	8	vuoto			mancanza operai
72	79	151	grano			
8	-	8	vuoto	54	1	mancanza operai
72	79	151	grano			
158	155	113	grano	60	3	
129	125	254	grano	110	2	
129	125	254	grano	120		
170	170	340	calciocianamide	70	-	
49	60	109	semolato	130	½	
36	98	134	traverse			
3	79	82	grano			
63	87	150	farina	110	-	
7	27	34	carbone			

2087

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220	7891	Presutti Michele	Larino	Campobasso	-	-
221	7873	Venditti Filomeno	Petacciato	Campobasso	129	125
222.	7872	Pedata Saverio	Petacciato	Campobasso	129	125
361	7728	Cretella Salvatore	Termoli	Isernia	170	170
567	7856	Mascioli Guido	Campobasso	Isernia	49	60
	7857	" "	Scalo Vinchiaturo	Scalo S.Martino	36	98
	7858	" "	Ururi	Campobasso	3	79
684	7854	Morrillo Giovanni	Campobasso	Capriati	63	87
~~785~~	7855	" "	Guardiaregia	Campobasso	7	27
742	7861	De Angelis Umberto	Campobasso	Capriati	87	87
754	7793	Molinaro Amedeo	Cava Monforte	Ripalimosani	1	7
	7794	" "	Termoli	Venafro	172	192
	7795	" "	Scalo Vinchiaturo	Scalo S.Martino	36	98
	7796	" "	Ururi	Campobasso	3	79
765	7886	Di Iacovo Giuseppe	Campobasso	Larino	3	110
	7887	" " "	Termoli	Larino	-	55
	7888	" " "	Larino	CBasso	-	55
822	7889	Cutrone Antonio	CBasso	Capriati	63	87
	7890	" "	Guardiaregia	Campobasso	7	27
847	7859	Pizzuto Pasquale	Campobasso	Capriati	63	87
	7860	" "	Guardiaregia	Campobasso	7	27
877	7884	Boccardi Ugo	Termoli	Larino	110	55
	7885	" "	Larino	Campobasso	-	55
903	7848	Diglio Carlo	Campobasso	Colli al Volt.	75	90
	7849	" "	Scalo Vinchiaturo	Scalo S.Martino	36	98
	7850	" "	Ururi	Campobasso	3	79

2088

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	Campobasso	129	125	254	grano	110	2
	Campobasso	129	125	254	grano	120	
	Isernia	170	170	340	calciocianamide	70	-
	Isernia	49	60	109	semolato	130	½
atur	Scalo S.Martino	36	98	134	traverse		
	Campobasso	3	79	82	grano		
	Capriati	63	87	150	farina	110	-
	Campobasso	7	27	34	carbone		
	Capriati	87	87	174	farina	93	2 ½
	Ripalimosani	1	7	8	pietrame	60	3
	Venafro	172	192	364	farina		
aturo	Scalo S.Martino	36	98	134	traverse		
	Campobasso	3	79	82	grano		
	Larino	3	110	113	mucche	105	2
	Larino	-	55	55	sapone		
	CBasso	-	55	55	grano		
	Capriati	63	87	150	farina	110	
	Campobasso	7	27	34	carbone		
	Capriati	63	87	150	farina	90	1
a	Campobasso	7	27	34	carbone		
	Larino	110	55	165	sapone	95	3
	Campobasso	-	55	55	grano		
	Colli al Volt.	75	90	165	farina	55	1
aturo	Scalo S.Martino	36	98	134	traverse		
	Campobasso	3	79	82	grano		

2089

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A. C. C. - TRUCK POOL

Movimento delle macchine del giorno 3

N. Targa	N. Foglio di viaggio	Cognome e nome dell'autista	Itinerario percosso da	Itinerario percosso a	Km. percorsi a vuoto	Km. percorsi carico	Km. percorsi tot
945	7816	Galasso Cosmo	CBasso	Isernia	49	60	1
	7817	" "	Scalo Vinchiaturo	Scalo S.Martino	36	98	1
	7818	" "	Ururi	Campobasso	3	79	
948	7785	Pescolla Cosmo	Cava Monforte	Ripalimosani	1	7	
	7786	" "	Termoli	Isernia	149	170	3
	7787	" "	Scalo Vinchiaturo	Scalo S.Martino	56	98	1
	7788	" "	Ururi	Campobasso	3	79	

2090

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UCK POOL N. 2 ~ CAMPOBASSO - PROVINCE

elle macchine del giorno 3+3+1945

o percosso a	Km. percorsi a vuoto	carico	totale	Merce trasportata	Consumo carburan	lubrific.	ANNOTAZIO (eventuali riparazioni - sostituzi
Isernia	49	60	109	farina	110	1 ½	
Scalo S.Martino	36	98	134	traverse			
Campobasso	3	79	82	grano			
Ripalimosani	1	7	8	pietrame	73	1	
Isernia	159	170	319	farina			
Scalo S.Martino	56	98	154	traverse			
Campobasso	3	79	82	grano			

2091

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...OL N. 2 - CAMPOBASSO - PROVINCE

...rno 3+3+1945

Km. percorsi: ...to	carico	totale	Merce trasportata	Consumo: carburan	lubrific.	ANNOTAZIONI (eventuali riparazioni - sostituzioni gomme ecc.)
	60	109	farina	110	1 ½	
	98	134	traverse			
	79	82	grano			
	7	8	pietrame	73	1	
	170	319	farina			
	98	154	traverse			
	79	82	grano			

PRIVATE and CONFIDENTIAL

TO : Mr.Gross - Transportation Sub-Commission -H.Q. A.C.

FROM: Capt.J.O.Dodds,The Queen's,C.T.O.-A.C.Campobasso.

I thought you might like to know directly a little of the transport position here .

To offset my leaving here with the W.D. vehicles I have sponsored a Cooperative"Campobasso Province Transport Coop." formed by the Truck Pool employees to try and carry on the work . As to vehicles I am handing over to their use those Italian and German vehicles we have salvaged and often,as you know,built up from a mere chassis . There are only half-a-dozen big trucks in this Province capable of anything like useful work and they spend most of their time off the road under repairs so I am hoping that a release will be made to the Province of some of the trucks specially sent from U.S.A. . Ref. this I enclose a copy of a letter I sent to the Reg.Tpn.Officer . I understand from the Reg.Tpn.Officer that the Transportation Sub-Commission is only interested in my W.D. vehicles and have no official knowledge of these salvaged vehicles that I have been running so I understand there is no objection to my leaving the salvaged trucks in the use of the Cooperative. Without these the Province would simply starve.They'll starve to a certain extent anyway if we don't get an allotment of the U.S.A. vehicles.

E.N.A.C. here is for the moment non existent! The Regent DE CAPUA has resigned but we may prevail on him to come back. GIANNANDREA and all the personnel have been dismissed by the Epuration Committee which takes a poor view of their Fascist record ! I am carrying on without their working ~~and~~ with what remains of the E.N.A.C. Provincial Commission and the application of

6128

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To offset my leaving here with the W.D. vehicles I have sponsored a Cooperative "Campobasso Province Transport Coop." formed by the Truck Pool employees to try and carry on the work . As to vehicles I am handing over to their use those Italian and German vehicles we have salvaged and often, as you know, built up from a mere chassis . There are only half-a-dozen big trucks in this Province capable of anything like useful work and they spend most of their time off the road under repairs so I am hoping that a release will be made to the Province of some of the trucks specially sent from U.S.A. . Ref. this I enclose a copy of a letter I sent to the Reg.Tpn.Officer . I understand from the Reg.Tpn.Officer that the Transportation Sub-Commission is only interested in my W.D. vehicles and have no official knowledge of these salvaged vehicles that I have been running so I understand there is no objection to my leaving the salvaged trucks in the use of the Cooperative. Without these the Province would simply starve. They'll starve to a certain extent anyway if we don't get an allotment of the U.S.A. vehicles.

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The small civil trucks are doing nothing . To give them petrol is a sheer waste of our ridiculously small ration. The owners of course don't like E.N.A.C. . Their small cargo carrying capacity offset to their reliability which is appallingly low confirms my belief that Truk Pool or its successor the Cooperative must do the work or it simply cannot be done at all .

6128

2093
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TO : Regional Transportation Officer-A.C. HQ.Southern Region,Naples
FROM : Capt.J.O.Dodds,The Queen's,C.T.O.,A.C.,Campobasso Province .
SUBJECT: Release of American Civil Trucks

1. With regard to the proposed withdrawal of the W.D.Trucks allotted to the Province and worked by A.C.Truck Pool no.2

These W.D.Trucks represent a cargo capacity of 120 Tons as against a cargo capacity of 76 Tons represented byall the civil Trucks,now in the Province,which approximate to a description of reliable . It will be seen that the loss of approx 2/3 of the cargo capacity of the Transport of the Province will be an extremely serious matter particularly as there are no railways serving the Province .

May a strong plea therefore be entered for the allotment to the Province of trucks of a similar cargo capacity,as represented by the W.D. vehicles,out of the American civil trucks now on hand .

2. In the event of release to this Province of American Civil Trucks, may priority of purchase please be given to the "Campobasso Province Transport Cooperative".This is a Cooperative formed by the workers of A.C. Truck Pool no.2 and has the following regulations in its charter which strongly recommend it as the most suitable body to take charge of the Trucks .

a) The members pledge themselves to maintain for the period of the war and a further period of six months thereafter the lowest possible tariff rates,i.e.These which are now ruling in A.C. Truck Pool no.2. This provides for the carriage of essential goods such as ~~grain~~ and charcoal ~~flour~~ at a cost considerably lower than the maximum ENAC tariff .

b) For the duration of the war H.E.the Prefect of Campobasso has appointed a Commission of three members to the Committee of the Coopera= tive who are(i) an Official of the Consorzio Agrario;(ii)The Director of R.A.C.I.;(iii)The Inspector of Alimentation. Two of their members are members of the Commission of ENAC. It will be readily seen that there will be maximum cooperation with ENAC and that the Prefect of Cam=

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

allotted to the Province and worked by A.C.Truck Pool no.2

These W.D.Trucks represent a cargo capacity of 120 Tons as against a cargo capacity of 76 Tons represented byall the civil Trucks,now in the Province,which approximate to a description of reliable . It will be seen that the loss of approx 2/3 of the cargo capacity of the Transport of the Province will be an extremely serious matter particularly as there are no railways serving the Province .

May a strong plea therefore be entered for the allotment to the Province of trucks of a similar cargo capacity,as represented by the W.D. vehicles,out of the American civil trucks now on hand .

2. In the event of release to this Province of American Civil Trucks, may priority of purchase please be given to the "Campobasso Province Transport Cooperative".This is a Cooperative formed by the workers of A.C. Truck Pool no.2 and has the following regulations in its charter which strongly recommend it as the most suitable body to take charge of the Trucks .

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/./././

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

In addition to the foregoing the technical staff of the Coope= rative have had, as mechanics in the Truck Pool , a thorough training in the maintenance and repair of American vehicleswhich will ensure the maximum use and care of the vehicles .

4th March 1945

J.O.DODDS,Capt.
The Queen's
C.T.O.-A.C. Truck Pool no.2
Campobasso Province.

6126

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

2097

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

TN S/a 5

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

14 March 1945.

TN/SR/ 13 /50

SUBJECT: W.D. Truck Pools.

TO : H.Q. Allied Commission.

1. Reference your letters 26a/G/Tn.2 dated 23 February 45 and AC/206/3/Tn.5 dated 9 March 45 copies of the former having been circulated by this office to all zones concerned.

2. The following progress is reported in respect of Southern Region :-

a) Naples Zone. Sig. Pavani, the local Compartimental Director of ENAC has been ill for the last ten days and, to date, action other than control of P.O.L. control has not been taken by the Ente.

Owing to other difficulties facing ENAC, Naples entire control of U.T.C. may not be immediate but full support and liaison will be given by this headquarters when ENAC feels capable of taking on the new commitment.

b) Foggia Zone. N° 1 and 2 Truck Pools. It is reported that both these truck pools are operating under ENAC. Both are believed to have been formed into Co-operatives on the commission of which are representatives of ENAC, Consorzio Agrario and the Truck Pool. The scheme appears to be working to the utmost satisfaction of all concerned.

c) Bari Zone. Vehicles on hire to S.I.T.A. and Sud-Est and under full control of ENAC.

d) Catanzaro Zone. It is intended to withdraw these vehicles (six in number) and place them under U.T.C. (vide this office letter TN/SR/12/49 dated 13 March 45).

For the Regional Commissioner:

HEADQUARTERS
16 MAR 1945
C.

B.G. JEFFERSON, 6125
Captain, R.A.,
Regional Tptn.Offr.

BJ/dl.

Copy to: Adjutant's File.

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

2064

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

3rd March 1945

Reference : TPTN/1626

Subject : E.N.A.C.

To : Headquarters, Allied Commission,
Transportation Sub-Commission.

Reference your 26a/G/TN2 dated 24th February 1945.

1. The whole of the functions outlined in Paras 1-2-3 of the above mentioned letter with one exception are the exact functions being carried out by the Organisation notified as operating in this Region in the Transportation Division Report for January, reference TPTN/1607 PARA 2 (a to e).

2. The exception is the collection of the charges.

This was discussed at the preliminary discussions on the formation of the organisation, but it was decided that the Staff required did not warrant this being carried out.

3. It will be seen that except in name, the whole of the conditions of E.N.A.C. are in operation.

4. As reported in the Transportation Division February Report, the Organistion is already operating with a fair degree of success.

For the Regional Commissioner,

JOHN H. NEWBY.
Captain.
Regional Transportation Officer.

JHN/ajs.

6124

2099

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

20612

Tel: 566

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CGC/Fb

AC/Prot/2/5.5

Ref: 26a/G/Tn2

23 February 1945

SUBJECT: W.D. Truck Pools.

TO : All Regional Commissioners Concerned.

1. The ENAC Law went into effect by decree published on the Official Gazette on 1 February 1945. This law reads in effect that all owners or operators of load carrying vehicles will be members of ENAC.

2. ENAC will control all trucking transportation, distribution of P.O.L. and collecting of tariff rates.

3. Any person or persons wishing goods transported will apply to ENAC and not to individual trucker or trucking company for said transportation.

4. All allied W.D. Motor Pools carrying civil supplies and operating in provinces controlled by ENAC will abide by the ENAC law. Please advise all Provincial Transportation Officers accordingly.

This does not, however, release Allied Commission of the responsibility for the maintenance of the vehicles concerned herein.

By COMMAND OF REAR ADMIRAL STONE:

MERRITT H. TAYLOR,
Director.

6123

2109

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

Tel: 378

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

GGG/rb

Ref: AC/1/206/TN5

9 March 1945

SUBJECT: Workshop S.A.M. - Campobasso.

TO : The Director General of ENAC, Piazza Croce Rossa.

1. Reference your letter 1T.21/2904, dated 8 March 1945, asking for the derequisition of the workshop S.A.M. in Campobasso.

2. This workshop is utilized by No 2 Truck Pool at present and until such a time as these trucks are disposed of, it will not be possible to devide the use of this machinery with any other organization.

GGG

G.G. GROSS Jr.
Director,
Roads Division.

6122

AC/44/Box 5

Mod. ENAC 10

Roma 8 MAR. 1945 194

ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
DELL 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio Tecnico *Sez.*
Prot. N° T.21/ 2904 *Allog.*
Risposta al N° *del*

To the ALLIED COMMISSION
Transportation Sub-Commission
Via Veneto
R O M E

OGGETTO: Officina S.A.M. - Campobasso SUBJECT: Workshop S.A.M.-Campobasso

1.- La Direzione Provinciale del l' E.N.A.C. di Campobasso segnala che l' Officina della Società Automobilistica Molisana attualmente è stata occupata dal Truck Pool n. 2 ed eseguisce riparazioni solo per gli automezzi di tale organizzazione.

2.--Dato che tale officina ha la propria capacità utilizzata solo in parte, mentre dispone di attrezzature che non si trovano nelle altre provincie, si prega di provocare la restituzione dell'officina stessa alla Società Automobilistica Molisana, che potrà riservare la precedenza delle riparazioni al Truck Pool n. 2, e provvedere pure al ripristino degli automezzi della zona che ne presentano la necessità.

IL DIRETTORE GENERALE

1.- Our Provincial Office of Campobasso informs us that the workshop of the "Società Automobilistica Molisana" has been holded by the Truck Pool n. 2 for executing reparations only for the motor vehicles of such organization.

2. - It seems that this workshop is utilized only partially, while it disposes of very usefull machinary not existing in the province or in the next other provinces. We would then be very obliged if you would dispose for the restitution of the workshop to the S.A.M., so that this last would be able to work not only for the Truck Pool, but, at the same time, it would work also in order to put in efficiency other motorvehicles of the region, with an evident advantage for the general trnsportation possibilities.

6121

THE GENERAL MANAGER

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

2102

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

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION
TEL: 479608

13617/F/A. 31 January 1945

SUBJECT: Charges for Spare parts for W.D. Vehicles.

TO : Director Transportation Sub-Commission.

1. As you are aware a charge should be made in dollars and sterling against the Italian Government for the use of W.D. Vehicles operated by AC truck pools. This charge should cover depreciation and cost of spare parts and repairs.

2. As the truck pools are not private profit earning concerns and as their profits will eventually accrue to the Italian Government, no question of payment in cash by them need arise. The charge against the Italian Government will merely be a pro memoria account kept by the Chief Accountant.

3. Up till now the line of thought has been that a depreciation rate of Lire 2.02 per km. (equal to that charged to the private SITA and SUDEST companies in Apulia) would be calculated and converted into dollars and sterling and that the dollar-sterling cost of all spare parts issued would be charged up separately. Experience however has shown that there are considerable difficulties in getting a proper record of W.D. spare parts issued to AC truck pools. It frequently seems to happen that spares are issued direct to the pools by Ordnance without proper record being obtained, probably because they are treated by Ordnance as though issued to AC for their domestic vehicles. In addition to these difficulties the work of pricing the issues of W.D. spare parts would be considerable if they were all properly recorded.

4. We therefore suggest that, if you are in agreement, the charge against the Italian Covernment should be based on a flat rate calculated to cover both depreciation and cost of spares and that no specific charge be raised for spares issued. Please state whether you are in agreement with this proposal and if so, what flat rate per km. should be taken by us.

5. In the early days some truck pools did not keep mileage records on which such calculation can be based (in fact, one truck pool has no accurate records of the number of trucks in service). In such cases a per diem figure of Lire 200 has been adopted in the past. Please state to what figure this should be raised to cover spare parts if a flat rate figure is to be charged as suggested above.

6. It should be appreciated that the rates requested above need only be very approximate.

2103

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

7. The same point arises in connection with the SITA and SUDEST companies in Apulia except that being private trading concerns they make payment in cash to AC of a depreciation charge at the rate of Lire 2.02 per km. which payment will be converted by the Chief Accountant into dollars and sterling in his pro memoria charges against the Italian Government. These companies should pay for W.D. spare parts as well as making the depreciation payment. However, only small payments for parts can be traced from one of these companies and none from the other. It therefore seems evident that they are obtaining their spares from Ordnance, REME etc. without a proper charge being received from them. It is therefore suggested that SITA and SUDEST should be put on to a flat rate charge to cover depreciation and spares and that, as the vehicles remain our property, no specific charge should be made for spares.

H. G. Newman Lt

Chief Accountant,
For: Joint Director,
Finance Sub-Commission.

2104

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

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13617/F/A.

29 January 1945

SUBJECT: Truck Pools.

TO : Director, Transportation Sub-Commission.

1. As you are aware, the question of turning over AC truck pools, which utilise W.D. and captured trucks, to cooperative societies or other Italian agencies has been under discussion for some time and it is unnecessary to repeat the arguments in favour of this procedure. We understand, however, that no reply has yet been received from AFHQ on the legal aspect in connection with pools on the mainland and that no steps have been taken with regard to the handing over of the INT in Sicily. *(note below)

2. We feel that we should at this stage (a) bring to your attention certain factors which in our opinion make this problem an urgent one, and (b) make certain proposals which might partially overcome present difficulties.

3. The funds of these pools are derived from the manner in which the truck pools were constituted and are still being operated by the Transportation Sub-Commission, or Regional Transportation Divisions. The financial responsibility is therefore primarily that of the Regional Transportation Divisions or Transportation Sub-Commission and not that of the Finance Sub-Commission, whose responsibilities are confined to advice and inspection where possible. The financial responsibilities of a Regional Transportation Officer or truck pool officer are therefore considerable as he controls the very considerable funds of the pools, the bank account being operated by himself or by civilians under his command.

4. An audit has been made at the request of Regional Transport Officers by officers of this Sub-Commission or by Regional Finance Officers of the books of the truck pools (other than purely Italian cooperative pools) in the Abruzzi-Marche Region and in Southern Region. No audit of the INT in Sicily has been carried out because we were informed that arrangements were being made with the Italian authorities to take over the pool and put in their own auditors and liquidators.

5. Owing to reduction in staff, due to transfer of officers to other theatres or organisations, combined with the greatly increased commitments which are expected when Northern Italy is occupied, it will not be possible for this Sub-Commission to provide the staff to carry out further audits.

6. It therefore seems imperative, from the point of view of your Sub-Commission and ours, that some solution be found whereby Transportation Officers can be relieved of their present financial responsibilities and the status of the truck pools clarified.

6119

* Since writing Col. Lawes has discussed this with me.

2105

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

7. Obviously the most satisfactory solution would be to complete the proposed contract for leasing WD vehicles to properly constituted cooperative pools on the mainland and to turn INT in Sicily over to the Italians as was previously intended by the Economic Section. In connection with INT, it should be mentioned in passing that until this is done there appears to be no prospect of settling the various third party claims against the pool which are causing much complication to legal and transportation officers in Sicily Region. Unfortunately, it appears that there may be delays in attaining this solution and as an interim measure it is suggested that the proposals outlined in para 9 may provide a partial solution.

8. These proposals are based on the following premises:

(a) The profits of the pools are in lire, which will eventually automatically become the property of the Italian Government.

(b) The turning over of the pools to cooperatives will necessitate the liquidation of the old pools and the handing over of the accrued profits then or at some future date to the Italian Government.

(c) As a result of (a) and (b) above, AC are in effect acting as the financial agents of the Italian Government.

9. It is therefore suggested that the Ministry of Communications be informed that:

(a) It is the intention to hand over the WD and captured vehicles to Italian cooperatives or properly constituted companies; at once in the case of INT who use captured vehicles; and on the obtaining of the necessary authority from AFHQ in the case of pools on the mainland using WD trucks.

(b) AC will raise a charge in dollars and sterling against the Italian Government for the use of WD trucks; such charge will be made retrospectively in respect of trucks used by existing motor pools. The Italian Government would in turn raise a corresponding lire charge against the cooperative or company to be formed. Similar charges will be raised for WD spare parts. AC will reserve the right under the armistice terms to raise a charge at some future date in respect of the captured trucks operated by INT.

(c) On the formation of the new cooperatives or companies the Italian Government will assume the responsibility for liquidating the old pools, paying the liabilities and collecting the assets. The resulting profits would accrue to the Italian Government.

(d) Until the formation of the new cooperatives or companies is possible, the Italian Government will appoint its own accountants and auditors to each truck pool . These accountants and auditors will assume full responsibility of the care of and acoounting for the pool's funds, subject always to the control of the AC truck pool officer. If this were done the Italian Government would be looking after its own funds from the start instead of the responsibility falling on Regional Truck Pool Officers. The Government would also be in a better position to take over the eventual liquidation of the pools.

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10. It is possible that if this proposal were adopted it might be possible to proceed with the payment of the various third party claims outstanding against INT.

11. It is understood that negotiations for the turning over of INT to the Italians on the lines outlined above were already begun by Mr. Villa of the Economic Section before his departure.

12. Your comments on the above would be appreciated.

H.G. Hawkesworth Ltd
Chief Accountant,
For Joint Directors,
Finance Sub-Commission.

HGC/jbh

copia

22 gennaio 1945

To the ALLIED COMMISSION
Economic Section
Transportation Sub-Commission

R O M E

S.S. 01/518 Stat.

Inquadramento dell'ENAC dei TRUCK POOLS

Object: entering of the TRUCK POOLS into the E.N.A.C. organization

1.- Come noto alcuni autocarri alleati sono stati messi a disposizione da codesta Commissione per gli usi della popolazione civile e detti autocarri fanno capo ad appositi uffici provinciali (TRUCK POOLS).

1.- As it is known, certain allied motortrucks have been put by the Allied Commission, at disposal for the needs of the civil population and these motocars are stationed at appropriate Provincial TRUCK POOLS.

2.- Poichè l' E.N.A.C. dovrà provvedere al coordinamento di tutti gli autotrasporti merci per usi civili ed alla conseguente assegnazione di carburante, si prega di far conoscere se detti TRUCK POOLS devono essere inquadrati nell' E.N.A.C.

2.- Since the E.N.A.C. will have to provide for the coordination of all the motor transportation of goods for civil use and will have to provide for the assignement of fuel, we beg to inform us if the above TRUCK POOLS will enter into the E.N.A.C. organization.

3.- In caso affermativo è necessario:

a) che questo Ente conosca il numero, le caratteristiche di trasporto e la dislocazione degli autocarri, gestiti dai TRUCK POOLS. A tal fine occorrerebbe che codesta Commissione trasmettesse a questo Ente apposito elenco dei TRUCK POOLS e dei relativi autocarri con le indicazioni atte alla loro identificazione. Detto e

3.- If such be the case:

a) E.N.A.C. must know the number, the transport characteristics and the location of the motor cars managed by the TRUCK POOLS. For this purpose the Allied Commission will be so kind to forwards to the E.N.A.C. a list of the TRUCK POOLS and of the motorcars with all indications able to identify them. The said list would substitute the inscription at the E.N.A.C.

2107
Declassified E.O. 12356 Sec. Section 3.3/NND No. 785021

To the ALLIED COMMISSION
Economic Section
Transportation Sub-Commission

R O M E

S.S. 01/518 Stat.

Inquadramento nell'ENAC dei TRUCK POOLS

Object: entering of the TRUCK POOLS into the E.N.A.C. organization

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(1)

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

b) - che da parte di codesta Commissione venissero date disposizioni ai dipendenti TRUCK POOLS affinchè rientrino nell'organizzazione dell' E.N.A.C. secondo le norme dello Statuto. I Capi dei TRUCK POOLS si terranno in contatto con le nostre Direzioni Provinciali, alle quali segnaleranno le loro necessità di trasporto. Le nostre Direzioni coordineranno quindi il loro lavoro, così da utilizzare nel miglior modo gli autocarri gestiti dai TRUCK POOLS, così come quelli gestiti direttamente dall' E.N.A.C.

In ogni caso le tasse da applicarsi (incluso il contributo Ql.-Km. spettante all' E.N.A.C.) saranno quelle della nostra ultima tariffa.

Codesta Commissione vorrà informarci se ritiene necessario speciali istruzioni in merito.

IL PRESIDENTE

b) - the Allied Commission should give to the TRUCK POOLS dispositions to enter into the organizations of the E.N.A.C. according to the rule of the Statute. The TRUCK POOLS commanders should keep themselves in touch with our Provincial Offices to which they will notify their needs of transports.

Our Offices will then -coordinate their work in order to utilize in the best way the trucks managed by the TRUCK POOLS, as well as those managed directly by E.N.A.C.

In any case the fares (including the fixed rate for Ql.-Km. due to E.N.A.C.) to be applied, will be those of our last Tariff.

If special instructions are required, the Allied Commission will kindly advise us on the matter.

THE PRESIDENT

6114

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

b) - che da parte di codesta Commissione venissero date disposizioni ai dipendenti TRUCK POOLS affinchè rientrino nell'organizzazione dell' E.N.A.C. secondo le norme dello Statuto. I Capi dei TRUCK POOLS si terranno in contatto con le nostre Direzioni Provinciali, alle quali segnaleranno le loro necessità di trasporto. Le nostre Direzioni coordineranno quindi il loro lavoro, così da utilizzare nel miglior modo gli autocarri gestiti dai TRUCK POOLS, così come quelli gestiti direttamente dall' E.N.A.C.

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AF/B-ar

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THE PRESIDENT

6114

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AIR/eh
Phone 489081

AC TN/MT

22 December 1944

SUBJECT: MD (Civil Supply) Vehicles

TO : Ministry of Transport

1. It is proposed to turn over to civilian organizations the operation and dispatch of Allied vehicles now hauling civilian supplies in Southern Region and Abruzzi-Marche Region. The Regional Transportation Officers have suggested that cooperatives, composed in part of the persons now operating these vehicles under our supervision, would be the most efficient and suitable form of organizations to carry out the above-mentioned functions.

2. It is the desire of this headquarters that, prior to such time as when the legally constituted cooperatives can take over, the accounts of the truck pools should be closed and that the Italian Government be responsible for the liquidation of the old pools, collecting outstanding accounts and paying liabilities. The profits accrued so far from the operation of Allied vehicles in these truck pools will be handed over to the Italian Government.

3. The Allied Commission will reserve the right to make a charge against the Italian Government based on estimated mileage covered by the Allied vehicles in the transport of civilian supplies.

4. It is therefore requested that arrangements be made by your Ministry to have either the Inspectorate of Motorization in these areas or other government agency make available to the Regional Transportation Officers, auditors when required by them to close the books of the truck pools. We shall appreciate your advice as to whom the Regional Transportation Officers are to contact in these areas.

For the Chief Commissioner:

ARRITT H. TAYLOR
Director
Transportation Sub-Commission

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ALV/eh
Phone 489081

AC TN/ST

21 December 1944

SUBJECT: MD (Civil Supply) Vehicles

TO : Regional Commissioner, Abruzzi-Marche Region
Attention: Transportation Officer

1. It is requested that arrangements be made for the formation of cooperatives, properly legalized under established Italian law. These cooperatives would take over for purposes of operation and dispatch those MD vehicles now being used in the transport of civilian supplies.

2. Unless otherwise determined by AFHQ, the proprietorship of these vehicles remains with the Allied Commission, and Abruzzi-Marche Region is responsible for seeing that maintenance and operational standards are in order.

3. We are attaching a copy of a proposed agreement whereby the cooperatives will assume the functions described above. This agreement, under a slight variation, is now in effect between AC and Sita and Sudest companies.

4. Also attached is the new Government tariff rate which is mentioned in the body of the agreement and should be a part thereto.

5. It has been concurred in by the Finance Sub-Commission that it will be best to close off the accounts of the old pool prior to the time when the cooperatives take over. The cooperatives will, therefore, have to supply their own capital. The Ministry of Transport will be requested to make auditors available at your request through the Inspectorate of Motorization. The profits accrued so far from the operation of MD vehicles will be handed over to the Italian Government, who would be responsible for liquidating the old pool, collecting outstanding accounts and paying off liabilities.

6. The Finance Sub-Commission advises us that a letter has already gone forward requesting statistics on MD truck mileage and on the basis of these statistics will raise a dollar and sterling charge against the Italian Government for depreciation of the Allied equipment. If accurate mileage statistics

Vehicles

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

are not forthcoming it will be necessary to raise a charge on the basis of estimated average mileage.

By command of Rear Admiral Stone:

MERRITT H. TAYLOR
Director
Transportation Sub-Commission

2 Incls.
1 - Agreement
2 - Tariff Rate

6111

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

HEADQUARTERS ALLIED COMMISSION
APO 794
TRANSPORTATION SUB-COMMISSION

ALW/eb

Phone 489081

21 December 1944

AC TN/MT

SUBJECT: WD (Civil Supply) Vehicles

TO : Regional Commissioner, Southern Region,
Attention: Transportation Officer.

1. Reference your TN/SR/7/459, 11 December 1944, we are in agreement with your plan to turn over to cooperatives, for purposes of operation and dispatch, those WD vehicles now being used in the transport of civilian supplies.

2. Unless otherwise determined by AFHQ, the proprietorship of these vehicles remains with the Allied Commission, and Southern Region is responsible for seeing that maintenance and operational standards are in order.

3. We are attaching a copy of a proposed agreement whereby the cooperatives will assume the functions described above. This agreement, under a slight variation, is now in effect between AC and Sita and Sudest companies.

4. Also attached is the new Government tariff rate which is mentioned in the body of the agreement and should be a part thereto.

5. It has been concurred in by the Finance Sub-Commission that it will be best to close off the accounts of the old pool prior to the time when the cooperatives take over. The cooperatives will, therefore, have to supply their own capital. The Ministry of Transport will be requested to make auditors available at your request through the Inspectorate of Motorization. The profits accrued so far from the operation of WD vehicles will be handed over to the Italian Government, who would be responsible for liquidating the old pool, collecting outstanding accounts and paying off liabilities.

6. The Finance Sub-Commission advises us that a letter has already gone forward requesting statistics on WD truck mileage and on the basis of these statistics will raise a dollar and sterling charge against the Italian Government for depreciation of the Allied equipment. If accurate mileage statistics

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are not forthcoming it will be necessary to raise a charge on the basis of estimated average mileage.

By command of Rear Admiral Stone:

MERRITT H. TAYLOR
Director
Transportation Sub-Commission

2 Incls.
1 - Agreement
2 - Tariff Rate

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