

ACC 078/7/PWU

10000/150/65
(NO. IV)

MISCE
SEPT.

10000/150/65
(NO. IV)

MISCELLANEOUS, GENERAL
SEPT. 1945 - JAN. 1946

MISCELLANEOUS GENERAL
No IV

OPENED: - 21 SEPT 1945
CLOSED

1654

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

785019

OPENED: - 21 SEPT 1945
CLOSED: 30 JAN 1946

10000 / 150 / 65 / 078/7/PW

THIS FOLDER	
CONTAINS PAPERS	
FROM	SEPT 45
TO	JAN 46
CATALOGUE	

No	Date	Reference	From	Subject
39	5.11.46	20/11/46	Business	Request for Price
40	7.11.46	20/12/21	Mr Griffith	Rebate 17 Dec 46 6290114
41	"	20/12/21	"	Permanent Transfer Receipt
42	6.11.46	20/12/23	"	Leak - Motor Launch
43	"	20/12/22	"	Claim for Return of Material
44	8.11.46	"	"	Carriage to Montreal
45	"	20/12/24	"	Leak for Mr. Langley
46	18.11.46	078/7	"	Instructions to Canadian Press
47	20.11.46	078/7	"	Purchase for our Public Works
48	20.11.46	20/12/139	Mr Griffith	Return of book Plan 102
49	19.11.46	20/12/139	Mr Griffith	Instructions of Terms Conditions
50	27.11.46	078/7	"	Instructions to Mr. Langley
51	29.11.46	20/12/102	Mr Griffith	Instructions to Mr. Langley 20.12.46 413
52	30.11.46	1502	Mr Griffith	Contract for Road
53	4.12.46	20/12/149	Mr Griffith	Change of Price Letter - 17.12.46
54	13.12.46	20/12/146	"	Contract for Road
55	20.12.46	20/12/146	"	Instructions to Mr. Langley
56	26.12.46	220.6	Mr Griffith	Instructions to Mr. Langley (10.12.46)
57	26.12.46	078/7	WPA	Instructions to Mr. Langley
58	26.12.46	078/7	"	Instructions to Mr. Langley
59	30.12.46	078/7	"	Instructions to Mr. Langley

No	Date	Reference	From	Subject
1	24.9.61	—	Mr. Pittet	Relinquency Report.
2	28.9.61	078/7	"	Temporary Study Office, Greece
3	"	078/7	"	Miss. Project
4	21.9.61	126/87	Mr. Pittet	Relinquency Report
5	28.9.61	0012/93	Mr. Pittet	Relinquency Report
6	29.9.61	078/7	"	Circulation Permit
7	1.10.61	1538	E. Ciceckli	Request for hire returned to Contractor
8	7.10.61	078/7	"	Hire for Contractor
9	2.10.61	078/7	"	Permit fees
10	11.10.61	0012/94	Mr. Pittet	Sample Plant
11	11.10.61	—	L. H. B.	Request for hire
12	29.9.61	0012/94	H. A. A.	Relinquency in Station. Part.
13	3.10.61	078/7	"	Let to hold
14	2.10.61	0012/94	Mr. Pittet	Contract Agreement
15	9.10.61	—	S. A. A.	"
16	9.10.61	0012/94	Mr. Pittet	Technical Translations.
17	10.10.61	078/7	H. A. A.	Relinquency (Mr. Pittet)
18	16.10.61	0012/94	Mr. Pittet	Relinquency - Employees Relinquency
19	20.10.61	078/7	"	Office Agreement on hire
20	13.10.61	0012/94	V. F. A.	"
21	11.9.61	—	H. A. A.	Contribution of duties
22	20.9.61	—	M. P. H.	Provision
23	21.9.61	—	M. P. H.	Request for trucks
24	16.10.61	0012/94	H. A. A.	Relinquency Report
25	15.10.61	1581	H. A. A.	Relinquency Report
26	9.10.61	0012/94	H. A. A.	Relinquency Report
27	20.10.61	122/000	Risk	Relinquency Report
28	21.9.61	—	H. A. A.	Request for hire
29	23.10.61	—	H. A. A.	Relinquency Report
30	24.10.61	0012/94	H. A. A.	Office Accommodation
31	25.10.61	—	H. A. A.	Relinquency Report

9	2.10.41	078/7	Mr. Griffith	Request for technical
10	11.10.41	AD/2/94	Mr. Griffith	Request for technical
11	24.9.41	—	L.H.B.R.	Request for technical
12	24.9.41	AD/2/4/10	H.A.B.C.	Technical in Station. Request
13	3.10.41	6096	—	24.10.41
14	2.10.41	AD/1/154	Mr. Griffith	Technical in Station.
15	9.10.41	—	SA 4 A	—
16	9.10.41	AD/2/95	Mr. Griffith	Technical in Station.
17	13.10.41	9/8/5	H.A.B.C.	Request for technical (Mr. Griffith)
18	15.10.41	AD/2/10	Mr. Griffith	Request for technical (Mr. Griffith)
19	20.10.41	078/7	—	Request for technical (Mr. Griffith)
20	19.10.41	AD/2/8/3	W.F.B.M.	Request for technical (Mr. Griffith)
21	11.9.41	—	H.A.B.C.	Request for technical (Mr. Griffith)
22	16.9.41	—	H.A.B.C.	Request for technical (Mr. Griffith)
23	21.9.41	—	H.A.B.C.	Request for technical (Mr. Griffith)
24	16.10.41	60/50/9/4	H.A.B.C.	Request for technical (Mr. Griffith)
25	15.10.41	1581	H.A.B.C.	Request for technical (Mr. Griffith)
26	9.10.41	PS 250	H.A.B.C.	Request for technical (Mr. Griffith)
27	21.10.41	122/10/11	H.A.B.C.	Request for technical (Mr. Griffith)
28	21.9.41	—	H.A.B.C.	Request for technical (Mr. Griffith)
29	23.8.41	—	H.A.B.C.	Request for technical (Mr. Griffith)
30	27.10.41	AD/2/10/3	H.A.B.C.	Request for technical (Mr. Griffith)
31	29.10.41	078/7	H.A.B.C.	Request for technical (Mr. Griffith)
32	11.10.41	60/50/11/11	H.A.B.C.	Request for technical (Mr. Griffith)
33	24.10.41	AD/2/108	H.A.B.C.	Request for technical (Mr. Griffith)
34	—	AD/1/169	H.A.B.C.	Request for technical (Mr. Griffith)
35	—	AD/2/112	H.A.B.C.	Request for technical (Mr. Griffith)
36	24.10.41	AD/1/171	H.A.B.C.	Request for technical (Mr. Griffith)
37	19.10.41	—	H.A.B.C.	Request for technical (Mr. Griffith)
38	11.10.41	AD/1/175	H.A.B.C.	Request for technical (Mr. Griffith)

658
Tel. 489081. Ext. 332

59
AIV/

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry and Utilities Sub-Commission

Reference: 078/1/PV

30 January 1946

Subject : Recommendation.

To : When it May Concern.

1. Mr. Luigi Vasco Romeo has been an employee of this office from 13 November 1944 until 31 January 1946, serving from May 1945 as a Junior Administrative Assistant.

2. He has always served honorably and has executed his duties in a superior manner, living up to our maximum expectations.

NORBERT W. HYLAND,
Major Spec. Res.
Chief, Public Wks. Div.

7451

Tel. 489081. Ext. 332

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry and Utilities Sub-Commission

AMH/rlv

Reference: 078/7/PWU

26 January 1946

Subject : Ingegnere Capo NN.CO.PT. Luigi Ferretti.

To : Ministry of Public Works.

1. Upon the completion of the turnover of highway equipment by this office to the Ministry of Public Works, I would like to commend Ing. Capo NN.CO.PT. Luigi Ferretti of the Ufficio Macchinari Stradale for his excellent cooperation and assistance. Ing. Ferretti's capability and dependability greatly alleviated the numerous problems that had to be faced and, because of his intelligence and initiative, these problems were always reduced to a minimum.

2. It is our opinion that the Ministry of Public Works made an excellent decision in selecting Ing. Ferretti as chief of the Ufficio Macchinari Stradale.

NORBERT W. HYLAND,
Major Spec. Res.
Chief, Public Wks, Div.

7450

U.N.R.R.A. Italian Mission.

To: Major C.E. Hixson,

From: J.A. Hallwood

10th January 1946.

Subject: Proposed Construction System Ing. A. Motta

On 29.12.45 I received a telephone call from Mr. Wilson of the British Embassy re the above stating that he had been in communication with you and that you had requested Ing Motta to get in touch with me direct.

Apparently Ing. Motta has carried out considerable work, not only with the British Foreign Office in Italy and Albania, but for the Royal Engineers in Rome and other parts of Italy and has an excellent reputation. Mr. Wilson stated that the British Embassy is interested in obtaining a report on the system which has many unusual features, and I am, therefore, forwarding a copy to his direct.

There is no doubt that the form of construction has great possibilities, though as yet it is in the experimental stage. It is claimed by the inventor that it will save 25% of the normal cost of brick or masonry structure, and at the same time will retain the normal characteristics of strength and stability of the conventional type of construction.

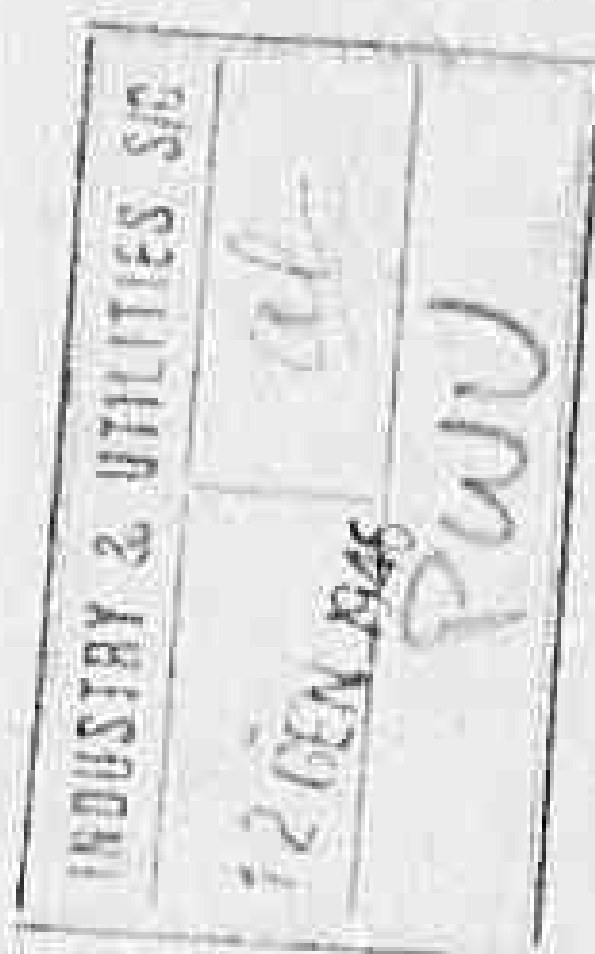
One of the main features is undoubtedly the insulation against entrance of heat and cold temperatures which are provided by the large cavity incorporated in the system. The main advantage, over and above those enumerated is speed of construction. The inventor claims that a five room single storey house of conventional Italian layout can be finished, ready for occupation, in 10 days. Whilst this would appear to be optimistic, it could no doubt be achieved on a large scale operation, and a considerable saving in transportation by virtue of the much lighter type of construction would be a factor of very considerable importance, in view of the transport position prevailing in Italy.

Ing. Motta has buildings of this type in the course of construction at Pescara, and I propose to inspect these with him in the near future when they are nearing completion, as the only question of which I am in any doubt is the weather resistance against very heavy rainfalls which can be adequately tested with a fire hose. I will let you have a further report immediately I have been able to make practical tests.

J.A. Hallwood

Wilson - British Embassy
Public Works Commission A.C.
Registry.
Rome.

J.A. Hallwood 7449



Report On Reinforced Concrete and Hollow Tile Patented Construction Ing. A. Motta

General Description

This system is a composite form of construction incorporating reinforced concrete pillars and beams cast in situ without the necessity for shuttering as the hollow tiles incorporated in the construction provide the forms for the pouring of the concrete.

Foundations

The normal type of concrete foundation with a brick dwarf wall to floor height and normal sleeper walls of $4\frac{1}{2}$ inch brick on a concrete foundation receive the floor tiles. A special base tile is fixed on the top of the dwarf wall and the cavity construction commences off this foundation. The reinforced concrete pillars at all intersections and angles, door and window jambs, etc. are carried straight up from the foundation and are formed within the actual tile construction. This means in effect, that the reinforced concrete pillars can actually be built in situ as fast as the tiles can be laid, the only governing factor being an adequate supply of ready mixed concrete. Exactly the same applies to beams supporting upper floors or roof, and lintols over window - heads. These are formed by fixing pre-fabricated tile lintols and using these when fixed in place as shuttering for the beam. The actual walls are formed of two hollow tiles tongued and grooved on two edges with a normal vertical butt joint and a six inch cavity between.

The system then incorporates five special tiles and interlocking distance pieces which are bedded in cement in the normal manner forming a rigid structure which has three obvious advantages, namely, Speed of construction, Lightness of weight, and good insulation by virtue of the large cavity. The fabrication of the reinforced lintol in tiles can be carried out on site and presents no problem. The majority of this work involves only semi-skilled labor and needs expert supervision only in the initial stages of a project. The roof can be

The normal type of concrete foundation with a brick dwarf wall to floor height and normal sleeper walls of 4 1/2 inch brick on a concrete foundation receive the floor tiles. A special base tile is fixed on the top of the dwarf wall and the cavity construction commences off this foundation. The reinforced concrete pillars at all intersections and angles, door and window jambs, etc. are carried straight up from the foundation and are formed within the actual tile construction. This means in effect, that the reinforced concrete pillars can actually be built in situ as fast as the tiles can be laid, the only governing factor being an adequate supply of ready mixed concrete. Exactly the same applies to beams supporting upper floors or roof, and lintols over window - heads. These are formed by fixing pre-fabricated tile lintols and using these when fixed in place as shuttering for the beam. The actual walls are formed of two hollow tiles tongued and grooved on two edges with a normal vertical butt joint and a six inch cavity between.

The system then incorporates five special tiles and interlocking distance pieces which are bedded in cement in the normal manner forming a rigid structure which has three obvious advantages, namely, Speed of construction, Lightness of weight, and good insulation by virtue of the large cavity. The pre-fabrication of the reinforced lintol in tiles can be carried out on site and presents no problem. The majority of this work involves only semi-skilled labor and needs expert supervision only in the initial stages of a project. The roof can be formed either by the normal Italian system of pre-fabricated reinforced concrete beams and tiles or, alternatively, on the normal British system of wooden or steel roof trusses and purlins - this is purely a question of availability of local materials and could be easily adapted to suit local conditions. The concrete reinforcement is of very light section, mainly 1/2 inch mild steel bars which are readily available in Italy as large stocks of these are available from both US and British surplus.

-2-

The system of interlocking tiles is extremely rigid in practice and provides a surface much more even and regular than brick work and it is claimed by the inventor that by this means only one coat of wall-surfacing, plaster, etc. is required in lieu of the two or three used in normal practice. I am of the opinion that it would be interesting to carry out experiments with a cement-gun in treating the exterior walls with liquid sand-grout. It would show a saving in cost on the whole structure of between 5 and 10% in addition to the actual saving on the general form of construction. The interior walls could probably be successfully sprayed with plastic paint without the necessity for any form of plastering by virtue of the even surface obtained from the tile construction. This would provide both surface and decoration in one coat and would effect a further saving, without in any way causing a deterioration of the insulating and acoustic properties which are a feature of this type of construction.

Doors and windows in this country are generally fabricated of wood though there are factories for the production of steel windows in the north of Italy and whilst in this country I am not familiar with the comparative costs of the two, either could be successfully incorporated and, in view of the timber shortage this should be explored.

The system of construction has an original feature in that it allows for the whole of the electric wiring and plumbing to be actually incorporated in the structure without forming the usual necessary enclosures on the walls and somewhat cheapens the fixing of these items as they can actually be built into the cavity.

7117
Various types of wall finishes are being applied for testing to a building in the course of construction at Pescara under the Genio Civile Italiano and I am making a thorough inspection and carrying out various practical tests on this building in company with the provincial and local Chief of the Genio Civile on

could probably be used for the same purpose as the tile for any form of plastering by virtue of the even surface obtained from the tile construction. This would provide both surface and decoration in one coat and would effect a further saving, without in any way causing a deterioration of the insulating and acoustic properties which are a feature of this type of construction.

Doors and windows in this country are generally fabricated of wood though there are factories for the production of steel windows in the north of Italy and whilst in this country I am not familiar with the comparative costs of the two, either could be successfully incorporated and, in view of the timber shortage this should be explored.

The system of construction has an original feature in that it allows for the whole of the electric wiring and plumbing to be actually incorporated in the structure without needing the usual necessary enclosures on the walls and somewhat obviates the fixing of these items as they can actually be built into the cavity.

7117
Various types of wall finishes are being applied for testing to a building in the course of construction at Pescara under the Genio Civile Italiano and I am making a thorough inspection and carrying out various practical tests on this building in company with the provincial and local Chief of the Genio Civile on the 25th of January when I will submit a further report on the results of the actual tests.

Finally, in my opinion, this system is undoubtedly both ingenious and rapid. It is rigid, very light in weight and should show a considerable saving in cost over the more conventional forms of construction providing the results of the test are satisfactory. I should strongly recommend its adoption in the re-building program as this should eventually save some 20 to 25% of the total cost and would speed up re-construction to an enormous extent.

220.6

X-201-Reggiani, Enrico (Ital Civ)

4th Ind

NWH/AIN/rly

4 December 45)

INDUSTRY & UTILITIES SUB-COMMISSION, ALLIED COMMISSION, APO 394, U.S.

Army - 31 December 1945.

TO: Headquarters, 2675th Regiment, Allied Commission, (OVERHEAD), APO 394.

1. Reference para 2, 2nd Ind.

2. Attention is invited to the fact that conditions prior to and until the expiration date for acceptance of recommendations for the medal of freedom were rendered difficult due to the constant change of personnel as a consequence of redeployment of members of this Sub-Commission, and caused the short delay.

NORBERT W. HYLAND,
Major Spec. Res.
Chief, Public Wks, Div.

1 Incl:

n/o.

7446

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY AND UTILITIES SUB-COMMISSION

Ref. AD/1/116

Tel. Ext. 268

FOG/hso

13 December 1945

SUBJECT: Contin Plant

TO : Maj. K. E. Hyland
Chief, Public Works Section

1. The Contin Plant at No. 295 Via Tiburtina is, insofar as this office knows, still under Allied Commission requisition and the property that belongs to the Contin Plant and also that left there by British Transportation remain under my responsibility. Since at this time everything at the Contin Plant has been turned over to the Ministry of Public Works and this Office has no further control of such equipment, it is requested that steps be taken to either immediately derequisition this property and permit the Italian Government to take steps to retain it as they see fit, or that the equipment for which I receipted be taken over.



F. G. GRIFFITH
Highway Equipment Officer
Industry & Utilities S/C

cc: Lt. Col. Quartier
Hy. Equip. Sect.
File

7445

HEADQUARTERS MILITARY COMMISSION
 194
 INDUSTRY AND UTILITIES SUB-COMMISSION

Tel: 481018

Ref. 18/2/45

702/445

4 December 1945

SUBJECT: Change of Office Location, Highway Equipment Section

TO: Minister of Public Works

1. This Office will move immediately from its present location at No. 10 Via Mazzini to Allied Commission headquarters, Ministero delle Corporazioni building, Via Veneto. It will be in room 19, 4th floor; telephone 487081, ext. 266.

2. Major Corbelli and Capt. Wilson will remain in the Genio Civile building office for a brief period so as not to cause a halt in the personal contacts and activities of this Office with Ministry and Genio Civile officials.

F. C. CRIVELLI
 Highway Equipment Officer
 Industry & Utilities S/C

cc: Ing. Prezioso
 Ing. Gre
 Ing. Palochini
 Ing. Franchetti
 Ing. Farrotti
 I & S/C
 File

7444

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY AND UTILITIES SUB-COMMISSION

Tel: 491048

FOG/hsb

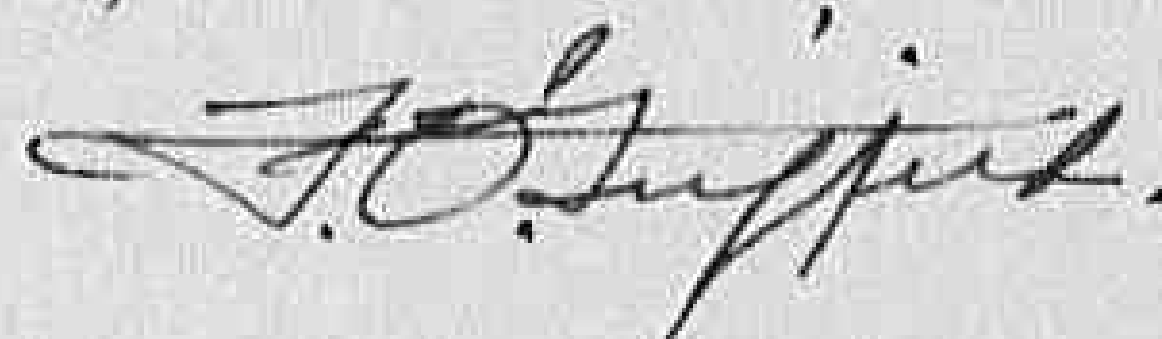
Ref. AD/1/102

29 November 1945

SUBJECT: Olivetti Typewriter No. 339,433

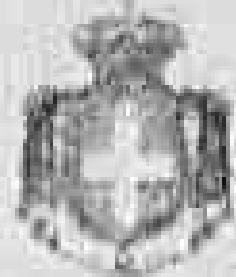
TO : Industry & Utilities S/C
Attn: Maj. Hyland

1. This is official notification that the Olivetti typewriter, Model 40, No. 339,433, which Capt. Milani signed receipt for on memorandum from Lt. Col. Sparr to Mr. Rapp, dated 6 July 1945, has been returned to L'Unione Commercianti, Florence, on November 24, 1945, as it is their property. There is no record in the Supply Office, A.C., of this machine; hence, it had not been received through that office.



F. O. GRIFFITH
Highway Equipment Officer
Industry & Utilities S/C

cc: Capt. Milani
File



Mod. 47

Ministero dei Lavori Pubblici

Dipartimento LL. PP.
e Servizi A.C.

Roma

Prov. 1504 Allegati

Resposta al f. del

Oggetto: Stabilimento Contin =

In relazione alle premure fatte per la deres-
quisizione dello Stabilimento Contin si comuni-
ca che l'Ufficio Impianti e Macchinari Stradali
di questo Ministero già da tempo si sta interes-
sando per cercare un locale idoneo dove racco-
gliere gli autocarri e macchinari che ha in con-
segna.

Fino ad oggi non è stato possibile trovare
nulla di utilizzabile.

Le ricerche continuano e sarà cura del detto
Ufficio provvedere appena possibile all'immedia-
to trasferimento dei suoi impianti dallo stabili-
mento Contin.

Si prega codesto Dipartimento voler cortese-
mente informare se fra gli Stabilimenti attual-

mm:

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742

mente requisiti dal Comando Alleato ve ne siano
adatti allo scopo.

per IL MINISTRO
d'ordine

A handwritten signature in dark ink, consisting of several fluid, overlapping strokes, positioned below the typed text.

RSH/rlv

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

Reference: 078/7/PWU

27 November 1945

Subject : Assistance to Damaged Areas.

To : A.C.L. Officer, 2 District.
(Att: Lt.Col. A. Hamilton).

1. Reference your letter dated 10 October stating that numerous request from heavily damaged Areas notably " Rimini " for assistance by the army are being received without backing from local A.C. Representative.

2. The area noted above is now in Italian Government Territory. We do not have A.C. Public Works Officers in that territory. The Sindaci in all damaged territories are members of the housing committee and are thoroughly familiar with the Italian Housing Decrees and should know how to get materials. However regular Italian channels are slow and the Sindaci are probably asking for materials for their respective areas from individual army units and not going through Italian channels.

3. In areas that have not been returned to the Italian Government there are Public Works Officers who are familiar with the procedure of obtaining materials from the army and, if the Sindaci of the towns stay in channels and go to their respective Genio Civile, he, in turn, will contact the Public Works Officer who will contact the army.

4. The Genio Civile has a liaison officer who reports to this office daily and he has been instructed to notify the Sindaci on the proper methods of obtaining materials. Genio Civile officers in most battle areas have been personally instructed by our housing officer.

By Command of Rear Admiral Stone:

MARLAN CLEVELAND,
Active Vice President
Economic Section.

22 Nov 43

W. Morgan:

Check with Mr. Whit. 5/16 to see if
action set forth in #4 was actually
taken. If so, prepare a brief slip to
SO stating what was done or attaching
a copy of the letter sent to the Senior
Civile.

NND

HEADQUARTERS ALLIED COMMISSION
APO 804
ECONOMIC SECTION

357
RECEIVED
P.V. M. S. C. A. C.
26 NOV 1945 078

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: Assistance to Damaged Areas

No	Date	To	REMARKS	From
1.	24/11	Industry & Utilities S/C	1. Reference your 078/7/PWU of 17 Nov. 1945. 2. May this office have a copy of the correspondence notifying the Genio Civile as to proper instructions, so that this matter may be reported by this Office as completed. 3. May we also have a copy of your reply to Lt.Col. Hamilton. <i>Given by word, no letter -</i> <i>see 078/7/PWU 4.8 - Nov 45</i> <i>for sig of A/V.P.</i> CHARLES W. WALTON Colonel, AC Chief, Supply Group	

7440

SOL/H
7.03Tel. 320

NWH/clv

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Department

17 November 1945

Ref: 078/7/PWU

Subject: Assistance to Damaged Areas.

To : Economic Section.
(Att: Col. Densmore).

1. Reference to letter dated 10 October 1945 by Lt. Col. A. Hamilton A.C.L.C., 2 District stating that numerous request from heavily damaged Areas notably " Rimini " for assistance by the army are being received without backing from local A.C. Representative.

2. The area noted above is now in Italian Government Territory. We do not have A.C. Public Works Officers in that territory. The Sindaci in all damaged territories are members of the housing committee and are thoroughly familiar with the Italian Housing Decrees and should know how to get materials. However regular Italian channels are slow and the Sindaci are probably asking for materials for their respective areas from individual army units and not going through Italian channels.

3. In areas that have not been returned to the Italian Government there are Public Works Officers who are familiar with the procedure of obtaining materials from the army and, if the Sindaci of the towns stay in channels and go to their respective Genio Civile, he, in turn, will contact the Public Works Officer who will contact the army.

4. We will notify the Genio Civile in the damaged areas to instruct the Sindaci in the proper methods of obtaining materials.

E. J. Ristett
E. J. RISTETT,
Colonel C.E.

7439

ROUTING AND WORK SHEET

SUBJECT:

Assistance to Damaged Areas

No	Date	To	REMARKS	From
2	23/11	Splls of	Ltr referred to in 1st Ltr was from J & A to A/UP. It has been returned ^{to you (24/11)}, with a request that ltr to LO Distort be prepared. Please follow-up.	aff S. D.

7438

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

19 NOV 1945

1945

Ref: ES/1.68

MEMORANDUM

SUBJECT: Correspondence Tracer

TO :

S. H. G. P. INDUSTRY & UTILITIES S/C.

1. Subject is

Ltr - Assistance to Damaged Areas

reference

dated

10 Oct

from

APO 10, 2 Dist 1

to

Ex Comm AC

E/S file ref:

7.03

E/S log ref:

15 Oct (44)

2. The above referred correspondence was forwarded to your office for appropriate action on 10 Nov 1945 by Mr. Supply Row. To date no reply has been received in the Economic Section Message Center.

3. Request information as to when return of referred correspondence may be expected.

INDUSTRY & UTILITIES S/C.

21 NOV 1945

Director

Deo Director

Adm. Dept.

Tech. Dept.

Pub. Wks & U Dept.

✓

1st Ind

CECIL B. HIGHLAND, JR.

Captain, Infantry

NORMAN R. SMITH

Major, AGD

Chief Admin & Pers Branch

TO: Headquarters Allied Commission, APO 394, Economic Section.

A letter has been prepared & was forwarded to your section on 19 Nov 45.

a copy 4/4/46
Chief Clerk
S. 21376

SPECIAL

NOV 1945

ECONOMIC SECTION DATE

INITIALS

REFERENCE

FR	TO	FR	TO
Vice President		ECONOMIC SECTION	
Col. Mansfield		and Commerce <i>W.H. 3</i>	
Col. Vinton		Commerce S/C	
Mt. Gen. Fosby		Industry S/C	
Mt. Gen. Moore		Finance S/C	
Mt. Gen. Smith		Regulation Branch	2
Capt. Highland		Regulation S/C	
Mt. Mansburg		Finance S/C	
Mt. Morgan		Transportation S/C	
Mt. Wilkerson		War S/C	
Mt. Barber		Power S/C	
Mt. Isenstein	X	Finance S/C	
Mr. Sullivan		Chief Commissioner	
Mr. Uring		Executive Commissioner	
Mr. Glendon		Civil Affairs Section	
Mr. Hughes		Establishment Section	
Admin & Personnel		G-1 (American)	
Price Control Branch		G-1 (British)	
Records Section		ATTENTION:	

2	For appropriate action	Note and Return
	Remarks/Recommendations	Signature
	Disposition	Investigation & Report
1	Information	Note
	Circulation & Return	Note & Return
	Signature and Date	Concurrence

- ② Pls make appropriate reply to ACLO, 2 Dist. eff
- ② Does our Ind & Utilities S/C. have a procedure to handle these cases? If so, can it not be attached to the reply to ACLO, with copy to our AC people for action? This reply is shamefully overdue.
- 7435
W.H.

19 OCT 1945

CA SECTION

CSO

Milan, 10 October 1945

x-19.01

12 OCT. 1945

7.0-3

SUBJECT: Assistance to damaged areas

TO : Executive Commissioner, Allied Commission, Rome

1. Numerous requests from Sindaci in heavily damaged areas, notably "Rimini", for assistance are being received by the Army.
2. G.O.C. 2 District feels that these requests should be backed by the local A.C. representative, when he will be only too glad to assist where possible. He is not prepared, however, to act on the unsupported requests of Italian officials.
3. May A.C. representatives in such areas please be instructed that, when the Italian civil Administrations require assistance from the Army, their requests should be forwarded with supporting endorsements by the A.C. officer concerned.

12 OCT 1945

A. Hamilton

A. Hamilton, Lt. Col.
A.C.L.O. 2 District

OCT 15 1945

2435

LPH

Tel.3207.03
PFN/rlv

HEADQUARTERS ALLIED COMMISSION x19.01

INTER OFFICE MEMO

6 November 1945

Subject: Assistance to damaged Areas.

To : Economic Section
(Att: Col.Densmore).

From : A/Director, Public Works and Util.S/C.

1. Reference to letter dated 10 October 1945 by Lt.Col. A.Hamilton, A.C.L.O. 2 District stating that numerous requests from heavily damaged Areas notably "Rimini" for assistance by the Army are being received without backing from local A.C.representative.

2. We will endeavor to instruct the Sindaco of these heavily damaged Areas as to proper procedure for all future matters.

E.J. Ristedt
E.J. RISTEDT,
Colonel C.E.
A/Director.

7434

HEADQUARTERS ALLIED COMMISSION
APO 324
INDUSTRY DEPARTMENT

Tel. 489081-Ext. 837

Ref. AC/5613/896/IND

19 November 1945

SUBJECT: Requisition of the factory of the firm
Contin, Rome, Via Tiburtina 195.

TO: Ministry of Industry and Commerce.

1. Ref. your letter No. 4547 dated 1st October 1945 and Ministry of Labour and Social Security letter 1759/122 - C dated 25 October 1945 relating to the release of the above premises now requisitioned by HQ. RAAC.

2. We understand that at present the Ministry of Public Works and Utilities are making full use of the accommodation and that only a few representatives of the Public Works and Utilities Department of HQ Allied Commission are working with them. Further we to-day had verbal confirmation from this Ministry that they are at present most anxious to retain the use of this factory.

3. In view of this situation it would be appreciated if the Ministry of Industry and Commerce would, after consultation with the other Ministry, advise this Headquarters for when the release is approved what steps will be taken as soon as possible to further the recommendation.

Copy to:

Ministry of Labour and Social
Security

Labour S/C. RAAC.

Public Works & Utilities Depart. RAAC.

APAC - Conf.

CHARLES F. HIGGS
Major, RAAC
Chief,
Industry Department.

743

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

Ref. AD/2/139

FOG/hab

20 November 1945

SUBJECT: Repairs of Truck, Plant No. 7

TO : Ing. Luigi Ferretti, Chief Engineer, Ministry of Public Works

1. Attached is an invoice from Tudini-Talenti for work performed on British 3-ton lorry, plant No. 7, for which extensive work is claimed. Please be informed that this Office did not authorize work to the extent indicated and the bill submitted by Tudini-Talenti far exceeded the value of the vehicle. You are also informed that the truck was returned to Contin plant after the completion of the claimed repairs, but has never been operated due to its mechanical condition.

2. It is suggested that your office contact Tudini-Talenti and eliminate from this invoice all the work which is indicated therein as having been unnecessary above the inspection by them, which should have indicated that the value of the truck was not such as to justify the repairs which they instituted.

V. G. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

Encl.-Invoice from Tudini-Talenti (29 July 45)

cc.- Public Works & Utilities S/C

7432

Tel. 489081. Ext. 339

78c 47
AIM/riv

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Department

Ref: 078/7/PMU

20 November 1945

Subject: Contractor on Public Works.

To : Regional Commissioner, Liguria Region
(Att: Regional Engineer).

1. This will introduce Impresa di Costruzioni, Ing. Piero Parisi of Rome.

2. This firm has been very active on works in the Lazio-Umbria region and is highly recommended by Major Greene of this organization.

3. Could you ensure that Ing. Parisi is placed in contact with the proper Italian officials and that he is given the opportunity to submit tenders on future works in the region.

By Command of Rear Admiral Stone:

NORBERT W. HYLAND,
Major Spec. Res.
Chief, Public Wks. Div.

743i

Tel. 320

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Department

HWE/rlv

17 November 1945

Ref: 078/7/PWU

Subject: Assistance to Damaged Areas.

To : Economic Section.
(Att: Col. Denmore).

1. Reference to letter dated 10 October 1945 by Lt. Col. A. Hamilton A.C.L.O., 2 District stating that numerous request from heavily damaged Areas notably " Rimini " for assistance by the army are being received without backing from local A.C. Representative.

2. The area noted above is now in Italian Government Territory. We do not have A.C. Public Works Officers in that territory. The Sindaci in all damaged territories are members of the housing committee and are thoroughly familiar with the Italian Housing Decrees and should know how to get materials. However regular Italian channels are slow and the Sindaci are probably asking for materials for their respective areas from individual army units and not going through Italian channels.

3. In areas that have not been returned to the Italian Government there are Public Works Officers who are familiar with the procedure of obtaining materials from the army and, if the Sindaci of the towns stay in channels and go to their respective Genio Civile, he, in turn, will contact the Public Works Officer who will contact the army.

4. We will notify the Genio Civile in the damaged areas to instruct the Sindaci in the proper methods of obtaining materials.

E.J. RISTEDT,
Colonel C.E.

7439

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048
Ref. AD/2/127

FOG/hcb
8 November 1945

SUBJECT: Jeep of Major Laughlin

TO : Ing. Luigi Ferretti, Ministry of Public Works

1. In my letter of yesterday regarding the jeep to be entered into our Pool by Major Laughlin, I erroneously instructed you to have the British markings removed from this vehicle. Maj. Laughlin has this morning corrected me in this matter and the British markings will be left as they are. Other instructions contained in my letter continue in effect.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

cc: Maj. Laughlin
P.W. & U. S/C
File

7429

November 1945

OFFICE MEMORANDUM NO. 53

SUBJECT: Convoy to Milano

TO : Ing. Argentieri

44

1. You will proceed to Milano with two prime movers, one of the rock crushers at Farnesina, a trailer, and a 6 x 6 truck. Ing. Ferretti will furnish two prime mover operators, one truck driver, and one helper. It is requested that you arrange to start this convoy as quickly as possible since the crusher is urgently needed in Milano and has been ordered by the military authorities.

2. Upon arrival at Milano you will report to A. J. Greene, Major, (Br.), Regional Public Works Officer, AMG, who will direct you as to delivery and will assist you in having the Memorandum Receipts signed by the Chief Engineer.

3. Miss Brady will deliver to you a letter addressed to Maj. Greene previous to your departure together with the covering Memorandum Receipts.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

cc: Ing. Ferretti
P.W. & U. S/C
File

7428

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

FUG/hob

Ref. AD/2/122

6 November 1945

SUBJECT: Claim for Return of Material - Tudini-Talenti

TO : Ing. Luigi Ferretti, Ministry of Public Works

1. Reference your letter of November 3 and letter from Tudini-Talenti, dated 24 October, regarding the return of claimed material.

2. This Office has never made any agreements with Tudini-Talenti wherein materials were either borrowed or released. It is not understood to what they refer. Since benzine, oil, and grease have always been supplied by either Genio Civile or the Military, there never has been any necessity for Tudini-Talenti to supply these materials. They may have at times used nuts, emery cloth, or brake fluid, but such materials should have been included in invoices for work accomplished and should not have been carried as separate items to be later returned. It is believed that this claim should be discredited.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

CC: P.W. & U. S/C
File

7427

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

FOG/hcb

Ref. AD/2/123

6 November 1945

SUBJECT: Jeep - Major Laughlin

TO : Ing. Luigi Ferretti, Ministry of Public Works

1. Major Laughlin is bringing a jeep to Contin Plant Wednesday, which will be placed in the Motor Pool of this Highway Equipment Section. Please have your sign painter remove the existing British markings from this vehicle and place instead the regular Public Works and Utilities S/C, Highway Equipment Section, markings on the same. The plant number of this jeep will be 248. It will be held for the exclusive use of Major Laughlin and at no time will anyone be permitted to use it for any purpose whatsoever without the expressed permission of Major Laughlin. The Major requests that Pietro Mobili di Antonio be appointed to drive this machine for him. This driver will be carried on your payroll for Maj. Laughlin, Utilities Division, Public Works & Utilities S/C.

F. G. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

cc: P.W. & U. S/C
File

491048

7426

07/012
A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

REF: AD/2/124

PM.

7 November 1945

TO: ING. MERRETTI Luigi,
Chief Engineer Genio Civile

41
FROM: Public Works & U.S/C
Highway Equipment Office HQ.A.C.

Transmitted herewith are Permanent Transfer Receipts
and covering Consignee Receiving Report for your signature as
official agent for the Minister of Public Works.

Receipt numbers are identical with those of temporary
Memorandum Receipt which were signed by the original recipients for
the equipment described.

The letter "A" has been added to identify the Permanent
from Temporary receipts.

7/12
F.O. GRIFFITH
Highway Equipment Office,
HQ.A.C.P.W.&U.S/C.

Copy to : A.C. P.W.&U. S/C. ←
File

078/7

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

FOG/hcb

Ref. AD/2/125

7 November 1945

SUBJECT: Repair of Truck 146210114

178

TO : Ing. Luigi Ferretti, Ministry of Public Works

1. Attached is an invoice of labor for the repairs of the above truck. It is recommended that your office not approve payment of the same.

2. Please note in the description of the work accomplished that they have indicated that they welded two cracks in the engine block and made a hydraulic test which would indicate that there were no more cracks in the block. Later, after extensive repairs they claimed they discovered another crack in the cylinder block and it was indicated no repairs should be made, and work was discontinued. This certainly does not indicate intelligent repair work, since the bulk of the repair work accomplished was made previous to the discovery of a third crack, even though they had made a hydraulic test which indicated no crack existed. This Office did not authorize the welding of cracks in the cylinder block since it is not feasible at any time to weld such cracks unless it is absolutely impossible to obtain a replacement block. If so happens that at the time this truck was placed with Tudini-Talenti, head and engine blocks were easily available from R. L. E. S.

3. The total amount of the bill is 58,217 lire. This probably exceeds the value of the truck by 300%. Payment should not be made until a thorough investigation can be made and the bill reduced to such costs as would have incurred only in checking the block to find that it leaked.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

Encl. :- As of para 1 above.

7426

CC: P. W. & U. S/C
File

"LA NUOVA RIMINI"
SOCIETA PER LA RICOSTRUZIONE
DI RIMINI

ROMA
VIA ARCHIT. PAPA, 5 - TEL. 30225 - 30226

Roma 5 novembre 1945

Alla

Sottocommissione Alleata del LL.PP.

Divisione Ricostruzione

ROMA

Vi presentiamo di volere far consegnare, previo pagamento, le
sottostate gomme occorrenti alle n/ automobili le quali ne sono com-
pletamente sprovviste. Come Vi consta dette n/ due auto sono i piega-
te esclusivamente sui cantieri di Rimini.

N°6 gomme 165 x 400 per Lancia Ardea

N°6 gomme 145 x 400 per Lancia Aprilia

RingraziandoVi, distintamente Vi salutiamo.

"LA NUOVA RIMINI"
Sec. per la Ricostruzione di Rimini

HEADQUARTERS ALLIED COMMISSION

APC 394

Public Works and Utilities Sub-Commission

To whom it may concern:

The above firm is working on housing reconstruction
and the needs as outlined are urgent.

PETER P. NATALE,

1st Lt. C.E., AUS

Housing Engineer Officer.

Alia
SottoCommissione Alleata per IL, EP.
Divisione Ricostruzione

Roma

Vi preghiamo di volerci far consegnare, previo pagamento, le sottoelencate gomme occorrenti alle n/ automobili le quali ne sono completamente sprovviste. Come Vi consta detta n/ due auto sono i pioggetti esclusivamente sui carri di Rimini.

N°6 gomme 165 x 400 per Lancia Ardea

N°6 gomme 145 x 400 per Lancia Aprilia

RingraziandoVi, Distintamente Vi saluto.

"L'ALBA" A. RANZI
Sec. per la Ricostruzione di Rimini
Il Comandante

HEADQUARTERS ALLIED COMMISSION

APC 394

Public Works and Utilities Sub-Commission

To whom it may concern:

The above firm is working on housing reconstruction and the needs as outlined are urgent.

PETER F. NATALE,
1st Lt. C.E., AUS
Housing Engineer Officer.

078/7

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

31 October 1945

Ref. AD/1/75

SUBJECT: Theft of Jeep

TO : Public Works & Utilities S/C

1. Jeep, U.S. Registration No. 20152399, Plant No. 178, Ser. No. G.P.W. 65440, assigned to Capt. Emanuele Milani, had been left in the garden of the house where he lives at Via B. Eustacchio No. 22, Rome, by Capt. Milani at 11:30 p.m., October 27. It was last seen there by Sig. Semmola, who lives in the same house, at 1:00 a.m. on October 28. The jeep had been locked with a chain and the gate of the garden was double locked. The portiere noticed at 6 a.m. that the gate was open, having been forced, and the jeep missing, but he delayed until 10 a.m. to tell Capt. Milani. Capt. Milani called Mr. Frampton and both went to M.P. Headquarters, American Traffic Section around noon, where Capt. Milani signed a statement of the theft.

2. Since then, several telephone calls have been made to the M.P. station, but they have no information on the jeep.



F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

7422

AC PW & C. H'WAY EQUI'T

ROUTING SLIP

Date: 20-10-48

From	To	
Mr. Griffith	☒	Necessary Action
Mr. Frampton	☐	Information
Maj. Morsella	☐	Retention
Capt. Milani	☐	Study
Ing. Argentieri	☐	Report
Ing. Belini	☐	Investigate
Ing. Pozzo	☐	Typing
Mr. Di Martino	☐	Filing
Miss Brady	☐	Return
<i>Reuter</i>		

Remarks:

*L'autista Fraleoni Americo
e' stato licenziato*

*driver Fraleoni
has been discharged*

*7421
Reuter*

If space insufficient use reverse side.

AC. PW & U, H'WAY EQUI'T

ROUTING SLIP

Date: 29/10/45.

From	To	
X Mr. Griffith	Mr. P.W. & U.S.C.	Necessary Action X
Mr. Frampton		Information
Maj. Morsella		Retention
Capt. Milani		Study
Ing. Argentieri		Report
Ing. Bellini		Investigate
Ing. Pozzo		Typing
Mr. Di Martino		Filing
X Miss Brady		Return X

Remarks: This report has taken
over thirty days to
reach this office. Action
is no longer possible.

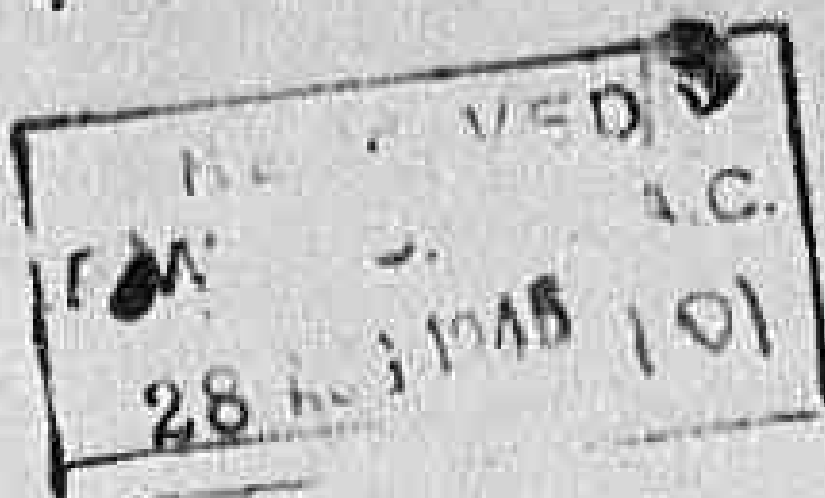
7420

22/7/45

To: Mr. F. O. Griffith:

For consideration and
any action indicated —R. B. Shepherd
Capt.

7410



R-E-S-T-R-I-C-T-E-D

HEADQUARTERS NOE AREA, INHUSA
APO 794, US ARMYWPH/RFB/jsl
27 August 1945

AG 250 (PM)

SUBJECT: Delinquency Reports.

TO : Chief Commissioner, Allied Commission, APO 394, US ARMY.

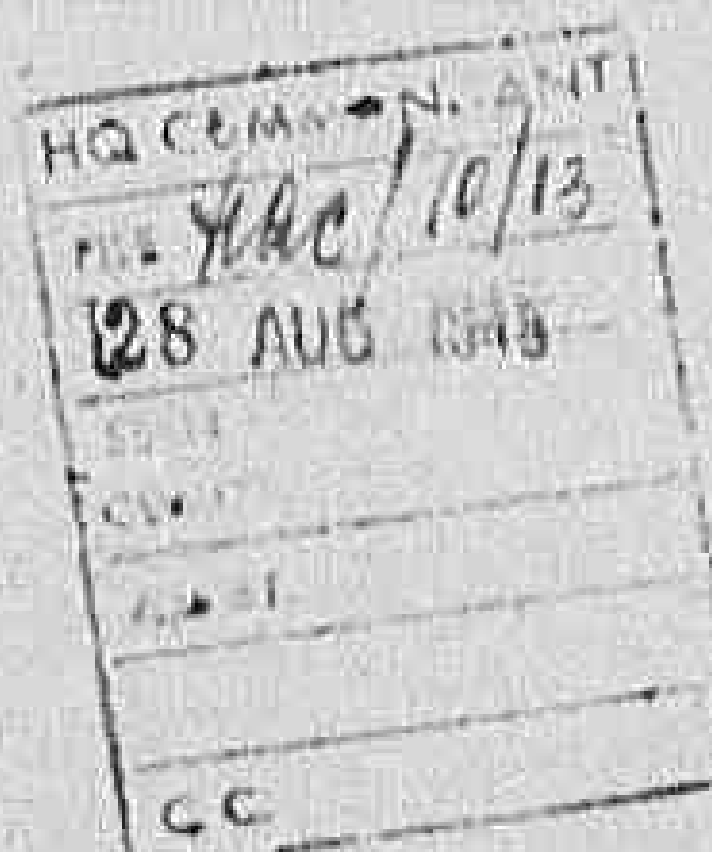
Attached delinquency reports are forwarded for such action
as deemed necessary.

FOR THE COMMANDING GENERAL:

1 Incl.

Delinquency Report #7829
and statement.

[Signature]
J. B. MURPHY
Major, AGD
Adjutant General



7418

R-E-S-T-R-I-C-T-E-D

TICKET

N^o 14 *

Traffic Violation Report

5538

Aug 23, 1945
DateFRALeONI Americo
Name of offender

A.E. Public Works

St. Civilian - ASPHALT - A.E.
Grade Organization6X6-4280472
Type and number of vehicleAPD
PecklessDRIVING
Offense committed
(See reverse side)1500 - 359
Time

Vehicle markings

Via Nazionale
Place of offense

Witnesses

7417

H. J. Kuopman
Name of arresting officer or M. P.

(Over)

TRAFFIC VIOLATIONS

(DRIVING)

1. Failure to observe traffic signs and signals.
2. Making prohibited left, right or U turn.
3. Failing to yield right of way.
4. Blocking traffic by slow driving.
5. Driving on left side of roadway or on wrong side of divided streets.
6. Driving in wrong lane.
7. Following too closely.
8. Turning at intersection from wrong lane in street.
9. Failing to yield right of way to emergency vehicles.
10. Failure to signal for turn or stop.
11. Driving on sidewalk.
12. Driving with view obstructed.
13. Driving through barriers.
14. Driving in wrong direction on one-way roadway.
15. Exceeding authorized speed.

(PARKING)

16. Parking in prohibited place or safety zone.
17. Violating personnel loading capacity.
18. Parked in alley or blocking roadway.
19. Double parked, illegally parked, or otherwise illegally placed.
20. Unattended vehicle not properly left.
21. Parking on wrong side of street.

(MISCELLANEOUS)

22. Violating head or tail light regulation.
23. Bad brakes.
24. Broken glass.
25. Illegal backing.
26. No driver's license.
27. No dispatch slip.

(OTHER VIOLATIONS)

28.

29.

30.

OFFICE OF THE AMERICAN PROVOST MARSHAL
Headquarters Rome Area MTOUSA
APO — 794

Case No. 5538 TV

Date 25 August 45

Subject : Delinquency Report.

District

To : Commanding General, Headquarters Rome Area MTOUSA

Fraleoni
(Last Name)

Americo
(First Name)

(M. I.)

Italian Civilian
(Grade)

(ASN)

AC Public Works
(Co. or Detachment)

Asphalt
(Bn.)

AC
(Regt.)

US
(Army)

(APO)

Time of Arrest 1500

Place of Arrest Via Nazionale

Details of Offense — Give full data as to name, rank, ASN, Org. and APO of OTHERS involved in same delinquency (Continue on reverse side if necessary).

Fraleoni Americo driver of 6X6 No. 4280472 was stopped on Via Nazionale for driving in a reckless manner. He passed the arresting MP at a high rate of speed.

Witnesses

(Name)

(Organization)

(APO)

Apprehended by Pfc. Knapman
(Name)

281 MP O
(Organization)

794
7416

Disposition of Offender Released at scene of incident.
(Personal effects listed on reverse side)

For the American Provost Marshal:

Richard F. Brugh
RICHARD F. BRUGH
2nd Lt., Infantry
Actg. Adm. Officer

PM: File No. 7829

OFFICE OF THE AMERICAN PROVOST MARSHAL
Headquarters Rome Area, MTOUSA
APO 794, US Army

Case No. 5538 TVDate 25 August 45

PM File No. _____

Time 1500Arresting MP's StatementI, Pfc. Terry Knapman ASN 36233399 org: 281 MP CO

having been turned of my rights under the 24th C. W. by Lt. M. A. Giles Jr.
do hereby make the following statement voluntarily:
Americo

Case of: Frileoni Knapman ASN It. Civ. Org: AC Public WorksCharged with: Reckless Driving.

While on M/C/ patrol at about 1500 Hrs. on August 25, 45 on Via
Nazionale a 6X6 No. 4280472 passed me at a high rate of speed

As Via Nazionale is a main thoroughfare with many side streets
I stopped the driver, Frileoni, Americo and gave him a Traffic
Violation Report, and allowed him to proceed.

Signed: _____

Pfc. Terry Knapman
281 M.P. Co. APO 794
ASN 36233399

Subscribed and sworn to before me this 27 day of August 1945at American MP Hqs.

Name: _____

Milton A. Giles Jr.

Title: _____

Summary Court Officer

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

FCG/hcb

Ref. AD/1/71

29 October 1945

SUBJECT: Cars for Transporting Material

TO : Transportation Sub-Commission
Attn: Maj. H. H. Klein

1. The firm Ing. Emilio Gola & Co. wish to transport construction equipment and materials from Sicily to Milan and from Rome to Milan and are experiencing difficulties in obtaining cars. We requested the Headquarters of our Sub-Commission to assist in this matter several weeks ago, and they have apparently been unable to obtain the necessary action.

2. The transfer of equipment belonging to this firm figures into our program of distribution of equipment and it will be most highly appreciated if assistance is given this firm so that they may have the required transportation.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

CC: File

7414

07/1/71

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

POG/hob

Ref. AD/2/112

24 October 1945

SUBJECT: Technical Translations

TO : Ing. Luigi Ferretti
Ministry of Public Works

1. Enclosed is copy of a letter to Ing. Grau with reference to technical translations. If you will contact me at your earliest convenience, we will go into the matter of determining which of the printed materials are adaptable to your program at hand.

P. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

CC: Ing. Grau
P. W. & U. S/C
File

Encl. - Copy of letter to Ing. Grau (AD/2/106).

741

078/3
HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS & UTILITIES SUB-COMMISSION

Tel: 491048

FOG/hob

Ref. AD/1/69

24 October 1945

SUBJECT: Rehabilitation of Centin Plant

TO : Public Works & Utilities S/C

1. Attached are project and Forms A.C. 1 covering the expense to the Ministry of Public Works for the rehabilitation of the Centin Plant. I have also attached copy of letter dated 4 August 1945, AD/2/40 to Genio Civile, which was submitted in compliance with instructions from the Chief of the Engineering Division, who agreed that this method should be established to avoid unnecessary delay. Approvals are respectfully requested.

F. G. GRIFFIN
Highway Equipment Officer
Public Works & Utilities S/C

Encls. - As stated above.

cc: File

7412

078/7

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

FOG/hob

Ref. AD/2/108

24 October 1945

SUBJECT: Technical translations

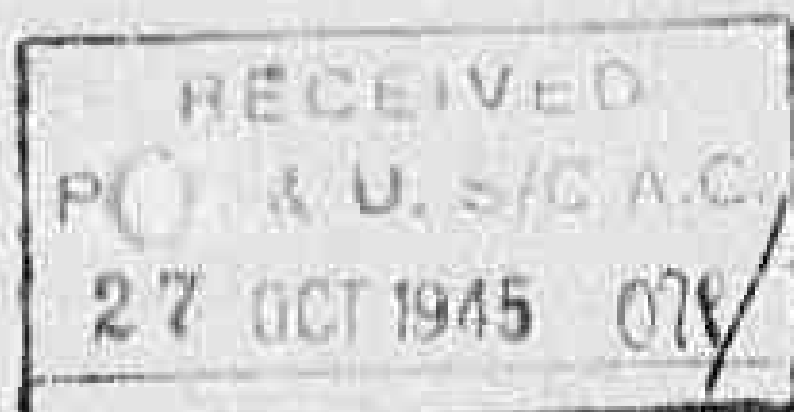
TO : Il Capo di Gabinetto
Ministero dei Lavori Pubblici

1. Reference your letter of 21 October. In compliance with your instructions therein, I am requesting Ing. Ferretti to go over the matter that may be subject for translation and we shall choose that which is most adaptable to the program at hand. Thank you very much for your kind interest in this matter.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/S

Copy to: P.W. & U. S/S
File

7411



SUBJECT :- Claim for damage to property.

CC3/60/1279/A.

Public Works and Utilities,
Allied Commission
FLORENCE.

Please find enclosed a copy of my letter to Regional Engineer A.M.G. TUSCANY dated 3rd. Aug. 1945, and also a copy of M. 3000/4 R.E. of 8th. Army dated 15th. July 1945.

My letter to the Regional Engineer never reached him, presumably because A.M.G. had left this area.

Can you see please, that this matter is regularised?

60 CLAIMS AND HIRINGS.
C.M.F.
11th. Oct. 45
4/36.

W. J. G. J. G. J. G.
MAJOR.
D.A.D., CLAIMS AND HIRINGS.

7410

COPY LETTER.SUBJECT :- Claim.CC3/60/1279/A.Regional Engineer,
A.M.G. - TUSCANY.

I have received a substantial claim from a civilian LICCIOLI Filomena, Via Faentina N°2, Borgo san Lorenzo, for damage to her property at Fattoria del Poggio di Sopra and the loss of 21 vines, 21 poplars, 4 olive trees, 1 pear and 1 cherry tree.

The work was carried out from 23 April 45 and ceased when Bologna fell. The site (Italy Road map 1:200,000 sheet 11 Ref.925925) has been inspected and the allegations made by claimant have been confirmed. 310 Works Section RTE. who operated in the area during the period in question were contacted and I append extract from their reply.

"HQ. 24 AGRE will doubtless recollect that the responsibility for road and bridge maintenance and replacement passed from HQ., "G" AGRE to Regional Engineer, AMG., Tuscany, on 16 April; all previous commitments being completed up to the end of the financial period, i.e. 15 April."

"Work on the land adjacent to Paisley Bridge was known to have been commenced, by the Regional Engineer, AMG. Tuscany, after responsibility had passed, but the intention which prompted the action taken was never communicated to me".

Will you please arrange regularisation of losses suffered by claimant, advising this office in due course of action taken.

60 CLAIMS AND HIRINGS.
C.M.F.
3 Aug.45
6/CB.

Sgd. CAPT. GREENISTEY 7/6/45

MAJOR H.A.C.
D.A.D., CLAIMS AND HIRINGS.

COPY LETTER.

Subject :- Claim.

Main Hq., Eighth Army
M. 3000/4 R.E.

/5 July 1945.

60 CLAIMS AND hirings.

Copy to: 24 Army Gp. RE.
21 CRE Wks.
310 Wks Sec. RE.

Your CC3/60/1279/A. of 16 May refers.

It has been ascertained that the claim in question should be referred to the Regional Engineer, AMG TUSCANY (ref para 2 of att letter from 310 Wks. Sect.R.E.)

7408

Sgd. (Illegible).
Brig.CE.

Encl.

Tel. 489081, Ext. 332

File
AIM/rly

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

Ref: 078/7/PWU

29 October 1945

Subject: Traffic Accident.

To : 60 Claims and Hirings, GEF.

1. Reference your 2/DEL of 15 October 1945.
2. Vehicle mentioned was turned over by us on 23 May 1945 to Engineer Giunta of the Italian Genio Civile in Florence. Suggest you contact Eng. Giunta concerning accident.

For the Chief Commissioner:

ROBERT W. HELAND,
Major Spec. Res.
Chief, Public Wks, Div.

7407

Union of South Africa
Unie van Suid-Afrika

MEMORANDUM

Z 36

From
Van

Camp Comd.
UDF. Adm. HQ. (Main)

To
Acm

27 OCT 1945

194

Capt.

UDF Adm. (Main)

UDF Adm. (Main)

7406

H.W.H.

27/10/45

Subj: Office Accommodation.

Ref: Camp/D/3.
REF ADV HQ (NAID) JSP.

26 Oct 45

→ Major Byland,
Public Wks Div,
Headquarters,
ARMED FORCES.

Ref: your OTR/7/OTM dated 25 Oct 45.

1. One office was retained by Lt. Col. Windley.
2. This office is locked.
3. Arrangements will be made to open it and all documents or items found in the office will be forwarded to you.

[Signature]
Capt,
Camp Camp.

7:05

UPPER MERIDA N. 17959
TELEGRAMMI. IMMOBILE
C C POSTALE N. 179454

SOCIETÀ GENERALE IMMOBILIARE
DI LAVORI DI UTILITÀ PUBBLICA ED AGRICOLA

ANONIMA - SEDE IN ROMA - CAPITALE L. 100.000.000 - VERSATO

ROMA 23 Agosto 1944
 VIA A. CAPPETTA, 45-A

Engineer Office R.A.C.
104 C.R.E., Works

附錄

8276

Via del
lario

Fattura N. 1103
28th June 1944
per le seguenti opere famigliari e diverse
Stores requisitioned on
(Macchinari requisiti il 28 Giugno 1944)

28th June 1944

QUANTITÀ	DESCRIZIONE DEI MATERIALI	PREZZO	IMPORTO
X	Concrete Mixer (Engine driven) MP - 3 - 4 Lombardini		
	(Betoniera Fiorentina con motore Lombardini) N° 2	L. 90.000, =	L. 180.000, =
	Compressor (Engine driven) (Motocompressore tipo Flottman)	" 1 " 350.000, =	" 350.000, =
	Bar cutting machine (Traccia per tondini)	" 1 " 5.000, =	" 5.000, =
			<u>L. 535.000, =</u>

7.006

Avviso di spedizione N.
Buoni di prelievo N.
Commissione N.

ROMA 23 Agosto 1944
VIA A. DE' PONTI 45-A

Engineer Office R.A.C.
104 C.R.E., Works

R O M E

3738

Fattura N. 1163

28th June 1944

Via del Mare
Stores requisitioned on
(Macchinari requisiti il 28 Giugno 1944)

QUANTITA	DESCRIZIONE DI MATERIALE	PREZZO	IMPORTO
	Concrete Mixer (Engine driven) HP = 3 = 4 Lombardini		
	(Betoniera Fiorentina con motore Lombardini) N° 2	L. 90.000, =	L. 180.000, =
	Compressor (Engine driven) (Motocompressore tipo Flottman)	" 1 " 350.000, =	" 350.000, =
	Bar cutting machine (Trancia per tondini)	" 1 " 5.000, =	" 5.000, =
			L. 535.000, =
			=====

7404

Non si riconoscono che i pagamenti effettuati direttamente alla Sede della Società. Eventuali detrazioni non saranno accettate. Per ogni verifica verrà provveduto con note e parti.

SOCIETÀ GENERALE IMMOBILIARE
DI LAVORI DI UTILITÀ PUBBLICA ED AGRICOLA

ANONIMA - SEDE IN ROMA - CAPITALE L. 100.000.000 VERSATO

ROMA 23 Agosto 1944
VIA A. D'ARZUFFI, 45/4

3737

Avviso di spedizione N.
Buoni di prelievo N.
Commissione N.

Engineer Office R.A.C.
104 C.R.E., Works

R O M E

Via del Mare
Stores requisitioned

Fattura N. 1164

on 27 June 1944 (Macchinari e attrezzi requisiti
il 27/6/1944)

Porto

QUANTITÀ	DESCRIZIONE DEI MATERIALI	PREZZO	IMPORTO
	Broom handles (Manici per pale)	N° 75 L. 15,==	L. 1.125,==
	Panel with two switches (Quadro con due interruttori)	" 1 " 500,==	" 500,==
	Springs (Molle a spirale)	" 4 " 250,==	" 1.000,==
	Wheel Barrows (Carriole in legno)	" 10 " 400,==	" 4.000,==
	Circular Saw Blades 12" (Alberi per seghe circolari 12")	" 3 " 5.000,==	" 15.000,==
	Circular Saw Blades 18" (Alberi per seghe circolari 18")	" 1 " 5.000,==	" 5.000,==
	Concrete Mixer n. 14386 (Betoniera Capozeta con motore Guldner)	1 " 100.000,==	" 100.000,==
	Ditto Rosseton n. 1012 (Betoniera Rosseton)	1 " 90.000,==	" 90.000,==
			L. 215.625,==
			7403

ROMA 23 Agosto 1944

VIA A. DE' PASTIS, 45-A

Engineer Office R.A.C.

104 C.R.E., Works

R O M E

Via del Mare

Stores requisitioned

on 27 June 1944 (Macchinari e attrezzi requisiti il 27/6/1944)

Fattura N. 1164

parto

QUANTITA	DESCRIZIONE DEL MATERIALE	N°	PREZZO	IMPORTO
	Broom handles (Manici per palo)	75	L. 15,==	L. 1.125,==
	Panel with two switches (Quadro con due interruttori)	1	" 500,==	" 500,==
	Springs (Molle a spirale)	4	" 250,==	" 1.000,==
	Wheel Barrows (Carriole in legno)	10	" 400,==	" 4.000,==
	Circular Saw Blades 12" (Alberi per seghe circolari 12")	3	" 5.000,==	" 15.000,==
	Circular Saw Blades 18" (Alberi per seghe circolari 18")	1	" 5.000,==	" 5.000,==
	Concrete Mixer n. 14386 (Betoniera Capozeta con motore Guldner)	1	" 100.000,==	" 100.000,==
	Ditto Rosseton n. 1012 (Betoniera Rosseton)	1	" 90.000,==	" 90.000,==
				L. 215.625,==
				7403,==

Non si riconoscono che i pagamenti effettuati direttamente alla Sede della Società. Eventuali detrazioni non saranno accettate. Per ogni verifica verrà provveduto con nota a parte.

17151

C. C. 1. 188148

IMPRESA COSTRUZIONI FRATELLI SENSI

SOCIETA' A RESPONSABILITA' LIMITATA

VIA CLITUNNO, 46 - ROMA - TELEFONO 80-728

ROMA 21/9/1945

28

ALLIED COMMISSION

MILANO

OGGETTO: RICHIESTA PER 7 GOMME 270 x 7
20 PER AUTOCARRO PIAT 666 NU
OVO.

La sottoscritta Impresa sta per ricevere dalle PIAT un autocarro 666 indispensabile per l'esecuzione di importanti lavori che l'Impresa stessa esegue per conto degli Alleati, del Genio Civile e del Ministero dei L.L.P.P.

Chiede che gli vengano assegnate 7 gomme della sezione 270 x 20 che sono indispensabili per l'affidamento dell'autocarro in oggetto.

Con osservanza

This Firm will be receiving a new LORRY PIAT 666 indispensable for the important works that the Firm has for the Allies, the Genio Civile and Minister L.L.P.P.

Asks for 7 (seven) tires size 270 x 20 that are indispensable for the LORRY.

Best regards

IMPRESA F.lli SENSI
SOCIETA' A R.S.P. LIMIT.

L'Amministratore Unico

[Signature]

HEADQUARTERS ALLIED COMMISSION
APO 394

Public Works and Utilities Sub-Commission

25 October 1945

To whom it may concern

The above firm is working on Military Highways and the needs as outlined are urgent.

18
ROMA 21/9/1945

785019

ALLIED COMMISSION

MILANO

OGGETTO: RICHIESTA PER 7 GOMME 270 x 20 PER AUTOCARRO FIAT 566. NUOVO.

OBJECT: REQUEST FOR 7 TIRES SIZE 270x20 FOR A NEW LORRY FIAT 566.

La sottoscritta Impresa sta per ricevere dalla FIAT un autocarro 566 indispensabile per l'esecuzione di importanti lavori che l'Impresa sta eseguendo per conto degli Alleati, del Genio Civile e del Ministero dei L.L.P.P.

This Firm will be receiving a new LORRY FIAT 566 indispensable for the important works that the Firm has for the Allies, the Genio Civile and Minister L.L.P.P.

Chiede che gli vengano assegnate 7 gomme della sezione 270 x 20 che sono indispensabili per l'efficienza dell'autocarro in oggetto.

Asks for 7 (seven) tires size 270 x 20 that are indispensable for the LORRY.

Con osservanza

Best regards

IMPRESA F.LLI SENSI

SOCIETA' A RESP. LIMIT.

L'Amministratore Unico



HEADQUARTERS ALLIED COMMISSION

APO 394

Public Works and Utilities Sub-Commission

To whom it may concern:

25 October 1945 UZ

The above firm is working on Military Highways and the needs as outlined are urgent.

Norbert W. Hyland

Major Spec. Res.

078/7
Tel. 489081
Ext. 320

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

File
BJR/ao

122/PWU

29 August 1945

Subject : Irregularities

To : Mr. H.H. TOWNSEND
Public Works & Utilities Section
APO - Naples

1. Reference is made to a letter written 25 August 1945 by Lt. Col. WF Green-Johnson of Economics and Supply Division G-5 AFHQ regarding sale of motor vehicles to Italian civilians, particularly Professor Mainone.

2. This letter is directed to Colonel H.H. Townsend. Those so-called assimilated titles as allotted to civilians are not military titles as you well know and cannot be used as such. The publicizing and propagation of such a title is a matter for which you are solely responsible. Your childish presumption in assuming a military title to which you are not entitled must be controlled and stopped lest you make yourself liable to military disciplinary action. Furthermore, you are directed to suppress and correct any instances of this improper use of military rank as it applies to you wherever it may have come into use for example such as in the Economics & Supply Division G-5, AFHQ.

3. The officer who wrote this letter advised you properly to handle the matter through HQ Allied Commission which you should have done in the first place. The independent, arbitrary, and non-cooperative manner in which you carry on business matters directly with other agencies has been called to your attention before. Such actions shall not be tolerated.

E.J. RISTEDT
Colonel, C.E.
A/Director

cc : Personnel Section
Economics & Supply Div. G-5 AFHQ

7401

0707 078/P.W. & K.
[Signature]
 26
 WPH/CHM/WWB
 9 October 1945

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS FOIE AREA, WTCUSA
 APO 794, US ARMY

AG 250 (PM)

SUBJECT: Delinquency Reports.

TO : Chief Commissioner, Allied Commission, APO 394,
 US Army.

Attached delinquency reports are forwarded for such action
 as deemed necessary.

FOR THE COMMANDING GENERAL:

1 Incls.
 Delinquency Report (FBS)

[Signature]
 Major, AGD
 Adjutant General

*This vehicle one that has
 been released to full It.
 control and should have
 Min. PW. markings and It
 license.*

[Signature]

7400

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS
PENINSULAR BASE SECTION
OFFICE OF THE PROVOST MARSHAL
APO 722139th MP Co.
Grosseto
Case# 200729 Sept. 1945
(Date)

SUBJECT: Delinquency Report:

TO : Commanding Officer, A.C.P.W.J. Highway Equipment, Geino Civil Bldg. RomeREPORT OF DELINQUENCYOffender: Nobili Giulio Italian Civilian
(Last Name) (First Name) (MTH) (MTH) (Grade)A.C.P.W.J. Highway Equipment, Geino Civil Bldg. Rome
(Organization) (Company) (APO)Time 1500 hours, Date 29 Sept. 1945 Place of Offense Route #1
CivitavecchiaType and number of vehicle: 2 1/2 ton GMC WD# 4230214Violation: Exceeding authorized speedDetails of Offense:
Offender was travelling at 30 MPH in a 20 MPH zone.Apprehended by: Pvt. G.H. Nicewarner Unit: 139th MP Co.

Witnesses: _____ Unit: _____

Disposition of Offender: permitted to proceed to destination.Cpl. John J. Judge Eugene D. Hart
(Task Sergeant) (Duty Officer)Grosseto
(Sub-station)Carl A. Tolue
CARL A. TOLUE
Lt. Col., CMR
Provost Marshal

7399

P. A. Div.

○ The previous letters (re-
ferred in attached letter,
have not been received by
the sub-commissionary.

at 2/6/61.

7398

1 SUBJECT: Traffic Accident.

Ref N°60/50719/54.

H.Q. Allied Commission.
C.M.F.

1. Two letters dated 14 Sep 45 & 1 Oct 45 have been written to Public Works Sub-Commission, Allied Commission, requesting submission of A.P.A. 3676 with relevant statements in respect of an accident which occurred at Brucianesi, 12 miles from Florence, on 19 July 45 at 1730 hrs., involving vehicle N° L 4718321.

2. No reply has been received.

3. May Public Works Sub-Commission please be requested to forward the above documents.

24 OCT 1945

GO CLAIMS & HIRINGS
15 Oct 45.
2/DNL.

Major.
D.A.D. CLAIMS & HIRINGS.

RECEIVED
P.W. & U. S/CAC
24 OCT 1945 078/7

7397

IMPRESA COSTRUZIONI FRATELLI SENSI

SOCIETA' A RESPONSABILITA' LIMITATA

VIA CLUTUNNO, 48 - ROMA - TELEFONO 80-728

ROMA 21/9/1945

ALLIED COMMISSION

OGGETTO: RICHIESTA PER SOLLECITA ODR-
SEGNA AUTOCARRO 666

M I L I T A R E

OGGETTO: REQUEST FOR SOLLECITATION DELIVER
OF A LORRY FIAT 666.

La sottoscritta Impresa che ha-
vra per conto degli Alleati e del Ge-
nio Civile e del Ministero dei L.L.P.P.
alla ricostruzione di ponti e strade,
ha a suo tempo prenotato un autocarro
FIAT 666 presso la Ditta TASSI & RIVO-
LA, Piazza Piume 47 Roma.

Di detto autocarro intende va-
lere per il trasporto delle attrezza-
ture e dei materiali necessari per gli
urgenti lavori che ha in corso.

Chiede quindi che in considerazione
ne dell'importanza e dell'urgenza del-
le opere stesse, sia consegnato il sud-
detto autocarro nel piu' breve tempo
possibile.

Con osservanza

IMPRESA F.lli SENSI

SOCIETA' A RESP. LIMIT.

L'Amministratore Unico

[Signature]

HEADQUARTERS ALLIED COMMISSION

APC 794

Public Works and Utilities Sub/Commission

23 October 1945

To whom it may concern:

This contractor is working on Military highways any assistance you can
extend him in obtaining the above truck would be greatly appreciated

7396

ALLIED COMMISSION

M I L I T A R Y

OGGETTO: RICHIESTA PER SOLLECITA CON-
SEGNA AUTOCARRO 666

La sottoscritta Impresa che la-
vora per conto degli Alleati e del Go-
vno Civile e del Ministero dei L.L.P.P.
alla ricostruzione di ponti e strade,
ha a suo tempo prestatato un autocarro
FIAT 666 presso la Ditta TASSI & RIVO-
LA, Piazza Firenze 47 Roma.

Di detto autocarro intende va-
larsi per il trasporto delle attrezze-
ture e dei materiali necessari per gli
urgenti lavori che ha in corso.

Chiede quindi che in considerazione
de dell'importanza e dell'urgenza del-
le opere stesse, sia consegnato il sud-
detto autocarro nel piu' breve tempo
possibile.

Con osservanza

IMPRESA F.lli SENSI

SOCIETA' A RESP. LIMIT.

L'Amministratore

[Signature]

HEADQUARTERS ALLIED COMMISSION

APO 394

Public Works and Utilities Sub/Commission

23 October 1945

To whom it may concern:

This contractor is working on Military highways any assistance you can
extend him in obtaining the above truck would be greatly appreciated.

ROBERT W. HYLAND
Major Spec. Res.
Chief, Public Wks. Div.

OBJEKT: REQUEST FOR SOLLECITATION DELIVER
OF A LORRY FIAT 666.

This firm that works for the Ali-
ed, Genio Civile and Minister of L.L.P.
for the rebuilding of bridges and roads,
has before noted a Lorry FIAT 666 to the
Firm TASSI & RIVOLA Piazza Firenze 47 Roma

This firm needs the FIAT 666 for
transportation of equipment and material
necessary for the urgent works in course

This firm considering the impor-
tance and the urgent necessity of the work
asks if the LORRY FIAT 666 could be de-
livered to the firm as soon as possible.

Best regards

1724
Roma, 20 settembre 1945

All'On. Marchese LUCIFERO
Ministero della Real Casa

R O M A

Dai giornali ho appreso la distribuzione di onorificenze concesse motu proprio da S.A.R. il Luogotenente Generale ai componenti della Sottocommissione Trasporti della Commissione Alleata.

In relazione a conversazione telefonica, mi permetto pregarla di sottoporre a S.A. Reale, la concessione di onorificenze ai componenti della Sottocommissione Lavori Pubblici ed Utilità della Commissione Alleata.

Sin dall'inizio dell'attività svolta dalla Commissione Alleata di controllo - Sottocommissione Lavori Pubblici ed Utilità, ho avuto funzione di collegamento tra il Ministero dei Lavori Pubblici e gli Ufficiali che facevano parte di detta Sottocommissione, alcuni dei quali sono stati congedati ed hanno fatto ritorno alle loro sedi di provenienza.

Ho sempre rilevato lo spirito di cordiale collaborazione nell'aiutare la ripresa delle opere pubbliche in contingenze difficili di trasporti e per la

./.

mancaza delle materie prime.

La detta Sottocommissione e così pure tutti gli Ufficiali regionali dipendenti, sono stati sempre larghi di aiuti, sia nei finanziamenti delle opere, sia nella concessione dei mezzi per condurle a compimento.

Mi permetto, quindi, segnalare quanto sopra alla S.V.On. perchè voglia compiacersi di sottoporre a S.A.R. il Luogotenente Generale la mia proposta di concessione di onorificenze che dovrebbero essere commisurate a quelle già concesse per la Sottocommissione Trasporti, in relazione ai gradi rivestiti.

La mia segnalazione, quindi, della proposta di onorificenza, che segnerò a fianco di ognuno, è da considerarsi semplicemente indicativa, ed ho differenziato gli Ufficiali al centro con quelli Regionali:

Col. Louis Alfred Jarry-Direttore della Sottocommissione,
Gr. Uff. del SS. Maurizio e Lazzaro.

Lt. Col. William M. Lapper-Capo dei Lavori Elettrici, Comendatore del SS. Maurizio e Lazzaro.

Lt. Col. Vincent S. Thompson-Capo dei Lavori Pubblici, Comendatore del SS. Maurizio e Lazzaro.

Lt. Col. Rhodes George M.-Vice Direttore, Comendatore del SS. Maurizio e Lazzaro.

./.

Mg. Norbert W. Hyland, Commendatore della Corona d'Italia.

Cap. W. Shepherd Rufus, Commendatore della Corona d'Italia.

Sottotenente Natale Peter F., Cavaliere Ufficiale della Corona d'Italia.

Soldati: Alberto V. Di Martino e Fred Raffin, interpreti (oriundi Italiani), Cavalieri della Corona d'Italia.

Qualche tempo fa il Colonnello Jenny, il Lt. Col. Rhodes ed il Lt. Col. Thompson sono rientrati alle loro sedi e sono stati sostituiti dal Col. Ernest J. Ristedt, Lt. Col. William M. Spang, per quali propongo ugualmente la concessione di onorificenze, rispettivamente di Grande Ufficiale e di Commendatore del SS. Maurizio e Lazzaro.

Ufficiali Regionali

Col. Hensley, Gr. Uff. della Corona d'Italia.

Col. Clarence F. Bolick, Gr. Uff. della Corona d'Italia.

Lt. Col. Claude A. Latimer, Commendatore della Corona d'Italia.

Lt. Col. G. de C. C. Findley, Commendatore della Corona d'Italia.

./.

Lt.Col.P.S.L.Lee, Commendatore della Corona d'Italia.

Lt.Col.Clarence R.Birchett, Commendatore della Corona d'Italia.

Mg.William F.Chamberlin, Commendatore della Corona d'Italia.

Mg.W.Knight, Commendatore della Corona d'Italia.

Mg.A.G.Evans, Commendatore della Corona d'Italia.

Mg.David A.Boyd, Commendatore della Corona d'Italia.

Per gli ufficiali che sono rientrati in sede, bisognerebbe provvedere al recapito della onorificenze a mezzo degli Ambasciatori Italiani.

In proposito segnalo che il Col.Jenny è Americano di Nuova Jersey, il Col.Thompson Canadese ed il Col.Rhodes Inglese.

Deferenti omaggi a S.A.R.il Luogotenente Generale.

Ossequi

dev.mo

(ing.Camillo Tizzano)
Direttore Generale dei Servizi Tecnici
Ministero del LL.PP.

7392

pag. 1

Roger H. Cagnazzo

To : Lt. Col. SPANN = Public Works Div. A.C.
From: Ing. Roger H. Cagnazzo
Sub : Completion of duties.
Date: 11 / 9 / 45

Dear Sir,

I am awfully sorry to hear from Mr. Griffith that the Headquarters ordered him to discharge me after having had several accusations from some Genio Civile source.

I had asked Mr. Griffith to accept my resignation for the end of September, or earlier if possible, but now I have to clear up my position before I leave, as, if I don't care very much about the opinion of the Italian official organizations which are the same since 23 years, I care very much more about your opinion and the opinion of any other Allied Officer.

The criticisms and attacks moved against me by Genio Civile men are either untrue or exaggerated, and anyhow caused by inimity, and I would worry very much if anybody from your office believe them.

I always tried to do my best in the interest of the Allied, and after having voluntarily risked for months and months my life only to save the life of American and British ex POW.s, ending this kind of duty and being allowed to join the Allied Commission I did all I could to prevent what seemed to me against the war effort and to help what seemed to be pro the rehabilitation of this country the people of whom unfortunately deserve very very little. I enjoyed very much joining Mr Griffith's job, as I thought it would bring a tremendous help to the reconstruction purposes.

I tried then to carry out to the best the instructions I had, and gave always the advices I thought worthwhile to be given according with my knowledge of the Italian

7391

people and their usual unwillingness to cooperate as well as their unjustified pride. I often asked Genio Civile men to carry any investigation they liked in order to control the expenses either from a technical point of view or from a general one, comparing these to the work done and obtaining finally a cost per mile for trucks and jeeps that would ~~xx~~ have brought light on the repairs maintenance and petrol consumption real cost. They never did such an investigation, and now they assert that the motor pool has been run with in a very uneconomical manner !!!

I have very often carried out investigation as for the real cost of several kind of repairs, and found that some were more expensive when done by certain contractor ; so Mr. Griffith, after a thorough check of the matter, gave order not to give any more mechanical work to this firm.

Recently I had been instructed by Mr. Griffith to organize properly the distribution of certain salvage materials proveining from the MMIA depots, and I did so mostly through the Consorzio Attrezzature Edili (C.A.E.) which works in conjunction with the National Association of Contractors, in order to obtain the widest possible distribution and avoid complaints. A full report and all the details on this subject are in hand of Mr.Griffith.

As for the matter of using a civilian car, Mr.Griffith knows well that same had been offered by Mr.Fraschetti (who by the way is the only cooperative man found among the whole lot of italian Genio Civile engineers so far) on the agreement that we should provide gasoline and oil; the car was hired by Mr.Fraschetti, with its own driver, and I only put a visa on the bills as per control of the days or the mileage. I personally lost two cars that had been offered voluntarily to the partisans to be used in their underground activities, and recently only a little "Topolino" has been returned by the Praesident of the "Comitato di Epurazione" of Macerata, with a nice letter of thanks for the services rendered, (the car is in very bad shape and without tyres), whilst the FIAT 1500 has

Roger H. Cagnazzo

pag. 2

15. Col. Spann.
Date : 11/9/45

been definitely lost....I don't think that there is any reason to complain if I used temporarily a civilian car when most of the Genio Civile engineers hire cars on a basis of 33000 to 36000 lit. a month plus petrol, plus oil, plus tyres, plus repairs, plus extra mileage....!!!

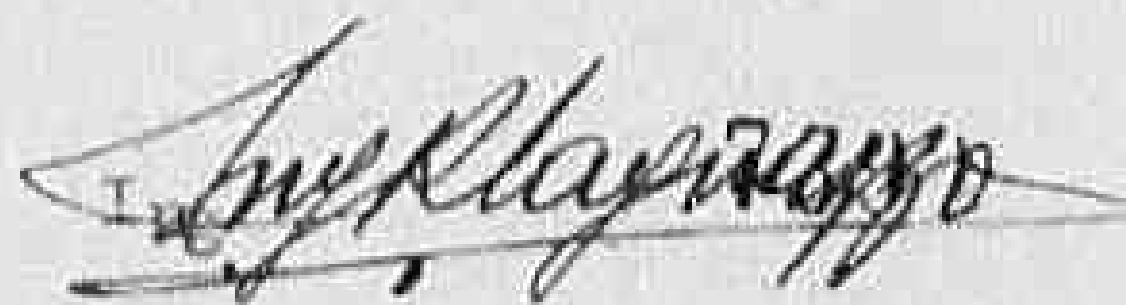
As for the STEM activity, I always said to Ing. Frase chetti, to Ing. Crocetta, and to their assistants, that they should control closely this firm because I didn't want to have trouble for having recommended a company of which I had been formerly the manager, and it seems that their work has always been satisfactory, and Ing. Rubino, Mr. Ronzulli, assistant Crispoldi could always report on this subject; the firm was not a mechanical workshop, but a roofing and waterproofing products company before the war, and got to find any kind of work to cover the overhead expenses, which does not make any harm to anybody.

In conclusion I guess that there is no much more to say on the various subjects and I am ready to answer any question you would like to ask me on other matters.

I think that the attacks have been provoked by the reciprocal dislike between Genio Civile men and me, and it is almost curious that these have been made must as soon as I had to give up my uniform and I was no longer a British officer !!!...

Anyhow I hope very much that, after a complete examination, you could withdraw the letter written on my discharge, giving me back your confidence, and only accepting my request of resignation as the Highway Equipment Office is now ceasing its operational work.

Yours very truly,



A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

INSPECTION AND INVESTIGATION AT MILANO

MEMORANDUM

Here under are data representing the result of investigation made from September 28 to October 4 1945 at Milan.

1. STEM. Its office's address is: 3 Via Mercadante and its warehouse: 100 Via Ampere. Director of this firm, Dr. Camarrone stated:

- a) Received on or about 15 August 1945 trucks with 300 Ql. of Asphalt.
- b) Transferred directly 150 Ql. to Contractor GOLA for restitution of equal quantity borrowed by Stem from Gola on 1942.
- c) Delivered the rest (150 Ql.) to Catramificio AGOSTINELLI, S. VITTORE OLONA, to make tar paper.

d) Type of Asphalt received: Italian. Make: Permilio Serenizza (Albany).

2. GOLA: This contractor has its office in Milan at 17, Viale Maino. Dr. Dario GOLA, official representative, affirmed:

- a) Received on or about 16 August 150 Ql. of Italian Asphalt from Stem in return for same quantity of this material loaned to Stem in 1942.
- b) Never received anything by rail.
- c) Nothing has been paid to Stem for the reason stated on para 1. b) and para 2. a);
- d) Work repairs on Highway Milan - Torino begun on 1 September 1945 according to regular contract with U.S.V.S. of Milan, who has furnished American Asphalt too, to be transformed into bituminous emulsion and to be used for the top.

3. CATRAMIFICIO AGOSTINELLI. Located at S. Vittore Olona, little town about 15 miles from Milan.

This factory of tar paper received, on or about 17 August 1945, 150 Ql. of Italian Asphalt from Firm STEM to make two types of tar paper.

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Rome, 8 October 1945

Luciano Pozzo

LUCIANO POZZO, Eng.
AC. P.W. & U. Sub-Commission
Highway Equipment Office

unclassified
~~CONFIDENTIAL~~*One listed
for information*HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

FOG/hcb

Tel: 491048

18 September 1945

Ref. AD/1/49

SUBJECT: Investigation of Irregularities

TO : Lt. Col. William M. Spann
Chief, Public Works Division, P.W. & U. S/C.

1. In accordance with your order of 9 September regarding the immediate investigation and the submitting of a detailed report not later than 1 October, the following is respectfully submitted:

(a) Asphalt-Milano Convoy.

The trip to Milano was made with the knowledge of this Headquarters for the purpose of supplying contractors in Naples engaged in rehabilitation work. The Naples office was first contacted with a request to release asphalt in Naples, obtain railroad cars for its transportation to Milan, and return to Naples with manufactured roofing paper. Mr. Townsend found he could not authoritatively turn over asphalt for this purpose since it was a private enterprise. The contractors agreed to supply asphalt from Italian sources. To avoid the risk of having the asphalt lost or stolen while in transit to Milano and trucks being available and more rapid, transportation was finally made by truck. Trucks were dispatched to Milano and the mission completed in approximately one week. Tar paper was delivered to Naples for its intended use. The asphalt was from Italian sources, was Italian asphalt and not military asphalt. The transaction was between the contractors and suppliers in the Naples area and from all indications was legitimate. This office entered into this only in arranging the lending of trucks by Genio Civile. The expenses of the trip were borne by the contractor.

It is understood the standard Army load when hauling gasoline is 16 55-gal. drums or all that may be loaded on that type body. Italian asphalt in drums weighs slightly less than 2 quintali each. The drivers on this trip were not chosen by Ing. Cagnazzo. The transportation officer was ordered to use his best drivers on the trip since it was a long distance and the drivers therefore should be reliable. No gasoline in drums or otherwise entered into this transaction in any way. These trucks did not go to S. Paolo yard. This was not a STEM yard, but is contractor property. We were permitted to use locked storage rooms in this storehouse for the safeguarding of materials and parts brought from Naples early in April when we were unable to obtain other safeguarded age. The storage rooms at Farnestina belonging to Tadini and Talentini were used in like manner.

- 2 -

(b) Trip Tickets to Cover Unauthorized Trips.

Everyone in the organization has been carefully questioned regarding this. The only instances where it is actually known that unauthorized persons used unauthorized trip tickets is in the case of truck drivers who withheld trip tickets and changed the dates for the purpose of drawing gasoline from petrol points in the Rome area. This racket was brought under control as quickly as possible and, except in isolated cases, no longer exists in so far as this office knows. All trips for out of Rome business have in the past been authorized by this office and have not been left to the authority of persons who might abuse the privilege. Therefore, we are not aware of any other unauthorized trip ticket issuance in this area. In the Naples area trucks used in the motor pool established there for our operations and for the convenience of both Mr. Townsend and this headquarters got out of hand and it was found that unauthorized trip tickets were being issued over the forged signature of Mr. Townsend for the illegal transportation of tile, asphalt, and other construction commodities by the truck drivers under the control of some unknown persons. Since we apparently could not control this motor pool, its operation was discontinued, the pool closed, and such personnel as had been established there were discharged.

(c) Trucks and Equipment Being Used by STEM for Personal Business.

This office is not aware of the use by STEM of any transportation facilities for other than uses authorized by this office. STEM, like any other agency engaged in work in conjunction with our activities is without transportation. Transportation had to be furnished to them for the transporting of motors, spare parts, and other commodities between Farnestina and Contin plant and the Genio Civile garage and to the various sub-mechanical agencies who were engaged in the repair of motors, parts, the charging of batteries, etc. for which STEM was not equipped. The employees of STEM at the Contin plant and at their plant adjacent to the Genio Civile garage were transported in vehicles which have been assigned to the detail of transporting personnel for this organization, for Genio Civile, and for other mechanical organizations engaged in Genio Civile work in the Rome area. It is not believed, under the existing control of trip tickets and the issue of gasoline, that it would have been possible for any organization to have used trucks for commercial purposes without this office soon becoming aware of it.

(d) Operations at the Garage Contin.

Two other contractors were engaged in the same type of work on contracts made with Genio Civile authorities so a comparative study has been possible. One of these firms was recently eliminated on the recommendation of this office because neither their work nor their prices were

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satisfactory. This was Tudini & Talenti. The STEM contract was made and let by Genio Civile and the prices were agreed upon between those two agencies. This office not being charged with other than seeing that funds allocated for military roads were not improperly used, did not enter into such agreements. It is known that the other contractors engaged in the same work were paid on a cost plus basis for all the labor furnished, for all the spare parts furnished (which were actually furnished by Genio Civile), and for all services rendered by other agencies on sub-contract. This was cost plus 75%. STEM received a graduated percentage of from 40% to 75% according to the class of work and for only the actual labor costs for the maintenance and repair involved. Mr. Serani is a mechanical engineer. He, in our opinion, has handled his function in a commendable manner. The fact that he has kept most of our class V and "war weary" vehicular equipment in operation, considering its condition when we received it, indicates careful study and planning with constant improvisation since repair parts are always difficult to obtain. There is no doubt but that the only reason objections were made to the activities of STEM was that they were not paying off to officials in Genio Civile in the manner in which it was presumably expected. STEM reduced to an absolute minimum for the work they performed and it was impossible for them to pay other agencies for the privilege of continuing their work without increasing their charges, and that was not permitted by this office. They were compelled to pay officials in the organization of Genio Civile monthly amounts in order to accomplish the payment of their bills for services rendered. This office has the names of such parties, but since disclosure of them would probably bar the firm STEM from any future operations in the Italian construction field, they will not be reported. The charge of exorbitant cost to the Italian Government is a misstatement. The total amounts expended for mechanical maintenance, repairs, and services to all contractors at this time is 8% of the amounts allocated for all operations. This office would like to know why it was charged with the elimination of this firm when they were employed by Genio Civile on contract and not by or at any time under the general direction of this office.

(e) Picks and Shovels from Naples

The charge of mishandling picks and shovels is an untruth. MMIA materials brought from Naples were shown on check tickets in Naples. One copy was retained in Naples and the other handed to the truck driver. The truck driver's ticket was received with his load in Rome and the loads checked against such tickets. Contractors ordered MMIA materials and such materials were placed on invoices, delivered to the contractor in Rome, and were signed for, the only exception being the last few loads which came from Naples on the last two days of hauling and which were delivered directly to contractors to avoid the inconvenience of reloading the stuff at Contin plant. They contained neither picks nor shovels, but consisted of timber and reinforcing steel. No other materials, supplies, or equipment from that source could possibly have been illegally diverted by anyone to any point. Our records are in process of being completed on this transaction but it is known that materials received and materials expended, except for perhaps a few small items, as parts from cases which were inventoried only as cases, which might have been stolen en route between Naples and Rome,

- 4 -

will be fully accounted for. I have been associated with Lt. Cagnazzo since December of 1944 and I have never known of any incident wherein his honesty could be questioned. The persons who instituted this charge should be compelled to attempt to prove it.

(f) Civilian Car No. 491048.

This is a Lancia car which was requisitioned on a rental basis by Ing. Fraschetti early in April for the convenience of this headquarters at a time when no other transportation for personnel existed. Tires were given to us from a consignment of used tires obtained by Major Sapp in Naples, exchanged for tires on asphalt kettles, and placed on this vehicle. It has been used since by Lt. Cagnazzo, by myself, and by other members of the staff for official purposes. Lt. Cagnazzo's wife was at various times given transportation in this vehicle. This office knows that the illegal or unauthorized transportation of civilians in military vehicles is forbidden. However, this regulation is not being observed by either civilian or military personnel. This car had military markings with the knowledge and consent of Col. Thompson. Such markings were placed on the car to permit its use in military zones and to allow the issuance of fuel for its operation. At the time and due to the lack of transportation it was deemed absolutely necessary to handle the matter in this manner. This car was recently returned to Genio Civile with the recommendation that it be returned to its owners. Military markings were removed. The tires are being returned to this Headquarters and will be used for jeep spares.

(g) Gasoline Removed from Regular Storage and Hidden.

STEM have never had access to regular supplies of gasoline. Regular supplied gasoline is interpreted as meaning the gasoline pump maintained by Genio Civile. There are no other sources. A small stock of gasoline: 6 jerry cans, has been kept at the Contin transportation office full of gasoline for emergency purposes and also was issued to STEM in the testing of vehicles which they had repaired. It has only been available on the issuance of a chit by the transportation officer. It would not have been possible for STEM to have received gasoline in drums from the gasoline pump controlled by Genio Civile unless someone in the Genio Civile organization conspired with them to have the gasoline issued and placed in illegal positions. This is denied. It is believed that the gasoline referred to may have been confused with gasoline that Genio Civile issued to contractors who used 9 of our British 3-ton trucks on a rental basis from Genio Civile in July and early August. Under the terms of the agreement between these contractors and Genio Civile, STEM was engaged in the maintenance of these trucks. Such trucks were returned to Rome each week for inspection and such maintenance, service, and repair as was necessary. It was convenient to load such gasoline on the trucks when they came to Rome for the weekly inspection. STEM did not have anything to do with this gasoline other than that sometimes gasoline drums both empty and full remained in the trucks

- 5 -

during the time they were being serviced. Since this operation was fully under the control of Genio Civile authorities, it cannot be seen how STEM could have appropriated such stores to their own use unless such authorities wished it so. Questioning of our staff, Genio Civile staff, and others, in this matter, failed to substantiate the charges and indicate that perhaps gossip among truck drivers may have been heard and enlarged upon by persons who maliciously wished to do so.

(h) Past Activities of STEM.

STEM was a company engaged in roofing contracts prior to the war. We have been told that STEM during and after the war set up and engaged in any activities from which they might derive a legitimate income. It is known at present that this company is engaged in the procurement and sale of various construction materials in the Naples area. It is also known that they are engaged in roofing contracts and mechanical contracts in the Rome area. The Genio Civile contract constituted only a branch of their mechanical activities and they do maintenance and mechanical work for contractors and other industries. It is not felt that it would be either impractical or improper for any construction firm who had engaged in mechanical work on their own equipment previous to the war to engage in that same line of work for others were they called upon to do so. When we first began our operations in the distribution of equipment to the Italian Government we had neither personnel nor organization with which to accomplish the task. The services of STEM were offered. They were directed to the attention of Genio Civile and such services were authorized. At that time the firms of Rudini & Talenti and Immobiliare were in a like manner recommended by Col. Thompson. Without the assistance of these three firms, it would have been impossible for us to accomplish the huge task that at that time faced us. The greater portion of such assistance came from the firm of STEM and I am very grateful to them for the manner in which they have accomplished any task they have been asked to do. They have handled mechanical repairs and maintenance,--assembled equipment all over Italy, assisted in our training program, transported equipment with our tractors, trucks, and trailers. I am sure that Genio Civile will not be able to employ the use of any firm in Italy who will accomplish more than these people have intelligently accomplished. The charge that it is in effect a labor broker is not understood since any contractor engaged in work on a cost plus basis is a labor broker. All contractors who have been given contracts by Genio Civile in conjunction with their highway equipment operations, the operation of many of the quarries in the Toscana area, and the operation of other equipment in all areas is on a cost plus basis. It is not understood why criticism in this respect of this firm could have under the circumstances developed.

(i) Commercial Activities by Cagnazzo.

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Previous to the war Cagnazzo was the head of the company known as STEM. Due to his being a Jew he and his family were compelled to leave Italy with such of their personal fortune as was possible. As is officially known. Lt. Cagnazzo engaged in espionage activities, operating

- 6 -

between North Africa and Italy and was responsible for the liberation of large numbers of Allied prisoner personnel. The one operation for which he is best known was the liberation of thirteen high ranking British officers, of whom eight were generals. The history of his activities, officially given by British military authorities, came to Lt. Col. Latimer in December 1944 and may be found in the P. W. & U. S/C archives sent in from Perugia. He has told us that during his trips into Italy he also utilized the services of the people with whom he had been associated in business previous to the war. He, therefore, kept in more or less as close a contact with them as conditions would permit. He has told me that during that period he often found it necessary to assist and support these people from his private funds. Since his return to Italy and during the period of the rebuilding of the firm STEM, this also has often been necessary. Except for these connections and such advice as he has found it necessary to give to these associates in the rebuilding of the firm STEM, he has had no other connection. It has been understood that when this company had reached a point where his services would be required as head, he would stop working for the Allied Commission and would resume his place as president of the company.

Only in one instance has this office known that Lt. Cagnazzo engaged in his own private operations while employed by this Headquarters. This occurred late in August. Lt. Cagnazzo requested travel orders to go to Milano for personal business reasons. I called Headquarters, Public Works and Utilities Sub-Commission, and stated that orders were desired but that the purpose of the trip was unofficial and such orders were issued. Lt. Cagnazzo was gone for a period of 4 days. I do not believe that had Lt. Cagnazzo been using his influence or authority in outside activities he would have taken the trouble to have come to me and requested authority for a trip in which he expected to engage in personal business. This headquarters has always been aware of the connection between STEM and Lt. Cagnazzo. It is not believed that Lt. Cagnazzo would use his influence for his own benefit; and in our conversation with various members of the staff, people of Genio Civile, and contractors, there never has been any indication that such has been the case; the fact that he was a past member of STEM was unknown to most persons even in this office. Cagnazzo submitted to this office on 29 August, after discussion, a request that his services be terminated with the Allied Commission on 30 September or earlier if possible. He stated that if we required his services beyond that date, he would make other arrangements, or if we required his services on a part time basis, he would be glad to assist us when possible. In this request for release he indicated that STEM had gained sufficient foothold in the business field to require his complete attention and that he was returning to that company to operate as he had before the war.

7384

- 7 -

2. The result of our investigation, with the questioning of persons involved and disinterested persons, indicates that there is no proof for any of the charges. In accordance with our several conversations on this matter, persons who have worked hard and have been loyal to their headquarters should not be discharged with prejudice unless charges can be proven against them. It is, therefore, respectfully requested that the records of these people be cleared. This could be accomplished by rescinding the letter of September 9 and instituting instead a letter stating that due to the reduction of force their services will no longer be required. In the case of Lt. Cagnazzo, his resignation can formally be accepted. However, if other assurance is desired, it is requested that these men be given the opportunity to present their defense to you, that they be further questioned, or that an official investigation be instituted to justify or refute the charges, should you so deem it necessary.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

7384

Milan Trip

Gherardi driver
Loar

Milan Trip

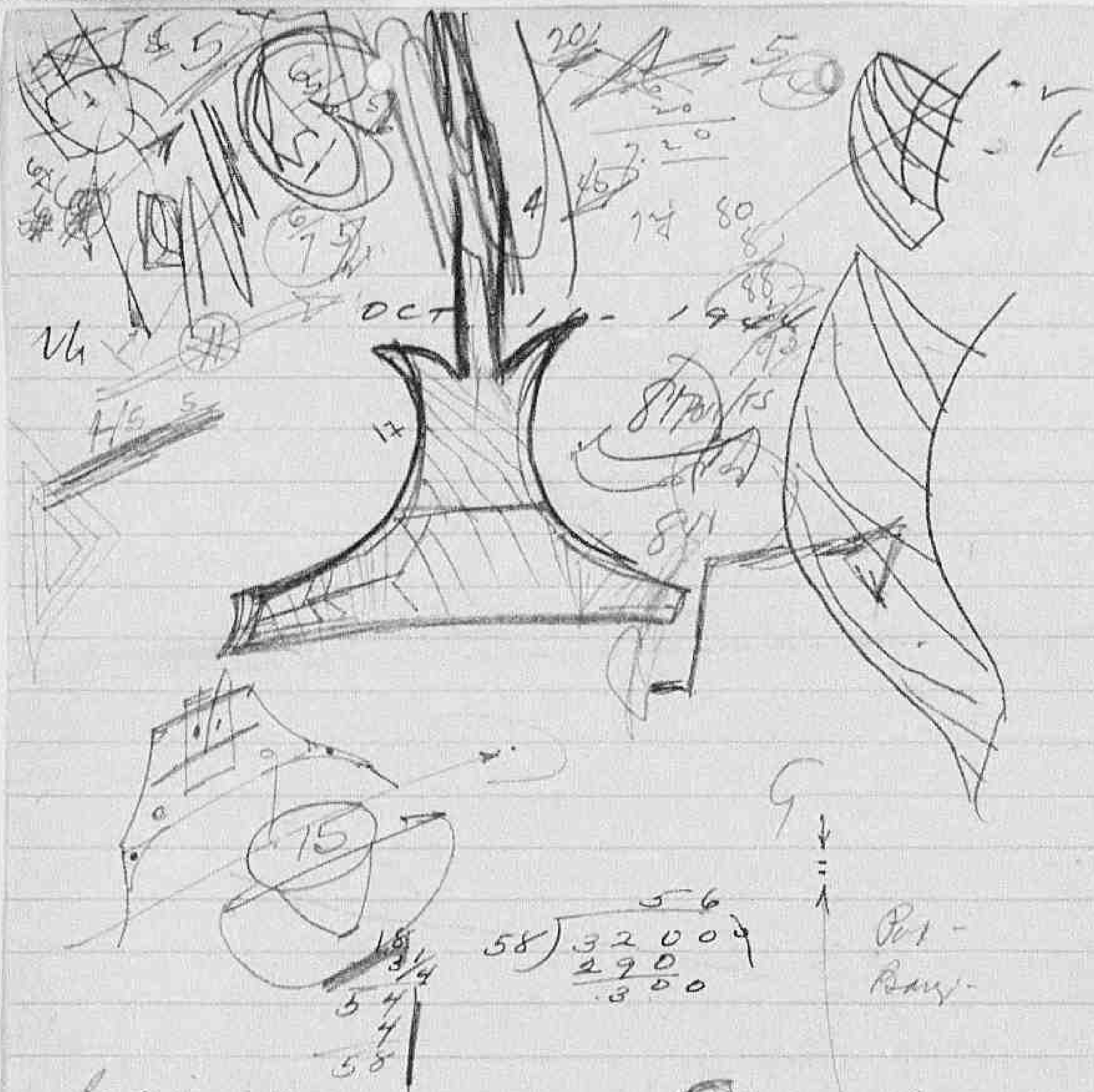
over car till about 10:00
Crispolti (over)
Office (over)

Milan Trip

Andreina (driver) (over)
(out 3 days) @ my house
Angeli (over)

Simiele (driver to Rome)
unwed for 1 year

Rolando Chyrtzpool 7382



Laguna x

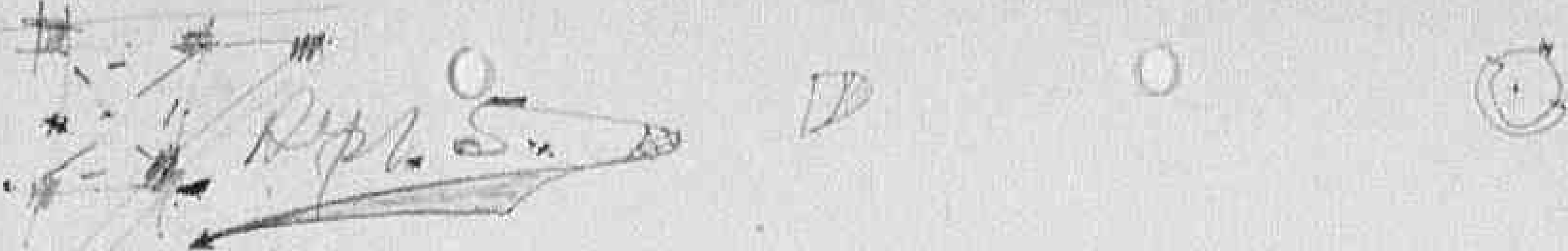
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A.C.

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- 3 Pozzo -
- 2 Pagano -
- 1 Cognazzo -

on car pay roll. +
tg.

- STEM -

Sexrani -

23 August 1949

biglietto di viaggio del conducente e nota del servizio preventivo di manutenzione //

NO OF PASSENGER OR LOAD	DESTINATION	TIME OUT	OFFICAL USER'S SIGNATURE	TIME OF RELEASE
Musicians	Naples to Rome		738	

17431

Declaro di aver effettuato i seguenti
viaggi:

(3)

1° ~~Roma Napoli in elicottero~~ A Napoli sono
stato accompagnato dal Lt. Pagano alla STEM
dove adli ordini di un impiegato della STEM
andemina ^{10 km} ~~Alte~~ ^{10 km} ~~Cossino~~ a caricare tegole che
scaricai al deposito Tren Capodichino.

2° Sono stato a caricare mattoni presso un magazzino
di Napoli accompagnato da un impiegato della
STEM. Il foglio di viaggio mi era stato fornito
con un foglio bianco rilasciato dalla STEM.

Un colonnello americano mi fermò sul posto
e avendo rilevato irregolarità nelle forme del
foglio mi fece recitare alto. Pascheri dove fece
scaricare il materiale. (vedi giornali).

Il foglio di viaggio mi veniva intestato a
Napoli dal dispendio in sottoscrizione di 7378
rilasciati alle perleuse da Roma.

Jori Rinaldo

Jori Rinaldo

(1)

Dichiero aveva effettuato due viaggi Roma Napoli
con tavoloni e mattoni forati. Cemento a Fontanarosa
e scaricati a Napoli presso le stazioni in depositi privati.

Il Velle ho caricato ^{ad Anversa} presso Ardino in una fonderia
delle tegole che ho scaricate 500 a Caserta e circa 2000
mi presso di Corridu.

Il corso ^{da Anversa} da Anversa ~~su via~~ ^{dei} ? ho trasportato al
Venero Case Popolari con mattoni forati

Il viaggio da Benevento a Pontepetro con mattoni forati

Il viaggio ^{da} Casal Pellerino contegole al Venero case popolari in
tegole

Da Napoli ho caricato tegole che ho scaricato a ~~Fontanarosa~~
Roma S. Paolo.

I seguenti viaggi li ho fatti ~~con~~ in seguito ad ordine
del dispiacista di Napoli che mi ha dato un foglio
di legge in sostituzione di quello ~~che~~ ^{lasciato alla persona di Roma} 7377

Nobili Carlo.

Nobili Carlo

(2)

Relativo di aver effettuato i seguenti viaggi:

- 1° ho caricato a Porto Rosso tavoloni e mattoni forti che ho scaricato a Napoli - Vomero, (ditta pirata)
- 2° Viaggi di mattoni forti da Porto Rosso a Napoli Mercato del Pesce. - Napoli (mercato del Pesce)
- 3° 3 viaggi da Castellonare di Stabia (con braccianti).
- 4° 3 viaggi di lava dal gesso del torrente di Torre Arsa a Napoli Mercato del Pesce.
- 5° Due viaggi da Piana con mattoni forti scaricati presso una ditta al Vomero.
- 6° Un carico di legna da Straballo a Portici.
- 7° Due viaggi da Piana Garibaldi a Napoli con mattoni scaricati in varie località.
- 8° Ritornando a Roma mi caricavano con bidone che mi facevano scaricare 1737

Suppl. Ann. di S. Paolo ~~non si è scaricato in~~

- 9° Ispedii viaggi cui erano rimborsati a Napoli del dispendio in sostituzione di quelli rimborsati alla partenza da Roma.

Serafioni Sergio
Serafioni Sergio.

Subj: Office Accommodation.

Ref: Case 12.4
TOP SECRET (NAMES) CASE.

13 Oct 45

Lt. Col. G. de G. Windley, VC MC,
Engineer Section,
A.G.

Will you please arrange to vacate your office in this HQ as we are
shortly handing back the building to Real Estate, who have allocated it in toto
to a section of AFHQ.

Det.
Camp Comd.

Closed 15 April

7375

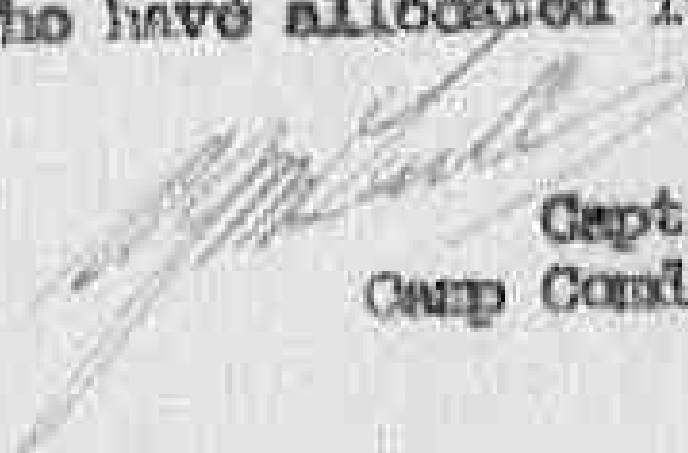
Subj: Office Accommodation.

Ref: G 1/E/2.3
UDF AIN HQ (MAIN) CDP.

13 Oct 45

At. Col. G.de C.E. Findley,
Engineer Section,
A.C.

Will you please arrange to vacate your office in this HQ as we are shortly handing back the building to Real Estate, who have allocated it in toto to a section of AFHQ.


Capt,
Camp Comd.

7374

Tel. 489081, Ext. 332

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

RWS/riv

23 October 1945

Ref: 078/7/PWU

Subject: Office Accommodation.

To : USF, ADM., B. (Main) CMF.

Reference your letter Camp/B/3 dated 13 October 1945.

1. Our records reflect that the offices used by the Engineering Staff of Lazio-Umbria Region were vacated on 15 April 1945 at the time of the closing of the Region.

NORBERT W. HYLAND,
Major Spec. Res.
A/Chief, Public Wks, Div.

737

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

978/7
Tel: 491048
Ref. 45/2/105

FOG/nob

18 October 1945

SUBJECT: Employee-Employer Relations - Ministry of Public Works

TO : Ministro dei Lavori Pubblici
Attn: Sig. Romita

1. Attached is a copy of a letter received by this office showing complaints by an employee.

2. This Office wishes to say that it is in no way concerned nor does it have interest in employee-employer relations of the Ministry of Public Works. It is desirable that personnel employed in conjunction with the Highway Equipment Division be told that this office does not wish to receive correspondence like the attached.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

Enclosure: As of para 1 above.

Copy to: Ing. Farretti
P.W. & U. S/C
File

7372

C O P YRoma, 11 15 Ottobre 1945

Al Ministro dei Lavori Pubblici

Sig. ROITA

A Mister

GRIFFITH

Il Capo della Commissione Interna porta a conoscenza dei Signori in indirizzo quanto segue:

Circa un mese fa erano in servizio presso l'autoparco Contin due automezzi che alla mattina ed alla sera facevano il servizio autobus per accompagnare autisti ed operai, tanto per alleggerirli della spesa del tram in considerazione della limitata paga che percepiscono. Uno di questi auto faceva capo a S. Giovanni e l'altro a Ponte Milvio.

Questo servizio è durato fino a quando il Genio Civile o chi per lui ha assunto in servizio un certo BETTURI Renato, del quale non so quali siano le sue specifiche mansioni, ma dal suo comportamento sembra addirittura un dittatore o il comandante Supremo del Genio Civile.

Infatti appena giunto costui il primo passo che fece per il bene degli operai fu quello di togliere il servizio auto perché a suo dire tale servizio comportava un enorme consumo di carburante, mentre il vero consumo poteva essere dai dieci ai quindici litri giornalieri. Perché questa economia deve cadere proprio sulle spalle degli operai e degli autisti?

Io invece propongo sotto la mia responsabilità che sarebbe bene togliere la jeep al Signor BETTURI che dalla mattina alla sera scorrazza per le vie di Roma e in special modo nelle vie del quartiere Trastevere dove coi suoi amici fa sperpero di carburante e di materiale.

Tengo a dichiarare che tanto il Signor BETTURI che il Signor ROLANDO si servono della jeep a loro disposizione per andare a mangiare.

Agendo in questo modo non si guarda all'economia o agli interessi dell'amministrazione o tanto più allo sciupio di carburante e di materiale.

Perché costoro non mangiano alla mensa dell'autoparco Contin?

A costoro è permesso forse di fare come gli pare e piace?

La mattina del giorno 13 Ottobre 1945 il Signor BETTURI ed il Signor ROLANDO hanno prelevato litri 40 (Quaranta) di benzina per la jeep n° 179 con foglio di viaggio n° 2041.

Dove era destinata questa sacchina? Un soccorso urgente o una gita di piacere??

Era bensì una gita di piacere o per dir meglio una bella ottobreata che le giornate sono bellissime ed invitano proprio a tali passeggiate, specialmente poi quando si ha a propria disposizione una jeep con la relativa benzina, privando magari i lavoratori di un mezzo che li accompagna a casa dopo il loro quotidiano lavoro.

Chi erano coloro che andavano a fare questa bella gita di piacere? Il Signor BETTURI il Signor ROLANDO ed altri due amici del BE7374 stesso. Totale quattro persone.

- 2 -

Naturalmente non si sono accontentati della sola gita, sfruttando in tal modo sempre l'operaio ed anche l'amministrazione del Genio Civile, ma al ritorno nella jeep c'era anche un bidone pieno di olio d'oliva il quale non si sa se serviva per la borsa nera o per la comodità delle loro case.

Possò supporre che serviva più per la borsa nera che per altro. Oppure il bottino poteva essere spartito tra i due dirigenti e i loro compagni di viaggio.

Queste cose sono vergognose, vedere l'operaio gettato nel fango da due dirigenti incoscienti; il BETTURRI ed il ROLANDO.

Secondo il mio modo di vedere essi sono due esseri nocivi tanto all'operaio quanto all'amministrazione stessa.

Pertanto preghiamo cortesemente voi che vengano presi quei provvedimenti disciplinari a loro carico per le infrazioni suddette.

Chiediamo questo perché se tali atti l'avessero commessi i nostri autisti sarebbero stati licenziati in tronco, ed io credo che tanto più lo dovrebbe essere per i dirigenti.

Attendiamo con fiducia questo atto di giustizia e di solidarietà; che manca deve essere punito.

Fiducioso di quanto vorrà fare di questo mio esposto

IL CAPO DELLA COMMISSIONE INTERNA
P.to ANGELI, Amedeo.

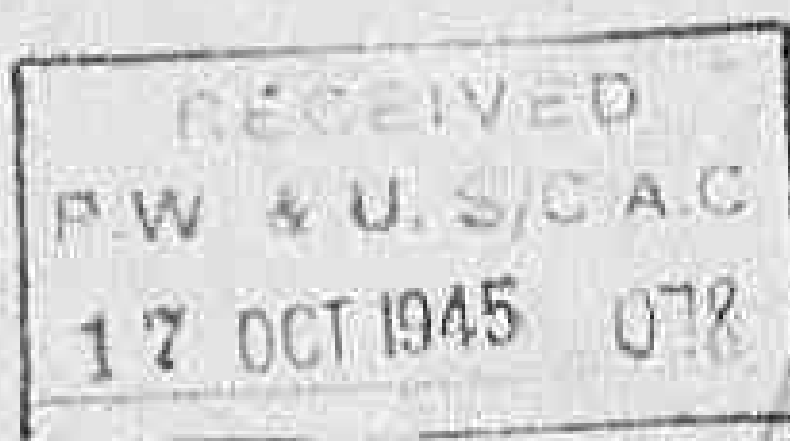
7370

*Maj Hyland*SUBJECT :- RequisitionHQ 82 CRE (WORKS)
C.M.F.

Ref :- 9/8/S

Impresa Rotundi S.A.
Costruzioni Opere Pubbliche
Via Regina Elena, 29
ROMA3 Oct 45

17

Ref your letter dated 17 Sep 45 addressed to
A.C. Public Works and Utilities, Sub-Commission, Rome.The concrete mixer in question will be returned
to the Italian Works Directorate, Military Engineering,
Bari on Monday 15th Oct 45 in accordance with instructions.When, however, the time comes to de-requisition
the quarry and machinery, application will be made to
higher authorities for the machinery in the quarry to be
de-requisitioned direct to your firm.

RHB/DDP.

R. B. Hyland
Lieut-Col, R.E.,
HQ 82 CRE (Works)Copy to :- Allied Commission, Public
Works & Utilities, Sub-Commission,
ROME.

7369

078/2

HEADQUARTERS ALLIED COMMISSION
APO 394
PUBLIC WORKS AND UTILITIES SUB-COMMISSION

Tel: 491048

FOG/hcb

Ref. AD/2/98

9 October 1945

SUBJECT: Technical Translations

TO : Il Capo di Gabinetto
Ministero dei Lavori Pubblici

16

1. Reference your letter No. 601 Gab., 8 October 1945.
2. It is agreed that the translation and printing work referred to in your letter is of such importance and most urgent. The method you suggest should be quite feasible. However this office only has interest in supplying the matter to be translated and printed in Italian, and any method of translation and printing is left entirely to your planning.
3. We have at this time several pamphlets and books which have been translated and are ready for printing. We have other printed matter which we think should be translated and printed. It is respectfully suggested that someone contact this office and that a study be made to ascertain which of the material on hand could be used.
4. This office wishes to assure you that we are most anxious to cooperate in this matter in any way that it may be possible.

F. O. GRIFFITH
Highway Equipment Officer
Public Works & Utilities S/C

Copy for Ing. Ferretti

P.W. & U. 3/3

7368

Rome, the 9th October 1945

VIA SEICUNO

Tel. Office 507.546
50.108
Factory 490.026
Cable Address: SATACQUA ROMA

S. A. T. A.

PUBLIC WORKS

WATER SUPPLY - WATER PURIFICATION
CONSULTING, HYDRAULIC AND SANITARY ENGINEERS

Pres. Prof. MICHAEL RENZULLI - American
Chief Engineer, DEMETRIUS BACCOS - Greek

Agency of the
JEWELL EXPORT FILTER COMPANY

New York - London - Calcutta

Water Works, Gravity and Pressure Filters
Chlorination, etc

To the Allied Commission
Head Quarters
Public Works Utilities

Rome

This Company - which is owned and led by Allied citizens - is carrying out many important engineering works of public interest, for some of which this Company has been charged to provide by Allied Authorities, as, for an instance, for the Acqueduct of Livorno (for which task we have been approved by this P.W.U.) the completion of which work still to be ended - and should not be delayed for sanitary reasons. (See approval from Col. Lee).-

Many parts, both for the said plant and other similar ones, are built or trimmed in the workshop runned by this Company, in Rome - Via Cupa 5 - where also other many refitting and maintenance works are done on filtering, pumping and sterilizing complexes for which this Company is contractor for the surveying, maintaining and repairing - being the only firm existing in Italy of this kind, and being the Agents for Italy of the Jewell Export Filter Company (of New York and London).-

The above mentioned workshop has been installed in a premise which formerly contained a wood-carpentering plant, since years inactive, and which manager (Gino Defilippi) thought well to emigrate to Hamburg (Germany) during the war - at the beginning of the same.-

Now the owner - most probably only for the sake of a bigger profit offered by somebody else - pretends to want back his premise, alleging to have the opportunity to rebegin his wood-carpentering industry (as if it would be possible to deal freely with timber and other materials, which are so difficult to be obtained by the other similar industries, which are carrying out official orders and did not close down for so many years, like did the said owner).- We enclose hereby a copy of the legal intimation through which the owner is trying to expel our Company, by means of a Court's decision, from the said premises.-

Should this intrigue succeed, the Company would be compelled to stop all the very needed, urgent and sanitary undelayable works mentioned - until it would be possible to find some other suitable place where to shift and rebuild all the special mechanical installations now set in Via Cupa 5.- Anyhow - the finishing and completion of the sanitary plants which this Company builds could be delayed also for many months.- This Company is therefore compelled to ask to this Allied Commission for protections - through the requisitioning of the premises of Via Cupa 5; should this not be possible - this Company asks for the requisitioning of some other suitable local, as presently it is almost impossible to obtain

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One enclosure

Translation given to Mr. [unclear] 12/10/45

PRETURA DI ROMA

CITAZIONE DI SPATTO PER FINITA LOCAZIONE E CITAZIONE DI CONVALIDA

L'avv. Silvio Ottolenghi, quale procuratore della S/A. Gestione e Manutenzione Immobili Strade (G.E. M.I.S.) con Sede in Roma in persona dell'Amministratore unico, S.ra Scavo Maria in virtù di delega in calce

e s p o n e

che la detta Società concesse in locazione alla S. A. Trattamenti Acque (S.A.T.A.) : 1°) un capannone affittato per lo stabilimento chimico per L. 550 mensili 2°) altro capannone affittato per magazzino e ufficio per L. 80 mensili.

I contratti ebbero inizio il 20 Agosto 1942 e furono stipulati per la durata di un anno, escludendo qualsiasi forma di tacita riconduzione o di rinnovazione implicita, ma si sono prorogati secondo la consuetudine di Roma mese per mese e con raccomandata 18/1/1945 fu data disdetta per l'agosto 1945.

Essendo attualmente in vigore il D.L. 12 Marzo 1941 n° 142, tali contratti devono considerarsi oggi e-

S/A. Gestione e Manutenzione Immobili Strade (G.E. M.I.S.) con Sede in Roma in persona dell'Amministratore unico, S.ra Scavo Maria in virtù di delega in calce

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7365

tire la proroga tranne per necessità o giustificata esigenze del locatore si avverte che la Ditta G.E.M.I.S. ha ricevuto offerte di lavoro molteplici e si trova attualmente nella impossibilità di iniziare il suo lavoro, che si promette abbondante. La Società è stata inattiva durante la guerra per ovvie ragioni, ma deve riprendere la sua attività. A tale scopo ha già provveduto all'aumento del capitale sociale portandolo da L. 200.000 a L. 1.000.000 ed ora ha bisogno di riattivare i suoi stabilimenti siti in via Tiburtina, attrezzati da prima della guerra per la lavorazione del legno e del ferro necessari alla costruzione di case. I capannoni affittati costituiscono insieme col locale destinato ad ufficio un quid unum (cosa indivisibile), epperanto la G.E.M.I.S. intima col presente atto alla S.A.T.A. lo sfratto per finita locazione fin dall'agosto 1945 e

c i t a

La Soc. An. Trattamenti Acque (S.A.T.A.) con sede in Roma, Via Belluno n° 1 in persona del suo rappresentante pro tempore a comparire davanti la Pretura di Roma Sez. ma margine segnata in Via del Governo

Vecchio 39 ed all'udienza del 15 Ottobre 1945 (1)

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sto 1945 e in caso di opposizione sentirsi con sentenza eseguibile confermare la convalida di sfratto e condannare alle spese ed onorari del giudizio. Offre in comunicazione i tre contratti di locazione con relative denunce di contratto verbale; verbale di assemblea della Società 3/2/945 portante l'aumento del capitale sociale, cinque lettere di Ditte varie di offerta di lavori.

(1) approvati 15 ottobre 1945 (p.m.)

f.to avv. Silvio Ottolenghi

Nomino mio procuratore l'avv. Silvio Ottolenghi con domicilio in Roma, Via Magenta 13 anche per l'eventuale Appello,

Per la S.A. Gestione e Manutenzione Immobili Strade (GEMIS)

La Amministratrice Unica

f.to Scavo Maria

Visto per l'autenticità della firma della Sig.ra Maria Scavo f.to avv. Silvio Ottolenghi Roma, 11 11 Settembre 1945

Quanto sopra ho notificato alla Soc. An. Trattamenti Acque (S.A.T.A.) con sede in Roma Via Belluno n° 1. Mediante consegna ~~fantane~~ nel suindicato

7365

1763
Giudizio. Offe in comunicazione i tre contratti di locazione con relative denunce di contratto verbale; verbale di assemblea della Società 3/2/945 portante l'aumento del capitale sociale, cinque lettere di Ditte varie di offerta di lavori.

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Quanto sopra ho notificato alla Soc. An. Trattamenti Acque (S.A.T.A.) con sede in Roma Via Belluno n° 1. Mediante consegna fantane nel suindicato domicilio a mano di persona qualificatasi per l'impiegata ZIROLI Maria Luisa che ne riceve in con-

7365

784

segna la copia.

Roma 11, 27 Settembre 1945.

P.to L'UFFICIALE GIUDIZIARIO

P.to IL CONMESSO AUS.

MARIO NAPPI

UFFICIALE GIUDIZIARIO

A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

REF : AD/1/54

FOG/cm

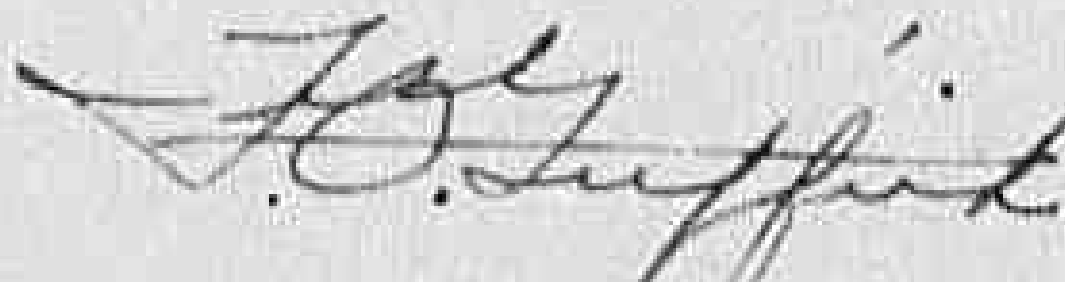
SUBJECT : Contractor's Accounts

October 2, 1945 14

TO : The Chief Engineering Div.,
P.W. & U. Sub-Commission.FROM : The Highway Equipment Officer,
HQ. AC. PW. & U. Sub-Commission.

1. An agent for the contractor, Tudini & Talenti, again has called at this office with a complaint that work they accomplished for Genio Civile, in conjunction with the equipment program of that organization, has been refused payment.

2. This matter was brought to your attention some time ago at which time you informed us action had been instituted. You requested you be informed if payments were not made.

F.O. GRIFFITH
Highway Equipment Officer
HQ. AC. PW. & U. S/C.Copy to : Ing. Ferretti
File

7364

file 078/7

13

ALCON LO BOLOGNA FOR LUNEL GENIO CIVILE NUMBER ONE VIA DELLA
ZUCCA

6494

3 OCT 45

PRIORITY

UNCLASSIFIED PD

SUBJECT IS LT NATALE PD

PARAN TO ALCON LO BOLOGNA FOR LUNEL GENIO CIVILE NUMBER ONE VIA
DELLA ZUCCA FROM HQ ALCON CITE AGHEU PARAN

PARA ONE PD LT NATALE SCHEDULED TO ARRIVE BOLOGNA THREE OCTOBER 45
PARA TWO PD NECESSARY RE CONTACT THIS HEADQUARTERS BY TELEPHONE
IMMEDIATELY UPON ARRIVAL

7363

Public Works

339

RECEIVED
P.W. & U. S/C A.C.
2 OCT 1945 078

HEADQUARTERS ALLIED COMMISSION
APO 394
LOCAL GOVERNMENT SUB COMMISSION

AC/9/4/20/10.48

SUBJECT : Delivery of Italian Mail

TO : PUBLIC WORKS

12
Tel : 476190

29 September 1945

Attached herewith for your information is correspondence received from
the Prefect of TRIESTE

FOR THE DIRECTOR :

CLW

RALPH R. TEMPLE,
Major,
Deputy Director,
Local Government Sub Commission.

cc.

7362

5202

Telegramma

Ministro Ruini

R O M A

Data impossibilit  ottenere passaggio
aereo Professore Luzzatto FEGIZ spiacente do-
ver rinunciare visita Roma - Basiglio

Visto

D'ordine del Commissario
Alliato di Zona

Il Consigliere



Basilio

7361

Translation

Trieste, 8th Sept. 1945

TELEGRAM

Minister Ruffi

R o m e

Having not succeeded in getting
an air-way passage Professor Luzzatto Fegiz
is sorry to be compelled to give up his
coming Rome - Basioli

By appointment of
the Allied Area Commissioner

The Councillor
signed: Basioli

7363

ROMA
CAMPO CARLEO, 25
Tel. 61635

L. D. B.
INGG. LOY-DONÀ & BRANCACCIO
SOCIETÀ COLLETTIVA
COSTRUZIONI EDILI - STRADALI - IDRAULICHE - FERROVIARIE
CEMENTI ARMATI - GALLERIE

NAPOLI
VIA S. CARLO, 6
Tel. 25555

Roma, li 29 settembre 1945

ARGOMENTO

PUBLIC WORKS AND UTILITIES
SUB COMMISSION

ROMA

I- Questa Società ha in corso a Napoli i seguenti lavori di utilità pubblica :

- a) Ospedale dell'Annunziata per bambini-
- b) Officine Navali al Porto-
- c) Ponte a tre luci di San Rocco Nuovo-
- d) Ricostruzione di altri stabilimenti minori.

2- Per risolvere il problema dei trasporti dei materiali, la scrivente, aiutata dalla Commissione Alleata e dagli Uffici Pubblici Nazionali, ha ottenuto lo sblocco di n° tre autocarri dalla nuova produzione Fiat. Naturalmente l'acquisto di detti autocarri costituisce un rilevante immobilizzo di capitale (£.3.500.000).

3- Gli autocarri sbloccati ed assegnati alla scrivente sono però sprovvisti di pneumatici perchè la Società Fiat non ne possiede più.

4- L'Ing. Loy, di questa Società, si deve recare d'urgenza a Torino per ritirare i veicoli e convogliarli a Napoli; si prega pertanto codesta SUB COMMISSION di volersi adoperare presso la TRANSPORTATION SUB-COMMISSION affinchè questa faccia riservare ed assegnare i pneumatici alla sottoscritta dal A.M.G. Piemonte-Region Torino.

Il numero occorrente e le caratteristiche dei pneumatici sono le seguenti :

N° 21 pneumatici completi di camera - 10,50 x 20 oppure
38,00 x 9 oppure
7,50 x 20.

MINISTERO DEI LAVORI PUBBLICI
Direzione Generale dei Servizi Tecnici

Con osservanza

Si raccomanda l'accoglimento



IL DIRETTORE GENERALE

/SOC COLLETTIVA ING. LOY-DONÀ & BRANCACCIO

[Handwritten signature]

[Handwritten signature]

7359

ALLIED COMMISSION - TRANSPORTATION SUB COMMISSION
COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

A. P. O. 394

(See reverse for instructions)
 (Guardare dietro per le istruzioni)

BID - REQUEST FOR RAIL TRANSPORTATION - BID
RICHIESTE DI TRASPORTO PER FERROVIE

Originated by: *Public Works & Util. Sub-Comm. A.C.* Date *2 Oct. 45*
 Originators Serial No. of Bid _____
 Numero progressivo della richiesta _____
 This request is for transportation *urgent* Bids for seven day period (Indicate period or stipulate "Emergency Request") Monday *2 Oct. 45*
 To Sunday *14 Oct. 45* (Date - Day)

La presente richiesta deve essere inclusa tra quelle da prendere in considerazione per il periodo di sette giorni da Lunedì a Domenica (Indicare il periodo desiderato oppure mettere: richiesta urgente)

Description of commodity and how packed: *3 Trucks - tireless*
 Descrizione della merce e dell'imballaggio: *Loy-Dona & Brancaccio*
 Consignor: *Lt. Col. W. M. Spann Chief Public Wks. Div.*
 Mitten: *Yes*
 AC (or AMG) officer to contact _____
 Ufficiale della AC (o dell'AMG) da interpellare _____
 Has transportation to loading station and loading labor been arranged? _____
 Indicare se i mezzi di trasporto alla stazione di partenza e la manovalanza per il carico sono stati predisposti: _____

LOADING STATION (precise Riv. Station must be specified) (inc. Province) STAZIONE DI CARICO (precisare esattamente la stazione ferroviaria indicandone la provincia)		Date loading can begin Data alla quale si può iniziare il carico	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total Tonnage Tonnellaggio totale	No. of Wagon Loads Numero di vagoni completi
<i>Torino - on Fiat spec tracks</i>		<i>9 Oct. 45</i>	<i>all</i>	<i>15</i>	<i>3</i>

Only one consignment to be shown on each Bid (Form TSC 3).
 Ogni modulo serve per una sola destinazione.

Consignee: *Loy-Dona & Brancaccio*
 Destinatario: _____
 Off-loading station: *Naples - Central* Province: *Naples*
 Stazione di scarico: _____
 AC (or AMG) officer to contact: *Lt. Col. W. M. Spann Chief Public Wks. Div.*
 Ufficiale dell'AC (o dell'AMG) da interpellare: _____
 Has it been ascertained that consignees can unload at expected rate of arrival? *yes*
 E' stato accertato che il destinatario può scaricare alle eventuali rate di arrivo? _____
 Full reason why transportation is required: *These trucks are needed by the contractor*
 Ragioni complete per le quali si fa richiesta di trasporto: *Military road work*

LIMITATION - RAIL TRANSPORTATION MUST BE LIMITED TO ALLIED MILITARY TRAFFIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL WAR INDUSTRY BEFORE REQUESTING RAIL TRANSPORTATION AC OFFICERS AND CONSIGNORS MUST CONCLUSIVELY DETERMINE THAT PROPOSED MOVEMENT IS NECESSARY IN ACCORDANCE WITH FOREGOING.

LIMITAZIONE: Il trasporto per ferrovie deve essere limitato al traffico militare alleato più quel minimo di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto per ferrovie, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

IMPORTANT

Read all instructions for preparation of this form on reverse hereof; check to insure all required information being properly shown, then complete following certification.
 Leggere attentamente sul retro le istruzioni per la compilazione del presente modulo, controllare che tutte le informazioni richieste sono state debitamente fornite e poi riempire la seguente dichiarazione.

Ennessa ds
 Originators Serial No. of Bid
 Numero progressivo della richiesta
 This request is for inclusion among Bids for seven day period (Indicate period in consideration per il periodo di sette giorni da Lunedì a Domenica)
 To Sunday 14 Oct 45 (Date - Data)
 Type of Traffic
 Tipo di traffico
 Emergency Request (Monday) 8 Oct 45 (Date - Data)

La presente richiesta deve essere inclusa tra quelle da prendere in considerazione per il periodo di sette giorni da Lunedì a Domenica (Indicare il periodo disiderato oppure mettere richiesta urgente).

Description of commodity and how packed:

Descrizione della merce e dell'imballaggio:

Consignor

Military

AC (or AMG) officer to contact

Ufficiale della AC (o dell'AMG) da interpellare

Has transportation to loading station and loading labour been arranged?

Indicare se i mezzi di trasporto alla stazione di partenza e la manovalanza per il carico sui vagoni sono stati predisposti.

3 Trucks - tireless

Loy-Dona & Brancaccio

Lt. Col. W. M. Spann Chief Public Wks. Div.

yes

LOADING STATION

(precise Rly. Station must be specified) (Inc. Province)

STAZIONE DI CARICO

(precisare esattamente la stazione ferroviaria

indicandone la provincia)

Date

loading can begin

Data alla quale

si può iniziare

il carico

Amount that

can be loaded per day

Quantitativo

che può essere caricato

giornalmente

No. of Wagon

Loads

Numero

di vagoni

completi

Total

Tonnage

Tonnellaggio

totale

3

15

all

9 Oct 45

Torino - on Fiat

spur tracks

Only one consignment to be shown on each Bid (Form TSC/3).

Ogni modulo serve per una sola destinazione.

Consignee

Destinatario

Off-loading station

Stazione di scarico

AC (or AMG) officer to contact

Ufficiale dell'AC (o dell'AMG) da interpellare

Has it been ascertained that consignees can unload at expected rate of arrival?

E' stato accertato che il destinatario può scaricare alle eventuali rate di arrivo?

Full reason why transportation is required

Ragioni complete per le quali si fa richiesta di trasporto

Loy-Dona & Brancaccio

Naples - Central

Province

Provincia

Naples

Lt. Col. W. M. Spann

Chief Public Wks. Div.

yes

These trucks are needed by the contractor

on Military Road work

LIMITATION. - RAIL TRANSPORTATION MUST BE LIMITED TO ALLIED MILITARY TRAFFIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL WAR INDUSTRY BEFORE REQUESTING RAIL TRANSPORTATION AC OFFICERS AND CONSIGNORS MUST CONCLUSIVELY DETERMINE THAT PROPOSED MOVEMENT IS NECESSARY IN ACCORDANCE WITH FOREGOING

LIMITAZIONE: Il trasporto per ferrovie deve essere limitato al traffico militare allineato più quel minimo di traffico civile che è necessario per la vita delle comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto per ferrovie, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

IMPORTANT

Read all instructions for preparation of this form on reverse hereof; check to insure all required information being properly shown, then complete following certification.

Leggere attentamente sul retro le istruzioni per la compilazione del presente modulo; controllare che tutte le informazioni richieste sono state debitamente fornite e poi riempire la seguente dichiarazione.

CERTIFICATION

I certify that I have read above Bid, checked all details shown; that Bid meets provision of "LIMITATION" above and I hereby approve same.

DICHIARAZIONE

Il sottoscritto dichiara di aver letto le presenti richieste e controllate tutte le notizie ed i particolari di esse; dichiara che la presente richiesta rientra nei limiti di cui alla nota soprastante e pertanto approva la richiesta stessa.

(Name)
Nome

(Rank)
Grado

(Official position)
Posizione ufficiale

(Location)
Località

(Mail address)
Indirizzo post.

(Signal and or Telephone address)
Indirizzo telegrafico e/o telef.

10X/145.

P.T.O.

INSTRUCTIONS FOR PREPARATION OF BID - FORM TSC 3.

1. Bidding system is designed to provide positive control of transportation by rail of civil freight traffic (both AC and Ordinary Italian). Careful reading of and compliance with these instructions and accurate preparation of Form TSC 3 will materially help all concerned to obtain the best possible transportation.

2. Types of Civilian Freight Traffic. Civilian (i.e. all non military) traffic falls into two broad categories.

(a) AC Traffic. Commodities which AC considers essential to meet vital needs, and over which AC exercises a large measure of control, such as wheat, flour, sugar, olive oil and other basic foodstuffs or supplies. Salt, fuel, fertilizer, seeds, and essential products sponsored by Italian Government under AC auspices are included in this category.

(b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above have been fully met.

3. Emergency Traffic of Extreme Urgency. Regular working of bidding system is essential. However, it is appreciated that emergencies may arise requiring special movement arrangements. In such cases, form TSC 3 will be prepared, clearly marked "Emergency Request", and details of emergency clearly specified. Officers and consignors preparing form TSC 3 are responsible for determining that there is actual urgency.

4. AC Official Wagon Labels. Attention is directed to the fact that wagons must bear official AC WAGON LABELS, completed in ink. Two numbered labels will be provided upon acceptance of bid for each authorized wagon. Labels will be supplied by AC. The Representative to Regional and Provincial Supply Officers, who will endorse them with details of commodity, serial number of bid date during which movement is authorized, stamp and sign them before issuing. The number of the railway wagon will be inserted in ink by stationmaster at time of loading. On any cancellation of movement AC official wagon labels must be returned to issuing authority.

5. WARNING. Italian railways have been seriously affected by ravages of war. There are critical shortages of coal supplies and wagons, and military necessities must always receive preference. Bids beyond reason or necessity must not be made and quantities must be limited to actual requirements, and must not exceed the quantity that can be loaded within any one seven day period. Mass bids for large quantities to move at problematical date, or for which all details have not been fully determined, will NOT be submitted on form TSC 3. Letter giving details of such proposed or problematical shipments should be submitted to HQ AC Transportation Sub-Commission in advance, through usual channels giving all known details.

ISTRUZIONI PER LA PREPARAZIONE DELLE DOMANDE - MODULO T.S.C. 3

1. Il sistema « a mezzo richieste » venne designato per provvedere al controllo effettivo del trasporto per ferrovia del traffico di merci appartenenti a civili (ambo AC ed Italiano). Accurata lettura e compilazione a queste istruzioni, nonché attenta compilazione del Modulo T.S.C. 3 sarà di aiuto materiale a tutti gli interessati per ottenere possibilmente migliore mezzo di trasporto.

2. Tipi di traffico di merci per civili (cioè tutti i non appartenenti a forze armate). Questo traffico viene suddiviso in due grandi categorie:

(a) Traffico AC, comprende quei generi che l'AC considera essenziali alle necessità civili e sopra i quali l'AC esercita ampie misure di controllo, come: Frumenti, Fanne, Zucchero, Olio di oliva e tutti quei prodotti o provviste basilari per l'alimentazione. Sale, combustibili, fertilizzanti, semi e prodotti essenziali contingenti dal Governo Italiano sotto il controllo dell'AC, devono considerarsi nella medesima categoria.

(b) Traffico ordinario di merci per civili italiani. Comprende tutto il movimento di merci richiesto da civili non entranti nel sopradescritto II par. (a). Questo movimento deve essere limitato alla capacità utile dopo che le esigenze di cui al sopradescritto paragrafo (a) sono state pienamente assodate.

3. Traffico di emergenza dovuto ad estrema urgenza. Il regolare lavoro del sistema « Richieste » è essenziale. Ciononostante è ammesso che possano accadere casi emergenti per i quali sono necessari provvedimenti speciali di movimento. In tali casi, il Modulo T.S.C. 3 verrà compilato con chiarezza indicando « Richiesta di Emergenza » specificandone dettagliatamente i motivi di emergenza. Gli ufficiali ed i mittenti che compilano le richieste di emergenza restano responsabili per la motivazione di attuale urgenza.

4. Etichette ufficiali AC per vagoni. Si richiama l'attenzione al fatto che i vagoni debbono portare le etichette AC completate in inchiostro. Ad avvenuta ricezione delle diverse richieste, l'AC rilascerà due etichette da applicarsi ad ogni vagone autorizzato. Dette etichette si otterranno dagli ufficiali regionali e provinciali rappresentanti l'AC (Commissione Trasporti) i quali cureranno di inserire i dettagli riguardanti le merci, il numero di serie delle richieste, le date del periodo riguardante l'autorizzazione del movimento, il timbro e la firma prima di consegnarli all'interessato. Il numero del vagone verrà inserito in inchiostro dal Capostazione al momento del carico. Per ogni eventuale soppressione di movimento, le etichette ufficiali dell'AC devono essere riconsegnate alla Autorità militari.

5. ATTENZIONE. Le ferrovie di Stato Italiano sono state seriamente colpite dalla siccità penuria di carbone, materiali e vagoni, e di più le esigenze militari debbono avere sempre la preferenza.

Richieste al di là della possibile necessità, non devono essere attuate, la quantità limitata e non eccedere quelle stabilite per il carico periodico di sette giorni.

Cumul di richieste per grossi quantitativi, movimenti a date problematiche, oppure quando i dettagli delle medesime richieste non siano stati determinati con precisione non dovranno essere presentate con Modulo T.S.C. 3. La corrispondenza riguardante deviazioni di proposte o problematiche speciali dovrà essere sottoposta preventivamente all'HQ AC. Sottocommissione del Trasporti, per vie usuali, dando tutte le spiegazioni necessarie conosciute.

P. T. O.

A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

Tel: 491048

Ref: AD/2/94

FOG/ fa. 078/7

1 October 1945

SUBJECT: Contin plant.

TO : Ing. Ferretti, Chief Engineer,
Highway Equipment Division,
Ministry of Public WorksFROM : The Highway Equipment Officer,
HQ.A.C.P.W.S.U.S/C.

1. This is to inform you that, the Contin plant is at this time a Military Establishment and is therefore subject to Military regulations.

2. The following non-Military practices and conditions at the Contin plant will be immediately remedied as indicated:

- (a) The premises will not be used for meetings or gatherings of any nature by any organization.
- (b) Flags of any country or society will not be displayed in any part of the premises or the buildings there in.
- (c) The office established by the Union representative will be immediately closed and not permitted to again operate on the premises. The Representative Committee, composed of actively employed personnel, may continue to function as a grievance committee but will not maintain an office on the premises or call together meetings of members during work hours.
- (d) Employees who are not required for the daily requirements of work, as extra truck drivers, personnel who have been laid off through force reduction, discharged persons and idlers, will not be permitted to enter the premises at any time. The front gates will be kept closed and only those actively working or having official business shall be allowed to enter. Guards will be posted to prevent the entry of unauthorized persons and will open and close the gates for traffic.

For the Chief Engineering Division PW.S.U.S/C.

7357

c.c. SW.S.U.S/C.
File.F.O. Griffith
Highway Equipment Officer,
HQ.A.C.P.W.S.U.S/C.

Tel. 489081 Ext. 339

file
RWS/rly

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

2 October 1945

Ref: 078/7/PWU

Subject: Penicillen.

To : U.N.R.R.A.

1. Sig. Romeo Luigi Vasco, Italian Civilian, who is an employee of this Sub-Commission, advises that a member of his family is critically ill and that the attending physician requires penicillen for successful treatment.

2. If supplies of this drug are available for such emergency cases, your efforts in arranging for an allocation to Sig. Vasco will be very greatly appreciated.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

7356

Tel. 489081-Ext. 332

RWS/rly

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

2 October 1945

Ref: 078/7/PWU

Subject: Tires for Contractor.

To : Regional Commissioner, Lombardia.
(Att: Transportation Office).

1. G.Ciocchetti and Co are very active contractors on works of Civil and Military importance throughout Italy.

2. This Company has been granted authority to purchase three trucks and two trailers from the Fiat Works at Turin. These vehicles will be furnished without tires. The Contractor advises that the necessary tires are available at the Pirelli Works at Milan with a possibility of release upon proper representation.

3. The trucks made available to this contractor are useless in the reconstruction program without tires. If the following tires are available your cooperation in having them released for sale to the Contractor will be appreciated:

- (a). no. 14 tires and tubes size 2.70 x 20 for the 2 trucks Fiat 666
- (b). no. 18 tires and tubes size 2.70 x 20 for the 2 trailers for the trucks mentioned above.
- (c). no. 5 tires and tubes size 5.50 x 15 for the truck Fiat 1100.

By Command of Rear Admiral Stone:

7355

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

Tel. 489081 Ext. 339

PFN/rlv
6HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

Reference: 078/7/PWU

29 September 1945

Subject : Circulation Permit.

To : R.A.C.I.

1. Mr. Amedeo Luccichenti called at this Sub-Commission's office for the renewal of his automobile Circulation Permit.

2. Mr. Luccichenti is an Architect at present helping our Housing Officer. Since this Sub-Commission has not authority to grant Circulation Permits, we would appreciate any assistance you can give him in securing the Permit.

P.F. NATALE,
1st. Lt. C.E., AUS.
Housing Engineer Officer.

7354

078/78
A.C. PUBLIC WORKS
HIGHWAY EQUIPMENT

REF : AD/2/93

FOG/cm

SUBJECT : Jeep drivers

September 28, 1945

TO : Ing. FERRETTI, Chief Engineer,
Highway Equipment Division,
Min. of Public Works.FROM : F.O. GRIFFITH, Highway Equipment Officer,
HQ. AC. PW. & U. Sub-Commission.

1. It has come to the attention of this Office that jeep drivers used on jeep assigned to personnel of this HQ. and to the Officers of P.W. & U. Sub-Commission are to be terminated and other drivers assigned to these vehicles. The reason for this is not understood.

2. This Office requests that drivers now engaged on these vehicles so remain unless for disciplinary reasons such termination would be necessary. In such instances this Office will be consulted before such action is taken. One driver assigned to the vehicle of Ing. Bellini has been notified of termination effective October 1st. Unless this is termination for reason, please notify your transportation officer this man will continue to drive for Ing. Bellini.

3. The drivers of most of our jeeps are old employees, they are suitable from an experience and a safety standpoint to the users of the jeeps and under those conditions should not be terminated unless our personnel or the Officers request such termination for good reasons or disciplinary action makes it necessary.

F.O. GRIFFITH
Highway Equipment Officer
HQ. AC. PW. & U. S/C.Copy to: P.W. & U. S/C.
File

7353

AC. PW & U, H'WAY EQUI

ROUTING SLIP

Date:

27/9

From		To	
X	Mr. Griffith	Capt. Shepard X	Necessary Action
	Maj. Morsella		Information X
	Capt. Milani		Retention
	Lieut. Cagnazzo		Study
	Mr. Frampton		Report
	Ing. Pozzo		Investigate
	Ing. Rubino		Typing
	Ing. Bellini		Filing
	Ing. Argentieri		Return
	Mr. Di Martino		
	Mr. Pagano		

Remarks:

If space insufficient use reverse side.

Ministero Lavori Pubblici
Ufficio Speciale Istruzione
e Macchinari Stradali

N. : 125/47
Ref. : A-D-I-44
Date : Sept. 11, 1945

Rome, 11 September 1945

Mr. K.O. Griffith
Highway Equipment Officer
P.W. & U. S/O
Rome

Subject : Traffic violations

Reference to letter A/D/I/44 I inform you that drivers:

- Pan Tommaso
- Rango Giuseppe
- Enzo Corini

having been discharged, efficient from September 15 and that driver

was fined one day salary.

The chief Engineering

signed: Luigi Ferretti

Ministero Lavori Pubblici
Ufficio Speciale Impianti
e Macchinari Stradali

Roma, li 21 settembre 1945

N° 126 / A 7

Mr. F.O. Griffith

Highway Equipment Officer

P W e U. S/O

ROMA

Rif. A-D-I-44

date 11.9.45

OCCORRENZA: Infrazioni al traffico -

In relazione a quanto comunicato con la lettera in riferimento,

pregiarmi dare comunicazione dei provvedimenti presi:

autista Feb Tommaso

" Rango Giuseppe

licenziati in data 15 c.m.

autista Corini Enzo

punito con multa corrispondente ad una giornata di paga.

L'INGEGNERE CAPO
(Luigi Ferretti)



Tel. 489081. Ext. 339

RWS/rlv

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

Ref: 078/7/PWU

28 September 1945

Subject: Miss Brady.

To : Regional Commissioner, Venezia.
(Att: Regional Engineer).

1. This will introduce Miss Helen Brady, American Civilian who is employed by F.E.A., and assigned to this Sub-Commission in the Highway Equipment Section.

2. Miss Brady is visiting Venice on authorized leave and might possibly require some assistance in the securing of billets, meals etc., while there.

3. In the event Miss Brady encounters difficulties any courtesies you may be able to extend will be greatly appreciated.

By Command of Rear Admiral Stone:

WILLIAM M. SPANH
Lt. Col. A.U.S.
Chief, Public Wks. Div.

7351

Tel. 489081-Ext. 339

File
WMS/rlv

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

Ref: 078/7/PWU

28 September 1945

Subject: Temporary duty Athens, Greece.

To : The Adjutant, 2675th Regt.
Allied Commission.

1. Application is hereby made for temporary duty in Athens, Greece, for rest for 3 days, leaving Naples on 7 October 1945.

2. Information required is as follows:

- (a). Length of service overseas - 25 months.
- (b). Dates of leaves of absence, etc.,
10 days from May 7, 1943 (none otherwise)
- (c). Amount of accrued leave
May 17, 1943 to September 27, 1945 at 30 days
per year will be 70 days of accrued leave.

WILLIAM M. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

7350

028/7

Date: 24/9.

From	To
X Mr. Griffith	Capt. Sheppard
Maj. Morselle	Necessary Action
Capt. Milani	Information
Lieut. Cagnazzo	Retention
Mr. Frampton	Study
Ing. Pozzo	Report
Ing. Rubino	Investigate
Ing. Bellini	Typing
Ing. Argentieri	Filing
Mr. Di Martino	Return
Mr. Pagano	

References

7349

If space insufficient use reverse side.

17831

AUTOPARCO - GENIO CIVILE -

TO: MR. GRIFFITH
HIGHWAY EQUIPMENT OFFICER.

Dall'inchiesta effettuata risulta che l'autista PASLIUCA Franco ha già riferito in merito al rapporto a Mr. Griffith tramite Ing. Pozzo..

L'infrazione rilevata dalla M.P. per aver sostato su marciapiede deve essere attenuata dal fatto che in quella zona il marciapiede è allo stesso livello del piano stradale ed unicamente segnato da una diversa pavimentazione.

Roma, 20/9/45.

IL CAPO MOVIMENTO

(G. ROLANDO)

Translation

Investigation proved that driver Franco Pasliuca has already informed Mr. Griffith through Ing. Pozzo concerning the M.P. report of delinquency.

The charge of having parked on the sidewalk is somewhat mitigated by the fact that street and sidewalk are on the same level and the latter is only marked by a different paving.

signed: Rolando

7348

Dall'inchiesta effettuata risulta che l'autista PAGLIUCA Franco ha già riferito in merito al rapporto a Mr. Griffith tramite Ing. Pozzo..

L'infrazione rilevata dalla M.P. per aver sostato su marciapiede deve essere attenuata dal fatto che in quella zona il marciapiede è allo stesso livello del piano stradale ed uniformemente segnato da una diversa pavimentazione.

Roma, 20/9/45.

IL CAPO MOVIMENTO

(G. ROLANDO)

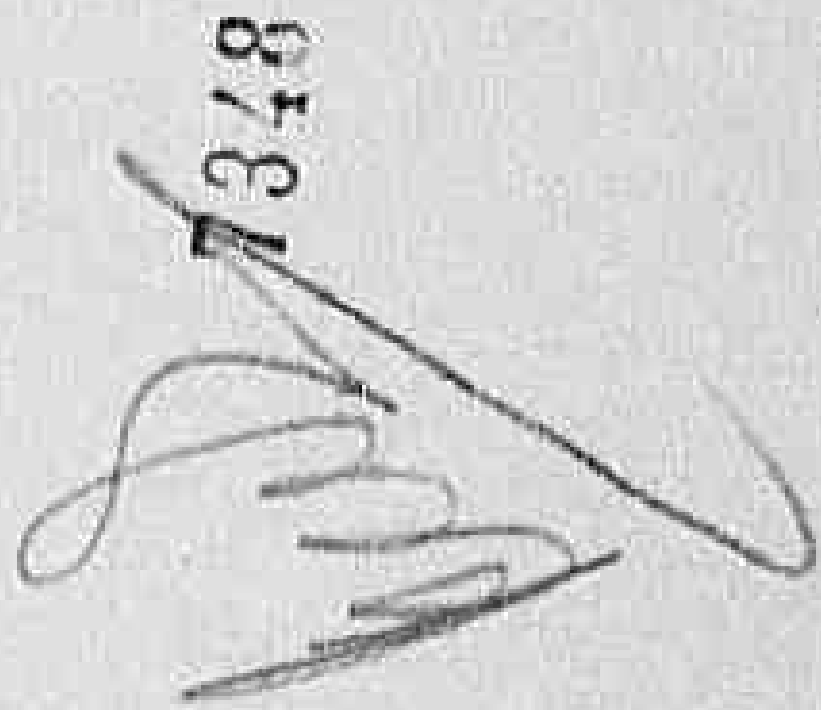


Translation

Investigation proved that driver Franco Pagliuca has already informed Mr. Griffith through Ing. Pozzo concerning the M.P. report of delinquency.

The charge of having parked on the sidewalk is somehow mitigated by the fact that street and sidewalk are on the same level and the latter is only marked by a different paving.

Signed: Rolando



7348

To Mr. F. C. Griffith

An inquiry on the M.P. Report against Driver

Marcello Mataloni (and not Matagoni) showed:

- 1- The trip ticket date was wrong owing to dispatcher being absent minded when writing the date. I reproached him.
- 2- Driver Mataloni and witnesses Tomaso M. U. and Edoardo Perini state that speed was not over 20 mph.
- 3- Driver Mataloni was on the left side of the road, but only for about 20 yards owing to a civilian having signalled that road was interrupted.

In my opinion the drivers say the truth. Please find attached copy of driver Mataloni's report on the accident.

signed: Rolando

7347

1785
AUTOPARCO - GENIO CIVILE -

TO -MR. GRIFFITH

HIGHWAY EQUIPMENT OFFICER.

Dall'inchiesta eseguita circa il rapporto della M.P. a carico dell'autista MATALONI Marcello (erroneamente chiamato MATAIONI Marcello)

risulta:

- 1) La data del foglio di viaggio era errata. L'errore è dovuto ad una distrazione del dispaccista il quale è stato da me richiamato.
 - 2) Dall'interrogatorio dell'autista MATALONI e dei testimoni PAU TOMMASO e PERINI Edoardo risulta che la velocità non era superiore ai 20 MPH.
 - 3) L'autista MATALONI si è portato per un breve tratto (di circa 20 m.) a mano sinistra perchè un civile aveva fatto segno che la strada era interrotta.
- Ritengo che le deposizioni degli autisti corrispondano a verità. Allego alla presente una copia della relazione sull'incidente compilata dall'autista Mataloni.

Roma, 20 - 9 - 45.

IL CAPO MOVIMENTO

(G. ROLANDO)

for translation p. b.o.

Report of driver Mataloni

I undersigned driver Marcello Mataloni employed by Genio Civile Motor Pool state what follows:

On August 31, at 8:30 hours on the way back from Naples I was stopped by an MP on duty near Itri, just out of Formia, and charged with:

- a) driving on the wrong side of the road for about 20 yards on a civilian having signalled that there was an obstacle.
- b) my trip ticket not bearing the date August 29 as my fellow drivers.

I beg you to consider that the MP made a mistake in both reports, mine and Pau's one, as the two charges were quite different. He told me to report to the Police Control only for driving on the wrong side and for the wrong date on trip ticket (August 25 instead of 29).

I was surprised at being charged with "excessive speed" for which the MP never complained with me. I told the MP control that my truck was loaded # 3 1/2 tons and that my speed couldn't of course be excessive, on the consideration that :

- a) the road after Formia climbs and a speed of 30 to 35 MPH may be reached only by an unloaded truck and as I tell you I was fully loaded.
- b) I was steering below speed limits indicated by posts, the road being narrow and winding, and I was conscious that an excess of speed might bring out some accidents.

In spite of my statements I was told by the MP that "no report of delinquency is exaggerated when you are not put under arrest. You are not guilty of any crime and you will justify yourself to your Direction".-

signed : Marcello Mataloni

RECEIVED
P.W. & U. S/C A.C.
10 SEP 1945 10

AG 201-

HEADQUARTERS
SOUTHERN DISTRICT
PENINSULAR BASE SECTION
APO 782

Mr. Stiffich

31 August 1945
(Date)

SUBJECT: Military Police Report.

TO: Commanding Officer AC Public Works Asphalt Rome

1. Reference: Paragraph 1, Circular No. 100, MTOUSA, c.s.
2. Inclosed herewith is a Military Police Report involving a member of your command.
3. It is desired that appropriate disciplinary action be taken.

BY ORDER OF COLONEL JAMES:

O. M. Madsen
O. M. MADSEN
Captain, AGD
Adjutant General

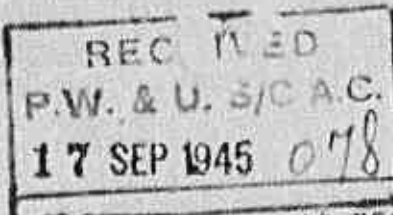
1 Incl:
MP Report.

91567
1273,000

7345

Case No. F-73

Offender: Matagoni Marcellino Civilian . .
Last Name First Name MI ASN Grade
AC Public Works Asphalt Rome
Organization Company APO Formia
Time: 0900 hours, Date: 31 August 1945 . Place of Offense Route #7 . . .
Type and number of vehicle GMC 6x6 2 1/2 ton WD#4128026
Driving in wrong direction on one-way road, speeding 35 MPH
Violation: in a 20 MPH zone and improperly dispatched (6 days old) . . .
Apprehended by : Pfc.. Alfred E. Otto ASN 32715969 Unit: Co: B 803 M.P. Bn.
Witness (es): Unit:
. Pot. Harry Nelson Frank J. Kowalski
(Desk Sergeant) (Duty Officer)
. 1st Lt. Inf
(Sub-Station)



AG 250 (PM)

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS DOG AREA, NTOUSA
APO 794, US ARMYWIR/CHT/vwb
15 September 1945

SUBJECT: Delinquency Reports.

TO : Chief Commissioner, Allied Commission, APO 394,
US Army.

Attached delinquency reports are forwarded for such action
as deemed necessary.

FOR THE COMMANDING GENERAL:

- 1 Incls.
Delinquency Report
#7980 and statement

101 COMMANDANT
FILED 10/13
15 SEP 1945
500
COVAD
WIR
C.C.

R-E-S-T-R-I-C-T-E-D

7344

TICKET N° 15

5705
Traffic Violation ReportPAGLIUCA FRANCO, St. civil.
Name of offendercivil.
GradeACp. W.V. Highway
Organization

EQUIPMENT

CRG

Jeep, 20105919
Type and number of vehicle16
Offense committed
See reverse side1710
TimeAC. PW. DIV
Vehicle markingsCarro. D. Italy
Place of offense

Witness

PFC. Lloyd C. Sinton
Name of arresting officer or M. P.

7343

OVER 281 M.P.G.

MAG/1k

mab.

OFFICE OF THE AMERICAN PROVOST MARSHAL
Headquarters Rome Area MTOUSA
APO - 794

Case No. 5705

Date 14 Sept. 1945

Subject : Delinquency Report.

District

To : Commanding General, Headquarters Rome Area MTOUSA

Pagliuca
(Last Name)Franco
(First Name)

(M. I.)

civilian
(Grade)

(ASN)

A.C.P. 7.U. Equipment Highway
(Co. or Detachment)

(Bn.)

(Regt.)

Italian civilian
(Army)

(APO)

Time of Arrest 1710

Place of Arrest

Corso di Italia

Details of Offense - Give full data as to name, rank, ASN, Org. and APO of OTHERS involved in same delinquency (Continue on reverse side if necessary)

Unauthorized parking.

Witnesses

(Name)

(Organization)

(APO)

Apprehended by

Pfc. Lloyd Tipton
(Name)

281st M.P. Co.

794

(Organization)

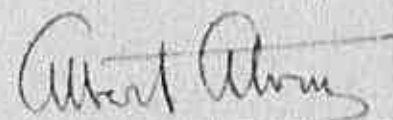
(APO)

Disposition of Offender

Released at scene of incident.

(Personal effects listed on reverse side)

For the American Provost Marshal:

ALBERT ALVIN
Captain, Infantry
Administrative Officer

PM File No. 7980

7342

MAC/lk

OFFICE OF THE AMERICAN PROVOST MARSHAL
Headquarters Rome Area, MTOUSA
APO 794, US ARMY

Case No. 5705

Date 14 Sept. 1945

Time 1710

PM File No.

Arresting PT's statement

I, Pfc. Tipton, Lloyd C. ASN 14134481 Org: 281st M.P. Co.
having been warned of my rights under the 24th A. W. by Lt. M.A. Giles
do hereby make the following statement voluntarily:
Case of: Pagliuca, Franco Italian ASN Civilian Org: A.C. P.W. Div.

Charged with: Unauthorized parking.

While on patrol this date, 14 Sept. 1945, at approx. 1710 hrs
I was going down Corso D. Italy when I saw a jeep W.D. No 20105919
driven by an Italian civilian, Pagliuca, Franco, A.C.P. W.U. Highway
Equipment, parked on the sidewalk. I stopped and gave him a T.V.
No 16 and allowed him to proceed on his way.

Signed PFC Lloyd C. Tipton 14134481
281st M.P. Co. APO 794

Subscribed and sworn to before me this 14 day of Sept. 1945
at American M.P. Hdqs.

Name: Milton A. Giles, Jr.
Title: 1st Lt. SAC
Summary Court Officer
7341

AUTOPARCO - GENIO CIVILE -

To: Mr. GRIFFITH

HIGHWAY EQUIPMENT OFFICER.

Dall'inchiesta effettuata risulta che l'autista PAGLIUCA Franco ha già riferito in merito al rapporto a Mr. Griffith tramite Ing. Pozzo..

L'infrazione rilevata dalla M.P. per aver sostato su marciapiede deve essere attenuata dal fatto che in quella zona il marciapiede è allo stesso livello del piano stradale ed unicamente segnato da una diversa pavimentazione.

Roma, 20/9/45.

IL CAPO MOVIMENTO

(G. ROLANDO)

G. Rolando

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IL CAPO MOVIMENTO

(G. ROLANDO)



7340

To Mr. GRIFFITH

HIGHWAY EQUIPMENT OFFICER.

Dall'inchiesta eseguita circa il rapporto della M.P. a carico dell'Autista MATALONI Marcello (erroneamente chiamato MATAONI Marcello) risulta:

- 1) La data del foglio di viaggio era errata. L'errore è dovuto ad una distrazione del disaccista il quale è stato da me richiamato.
- 2) Dall'interrogatorio dell'Autista MATALONI e dei testimoni PAU TOMMASO e PERINI Edolo risulta che la velocità non era superiore ai 20 MPH.
- 3) L'autista MATALONI si è portato per un breve tratto (di circa 20 m.) a mano sinistra perché un civile aveva fatto segno che la strada era interrotta.

Ritengo che le deposizioni degli autisti corrispondano a verità. Allego alla presente una copia della relazione sull'incidente compilata dall'autista Mataloni.

Roma, 20 - 9 - 45.

IL CAPO MOVIMENTO

(G. ROLANDO.)

[Handwritten signature]

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(G. ROLANDO.)

[Handwritten signature]

7334

Roma 1° settembre 1945

Il sottoscritto MATAIONI MARCELLO autista presso l'Autoparco del Genio Civile "Sezione di Roma" fa presente a codesta direzione quanto segue.

Verso le ore 8,30 del giorno 31/ Agosto di ritorno da Napoli, dopo la città di Formia in direzione di Itri salita sono stato fermato da un' agente di servizio della M.P. accusato di essere andato fuori strada per un tratto di circa 20 metri su una segnalazione fatta da un civile per evitare un'ostacolo, e di non avere il foglio di viaggio in data 29/ Agosto come altri miei colleghi. Si fa presente alla Direzione che il militar police di servizio si è trovato in equivoco nel verbalizzare il rapporto tanto il mio come quello del mio collega FAVI TOMMASO, poiché sono state due infrazioni una diversa dall'altra, nel fermo di strada mi comunicò di andare a giustificarmi al posto di Polizia solo perché fuori mano ed il foglio di viaggio in data 25/ Agosto 1945, mi sono trovato molto sorpreso nel trovare sul rapporto "ECESSIVA VELOCITA'" che nel fermo non mi aveva neppure fatto nessun accenno di rimprovero, l'agente di servizio nell'interrogarmi nonostante la mia protesta poiché tenni opportuno contestando che da una involontaria mancanza per evitare un'ostacolo su strada diretta ed in più l'automezzo carico di circa 35 Qli non poteva essere in condizioni di marciare in simile tratto ad una velocità abbastanza esagerata per il seguente motivo; 1° All'uscita della città di Formia proseguendo verso Roma sino all'imbocco degli archi è tutta salita tranne qualche leggera pendenza di discesa non solo una elevata velocità, dai 30 ai 35 Miglia come ha verbalizzato il militar police può portarla un'automezzo scarico, può la Direzione stessa giudicare se fosse al carico sopra nominato.

2° Il sottoscritto non solo ha osservato i cartelli prescritti di non oltrepassare il limite stabilito, poiché la strada oltre ad essere ristretta e più curvata e mi ero reso abbastanza responsabile se quale incidente sarebbe accaduto eccedere oltre. Nonostante queste mie giustificazioni nell'interrogarmi da parte dell'interprete mi anno risposto con queste precise parole "NESSUN VERBALE E' ESAGERATO QUANDO NON SI E' IN ISTATO DI ARRE-

STO POICHE' NULLA DI MALE AVETE COMMESSO, VI DISCOLPERETE MEGLIO CON LA
VOSTRA DIREZIONE."

IN FEDE DICHIARO QUANTO SOPRA

MATALONI MARCELLO

P.to

Marcello Mataloni

078/7/PWU

MISCELLANEOUS GENERAL



Use

1803