

ACC 122/PWU

10000/150/411
(VOL. III)

10000/150/411
(VOL. III)

TRANSPORT
MAR. - JULY 1945

122/PWU

TRANSPORT

VOL III

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11/15/55
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13

③ All Transport

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THIS FOLDER

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CONTAINS PAPERS
FROM MAR 1945
TO JULY 1945
CATALOGUE.

Opened 12 March 1945
Closed - 31 - July 1945

122

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34. F/R

MINISTERO DELLE CORPORAZIONI

DIVISIONE INDUSTRIA

34. F/R
82/11

Importazione valvole Termometriche

F. I. V. R. E.

Impontazione verbale Termini

"F. I. V. R. E."

138

Ext : 320

76
 HEADQUARTERS ALLIED COMMISSION
 INTER OFFICE MEMO.

VSR/sg

122/PWU.

31 July 45

Subject: Transportation Requirements of
Electric Power Companies.To : Transportation Sub-Commission,
(Attention : Mr. Merritt Taylor).

From : P.Wks. & U. Sub-Commission.

1. Reference is made to the conversation yesterday between Mr. Merritt Taylor, Director of Transportation Sub-Commission, and Lieut-Col. Vinal S. Renton, Public Works and Utilities Sub-Commission in connection with the truck transportation requirements of the electric companies in Italy.

2. It will be recalled that, during the conversation, Lieut-Col. Renton stated that the Italian Ministry of Public Works has so far been unsuccessful in obtaining from the Ministry of Transport, any vehicles for the electric companies.

3. It is understood, that as a result of yesterday's talk, the two following procedures were agreed upon :

- a. Mr. Taylor agreed to mention, informally, to the Ministry of Communications, the transportation needs of the electric companies. As a reminder to Mr. Taylor in this matter, there are transmitted herewith (1) Translation of letter dated 16 July 1945 from Ministry of Communication to Ministry of Public Works and (2) Copy of our letter to Ministry of Public Works dated 25 July 1945.
- b. Hereafter, road transportation needs of the electric companies will be coordinated by the Ministry of Public Works, which will forward requests to the Ministry of Communications, sending a copy to the Transportation Sub-Commission. The Ministry of Public Works will be informed of this procedure, and will be requested to route

3903

Orig. by hand

all correspondence of this nature through
the Public Works and Utilities Sub-Commission.

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

Incl. - Copy Min. Comm. Letter 16/7/45 Ref. 4200.
Copy P.W. & U. S/C Letter 25/7/45 Ref. 122/PWU.

RECEIVED
P.W. & U.S/C.A.C.
24 JUN 1945 127

TEL. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

RH/lr

196

AG/533/6/Tn.3

23 July 1945

SUBJECT : Civil stores for shipment coastwise in
September 1945.

TO : Agriculture Sub-Comm.
Food " "
Industry " "
Public Works and Utilities Sub-Comm.
Public Health Sub-Comm.
Commerce Sub-Comm.
U.N.R.R.A.

1. Sub-Commissions are reminded that programmes for September shipments are due in this office before 12 August as per shipping Instruction No. 15.

2. Unless stores are programmed through this Sub-Commission there is no guarantee that goods will be shipped by Italian Maritime Commission (Itmare) when the bids are actually made.

For the Director :

Alberto Chiaro
M.P. LARANAN *Major R.S.*
Major R.S.

3901

PUBLIC WORK MINISTRY

ISPETTORATO GENERALE ELETTRICITA' ACQUA E GAS

ROME 14 July 45.

TO : In. Sub-Comm. A.C.
(Rail Division)

Recommended to Mr. Taylor.

SUBJECT: Transport means to Electrical Societies.

This Ministry has ascertained that the Electrical Societies in order to effectuate restoration lines work, buildings reconstruction, lines watching, depending Bodies liaison, it is necessary supply said societies of means (as by attached copy).

By Col.Evans suggestion, knowing the great importance to let have these means to said Societies, this Ministry did ask to Transports Ministry, that a part of the 2000 lorries granted by HQ AC to I.S.R. could be taken off and put for mentioned societies disposal.

The Transports Ministry has informed that no one of such means can be taken off, being, the quantity allotted indispensable to I.S.R.

Therefore, we beg warmly your Sub-Commission to take care to forward to A.M.G. of Piemonte a copy of the attached list for the authorization of:

- a) The release of lorries and means that may be disposable through the Piemonte Firms.
- b) The blockhead; for this Ministry disposal notifying to us, all further datas, for issue prompt dispositions to the Firms, which through own charged personnel, sent on the place, may effectuate purchase operations.

195

3900

in order to effectuate restoration lines work, buildings reconstruction, lines watching, depending Bodies liaison, it is necessary supply said societies of means (as by attached copy).

By Col. Evans suggestion, knowing the great importance to let have these means to said Societies, this Ministry did ask to Transports Ministry, that a part of the 2000 lorries granted by HQ AC to I.S.R. could be taken off and put for mentioned societies disposal.

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- a) The release of lorries and means that may be disposable through the Piemonte Firms.
- b) The blockhead; for this Ministry disposal notifying to us, all further datas, for issue prompt dispositions to the Firms, which through own charged personnel, sent on the place, may effectuate purchase operations.

3300

The General Inspector

Marco Visentini

Attached Note 1074
dated 14 July 45.

MINISTRY OF PUBLIC WORKS

ISPIRT. GEN. ELETTRICITA' ACQUA E GAS

UNIONE ESERCIZI ELETTRICI (Rome Seat)

6 Lorries of 3 tons
9 Lorries of 1, 5 tons
9 Jeeps
22 Motorcycles.

SOCIETA' ROMANA DI ELETTRICITA'

5 Lorries of 4 tons
6 Lorries of 2 tons
5 Jeeps

AZIENDA COMUNALE ELETTRICITA' ACQUE ROME

1 Lorry with load superior to 5 tons
2 Lorries " " between 3 and 4 tons
6 Small lorries with load between 1 to 1,5 tons
2 motorcars.

SELT. VALDARNO (Florence Seat Via Cerretani 6)

1 lorry for transport over 3 tons with trailer
3 Lorries for 3 tons
10 Lorries between 1 and 1,5 tons (carry ammunition)
1 automatic grab crane
1 overturnable car
2 lorries for overturn-load of 2 tons

SOCIETA' MERIDIONALE ELETTRICITA'

| | | | |
|---------------------------------|----|---|--|
| 10 Motorcars | | | |
| 36 Jeeps with trailer | | | |
| Lorries of 0,7 tons | | | |
| " " 1,5 " | 30 | | |
| " " 3 " | 19 | | |
| " " 4 " | 9 | | |
| " " 5-8 " | 6 | | |
| Mack diesel 4 x 10 of 2 tons. | | | |
| " Prince Morey 6 x 6 of 6 tons | | 1 | |
| Trailers of 10 tons | | 1 | |
| " " 40 " | | 1 | |
| " " 60 " | | 1 | |
| " long for pales, 5 tons | | 1 | |
| Portable crane or Machine crane | | 2 | |
| Portable crane of 8 tons | | 1 | |

389a

AZIENDA COMUNALE ELETRICITA' ACQUE ROLE

- 1 Lorry with load superior to 3 tons
- 2 Lorries " " between 3 and 4 tons
- 6 Small lorries with load between 1 to 1,5 tons
- 2 motorcars.

SELT. VALDARNO (Florence Seat Via Cerretani 6)

- 1 lorry for transport over 3 tons with trailer
- 3 Lorries for 3 tons
- 10 Lorries between 1 and 1,5 tons (carry ammunition)
- 1 automatic grab crane
- 1 overturnable car
- 2 lorries for overturn-load of 2 tons

SOCIETA' MERIDIONALE ELETRICITA'10 Motors

- 36 Jeeps with trailer
- Lorries of 0,7 tons
- " " 1,5 " 30
- " " 3 " 19
- " " 4 " 9
- " " 5+6 " 6

Mack diesel 4 x 10 of 2 tons.

" Prince Morey 6 x 6 of 6 tons 1

Trailers of 10 tons 1

" " 40 " 1

" " 60 " 1

" long for pales, 5 tons

Portable crane or Machine crane 2

Portable crane of 8 tons 4

3834

SOCIETA' ELETRICA DELLA CAMPANIA.

Lorries 13 of 0,7 tons

" 5 " 3 "

SOCIETA' ELETRICA BONIFICHE IRRIGAZIONI.

Lorries of 0,7 tons

" " 3 "

SOCIETA' LUCANA PER IMPRESE ELETRICHE.

Lorries of 1,5 tons 6

" " 3 " 1

SOCIETA' ELETRICA DELLA CALABRIA.

Lorries of 3 tons 4

- 2 -

SOCIETA' GEN. LE DI ELETTRICITA'

Lorries of 3 tons 3
" " 3/4 " 3

SOCIETA' FERMI

3 Trucks and trailer
with dotation of 50 tires.

MAYER ROMA

1 Lorry of 40 quintals
1 " " 15 "

THE GENERAL INSPECTOR
Signed Marco VISENTINI

Spese mandata a Mr. of ay lee
Risposta a nota del
copul

OGGETTO: Mezzi di trasporto alle Società Elettriche.

Questo Ministero ha accertato che perchè le Società Elettriche ~~che~~ possano effettuare il lavoro di ripristino linee, ricostruzione fabbricati, verifiche linee, collegamento Enti dipendenti, è necessario fornire loro i mezzi descritti nell'allegato (che si rimette in doppia copia).

Dietro suggerimento del Col. Evans che si era perfettamente reso edotto dell'importanza di fare avere tali mezzi alle Società, questo Ministero interessò il Ministero dei Trasporti perchè di 2000 mezzi, messi a sua disposizione da codesta Commissione Alleata, una aliquota potesse essere distratta e posta a disposizione delle Ditte in parola.

Il Ministero dei trasporti ha comunicato, però, di non poter distrarre aliquota alcuna essendo tutto il quantitativo indispensabile ad esso.

Si volge viva preghiera a codesta Commissione di volersi compiacere trasmettere una copia dell'elenco allegato all'A.M.G. nel Piemonte, autorizzando:

- a) - lo sblocco degli autocarri e dei mezzi che possano essere disponibili attraverso le Ditte del Piemonte.
- b) - il fermo, a disposizione di questo Ministero e facendo poi, notificare a questo Ministero stesso tutti gli elementi ulteriori che consentano di impartire sollecite disposizioni alle Ditte perchè, attraverso propri incaricati che porteranno sul posto, possano effettuare le operazioni di acquisto.

L'ISPETTORE GENERALE
 (Marco Visentini)

Visentini

MINISTERO DEI LAVORI PUBBLICI
ISPETT. GEN. ELETR. ACQUA GAS

Allegato alla nota n. 1074 del 14
luglio 1945

UNIONE ESERCIZI ELETRICI (Sede in Roma)

8 Autocarri da 3 tonnellate
9 autocarri da 1,5 Tonn.
9 Jeeps
55 Motociclette

SOCIETA' ROMANA DI ELETRICITA'

5 Autocarri da 4 Tonn.
8 Autocarri da 2 Tonn.
5 Jeeps

AZIENDA COMUNALE ELETRICITA' ACQUE (Roma)

1 Autocarro di portata superiore a 5 Tonn.
2 Autocarri di portata fra 3 e 4 Tonn.
6 Camioncini di portata fra 1 e 1,5 Tonn.
2 Autovetture

SELT VALDARNO (Sede Firenze - Via Cerretani 6)

1 Autocarro per trasporto oltre 3 Tonn. con
rimorchio -
3 Autocarri per 3 Tonn.
10 Autocarri da 1 a 1,5 Tonn. (porta munizioni)
4 Jeeps
4 Autocarri da 5 Tonn. (a quattro assali)
1 Carro gru scavatore e cucchiara a conchiglia
di pettine o a scopa d'arancia
1 Autoribaltabile (guida addietro)
2 Autocarri rovesciacarico da Tonn. 2

SOC. MERIDIONALE DI ELETRICITA'

| | |
|------------------------|----|
| 10 Vetture | |
| 36 Jeeps con rimorchio | |
| Autocarri da 0,7 Tonn. | 30 |
| " " 1,5 " | 19 |
| " " 3 " | 9 |
| " " 4 " | 6 |
| " " 5-8 " | |

Mack Diesel 4 x 10 tonn. 2
Mack Prince Morey 6 x 6 6 tonn. 1
Rimorchi di 10 tonn. 1

5 Jeeps

AZIENDA COMUNALE ELETRICITA' ACQUE (Roma)

- 1 Autocarro di portata superiore a 5 Tonn.
- 2 Autocarri di portata fra 3 e 4 Tonn.
- 6 Camioncini di portata fra 1 e 1,5 Tonn.
- 2 Autovetture

SELT VALDARNO (Sede Firenze - Via Cerretani 6)

- 1 Autocarro per trasporto oltre 3 Tonn. con rimorcnio -
- 3 Autocarri per 3 Tonn.
- 10 Autocarri da 1 a 1,5 Tonn. (porta munizioni)
- 4 Jeeps
- 4 Autocarri da 5 Tonn. (a quattro assali)
- 1 Carro gru scavatore e cucchiara a conchiglia di pettine o a scorta d'arancie
- 1 Autotribaltabile (guida addietro)
- 2 Autocarri rovesciacarico da Tonn. 2

SOC. MERIDIONALE DI ELETRICITA'

| | | |
|---|----|-----|
| 10 Vetture | | |
| 36 Jeeps con rimorchio | | |
| Autocarri da 0,7 Tonn. | | |
| " " 1,5 " | 30 | |
| " " 3 " | 19 | |
| " " 4 " | 9 | |
| " " 5-8 " | 6 | |
| Mack Diesel 4 x 10 tonn. | 2 | |
| Mack Prince Morey 6 x 6 | 6 | 1 |
| Rimorchi di 10 tonn. | | 1 |
| " " 40 tonn. | | 389 |
| " " 50 " | | 4 |
| " lunghi, per pali, 5 tonn. | | 1 |
| Portatile crane o Machine crane (da 20 tonn.) | | 1 |
| Gru portabile da 8 tonn. | | 2 |
| | | 1 |

SOC. ELETTRICA DELLA CAMPANIA:

13 Autocarri da 0,7 tonn.
5 " " 3 "

SOC. ELETTRICA BONIFICHE E IRRIGAZIONI:

Autocarri da 0,7 tonn.
" " 3 "

SOC. LUCANA PER IMPRESE ELETTRICHE:

Autocarri da 1,5 tonn. 6
" " 3 " 1

SOC. ELETTRICA DELLE CALABRIE:

Autocarri da 3 tonn. 4
" " "

SOC. GEN. PUGLIESE DI ELETTRICITA':

Autocarri 3 da tonn. 3
" " 3 " 3/4 tonn.

SOC. TERNI:

N° 3 Autotreni con dotazione di
complesive 50 gomme

MATER ROMA :

1 Camion da 40 quintali
1 " " 15 "

L'ISPETTORE GENERALE
(Marco Visentini)

Visentini

MINISTERO DEI LAVORI PUBBLICI
ISPETT. GEN. ELETT. ACQUA GAS

Allegato alla nota n. 1074 del 14
luglio 1945

UNIONE ESERCIZI ELETTICI (Sede in Roma)

- 8 Autocarri da 3 tonnellate
- 9 autocarri da 1,5 Tonn.
- 9 Jeeps
- 55 Motociclette

SOCIETA' ROMANA DI ELETTICITA'

- 5 Autocarri da 4 Tonn.
- 8 Autocarri da 2 Tonn.
- 5 Jeeps

AZIENDA COMUNALE ELETTICITA' ACQUE (Rome)

- 1 Autocarro di portata superiore a 5 Tonn.
- 2 Autocarri di portata fra 3 e 4 Tonn.
- 6 Camioncini di portata fra 1 e 1,5 Tonn.
- 2 Autovetture

SELT VALDARNO (Sede Firenze - Via Cerretani 6)

- 1 Autocarro per trasporto oltre 3 Tonn. con rimorchio -
- 3 Autocarri per 3 Tonn.
- 10 Autocarri da 1 a 1 1/2 Tonn. (porta munizioni)
- 4 Jeeps
- 4 Autocarri da 5 Tonn. (a quattro assali)
- 1 Carro gru seavatore e cucchiaia a conchiglia di pettine o a scorta d'arancia
- 1 Autoribalabile (guida addietro)
- 2 Autocarri rovesciacarico da Tonn. 2 1/2

SOC. MERIDIONALE DI ELETTICITA'

- 10 Vetture
- 36 Jeeps con rimorchio
- Autocarri da 0,7 Tonn.

| | | | | |
|---|---|-------|---|-----|
| " | " | 1,5 | " | 30 |
| " | " | 3 | " | 19. |
| " | " | 4 | " | 9 |
| " | " | 5 1/2 | " | 6 |

- Mack Diesel 4 x 10 tonn. 2
- Mack Prince Morey 6 x 6 3000 1
- Rimorchi di 10 tonn. 1

5 Jeeps

AZIENDA COMUNALE ELETTRICITA' ACQUE (Roma)

- 1 Autocarro di portata superiore a 5 Tonn.
- 2 Autocarri di portata fra 3 e 4 Tonn.
- 6 Camioncini di portata fra 1 e 1,5 Tonn.
- 2 Autovetture

SELT VALDARNO (Sede Firenze - Via Gerretani 6)

- 1 Autocarro per trasporto oltre 3 Tonn. con rimorchio -
- 3 Autocarri per 3 Tonn.
- 10 Autocarri da 1 a $\frac{1}{2}$ Tonn. (porta munizioni)
- 4 Jeeps
- 4 Autocarri da 5 Tonn. (a quattro assali)
- 1 Carro gru scavatore e cucchiaia a conchiglia di pettine o a scorta d'arancia
- 1 Autotribaltabile (guida addietro)
- 2 Autocarri rovesciacarico da Tonn. 2 $\frac{1}{2}$

SOC. MERIDIONALE DI ELETTRICITA'

| | | |
|---|---|-------|
| 10 Vetture | | |
| 36 Jeeps con rimorchio | | |
| Autocarri da 0,7 Tonn. | | 30 |
| " " 1,5 " | | 19 |
| " " 3 " | | 9 |
| " " 4 " | | 6 |
| " " 5 $\frac{1}{2}$ " | | |
| Mack Diesel 4 x 10 tonn. | 2 | |
| Mack Prince Morey 6 x 6 | 3 | tonn. |
| Rimorchi di 10 tonn. | 1 | |
| " " 40 tonn. | 1 | |
| " " 50 " | 1 | |
| " lunghi, per pali, 5 tonn. | 1 | |
| Portatile crane o Machine crane (da 20 tonn.) | 2 | |
| Gru portabile da 8 tonn. | 1 | |

SOC. ELETTRICA DELLA CAMPANIA:

13 Autocarri da 0,7 tonn.
5 " " 3 "

SOC. ELETTRICA BOMIFICHE E IRRIGAZIONI:

Autocarri da 0,7 tonn.
" " 3 "

SOC. LUCANA PER IMPRESE ELETTRICHE:

Autocarri da 1,5 tonn. 6
" " 3 " 1

SOC. ELETTRICA DELLE CALABRIE:

Autocarri da 3 tonn. 4
" " " "

SOC. GEN. PUGLIESE DI ELETTRICITA':

Autocarri 3 da tonn. 3
" " 3 " 3/4 tonn.

SOC. FERRI:

N° 3 Autotreni con dotazione di
completive 50 gomme

MATER ROMA :

Camion da 40 quintali
" " 15 "

L'ISPETTORE GENERALE
(Carco Visentini)

Visentini

HEADQUARTERS ALLIED COMMISSION
APO 394
Super Garage

75

| |
|----------------|
| HQ COMMANDANT |
| FILE HRC/10/12 |
| 11 JUL 1945 |
| SEEN |
| COMDT |
| ASSIST. |
| 11 JULY 1945 |
| C.C. |

SG-701

11 JULY 1945

SUBJECT: Misuse of Vehicle & Mistreatment of Drivers.

TO : Headquarters Commandant,
Headquarters Allied Commission.

1. Reference is made to attached statements from T/4 Staff, Dispatch Sergeant, and Italian driver Sgt Mazzotta, regarding vehicle dispatched to Capt. Albert E. Duran (A), Public Works & Utilities S/O.
2. It is not the practice of this office to take at its face value statements from drivers incriminating officers of the Commission. However, in the case of Capt. Duran this is not the first time that similar complaints of abuses and mistreatment have been lodged by Italian drivers, who were assigned to drive for him.
3. The taking away of the jeep without proper dispatch in violation of existing orders cannot be tolerated, and disciplinary action should be taken.
4. In view of the above, it is recommended that Jeep Hq. 112 be recalled and that no further transportation be allotted to this officer until assurance can be obtained that he is going to abide by existing orders and that he is going to give a decent treatment to our drivers.

192 + 193 refer

Arthur M. McPhail
ARTHUR M. MC PHAIL
Capt., C.M.P.,
Motor Transp. Officer

2 Incls:

Incl 1 - Statement from Sgt Staff
" 2 - " " " " Mazzotta.

CAPT. MC PHAIL:

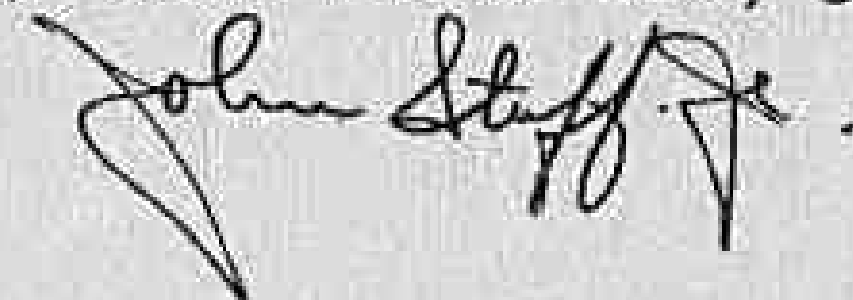
6 July, 1945

On the 28th of June 1945 T/Sgt. Anzivino came to my office on the fifth floor of the Super Garage and asked me for the driver of jeep No 20157670 which is on dispatch to Capt. Durant for 28 days.

I asked him where the jeep was and he said it was with him and he had let the driver go and he was supposed to meet him again at 1400 hours June 28. He also stated that the driver didn't show up on time, so he came to the Garage to see if he could find him. He asked me if he could take the jeep to Florence without the driver. I told him the jeep must have an assigned driver before it left the Super Garage.

I then called Pfc. Fonti to see if he had another driver for the jeep. He said the driver was in his office. So I sent Sgt. Anzivino down to Pfc Fonti but the driver refused to go and work for the Sgt. and Capt. Durant complaining that he was abused and mistreated during the previous trip with Capt. Durant. Sgt. Anzivino then took the jeep without proper dispatch, crossing the driver's name off and inserting his own in its place.

T/4 John Stuff Jr., 35567398



3893

INC-1

TRANSLATION

Rome, 6 July 1945

I the undersigned Mazzotta, Oreste, driver of jeep HQ 112, declare the following:

On June 6 I left for Florence, for approximately 28 days with Capt. Durant.

I was given precise instructions on the use and maintenance of the vehicle assigned to me. Contrary to these instructions, every night, during our stay in that city, I had to hand over my car to Sgt. Anzivino, who used it for reasons unknown to me.

Worried that I was not complying with the instructions given me and not having had a written authorization to give my vehicle to Sgt. Anzivino, on June 18 I refused to give him the car. I was then ordered by Capt. Durant to let the Sgt. have my car, menacing to have me arrested by the Carabinieri.

I further state that during this period I suffered hunger. I used to go out of Florence in the morning and reenter late at night with empty stomach. I use to eat only when I could afford to buy some food. The Capt. very rarely gave me a piece of bread and corned-beef. The Italian engineer could testify that I had nothing to eat from the afternoon of 25 June to 20.30 hrs of June 26.

When we returned to Rome, on the 23rd of June, I refused to return to Florence with the Captain, due to his impolite and despising treatment but on the 24th I agreed to go, as I was ordered by the Italian officer, CO. of my detachment and I was assured that the Captain would provide for my most urgent needs.

On the 29th we were back in Rome and immediately reported that the above situation did not change except for the written authorization.

389?

As I am suffering of skin disease, I also asked to be left in Rome, to cure myself. I then had a medical examination and was recovered in my Company's Dispensary where I still am.

/t/ Serg. Mazzotta, Oreste
/s/ Mazzotta, Oreste

INC-2

Roma, 6-7-45.

OGG. NO: DICHIARAZIONE.

Io sottoscritto **MEZZOTTA** Oreste conduttore della Geop H.Q. ID2 dichiaro quanto appresso:

Sono partito in servizio imitato per Firenze con il Capt. Durant il giorno 2-6-45 per la durata presunta di G.G. 26.

Avrei ricevuto in precedenza precise disposizioni sull'uso e la manutenzione della macchina a me in consegna. Contrariamente a queste disposizioni, tutte le sere, durante la permanenza a Firenze, dovevo consegnare la macchina al serg. Anzivino che la usava per motivi che non mi sono noti.

Il 12-6-45 preoccupato di non potermi attenere alle norme del servizio e di avere la cura dovuta per l'automezzo a me in consegna, mi rifiutai di consegnarlo unitamente al dispeccio al predetto Serge tanto più che nessuna autorizzazione scritta mi autorizzava a farlo.

Allora il Capt. Durant me lo ordinò minacciando di farmi arrestare dai Carabinieri. Inoltre durante tale periodo ho sofferto per fame. Uscivo spesso fuori di Firenze, e rientravo alla sera ancora digiuno. Quando potevo provvedevo a mie spese per mangiare qualche cosa e solo rarissime volte il Capt. Durant mi cedette poco pane e corned-beef.

L'ing. Italiano interprete può testimoniare di avermi visto il giorno 20-6-45 a digiuno dalla sera precedente alle ore 20 e trenta del detto giorno.

Inoltre il contegno scortese e sprezzante che l'Ufficiale a sempre tenuto verso di me durante il servizio mi indusse il giorno 23-6-45 di ritorno a Roma a rifiutarmi di ripartire in servizio con il predetto. Avendo però ricevuto il 1° ordine dall'Ufficiale italiano comandante della mia Sezione nonché l'assicurazione che il Capt. avrebbe provveduto per i miei bisogni più urgenti ripartii il 24 per Firenze.

Ritornato a Roma il 29 feci subito presente che la mia posizione in quei giorni non aveva mutato all'infuori dell'autorizzazione scritta rilasciatami dal Capt. Durant

3897

Il 18-6-45 preoccupato di non potermi attenere alle norme del servizio e di avere la cura dovuta per l'automanzo a me in consegna, mi rifiutai di consegnarlo unitamente al dispaccio al predetto Serg, tanto piu' che nessuna autorizzazione scritta mi autorizzava a farlo.

Allora il Capt. Durant me lo ordinò minacciando di farmi arrestare dai Carabinieri. Inoltre durante tale periodo ho sofferto per fame. Uscivo spesso fuori di Firenze, e rientravo alla sera ancora digiuno. Quando potevo provvedevo a mie spese per mangiare qualche cosa e solo rarissime volte il Capt. Durant mi cedette poco pane e corned -beef.

L'ing. Italiano interprete puo' testimoniare di avermi visto il giorno 20-6-45 a digiuno dalla sera precedente alle ore 20 e trenta del detto giorno.

Inoltre il contegno scortese e sprezzante che l'Ufficiale a sempre tenuto verso di me durante il servizio mi indusse il giorno 23-6-45 di ritorno a Roma a rifiutarmi di ripartire in servizio con il predetto. Avendo pero' ricevuto ~~il~~ l'ordine dall'Ufficiale italiano comandante della mia Sezione nonché l'assicurazione che il Capt. avrebbe provveduto per i miei bisogni piu' urgenti ripartii il 24 per Firenze.

Ritornato a Roma il 29 feci subito presente che la mia posizione ³⁸⁹⁷ in quei giorni non aveva mutato all'infuori dell'autorizzazione scritta rilasciatami dal Capt. Durant stesso per l'uso della macchina da parte del Serg. Anzivino.

Trovandomi inoltre affetto da disturbi alla cute chiesi insistentemente di rimanere a Roma per la cura. In seguito a visita medica infatti sono stato ricoverato all'infirmeria della mia compagnia dove tuttora sto continuando detta cura.

Serg. Mazzotta Oreste.
Mazzotta Oreste

RECEIVED
P.W. & U. S/C A.C.
21 JUL 1945 122

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMMISSION
ALLIED COMMISSION

AMA/ab

193

Tel. 1153

18 July 1945

See folio 194

SUBJECT: Misuse of Vehicle and Mistreatment of Driver.

TO : Director, Public Works & Utilities Sub-Commission
Allied Commission; A.P.O. 394

1. With reference to letter SG-701, 11 July 1945.

2. Several days after arriving at Florence, Driver Oreste MAZZOTTI complained about his having to stay at Florence for 28 days. His chief complaint was that Hq A.C. did not make it clear to him that he was to come here and stay until the 28 days were over. He was under the impression that upon arrival here he was to return to Rome and resume his duties with Capt. Duran at Rome.

3. As time went on he became very insubordinate towards Maj. Barry, Capt. Duran and myself, and on several occasions he just disappeared from view and would eventually return but could never be found when needed.

4. As time went on driver Mazzotti complained about going out on day trips and not having enough to eat. Capt. Duran procured from his own mess food both for the driver and himself. I personally went to see the Italian mess Officer when the driver told me that they would not give him a lunch to take out whenever he went on a trip. The driver said that the lunch which was supplied by Capt. Duran's mess was not enough as he was accustomed to eating a big lunch.

5. Upon Capt. Duran's return from Rome and arranging with Capt. Mc Phail, the driver refused to recognize signed statements from Capt. Duran and myself and became very difficult to handle and threatened to take the jeep and return to Rome. A few days later I went to Rome accompanied by Dr. Alexander Harnisch of Selt-Valdarno Electric Co.; upon arriving at Rome the driver drove to his home on the outskirts of Rome and I garaged the jeep at the Super Garage. The following morning I returned to the garage, checked the jeep and at the agreed time went over to pick up the driver, but he was no where to be

found. After talking to Dr. Harnisch he told me that the driver had no intentions of returning to Florence. I returned to the Super Garage and not being able to locate Capt. Mc Phail, told Sgt. Stuff just what had occurred. He immediately got in touch with the Italian Lt. in charge of drivers, and after a wait of about half an hour he told me that the driver was waiting downstairs. Upon arriving on the main floor of the Super Garage and talking to the Italian Lt. and driver, not being able to come to any agreement with the driver, the Italian Lt. decided to send to Florence the following day another driver to replace the present driver, who made all kind of excuses not to return to Florence. I left Rome at 4.00 and arrived at 11.00 p.m., and the next morning told Capt. Duran just what had taken place the previous day. Several days ago I learned through Capt. Duran that Hq A.C., Rome, wanted an explanation as to why I took the jeep from Rome without authorization.

6. On various occasions I had to remind the driver to make the necessary check of jeep before going on day trips. He always assured me that everything was checked. One morning before going on a trip I decided to check myself and found that the battery was stone dry. I asked the driver if the battery was filled and he said yes. I took out the water plugs and showed him, and he just looked at me and said: "I looked at the battery three days ago and it had plenty of water". From that day on I always made the necessary check before driving out of the garage, or before the driver himself went anywhere.

Aurelio M. Anzolino
AURELIO M. ANZOLINO
T/Sgt., 31062250
Co. "I", 2675th Regt.

HEADQUARTERS ALLIED COMMISSION *file*

AED/bb

INTER OFFICE MEMO.

192

REFERENCE: 122/PWU
 SUBJECT: Misuse of vehicle and mistreatment
 of drivers.
 TO: Director P. Wks. & U. Sub-Commission.

14 July 45.

See folio 194

1. With reference to letter SG-701, 11 July 1945, and enclosures, subject: Misuse of vehicle and mistreatment of drivers, the following statement is made in answer to the complaints contained therein.
2. For security and for lack of a better place to keep the vehicle, we had made a practice of keeping it at Co. H, 2675th Regt. where it was considered safe along with the vehicles of Co. H. Since T/Sgt Aurelio M. Anzivino, assigned to the Florence Office, was billeted with Co. H. remote from the office, it was the practice for the Sergeant, a qualified driver, to take the vehicle each evening and return it every morning to the Red Cross Garage near the office. Arrangements have been effected with the Red Cross for one jeep at all times, and the day parking of another when necessary.
3. After complaints by the driver, the matter was discussed with Capt. McPhail and it was agreed that this arrangement might continue provided the driver were given a written release from responsibility for the car; during such times as it was taken from his hands. Further, it was agreed that at such times as I considered it expedient to drive, myself being a qualified military driver for many years, a similar release was to be given the driver. This was explained to the driver at the time and effected. The driver was given the necessary papers as agreed but refused to hold them as valid and refused to release the vehicle according to previous practice until so ordered by Maj. Barry under threat of arrest.
4. The driver on returning to Rome on an official trip with Sgt. Anzivino is reported by the Sergeant to have failed to show at the appointed time and place without notice. The Sergeant says that his passenger, Dr. Harnisch, Secy. of Selt-Valdarno, then told him that the driver had indicated to him that he had no intention of meeting the appointment or returning to Florence. The Sergeant went to Super Garage and the driver was sent for and reported himself sick. Sgt Anzivino advised me that due to the urgency of his return and unavailability of another driver at the time, the Italian Lieutenant

proposed to send an assigned driver on the first available courier, but which was never done.

5. The charge of abuse, mistreatment or even inconsideration of any driver who ever served me is most emphatically denied. Quarters for our Italian drivers were procured at the Italian Officer's Hotel in Florence and mess arrangements made at an Italian garrison of the city. A large proportion of Sgt. Anzivino's time has been required to keep these arrangements in effect due to some inherent difficulty within the Italian Army itself in providing for transients or attached personnel.

Long ago, I was told at the Super Garage that Italian drivers would be accommodated with bed and meals on the road when necessity demanded, but due to the difficulty of such arrangements, I have not been away from Florence overnight often when it might have been most expedient to do so.

6. The driver reports that on June 25th he had nothing to eat all day which may be true, but he was previously advised to take a lunch and further, was released at noon for the purpose of finding a meal with some Italian Unit. Returning late at 8,30 p.m., I offered him supper at my own mess which, as the other times, he refused.

7. On all other occasions I have taken double lunches from my own mess, shared my own single lunch more than fairly or given him American "C" rations. Further, I strongly deny that I have ever abused him in any way, threatened him physically, or used abusive language toward him.

8. The charge refers back to complaints by previous drivers. First I wish to state that my first driver, Caporal Maggiore Tompeo Baglione, served me perfectly for two months and proved dependable, loyal, resourceful and cheerful; a good driver, good mechanic, good soldier, good man and a good friend.

9. The next driver, when I first went to Florence Office said an American captain at the Garage had told him that he would fare as an American soldier under an American officer and that he would be provided with American food, cigarettes and bed. Upon being billeted with Italian troops he became, surly, insubordinate, and failed to show up for duty. A change of drivers was requested and effected upon my next subsequent trip to Rome.

10. The next driver could not be depended upon to report for duty when required or perform the usual driver maintenance, and at times absented himself with machine during duty hours. Having been repeatedly and emphatically told to keep the machine in garage except when authorized otherwise, he failed to comply. A daily log was then

kept which indicated an unauthorized use of over 200 miles in five days, two springs were broken separately within a 24 hour period and the driver refused to offer any explanation. Upon my next subsequent return to Rome, a change of drivers was requested and effected.

11. The next driver assigned, I found no fault with as a soldier but as a driver his reaction time was so slow, his over-control so strong and recovery so questionable that for the first time since assignment to A.C., I undertook to drive personally over poor sections of road. This jeep and driver were turned over to Major Wilcox when I reported to Chianciano for temporary duty.

12. Upon my return to Florence and assignment of the present driver, having learned that the personal strain was greatly reduced, and especially after several near accidents and other incidents showing lack of judgement, lack of skill and a proper knowledge of the care of machine, I continued to drive over certain sections of road, which practice was not objected to by the driver.

13. I repeat that at all times I have maintained a man-to-man attitude, endeavored to instruct drivers in better operation, shown every reasonable consideration for their welfare and have in no way abused any driver ever in service to me. I have at times lodged them in good hotels on the road bought their meals, lodged and fed them in private residences and in my own mess, sought meals and lodgings with American units, given them American "C" rations or my own lunches and at times, permission to lodge and eat with their own friends.

14. Finally I offer for consideration, my own military record of twenty years, nineteen years commissioned in Field Arty. Air Corps, and Signal Corps, with more than six years active duty, three of them during this war. The organization and command of several excellent companies and one battalion, and my work in Invasion Training Center and Allied Commission with men of many nationalities, has, I feel, proved my ability to get along on good terms with other men. I feel myself to be absolutely just and considerate in all dealings with others.

15. Additional statements will be requested of Major Barry and Sgt. Anzivino regarding the driver, Serg. Mazzotta Creste, who originated the complaint.

Albert E. Duran

ALBERT E. DURAN,
Captain, SMO

MINISTERO DEI LAVORI PUBBLICI

~~REPUBBLICA ITALIANA~~
~~MINISTERO DEI LAVORI PUBBLICI~~
~~ISPEZZORATO GENERALE ELETTRICITA' ACQUA E GAS~~

RECEIVED
P.W. & U.S./C.A.C.
20 JUL 1945 122

ISPEZZORATO GENERALE ELETTRICITA' ACQUA E GAS

ALLA COMMISSIONE ALLEATA
Sotto Comm. Trasporti

Vs.

ROMA

Ns. 1090

ROMA 19 luglio 1945

e per conoscenza :

Alla Sotto Commissione Lavori-
Utilità Pubbliche (Div.ne Elettr.)

ROMA

Alla Sotto Comm.ne Industria
ROMA

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54-30/10/1945

Il Comandante

Alto Comando Militare Alleato

Ancona

O G G E T T O :

Richiesta al Comando Militare Alleato di Ancona.

Risulta che il Comando Militare Alleato di Ancona ab-
bis i mezzi di trasporto atti a consentire il trasporto di un tra-
sformatore da 5000 KVA 60/30 KV (della Unione Eseroizi Elettrici)
dalla sottostazione di Antrudoco, (24 Km. da Rieti) dove si trova,
alla sottostazione di Fabriano dove è necessario portarlo, e di
un trasformatore 3000 KVA 60/30 KV dalla sottostazione di Perugia
a quella di Gualdo Tadino.

Con questi trasporti sarà possibile alla U.M.E.S. ri-
costruire all'aperto, sia pure in modo provvisorio la sua sotto-
stazione di Fabriano 60/30 KV alla cui alimentazione provvedereb-
bero le già riparate linee a 60 KV Camerino-Fabriano e Perugia -
Gualdo - Fabriano.

Tale restaurazione è assolutamente necessaria affinché
la U.M.E.S. possa fornire energia elettrica alla Montecatini per
la riattivazione della sua Miniera di 4000 di Cabernardi in Co-
mune di Sassoferrato. La stessa Commissione Alleata - Sottocommis-
sione Industria raccomanda tale fornitura di energia elettrica al-
la Montecatini.

Codesta sottocommissione Trasporti è pregata, pertanto,
voler cortesemente, interessare il Comando Militare Alleato di An-

e per conoscenza :

Alla Sotto Commissione Lavori-
Utilità Pubbliche (Div. ne Elettr.)

ROMA

Alla Sotto Comm. ne Industria

ROMA

Handwritten notes:
L'Industria
Lavori Pubblici
Lavori Elettrici
34-3xlat
24/10/49

O G G E T T O : Richiesta al Comando Militare Alleato di Ancona.

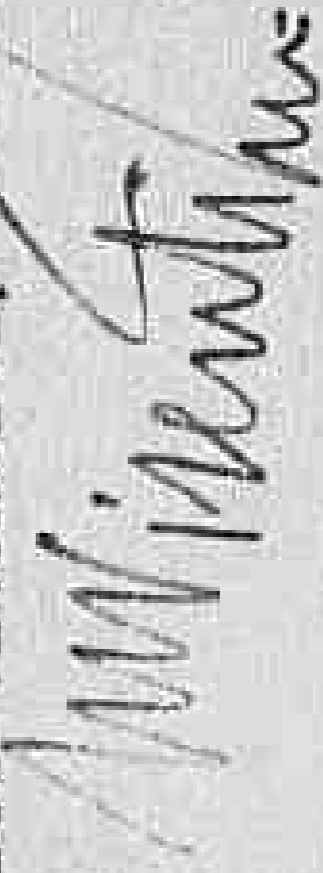
Risulta che il Comando Militare Alleato di Ancona abbia i mezzi di trasporto atti a consentire il trasporto di un trasformatore da 5000 KVA 60/30 KV (della Unione Escoizi Elettrici) dalla sottostazione di Antrudoco, (24 Km. da Rieti) dove si trova, alla sottostazione di Fabriano dove è necessario portarlo, e di un trasformatore 3000 KVA 60/30 KV dalla sottostazione di Perugia a quella di Gualdo Tadino.

Con questi trasporti sarà possibile alla U.M.E.S. ri-costruire all'aperto, sia pure in modo provvisorio la sua sottostazione di Fabriano 60/30 KV alla cui alimentazione provvederebbero le già riparate linee a 60 KV Camerino-Fabriano e Perugia - Gualdo - Fabriano.

Tale restaurazione è assolutamente necessaria affinché la U.M.E.S. possa fornire energia elettrica alla Montecatini per la riattivazione della sua miniera di Zolfo di Cabernardi in Comune di Sassoferrato. La stessa Commissione Alleata - Sottocommissione Industria raccomanda tale fornitura di energia elettrica alla Montecatini.

Codesta Sottocommissione Trasporti è pregata, pertanto, voler cortesemente, interessare il Comando Militare Alleato di Ancona affinché si compiacia portare il suo efficace contributo nella effettuazione dei due sopradetti trasporti urgenti.

L'ISPETTORE GENERALE
(Marco Visentini)



TRANSLATION

By : C.Tatti/ct

MINISTRY OF PUBLIC WORKS
General Inspectorate for El., Water and GasReference : 1090

19 July 45

To : Allied Commission,
Transportation Sub-Commission.Subject : Request to Ancona Allied Military Command.

We understand that the Allied Military Command at Ancona has available transport for moving a 5,000 KVA 60/30 KV (belonging to Unione Esercizi Elettrici) from Antrodoco Station (24 Km from Rieti) where transformer is at present, to Fabriano Substation, where it is necessary to move it, and for moving a 3000 KVA 60/30 KV transformer from Perugia to Gualdo Tadino Substation.

These transports will enable U.N.E.S. to rebuild at the open air, though only temporarily, its Fabriano Substation 60/30 KV, which would be fed by the already repaired 60 KV lines Camerino-Fabriano and Perugia-Gualdo-Fabriano.

Said reconstruction is essential in order that U.N.E.S. may supply electric power to Montecatini Co. for restoration of their sulphur mine at Cabernardi (Sassoferrato Commune). The Allied Commission, Industry Sub-Commission has recommended this electric power supply to Montecatini Co.

We beg you therefore to take the matter up with Allied Military Command at Ancona, so that they assist in carrying out the two a/m movements.

THE INSPECTOR GENERAL

/s/ Marco Visentini

3884

Tel. 47906

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

VSR/ac

Reference : 122/PWU
Subject : Transportation Requirements of
Società Elettrica Selt-Valdarno

20 July 1945

To : MINISTRY OF PUBLIC WORKS
(Att. Prof. Ing. M. Visentini)

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1. This will introduce Ing. Mocenni of the Società Elettrica Selt-Valdarno, who has come to Rome to discuss the scarcity of truck transportation in his company.
2. According to information supplied by him the Valdarno Company is experiencing difficulty in obtaining truck transportation needed for essential maintenance of their transmission lines and other electrical facilities.
3. Because the Valdarno Company supplies an area which still contains important military, as well as civilian consumers, it is necessary that certain maintenance work be carried on, in order to insure a continuity of electricity supplies.
4. Therefore it would be appreciated if immediate consideration ~~was~~ given by your office to the question of transportation needs of the Valdarno Company.

W.M. LAPPER
Lieut-Colonel,
Chief Elec. Div.Traduzione

Il latore della presente Ing. Mocenni della Società Elettrica Selt-Valdarno si è recato a Roma per discutere sulla questione della scarsezza dei mezzi di trasporto della sua Società.

Da informazioni da lui fornite risulta che la Società Valdarno si trova in condizioni di non poter ottenere i mezzi di trasporto necessari al mantenimento essenziale delle linee di trasmissione e degli altri servizi elettrici.

Dato che la Soc. Valdarno eroga energia ad una zona di importanza militare oltre che agli utenti civili è necessario che detti lavori di manutenzione siano eseguiti per assicurare la continuità della fornitura di energia.

Si prega perciò codesto Ufficio di voler benevolmente prendere in considerazione il problema dei mezzi di trasporto per la Società Valdarno.

Tel. 478906

HEADQUARTERS ALLIED COMMISSION

VSR/ac

INTER OFFICE MEMO187
117 July 1945

Reference : 122/PWU
 Subject : Reassignment of jeeps
 To : ADMINISTRATIVE OFFICER - P.W. & U. S/O
 from : Electrical Division - P.W. & U. S/O

1. It would be appreciated if the jeep or a replacement, formerly used by Lt. Col. G.F. Parker, and now returned to the Super Garage, were furnished to Maj. Clarence Wilcox who is now stationed at Milan.

2. It would further be appreciated if a replacement for the jeep formerly used by Capt. Harry Best, and subsequently, in an accident when being used by Maj. Andrew Haben be provided for the use of Capt. Vannoy at Venice.

3. Would you kindly arrange for the moves mentioned in the foregoing?

VINAL S. RENTON
 Lieut-Colonel,
 P. W. & U. S/O

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cc Spann 186

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

File
esjr

Tel. 290
Ref. AC/38/6/tn6

RMB/EVB
16 July 1945

SUBJECT: Inland waterways
TO : See Distribution Below

1. Attached is copy of translation made of Report on Conditions of Inland Navigation in the Padana Valley, dated 30 June 1945 and submitted to us by Agrogio Agostini, Engineer of the Ministry of Transport.

RMB
R. H. RANZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above

DISTRIBUTION:
Col. M. J. Sieff - Movements Division
Col. Curtis, Port Commandant, Venice
Maj. Laraman - Shipping Branch
Maj. Tolbot - Headquarters AMC, Lombardia Region
Capt. Shepard, Public Works S/C

TRANSLATIONTRANSLATION

30 June 1945

MINISTRY OF TRANSPORTInspector General of Civil Motorization and Transportation
Under ConcessionOffice of Studies on Inland Navigation
VERONAREPORT ON CONDITIONS OF INLAND NAVIGATION IN THE PADANA VALLEY
JUNE 1945A. Premise

The most important carriage of goods on the inland waterways of North Italy is to and from the port of Venice, where there is special equipment for handling the transshipment of bulk goods between sea-going vessels and inland waterway craft.

Traffic is carried on in the North-East direction along the Venetian coastline up to the zone of Monfalcone through the provinces of Venice, Treviso and Udine, and to the South-West along the Venetian lagoon, through the connecting canal between the port of Venice and the river Po, and then along the river Po up to the south of the Mincio river and, going up the Mincio, to the wharf of Porto Catena di Mantova.

This long waterway, theoretically accessible to craft of 600 tons capacity, interests the provinces of Venice, Rovigo, Ferrara and Mantova, and has two important branches accessible to craft of about 300 tons capacity, which call at the river wharves of the provinces of Padova and Treviso.

Other transportation of a certain importance, especially of agricultural produce and building material, was carried on along the waterways of minor importance of the provinces of Udine, Treviso, Padova, Rovigo, Verona and Ferrara.

The waterways of the province of Ferrara (Po of Volano, Po of Primaro and the Murana Canal) are of special importance for fair size movements, particularly agricultural produce.

These are in communication with the river Po at Pontelagoscuro, and then with the principal navigable line mentioned above, by means of the recently built Boicelli canal, which connects the Volano Po near Ferrara with the main course of the Po at Pontelagoscuro, and along which has been built the industrial zone

3833

- 2 -

of Ferrara, with several industrial workshops of considerable importance.

Covering this transportation which is carried on, as has been seen, along the Po from the mouth of the Mincio to the sea and along the rivers and canals of the lower Padana Valley, there is an organization with Head Office in Venice.

Another zone, in which inland waterways are efficient and sufficiently well organized, has Milan as terminus and is served by: the Naviglio (Canal) Martesana, which connects the city of Milan with the navigable section of the Adda river above Vaprio, and which, after carrying out works of small size, could allow the continuation of navigation to Lake Como, the source of the Adda river; the Naviglio Grande, which connects the city of Milan with the Ticino river (issuing from Lake Maggiore), navigable up to Sesto Calende; the Naviglio of Pavia, which allows transport between Milan and the last section of the Ticino river, navigable down to its mouth.

Through the Naviglio of Pavia and the river Po, transports of a certain importance have been carried on in the past and even during the recent war between Milan and Venice. Under normal conditions, this transportation cannot be considered economically convenient owing to the limitations of size of craft due to the low depth of water in certain sections of the river Po. In fact, from the mouth of the Ticino to the south of the Adda river, the minimum depth of water in the dry season is about metre 0.80; while from the south of the Mincio, the minimum depth in the dry season is about one metre.

These minimum depths must be considered as now reduced to metre 0.70, due to the slowing down and then suspension of dredging work carried on along the Po before the war.

It is not to be excluded that in the present special circumstances, the opportunity may be taken into consideration again of effecting the carriage of goods along this waterway with a view of contributing to the solution of the serious problem of supplying the city of Milan, which is very difficult now, owing to the scarcity of land transport. But to this end, it is necessary to dispose of the proper means which at present are not to be found in sufficient quantity, that is to say, low draft/ of such dimensions which would allow them to pass through the locks of the Naviglio of Pavia. (Naviglio Pavese)

Further, it would be necessary to supply each craft with an outboard motor of sufficient power to allow them to go up the river at a suitable speed, as it is impossible to form galleys

I. Report on North Italy Inland Navigation, XVth International Navigation Congress, Venice, Sept. 1931, page 78.

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along the Po in the section above Bergoforte and especially from Cremona to the mouth of the Ticino due to the twists and turns of the river, and the impossibility of securing tugs of sufficient strength which, at the same time, would draw only 70 centimetres (2 ft. 4 in.).

A solution of the problem could perhaps be obtained by using engines with an aerial propeller, which appear to have been used recently in Hungary with satisfactory results.

Transports of considerable importance are carried out on the principal Lakes of Lombardy, that is to say, on Lake Maggiore, on the Italian side of Lake Lugano, on Lake Como, on Lake Iseo and on Lake Garda.

Lake Maggiore and Lake Como can be easily put into communication, as will be seen further on, with the network of the waterways which meet at Milan.

On all these lakes, there are public navigation services, conceded for the carriage of passengers and goods and in addition transportation with privately owned ships of various sizes is carried on.

The fleets and the material used for these services have suffered very serious damage from war action, but I do not consider this as a subject for the present report.

B. Condition of the waterways leading to Venice.

From the data supplied to me by the "Magistrato alle Acque" of Venice, it appears that all the navigable waterways which go from the Venetian Lagoon northwards and give access to the various river wharves of the provinces of Treviso and Udine are in good condition. There are only some wrecks of sunken craft, already under removal. The lock, giving access to the Brian Canal, is damaged and cannot be used for some time.

The Canal Naviglio Brenta, which gives access to the river wharf of Padova and to several other intermediate ones of some importance, is navigable only from Venice to Mira at present. The swivel bridge, 3 km. from Mira, is damaged in such a way as to render manoeuvring impossible.

The Dolo and the Stra locks, besides the cable of the Brenta south of Stra, which regulate the navigation on the Naviglio Brenta, the River Brenta and the Piovego Canal, are all heavily damaged.

The principal navigable line of communication between the Venetian Lagoon and the Po has suffered serious damage and the left lock of Cavanella (across the river Adige) is impassable and has been almost completely destroyed. It will require about

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two years to rebuild. The right lock of Cavarella is also damaged, but is still in workable condition. At the moment, however, it can be passed through by craft drawing only one metre. 2/

The lock of Volta Grimana, giving access to the Po, is in fair condition.

Navigation between the Po and the Venice Lagoon could be renewed shortly, with craft of small tonnage, on the route Volta Grimana-Cavarella d'Adige-mouth of the Adige-mouth of the Brenta-Brondolo.

It would, however, be necessary to dredge the mouths of the Adige and the Brenta, which are presumably silted, and it is also necessary to remove the remains of the road bridge and the railway bridge, destroyed by aerial bombardment, which obstruct the channel in the section between Brondolo and the south.

It is to be noted, furthermore, that navigation should, therefore, take place on about 3 km. of sea, and would have to be suspended in the not infrequent case of heavy weather which would prevent safe navigation on the sea for flat-bottomed craft used for inland navigation.

For the renewal of navigation on the Po, it is necessary in the first place to restart upkeep work and dredging of the river bed, and to this end, it is necessary to place the Circolo Superiore d'Ispezione for the Po, with Head Office in Parma and the dependent Autonomous Section of the Genio Civile in a position to work.

These offices have orders from AMG of Bologna to remove all obstructions to navigation caused by war action along the bed of the river, that is to say, the remains of the several bridges blown up and other fixed works which had been created for war purposes, besides removal of sunken craft. These Offices dispose of an important organisation, including the yard of Soretto (Reggio Emilia), which was well supplied with the necessary means for the maintenance of the river bed and could be efficiently used for removing the above-mentioned obstructions. They have 10 dredgers, 7 of which are steam suction dredgers of a capacity of 400 cubic metres excavation per hour of sandy material; 14 tugs, 10 of which have steam engines and 4 diesel; 8 steel boats of 100 tons dw.; 5 of 300 tons dw.; 3 of 600 tons dw.; and 4 lighters of 100 tons for carriage of fuel oil. Part of these tugs and boats could be very usefully used for the carriage of goods of public interest.

All this material has suffered considerable damage due to war action, but in general, it is possible to proceed rapidly to ³⁸⁷⁷repair.

2/ See note on last page.

- 5 -

it again in operation, provided the necessary means are supplied. It appears, furthermore, that this organization is not able to work except in a very reduced way because they lack the material for repairs and even are without the allotments of P.O.L. for their automobiles, which the technical personnel need in order to survey the condition of the river on the long section assigned to that office for maintenance, and to survey the condition of the various craft, dredgers and material strewn all along the river.

The first thing to do, therefore, is to give urgent instructions to allot a suitable quantity of petrol to that office. Further, the following are required, for the working of the Boretto Yard and the various means of work: allotments of light and heavy diesel oil for the furnaces; coal for the dredgers and steam engines in general; steel plates for repairs; pitch and tar for repairing wooden craft; electrodes and material for electric welding and lubricants.

The technical personnel of the above Office foresee that, if they could have at their disposal the necessary material, then in six or seven months all obstacles along the river bed, which at present obstruct navigation, could be removed in accordance with the orders of Adm Bologna.

The work of this technical organization is obviously indispensable, not only for a possible re-opening of water transport up to Milan, which I mentioned above, but also for the continuation of efficient and organized navigation on the lower branch of the Po below the mouth of the Mincio.

Another obstruction in connection with navigation on the Po is formed by the pontoon bridges which have been built by the Allied Armies in such a way as to render their opening difficult for the passage of craft. This can be done now but with the result that road traffic would be held up for many hours.

These bridges are four in number; two at Piacenza (one for military traffic and one for civilian traffic), one at Borgoforte and one at Pontelagoscuro. A fifth is planned at Casalmaggiore. It is necessary that they be supplied, corresponding with the current, with sections easily movable in such manner as to allow the opening in the course of a few minutes to permit the passage of craft.

The pontoon bridge of Pontelagoscuro has, furthermore, the serious inconveniency of having been built at the wharf on the right bank of the river, in such manner as to obstruct loading and unloading at this important landing place.

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- 6 -

Further, it must be pointed out, in regard to the bridges over the Po, that it will be necessary to specify exactly the width and maximum height above water level of the craft that can pass through the wooden pier railway bridge which is being built between Revere and Ostiglia, and to give public notice in connection therewith for the guidance of the interested parties.

C. Condition of Craft on the Waterways which reach Venice.

From investigations carried out by me in 1941-1942 to prepare the application of the Navigation Code, I found that craft of over 25 tons dw. navigating on this network of waterways were then about 700 in number.

About a hundred of these craft belonged to several firms which owned a fair number each. The remainder belonged to owners of one or two craft at maximum, who were united in cooperatives or companies with the task of undertaking carriage of goods and distributing such carriage among the members, who were generally the boatmen themselves.

An association which will group together all the cooperatives and transport concerns, at present formed by owners of craft, is now being created at Venice. In this way, a trust of inland navigation with terminus at Venice will be formed.

The present condition of craft is unfavorable since the efficient craft number only 170 (all, however, of over 50 tons dw.) with a total dw. of 25,235 tons (average dw. about 150 tons). Further, there are another 155 craft with a total dw. of 25,060 tons (average dw. about 160 tons) damaged and in part sunk, but salvable.

These craft belong to the members of the above-mentioned associations, and it may be said that there are a further 50 craft, suitable for river navigation, which do not belong to concerns or members of the association. However, these craft are for special uses and, therefore, not usable for transports of public interest.

In regard to tugs, the associates own only 6 in efficiency, three with engines of over 100 HP and three with engines of lower HP.

In order to reach a rapid renewal of navigation, it is of urgent necessity to supply the means to repair the damaged craft, which are, as is seen, in number almost equal to those efficient, and possibly also the means to build new ones.

- 7 -

To attain this end, it is necessary to place at the disposal of the Yards the raw material for the relative work and especially common spruce and beech wood, which at present can be purchased only on the black market at 15,000 Lire per cubic metre (35 cu.ft.); caulking pitch, which can be purchased only at 40 Lire per kilo; oakum which costs 120 Lire per kilo, and galvanized nails which are quoted, always on the black market, at about 70 Lire per kilo.

Such prices obviously cannot be met by the craft owners who, in general, have small means.

Further, it has been referred to me that labor working in the yards is undisciplined, and laborers are always asking for higher wages. In view of the notable public interest of these repairs to craft for inland navigation, it would be necessary to introduce special discipline for these workmen.

Also, it is necessary to supply the means required to repair and replace in operation the nine tugs laid up, as mentioned above, but in this regard, I will be undertaking further investigations. Later, the quantities of above-mentioned material (timber, pitch, oakum, nails) which will be required to put the 155 repairable craft in working order, can be ascertained, at least approximately.

Finally, it would be advisable to expedite procedure for reimbursement of war damages to the craft owners, many of whom would otherwise be unable to put their craft in order.

D. Condition of waterways with Terminus at Milan

The waterways, giving access to the city of Milan, are all in good navigable condition and have not suffered war damage.

It is pointed out particularly that it is necessary to carry on dredging works, already planned by the competent Office of the Genio Civile, to allow the passage of craft or even only of rafts at the rapids along the river Adda near Calolzio Corte.

Such works would permit transportation of timber and firewood from the zone north of Lake Como to Milan along Lake Como, the navigable section of the Adda up to Trezzo and the Naviglio Martesana.

Works of greater importance are planned to better navigation conditions of the river Ticino at the mouth of Lake Maggiore, so as to allow transportation of a certain importance between the Lake and Milan through the river Ticino and the Naviglio Grande.

3877

- 8 -

E. Condition of Craft Circulating on the waterways with Terminals at Milan.

From survey made, as above mentioned in the years 1941-42, it was found that there were only about 50 boats of over 25 tons dw. on the Lombard canals. It may be that several boats were omitted from the summary survey than made, but the number would be very small since inland navigation transports were being reduced considerably in the years preceding the war, owing to competition from road and rail.

Thirteen tugs belong to firms resident in the provinces of Milan and Pavia, but they all navigate on the Po (because on the Lombard waterways, tugs cannot be used) and it appears that at present, many are laid up and some damaged by war action.

I did not find that any craft circulating on the Lombard canals had suffered from aerial attacks.

According to information received from the Transportation Officer of ANI at Milan, it appears that negotiations are in progress for the building of about 100 wooden boats, which would be delivered in four successive lots of 25 each. They would have the specifications required for water transport between Venice and Milan; that is, maximum depth fully laden of one metre, reducible to 70 centimetres with limited cargo, length and width such as to allow their passage through the locks of the Naviglio Pavese.

F. Equipment of Places of Call.

Owing to the high cost of labor, it is absolutely necessary, for a suitable utilization of inland navigation, to supply mechanical means for handling bulk goods, in loading and unloading craft, at least at the most important places of call, with the aim of shortening the stay at such places and thereby increasing the use of craft, as is essential due to their shortage.

To this end, it will be necessary to furnish fixed cranes at some river calling places which are connected with the main railway lines, where, it is foreseen, there will be a considerable and practically continuous flow of goods, and to have, furthermore, ten or so cranes with grabs of about 2 tons, on pontoons of a draft not over one metre, to be used at the landing places wherever there is the temporary necessity of unloading or loading goods in large quantities.

3873

- 9 -

Fixed loading and unloading plant could be suitably set up first at:

1) The Mantova (Porto Catena) landing place along the Mincio, the equipment for which is already under consideration by the S.A.E.R., concessionaires of the Mantova-Peschiera railway. This landing place, connected with the railway system, could be used especially for the discharge and storing of coal arriving from the port of Venice and destined in part to Lombardy and in part to Venetian regions.

2) The landing place of Pontelagoscuro (Ferrara) along the Po, which is connected with the main railway station, but for the moment there is only a road connection as the railway line Bologna-Ferrara-Pontelagoscuro has not yet been put in working order. This landing place could be very suitably used, both for the discharge of coal coming from Venice and bound for the Emilia region, and for the loading of agricultural produce arriving there from the Ferrara district and bound for Venice.

3) The landing place of Porto Nogaro (Udine), already connected with a special rail to the station of S. Giorgio di Nogaro, could be used for the discharge of coal and other goods arriving from the port of Venice and bound for the provinces of Udine.

4) The basin of Porta Ticinese at Milan, in which there are only some privately owned mechanisms for the discharge of sand and gravel. The equipment of this landing place, terminus of the Naviglio Grande and of the Naviglio Pavese, will be particularly useful if the transportation plan, above mentioned in this report, can be carried out between Venice and the Lower Po, and the city of Milan.

G. Conclusions

In order to have efficient inland navigation in the Padana Valley and neighboring zones in the shortest possible time, it is essential to:

1) Supply the Hydraulic Administration, that is, the Magistrato alle Acque of Venice and the Circolo Superiore d'Ispezioni for the Po, Head Office in Parma, with the necessary means to remove existing obstructions caused by war action along the rivers and navigable canals. 3872

2) Supply the craft owners, eventually through the relative organization, with the means required to put the tugs and sunken craft in order and possibly for the building of new craft.

3) Build the required craft, necessary to start transportation

- 10 -

between Milan and Venice in an efficient manner and to settle the technical problem of their propulsion along the Po.

4) Undertake the supplying of equipment at the landing places mentioned in this report.

(signed)
AMBROGIO AGOSTINI ENG.
THE CHIEF INSPECTOR

VERONA, 30 June 1945.

NOTE (see page 4)

As all craft usable for navigation in the Lower Padana Valley are of over 100 dw. and draft fully laden about 2 metres, it is necessary to undertake repairs of the right lock of Cavanella in such manner as to have a depth of at least two metres in order to renew navigation efficiently, even if along the temporary line as suggested in pages 4 and 5.

3871

File

Tel: 478906

HEADQUARTERS ALLIED COMMISSION

VSR/bb

INTER OFFICE MEMO

122

REFERENCE: 122/PWU
 SUBJECT : Transportation required to complete
 Terni-Fescara Electric Transmission line.
 TO : Transportation Sub-Commission,
 Att: Major Stait-Gardener.
 FROM : P. Wks. & U. Sub-Commission,

12 July 45.

1. Transmitted herewith are 4 copies of a bid for road transportation needed in connection with the completion of the Fescara-Terni electric transmission line. When finished this line will connect with the Fescara-Archi line, transportation for which has already been requested in our 10 July letter, File 122/PWU, subject: Transportation required to complete Fescara-Archi Electric Transmission Line.

R. M. Laffer

W. M. LAPPER,
 Lieut-Colonel,
 Chief Elec. Div.

3870

APPENDIX "E,"

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

**BID - REQUEST FOR ROAD TRANSPORTATION - BID
(RICHIESTA PER TRASPORTO STRADALE)**

Date 11 July 1945
Data

Serial No. of Bid
Numero progressivo della richiesta

Loading Point Papierno ti Terni
Luogo di carico

Consignor Soc. TERNI per l'Industria e l'Elettricità - SERVIZI ELETTICI.
Miritante

Address Papierno
Indirizzo

Tel. No.
Num. di Tel.

| Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio | Date loading can commence 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 | REMARKS * OSSERVAZIONI * |
|---|--|--|--------------------------------------|--|
| Materials for the repair of Calletto Terzo Salto Pescara transmission line. | Immediately. | To be varied in accordance with requirements. | Varying between 200 & 1000 tons. | Four trucks of four tons each are required for two months. |

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano: le seguenti misure: Lunghezza m. 4.20, larghezza m. 1.80, altezza m. 1.80, peso 1 ton.

Consignee Soc. TERNI per l'Ind. & l'Elett.
Destinatario

Address
Indirizzo

Unloading point 2 Terni and 2 Aquila.
Luogo di scarico

Province
Provincia

Full reason why transportation is required Urgent repair of Calletto-Terzo Salto Pescara
Ragioni complete per le quali si fa richiesta di trasporto transmission line.

387

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto stradale 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 stradale gli ufficiali e i committenti devono determinare conclusivamente che il movimento proposto è necessario in accordo con il precedente.

11 July 1945

Date

Loading Point
Luogo di carico
Papigno ti Terni

Consignor
Mittente
Soc. TERNI per l'Industria e l'Elettricità - SERVIZI ELETTICI.

Address
Indirizzo
City
Città
Papigno
Tel. No.
Num. di Tel.

| Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio | Date loading can commence 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 | REMARKS * OSSERVAZIONI * |
|---|--|--|--|---|
| Materials for the repair of Galletto Terzo Salto Pescara transmission line. | Immediately. | To be varied in accordance with requirements. | Varying between 200 & 1000 tons. | Four trucks of four tons each are required for two months. |

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4,20, larghezza m. 1,80, altezza m. 1,80, peso 1 ton.

Consignee
Destinatario
Soc. TERNI per l'Ind. & l'Elett.

Unloading point
Luogo di scarico
2 Terni and 2 Aquila.

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto
Urgent repair of Galletto-Terzo Salto Pescara transmission line.

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AG officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.
LIMITAZIONE: Il trasporto stradale 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 stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
Osservazioni dell'Ufficio che inoltra la richiesta

Signed
Firmato
Amid. Park
Date
Data

Regional Commissioner's decision priority
Decisione del Commissario Regionale: priorità

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

1. - Have cranes and loading labour been arranged?
Si è provveduto per le gru e per la mano d'opera per il carico? **Yes, loading labour has been arranged.**
2. - Have the necessary arrangements been made for prompt discharge?
È stato accertato che il destinatario può scaricare celermente? **Yes.**
3. - Who will pay freight?
Chi pagherà il prezzo del trasporto? **Soc. Terni per l'Ind. e l'Elett.**
4. - When is delivery required to be complete?
Per quale epoca si richiede la consegna della merce?

NOTE: Unless otherwise specially agreed, normal ENAC tariffs will apply.
NOTA: Salvo speciali accordi, saranno applicate le tariffe normali ENAC.

NOTES

- (a) This form will in all cases be submitted by Regional Commissioners in quadruplicate to A.C. Sub-Commission.
Questo modulo in tutti i casi dovrà essere presentato in quadruplicato dal Commissario Regionale alla Sottocommissione della Commissione Alleata.
- (b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.
Questo modulo sarà presentato in quadruplicato dalla Sottocommissione alla Sottocommissione per i Trasporti (Divisione dei Movimenti - Ramo stradale).

This portion of the form to be left blank.

1. - The traffic has been rejected/accepted for the following reasons.

2. - *Priority and Special Instructions.*

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed)

NOTES

- (a) This form will in all cases be submitted by Regional Commissioners in quadruplicate to A.C. Sub-Commission.
- (b) This form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.

This portion of the form to be left blank.

1. - The traffic has been rejected accepted for the following reasons.

2. - Priority and Special Instructions.

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed)

(Rank)

(Date)

ROADS BRANCH, MOVEMENTS DIVISION

Tel: 478906

HEADQUARTERS ALLIED COMMISSION

VSR/bb

INTER OFFICE MEMO.

179
10 July 1945.

REFERENCE: 122/PWU
 SUBJECT : Transportation required to complete
 Pescara-Archi Electric Transmission Line.
 TO : Transportation Sub-Commission,
 Att: Major Stait-Gardener.
 FROM : P. Wks. & Util. Sub-Commission.

1. Reference is made to the conversation several days ago between Lt-Col. V.S. Renton, Public Works & Utilities Sub-Commission, and Major Stait-Gardener, Transportation Sub-Commission, concerning the transportation requirements to complete the Pescara-Archi electric transmission line belonging to the S.M.E. This line, as was stated in the reference conversation, is urgently needed to transport power from Central to Southern Italy.
2. In accordance with the suggestion of Major Stait-Gardener, the S.M.E. have submitted data needed to fill out a bid for said transportation, and 4 copies of the bid are transmitted herewith.
3. In addition to this transportation, 4 additional trucks will be needed by the Societa' Terni to complete a transmission line feeding Pescara IV Generating Station from Central Italy. Detailed information concerning their transportation needs will be submitted as soon as possible.

W. M. Laffer
 W. M. LAFFER,
 Lieut-Colonel,
 Chief Elec. Div.

3858

Incl. A

APPENDIX "L"

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

BID - REQUEST FOR ROAD TRANSPORTATION - BID
 (RICHIESTA PER TRASPORTO STRADALE)

Serial No. of Bid Date
 Numero progressivo della richiesta Data
 Loading Point
 Luogo di carico **Pescara II Centrale (Piano d'Orta)**
 Consignor
 Mittente **Societa' Meridionale di Elettricita'.**
 Address
 Indirizzo **Ing. Baroncini - Pescara II Centrale** City **Alanno (Pescara Province)** Tel. No.
 Indirizzo **Alanno (Pescara Province)** City **Alanno (Pescara Province)** Tel. No.

| Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio | Date loading can commence Data alla quale si puo iniziare il carico | Amount that can be loaded per day Quantitativo che puo essere caricato giornalmente | Total tonnage Tonnellaggio totale | REMARKS * OSSERVAZIONI * |
|---|--|--|--------------------------------------|-----------------------------|
| Electric transmission line material and workers. | Immediately. | 2-3 tons trucks | 6 | |

Only one consignment to be shown on each bid
 Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
 Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4.20, larghezza m. 1.80, altezza m. 1.80, peso 1 ton.

Consignee
 Destinataro **Along transmission line between Pescara and Archi.**
 Unloading point
 Luogo di scarico
 Full reason why transportation is required
 Ragioni complete per le quali si fa richiesta di trasporto
 Address
 Indirizzo
 Province
 Provincia

Luogo di carico **Pescara II Centrale (Piano d'Orta)**

Consignor Mittente **Societa' Meridionale di Elettrotele'.**

Address Indirizzo **Ing. Baroncini - Pescara II Centrale** City Città **Alanno (Pescara)** Province **Province** Tel. No. Num. di Tel.

| Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio | Date loading can commence 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 | REMARKS * OSSERVAZIONI * |
|---|--|--|--------------------------------------|-----------------------------|
| Electric transmission line material and workers. | Immediately. | 2-3 ton trucks | 6 | |

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
Per ogni collo ed oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4.27, larghezza m. 1.83, altezza m. 1.83, peso 1 ton.

Consignee Destinatario **Along transmission line between Pescara and Aroli.** Address Indirizzo **Province Provincia**

Unloading point Luogo di scarico

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.
LIMITAZIONE: Il trasporto stradale 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 stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
Osservazioni dell'Ufficio che inoltra la richiesta

Signed Firmato

Regional Commissioner's decision priority
Decisione del Commissario Regionale : priorità

Signed Firmato

Date Data

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

1. - Have cranes and loading labour been arranged?
Si è provveduto per le gru e per la mano d'opera per il carico? **Yes**
2. - Have the necessary arrangements been made for prompt discharge?
È stato accerciato che il destinatario può scaricare celermente? **Yes**
3. - Who will pay freight?
Chi pagherà il prezzo del trasporto? **Eng. Baroncini, Società Meridionale di Elettricità**
4. - When is delivery required to be complete?
Per quale epoca si richiede la consegna della merce? **30 September 1945**

NOTE: Unless otherwise specially agreed, normal ENAC tariff will apply.
NOTA: Salvo speciali accordi, saranno applicate le tariffe normali ENAC

NOTES

- (a) This form will in all cases be submitted by Regional Commissioners in quadruplicate to A.C. Sub-Commission.
- (b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.

This portion of the form to be left blank.

1. - The traffic has been rejected accepted for the following reasons.

2. - *Priority and Special Instructions.*

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

NOTES

- (a) This form will in all cases be submitted by Regional Commissioners in quintuplicate to A.C. Sub-Commission.
- (b) This form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.

This portion of the form to be left blank.

1. - The traffic has been rejected accepted for the following reasons.

2. - **Priority and Special Instructions.**

3. - Passed to Roads Division - Transportation Sub-Commission, for execution during period

(Signed)

(Rank)

(Date)

ROADS BRANCH, MOVEMENTS DIVISION

Tel. 478906

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

VRS/aw

*File*177
5 July 1945

Reference : 122/PWU

Subject : Transportation Requirements for
Terni-Pescara-Archi transmission lineTo : MINISTRY OF PUBLIC WORKS
(Att. Prof. Eng. A. Asta)

1. The Terni and SNE Companies are now repairing the Cotilia-Pescara Archi transmission line in order to have an electrical interconnection between Central and Southern Italy. It is understood that both companies have the material on hand to accomplish this task, but that the biggest obstacle to early completion is the lack of transportation.

2. It is further understood that some previous efforts of the companies to obtain transportation assistance from ENAC have been unsatisfactory. In order that the Public Works and Utilities Sub-Commission may assist in expediting the requests for transportation on the Terni-Pescara-Archi line it is asked that the attached requests for ENAC Road Transportation be executed as soon as possible by the electric companies and returned in duplicate to this Sub-Commission.

W.M. LAPPER
Lieut-Colonel
Chief Elec. Div.

Enclosures :

10 forms for ENAC road transportation

385

RECEIVED
P.W. & O.C. & C.
5 JUL 1945 122

INTER OFFICE MEMO

TRANSPORTATION SUB-COMMISSION
Roads Division

GF/ep

172

Tel. 566

5 July 1945.

Ref: AC/54/20/Tn5

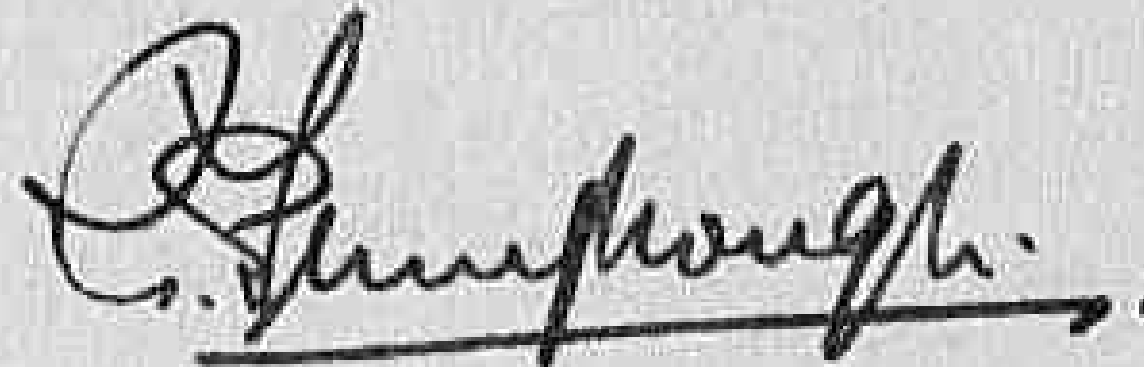
SUBJECT: Jeeps and Motorcycles.

TO : Public Works Sub-Commission.

1. This Sub-Commission has a number of jeeps and motorcycles which it is intended to dispose of to the Italian Government at an early date. It is requested that you will state whether any of these will be required by the Ministry of Public Works for road maintenance of telephone lines, power lines and other purposes. It would be of assistance if you would state the numbers required in order that priorities as between the various Ministries may be determined.

2. The vehicles would be handed over to the Ministry of Transport for transfer to other Ministries to which they may be allotted.

For the Director:



G. FERNYHOUGH
Lt. Colonel, R.A.

3853

184

166

AMG EMILIA REGION AMG LOMBARDIA REGION AMG PIEMONTE REGION
AMG LIGURIA REGION AMG VENEZIA REGION

515

25 JUNE 49

ROUTINE

IN CLEAR PD

SUBJECT IS OPERATION OF TRUCKS PD.

PARER TO AMG EMILIA REGION AMG LOMBARDIA REGION AMG PIEMONTE REGION
AMG LIGURIA REGION AMG VENEZIA REGION FOR REGIONAL ENGINEERS FROM
HQ ALCON CITE ACFWU PARM

PARA ONE PD INFORMATION REQUESTED AT EARLIEST AS TO AVAILABILITY
YOUR REGION OF PERSONNEL AND REPAIR FACILITIES FOR MAINTENANCE AND
OPERATION OF FIFTY TO ONE HUNDRED TRUCKS

3854

Public Works

339

Tel: 478200

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

AEP/bb

165

Reference: 122/PWU

22 June 45

Subject : Requisitions.

To : A.D.O.S. H.Q. 56 Area.

File

129

155

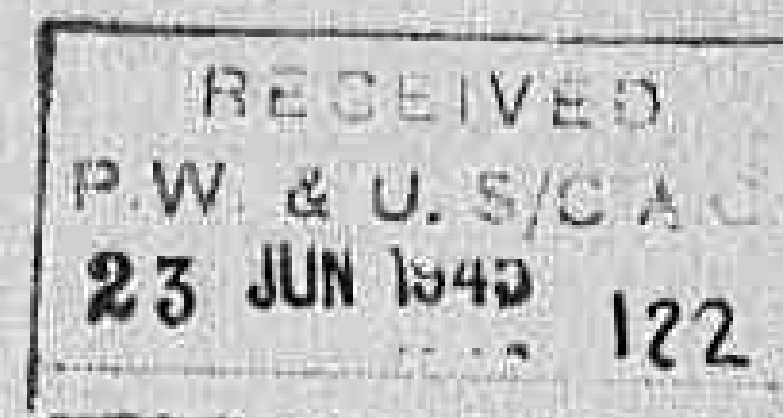
1. Reference your letters RA/1009-4 of 2nd and 18th June 1945.
2. May this matter be referred to 10 C.R.E. who would appear to be responsible for the irregular requisition of the car in question?
3. This Headquarters is unable to issue APO 361 in the circumstances.

3853

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

FD/ele

HEAD QUARTERS ALLIED COMMISSION
APO 374
Transportation Sub-Commission



22 June 1945

Tel : 478764

396/198/Tn 3

SUBJECT : Movement of cement by rail

TO : Ministry of Public Works

162

1. Reference your 1565 of the 16 June, your requests for rail wagons for the carriage of cement should be presented to the station masters at the despatching station, or to the Servizio Movimento, Reparto Circolazione Veicoli in the Railway Compartimento office of the compartimento in which it is desired to obtain the use of rail wagons.
2. The urgency of giving prompt movement to cement is well understood and, no doubt, the railway will give your request priority consideration.

J. W. Baker
J.W. BAKER, Lt.Col.

Copy to : Public Works & Utilities Sub-Commission
AD Transportation Officer, AG Naples Comune

3887

161

RECEIVED
P.W. & U. S/C A.C.
22 JUN 1945

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMMISSION
ALLIED COMMISSION
A.P.O. 394

6 Via Cerretani, Florence
Telephone No. 1153
June 21st 1945

SUBJECT: Truck for Emilia Region.
Ref. : B/2
TO : Lt.Col.Lapper
Electrical Division P.W. & U. S/C
H.Q. Allied Commission APO 394

Re 2 1/2 Ton, 6x6 Truck.

R.

I concur in the demand of Major C.S.Wilcox in the transfer of this truck formerly used in Leghorn area by this Office.

I wish to have Capt.Duran and this office relieved of any further responsibility concerning this truck.



707.154 refers

E.J. Barry
E. J. BARRY
Major C.E.
Officer in charge

Società Romana di Elettricità

Per azioni - Sede in Roma - C. C. C. Roma N.º 3247
capitale sociale L. 478.500.000 versato

160

Roma (S. L.) June 16th 1945
VIA POLI, 14

N.º 785/116

To
PUBLIC WORKS & UTILITIES SUB-COMMISSION

R O M A

To the attention of Major L.G. Price

Subject: Request of railway cars

- 1) Concerning your allotment of 13 railway cars for the transportation of 1000 poles, we have provided to utilize them, and we thank you.
- 2) Please excuse the confusion occasioned by our two requests. Our second one would have had a more convenient utilization, on account of a change which took place in the location of the poles to be transported.
- 3) We point out that this matter was in the hands of Ing. Gull, who, as you know, after the liberation of the North had to journey to Milan. Therefore Ing. Fano, being requested by the offices interested in it to get the allotment of the cars in reference to the new exigencies which had occurred in the meanwhile, hastened to write the second letter in the hope of being still in time to modify the location of the loading stations.
- 4) We assure you that you will for the future have no occasion to lament a/m inconvenients, We remain yours truly

Ente Nazionale Idroelettrico - 613001 - Telegrafico: "Elettricità" - Roma

- dealt with -

21.6
MS

3830

RECEIVED
P.W. & U. S/C.A.C.
19 JUN 1945 122

Subject - Requisitions.

HQ Allied Commission,
Public Works & Utilities
Sub-Commission.

HQ 56 Area
Tel. Ext: 279
OS/RA/1003-4
18 June 1945

155

Ref your letter 122/PWU dated 25 May
and further to my RA/1003-4 of 2 June 1945
Owner of vehicle concerned called in
this office today and pointed out that his name
is Giuseppe, and not Francesco Eligio (as stated
in my a/m letter). This fact was verified from
the vehicle licence book.

120

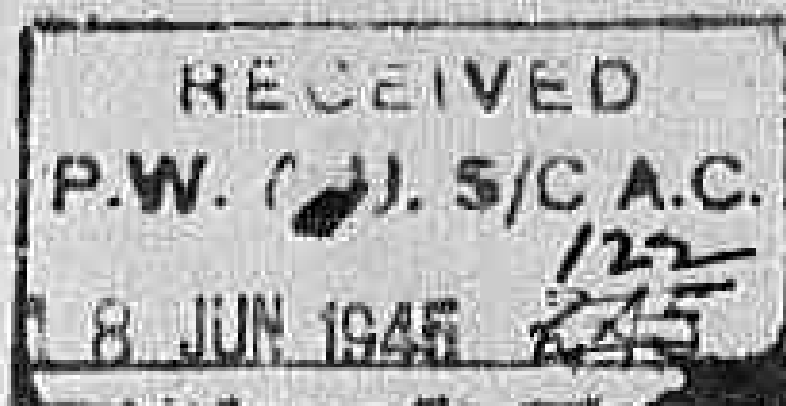
129

Will you please confirm that AB361 is
in course of issue.

W/W.

165 refus

No. 3855
Lt-Col,
A.D.O.S.



FIELD REPORT - 16 June 1945

M O D E N A - I T A L Y

154

1. The truck formerly in use by the advanced section, Florence at the Leghorn steam plant had been removed by the 5th Co, 1st Truck Bn, Alcom. This 2 1/2 tons 6 X 6 truck No. 4131293 was located with the first trucking company at Modena. The truck belongs to the Public Works and Utilities Sub-Commission and was removed by the undersigned from the custody of the above company and brought to the Emilia Region garage at Bologna for further disposition.

2. It is recommended that the vehicle be temporarily assigned for use to the reconstruction team working out of the Emilia Region for a matter of several weeks. The use of this vehicle is urgently needed for the reconstruction of the Portomaggiore - Forlì 50 KV line.

3. In the above connection, tentative arrangements have been made with the 22th trucking company, 3rd Bn located at Bologna for servicing of this vehicle while it remains in this area.

*copy by m. d.
R 1/6*

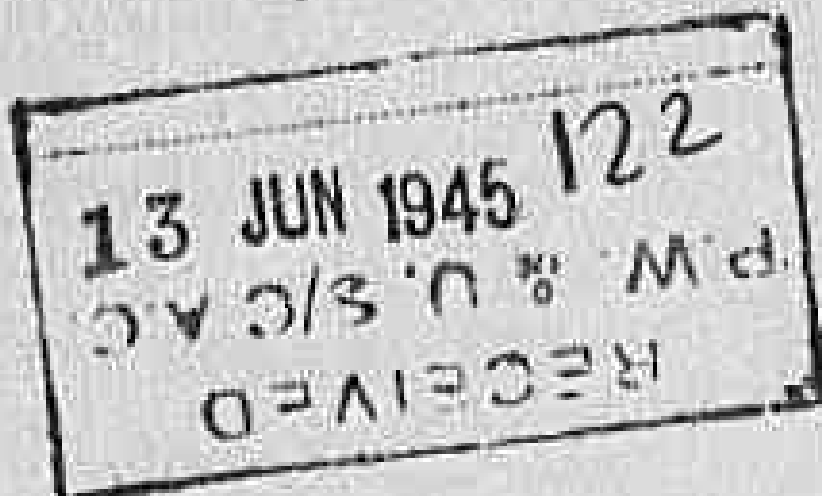
Clarence S. Wilcox
Clarence S. Wilcox
Major Ord.
Field Engineer

3858

DISTRIBUTION:

Lt Col Lapper
Lt Col Parker
Major Barry
Lt Col Spann
Major Wilcox

nr. 212



Rome, 4th June 1945

To A.C. HQ.

P.W. & U. Sub-Commission

Electrical Division

Subject :
Procurement of Transporta-
tion for Electric Power
Companies -

1. Reference your letter 122/PWU of May 28th, I am informing you that Mr. Visentini had a talk with Mr. Ruini to discuss the above mentioned matter.
2. It is considered first that some help may be obtained through the procedure already stated for giving to Electric Companies higher priority for transportation by means of State Railways vans.
In order to obtain such facilities in any case Electric Companies will send us their applications specifying the number and characteristics of vans required.
3. It is thought a good help might be obtained through the vehicles that, as it is known, will be given to the Italian Government by Allied Military Authorities.
4. The matter of allocations of these vehicles is being dealt by the Ministry of Transports, Ispettorato per la Motorizzazione, who will collect lists of requirements and consequently allocate the vehicles available.
5. The Ispettorato Generale for Electricity Water and Gas are collecting the requirements of Electric Companies and their own requirements, which will be submitted to the Ispettorato per la Motorizzazione, in order to obtain the necessary vehicles.
6. I shall keep you informed about the action which will be taken.

Copy to file 158

A. Asta
Eng. A. Asta

"Ispettorato Generale"
for Electricity Water and Gas

3857

AA/ac

Tel: 478906

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

VSR/bb

146

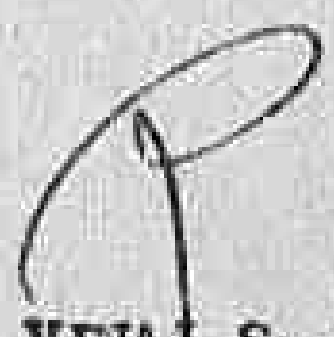
122/PWU

11 June 45

Subject : Inspection of Jeep of Lt-Col. G. F. Parker.

To : Lt-Col. G. F. Parker.

1. Major Preedy has reminded me that your jeep was scheduled for inspection 9 June.


VINAL S. RENTON,
Lt-Colonel, Inf.,
Plans and Operations.

3856

Tel. 478200

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

145
AEP/bb

122/PWU

9 June 45

SUBJECT: Receipts for Car - Major Evans - Major Drysdale.

TO : Major H. P. Drysdale, R.A.
H.Q. Venezia Region,
A.M.G. C.M.F.

We enclose receipt for Lancia Car H.Q. A.C. No. 323.

A. E. FREEDY,
Major, R.A.,
Adm. Officer.

HEADQUARTERS
UMBRIA-MARCHE REGION
ALLIED COMMISSION
APO 394

22/5/45
(DATE)

(DEBIT) (CREDIT)

RECEIVED FROM AMC GARAGE REGION 5 PERUGIA

the following described vehicle in apparent good condition:

NO. AC. No. 323 Make LANCIA Type

Italian License No. NONE Engine No. 2719 Chassis No. 38-5458

No. of Tires: 5 Size of Tires: 1600x16 USA W.D. No.

Tire Serial Numbers: (1) (2)

(3) (4) (5)

Battery type and serial number: 6 VOLTS

I understand that this vehicle is the property of United States Army that I am accountable for it and responsible for its operation and 1st Echelon maintenance I further understand that if my assignment is changed it is my direct responsibility to return it to the Transportation Officer, HQ. Umbria-Marche Region or Provincial Commissioner before my departure or assumption of new duties. I also understand that this vehicle is assigned to me for the proper performance of my official duties and that I am to share the use of it with such officers as may be designated by the Requisitioning Officer, Regional Transportation Officer, or Provincial Commissioner.

(Signature) H.P. Drysdale Major R.A.

(Name printed) H. P. DRYSDALE

(Rank: No.) MAJOR 78818

(Office or Sub-Com.) P.V. 300

Below for Trans. Off.

DATE ISSUED: DATE COPY Reg. Hders

REMARKS:

COPY

HEADQUARTERS ALLIED COMMISSION
AFO 394
Super Garage.

SG-730

Super Garage, 5 June 1945

Received from Maj. Evans:

1 Reg. IV - 323

Lancia Aprilia
Chassis No 4461
Motor No 38-5458
4 (four) tires.

ARTHUR M. MC HAIL
Capt., C. M. F.
Motor Transp. Officer.

3854

Unione Esercizi Elettrici

SOCIETÀ PER AZIONI - SEDE IN ROMA
CAPITALE SOCIALE L. 268.145.000

DIREZIONE GENERALE

Raccomandata a mano

N. 573/1/11 VII. Approvv. Sigla AZ/ao

OGGETTO:

Vagoni per trasporto pali in legno

Roma, 11 Giugno 1945

Via Torino, 117

HEADQUARTER ALLIED COMMISSION
APO 394
PUBLIC WORK & UTILITIES SUB-
COMMISSION ELECTRICAL SECTION

Via Vittorio Veneto

- R O M A -

Preghiamo Codesta Commissione a voler disporre affinché vengano messi a disposizione della Ns/ Società, entro il più breve termine di tempo possibile, i sottoelencati vagoni ferroviari, tutti del tipo "poz" oppure "doppio vagoni con bilico", che ci occorrono per il trasporto di n° 600 pali in legno di castagno nelle lunghezze di 10 - 11 - 12 metri.-

Mittente: Ditta Umberto Pizzicannella -

Destinatario: Unione Esercizi Elettrici -

N° 4 vagoni - stazione mittente LARIANO (linea Velletri-Colleferro)
stazione destinataria FANO (Linea Pesaro-Ancona)

N° 2 vagoni - stazione mittente LARIANO
stazione destinataria - ANCONA -

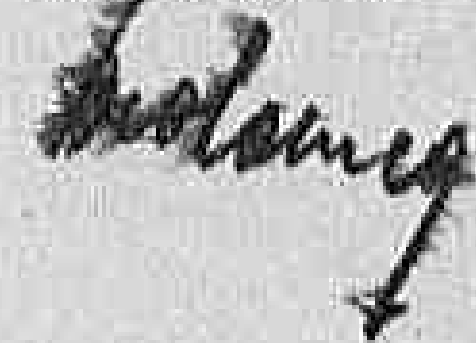
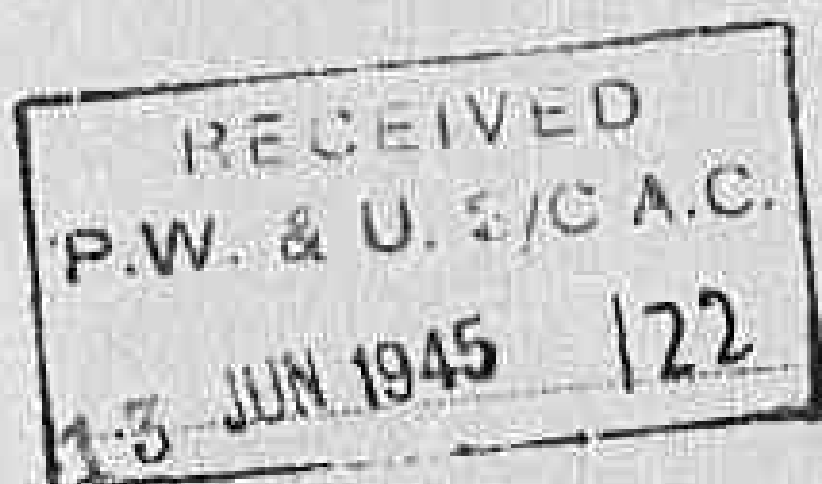
I pali di cui trattasi ci sono assolutamente necessari per urgenti lavori di sistemazione linee che abbiamo in corso nel ns/ Esercizio di Ancona, pertanto contiamo sul massimo Vs/ cortese interessamento.-

Ringraziando restiamo nell'attesa di Vs/ comunicazioni.-

Unione Esercizi Elettrici

Il Direttore Generale

Un Procuratore

3833

○ TRANSLATION

○ By : C. Tatti

UNIONE ESERCIZI ELETTRICI

REFERENCE : 573/181

11 June 45

TO : Public Works & Utilities S/C,
Electrical Division.

SUBJECT : Waggons for transport of wooden poles.

We beg you to make available to our Co; - as soon as possible - the railway waggons listed hereafter, all of the "POZ" or "Double waggon with balancier" type, which we need for transport of 600 chestnut wood poles, 10 - 11 - 12 metres long.

Sender : Umberto Pizzicanella Firm

Consignee : Unione Esercizi Elettrici

4 Waggons : Sender Station LARIANO (Velletri-Colleferro Line)
: Consignee Station FANO (Pesaro - Ancona Line)

2 Waggons : Sender Station LARIANO
Consignee Station ANCONA

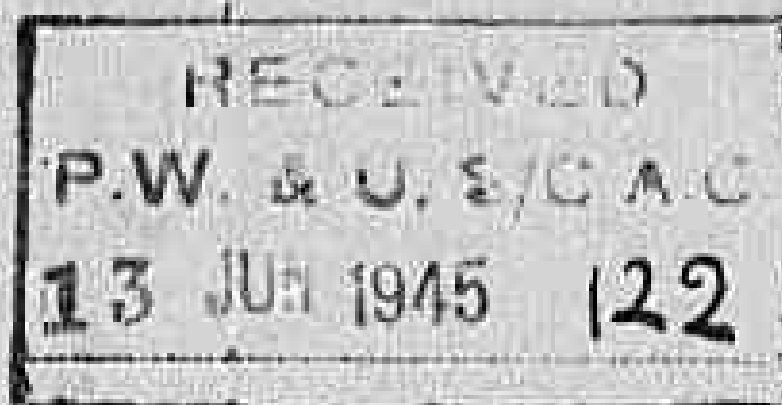
A/M poles are absolutely needed for urgent works on lines which we have on hand in our Ancona Dept.

Truly yours,

U.N.E.S.

3852


 COMUNALE
 AZIENDA ~~XXXXXXXXXXXXXXXXXXXX~~
 ELETTRICITÀ ED ACQUE



Indirizzo telegrafico: AGEA - Roma
 Telefoni dello Stato: 43.543-43.544
 Conto Corrente Postale: 1/2902

Prot. N. 1190
 (da citare nella Risposta)
 Servizio IV

ROMA, (103) 13 GIU. 1945 Anno XX.....
 VIA MILANO, 62

Allied Commission Headquarters
 P.W.U. Maj. Price
R o m a
 Via Veneto

No Reference

1. In data 7.5.45 con lettera n. 3344 vi chiedevamo l'assegnazione di n. 4 vagoni ferroviari occorrenti per il trasporto dalla stazione ferroviaria Minturno Scauri a quella di Poggio Mirteto di 6.000 laterizi SAP da noi acquistati presso la Ditta SIECE di Scauri.
2. Il trasporto del predetto materiale fu fissato dalla AC nella settimana dal 21 al 27 maggio mediante ordine di movimento n. 10.940.
3. Recatici nel periodo stabilito alla stazione di Scauri per il caricamento del materiale, il capo di quella stazione si oppose all'effettuazione della spedizione asserendo che l'ordine di movimento si riferiva a trasporto di sapone e non di laterizi SAP. Si ritiene che l'ordine di rettifica, immediatamente richiesto all'autorità competente alleata non abbia avuto esito inquantochè a tutt'oggi nessun carico di laterizi SAP è giunto alla Stazione di Poggio Mirteto.
5. In conseguenza di quanto sopra preghiamo cod. Ufficio volersi intessere perchè ci vengano nuovamente assegnati 385 vagoni ferroviari per il trasporto del materiale sopra specificato.

IL DIRETTORE

capo

TRANSLATION

By : C. Tatti

COMMUNAL UNDERTAKING FOR ELECTRICITY & WATER
(A.C.E.A.)REFERENCE : 4190

13 June 45

TO : Public Works & Util. S/C
(Attn. Maj. Price)

1. On May 7, 1945, by letter n. 3344, we requested allocation of 4 railway waggons needed for transporting 6,000 SAP bricks which we had bought from SIECE Firm of Scauri, from Minturno Scauri Station to Poggio Mirteto.
2. Transport of said material was scheduled by A.C. for week from 21 to 27 May, by movement order No. 10.940.
3. When we sent to Scauri Station for loading material, that Station Master refused to carry out shipment, on the ground that the movement order referred to a shipment of soap, and not of SAP bricks. We think that the correcting order, immediately requested to the competent Allied Authority, has not been issued, inasmuch no shipment of SAP bricks arrived to Poggio Mirteto Station so far.
4. As a consequence of what above, we beg you to arrange for re-allocation to us of 4 railway waggons for transport of a/m material.

THE DIRECTOR

3853

RECEIVED
P.W. & U.S./C.A.C.
14 JUN 45 12.2

HEADQUARTERS ALLIED-COMMISSION
AFO 394
COMMERCE SUB-COMMISSION
Tire Section

5 - 8

GED/La

141

Tel: 489081 Ext. 518

Ref: AC/5095/Commerce

Date...31 May...1945

TO: Public Works & Utilities Sub-Commission, HQ AC.
(Attn: Lt.Col. Thompson)

Invoice for tires and/or tubes supplied for civilian sale - Military use during the month of May. 1945.....

| A.C. Releases Orders | Date of issues | QUANTITY | | SIZE | TYPE | PRICE | TOTAL \$ |
|---|----------------|----------|-------|-----------|------|------------|----------|
| | | Tires | Tubes | | | | |
| R.O. TT89 | 17 May | 11 | | 750 X 20 | new | 55.00 | 605.00 |
| " " | | 11 | 21 | 750 X 20 | new | 9.00 | 189.00 |
| | | ===== | | | | | 794.00 |
| | | | | LAST ITEM | | ////////// | |
| 1. Payment for the above mentioned tires and tubes will be received at: | | | | | | | |
| 1. Il pagamento per le sopra menzionate camere d'aria e copertoni sarà fatto a: | | | | | | | |
| Headquarters, Allied Commission, Via Veneto, Rome Purchases & Contracts, Maj. SEVELL Basement floor, room 3 (Pianterreno, stanza 3) | | | | | | | |

L. C. Wood
L. C. WOOD
Major U.I.F.
Materials Division
Allied Sub-Commission

Invoice for tires and/or tubes supplied for civilian sale - Military use during the month of... May, 1945.....

| A.C. Releases Orders | Date of issues | QUANTITY | | SIZE | TYPE | PRICE | TOTAL \$ |
|---|----------------|-----------|-----------|--------------|------|-------|---------------|
| | | Tires | Tubes | | | | |
| R.O. TT89 | 17 May | 11 | 21 | 750 X 20 new | | 55.00 | 605.00 |
| " " | | <u>11</u> | <u>21</u> | 750 X 20 new | | 9.00 | 189.00 |
| | | | | | | | <u>794.00</u> |
| ////////// LAST ITEM ////////// | | | | | | | |
| <p>1. Payment for the above mentioned tires and tubes will be received at:</p> <p>1. Il pagamento per le sopra menzionate camere d'aria e copertoni sarà fatto a:</p> <p>Headquarters, Allied Commission, Via Veneto, Rome Purchases & Contracts, Maj. SEWELL Basement floor, room 3 (Fianterreno, stanza 3)</p> | | | | | | | |
| <p>Copy to:</p> <p>Finance Sub-Commission Maj. Sewell File</p> <p style="text-align: right;"><i>L. C. WOOD</i> Major U.I.F. Materials Division Commerce Sub-Commission</p> <p style="text-align: right;">3848</p> <p style="text-align: right;"><i>The tires have been paid for by Maj. Sewell, Finance Sub-Commission</i></p> <p style="text-align: right;"><i>Maj. Sewell.</i></p> <p style="text-align: right;"><i>at 06: 14/6/45</i></p> | | | | | | | |

Società Impianti Manutenzioni Elettriche

PER AZIONI - SEDE IN FIRENZE - VIA GINO CAPPONI, 25 - TEL. 25.745

CAPITALE L. 2.600.000 VERSATO



DIREZIONE

OFFICINE

FIRENZE - LIVORNO

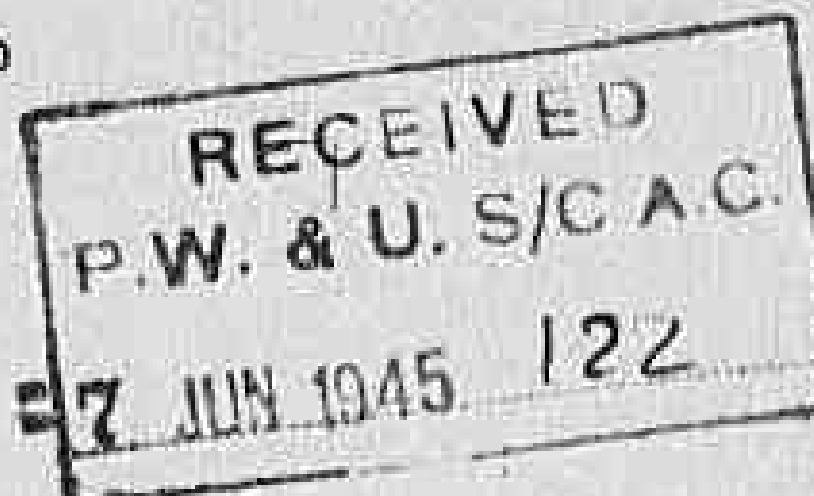
NEGOZI DI VENDITA

FIRENZE - LIVORNO - SIENA - LUCCA
 PIATO - EMPOLI - PEGGIA - PONTEDERA
 AREZZO - MONTECATINI - MONTEVARCHI
 PISA - CROSSETO - PIOMBINO - FIVOLA
 GARCINA

Rep. Imp. Interni

N. 1131 / ING. N/mc
 (da citare nella risposta)

Spett/le
 Electrical Division
 Public Works Utilizations
 Sub Commission
 Headquarters Allied Commission
 APO 394



ROMA

Firenze, 1° Giugno 1945

RICHIESTA ASSEGNAZIONE GOMME PER AUTO.

Questa Società del Gruppo "La Centrale" è consociata con la Soc. Elettrica Selt-Valdarno, ha in carico la manutenzione e riparazione dei trasformatori elettrici in tutta la zona servita dalla detta Soc. Selt-Valdarno. Ha inoltre in carico la riparazione di linee elettriche primarie sì che le è indispensabile usufruire dei propri automezzi per il trasporto urgente dei materiali e degli operai specializzati alla riparazione dei trasformatori nelle centrali e nelle cabine della zona servita.

Essa dispone di un'autovettura Lancia tipo Augusta Targa 13720 e di un autofurgone Fiat tipo 508 Targa 16580, ma è impedita nell'uso di tali veicoli per mancanza di gomme.

Si chiede pertanto l'assegnazione di almeno n. 5 coperture e relative camere d'aria delle misure: 140x40 o 5.00x16 o misure prossime adatte agli stessi cerchi quali: 160x40 o 5.50x16 o 6.00x16.

Si fa presente che i due autoveicoli sopra elencati hanno cerchi delle stesse dimensioni intercambiabili.

Siamo certi che vorrete tenere in giusto conto questa nostra indispensabile necessità per assicurare la riparazione urgente dei trasformatori e di conseguenza il servizio elettrico nella zona nonchè per procedere speditamente alla ricostruzione delle linee di trasporto danneggiate dalla guerra.

Vi ringraziamo e Vi salutiamo distintamente.



Translator attached

TRANSLATION

By : C. Tatti

SOCIETA' IMPIANTI MANUTENZIONI ELETTRICHE
(ELECTRIC PLANTS AND MAINTENANCE COMPANY)

1 June 1945

Reference : 1131To : Public Works & Utilities Sub-Commission
Electrical Division.Subject : Request for allocation of tyres.

This Company, belonging to "La Centrale" Group, subsidiary to Selt-Valdarno Co., is in charge of the maintenance and repairs to the electric transformers throughout the area supplied by Selt-Valdarno Company. We are also in charge of repairs to primary electric lines, and we therefore need to use our motor vehicles for urgent transport of materials and skilled labor to be used in repairing transformers at the plants and substations throughout the area.

We have available a "Lancia Augusta" car, Reg. No. 13720, and a "Fiat 508" van, Reg. No. 16580, which we are unable to use, owing to the lack of tyres.

We therefore request allocation of at least 5 tyres and tubes of the following dimension : 140 x 40 or 5,00 x 16 or similar dimensions which can be fitted to the same rims, viz. 160 x 40, or 5,50 x 16 or 6,00 x 16. It is pointed out that the two a/m vehicles have interchangeable rims of the same dimension.

We feel confident that you will properly consider our necessity of ensuring the urgent repairs to transformers, and of carrying on reconstruction of transmission lines & damaged by the war.

Yours truly,

S. I. M. E.
The Manager -

3847

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMURE
APO. 394

RECEIVED
P.W. & U. S. A. C.
27 JUN 1945 122

P.W. & U. S. A. C.
133
5 June, 1945.

R/1947.

SUBJECT : Trucks of Società Meridionale Elettricità.
TO : Hq. A. C.
(Attention Transportation Sub-Commission).

1. A critical situation has arisen with regard to the trucks used for the maintenance of power stations and in particular transmission lines, of the SME at Sila.
2. *Services* Naples area requires about 75,000 KW. for essential ~~source~~ Flour mills, pumping plants, electric light, etc.; of this about half is produced locally by the thermal station or by nearby hydroelectric stations, but the remainder can only come from Sila as the Pescara plant is out of action. An increased supply from the Naples thermal station will be available shortly but on the other hand the general demand is also increasing, so it is essential for the good of the Allied Forces and the community to keep the Sila supply going and to keep the long transmission lines from the south functioning efficiently.
3. For essential maintenance the Sila plant has allotted to it only 4 trucks, two 3 ton. and two 30 Cwt. These are used for the power stations and for line maintenance which is exacting and essential and spread over a wide area. The S.M.E. Company hire these trucks for 200 Lire a day and also supply drivers and petrol which they pay for separately in addition to the hire charge. The Company does day to day maintenance on the trucks but cannot do heavy maintenance because they have neither spare parts nor tyres.
4. Overhauls and tyre ^{repairs} removals are now required and in consequence the 4 trucks, which came from the Catanzaro Truck Coy, are all being withdrawn, neither spare parts nor tyres being obtainable in Catanzaro nor Crotona. The trucks are not being replaced and ~~we~~ we have

the prospect of this important concern affecting so much of the life of the whole community, having its essential electrical maintenance seriously prejudiced because of the lack of 4 vehicles .

5. I have only dealt with Naples on the above note but the Sila plant has an output of 160,000 Kw. and apart from Naples, electric machinery, flour mills, light, etc. are affected all over South West Italy. It may be noted that before the war this Company regarded a failure of electrical supply lasting over one minute as a major break requiring a Director's enquiry.

6. I do not consider that such vital interests, can be allowed to suffer on account of the lack of 4 trucks and have countermanded the withdrawal of 3 out of the 4 trucks, temporarily.

Major overhauls cannot, however, be indefinitely postponed, may the following therefore, please, be made available urgently for the SNE Sila plant.

| | |
|-------------|-----------|
| Two trucks | 3 Tons |
| Two trucks | 30 Cwt. |
| Eight tyres | 7.50 x 20 |
| Ten tyres | 6.00 x 16 |
| Ten tyres | 4.00 x 16 |

The trucks to have sufficient spare parts and be either sold or hired out to the S.M.E. The Company are prepared to buy provided they can be supplied with spares.

J. A. C. Pennycook

J. A. C. PENNYCOOK
Colonel
Commissioner.

Copy to : A. C. HQ. (Att. Lt. Col. Lapper)
A. C. HQ. (Att. Public Works) ✓
HQ. 3 District, C.M.F.
HQ. Southern District P.B.S.
Transportation Division, AMG Naples Commune.

RECEIVED
P.W. & U.S.C.A.
6 JUN 1945 122



Roma, 30 maggio 1945 A

132

Ministero dei Lavori Pubblici
ISPETTORATO GENERALE ELETTRICITA'
ACQUA E GAS
N. 665

Al la Sotto Commissione Lavori ed Utilità Pubbliche presso la Commissione Alleata
ROMA

Risposta a nota del
N. Div.

OCCETTO Soc. Metallurgica Italiana - Trsporto di trasformatori con trattore " Express"

La Soc. Metallurgica Italiana ha la necessità urgente di trasportare un disponibile trasformatore a 50 Kw dalla cabina di trasformazione di Campo Tizzoro all'altra presso il suo stabilimento di Fornaci di Barga (Lucca).

In questa ultima cabina un identico trasformatore é stato reso inutilizzabile da un incendio e ciò spiega il perché del richiesto trasporto.

Si fa presente che la cabina di Fornaci di Barga potrà essere immediatamente alimentata dalla Cisalpina - Edison, perché la cabina di trasformazione di Ligonchio é salva ed efficiente così anche la linea di trasporto da Galliciano e Pian della Rocca.

Per il detto trasporto si prega cotesta Commissione di autorizzare e disporre che sia messo a disposizione della Soc. Metallurgica Italiana - Ufficio di Roma - Via Regina Elena 86 un trattore " Express" con rimorchio per trasporto di carri armati.

L'ISPETTORE GENERALE
(M. Visentini)

Visentini

Se proprio si vuole, per ogni data si può avere un'idea della risposta

MINISTERO PUBBLICO DEMO STATO

3844

131

RECEIVED
P.W. & U.S/C.A.C.
6 JUN 1945 12V

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

GM/m1

Ref : AG/582/164/Tn.3

5 June 1945

SUBJECT : Bid.

TO : Tn. Shipping Officer Mr. Crooks
ANG Naples Commune

Attached is bid 729 for 110 tons of timber and
construction equipment from Bari to Ancona.

For the Chief Commissioner :

ru
G.B. GODFREY
Major I.E.

Encl: 1 bid

COPY TO : G-4 (Mov & Tn) AFHQ
Ministero Marina Roma (Capt. Fosi)
Public Works & Utilities SC (attn. Major Price) ←
Schooner Office.

~~534~~

534

Shipping

3813

Subject:- REQUISITIONS
Hq. Allied Commission
Public Works & Utilities
Sub Commission APO 394.

RECEIVED
P.W. & U. S/C.A.C.
- 5 JUN 1945 122

56 Area **129**
Baseball 271
RA/1003-4
2 June 1945.

Reference your letter 122/PWU of 25 May 45. **120**

The vehicle in question was irregularly requisitioned by 10 CRE from FRANCESCO ELIGIO VANAIORE 166B VITTORIO EMANUELE III. Will you kindly arrange for the issue of AB361 through your normal channels.

Vehicle Particulars are as follows:-

Owner:- ^{Ginseng} Francesco Eligio Vanaiore
166B Vittorio Emanuele III

Type Lancia Artena 1932 4 Seater Saloon.

No NAI - 4140.

Mileage 63,092. kilometers

Condition - Body Fair tyres fair.

RCR/WH

155 refers
165 refers

Y. Fowler
Lt. Col.
A.D.O.S.

38

RECEIVED
P.W. & U. S/C A.C.
7 JUN 1945 127

HEADQUARTERS-EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394
Public Works & Utilities

128

Reference: RIX/PU/02.10

31 May 1945

Subject : Transport for electrical Officer

To : Chief, Electrical Section
Public Works & Utilities Sub-Commission
Allied Commission

1. Reference your 218/P W U , dated 24 May 1945, subject: "Assignments".

2. It is essential for the efficient operation of this officer that he be furnished with transportation. As you know, it is quite useless to put an officer into the field without adequate transportation. Our regional transport is now stretched to the limit and it will be impossible to obtain suitable transport for this officer in our region. Therefore it is requested that one jeep be allocated for the use of this officer while engaged in work in Emilia Region.

*Action copy in 218.
Original to file 218*

E.H.
E.H. ROGERS
Capt C.E.
Electrical Officer

COPY TO :
1- REG COM
1- REG TRANS O
1- FILE

3877

Ref. 478.906

HEADQUARTERS ALLIED COMMISSION
APO 394

VLR/am

Public Works and Utilities Sub-Commission

REFERENCE : 122/PRU

28 May 1945

122

SUBJECT : Procurement of Transportation for
Electric Power Companies.TO : Italian Ministry of Public Works
(Att. Prof. Ing. A. Asta).

1. As we both are well aware, the rehabilitation of Italian electric power facilities is being retarded by a scarcity of transportation. The progress rate of repair work would increase many times, if the few old, existing vehicles now being used to move workers, material and equipment were supplemented by additional transportation.

2. As an example, two of the important projects now needing transportation are the Castelluccio - Galliciano transmission lines in Tuscany Region, and the Pescina - Pratesmaggiore transmission line in Southern Italy. Completion of these lines is imperative to permit the transfer of energy from north Italy, where it is already available, to Central and Southern Italy, where it is gravely needed.

3. The Public Works and Utilities Sub-Commission has, in the past been successful in arranging informally, for the use of a few vehicles from military sources. These sources are now less fruitful than previously. However this Sub-Commission will continue to obtain all possible assistance from military units.

4. In order that every possibility may be investigated, it is strongly recommended that a discussion take place, on a high level between representatives of the Ministry of Public Works and the Ministry of Transport, to consider the availability of transportation from the latter named Ministry. In the event that transportation is found available, it is further recommended that special consideration be given to the vehicles needed by the electric companies in Central and Southern Italy where damaged plants and transmission lines are still being repaired.

5. I would appreciate being informed of the results of the discussion as soon as possible.

S.M. LAYZER
Lieut-Colonel,
Chief Elec. Div.

3876

Tel: 569

HEADQUARTERS ALLIED COMMISSION

AEP/dd

INTER OFFICE MEMO.

121

REFERENCE: 122/PWU
SUBJECT : Replacement - JEEP.
TO : H.Q. Commandant.
Att: Transportation Office.
FROM : P. Wks. & U. Sub-Commission.

File

27 May 45.

1. Major E. J. Barry of this Sub-Commission has returned Jeep, held on the signature of Capt. A.E. Duran, in accordance with instructions.

2. It is requested that a replacement be loaned to Major E. J. Barry for 28 days for use on important Electrical Rehabilitation Work in Florence district.

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

3834

Tele: 478200

AEP/mc

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

120

Reference : 122/PWU

25 May 1945

Subject : Requisitioned Vehicles.

To : A.D.O.S. H.Q. 56 Area.

1. Reference your letter OS/RA/1003-4 dated 22 May 45.
2. Thank you for the information.
3. We had discussed this transfer with Capt. Gentry and he informs us that the vehicles were in use by Genio Civile's Dept. (Engineer Raffaele Mancini.)
4. This Engineer has now been succeeded by Eng. Raffaele Carbone, Engineer Capo Ufficio Speciale del Genio Civile per la Viabilità Stradale Caserta, 87 Corso Umberto Caserta.
5. We hope the above information will enable you to trace the vehicles.

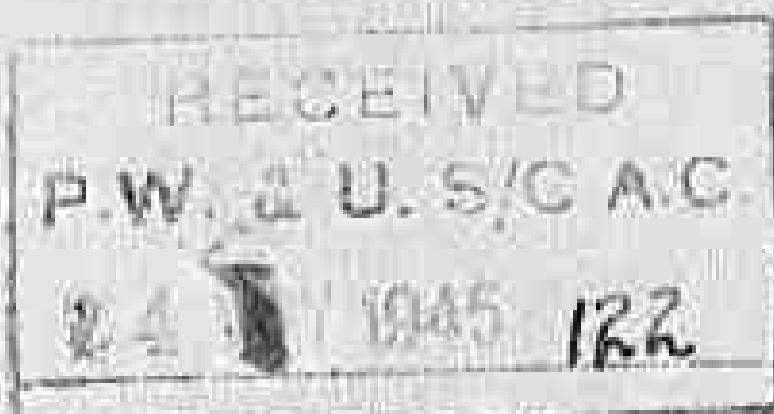
129 refers

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

3832

119

Phone: 489081, Ext. 477



HEADQUARTERS
ALLIED COMMISSION
APO 394
OFFICE OF G-4

CCC/FJA/ram

22 May 1945

In reply refer to: G-4/41/A

SUBJECT: Derequisition of Civilian Vehicle

TO : Director, P. W. & U. S/C
Headquarters Allied Commission

ATTENTION: Lt. Col. V. S. Thompson

1. Reference your 078/7/PWU of 18 May 1945 subject as above.
2. Please be informed that this Headquarters cannot cope with all requests of individual officers for the derequisition of civilian vehicles.
3. We have from time to time in cases of extreme hardship and necessity applied for the derequisition of some civilian vehicles belonging to contractors, engineers and other professional people.
4. Existing Italian Decrees now stipulate that any and all civilian motor vehicles which are to be returned or derequisitioned be returned to the Italian Government for settlement thus eliminating the owner from receiving vehicles directly from the Allied Commission.
5. It is recommended that before this office considers your request to be a genuine one of urgent necessity that you investigate the present condition of this owner and inform this office whether or not this engineer would suffer undue hardships and if this be the case, then some action will be initiated from Allied Commission to higher authority for the derequisition of the vehicle directly to its owner.

CLAYTON C. CRAIG 3837
Major, Infantry
G-4 A

Original in file 078

P.W. Div.

122
118

AMG EMILIA REGION

8124

21 MAY 45

ROUTINE

RESTRICTED PD

SUBJECT IS TRANSPORT PD

PAREN TO AMG EMILIA REGION FOR REGIONAL ENGINEER FROM HQ ALCOM CITE

ACPWU PAREN

PARA ONE PD TWO JEEPS NOW AVAILABLE TO YOU ON EMERGENCY LOAN BASIS
CMA CAN BE COLLECTED IN ROME PD

PARA TWO PD LIEUTENANT COLONEL THOMPSON AND CAPTAIN SHEPHERD WILL
ARRIVE BOLOGNA TWENTY FIVE MAY

PUBLIC WORKS

339

3836

Società Romana di Elettricità

*Trasmissioni - Sede in Roma - C.C. Roma N. 2247
 capitale sociale L. 478.500.000 versato*

116

Roma 15/5 7/5/1945
 VIA POLI, 14

N. _____

SPEPT. PUBLIC WORKS AND UTILITIES

Via Veneto

Approvv. 794

116H

R O M A

Richiesta carri ferroviari

Vi preghiamo voler assegnare n. 13 carri ferroviari tipo P.O.2 per il trasporto dalla Stazione di Velletri alle destinazioni sotto indicate di ca. 1000 pali di castagno, per linee elettriche, della lunghezza di mt. 10 ca. da noi acquistati presso le Ditte Pizzicannella e Santovetti.

| | | |
|---------|---|----------------------------|
| n. 4 | carri ferroviari da Velletri a Viterbo per il trasporto di ca. 300 pali | |
| " 2 " | " " " " Velletri a Montalto di Castro " | " 150 " |
| " 4 " | " " " " Velletri a Orbetto " | " 310 " |
| " 3 " | " " " " Velletri a Tarquinia " | " 240 " |
| tot. 13 | carri ferroviari | totale pali 1000 |

Per tutti i trasporti suddetti mittente e destinatario:

SOC. ROMANA DI ELETTRICITA'

Vi ringraziamo e distintamente Vi salutiamo.

Gu. CG.

SOCIETA' ROMANA DI ELETTRICITA'
 DIREZIONE GENERALE

[Handwritten signature]

[Handwritten signature]
 11635

"dealt with"

Contratto n. 603031 - Telegrammi: "Elettromer", Roma

*Copy - File 197
4 enc. File 109*

00

113

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMMISSION
ALLIED COMMISSION
APO 394

RECEIVED
P.W. & U.S./C.A.C.
25 MAY 1945
122

6 Via Cerretani, Florence
Telephone No. 1153
May 23rd 1945

SUBJECT: Transmission lines.

TO : Lt-Col. Lapper
Public Works & Utilities Sub-Commission
Headquarters A.C. APO 394

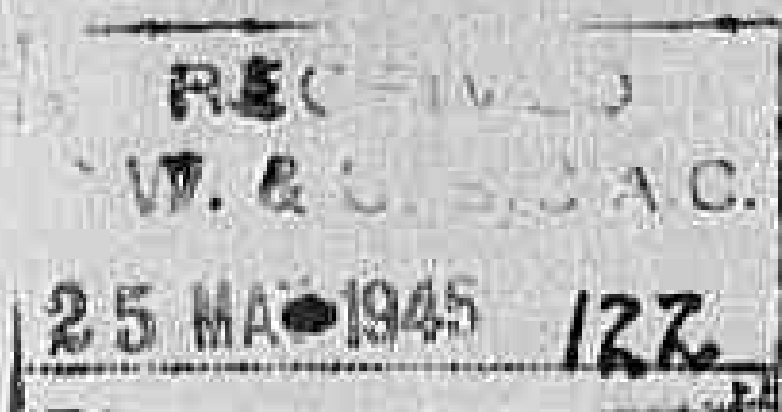
1. Attached is copy of letter written by Major F.G. Green at the request of Capt. Forster in charge of mine clearance Toscana Region.
2. Confirming conversation to-day, it will be necessary to have two additional jeeps temporarily attached to this headquarters for the use of Major Crowther and Captain Duran to permit them to perform their assigned duties.
3. The transmission lines work now arranged will require the use of three 2½ ton military trucks for a period of one month.
4. After discussing the transportation problem with Ing. Landucci, he stated that his Company is prepared to purchase outright from military sources ten 1½ ton, three 3 ton, four 5 ton, 4 jeeps, one 30 ton trailer and prime mover, one dump truck, one truck crane with orange peel or clam shell bucket.
5. At the completion of transmission lines from Edison to Valdarno systems, it will be necessary to patrol these lines for proper maintenance and for this reason the above weapons carriers will be required.
6. A supply of 10 600 x 16 or jeep size tires are urgently required to maintain present transport.
7. Fuel for flame throwers on mine clearance work is no longer available in this area; if it is possible for Major Price to arrange same with "Centro Chimico Militare" in Rome, transportation to Galliciano should be provided.

Copy to Lt-Col. Renton
Major Price
File



E.J. Barry
E.J. BARRY
Major C.E.
O.I. 3834

1 enclosure



Headquarters
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
PUBLIC WORKS & UTILITIES DIVISION

HEADQUARTERS
25 MAY 1945
A. C. 112

RVIII/100/PWU/19

22 May 1945

SUBJECT: Re acquisition of tires for vehicles to be used on works of military importance.

TO: Director Public Works & Utilities Sub. Comm. ✓
Headquarters - Allied Commission.

1. In our efforts to obtain tires we learned of a depot where tires existed at depot 4F-70 (160 Ordnance Co) P.B.S. located in Florence-Pistoia Road about 1/2 kilometer before the village of Quarracchi. Phone Villanova - 48 - Capt. Higbie in charge.
2. His Command receives damaged tires and tubes from any and all Army Ordnance sources and repairs same.
3. Repaired tires and tubes are issued to all P.B.S. Ordnance units at their own request.
4. They will issue tires and tubes to A.M.G. or others authorized by A.M.G. if:
P.B.S. notifies Capt. Higbie to do so.
5. The Captain says that we should arrange this with Major Tufts, Ordnance Branch P.B.S. Leghorn - phone Valve 239 or:
Lt. Col. O'Keefe P.B.S. (exec. officer) same phone as above, or:
higher P.B.S. authority.
6. Can you obtain or arrange to have our requests recognized by this depot when within its ability to repair tires. It would be very helpful. If we can assist at this end let us know but we have already tried and information herein is the result.

Copy to:
- Regional Comm.
- File.
EM.

Conrad H. Raff
CONRAD H. RAFF, P.S. Civilian
Executive Officer
For the Regional Engineer
Lt. Col. R.E. - P.S.L. LEE

Subject - Requisitioned Vehs.

HQ 56 Area
Tel. Ext: 279
OS/RA/1003-4
22 May 45

HQ Allied Commission,
Public Works & Utilities
Sub-Commission, APO394.

///

Further to your 122/PWU dated 4 May and previous correspondence.

88

I now enclose copy of letter from 3 District which authorized the transfer in question, and endorsed with receipt for vehicles.

Can you now trace same ?

RECEIVED
P.W. & U. S/C A.C.
24 MAY 1945 122

McAllister
Lt-Col
A.D.O.S.

3832

W/W.

120 refers

Copy:

Subject - Transfer of Vehs.

10 CRE Wks - Ref A/61/4 of 13 June.
ACC NAPLES for High Div Public Wks
& Utilities Sub Commission.

RESTRICTED.

3 District

Ext 7

33/3/G

19 Jun 44

Copy to : E (2) Ref CE 3219/3

1. Authority is given for the u/m vehs to be transferred from 10 CRE (Wks) to Highway Div, Public Wks & Utilities Sub Commission ACC Naples :-

| | |
|---------------|----------|
| Lancia Artena | BN 57392 |
| Fiat | BN 57391 |

2. ACC will collect from 10 CRE Wks at Naples on 23 June.

3. Please ensure the publication of this casualty in Pt X Orders, one copy of which should be forwarded to this HQ.

(Sgd) WJ Carte J/Comd
for Lt-Col,
G.S.

WJC/RF
24/6/44.

This will certify that the above cars and records were received on this date by PW & U SC

(Sgd) WR.Gentry Capt CMP.

3837

RECEIVED
P.W. & U. S/C.A.C.
20 MAY 1945 122

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

108 *md/mb*

tele : 478701

19 MAY 1945

398/12/tn.3.

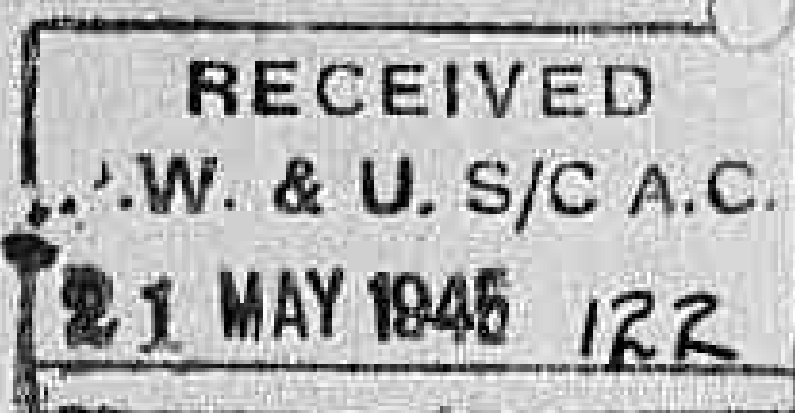
SUBJECT : Request for wagons

TO : Ministry of Transport,
I.S.R. General Direction

1. Reference your M 312/13104/2/25/265/1321/4304/28 of 14 May will you please request the Minister of Public Works to place his bids for rail movement of bricks, lime and lignite in the usual way, as laid down in this sub-commission's Memorandum No.4, either at the loading station or through this HQ.
2. It would be of interest to this sub-commission to have the fullest information regarding the quantities, supply points and destinations of building material which the Ministry may wish to move by rail so that the programme over a period of time could be considered and the best use of rail facilities planned.

J. N. Baker
J. N. BAKER, Lt. Col.

Copy to : Public Works & Utilities Sub-Commission 



HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
AFO 394

Public Works and Utilities Division

107

18 May 1945

Reference: RIX/FU/33

Subject : Transportation

To : Director, Public Works & Utilities Sub-Commission

Headquarters Allied Commission

attention: ^{AFO 394} Col. Simpson

1. The transportation situation here is such that we are unable to take care of the job that confronts us. The Regional Commissioner has done all he can as we are limited by higher authority to a definite number of vehicles.

2. I have heard that there are some 24 jeeps in Rome belonging to PU&U Sub-Commission and this letter to you is to ask if two of these jeeps could be loaned to this Region PW&U at least until we can get organized and operating. The occupation was rapid and under present conditions we do not know what situations exist so that plans are difficult to make. Genio Civile are being organized when we can get to them, but due to shortage of gasoline in the area they are having difficulty in securing field data.

3. Our position of the moment is like this:

| Branch | Have | Need |
|----------------------|-------------------------|----------|
| Regional Engineer | 1 Fiat (Poor Condition) | 0 |
| Public Works Officer | 1 jeep | 0 |
| Electricity | 0 | 1 |
| Roads & Bridges | 1 jeep | 0 |
| Flood Control | 1 jeep | 0 |
| Housing | 0 | 1 |
| Total | <u>4</u> | <u>2</u> |

Two of these cars have been in the shop all week, and as all are in poor condition, the percentage of usable vehicles is liable to continue to force 4 men to depend on 2 vehicles. The tires are bad, especially on the civilian car. To date for this reason little has been accomplished on electricity or housing, and the situation is bad due to lack of information on water and floods.

4. To repeat, this request is only in the hope that at least 2 jeeps can be loaned us from your pool. If you can signal us good news we can pick them up at any time.

Replied to by signal
of 21/5 to Reg. Eng.
21/5

389
W.M. SPANN
Regional Engineer
Emilia Region

122

104

0
AND VEHICLE SECTION

7618

15 MAY 45

ROUTINE

IN CLEAR PD
 SUBJECT IS WEAPONS CARRIER PD
PARA TO AND VEHICLE SECTION FOR REGIONAL ENGINEER FROM HQ ALBANY CITY
ACTING PARIA
 PARA ONE PD WEAPONS CARRIER USED TO TRANSPORT WILCOX AND VASBOY HAS
 NOT REPORTED BACK TO FLORENCE PD
 PARA TWO PD ABSOLUTELY NECESSARY BE RETURNED AT ONCE PD
 PARA THREE PD ADVISE THIS HEADQUARTERS

PUBLIC WORKS

117

3829

Public Works & U S/C

RECEIVED
P.W. & U. S/C A.C.
15 MAY 1945 126

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WGP/ls 101

Ref: AC/396/1/Pn.5

14 May 1945

SUBJECT: Release of salvage tires.
TO : HQ DAD Salvage 3 District.

1. Attached is copy of transfer voucher for tires issued on indorsement of Transportation S/C.
2. We believe there must be a mistake on the price of 6000 lire quoted for the 1100x30 s.
3. Please forward firm information in re above at your earliest convenience so distribution and billing for these items may be completed.

WARNER G. PETERSON
Capt.C.A.C.
Roads Division.

Copy to: P.W.SU, Sub-Commission

Telephone 478005

HEADQUARTERS ALLIED COMMISSION
Inter Office Memo

LCP/be

10 May 1945

FILE

96

References: 122
26/PWU

Subject : Rail Transportation

To : Director, Transportation Sub Commission

From : P.W. & U. S/C Electr. Division

1. Herewith form TSC/3 dated 9 May 45 for waggons to move 100 Tons concrete poles.
2. The poles to be moved are 20-22 metres long and will require special waggons, the Italian team being "Carri Bilici tipo Q" which can accommodate 5 poles, total weight 30 Tons.
3. There are 40 such poles to be moved and it is proposed to move 20 during week 21-27 May, the remainder during week 28 May - 3 June.

L. G. PRICE

L.G. PRICE, MAJOR RE
for Lieut Colonel
Chief, Electr. Division

3827

Tele : 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JHH/fd

RECEIVED
P.W. & U. S/C A.C.
7 MAY 1945 122

INTER OFFICE MEMO

93

Our ref.: AC/582/97/Tn 3

5 May 1945

SUBJECT : Imports ex N.Africa

TO : Public Works & Utilities S/C. ←

1. Ref attached shipping bid.
2. The correct procedure for the shipment of these stores ex N.Africa will be for the E.S.B.D. Reghaia to bid on H.Q. Movements B.T.N.A. for shipping space, using A.F. 5170.

For the Chief, Movements Division:

G.B. Godfrey
G.B. GODFREY,
Major, I.E.

S. B. 2

ATT. to Wagon

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR SEA TRANSPORTATION - BID
(RICHIESTA PER TRASPORTO VIA MARE)

5 MAY 1945

Serial No. of Bid
 Numero progressivo della richiesta 301/PWU Date 4 May 1945
 Loading Port
 Porto di caricazione Algiers North Africa
 Consignor
 Mittente O.C. ENGINEER STORES BASE DEPOT R.E.
 Address
 Indirizzo REGHIA City NORTH AFRICA Tel. No.
 Num. di Tel.

| Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio | Date loading can commence Data alla quale si può iniziare la caricazione | Amount that can be loaded per day Quantitativo che può essere caricato giornalmente | Total tonnage Tonnellaggio totale | Measurement in cu. metres Misure in metri cubici |
|---|---|--|--------------------------------------|---|
| ELECTRICAL STORES (CRATED) | when shipping is made available | all | 25 | |

Only one consignment to be shown on each bid
 Ogni richiesta serve per una sola destinazione

Consignee
 Destinatarario Public Works & Utilities S/C Address Electrical Division
 Discharging Port
 Porto di scarica NAPLES Province NAPLES
 Full reason why transportation is required
 Ragioni complete per le quali si fa richiesta di trasporto SUPPLUS ELECTRICAL MATERIAL RELEASED TO A.C. FOR ELECTRICAL REHABILITATION ITALY

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto marittimo 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 marittimo gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
 Osservazioni dell'Ufficio che inoltra la richiesta

SO THAT AFHQ AND ESSD NORTH AFRICA CAN BE ADVISED TO ARRANGE TRANSPORT OF SEVERAL TONS OF SUPPLUS ELECTRICAL MATERIAL RELEASED TO A.C. FOR ELECTRICAL REHABILITATION ITALY

SUFFICIENT NOTICE OF ACCEPTANCE OF BID WILL BE APPRECIATED

| Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio | Date loading can commence Data alla quale si può iniziare la caricazione | Amount that can be loaded per day Quantitativo che può essere caricato giornalmente | Total tonnage Tonnellaggio totale | Measurement in cu. metres Misura in metri cubici |
|---|---|--|--------------------------------------|---|
| ELECTRICAL STORES (CRATED) | when shipping is made available | all | 25 | |

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

Consignee
Destinatario Public Works & Utilities S/C
Discharging-Port
Porto di discarica NAPLES
Address
Indirizzo Electrical Division
Province
Provincia NAPLES

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto
SUFPLUS ELECTRICAL MATERIAL RELEASED TO A.C. FOR ELECTRICAL REHABILITATION ITALY

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC Officers and consignor must determine conclusively that proposed movement is necessary in accordance with the foregoing.
LIMITAZIONE: Il trasporto marittimo 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 marittimo, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
Osservazioni dell'ufficio che inoltra la richiesta

SO THAT AFHQ AND ESBP NORTH AFRICA CAN BE ADVISED TO ARRANGE TRANSPORT OF STORES TO FORT OF LOADING.

Signed Firmato *[Signature]*
Regional Commissioner's decision Priority
Decisione del Commissario Regionale Priorità
Date Data
S/C
HQ A.C.

SEE OVER

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

- 1. Has transportation to Port and loading labour been arranged?
Si è provveduto per il trasporto al porto e per la mano d'opera per la caricazione?yes
- 2. Have the necessary arrangements been made for prompt discharge?
E' stato accertato che il destinatario può scaricare celermente?yes
- 3. Have you an Export permit?
Avete ottenuto un permesso di esportazione?
- 4. Who will pay freight?
Chi pagherà il nolo? ALLIED COMMISSION
- 5. When is shipment required?
Per quale epoca è richiesto l'imbarco? AS SOON AS POSSIBLE

NOTE:

(a) This form will in all cases be submitted in triplicate to the Office of the AC Regional Commissioner, of the region of export, through the Provincial Chamber of Commerce.

(b) The form in duplicate will be submitted, by the AC Regional Commissioner, direct to HQ Transportation Sub-Commission, and instructions will be given to CO.GE.N.A. to set up the movement.

(c) Notification of the name and E.T.A. of the ship allocated will be made to the Consignor (unless some other person is specifically nominated in the Bid by CO.GE.N.A., who will collect freight charges.

(d) THE CONSIGNOR MUST MAKE ALL ARRANGEMENTS FOR DELIVERY TO PORT, LOADING AND DISCHARGE.

(e) WINE MUST NOT BE SHIPPED IN A MIXED CARGE.

(a) Questo modulo in tutti i casi dovrà essere presentato in triplicato all'ufficio del Commissario Regionale della regione dalla quale si origina l'esportazione, per il tramite della Camera di Commercio.

(b) Il modulo in duplicato dovrà essere sottoposto, dal Commissario Regionale AC al Quartiere Generale Sottocommissione per i Trasporti, che a sua volta darà istruzioni al CO.GE.N.A. per ordinare l'assegnazione di spazio sulle navi.

(c) Al destinatario saranno comunicati da parte del CO.GE.N.A. il nome della nave e la data presumibile di arrivo (a meno che sul modulo di richiesta non sia specificatamente delegata altra persona); lo stesso CO.GE.N.A. riscuoterà il nolo.

(d) IL MITTENTE DEVE PREDISPORRE OGNI COSA PER LA CONSEGNA DELLE MERCI AL PORTO, LA CARICAZIONE A BORDO E LA DISCARICA.

(e) NON SI DEVE MAI SPEDIRE VINO INSIEME CON CARICO MISTO.

Telephone 173805

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works & Utilities Sub Commission
Electrical Division

FILE 91

122

Reference: 320/PWU

5 May 1945

Subject : Request for Tonnage allocation
September 1945

To : Director, Transportation Sub Commission

1. Reference your AC/587/19/Tr3 dated 3 May 45. Herewith pro-formas INTM 12D and MCRB 12D for Sept 45 duly completed.

L. G. PRICE

L. G. PRICE, MAJ GEN RE
for Lieut Colonel
Chief, Electr. Division

382/

Encl. as above

Tel. 478.906

HEADQUARTERS ALLIED COMMISSION

VSR/lam

APO 394

Public Works and Utilities Sub - Commission

Reference: ¹²²~~1220~~/PWU

5 May, 1945

SUBJECT: Transportation Needed for Rehabilitation
of Anversa Generating Station.TO : Transportation Ministry, Italian State Railways
(Attention Ing. Donati)

1. Reference is made to your letter EE/1372/LI dated 24 April 1945, subject: Anversa Plant.

2. The difficulties which you encounter because of the present lack of transportation are well understood by this Headquarters. However because of the recent military activity in North Italy, it is not possible to obtain transportation from military sources at the present time. In the event that transportation does become available, every effort will be made to utilize it for important electrical rehabilitation projects.

W.M. LAPPER,
Lieut-Colonel,
Chief Electrical Division.

3823

Tel. 489081
Ext. 320.

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

AEP/ce
88

REFERENCE: 122/PWU.
SUBJECT : Requisition of Vehicles.
TO : A.D.O.S. 56 Area.

4 May 45.

1. Reference your memo O5/RA/1004 dated 26 April 45.
2. We regret that we are unable to trace receipt of Lancia car BN. 57392 NA.14140. We have no record whatever of this car ever having been in our possession.

For the Chief Commissioner:

111 refers

382

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

Subject: Requirement of Vehicles.

RECEIVED
P.W. & U.S/C.A.C.
30 APR 1945 122

Col. Hampton

56 Area.
Ext. 279
OS/RA/1004

26 Apr 45

H.Q. Allied Commission
Public Works Utilities
Sub-Commission, APO 394.
=====

80

Reference attached copies of correspondence concerning Lancia car BN. 57392, NA. 14140.

May the following information please be given to enable me to cleanup this matter:-

1. Confirmation of receipt of vehicle from 10 C.R.E. Works.
2. Any further regn No. allotted.
3. Whether vehicle is still held by you or how disposed of.

NW/WTD.

f.w. Johnson Lt. Col.
A.D.C.S.

382

Tel. 489081
Extn. 320

Files

EJR/mc

HEADQUARTERS ALLIED COMMISSION
 INTER OFFICE MEMO.

122/PWU

3 May 1945

SUBJECT : Motor Vehicles.
 TO : Brig. Anderson
 Deputy V.P. Economic Section.
 FROM : Public Works & Utilities S/C.

85

1. Regarding to motor vehicles for Public Works operations :-

Our original requisition was for 170 dump trucks and 30 cargo trucks. The item of 170 dump trucks was cancelled and in place of the 30 cargo, 30 class 5 trucks, 3 ton, and 3 trucks, 15 cwt., were allotted from a local depot. Of these, 17 of the 3 ton and 2 of the 15 cwt. were drawn. Orders have been issued to repair all class 5 equipment and place it in class 1 and as our present requisition calls for class 5 now none of these can be drawn.

2. A request has been sent asking that trucks from some other source be made available to complete the order or else change the requisition to permit drawing the class 1 vehicles.

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

3820

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
SERVIZIO LAVORI E COSTRUZIONI
UFFICIO ELETTRIFICAZIONE ROMA

Ufficio ~~Intervallazione~~ elettrificazione
Viale Matteotti Bianchi, 131 - Roma

Roma, li 24 aprile 1945

N° ER/1382 / 4.

RECEIVED

P.W. & U. S/C.A.C.

21 MAY 1945 122

ALLA COMMISSIONE ALLEATA
"PUBLIC WORKS AND UTILITIES BRANCH
Via Veneto

R O L A

OGGETTO:

Impianti idroelettrici del
Sagittario-

L'andamento dei lavori per il ripristino di uno dei gruppi generatori del Sagittario sta subendo notevole ritardo per la mancata effettuazione dei trasporti.

Infatti, mentre si è proceduto alla esecuzione di tutti i previsti smontaggi delle varie parti dei macchinari da inviare alle acciaierie di Terni ed alle Officine Ferroviarie di Foligno, fino a tutt'oggi non si è riuscito ad eseguire i relativi trasporti eccezione fatta per le giranti col relativo esse del gruppo C, e della girante di riserva e di una girante del gruppo A (in tutto un solo viaggio con due rimorchi).

Conseguentemente, oltre a non far giungere tempestivamente quanto occorre alle suddette officine per realizzare le previste ricostruzioni, si ha l'inconveniente di tenere completamente ingombra con i vari pezzi smontati tutta la sala macchine della Centrale principale il che impedisce di effettuare altri lavori preparatori e di sistemazione che si sulterebbe oltremodo conveniente non ritardare ulteriormente.

La carenza dei mezzi di trasporto impedisce altresì di inviare al Sagittario vari materiali (come cemento, legname, cordami, attrezzi di lavoro ecc.) indispensabili per poter procedere con i mezzi locali a diversi lavori che pure sarebbe necessario effettuare al più presto.

Aggiungasi che al Sagittario sarebbe anche conveniente inviare da Roma altro materiale (come ad esempio batterie di accumulatori, acido solforico, acqua distillata, ossigeno, carburato ecc.) che consentirebbe di poter svolgere razionalmente e con sano criterio di ripartizione nel tempo e nello spazio i vari programmi di esecuzione già concretati e che dovrebbero, almeno in parte, risultare già iniziati.

Sono state più volte esposte le condizioni veramente precarie nelle quali si trovano i pochi ed insufficienti mezzi di trasporto di cui dispone questo Ufficio per l'assoluta carenza di camere d'aria e copertoni.

Infatti l'unico autocarro di una certa portata (Mat. 621) in dotazione non può circolare perché praticamente privo di gomme ed anche gli altri pochi automezzi leggeri sono in condizioni tali che ben presto non si potrà più fare.

80

90 refers

ratori del Sagittario sta subendo notevole ritardo per la mancata effettuazione dei trasporti.

Infatti, mentre si è proceduto alla esecuzione di tutti i previsti smontaggi delle varie parti dei macchinari da inviare alle acciaierie di Terni ed alle Officine Ferroviarie di Foligno, fino a tutt'oggi non si è riusciti ad eseguire i relativi trasporti eccezione fatta per le girante col relativo asse del gruppo C, e della girante di riserva e di una girante del gruppo A (in tutto un solo viaggio con due rimorchi).

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Sono state più volte esposte le condizioni veramente precarie nelle quali si trovano i pochi ed insufficienti mezzi di trasporto di cui dispone questo Ufficio per l'assoluta carenza di camera d'aria e copertoncini.

Infatti l'unico autocarro di una certa portata (Fiat. 621) in dotazione non può circolare perché praticamente privo di gomme ed anche gli altri pochi automezzi leggeri sono in condizioni tali che ben presto non si potrà più fare alcun logico assegnamento ed di loro neppure per il trasporto sui luoghi di lavoro del personale ^{Ufficiente} Ufficiente.

Numerose sono state in proposito le richieste fatte tanto ufficialmente che ufficiosamente ma i risultati fino ad ora ottenuti se possono considerarsi praticamente nulli.

Si torna quindi con la presente a richiamare l'attenzione sulla spinosa questione pregando vivamente di voler solle citare l'invio dei promessi mezzi di trasporto Alleati, nonché delle indispensabili camere d'aria e copertoncini senza di che tutte le considerevoli sforzi fino ad oggi fatti da questo Ufficio per cercare di ottenere risultati tangibili finiranno per rimanere in gran parte frustrati ed il programma

Ed happen
 1/1/5

di parziale riattivazione degli impianti in oggetto subirà forti
dannosi ritardi.

Si gradirebbe ricevere al più presto assicurazioni al riguardo.



L'INGEGNERE CAPO DELL'UFFICIO

Acuat

P.S. Copia della presente è stata inviata: AL " MILITARY RAILWAY SERVICE
e AL SERVIZIO LAVORI E COSTRUZIONE P.P.S.



L'INGEGNERE CAPO DELL'UFFICIO

Acuat

Translation

24 April 1945

Subject : Hydroelectric plants on Sagittario River
To : ALLIED COMMISSION - PUBLIC WORKS & UTILITIES S/C
From : STATE RAILWAYS

Rehabilitation works at Sagittario are seriously delayed due to shortage of transports.

Disassembled parts, ready to be sent to Terni Steelworks and Foligno Railway Workshops, are still in the plant thus seriously affecting other repair works.

Miscellaneous material, such as cement, timber, ropes, tools, sulphur and carbide, storage batteries, oxygen and s.o. cannot be supplied to Sagittario also for lack of transport.

The only truck of sufficient size is short of tyres and cannot be used. Light transports are now in critical conditions and will shortly be out of service.

Requests have repeatedly been made, with practically no result.

We wish to call your attention on this situation in order that trucks and tyres be provided and serious delay avoided in the rehabilitation of Sagittario Plant.

3818

RECEIVED
P.W. U.S.C.A.C.
29 APR 1945 122

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMMISSION
ALLIED COMMISSION

78

6 Via Cerretani, Florence
Telephone n° 1153
26th April 1945

SUBJECT: Tyres for Elba Electrical Co.

Ref. : S/2

TO : Electrical Division
Public Works & Utilities Sub-Commission
(attent. Major Price)
HQ A.C. APO 394

Enclosed request with translation for tyres for the
Elba Electrical Co.

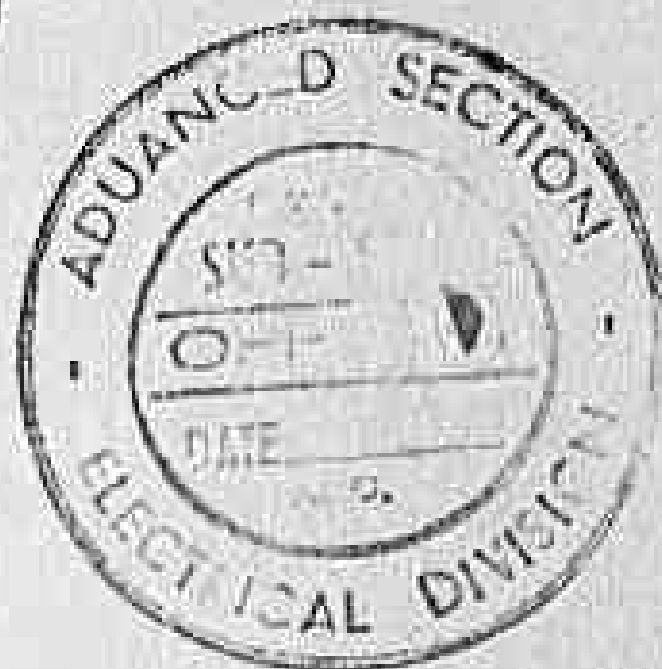
Could you assist in this, please?

2 enclosures



, Capt.

3817



ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMMISSION
ALLIED COMMISSION

RECEIVED
P.W. & U. S/C A.C.
25 APR 1945 122

6 Via Cerretani, Florence
Telephone n° 1153
April 23rd 1945

SUBJECT: Tyres for S.E.M.

Ref. : S/2 RFL/ab

TO : Public Works & Utilities Sub-Commission
H.Q. Allied Commission
Electrical Div. - attn. Maj. Price
A.P.O. 394

Enclosed request for tyres from Società Elettrica
Maremmana.

Could you assist in securing tyres for this Co., as
they now have no means of transport.

R. J. Lowdon.
Capt.

Enclosures: application & translation

71
3815

Trasmissione (M.E.)

SOCIETA' ELETTRICA MAREMMANA

Florence, 22nd March 1945

TO: Advanced Section Electrical Division
Public works & Utilities Sub-Commission
A.C.

SUBJECT: Request of tyres

As the undersigned Cot. could not operate more its own cars and trucks for lack of tyres, has submitted to the Grosseto A.M.G. (letter dated Jan. 23rd 1945) request for allocation of the tyres required.

On request of the Siena Electric Utilities Officer, we submitted on Feb. 8th 1945 a new request.

The above request has been given back to us and we submitted it to your office.

As we have not yet received any answer, we submit a new request for the following tyres:

- 1) for the car 27701 FI n° 4 tyres 6 x 16 or 6 x 15
- 2) " " truck 508, 4133GR 5 " 6 x 16
- 3) " " " 503, 28176FI 5 " 6 x 16
- 4) " " " 514, 4127GR 3 " 6 x 16
- 5) " " motorcycle Guzzi 833LI 2 tyres 3.5 x 19
or " " 4 x 19

In addition to the tyres we require also 20 tubes.

We let you know that the above cars (that are our own cars) cannot more operate so that we cannot repair the damages on our electric plants.

The above plants are used for the supply to our area and for the power transmission from Larderello to Leghorn.

3815

Società Elettrica Maremmana

ANONIMA SEDE IN FIRENZE - CAPITALE L. 12.000.000 VERSATO



Firenze, 22/3/1945
VIA CERRETANI, 6

DIREZIONE GENERALE

(DA CITARE NELLA RISPOSTA)
HB/1817

Allied Commission
Advanced Section (Electrical
Division)
Public Works and Utilities
Sub-Commission

OGGETTO

F i r e n z e

Richiesta di fascioni

La sottoscritta Società, non essendo più in condizioni di far circolare i propri automezzi per mancanza di fascioni, chiese in assegnazione il numero di fascioni necessario all'A.M.G. di Grosseto con lettera 23/1/1945; a seguito di questa ci fu richiesta dall'Electric Utilities Officer di Siena domanda che inviammo con lettera 8/2/1945. Questa lettera ci fu in seguito restituita e la ripresentammo al vostro Spett. Ufficio: non essendo finora pervenuto alcun riscontro ci permettiamo chiedere ancora, con la presente, l'assegnazione dei fascioni seguenti:

- 1) per l'automobile 25701 - FI: n° 4 fascioni 6x16, oppure 6x15;
- 2) per l'autocarro 508, targa 4133 GR.: n° 5 fascioni 6X16;
- 3) per l'autocarro 503, targa 28176 FI: n° 5 fascioni 6x16;
- 4) per l'autocarro 514, targa 4127 GR: n° 3 fascioni 6X16;
- 5) per la motocicletta 250 Guzzi, targa 833 LI: n°2 fascioni 3,5 o 4 x 19; oltre i 20 copertoni si chiede l'assegnazione di 20 camere d'aria.

Si fa presente che adesso i nostri automezzi sopra indicati - i soli che possediamo - non sono più in condizioni di viaggiare, e quindi noi non abbiamo più il modo di provvedere alla sollecita riparazione dei guasti sui nostri impianti elettrici, i quali, oltre

TELEFONI: 23255 AL 23252
TELEG.: MAREMMANA-FIRENZE

FIRENZE N. 68553
GROSSETO N. 2293
LIVORNO N. 3481

C. P. C.

Società Elettrica Maremmana

A 22/3/1945 194

Seguito N. 1 della n. lettera a Allied Commission Advanced Section
(Electrical Division) Public Works and Utilities
sub-Commission Firenze.

alla distribuzione di energia nella zona da noi servita,
servono anche alla trasmissione dell'energia elettrica da
Larderello verso Livorno.

Distinti saluti,

SOCIETÀ ELETTRICA MAREMMANA

[Handwritten signature]

3818

Telephone 478805

HEADQUARTERS ALLIED COMMISSION

APO 394

Inter Office Memo

FILE 19 April 1945

68

Reference: 310/PWU

Subject : Rail Transportation

To : DIRECTOR, TRANSPORTATION SUB COMMISSION
(Rail) Att. Capt. ClingingFrom : P.W. & U. S/D
Electr. Div.

1. Reference our Bid for Rail Transportation dated 16 April 1945 310/PWU for week 30 April - 6 May 1945 on behalf of Impresa Ferraiolo Giuseppe-Nicastro (From Colloferro to Nicastro).
2. Will you please cancel the above mentioned bid as rail transport is not now required.

L. G. PRICE

L.G. PRICE, MAJOR RE
For Lieut Colonel
Chief Electr. Division

3813

Telephone 478805

HEADQUARTERS ALLIED COMMISSION
Inter Office Memo

67

122
Reference: 310/POU

19/4/45

Subject : Rail Movement-Cement

To : Director, Transportation Sub Commission
Rails (Att. Capt. Clinging)

1. Reference our Bid for Rail Transportation dated 16 April 45 310/POU for week 30 April-6 May on behalf of Impresa Pastore- Galatina (movement from Colliferro).
2. Will you please cancel the above mentioned bid as rail transport is not now required.

L.E. PRICE, MAJOR RE
for Lieut Colonel
Chief, Electr. Division

3817

RECEIVED
P.W. & U. S/C.A.C.
18 APR 1945 122

65

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
APO 394

R/2419

17 April 1945

SUBJECT: Transportation - Capt. R.N.J. Hibbard


TO : Headquarters, Allied Commission
(Attention of Public Works and Utilities Sub-Commission)

Reference your 122/PWU dated 13 April 1945.

1. Due to the shortage of transportation, it is necessary for this Headquarters to operate their civilian cars upon a pool basis. Therefore, it is impossible to assign any transportation for the exclusive use of Captain Hibbard.

2. Captain Hibbard is authorized to draw upon the pool for transportation in the same manner as other officers in this Headquarters.

For the Commissioner:


GUY I. WARREN
Lt. Col., S. R.
Deputy Commissioner

HEADQUARTERS
18 APR 1945
A. G.

GIW/jjf

2014
APR 18 1945

3819

RECEIVED
P.W. & U.S./C.A.C.
16 APR 1945
122

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMUNE
APO. 394.

*Fill
Account Italy
Houston*

14 April, 1945.

63

R/1737.

SUBJECT : Transportation - Jeep.
TO : HQ. Allied Commission, Rome.

1. Major Ryan is at present attached to these HQ.s and I understand that under orders from AFHQ, he is responsible for liaison in connection with electrical construction for the whole of Southern Italy, not only Naples Commune.
2. If this assumption is correct it is for consideration that he should be allowed to retain the Jeep being transferred to A.C. HQ. as a similar vehicle cannot be provided from these HQ.

J.A.C. Pennyquick

J . A . C . PENNYQUICK
Colonel
Commissioner.

3809

TELE : 48906.

HEADQUARTERS ALLIED COMMISSION

AEP/ag

Extn : 320

APO 394

Public Works and Utilities Sub-Commission

REFERENCE : 122/PWU.

13 April 1945

SUBJECT : Transportation - Capt. R.N.J. HIBBARD.

TO : Regional Commissioner - Naples Commune.

File
62

1. Capt. R.N.J. Hibbard has been appointed Military Representative of Allied Commission at H.Q. District 3 on the authority of A.F.H.Q. and we understand he is now without his own transport.

2. He is therefore left in the position of having to more or less beg transportation to effectively carry out his duties.

3. May we request you to be good enough to either issue orders that his car be made available to him again or that another car be assigned to him?

By Command of Rear Admiral STONE:

65 refs

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

Telephone 178305

HEADQUARTERS ALLIED COMMISSION
APO 394
Inlet Office Memo

FILE 12 April 1945

61

Reference: 310-122/PAG

Subject : Rail Transportation-Consent

To : Director-Transportation Sub Commission

1. Further to this office letter 2 April 1945 and conversation Capt. Clinging-Maj. Price, the position to date is that 3 wagons are still required to clear up the back log i.e.

- 1 Wagon Parebita
- 1 " Bari
- 1 " Galatina.

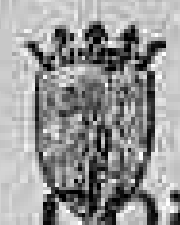
L. G. PRICE

L.G. PRICE, MAJOR PFC
for Lieut Colonel
Chief, Electr. Division

1220

Indirizzo telegrafico: AGEA - Roma
Telefoni dello Stato: 43.543-43.544
Conto Corrente Postale: 1/2902

57



COMUNALE
AZIENDA ~~GOVERNATORIALE~~
ELETTRICITÀ ED ACQUE

Prot. 2461

Servizio IV

to quote in reply

ROMA, (105)
VIA MILANO, 62

4/4/45

Anno XX

Allied Commission Headquarters
Sig. Maj. Price P.W.U.
Via Veneto
R o m a

Per il giorno 30 aprile 1945 negli stabilimenti della Soc. Terni sarà ultimata la lavorazione delle parti da ricostruire del nostro macchinario di Castelmadama, passato in ordinazione a quella Società.

E' indispensabile che per tale data vengano messi a nostra disposizione, per il trasporto delle predette parti da Terni a Castelmadama, n. 6 vagoni ferroviari delle seguenti caratteristiche:

- n. 5 cassettoni comuni di lunghezza utile non inferiore ai ml. 6
- " 1 cassettone di lunghezza utile non inferiore a ml. 7,50

Dei cassettoni comuni da ml. 6 quattro saranno impiegati per il trasporto delle quattro semichiodole (tonn. 5,5 ciascuna circa) ed uno per il trasporto delle due parti dello scarico della turbina (complessivamente tonn. 4,5 circa). Il cassettone da ml. 7,50 servirà al trasporto dell'albero di acciaio del peso di tonn. 3,8 circa.

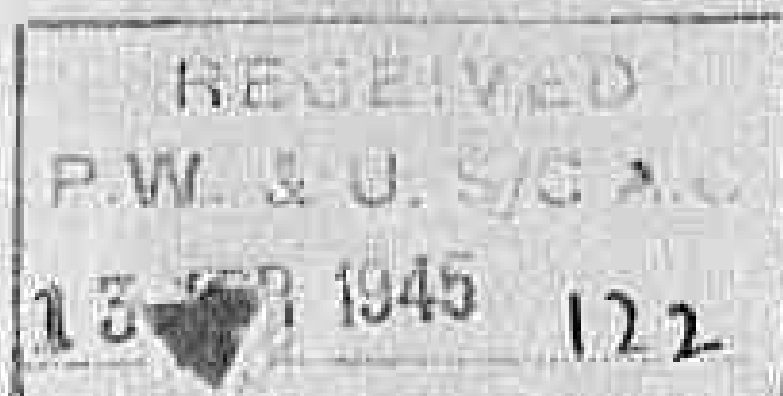
Il carico dei sei vagoni sarà completato dalle altre parti di minor mole, per un peso complessivo di tonn. 4,5 circa.

Si prega di voler dare sollecita evasione alla nostra richiesta, affinché il programma predisposto per i lavori di montaggio del macchinario non abbia a subire ritardo.

IL DIRETTORE

F. to Leg. Bordoni

dealt with -
8/4

COPY

AGE/acr/bb

File
56

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
UMBRIA MARCHE REGION
(Engineering Division)

TO : AC (PW & U. Sub-Commission)

SUBJECT : Transport for Field Engineers - Umbria

REFERENCE: R4/ENG/42.1

12th April 1945

1. In accordance with your request (Lt-Col. Thompson) the following report is submitted:
2. Major Evans R.E. has been re-assigned from Lazio Umbria to Umbria Marche Region. His car AC/IV.247 has been taken from him by Lazio Umbria Regional Transport Officer.
3. Major Drysdale, recently assigned to Umbria Marche Region was to take over the car AC/IV.297 in the possession of Capt. Laughton (who has been re-assigned to Emilia). This car also has been collected.
4. Capt. Spriggs, who has been re-assigned to Lombardia Region, but remains for a short while on temporary duty in Umbria, still has his car AC/IV.323. It is understood, however, that Lazio Umbria Regional T.O. has orders to collect also this car.
5. It is understood that direct orders for the collection of these cars were given by Col. Parkin O/C-A.C. Regt.
6. The position now is that Major Evans, who left his car available in Perugia for a few days, is now stranded in Rome and when returned to Umbria will be unable to function for lack of transport. Major Draysdale, now in Perugia, cannot function for the same reason. Capt. Spriggs, when his car is collected, will be in the same position.
7. It would be appreciated if you would make the strongest representations to rectify this position. It was always understood that these cars would remain in Umbria, where proper progress of Public Works will cease without them.

*Original sent
to Evans Sec
with routing
slip*

[Signature]
A.G. EVANS, Major R.E.
for Regional Engineer
Umbria Marche Region AMG.

DIELLE

RECEIVED
P.W. & U.S./C.A.C.
13 APR 1945 122

COSTRUZIONI EDILIZIE E MECCANICHE - IMPIANTI CARBURANTI

55

C. di C. 110089 - 31-1-1941

Telegrammi: DIELLE - Roma

Prot. N. 157/5

(da citare nella risposta)

SEZIONE BONIFICA CAMPI MINATI

ROMA, 6 Aprile 1945

PIAZZALE PORTA PIA. 121 - TELEF. 80.766

Alla COMMISSIONE
ALLEATA (M.M.I.A.)
Palazzo ex-Ministero
delle Corporazioni

R O M A

OGGETTO: Richiesta gomme -

Questa Società sta eseguendo, per conto del Ministero delle Guerra - Direzione Generale del Genio, lavori di bonifica campi minati e ricupero munizionamento di artiglieria e per armi portatili nella Zona di Anzio-Nettuno.

Per il trasporto del materiale di ricupero la scrivente ha adibito due camioncini "CITROEN C/1" della portata di circa 2 quintali ciascuno, mentre per i movimenti del personale è usata una autovettura tipo "BALILLA".

Vi preghiamo pertanto di volerci autorizzare il prelievo di:

n° 8 gomme, anche usate, 600x16 complete di disco;
" 4 " " " " , 400x17 " " " , oppure altra misura purchè adattabile a cerchi n°16+17.

Si fa presente che la richiesta riveste carattere di assoluta urgenza e che il delicato lavoro non potrà sospendersi per l'efficienza o meno delle macchine che devono percorrere strade in pessime condizioni di manutenzione.

Sicuri del vostro valido interessamento, vi ringraziamo.

385^{BA} DIELLE
Il Presidente

o/p
Vedi retro autorizzazione
Aut. militare
Dielle

Col Lappin
REC
27/4/1945

DIELE

CONTRATTI COLTIVE E MECCANICHE - RAPPRESENTANTI CARBANTINI

PROV. ROMA - 10000
C.A. DIELE
C.A. DIELE
C.A. DIELE
C.A. DIELE

BONIFICA CAMPI MINATI
COMANDO 2^a ZONA
ROMA

*Alto on 18/11
di ne 18
P.W.U.
Prav 8*

Si certifica che alla città **DIELE** sono stati affidati lavori di bonifica campi minati nella zona di Aprilia per conto del Ministero della Guerra.-

IL COMANDANTE

(Ten. Col. J. Castellano)



DIELE

DIELE

ELE. Extn. 320.

HEADQUARTERS ALLIED COMMISSION

EJR/sg

Inter Office Memo.

REFERENCE : 122/PWU.
SUBJECT : Requests for Transport.
TO : Economic Section.
FROM : P.Wks. & U. Sub-Commission.

File 11 April 1945
 54
 49

1. Reference to your letter 15 21/ES dated 6 April 45.
2. The difficulties encountered within the Public Works and Utilities Sub-Commission are less with the unavailability of transport than with the kind received.
 - (a) The condition of the cars has been unsatisfactory. Frequently our officers have calls in the nature of an emergency at some distance and the small light cars have proven unsatisfactory. One Officer missed an important engagement with the Chief Engineer of District 3. The car had to be towed back to Rome. Another time, this officer had to hitch-hike from Calabria as a result of a breakdown which could not be fixed.
 - (b) Drivers do not observe road discipline. Three officers of this sub-commission have been injured as a result of careless driving one has suffered permanent partial disablement. In the latest case, the officer is being discharged from the hospital today. If drivers can be further instructed, penalized for infractions and thereby impressed with the idea of safedriving this menace may be reduced.
3. To sum up,
 - (a) Available Military Vehicles are deteriorating month by month and the available civilian vehicles are unsuitable for long journeys, more especially over rough roads.
 - (b) The Italian drivers appear to lack road sense and also not appreciate their responsibilities when at the wheel and consequently are a menace to any passenger making a trip apart from loss of time and broken appointments.

3805

4. The Headquarters Dispatch Officer has been very cooperative and endeavored to do the best with the equipment available.

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

Tel. 478.906

HEADQUARTERS ALLIED COMMISSION
APO 394

VSR/lam

Public Works and Utilities Sub-Commission

Reference: 122/PWU

11 April 1945

SUBJECT : Renewal of Permission for
Trucks Cecano-Pontina TransmissionTO : Ministry of Public Works
(Attention Prof. A. Asta)

1. Transmitted herewith is an Inter Office Memorandum reporting difficulties in renewing travel permits for two trucks which have been used in the rehabilitation of the Cecano-Pontina transmission line. This line, when completed, will supply electricity needed for drainage pumping in the Pontina area.

2. Because this line is within territory under the jurisdiction of the Italian Government, the situation is brought to your attention with the suggestion that arrangements be made whereby suitable transportation may be provided for this project.

W. M. Lapper
W. M. LAPPER *major*
Lieut-Colonel
Chief Electrical Division

Inclosure
Inter Office Memo

3803

INTER OFFICE MEMO

7 April 1945

Winton

While checking on the repairs of the 60 KV transmission line between Cacceno and Pontinia we found that the Frosinone E.M.A.C. would not give travel permits for the trucks to bring materials and men on the different jobs, unless an order came from the Allied authorities.

One of the trucks concerned has a permit until 7 April and the local authorities will not renew it. Therefore if the permit is not renewed works will come to a standstill.

The trucks concerned are privately owned and are being hired by the Società Romana di Elettricità.

Trucks concerned are owned by:

D'AGOSTINO Paolo
FIAT 595 - Reg. 4.628 Fr.

FELICI Biagio
CITROEN C/10 - Reg. 1,461 Fr.

ENAC has two offices in Rome:

Main Office: "Scalo San Lorenzo"

Via Regina Giovanna di Bulgaria Tel. 281,001.

Sgt. ANZIVINO

3802

Telephone 473905

HEADQUARTERS ALLIED COMMISSION
Inter Office Memorandum

FILE 5/

Reference: 122/PWU

10/1/45

Subject : Request for Tonnage Allocation

To : Director, Transportation S/C

1. Reference your AC/587/32/Ta 3 dated 3 April 45, herewith return duly completed.

L. G. PRICE
L. G. PRICE, MAJOR RE
for Lieut Colonel
Chief, Elect. Division

Encl. as para 1

380

Telephone 472005

HEADQUARTERS ALLIED COMMISSION
Inter Office Memo

7 April 1945

Reference: ¹⁷²310/301

FILE

50

Subject: Rail Movement

To: Chief Public Works Division
Roads & Bridges

From: P. W. & U. S/O Electrical Division

1. Your PIR dated 22 March 45 - Rimini e Talenti, movement 150 Tons Bridge Construction Equipment, from Rome to Salerno (Ascom) is accepted with No. 9266 and rail movement will be made accordingly in weekly period 9 - 15 April.
2. Will you please instruct Rimini Talenti accordingly and arrange loading.

for *W. L. Meyer*
 W. L. MEYER
 Lieut Colonel
 Chief, Electr. Division 3800

Subject:- Requisition of Vehicles.

56 Area.
Ext 279
OS/RA/1004
9 Apr 45.

HQ Allied Commission
Public Works & Utilities
Sub Commission A.P.O. 394.
=====

RECEIVED
P.W. & U.S./C.A.C.
11 APR 1945 122

460

May a reply please now be given to my letter
of even reference dated 27 March 45, copy of which is
attached?

46

P. A. Johnston
Colr
Lt. Col.
A.D.O.S.

ELM/MTD.

COMPAGNIA GENERALE DI ELETTRICITÀ
MILANO

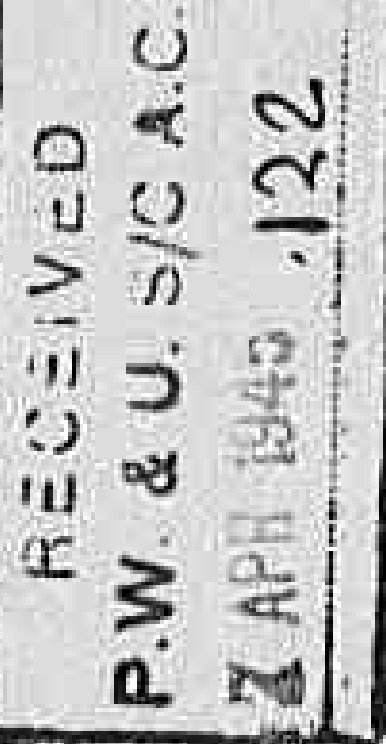
RAPPRESENTANZA DELLA DIREZIONE GENERALE

ROMA

VIA TORINO, N. 98 - TELEFONO 44.751

n.2493/Ing/ So/fz

Roma 4 Aprile 1945



Alla

COMMISSIONE ALLEATA

Sub - Commissione per il Commercio

ROMA

Richiesta coperture per auto

Ci pregiamo rimettere a codesta Sub-Commissione l'alleato certificato rilasciato dal Genio Militare Italiano e vistato dal Comando Alleato Regione di Roma, con preghiera di voler cortesemente esaminare la possibilità di mettere a ns/ disposizione n° 5 copertoni (dimensioni : 500/15 ovvero 525/15 ovvero 550/15 ovvero 600/16), e le rispettive camere d'aria adatte per la ns/ autovettura FIAT tipo 508 C - n° di targa Roma 61019 n° di motore 214209 - telaio n.214652.

Con l'occasione si fa presente che l'uso dell'autovettura è indispensabile, avendo la ns/ Compagnia attualmente in esecuzione gli importanti impianti di distribuzione luce, forza e di produzione autonoma di energia elettrica nei campi di Addestramento di Frosinone, Anagni e Cesano, e di ripristino degli impianti di prosciugamento della bonifica Pontina, lavori tutti a cui sono interessate le Autorità Alleate.

Non senza ringraziare in anticipo, con perfetta osservanza ci sottoscriviamo.

COMPAGNIA GENERALE DI ELETTRICITÀ
RAPPRESENTANZA DIREZIONE GENERALE

M. M. M.
Dott. Ingeg. Ligo Sobzi

3799

all. 1

COMANDO GENIO MILITARE TERRITORIALE
R.O.M.A.

Si certifica che alla Compagnia Generale di Elettricità - Soc. per Azioni - Capitale Lit. 100.000.000. - sono stati da questo Comando affidati gli importanti impianti distribuiscono nei Luoghi, ferme produttrici e produzione autonoma di energia elettrica nei Campi Addestramento Truppe di Trocinone, Anagni e Cervano.

Agli impianti stessi sono interessate le Autorità Militari Alleate e sarebbe necessario oltre che opportuno alle Compa- gnia Generale di Elettricità, potessero essere assegnate le coperture e le opere d'arte adatte per l'autovettura Fiat 1100 delle stesse per assicurare ed attualmente ferma, circostanza che permetterebbe di poter rapidamente spostare i propri te- neri e maggior vantaggio all'esecuzione dei lavori.

Roma, 22 marzo 1945

COMANDO GENIO MILITARE TERRITORIALE
(N. 000000000)



Manzoni

Questa compagnia è proprietà della General Electric Co. of New York, ed è sotto il controllo di quest'

500.000 per Azioni - Capitale Lit. 100.000.000. - sono stati da questo Consiglio affidati gli importanti impianti distributivi di luce, forze motriche e produzione autonoma di energia elettrica nei Campi Addestramento Truppe di Prossimo, Anagni e Cassino.

Agli impianti stessi sono interessate le Autorità Militari Alleate e sarebbe necessario oltre che opportuno alle Compagnie Generali di Elettricità, potessero essere assegnate le coperture e le ceneri d'aria esatte per l'autovettura Fiat 1100 delle stesse possedute ed attualmente ferma, circostanza che consentirebbe al poter residenziale spostare i propri te-
nari a maggior vantaggio dell'esecuzione dei lavori.

Roma, 22 marzo 1945

COMANDO MILITARE TERRITORIALE
(L. Castellana)



Manfelloni

Questa compagnia è proprietà della *Genitalia Electric Co. of New York*, ed è sotto il controllo di quest'ufficio. È necessario che per lo svolgimento della sua attività siano provvedute le coperture richieste per l'autovettura Fiat 1100.



24 Mar. 45
Stanley Mason
Regional Control & Property
Lazio Umbria Region

Tel. 489081
317

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

WHL/ac
39

4 April 1945

Reference : 122/PWU

Subject : Transport

To : REGIONAL COMMISSIONER NAPLES PROVINCE

1. We are being requested by AFHQ to allow Maj. R.A. Ryan to remain at Naples until such time as Chief Engineer District 3 is able to take over his work.

2. Maj. Ryan has jeep No 20136679 assigned to him as it is necessary for him to travel in Southern Italy Area for the purpose of maintenance of electricity supply and following up reconstruction work in connection therewith.

3. In case of break-down or trouble in connection with Electricity supply it is necessary that Maj. Ryan should have a car immediately available and it is requested that the above car be retained by him while he is in that Area.

By command of Rear Admiral STONE,

3797

W.M. LAPPER
Lieut-Colonel
Chief Elec. Div.

cc : file 103

Subject:- Requisition of Vehicles.

○ 56 Area **37**
Ext 279
OS/RA/1004
27 Mar 45

H.Q. Allied Commission.
Public Works & Utilities
Sub Commission. APO 394.

Reference your 122/FWU dated 23 Mar 45.

I enclose copy of ACC/122/FWU dated 18 Sep 44
and also A.D.O.S. 57 Area reply RA/1003 dated 26 Sep 44.

21

NW/MD.

RECEIVED
P.W. & U.S./C.A.C.
31 MAR 1945 *43*

46 refers for information
Lt. Col. **3795**
A.D.O.S.

(COPY)

RWS/ada

37B

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

Ref ACC/122/PWU

18 Sep 1944

Subject: Requisitioned Vehicle.

To: A.D.O.S. 57 Area.

Reference your RA/1003 - A dated 12 September 44.

1. Since our records do not reflect information on the two automobiles referred to, will you, please, give us the details and date of the transfer from 10 C.R.E. (Works)

RECEIVED
P.W. & U. S/C.A.C.
31 MAR 1945 103

MD.

V.S. THOMPSON.
Lt.Col. C.R.E.
Chief, Public Wks
Div.

3794

Tel. 489081
Ext. 317

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

LWL/ac
36

Reference : 122/PWU

31 March 1945

Subject : Tires Hydrographic Service
Rome Department

To : MINISTRY OF PUBLIC WORKS
(Att Eng. A.Asta)

- 1) - The attached request is transmitted to you for handling.
- 2) - Do you require assistance in this instance?

W.M. LAPPER
Lieut-Colonel,
Chief Elec. Div.

1 enclosure
letter 27/3/45 - Prot. N° 174

see file 32
3793

33

RECEIVED
P.W. U. S/C.A.C.
28 MAR 1945 122

ENGINEER SECTION (BR)
A.F.H.Q.
C.M.F.
Tel: FERNWOOD 12

Subject:- Heavy Transport.

DEFS/4730

To :- OC, Q Mech Egmt Pk Coy RE.

26 Mar 45

1. Allied Commission are undertaking the rehabilitation of the Cotilia hydro-electric plant at Terni and have requested assistance with heavy transport, to move turbine parts which have already been dismantled.
2. Accordingly, will you please contact Capt. Vannoy (A), Field Engineer of the Allied Commission, at present with 80 KBW Terni, and arrange with him to render any assistance within your power, subject to your existing, and anticipated, operational commitments.

J. Stouland
Capt. RE
for
JACK WILSON,
Lt. Coll. R.C.E.,
for Brigadier,

RCC/MP.

Director of Engineer Production & Stores.

Copy to:- Chief Electrical Division,
Public Works & Utilities Sub-Comm.
Headquarters, Allied Commission.

379?
23/3

TRANSLATION

By : CT/ct

MINISTRY OF PUBLIC WORKS
 Hydrographical Service of Genio Civile
 Rome Section

27 Mar 45

REFERENCE : 174

TO : Public Works and Utilities Sub-Commission
 Electrical Division

SUBJECT : Request for tyres.

1. The only vehicle available to this Section for carrying out the duties in connection with the Hydrographical Service is a small Fiat 501 truck, recently assigned to us by the Ministry of Public Works.
2. The truck is meant for transporting materials and officials in charge of survey of war damage to hydroelectrical and hydrographical plants, and of the reconstruction of a certain number of these last plants, selected amongst the most important ones.
3. We have no tyres for the said vehicle and we could not find them on the market. We beg therefore your Sub-Commission to arrange for the allocation of four tyres of the 5,25 x 18 type, or another type which can be fitted to the 18" rim.

3791
 THE DIRECTOR ENGINEER

sgd. illegible

*The original has been
 attached to the letter to
 M. of P.W.*

Tel. 489081
Ext. 317.

WML/ce

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

30

122/PWU.

26 March 45.

SUBJECT: Italian Army Trucks.

TO : Major Bell,
 Officer in Charge Electrical Division,
Florence.

23

1. Ref. your letter V/O BAB/ab, dated 22nd March 1945 and attached correspondence referring to Italian Army trucks now held by Selt-Valdarno Electric Company.
2. The retention of these trucks by the Selt-Valdarno Company has to-day been discussed with Col. Kirk of the Army Sub-Commission and it is now quite definite that the trucks are to be returned to the Italian Forces.
3. Under these circumstances you are advised to take no further action in the matter and we should be glad to know from time to time the difficulties which may arise in connection with transport for this Company.

W.M. LAPPER,
 Lieut-Colonel,
 Chief, Elect.Div.

3798

Tel. 489081
Ext. 317

WML/ce

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

29

122/PWU.

26 March 45.

SUBJECT: Transport.

TO : Major Bell,
 Officer in Charge Electrical Division,
Florence.

1. Ref. your Memo dated 22nd March concerning the weapons carrier assigned to you. It is observed that this is now being used by Major Vallero on Regional work.
2. Major Vallero is assigned to Toscana Region and is now carrying out work for that Region. Any transport which he requires should, therefore, be supplied from the Regional pool.
3. A copy of this letter is being sent to Regional Commissioner Toscana Region, for attention Regional Engineer, so that he can make the necessary arrangements for returning the weapons carrier to you, in order that your officers may use it in connection with the urgent rehabilitation work which you have in hand.

W.M. LAPPER,
 Lieut-Colonel,
 Chief, Elect. Div.

c.c. to: Regional Commissioner,
 Toscana Region
 (att: Regional Engineer)

3784

Telephone 478805

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works & Utilities Sub Commission
Electrical Division

LGP/ba

Float

25/3/45

28

Reference: ¹²² 210/PWU

Subject : Cement Shipments

To : Italcementi Civitavecchia
Sgt. Weinstein PBS

1 April : 1. We are notified of the following rail acceptances for week 26 March -

Transportation s/c Ref. Bid No. 8987 - 3 Wagons, 50 Tons Cement - ILVA, Piombino.
" " " 8942 - " " " " - S.R.L., Fara Sabina.

2. Payment has been arranged by each of the above, direct with Italcementi Rome, it is in order, therefore, for you to dispatch.

By Command of Rear Admiral STONE,

L. G. PRICE

L. G. PRICE, MAJOR RM
for Lieut Colonel
Chief Electr. Division

Telephone 478805

HEADQUARTERS ALLIED COMMISSION ON
APO 994
Public Works & Utilities Sub Commission
Electrical Division

REF/DA
FILE

25/3/45

27

Reference: 122
326/TSU

Subject : Cement shipments
To : Italoementi Civitavecchia
Sgt. Weinstein HES

1. We are notified of the following rail acceptances for week 26 March -
1 April :

Transportation S/C Ref. Bis No. 3987 - 3 Wagons, 50 Tons Cement- ILVA, Piccino.
" " " 3942 - " " " " - S.R.L., Fara Sabina.

2. Payment has been arranged by each of the above, direct with Italoementi
Rome, it is in order, therefore, for you to dispatch.

By Command of Rear Admiral HSTEF.

L. G. PRICE

L. G. PRICE, MAJ GEN RUS
for Lieut Colonel
Chief Electr. Division

Subject:- Requisitioned Vehicles.

56 Area.
Ext 279
OS/RA/1004
19 Mar.45.

25

H.Q. Allied Commission,
Public Works & Utilities Sub Commission.

May a reply be received to my OS/RA/1004 dated
10 Mar.45 concerning Lancia car NA. 14140(BN.No.57392)?

NW/MD.

RECEIVED
P.W. & U. S/C.A.C.
23 MAR 1945 122

[Handwritten Signature]
Lt.Col.
A.D.O.S.

378

RECEIVED
P.W. & U. S/C.A.C.
25 MAR 1945 172

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMM.
ALLIED COMMISSION

24

Memo to Col. Lapper

22nd March 1945

1. Jeep n° 5637696 departed for Rome March 21st 1945 as per attached instructions.

2. The weapons carrier assigned to this Hqtrs is at Larderello with Major Vallero, leaving us with two jeeps. One more piece of transportation (preferably jeep) could be used to advantage here.

Col. Ristetti
to Col. Lapper
24/3

Robert A. Bell
Robert A. Bell
Major S.C.
USA

3785

RECEIVED
P.W. & U.S./C.A.C.
25 MAR 1945 (22)

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COMM.
ALLIED COMMISSION

23

Florence, 6 Via Cerretani
Telephone n° 1153
22nd March 1945

SUBJECT: Italian Army Trucks.

Ref. : V/O RAB/ab

TO : Public Works & Utilities Sub-Commission
H.Q. Allied Commission
Electrical Division - A.P.O. 394

1. Attached correspondence is self explanatory. This office recommends that steps be taken immediately to replace the trucks in question prior to April 1st.

Robert A. Bell
Robert A. Bell
Major S.C.
Officer in charge

30 refers

5 enclosures.

3782

HEADQUARTERS FIFTH ARMY
APO 464 US ARMY

RCV/jad
16 March 1945

Ref. File 29

Subject: Italian Army Trucks

To : Major Robert A. Bell S.C.
Public Works & Utilities Sub-Commission A.C.
Florence, Via Cerretani 6.

1. Reference your letter of 7 March 1945, above subject.
2. In conformity with your request, am attaching an A.C. directive on the subject which is explanatory of my position in the matter. In addition, there are more recent directives from 15th Army Group and 5th Army on the subject.
3. Have made an examination of one of the 2 trucks described in your letter. Both trucks are just alike and there is no dispute as to these trucks being Italian Military trucks. The body and cab are the same as when originally constructed by Fiat Co for Italian War Department in 1940. They have, however, been repainted a maroon color with the name of the Selt-Valdarno Electric Company on them. It is true they are equipped for transmission line work in the rural areas, and has in the body a "capra" which is used for moving heavy objects. It is only a steel frame about 4 feet high with a "block and tackle" on it which can be removed without injury to the truck or the "capra" for it is only fastened onto the body with bolts.
4. In my opinion, if the "capre" were removed from the trucks by the Electrical company, it would not be a violation of MMIA signal AQ2463 of 26 December 1944 which requested a return of the trucks to the Italian Army in their present operating condition. 15th Army Group on the 27th of December 1944, signal No. 562, directed Fifth Army to take necessary action in accordance with the MMIA signal.
5. Attached is a copy of my instructions to Recovery Commission #21 to allow the Electric company two weeks in which to remove the "capre" and to get replacements for these trucks. It is pointed out, however, that the company will still have one more large truck and three smaller ones.

Col Ristetti
to Col Chappin
7/3

R.C. Van Kirk
R.C. VAN KIRK,
Major, Infantry,
Sr. (MMIA) L.O.,
5th Army 3783

Copies to: MMIA
Recovery Commission #21

COPY

ADVANCED SECTION
ELECTRICAL DIVISION
PUBLIC WORKS & UTILITIES SUB-COM
ALLIED COMMISSION

COPY

Florence, 6 Via Cerretani
Telephone No 1153
7th March 1945

SUBJECT: Italian Army trucks.

TO : Military Mission Italian Army
Fifth Army Rear
(for attn. of Major R.C. Van Kirk)

1. The Selt-Valdarno Electric Company is now using the following two trucks:

FIAT 626 license FI 30811
FIAT 626 license FI 30812

for high voltage transmission line rehabilitation in the Fifth Army area. These two trucks were given to this Company, prior to Allied occupation of this territory. At that time, the trucks were damaged to the extent that the Company has installed new engines and special bodies on them. They are both now equipped especially for transmission line repair work. The company has no other trucks for this purpose.

2. Additional transport must be provided for this Company by the Allies if these trucks are taken from them. In view of the special equipment now installed on these trucks and the importance to the war effort of the work they are now doing, it is urgently requested that the Selt-Valdarno Electric Company be allowed to retain them.

/s/ Robert A. Bell
/t/ ROBERT A. BELL
Major S.C. USA
Officer in charge.

3782

INTEROFFICE REFERENCE SHEET

HEADQUARTERS FIFTH ARMY

Subject: **Italian Army Trucks**

RCV/jad

| IND. NO. | FROM | TO | DATE | |
|-------------|--------------|-----|----------------|---|
| | Sr MIA LO | MIA | 16 Mar 1945 | <p>Reference your signals Q22 of 1 March and AQ2463 of 26 Dec 1944.</p> <p>Attached for your information.</p> <p>R.C.VAN KIRK, Major, Infantry, Sr. (MIA) L.O., 5th Army</p> <p>col Maj Bell ✓ Recovery Comm. #21</p> |

3781

INTEROFFICE REFERENCE SHEET

HEADQUARTERS FIFTH ARMY

Subject: Italian Military Transport

RCV/jed

| IND. NO. | FROM | TO | DATE | |
|----------|--------------|--------------------------|----------------|---|
| | Sr MIA LO | Recovery Cover #21 | 16 Mar 1945 | <p>Request that you take possession of the two trucks described in Major Bell's letter to me at the expiration of 2 weeks from this date. You will note that the "caps" are to be removed from the bodies but the trucks are to be delivered in their present operating condition.</p> <p>R.G.VAN KIRK, Major, Infantry, Sr. (MIA) L.O., 5th Army</p> <p>cc: MIA Maj Robert A. Ball ✓</p> |

378

Tel. 489081
Ext. 589

AEP/ce
 21

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

REFERENCE: 122/PWU

23 March 45

SUBJECT : Requisition Vehicles.

TO : A.D.O.S. 56 Area.

FROM : P.Wks. & U. Sub-Commission.

1. Ref. your letter OS/RA/1004 of the 10th and 19th March.
2. We cannot trace copy of our letter AOC/122/PU dated 18 Sept. last referred to in your letter dated 10th March.
3. We do not appear to have any record of Lancia Car NA.14140, EN.N° 57392 and therefore cannot confirm that it was ever in our possession.
4. Perhaps you will be good enough to send us a copy of our letter 122/PU dated 18 Sept.44 which may throw some light on the subject.

For the Chief Commissioner:

46 B refers

L.A. JENNY,
 Colonel, C.E.,
 Director.

37 refers

Subject:- Requisitioned Vehicles.

56 Area. **20**
Ext 279
OS/RA/1004.

RECEIVED
P.W. & U. S/C A.C.
12 MAR 1945 122

10 Mar. 45.

H.Q. Allied Commission,
Public Works & Utilities
Sub Commission APO 394.

I refer to your letter ACC/122/PWU dated 18 Sep. 1944 and A.D.O.S. 56 Area letter RA/1003 dated 26 Sep. 44; both in connection with Lancia Car, NA. 14140, BN. No. 57392.

Will you please confirm that this vehicle was taken over by you, and also inform me whether it is still held, or how disposed of.

NW/HD.

*Major Hardy
We have more
Lancia cars
C.A.P.*

Y. Howley Capt

Lt. Col.
A.D.O.S.

3712

Telephone 478805

Inter Office Memo

LGE/ds

Reference: 122
310/PSU

FILE

19

Subject : Rail Transportation

To : Director Transportation Sub Commission
(Attn. Capt. Clinging)

From : P.W. & U. S/C Electrical Division

1. Reference recent conversation Capt. Clinging - Major Price, it is confirmed that rail wagons outstanding up to 11 March 45 numbered 45, bids accepted for week 12/3 - 18/3 are as follows :

| | | |
|---------|----|-------|
| N. 8139 | 20 | Tons. |
| " 8140 | 80 | " |
| " 8141 | 15 | " |
| " 8142 | 15 | " |
| " 8598 | 40 | " |

2. Up to the time of writing a total of 15 wagons have been put into Colleferr that is 5 on the 16 March and 10 on the 17 March.

3. We now understand that a total of 8 wagons per day will be put into Colleferr during week 25 March 1 April, in which case the arrears of cement transportation will be picked up/

L. G. PRICE
L.G. PRICE, MAJOR RE
for Lieut Colonel
Chief Electr. Division

3777

RECEIVED
P.W. & U.S./C.A.C.
23 MAR 1945 122

HEADQUARTERS ALLIED COMMISSION
P.O. TRANSPORTATION OFFICER
LANCIA GARAGE

Tn/SP/72

16
URGENT

To : Public Works and Utilities S/C. (attⁿ Maj. LOUGHLIN).
Subj.: Removal of trucks.
Date : 23rd March 1945.

1. As the space is required for the storage of Regional trucks, I would be grateful if it could be arranged to garage the two trucks (fitted with electrical generators) in another garage.

2. As they are too large to enter SUPERGARAGE, the PUBLIC SAFETY GARAGE, Via TOMMASO CAMPANELLA is suggested.

3. It would help us to take in Regional vehicles if these two trucks could be moved not later than Mon. 26, MAR 45. We can provide drivers to move them if you will let us know where they are to go.

M. Hay
M. HAY
Capt. R. A.
Officer P.O. Lancia Works

Capt. Powell contacted 24/3/45
Capt. Wiley contacted 24/3/45
Capt. Hay contacted 26/3/45 - to find use for units. He to contact Major Bell 26/3/45 - to find use for units. He to contact Major Coakley.
called Maj. Bruce 30/3/45 He to check Major Coakley and Capt. Roberts. 4/4/45

A. T. A. R
Major Bruce
Catholic Sec
Route 5
Retreat Point Port
curving Road straight ahead over hill
Under Pass
Pruggen
turn left
through gate
to left road
follow 377

Telephone 173805
LGP/ba

I.O. M E M O

19/3/45 ¹²²
Reference: 310/PWU **FILE**

To : Chief Public Works Division
Roads & Bridges
From : P.W. & U. S/C
Electr. Division

Subject : Rail Movement

13

1. Your bids for rail movement :-
a) O.P.E.S. Rome (Ostiense) to Ancona -20 Tons, 1 wagon Bid No. 8764.
b) O.P.E.S. Baiano to Rome, 18 Tons, 1 wagon Bid No. 8765
has been accepted for week 19/3 - 25/3.

2. You are requested to arrange accordingly.

3. Wagon labels will be issued by Capo Stazione ISR.

L. G. PRICE

L.G.PRICE, MAJOR RE
for Lieut Colonel
Chief Electr. Division

3775

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16 MAR 1945 122

HEADQUARTERS ALLIED COMMISSION
APO 394
Headquarters Transportation Section

15 Mar 45
(Date)

HQC/10/2

SUBJECT: Transport - Assignment of Civilian Requisitioned Vehicles.

TO : Public Works & Utilities

1. In order to avoid a duplication of records and with authority of G-4 (A), dated 1 March 1945, the vehicle HQ. No. 291, now assigned to you by that Branch, is being transferred to the Headquarters pool, and will be the responsibility of the Headquarters Transportation Officer.
2. This vehicle will remain assigned for your use.
3. It is requested that this vehicle report to Super Garage for a physical check on 20 Mar 1945, at 1100 hrs.
4. It will be released immediately after check if found in good condition.
5. You are requested to complete the attached receipt which should accompany the vehicle as per para. 3 above. The receipt given by you to G-4 (A) will then be returned to you.

*Receipt taken to
Super Garage 20/3/45
Kylasperi*

R. H. Robertson 377
Colonel
R. H. ROBERTSON
Hq Comdt/Transportation O.

*Major Price***SOCIETÀ ITALIANA PER IL GAS**

ANONIMA CAPITALE DI L.540.000.000 INT. VERS. - SEDE SOCIALE: TORINO

*Esercizio Romana Gas**Direzione Generale ed Uffici: Roma - Via Regina Elena, 28*C.P.C. N° 89201
TELEFONO 481.251

EGRANMI: "GAS", ROMA

RECEIVED
P.W. & U.S./C.A.C.
MAR 7 1945 122*Roma, li* 14 marzo

1945

Rif. N/ab= d.39

(DA CITARE NELLA RISPOSTA)

alla COMMISSIONE ALLEATA

ROMA

questa Società, concessionaria del pubblico servizio del gas in Roma, si pregia portare a conoscenza di codesta Commissione la gravissima condizione in cui - a prescindere dalle altre difficoltà di esercizio inerenti alle attuali contingenze - si viene a trovare per la persistente penuria di gomme (camere d'aria e copertoni) necessari per i propri automezzi, i quali sono indispensabili per il regolare funzionamento del servizio del gas, con particolare attinenza per le riparazioni e la ricerca di fughe nei contatori e nelle varie tubazioni della rete di distribuzione.

Normalmente la Società ha una dotazione di 35 automezzi, per la più gran parte motofurgoncini adibiti al servizio suddetto.

Attualmente, oltre la metà di tali automezzi è impossibilitata a circolare per il disastroso stato d'uso in cui sono ridotte le relative gomme ed il numero di quelli ancora efficienti si assottiglia sempre più a mano a mano che procede l'usura di esse. ³⁷⁷

Ove una simile situazione perdurasse ulteriormente, nel termine di uno o due mesi questa Azienda sarebbe obbligata a fermare tutto il reparto riparazioni con quali gravi conseguenze per il

SOCIETÀ ITALIANA PER IL GAS

Esercizio Romana Gas

ROMA

Segue lettera Commissione Alleata
N° 2 del 14/3/1945

servizio e per la popolazione interessata è facile immaginare.

Abbiamo prospettato tale situazione alle Autorità italiane alle quali abbiamo avanzato anche domande in proposito, ma ci è stato risposto che esse, con le attuali disponibilità, sono nella materiale impossibilità di procedere alla benchè minima assegnazione di pneumatici e copertoni nei nostri confronti.

In queste condizioni riteniamo doveroso informare di quanto sopra cotesta Commissione Alleata facendo presente che, ove non intervenga con la massima urgenza una assegnazione a favore di questa Società, non sarà possibile evitare le conseguenze sopradescritte, e cioè la parziale sospensione del servizio.

Si fa noto che il fabbisogno di gomme strettamente ridotto, è il seguente:

| | | |
|---|-----------|-------|
| | 7,50 x 15 | N. 12 |
| × | 130 x 40 | " 7 |
| × | 140 x 40 | " 5 |
| | 32 x 6 | " 15 |
| | 6,25 x 17 | " 1 |
| | 6,00 x 16 | " 2 |
| × | 4,00 x 17 | " 20 |
| | 4,00 x 18 | " 3 |
| | | ----- |
| | | N. 65 |

Si ringrazia di quanto cotesta Commissione vorrà fare al riguardo, e si rimane in attesa di cortese riscontro.

Distinti saluti.

SOCIETÀ ITALIANA PER IL GAS
ESERCIZIO ROMANA GAS
Il Direttore Generale
(Vittorio Cova)

Vittorio Cova

Telephone 478805
LGP/ds

FILE
8

HEADQUARTERS ALLIED COMMISSION
AFC 394
Public Works & Utilities Sub Commission
Electrical Division

Reference: ¹²²210/PWU

17/3/45

Subject : Rail Transportation

To : DIRECTOR TRANSPORTATION SUB COMMISSION

1. Further to our letter 210/PWU dated 9/3/45 and your 254/50/TN.3 dated 12 March 1945.
2. We have this day interviewed the Director of Colleferro Cement Works and we have been assured that no waggons have been used other than moving cement against A.C. bids.
3. The position is still critical since there are now over 50 waggon loads of cement to be moved and the Director of Colleferro suggest, that not less than 10 waggons a day be forwarded to their sidings so that the arrears can be picked up.
4. You will appreciate no doubt that the position is causing serious delays in our electrical reconstruction schedule.

For the Chief Commissioner,

L. G. PRICE

L. G. PRICE, MAJOR RE
for Lieut Colonel
Chief Electr. Division

377

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P.W. & S/C A.C.
15 MAR 1945 122

5

MOVCENT MOVWIT ANG AREZZO FOR SUPPLY OFFICER INFO TO FREEDOM
CITE FHGDM ALCOM SOUTHERN REGION FOR BOWERS 701 RLY GRAND DIV
3538 14 MARCH 45 PRIORITY

RESTRICTED PD

PARA ONE PD REFERENCE BY THREE FOUR EIGHT TWO DATED ONE THREE MARCH
NOT TO ALL PD ADDITIONAL AMENDMENT TO LOADING PROGRAMME FOR PERIOD
ONE NINE TO TWO FIVE MARCH PD

PARA TWO PD SOUTHBOUND LINE SIX FIVE BID EIGHT SEVEN TWO SEVEN NOW
TWO ZERO FIVE TONS PD INSERT EXTRA BID EIGHT NINE ONE NINE FILES
SEVEN FIVE TONS CHIUSI TO ROME OSTIENSE CONSIGNOR FORNACI DI SINAS
LUNGA CONSIGNEE IMPR COSTR ROSSI PD

PARA THREE PD NORTHBOUND EIGHT NINE SLANT NINE ZERO BID EIGHT SIX
SIX ONE LOADING STATION NOW TORRE ANNUNZIATA NOT REPEAT NOT NAPLES
PROV PD

COPY TO HQ MOV ROME
DMRS ROME (MAJOR LONDON)
PUBLIC WORKS SUB COM (MAJOR PRICE) ✓

By Col. Rappin
16/3
3773

TRANSPORTATION SC
J. Longmire

390

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

RECEIVED
P.W. & U. S/C A.C.
14 MAR 1945 122

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U. S. ARMY

H
HEADQUARTERS
14 MAR 1945
A. C.

R/2377

13 March 1945

SUBJECT: Automobiles for Public Works and Utilities Officers
TO : Public Works and Utilities Sub-Commission
Headquarters, Allied Commission
(Attention of Colonel L. A. Jenny)

1. Your letter of 10 March 1945, ref. no. 122/PWU has been referred to me, and I believe you misunderstood Brigadier Dunlop's remarks at the Rome conference.

2. The civilian requisitioned vehicles are being withdrawn from this Region on order of G-4 American at Allied Commission Headquarters by number. Eight are being delivered to Rome today including some of the best cars in the Region.

3. The Public Works and Utilities Division now have two jeeps (A) and one civilian car, besides the P.U. of Mr. Townsend which is not charged to this Region. We have a motor pool of cars of limited capabilities that is always available for our Divisions.

4. It would seem that you should make your request direct to G-4 American, Headquarters, Allied Commission for the transportation you need if the assigned cars and the motor pool is not sufficient.

5. We might further advise that there is some possibility of the American jeeps being recalled to Rome. If that is true, there is all the more reason why you should state your needs to G-4 American.

For the Regional Commissioner:

Edmond O. Howell
EDMOND O. HOWELL
Colonel, Inf 3784
Actg. Executive Officer

COPIES TO:

G-4 American, HQ, A. C.
Public Works and Utilities, Southern Region, A.C.

*det. Col. Thompson
in Report
I think we should let this rest a while and see how things turn out.*



HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission
(Movements Division - Rail)

CRW/mb

2

Tele : 478704

12/ March 1945

354/50/Tn.3.

SUBJECT : Rail Transportation - Cement.TO : Public Works & Utilities Sub-Commission
(Electrical Division)

1. Reference your 310/TWU dated 9 March 1945.
2. The general question of the loading of cement at Colleferro is at present in hand with HQ. Mov. Rome and M.R.S. (see my 254/48/Tn.3. dated 8 March 1945). Directly a reply is received on this matter you will be advised of what action can be taken to move outstanding tonnages and what the position is likely to be regarding future movements.

For the Chief Commissioner.

J. M. Baker
Lt. Col.
for
MERRITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to : M.R.S.
HQ. Mov. Rome.

Lt Col. Hopper
Maj. Price &
13/3

3768

0 2 6 3

0 2 6 3