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(VOL. I)

MONTHLY
JAN. 1944

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10000/109/1023
(VOL. I)

MONTHLY REPORTS, TRANSPORTATION S/COM.
JAN. 1944 – MAR. 1945

Summary of Transportation Sub-Commission's Monthly Report for March

1. Import program - Transport requirements.
   a. This completed and sent to Washington.

2. Personnel
   a. Officers withdrawn from Italian Government territory. Few officers retained to operate truck pools, etc.

3. Movements
   a. Periods for movements increased. Note all accepted. Those for primary commodities were moved in full.
   b. Some cases of misuse and wastage of transport capacity have occurred. Matter being looked into.
   c. Co-ordination with AFHQ improving.

4. Shipping
   a. All bids made at AFHQ for movement by sea accepted.
   b. Ferry service between Mainland and Sardinia working satisfactorily.
   c. Port of Piombino bagan operating.

5. Rail
   a. New procedure of bidding, screening and programming of A.C. sponsored traffic in effect.
   b. New procedure under which movement of non-rationed foodstuffs, is co-ordinated through the office of the High Commissioner for Food, is working smoothly.

6. Road
   a. General improvement in the carrying out of program of movements by road and the greater flexibility reached in the movement of A.C. motor transport into areas where such transport is required.

7. Mechanical Engineering.
   a. Cecchetti works at Civitanova Marche working on railway car recovery.
   b. Other repair shops being opened
   c. Very satisfactory progress noted.

8. Stores
   a. Severl changes made in procedure in procuring materials
   b. Still a shortage of cement for A.C. works not sponsored by military.
   c. Economic Section directive places all non-subsistence controlled materials for civilian needs under the Ministry of Industry, Commerce and Labor.
   d. Italian State Railway have difficulty obtaining hemp products for their needs.

9. Traffic
   Continues satisfactory
   a. /exchange of freight cars into Sicily in spite of bad state of tracks on some lines.
   b. 101 USA freight cars received and 58 freight cars from Sardinia

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10. General

a. Procedure handling road haulage programs working smoothly

b. Control and operation of civilian trucks by ENAC is improving.

c. Total tonnage increased by 8 thousand over February.

d. Total tonnage hauled by ENAC in first 10 days in March 39/tons.

e. 1396 civilian road carrying vehicles of 1½ ton capacity have been received from the US.

f. 241 tires and 232 tubes were released to Regions.

PTO

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CSO: Summary of Feb. Report:

1) To see para 2 and Appendix "A" for Personnel changes, etc.

2) Shipping: Improved information from the ports as a result of Shipping Instruction No 5 resulted in much better daily information being received at this HQ. This has enabled prompter action to be taken when poor ship working was seen, and has resulted in certain recommendations being put forward to AFHQ, which will result in considerable saving of shipping. The working of the majority of ports under Allied control is improving, especially the Naples statellite ports, black spots heretofore. The Civitavecchia port is now capable of handling an average of 1,750 tons per day. A commencement has been made in the movement of coal from Civitavecchia to Fiumicino. The quantities moved have exceeded expectations, but this is because the craft engaged on this movement are being run under normal commercial practice and not under the COGENA time charter scheme. As soon as the depth of the Tiber permits it is hoped that the majority of this coal will be brought direct to Rome, thus saving any rail haul.

3) Road Movements: ENAC came into being on the 1st of Feb 45. See next month's report. The move of 1000 G.T. Company from the Leghorn-Florence area to the Ancona area during the month enabled the movement of sulphur to rail head, and other high priority road movements to be made without interferring with the movement of grain for Rome to rail head.

4) Railheads: There has been no alteration of railheads during the month; they remain at Montecatini on the West side, and Forli on the East.

5) Rail lines: On line 86 (Ortona- Ancona), although of high military priority, shortage of cement and bricks has caused some difficulty. MRS are assisting on this work. Line 229, linking the port of Piombino with line 50 at Campiglia, was completed on 28 Feb 45.

6) Gen. Tpt. Coys.: Gen. Tpt. Coys (Italian) are now situated as follows:

1000 Gen. Tpt. Coy - 2 Platoons and Hqs. at San Giovanni, employed on forward haul Ancona-Forli.
2 Platoons at Potenza-Picena, employed on wheat lift in Macerata Prov. for rail southwards.

1001 Gen. Tpt. Coy - Located at Cesena and employed solely by AMG 8th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of rationed goods from Ortona railhead.

1004 Gen. Tpt. Coy - 2 Platoons and Hqs. at Osimo, employed on warehousing and wheat haul.
2 Platoons at Chiaravalla employed on sulphur haul.

Q.M. Truck Coys - Seven of the eight Companies of the first Q.M. Truck Bn. are now activated and are located as follows:

3 Coys in Florence
2 Coys in Leghorn
1 Coy in Novacchia
1 Coy in Lucca

These seven Companies are employed on hauling for (1) AMG 5th Army and (2) Toscana Region.
The eighth Company may be available by 14 March.

7) Imported transport supply: 360 civilian load-carrying vehicles, 1½-ton capacity, have been received. Assembly is proceeding at ATAG plant, Rome, and REME shops, Naples, These are to be released to the M.T. Group, AC, for operation.
The first consignment (8 tons) of spare parts for the above-mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Prenestina, Rome.

8) See para 6 of Part V for Warehouse Situations.

folio 91

17 Mar 45.

Major

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folio 91

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Major

Ex Cons

Wood Summary at 95 by Maj a Rivels.

Sd. 17/3.

Seen by Ex Cons

Sd.

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To Chief Staff Officer:

Items in Sept Report of general interest

① Railways

Improvement noted in Back movement. (Folio 45 para 1)
Accepted tonnage bids increased from 75,222 in Aug.
To 123,591 in Sept.

② Motor Transport

The motor transport position is given as folio 38. Vehicles promised have not been received

Cont'd Progress noted in maintenance. Spare parts being improperly packed (Folio 38 para 2) Will investigate for corrective action

③ Shipping

Sicily & Southern Regions not making proper bids for shipping. (See folio 38 B) Will investigate for corrective action.

Cont'd

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177 - 24/10

CSO: Points of interest in Nov. Report: 72.

1. Director of MRS (Brigadier Waghorn) met with AC and agreed to procedure in regard to rehabilitation of the Italian railways in these priorities:
Priority I - essential reconstruction to open lines to cover immediate military needs at earliest possible date.
Priority II - reconstruction to improve existing facilities based on military needs.

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   Priority I - essential reconstruction to open lines to cover immediate military needs at earliest possible date.
   Priority II - reconstruction to improve existing facilities based on military needs.
   Priority III - rehabilitation of Railways to improve Italian economy generally.
2. Pilfering of railway cars especially north of Naples has been rampant. Additional police protection at various critical points are being advocated.
3. Free Travel for Allied Force Civil Workers is being abused & system is being reviewed.
4. Super Garage (see 65) and Lancia Garage (see 63) did much maint. & repair work (AC cars).
5. Warehouse facilities were improved by PBS allocations in Leghorn after clearing pressure. Various PBS units aided in loading ships out of kindness but our PWU S.C. produced nothing.
6. This S.C. has new Director: Mr. Taylor, civilian (A). Dec. Report will be of more interest. JCBT 11/145

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MARCH 1945

APR 14 Rec'd

PART I - GENERAL

1. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS

(a) The Import Program of Italian Transportation Requirements has now been completed and, for the most part, sent to Washington. Mr. Taylor, the Director of the Sub-Commission, is at present in the United States.

2. PERSONNEL

(a) A list of officers in the Sub-Commission is attached as Appendix "A".

3. WITHDRAWAL FROM ITALIAN GOVERNMENT TERRITORY

(a) During the month officers were withdrawn from Italian Government territory, i.e., all Italy south of the Toscano and Umbria-Marche Regions, with the exception of certain special places such as Naples. Transportation work, however, entails the retention of a number of officers in this territory and the following remained at the end of the month:

Palermo	- 1	Naples	- 4
Reggio and Catanzaro	- 2	Civitavecchia	- 1
Bari	- 4	Rome	- 1

In addition, there remain "Truck Pool Officers" at Naples, Foggia, Campobasso and Chieti; it is intended to withdraw the latter four officers as soon as the WD vehicles in the truck pools can be handed over to the Italian Government.

PART II - MOVEMENTS

1. GENERAL

(a) An increasing proportion of bids made for movement are being accepted; not all these accepted bids move, especially bids for movement by rail due to unforeseen changes in the rolling stock position, but an increased tonnage, compared with previous months, has been lifted. Figures for exact quantities moved by rail and road against programs set up are not available for the whole of March, but the system whereby this information becomes available is now in operation. Returns commenced as from March 26, and reasonably accurate total figures should be available in the future.

(b) Wine, sulphur, and hemp programs were moved in full, and considerably larger quantities of primary commodities, such as grain, were lifted from growing areas to consumers. Improved weather has enabled substantially larger tonnages to be lifted by road and sea with the capacity available.

(c) A program to cover a six months grain movement for the whole of the liberated mainland area of Italy was prepared for Food Sub-Commission, and is being married up against estimated transport availabilities. Programs to cover the movement of fertilizers, pyrites, phosphate rock, sulphur, etc., for periods extending over several months, have been prepared and put into operation.

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(d) Cases of misuse and wastage of transport capacity available for AC traffic have occurred. These have been taken up as promptly as possible with those responsible, but the lack of Transportation Sub-Commission representatives in the field makes the efficient supervision of the use of transport difficult to carry

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out. A larger measure of responsibility is being delegated to the Italian authorities, but in certain respects they are not sufficiently competent to supervise movement efficiently.

(c) Coordination with AFHQ, and the Movement and Transportation areas in the field, continues to improve; and the measure of assistance being received from AFHQ, G-4 (Mov & Tn), and its field formations, continues to increase.

2. SHIPPING

(a) All bids made on AFHQ for movement by sea were accepted and, with minor exceptions, moved to time. A lee-way, which occurred in February, was made up by actual movement or by ships' set-up which will complete movement early in April. The total tonnage lifted coastwise during the month was approximately 73,000 tons, an increase of 30,000 tons over February. Schooners lifted 25,000 tons of this, which is a further improvement, and represents a considerable increase over an average of 10,000 tons per month lifted last Autumn.

(b) The ferry service between Sardinia and the mainland is working satisfactorily. The S.S. Campidoglio will not commence a ferry service between Sicily and the mainland until the second half of April; arrangements are in hand to convert certain space on this ship to passenger accommodation. By this means it is hoped to increase the passenger accommodation from approximately 60 to 250. The S.S. Lagnano commenced as a livestock ferry between Sardinia and the mainland, but could not operate the short ferry from Olbia to Civitavecchia because of an outbreak of foot and mouth disease at Olbia. The usefulness of this ship has temporarily decreased, because an outbreak of foot and mouth disease in other areas in Sardinia has prevented the export of all livestock with the exception of horses.

(c) A commencement has been made with the movement of traffic by water to Rome ex Civitavecchia, and it is planned to move 6,000 to 8,000 tons per month by this means as soon as certain obstructions have been cleared.

(d) The port of Piombino commenced to operate during the month, and a program of approximately 30,000 tons per month has been set up.

(e) Difficulties in connection with freight rates on pyrites, and payment to the French Government for phosphates ex North Africa, have resulted in shipping being wasted, or available shipping not being fully taken up. These problems have been taken up with those concerned, but final decisions, which will enable shipping to be fully utilized in these two major trades, have not yet been made.

3. RAIL

(a) The new procedure for the reception of bids, screening, programming, and moving of AC sponsored and authorized civilian traffic, came into force at the end of March. It is too early to state what traffic has actually moved against tonnage accepted for movement during the first week of the new system, but the information given on the "XB" forms so far received at this Headquarters will make it possible to give in the future exact tonnages moved by rail on the Italian mainland, and the reasons why traffic programmed for movement in certain cases has not been moved. The new system will enable us to take up mistakes more quickly, and to see whether the responsibility for the failure to move lies with AC or the organizations for which it is responsible, or AFHQ and their field units.

(b) The new procedure, under which all movement of non-rationed food stuffs, including wine, is coordinated and organized through the office of the High Commissioner for Food and his local organizations, is working smoothly.

(c) Programs to utilize available capacity on the railway lines now through to Florence, and on the railway line from Orbetello to Ancona, have been carried out,

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(c) Programs to utilize available capacity on the railway lines now through to Florence, and on the railway line from Ortona to Ancona, have been carried out, freeing motor transport for other high priority hauls.

4. ROAD

(a) There was a general improvement in the carrying out of programs scheduled for movement by road, and greater flexibility has been reached in the movement of

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AC controlled motor transport units to those areas where they are most required. There has been some improvement in the carrying out of movements allocated to ENAC, but this organization's control of civil transport is still far from complete.

(b) 9,000 tons of grain were hauled to railheads in the Ancona area for Rome, an increase of approximately 3,600 tons over the February figure. Against a programmed movement of 2,200 tons of sulphur approximately 2,700 tons were lifted from the mines, and against a program of 2,400 tons forward food haul from Ancona to the Forli warehouse for stockpiling purposes, 2,350 tons were moved.

(c) The movement of grain from East Central Italy to Ortona railhead for the Heel was suspended in the early part of the month, because it was estimated that the total to be cleared from the warehouse before the next harvest could be moved by rail when the Ortona-Ancona line is operating. This was an uneconomic road haul due to the long turn around and bad condition of the roads. The transport thus made available was allotted to the movement of inter-provincial traffic in the Terramo-Ascoli-Aquila areas, where hitherto sufficient movement capacity for grain could not be made available to enable the 300-gram ration to be established.

(d) The implementation of the wine program by sea, together with the control of road traffic by ENAC, has considerably reduced a major black market traffic, which was the haulage of wine from the Heel area to Rome. As ENAC control improves, more and more priority programs will be carried out effectively, and a general decrease in black market activities should follow.

PART III - RAIL

1. RAILHEADS

(a) The eastern railhead has remained at Forli. On the western side, Montecatini continues to be railhead for Fifth Army, but the completion of line 219 from Pisa to Florence at the end of the month permits traffic to be conveyed via Florence to Pistoia, which is separated from Montecatini by damage in the Serravallee tunnel, at present under repair by Military Railway Services.

2. ALLIED RAILWAY BOARD

(a) The third meeting of the Allied Railway Board took place on 15 March, when further review was taken of the work of the five sub-committees.

3. CIVIL ENGINEERING

(a) Although handicapped by the severe shortage of cement (only 1,520 tons out of 8,996 tons required being received) every effort has been made to maintain works in hand to comply with announced target dates.

(b) Line 88 - Rome-Avezzano. Work has re-started, and the section Mandela-Arsoli passed for traffic on 31 March.

(c) Line 65 - Arezzo-Florence. Clearing of demolition continued, and work of rebuilding piers and abutments carried on with use of Roman cement instead of Portland cement, which could not be obtained. Work on numerous small jobs continued as and when cement was available.

(d) Line 86 - Ortona-Ancona. Work in hand with Military Railway Services. Progress was satisfactory, in spite of shortage of cement. This work should be completed by target date (30 April).

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(d) Line 86 - Ortona-Ancona. Work in hand with Military Railway Services. Progress was satisfactory, in spite of shortage of cement. This work should be completed by target date (30 April).

(e) Line 92 - Petrace Bridge. All masonry work completed and demolition of old spans well in hand. Delivery on site of new span has commenced. Target date for completion 30 June.

(f) Line 219 - Pisa-Empoli-Florence. Opened by MRS on 31 March. Work has commenced on permanent repairs under AC supervision.

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(g) Line 244 - Busta-Ellera-Pietrafitta (for Lignite Mine). Contract has been let for this work.

(h) Line 257 - Rome-Viterbo. Work on Capranica bridge has continued, but it is anticipated it will not be concluded until mid-April.

(i) Line 279 - Termoli-Campobasso. Further damage has occurred in the tunnels due to rain and snow, and it is not anticipated the line will be ready for traffic until 30 April.

(j) Line 277 - Terni-Rieti. Progress has not been fully satisfactory due to poor work and lack of equipment. Difficulty in obtaining oxygen and acetylene caused further delay.

(k) Line 281 - Avellino-Benevento. Contract has been let for this work.

(l) Line 294 - Avellino-Rocchetta. Contract has been let for this work.

(m) Civitavecchia Port. Various sidings were completed in accordance with agreement, and other work put in hand.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery. Cecchetti Works at Civitanova Marche have started work on rail cars in their siding; 15 have already been repaired and an additional 50 are under repair. This plant may be expected to reach a very useful output after the opening of line 66 enabling rolling stock to be worked in. Captain Philby is stationed temporarily at Civitanova Marche to supervise this work.

The Rome Smistamento car repair shop of ISR has been partially re-equipped and has started work; 10 cars having been repaired during March.

Bomprini Parodi-Delfino at Colleferro continue to make progress, and turned out 62 heavy repair cars during the month.

Wagon Lits, Rome, had an output of 7 passenger coaches and 4 cars.

Recovery of rail cars for ISR from the Rome Nord railway has been completed, and an additional 119 cars from lines 256 and 257 are in process of recovery, by means of the Rome Nord line.

In conjunction with MRS, arrangements have been made for 16 tank cars, held up for heavy repairs in Sicily, to be moved to the Bari Compartimento to be dealt with.

(b) Inspection Tours. In addition to frequent visits to works in the Rome area, the Breda plant at Naples was visited, and as a result it is hoped to obtain for ISR two rail car wheel lathes now in the possession of Breda.

Cecchetti wagon works at Civitanova Marche and Pescara engine depot were visited with AD Tn 3 (M) of MRS. Very satisfactory progress was noted at both places.

5. STORES

(a) Several changes have been made during the month in the procedure of procuring materials, notably that of cement, which is now all allocated by A.F.L.R.S. There is still a shortage of cement for AC works not sponsored by the military, but it is believedthat this will be overcome shortly by increased production and production at plants which at present are idle.

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(j) Line 277 - Terni-Rieti. Progress has not been fully satisfactory due to poor work and lack of equipment. Difficulty in obtaining oxygen and acetylene caused further delay.

(k) Line 281 - Avellino-Benevento. Contract has been let for this work.

(l) Line 294 - Avellino-Rocchetta. Contract has been let for this work.

(m) Civitavecchia Port. Various sidings were completed in accordance with agreement, and other work put in hand.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery. Cecchetti Works at Civitanova Marche have started work on rail cars in their siding; 15 have already been repaired and an additional 50 are under repair. This plant may be expected to reach a very useful output after the opening of line 86 enabling rolling stock to be worked in. Captain Philby is stationed temporarily at Civitanova Marche to supervise this work.

The Rome Smistamento car repair shop of ISR has been partially re-equipped and has started work; 10 cars having been repaired during March.

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(b) An Economic Section directive, dated 28 March 45, places all non-subsistence controlled materials for civilian needs under the Ministry of Industry, Commerce and Labor. It has been recommended to the Ministry that the Italian State Railways be given a high priority for the obtaining of needed materials, so that the rehabilitation of the transportation system will proceed on schedule.

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(c) A directive of technical instruction for the supply of equipment and stores to the Italian State Railways has been drafted by MRS, and is ready for publication. The directive defines the responsibilities for the supplying of requirements of ISR as between MRS and Transportation Sub-Commission, AC.

(d) The Italian State Railways have had difficulty in obtaining hemp products for their needs as practically all of the output is taken by the military.

6. TRAFFIC

(a) Freight Services. There has been continued satisfactory exchange of freight cars into Sicily, and an increase in the island considered to be suitable to demands.

Considering the bad state of tracks on the line Nova Siri-Crotone-Reggio, and the necessity for passing traffic from Battipaglia over line 304 from San Eufemia to Catanzaro owing to the track at Petrace Bridge, internal operation in Calabria has been satisfactory. It is estimated that 12 locomotives could be made available for other service if the Petrace Bridge were completed and through traffic to Reggio possible.

191 USA freight cars have been received in at Reggio from North Africa and passed into general service. Some have been held for repairs but quickly released.

56 freight cars have been shipped in from Sardinia during the month.

(b) Passenger Services. On 5 March the Naples-Reggio and Rome-Naples train stock was merged to provide a daily through passenger service from Rome to Reggio, traveling three days via Cassino, and four days via Formia, with connections to and from Bari.

A local passenger service, using box cars in the absence of passenger coaches, was also introduced tri-weekly between Rome and Capranica, pending the completion of the damaged viaduct which prevents through service to Viterbo.

A daily service for Roman workers in the Pontine Marsh area and the ports of Anzio and Nettunia was introduced on 19 March.

In view of the considerable wastage in perishable foodstuffs in conveyance from the Puglie and Calabria districts, a daily through perishable freight train to Rome was introduced early in the month. It has brought an average of 700 tons per day without serious deterioration, and has run well to time, bearing in mind operational difficulties.

7. GENERAL

(a) Meetings have been held with interested parties in order to arrive at satisfactory methods for issuing free passes and permits for travel on Italian State Railways to Italian civilians, and to provide a simple scheme for covering the free conveyance of civilian employees working on behalf of the Allies.

(b) Attached hereto at Appendix "B" is an estimated statement of mileage of railway track open for traffic, with an indication as to the supervision of control.

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101 USA freight cars have been received in at Reggio from North Africa and passed into general service. Some have been held for repairs but quickly released.

58 freight cars have been shipped in from Sardinia during the month.

(b) Passenger Services. On 5 March the Naples-Reggio and Rome-Naples train stock was merged to provide a daily through passenger service from Rome to Reggio, traveling three days via Cassino, and four days via Formia, with connections to and from Bari.

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In view of the considerable wastage in perishable foodstuffs in conveyance from the Puglie and Calabria districts, a daily through perishable freight train to Rome was introduced early in the month. It has brought an average of 70C tons per day without serious deterioration, and has run well to time, bearing in mind operational difficulties.

7. GENERAL

(a) Meetings have been held with interested parties in order to arrive at satisfactory methods for issuing free passes and permits for travel on Italian State Railways to Italian civilians, and to provide a simple scheme for covering the free conveyance of civilian employees working on behalf of the Allies.

(b) Attached hereto at Appendix "B" is an estimated statement of mileage of railway track open for traffic, with an indication as to the supervision of control.

PART IV - ROAD

1. GENERAL

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(a) Procedure for the handling of road haulage programs and transport bids received is now working smoothly. A standard system of haulage returns embracing all AC/AMG Truck Pools, ENAC (see d below) and the M.T. Group has been introduced.

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(b) Upon the withdrawal of AC personnel in Southern Region ENAC has taken over operation of some 366 WD vehicles in AC Truck Pools. Truck Pool Officers remain at each Truck Pool for the supervision of maintenance and for safeguarding WD property.

(c) Control and operation of civilian trucks by ENAC has shown a gradual improvement in efficiency since 1 February when the Ente commenced to function throughout Italian Government territory. Various difficulties, such as opposition from truck owners, have been encountered, but it is anticipated that the over-all picture will show further gradual improvement as ENAC gets fully into its stride and truck owners gain confidence in the organization.

(d) ENAC, the National Agency for the Motor Transportation of Goods, was formed under Government Decree dated 17 August 1944 and registration of trucks commenced. Prior to the inception of ENAC, control of civilian trucks in Liberated Italy was virtually non-existent. This condition aggravated an already critical road transport problem, in which civilian truckers were reluctant to move essential civilian supplies at official tariff rates.

On 1 February 1945 ENAC commenced to function under authority of a second Decree whereby private haulage became illegal. The Ente is required to control all civilian trucks in Italian Government territory, to coordinate movements in the interests of economic operation, and to ensure that all haulage is effected at standard tariff rates prescribed by the Ministry of Transport. It is also responsible for the distribution of fuel, lubricants, tires and spare parts to its members.

ENAC is a non-profit making para-Statal organization, financially self-supporting by the addition of a small administrative fee to all charges made. It is controlled by a Government Board of Supervisors and managed by a General Directorate in Rome. Branches are established in the chief center of each Compartimento with sub-branches in the provinces, managed by Compartimental and Provincial Directors.

All bidders for transport apply to branch officers where their bids are screened according to priority and allotted to truckers for execution. ENAC arranges collection of freight charges in advance and payment of truckers after deduction of the administrative fee.

A total of 26,000 trucks were registered with ENAC up to 1 March 1945, of which 21,000 are serviceable and 5,000 are off the road due to lack of tires and spare parts. The problems of tire and spare parts supply is critical and, unless solved shortly, the number of deadline trucks will increase rapidly in the next six months. Steps have been taken to relieve the situation by the procurement from sources external to Italy, but up to date supply has been very limited.

A close liaison is maintained between this Sub-Commission and the General Directorate. Current problems are discussed and advice and assistance given to ENAC in their solution.

2. <u>OPERATIONS</u>

(a) An officer and an Italian civilian are now freely employed in the field on liaison and investigation duties. Visits are made to areas where problems and difficulties have arisen. Advice and assistance is given and reports are made to the Operations Branch. ENAC operating conditions in several provinces have been covered.

(b) The opening of the Leghorn-Florence line on 1 April and the Ortona-Ancona line on 1 May will enable four QM Coys and 2 GT Coys to be released for use

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(b) The opening of the Leghorn-Florence line on 1 April and the Ortona-Ancone line on 1 May will enable four QM Coys and 2 GT Coys to be released for use in the North.

(c) Progress in priority programs for the haulage of sanse, grain, hemp, sulphur and AMG supplies has been satisfactory. Targets have been met except on the grain programs in Marche-Abruzzi, where steps have been taken to clear the deficiency by the movement of No. 7 QM Coy to Macerata and the allotment of 52

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additional 3-ton trucks to AMG Truck Pools in the Region, released in replacement of BLR vehicles.

Total tonnage hauled in the above programs were 21,395, representing an 8 percent increase over February figures.

(d) 8 QM Coys and 3 GT Coys of the M.T. Group hauled a total of 36,000 tons, an increase of 20 percent over February.

(e) Total tonnage hauled by ENAC 1-1 March was 39,000. INT moved 24,600 tons in Sicily from 1 to 20 March.

(f) The official M.C.T. Tariff Rates, used by ENAC, have been applied throughout Toscana, Umbria-Marche and Emilia Regions.

3. MAINTENANCE

(a) Fifty-two (52) 3-ton British vehicles, which are fifty percent replacement for one hundred four (104) BLR vehicles, were inspected at the 408 VRP and accepted for AC. These vehicles were allocated to Abruzzi-Marche Region to assist in the critical civil supply situation existing in that area.

(b) Eleven (11) 30-Cwt Chevrolets have also been allocated to the above-mentioned Region. These vehicles are part of the original two hundred (200) 30-Cwt Chevrolets which were assigned to AC, of which one hundred eighty-five (185) were drawn up. The remaining four (4) vehicles are being traced by AFHQ.

(c) On request by AFHQ a report is being submitted regarding Allied Commission's over-all plan for higher echelon maintenance and repair.

4. SUPPLIES

(a) Standard form tire permits have been issued to all Regions. The replacement of varied types with the standard form is proceeding. All future issues of War Department tires from Regional Transportation Officers to civilian car operators will be made via the new form.

(b) A total of 1,396 civilian load-carrying vehicles of 1½-ton capacity have been received from the U.S.; 416 of these vehicles have been assembled and released to operating units of the Motor Transport Group.

(c) 241 tires and 232 tubes were released to Regions.

(d) 72 cases of spare parts were received and stocked in Central Parts Warehouse, Via Prenestina, Rome.

PART V - PORT AND WAREHOUSE

1. PORTS

(a) Rome Coal Service. A total of five (5) barges averaging 300/350 tons each are now operating on the Coal Service between Civitavecchia/Fiumicino and Rome.

The dredging of the Tiber River will enable a larger tonnage delivery of coal at San Paolo. Reconnaissance was made by representatives of the Sub-Commission and two dredging barges were located. The barges are in good working order and are owned by Italian Civil Authorities. These barges are suitable for work on the Tiber River and necessary transfer is being effected. Dredging is expected to start before 15 April.

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(b) Civitavecchia. The Italian Authorities are making satisfactory progress in reconstruction and salvage work at this port under the supervision of Allied Commission engineers and the Port Liaison Officer.

(c) General. Ships discharge has been satisfactory, and no major problems are being encountered at the other ports in liberated Italy.

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2. WAREHOUSES

(a) General. The handover of warehouse management was completed during the month. In the Army Area, only the accounting has been handed over; in Ancona, Leghorn and Naples, the complete operation is the responsibility of the Federazione Italiana dei Consorzi Agrari.

Although the Italian organization is working diligently, they are still not able to function without assistance and guidance from Allied military personnel.

(b) Naples. The immediate results of the handover to the Federazione Italiana dei Consorzi Agrari were satisfactory, but as both shipments and receipts increased throughout the month, it was necessary for the officers and EM/ORs to take a much greater part in the supervision.

Losses between shipside and warehouses continue to be a problem. Efforts are being made to solve this both in Naples and elsewhere, by a plan worked out in conjunction with Federazione Italiana dei Consorzi Agrari and Istituto Commercio Estero.

(c) Leghorn. Handover to Federazione Italiana dei Consorzi Agrari was uneventful. Inventories declined most of the month, but large receipts towards the end of the month left closing stocks at a high level.

(d) Ancona. Warehouse accommodation is no longer a problem. By utilizing two G.I. platoons, and a slowly increasing rail lift, considerable tonnages were moved forward. Ancona receipts are considerably higher than previously.

(e) Forli. Stockpile increasing with better lift from Ancona. As Forli capacity becomes taxed, available space at Cesena will be utilized.

(f) Cesena. Excellent warehouse premises made available and now staffed by personnel attached to AMG 8th Army. Receipts expected to commence about 10 April 1945.

(g) Appendix "C" indicates stock movements at port warehouses during the month of March.

M. B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

3 Incls:
Appendices "A", "B" and "C"

1 File
3 P.R.B

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APPENDIX "A"

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TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR ~~FEBRUARY~~ MARCH 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Mr. Merritt N.Taylor (A)

DEPUTY DIRECTOR
Colonel M.B.Thomas (B)

ADMINISTRATION DIV. (Tn 1)
Chief, Lt.Col. W.P.Scoggins (A)

Accounts & Statistics Branch
Capt. C.S.Wyatt (B)
Lt. M.Steinberg (A)
W.O. A.A. Di Chello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt.Col. M.Harris (A)
Major T.P.Richardson (B)
Major H.C.Talbot (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Col. M.J.Sioff (B)
W.O. II F.Lark (B)

Rail Branch
Lt.Col. J.W.Baker (B)
Major C.R.Worthington (B)
Major J.F.M.Duthie (B)
Capt. I.F.Clinging (B)

Road Branch
Lt.Col. C.N.Christensen (B)
Major C. Stait-Gardner (B)
Capt. H.J.Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
Lt.Col. J.A.Balfour (B)
Major G.B.Godfrey (B)
Major A.M.McClure (B)
Major H.J.Symons (B)
Capt. R. Hoyle (B)
Lt. J.H.Hazeltor (B)

RAIL DIVISION (Tn 4)
Chief, Lt.Col.O.H.Lindberg (B)

Operations Branch
Major W.G.Fletcher (B)
Major A.C. Ping (B)
Major P.G.Matson (A)

Civil Engineering Branch
Major A.H.Street (B)
Major E.J.Hole (B)
Major F.G.Buckley (B)
Major G.D.Sowers (A) (on detchmt)
Capt. M.P.L.Greany (B)
Capt. L.A.Cohen(B)

Mechanical Engineering Branch
Major S.L.Baister (B)
Major E.N.B.Jeffrey (B)
Capt. F.C.Philby (A) (on detchmt)
Capt. R.C.Bowie (B)

Supply Branch
Major C.M.Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr.G.G.Gross (A)

Operations Branch
Lt.Col.G.Fernyhough (B)
Mr.G.S.Franklin (A)
Capt. W.Ainsworth (B)

Maintenance Branch
Major H.M.Downer (A)
Major D.C.Moyle (B)

Supply Branch
Capt. W.G.Peterson (A)

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PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr.R.M.Pazzanella (A)

Operations Branch
Mr.C.C.Crooks (A) (on detachment)
Mr.J.P.Hurley (A)
Mr.R.McDonnel (NZ)
Dr.G.Cazzaroli (I)
Capt.J.M.Smith (B)

Declassified E.O. 12356 Section 3.3/NND No. 785017

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W.O. A.A. Di Chello (A)

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Major H.C.Talbot (B)

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Capt. I.F.Clinging (B)

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Major C. Stait-Gardner (B)
Capt. H.J.Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
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Major G.B.Godfrey (B)
Major A.M.McClure (B)
Major H.J.Symons (B)
Capt. R. Hoyle (B)
Lt. J.H.Hazelton (B)

Chief, Lt.Col.O.H.Lindberg (B)

Operations Branch
Major W.G.Fletcher (B)
Major A.C. Ping (B)
Major F.G.Matson (A)

Civil Engineering Branch
Major A.H.Street (B)
Major E.J.Mole (D)
Major P.G.Buckley (B)
Major G.E.Sowers (A) (on detchmt)
Capt. M.P.L.Greany (B)
Capt. L.A.Cohen(B)

Mechanical Engineering Branch
Major S.L.Beister (B)
Major E.M.B.Jeffroy (B)
Capt. F.C.Philby (A) (on detchmt)
Capt. R.C.Bowie (B)

Supply Branch
Major C.M.Long (A)

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Mr.G.S.Franklin (A)
Capt. W.Ainsworth (B)

Maintenance Branch
Major H.M.Downer (A)
Major D.C.Moyle (B)

Supply Branch
Capt. W.C.Peterson (A)

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Mr.J.B.Hurley (A)
Mr.B.McDonnel (NZ)
Dr.G.Cazzaroli (I)
Capt.D.M.Smith (B)

Port Branch
Capt. G.W.E.Warley (B)
Lt.A.Marena (I)
Mr.S.P.France (A) (on detachment)

Warehouse Branch
Major R.H.Klein (A)

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TRANSPORTATION SUB COMMISSION - MONTLY REPORT FOR MARCH 1945 APPENDIX "E

MILEAGE OF TRACK OPEN FOR TRAFFIC

ITALY, SICILY & SARDINIA

AREA	OPERATED BY	SUPERVISED BY	KILOMETERS		MI
Central Italy	Br. Personnel	British	276		
" "	ISR "	"	329	605	38
East Italy (Bari Division)	ISR "	"		1131	7
West Italy	USA	USA	290		
" "	ISR "	USA	1057	1347	84
Reggio Compartimento	ISR "	AC		978	61
Rome Compartimento	ISR "	AC		98	6
Florence Compartimento	ISR "	AC		3	
Ancona Compartimento	ISR "	AC		40	2
		TOTAL MAINLAND		4207	264
Sicily Compartimento	ISR "	AC		1837	116
Sardinia Compartimento	ISR "	AC		410	25
		GRAND TOTAL		6454	405

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TRANSPORTATION SUB COMMISSION - MONTHLY REPORT FOR MARCH 1945 APPENDIX "B"

MILEAGE OF TRACK OPEN FOR TRAFFIC

ITALY, SICILY & SARDINIA

A	OPERATED BY	SUPERVISED BY	KILOMETERS		MILES
y	Br. Personnel	British	276		
	ISR "	"	329	605	380
	ISR "	"		1131	710
en)					
	USA	USA	290		
	ISR "	USA	1057	1347	846
rtimento	ISR "	AC		978	614
limento	ISR "	AC		98	62
pertimento	ISR "	AC		8	5
rtimento	ISR "	AC		40	25
		TOTAL ITALY		4207	2642
rtimento	ISR "	AC		1837	1154
artimento	ISR "	AC		410	257
		GRAND TOTAL		6454	4053

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TRANSPORTATION SUB COMMISSION MONTHLY REPORT FOR MARCH 1945 A

STATEMENT OF STOCK MOVEMENTS - ALL THSES MARCH 45

1945	NAPLES			LEGHORN			ANCONA			TOTAL WAREHOUSES		
	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
Inv. 1 March	27.359.0	1678.5	29.037.5	26437.7	359.9	26797.6	14801.		14801	68597.7	2038.4	70636.
Received in Mar.	4.760.0	1143.5	5.903.5	7307.5	298.5	7606.0	11172.0		11172.0	23239.5	1442.0	24681.
Issued in Mar.	8.834.0	1074.0	9.908.0	10645.3	113.1	10762.4	5529.0		5529.0	25012.3	1187.1	26199.
Inv. 31 March	23.285.0	1748.0	25.033.0	23099.9	545.3	23641.2	20444.0		20444.0	66824.9	2293.3	69118.

NOTES : 1. Naples opening inventory for food items is 78 tons less than the closing inventory for Feb non-food inventory is increased by the same amount. Last month a food item of 76 tons had deducted from non-food.
2. UNRRA commodities handled for month as follows; Naples-received 4314.tons-issued 1078 tons
3. Figures above do not include Red Cross clothing handled at Leghorn and Ancona.
4. In addition to above, Leghorn also handled the following :

	Rec.	Issued	On hand
1. Ration Cards	95 PKGS.	29	66 PKGS
2. Cabs	356 Each	356	-
3. Chassis	349 "	349	-
4. Bodies	157 "	157	-
5. Compressor Spares	11 "	-	11
6. Rock breaking and Screening Plants	10 "	6	4

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TRANSPORTATION SUB COMMISSION MONTHLY REPORT FOR MARCH 1945 APPENDIX "C"

STATEMENT OF STOCK MOVEMENTS - ALL USES MARCH 45

WARES			EXPORT			IMPORT			TOTAL WAREHOUSES		
	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
0	1678.5	29.037.5	2543?.?	359.9	26797.6	14801.		14801	68567.7	2038.4	70636.1
0	1113.5	5.903.5	7307.5	298.5	7606.0	11172.0		11172.0	23239.5	1442.0	24681.5
0	1074.0	9,908.0	10649.3	113.1	10762.4	5529.0		5529.0	25012.3	1187.1	26199.4
0	1748.0	25.033.0	23005.9	545.3	23541.2	20444.0		20444.0	86824.9	2293.3	89118.2

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MONTHLY REPORT FOR FEBRUARY 1945

PART I GENERAL

MAR 15 1945

1. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS.

(a) During February all Divisions worked on the preparation of the Import Program of Italian Transportation Requirements. This program was concerned with two phases:

"A" - An immediate program of six months minimum requirements for the prevention of disease and unrest, and it is hoped that this material should arrive mainly in the second half of 1945.

"B" - A more comprehensive program covering the requirements of industry, including transportation, for a 12 month period necessary for the development of the primary economic life of the country.

Both programs will be sent to Washington during March, and the Director of the Transportation Sub-Commission is returning to the United States to assist in their presentation to the various authorities concerned.

Further information will be given in the March monthly report.

2. PERSONNEL.

(a) Colonel J. J. Carnes (A) has relinquished the post of Chief of the Road Division to take charge of the A.C. Motor Transport Units referred to in Part IV of this report. His place has been taken by Mr. G. G. Gross (A).

(b) Mr. R. Bazzanella (A) has taken charge of the Port and Warehouse Division.

(c) A list of officers in the Sub-Commission is attached as Appendix A.

3. WITHDRAWAL FROM ITALIAN GOVERNMENT TERRITORY.

(a) During February announcement was made publicly of the proposals to withdraw A. C. supervision from "King's Italy." Transportation work is perhaps in a special position in that it is so closely bound up with military transportation; the effect of the proposals on military movements was studied during the month.

PART II MOVEMENTS

1. GENERAL.

170 -

(a) The demand for movement capacity continued greatly to exceed supply.

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MAR 1 3

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PART II MOVEMENTS

1. GENERAL.

(a) The demand for movement capacity continued greatly to exceed supply.

(b) It was considered impracticable, from a movements angle, to withdraw all Transportation Sub-Commission personnel from those areas in "King's Italy" from which regional and provincial organizations are being withdrawn. A request

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was made to higher authority for permission to retain 15 Transportation Sub-Commission representatives in the field in these areas. It is thought that the Iteliens are not yet sufficiently organized to take over movement control duties without a waste of shipping, rail and road capacity. Every effort is being made to train Italian civil and commercial organizations so that they will be in a position to take over this movement control work.

(c) In addition to the retention of the 15 officers, a scheme has been put forward for the use of Italian military personnel to carry out movement control work. The scheme has been submitted to M.M.I.A. and discussed with AFHQ; the number of personnel requested at present comes within the M.M.I.A. ceiling for the Italian Army movement control establishment.

(d) Progress has been made in closer coordination with G-4 (Mov & Tn) AFHQ, and with the Transportation (American) and British Movement Control areas in the field. Considerable assistance has been received from both AFHQ and its field organizations, which has resulted in a better use of such transport capacity as is available.

2. SHIPPING.

(a) Bids made on AFHQ for movement by sea were accepted, but due to operational factors certain ships fell back and so stores did not move in the period for which they were bid. The cancellation of certain bids by the bidders, and the inability to provide cargo in certain cases after shipping had been set up, notably phosphate rock and charcoal, caused a waste and delay to shipping. Failure to meet bids in the period mainly effected the movement of wine and salt, but most of the leeway should be made up during March.

(b) Improved information from the ports as a result of Shipping Instruction No. 5 resulted in much better daily information being received at this Headquarters. This has enabled prompter action to be taken when poor ship working was seen, and has resulted in certain recommendations being put forward to AFHQ, which will result in considerable saving of shipping in the Sardinian coal trade. The working of the majority of ports under Allied control is improving, especially the Naples satellite ports, a black spot heretofore. The Civitavecchia program has been expeditiously handled and this port is now capable of handling an average of 1,750 tons per day. A commencement has been made in the movement of coal from Civitavecchia to Fiumicino. The quantities moved have exceeded expectations, but this is because the craft engaged on this movement are being run under normal commercial practice and not under the COGENA time charter scheme. As soon as the depth of the Tiber permits it is hoped that the majority of this coal will be brought direct to Rome, thus saving any rail haul.

(c) The "Legnano" has been converted to carry livestock, and will shortly be put on an Olbia-Civitavecchia ferry. The "Campidoglio" has been assigned to run on a ferry between Sicily and the mainland. It is hoped that this ferry will commence in March.

(d) The tonnages lifted by sea during February, against bids, are shown in Appendix "B".

3. RAIL:

(a) The bids made on AFHQ for movement of A.C. traffic on military control lines were accepted up to 8[illegible] per cent, the majority of these bids were moved, but

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3. RAIL:

(a) The bids made on AFHQ for movement of A.C. traffic on military control lines were accepted up to 8[illegible] percent, the majority of these bids were moved, but full details of actual movement will not be available until the second half of March. 50 emergency bids totalling 2,731 tons were made during the period under review; all were accepted and moved.

(b) Further revision is necessary of the basic tonnages which can be moved on lines which have been returned to the Italian authorities.

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(c) A successful start was made with the movement of sulphur from the mines in north liberated Italy to plants on the mainland. This movement has enabled sulphur ex Sicily to be freed for export to countries other than Italy. Considerable progress has been made in the south with the movement of sanse by rail; the detailed program worked out two months ago has been largely carried out.

(d) The unfavorable wagon position in Calabria has been righted, and at last the boxed wagon movement between Sicily and the mainland has begun to move in favor of Sicily. Loss of boxed wagons from Sicily has been so considerable that essential programs could not be met. In addition to the favorable movement across the ferry, a request has been made to AFHQ to permit L.S.T's. returning from Reggio to be used as an additional wagon ferry to Catania.

(e) A new procedure has been established for the reception of bids, and screening and movement of A.C. and civilian freight traffic on the Italian mainland. This has been agreed with the I.S.R., G-4 (Mov & Tn) AFHQ, and the Allied Railway Board. The revised procedure will come into force with effect from the 7th March, 1945, for the movement period 19 to 25 March, 1945. The main changes of the revised system are:

(1) Decentralization of work at present carried out at Allied Commission Headquarters.

(2) Placing the maximum responsibility on the I.S.R., making them use their normal methods for movement of freight.

(3) The establishment of a method whereby it will be possible to ascertain the amount of traffic moved against accepted programmed bids.

4. ROAD

(a) ENAC came into being on the 1st of February 1945. It was agreed with the Minister of Communications to establish a movements section of ENAC, to which copies of all movement programs in which road transport is concerned are sent. This section is proving most useful and is working closely with the Road Branch of the Movements Division.

(b) A central M.T. office has been established at Ancona to canalize bids for movement by road in that area and to allocate the bids to the various M.T. units, which are stationed around Ancona. This office has already proved its usefulness, and it is anticipated that considerable economy will result in the use of available transport.

(c) The move of 1000 G.T. Company from the Leghorn-Florence area to the Ancona area during the month enabled the movement of sulphur to rail head, and other high priority road movements to be made without interfering with the movement of grain for Rome to rail head.

(d) Future operations will necessitate the withdrawal of certain A.C. controlled M.T. units at present working in northwest and northeast liberated Italy. Regional Commissioners and Army authorities have been warned of this and have been requested to put in hand the taking over of civilian commitments, at present lifted by this A.C. military M.T., by civilian vehicles wherever possible. This is being done in certain areas in conjunction with ENAC, where ENAC is established; by this means it is hoped that when it will become necessary to withdraw these units there will be a minimum dislocation of the road movement of priority programs.

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PART III RAIL

1. RAILHEADS.

(a) There has been no alteration of railheads during the month; they remain at Montecatini on the West side, and Forli on the East.

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2. ALLIED RAILWAY BOARD.

(a) The second meeting of the Allied Railway Board took place on 15 February 1945 when a review was taken of the work of the five Sub-Committees; each Sub-Committee had met once during the month. The Allied Railway Board, with its Sub-Committees, is establishing a most useful channel for the discussion of the many railway problems that generally concern all the members of the Board.

3. CIVIL ENGINEERING.

(a) As an indication of the magnitude of the construction work in hand, it is recorded that work under A.C. supervision at the moment totals 1,285,735,000 lire; further requests have been received for consideration totaling 814,500,000 lire. Such work is additional to any undertaken by Military Railway Service as No. 1 military priority.

(b) Work has continued on all engineering projects, but it is anticipated that future new works will have to be restricted owing to the shortage of cement.

(c) On line 219 (Pisa-Empoli-Florence), started as an A.C. commitment, the Military Railway Service has completely taken over. This was caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.

(d) On line 86 (Ortona-Ancona), although of high military priority, shortage of cement and bricks has caused some difficulty. MRS are assisting on this work.

(e) Bad weather has handicapped work on line 88 (Avezzano-Rome), and the contractor on the Terni-Rieti line (Line 277) has made a slow start.

(f) Line 229, linking the port of Piombino with line 50 at Campiglia, was completed on 28 February 1945.

(g) On line 65 (Florence-Arezzo-Rome), by decision of the Allied Railway Board, the work is divided into two sections - first, the clearance of the tracks, and second, the reconstruction work. The second section will be dependent on the availability of materials.

4. MECHANICAL ENGINEERING.

(a) Sicily and Calabria. Locomotive and rolling stock repairs proceeded normally. Shortage of timber still restricts heavy repairs.

(b) Repairs to damaged boilers for use as spares. The first boiler for repair as a spare was received at Tosi works, Taranto. ISR have not yet dispatched boilers from Calabria to the US Navy Yard at Palermo for this purpose, and are being urged to speed up this work.

(c) Carriage and Wagon Recovery. Wagon Lits, Rome, recovered four bogie passenger vehicles and four rail cars, all heavy repairs during the month. Bombrini-Parodi-Delfino at Colleferro recovered 4 freight cars, all heavy repairs, and work at this plant is proceeding satisfactorily. Cechette Works at Civitanova Marche have already started work with their plant, and arrangements have been made for an officer of Rail Division to be posted there temporarily to assist in the work of reactivation.

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(d) Rolling stock recovery. In conjunction with MRS, surveys of rolling stock were completed under;

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	No. of cars.	Heavy	Light	Scrap
Rome-Viterbo-Sippicciano	444	316	109	17
Pescara	153	60	49	44
Campobasso-Termoli	12	8	4	--

In addition, some passenger coaches and locomotives were discovered in varying stages of repair.

(a) Locomotive Running shed inspection. Pescara running shed was inspected with recommendation to MRS for reactivation against the opening of Ortona-Ancona line.

5. STORES.

(a) During February 45 tires were received for the ISR, and were immediately put into service on supervisory cars in branches of the service sorely in need of transportation.

(b) The Italian Ministry of Industry, Commerce and Labour are now responsible for the assembling and screening of requests for materials from the ISR, and other organizations, before forwarding them to AC. AC will present the consolidated requests to the Engineering Materials Committee for an allocation from the civilian allowance of steel, tools, etc. (See also Part I of this report.)

6. TRAFFIC.

(a) Freight Car position. The freight car position in Sicily and Reggio continued to receive attention, and at the end of the month an improvement in Sicily was noted. MRS has been feeding Calabria through Battipaglia, and bad tracks and faulty power caused difficulty in clearance and distribution of empties. Arrangements are in hand for the input to be transferred to Metaponto, where haulage is only difficult over Nove Siri repair section. The matter is continually watched in conjunction with MRS.

(b) Passenger Services. The duration of the journey on the Rome-Naples service was reduced from 12 hours to 10 hours on 5 February 1945. A new tri-weekly train Naples-Bari via Foggia was introduced on 12 February, offering connection at Caserta with the service from Rome. Local daily passenger service was introduced between Foggia and Lucera, and local mixed services were introduced between Rome-Tivoli-Mandela and Rome-Frascati.

(c) Plans were developed for the through operation of the Rome-Naples service to Reggio, and the provision of a perishable freight train from Reggio to Rome.

(d) Various adjustments have been made in the postal facilities north of Rome during the month, to the satisfaction of the Sub-Commission concerned.

(e) A sudden shortage of coal in Sicily at the end of the month necessitated the withdrawal of a number of passenger services. The cause was the absence of a stock pile, due to the cut in monthly supplies, and a dockers' strike early in the month, when a coal boat left Palermo without discharging.

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PART IV ROAD

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1. GENERAL.

(a) During the month a start was made with the formation of a Motor Transport Group, Allied Commission (Italian Army Personnel). A copy is given in Appendix C of the Establishment Memorandum setting up the organization.

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2. OPERATIONS.

(a) ENAC (The National Road Transport Organization) was activated in King's Italy on 1 February 1945, and it is too early to endeavor to determine the effectiveness of this organization. In many cases, however, it has shown signs of functioning, and the cooperation of the ENAC officers has been good so far as this Headquarters has been concerned. A fuller report on ENAC will be made in the March report.

(b) Q.M. Truck Coys and Gen. Tpt. Coys.

Gen. Tpt. Coys (Italian) are now situated as follows:

1000 Gen. Tpt. Coy - 2 Platoons and Hqs. at San Giovanni, employed on forward haul Ancona-Forli. 2 Platoons at Potenza, employed on wheat lift in Macerata Province for rail southwards.

1001 Gen. Tpt. Coy - Located at Cesena and employed solely by AMG 8th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of rationed goods from Ortona railhead.

1004 Gen. Tpt. Coy - 2 Platoons and Hqs. at Osimo, employed on warehousing and wheat haul. 2 Platoons at Chiaravalla employed on sulphur haul.

Q.M. Truck Coys - Seven of the eight Companies of the first Q.M. Truck Bn. are now activated and are located as follows:

3 Coys in Florence
2 Coys in Leghorn
1 Coy in Novacchia
1 Coy in Lucca

These seven Companies are employed on hauling for (1) AMG 5th Army and (2) Toscana Region. The eighth Company will be available by 14 March.

Exact figures are not available at the moment, but approximate figures show that the truck Coys hauled 2,494 tons per Coy during February and the Gen. Tpt. Coys 4,200 tons per Coy. These figures will be considerably improved upon as weather conditions get better. With the formation of the Motor Transport Group exact haulage figures will be available for the month of March, as far as the Gen. Tpt. Coys and Hq. Coys are concerned.

3. MAINTENANCE.

(a) Activities of Road Division were largely confined to inspection of vehicles, Truck Pool organization, etc. Visits were paid to the Super Garage at this Headquarters, Displaced Persons and Repatriation Sub-Commission's Garage at Cinecitta, Garages and Truck Pools in Toscana and Emilia Regions. Some improve-

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...n the March Report.

(b) Q.M. Truck Coys and Gen. Tpt. Coys.

Gen. Tpt. Coys (Italian) are now situated as follows:

1000 Gen. Tpt. Coy - 2 Platoons and Hqs. at San Giovanni, employed on forward haul Ancona-Forli.
2 Platoons at Potenza, employed on wheat lift in Macerata Province for rail southwards.

1001 Gen. Tpt. Coy - Located at Cesena and employed solely by AMG 8th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of rationed goods from Ortona railhead.

1004 Gen. Tpt. Coy - 2 Platoons and Hqs. at Osimo, employed on warehousing and wheat haul.
2 Platoons at Chiaravalla employed on sulphur haul.

Q.M. Truck Coys - Seven of the eight Companies of the first Q.M. Truck Bn. are now activated and are located as follows:

3 Coys in Florence
2 Coys in Leghorn
1 Coy in Novacchia
1 Coy in Lucca

These seven Companies are employed on hauling for (1) AMG 5th Army and (2) Toscana Region.
The eighth Company will be available by 14 March.

Exact figures are not available at the moment, but approximate figures show that the truck Coys hauled 2,494 tons per Coy during February and the Gen. Tpt. Coys 4,200 tons per Coy. These figures will be considerably improved upon as weather conditions get better. With the formation of the Motor Transport Group exact haulage figures will be available for the month of March, as far as the Gen. Tpt. Coys and Hq. Coys are concerned.

3. MAINTENANCE.

(a) Activities of Road Division were largely confined to inspection of vehicles, Truck Pool organization, etc. Visits were paid to the Super Garage at this Headquarters, Displaced Persons and Repatriation Sub-Commission's Garage at Cinecitta, Garages and Truck Pools in Toscana and Emilia Regions. Some improvement is shown in the general standard of maintenance and, so far as the British vehicles are concerned, the establishment of the central spare parts Store under G-4 (B) of this Headquarters has been a contributory factor. The 10-day system of maintenance as set out in this Headquarter's Vehicles Maintenance Instruction No. 1 is not, however, being strictly followed in all cases and here the standard of maintenance as a result was found to be unsatisfactory.

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4. SUPPLY.

(a) Plant for the assembly of imported civilian trucks has been placed in operation using shop facilities and personnel of ATAC, Rome. Assembly capacity can be developed up to 50 per day.

(b) A central parts warehouse is being organized at 45 Via Prenestina, Rome, to accommodate spares received for the operation of civilian supply vehicles now on hand and on requisition.

(c) Operation of both (a) and (b) is under the M.T. Group, A.C.

(d) 36[illegible] civilian load-carrying vehicles, 1½-ton capacity, have been received. Assembly is proceeding at ATAC plant, Rome, and REME shops, Naples. These are to be released to the M.T. Group, AC, for operation.

(e) The first consignment (8 tons) of spare parts for the above-mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Prenestina, Rome.

(f) The control vehicle situation should improve in the near future. 235 ¼-ton jeeps and 200 motorcycles have been made available and shipping dates requested.

(g) Plans are under way, in cooperation with Public Safety Sub-Commission and RACI, to standardize permits for use of WD tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permitsand issue standard forms.

(h) 1856 tires and 2146 tubes were released through Regional Transport Officers and Headquarters.

PART V PORT AND WAREHOUSE

1. SCHOONERS.

(a) Special attention was given to the question of distribution and allotment of P.O.L. to schooner traffic. It was agreed by representatives of Commerce Sub-Commission, Italian Government, C.I.P., and Port and Warehouse Division that P.O.L. be distributed to various ports by C.I.P. and the actual allotment per schooner be made by the Schooner Sub-Committee. This agreement has been put before the Petroleum Section of AFHQ by Commerce Sub-Commission for their approval.

2. FREIGHT RATES.

(a) All MEDBO controlled vessels and COGENA controlled schooners are now operating on approved Allied Commission tariff rates. These new rates became effective 11 February 1945. COGENA has been authorized to adjust rates applied by MEDBO between 12 December 1944 and 11 February 1945.

3. FIUMICINO-ROME CANAL.

(a) This service has been allocated 4 tugs and 6 barges which are being operated by Italian Enterprise in close liaison with Port and

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to accommodate spares received for the operation of civilian supply vehicles now on hand and on requisition.

(c) Operation of both (a) and (b) is under the M.T. Group, A.C.

(d) 360 civilian load-carrying vehicles, 1½-ton capacity, have been received. Assembly is proceeding at AT&C plant, Rome, and REME shops, Naples. These are to be released to the M.T. Group, AC, for operation.

(e) The first consignment (8 tons) of spare parts for the above-mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Prenestina, Rome.

(f) The control vehicle situation should improve in the near future. 235 ¼-ton jeeps and 200 motorcycles have been made available and shipping dates requested.

(g) Plans are under way, in cooperation with Public Safety Sub-Commission and RACI, to standardize permits for use of WD tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permitsand issue standard forms.

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4. PORTIGLIONE.

(a) Lack of current is the only obstacle to bringing additional pyrites from the mines to the loading station. The specially constructed pier and plant are now

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in working order. Public Works and Utilities have this matter in hand. Loading equipment now on hand can handle 100/150 tons per hour.

5. SARDINIAN PORTS.

(a) During the month a complete survey was made of the ports in Sardinia. A number of difficulties were brought to light and are now being followed up with those concerned.

6. WAREHOUSES.

(a) Naples. February activities were directed to the impending turn-over of management to the Federazione Italiana dei Consorzi Agrari on 1 March 1945. Excess Allied Military personnel will be transferred to Ancona. A small warehouse (1254) was derequisitioned, and other (1270), which had been loaned to MMIA for several months, was formally permanently transferred to them. Plans were made to close No. 682. Receipts exceed shipments, and stockpiles increase. Losses between shipside and warehouse continue to be a problem.

(b) Leghorn. Receipts still continue to decline, while shipments continue to hold up, thus further reducing inventory. A second warehouse has been closed, and some small out-lying buildings of another warehouse have also been closed. As less Allied military personnel have been needed, the surplus has been transferred to Ancona.

(c) Ancona. Sufficient accommodation will be available (after completion of current building repair work) for anticipated imports. Accommodation will be approximately 22,000 tons covered and 5,000 tons open storage, plus 8,000 tons covered storage available only in case of emergency. Increased Allied military personnel has functioned smoothly in producing marked improvement in the general situation, although much has yet to be done, especially to complete repairs in progress and improve security.

(d) Forli. Stockpile at Forli has not increased as rapidly as planned due to:

(1) inadequate transport from Ancona, and

(2) insufficient accommodation at Forli.

Although the former difficulty has been considerably remedied, the latter has only been relived by the promise of military units to completely vacate the premises of the Consorzio Agrario in which the AC depot is located. Bids for additional space have been rejected.

(e) Red Cross. All Red Cross relief supplies previously stored at Naples were removed to Ancona.

(f) Appendix "D" indicates stock movements for the month of February.

M. B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

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(f) Appendix "D" indicates stock movements for the month of February.

M. B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

4 Incls:
Appendices A, B, C and D

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APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR FEBRUARY 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt. Col. M. Harris (A)
Major F.P. Richardson (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Col. M.J. Sieff (B)
W.O.II. F. Lark (B)

Rail Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt.Col. C.N. Christensen (B)
Major C. Stait-Gardiner (B)
Capt. H.J. Mansfield (B)
Capt. W. Ainsworth (B)
Capt. J.F. Halstead (B)

Shipping Branch
Lt.Col. J.A. Balfour (B)
Major G.B. Godfrey (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief, Lt.Col. O.H. Lindberg (B)

Operations Branch
Major W.G. Fletcher (B)
Major A.C. Ping (B)
Major P.G. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Mole (B)
Major P.G. Buckley (B)

Mechanical Engineering Branch
Major S.L. Baister (B)
Major E.N.B. Jeffrey (B)
Capt. F.C. Philby (A)
Lt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.G. Gross (A)

Operations Branch
Lt.Col. G. Fernyhough (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Petersen (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. C.C. Crooks (A)
Mr. J.B. Hurley (A)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (I)
Capt. F.H. Smith (B)

Port Branch
Lt. G.W.E. Warley (B)
Lt. A. Marena (I)

A = American
B = British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt. Col. M. Harris (A)
Major F.P. Richardson (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Col. M.J. Sieff (B)
W.O.II. F. Lark (B)

Rail Branch
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Lt.Col. C.N. Christensen (B)
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Lt.Col. J.A. Balfour (B)
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Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

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Chief, Lt.Col. O.H. Lindberg (B)

Operations Branch
Major W.G. Fletcher (B)
Major A.C. Ping (B)
Major P.G. Matson (A)

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Operations Branch
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Maintenance Branch
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Mr. J.B. Hurley (A)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (I)
Capt. F.H. Smith (B)

Port Branch
Lt. G.W.E. Warley (B)
Lt. A. Marena (I)
Mr. S.P. France (A)

Warehouse Branch
Major R.H. Klein (A)

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APPENDIX "B"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR FEBRUARY 1945

1. Summary of Bids and Shipments during February 1945 (excluding MEDBO Schooners).

Commodity	Bid	Tons Lifted	Tonnage Outstanding	Tons in Excess	Remarks
Charcoal	1,000	--	--	--	Shipping set up but bids cancelled on account of non-availability.
Citrus Fruit	2,400	1,643	757	--	--
Olive Oil	575	100	475	--	Balance not available for shipment.
Phosphate Rock	10,000	14,621	--	4,621	--
Rations and Foodstuffs	5,742	4,654	1,088	--	--
Salt	5,650	2,667	2,983	--	Balance being lifted beginning March.
Wine	4,500	2,123	2,377	--	--
Wheat	1,000	165	835	--	--
TOTAL	30,867	25,973	8,515	4,621	

The following livestock was lifted during the month:

41 horses
132 cattle
1,261 sheep

2. Tonnages lifted by MEDBO Schooners during February 1945.

Timber	930
Food	3,200
Carrubeans	2,575
Citrus Fruit	820
Charcoal	105
Salt	1,990
Coal	2,000
Cotton	520
Tobacco	335
Lubricating Oil	120
Cork	100
Isl. Traffic	1,800

		Tons Lifted	Tonnage Outstanding	Tons in Excess	Remarks
Charcoal	1,000	--	--	--	Shipping set up but bids cancelled on account of non-availability.
Citrus Fruie	2,4'0	1,643	757	--	--
Olive Oil	575	100	475	--	Balance not available for shipment.
Phosphate Rock	10,000	14,621	--	4,621	--
Rations and Foodstuffs	5,742	4,654	1,088	--	--
Salt	5,650	2,667	2,983	--	Balance being lifted beginning March.
Wine	4,500	2,123	2,377	--	--
Wheat	1,000	165	835	--	--
TOTAL	30,867	25,973	8,515	4,621	

The following livestock was lifted during the month:

41 horses
132 cattle
1,261 sheep

2. Tonnages lifted by MEDBO Schooners during February 1945.

Timber	93[illegible]
Food	3,200
Carrubeans	2,575
Citrus Fruit	820
Charcoal	1[illegible]5
Salt	1,990
Coal	2,000
Cotton	52[illegible]
Tobacco	335
Lubricating Oil	12[illegible]
Cork	100
Isl. Treffic	1,800
Miscellaneous	1,9[illegible]0
	16,395 Tons
	25,973 " (lifted by ships other than MEDBO Schooners)
TOTAL LIFTED	42,368 Tons

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APPENDIX "C"

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HEADQUARTERS
ALLIED COMMISSION
APO 394

ESTABLISHMENT MEMORANDUM)
NUMBER 2)

3 March 1945

ESTABLISHMENT OF MOTOR TRANSPORT GROUP
ALLIED COMMISSION (ITALIAN ARMY PERSONNEL)

1. Pending approval of a definitive organization, there is established this date, Motor Transport Group, Allied Commission (Italian Army Personnel), for the purpose of operation and supervision of maintenance of the motor transport units allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 4[illegible]0/454 D-O, Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 2675th Regiment, Allied Control Commission (Ovhd)".

(b) Reference letter, Hq AAI, dated 30 Oct 44, to Army Sub-Commission, Allied Control Commission, subject: "1st Truck Battalion, 2675th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion."

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.711/234 D-O, Hq MTOUSA, to CG PBS, dated 7 Feb 45, subject: "Supply of US-ITI Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/14[illegible] O-O, Hq MTOUSA, to CG PBS, dated 18 Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Ovhd)".

(c) Reference G-5: 322-68 AFHQ, to Hq ALCOM, dated 19 Feb 45, subject same as b (1) (a) above.

(d) Reference AG [illegible]/308 D-O, Hq MTOUSA to Deputy President ALCOM, dated 19 Feb 45, subject: "Tools and Equipment for Additional Civil Truck Companies".

(2) Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel) will assist Establishment

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Declassified E.O. 12356 Section 3.3/NND No. 785017

ESTABLISHMENT OF MOTOR TRANSPORT GROUP
ALLIED COMMISSION (ITALIAN ARMY PERSONNEL)

1. Pending approval of a definitive organization, there is established this date, Motor Transport Group, Allied Commission (Italian Army Personnel), for the purpose of operation and supervision of maintenance of the motor transport units allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 430/454 D-O: Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 2675th Regiment, Allied Control Commission (Ovhd)".

(b) Reference letter, Hq AAI, dated 30 Oct 44, to Army Sub-Commission, Allied Control Commission, subject: "1st Truck Battalion, 2675th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion."

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.711/294 D-O, Hq MTOUSA, to CG PBS, dated 7 Feb 45, subject: "Supply of US-ITI Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/14 D-O, Hq MTOUSA, to CG PBS, dated 18 Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Ovhd)".

(c) Reference G-5: 322-68 AFHQ to Hq ALCOM, dated 19 Feb 45, subject same as b (1) (a) above.

(d) Reference AG 400/368 D-O, Hq MTOUSA to Deputy President ALCOM, dated 19 Feb 45, subject: "Tools and Equipment for Additional Civil Truck Companies".

(2) Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel) will assist Establishment Section, Hq ALCOM and the 2675th Regiment, whose function and responsibility it is to complete the activation of the 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel).

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Establishment Memo #2, this Hq. dtd 3 March 45 (Cont'd):

2. Functions and Responsibilities of the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. The Motor Transport Group, Allied Commission (Italian Army Personnel) is a field activity of the Allied Commission. Its Commending Officer will report to the Chief Commissioner of the Allied Commission in a status comparable to that of a Regional Commissioner Allied Commission/Allied Military Government. The following offices of the Allied Commission will perform for the Chief Commissioner the following listed staff functions in connection with the administration and operation of the Motor Transport Group, Allied Commission (Italian Army Personnel).

(1) Transportation Sub-Commission.

(a) Designation of loads to be carried.

(b) Procurement of civilian supply and spares, for other than WD vehicles.

(c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 2675th Regiment, Allied Commission (Ovhd).

(a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

(a) Discipline and administration of British Army Personnel.

(4) G-4 American.

(a) American supplies and WD material and spares.

(5) G-4 British.

(a) British supplies and WD material and spares.

3. Designation of Headquarters Personnel for the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. Colonel J. J. CARNES (O-15340), Inf, USA, is hereby assigned as Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel).

4. Relationship of Motor Transport Group, Allied Commission (Italian Army Personnel) with Allied Commission Regions and Armies.

a. Units based in an Army Zone.

(1) Truck units of the Motor Transport Group, Allied Commission (Italian Army Personnel) when based in an Army Zone will be attached to the Army under G-5 control.

b. Units based in Allied Commission/Allied Military Government Regions.

(1) Requests for loads to be carried for regions will be made by Regions to the Motor Transport Group, Allied Commission (Ital-

Regional Commissioner Allied Commission/Allied Military Government. The following offices of the Allied Commission will perform for the Chief Commissioner the following listed staff functions in connection with the administration and operation of the Motor Transport Group, Allied Commission (Italian Army Personnel).

(1) Transportation Sub-Commission.

(a) Designation of loads to be carried.

(b) Procurement of civilian supply and spares, for other than WD vehicles.

(c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 2675th Regiment, Allied Commission (Ovhd).

(a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

(a) Discipline and administration of British Army Personnel.

(4) G-4 American.

(a) American supplies and WD material and spares.

(5) G-4 British.

(a) British supplies and WD material and spares.

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a. Units based in an Army Zone.

(1) Truck units of the Motor Transport Group, Allied Commission (Italian Army Personnel) when based in an Army Zone will be attached to the Army under G-5 control.

b. Units based in Allied Commission/Allied Military Government Regions.

(1) Requests for loads to be carried for regions will be made by Regions to the Motor Transport Group, Allied Commission (Italian Army Personnel) Liaison Officer, who will process such requests as directed by the Transportation Sub-Commission, Hq Allied Commission.

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(APPENDIX "C" Cont'd.)

Establishment Memo #2, this Hq, dtd 3 March 45 (Cont'd.)

c. General.

(1) Units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will conform with disciplinary and administrative orders of the areas in which they operate.

(2) Accommodations for units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will be arranged for by the Commanding Officer through G-5 Section of the Army Headquarters or through Regional Commissioners concerned.

BY COMMAND OF REAR ADMIRAL STONE:

NORMAN E. FISKE
Colonel
Deputy Executive Commissioner

OFFICIAL:

(Sgd.)

C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

DISTRIBUTION:
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Less Serial 84.

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APPENDIX "I

TRANSPORTATION SUB COMMISSION - MONTHLY REPORT FOR FEBRUARY 1945

STATEMENT OF STOCK MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945 (All figures in Metric to

	NAPLES			LEGHORN			ANCONA			TOTAL WAR	
1945	FOOD	OTHERS	TOTAL	FOOD	OTHERS	TOTAL	FOOD	OTHERS	TOTAL	FOOD	OTH
Inv.1 Feb	20585.5	997.0	21582.5	30527.8	392.0	30919.8	6444.0	0	6444.0	57557.3	13
Rec.in Feb	10536.5	1209.5	11746.0	3181.1	548.4	3729.5	9679.0	=	9679.0	23396.6	17
Issued in Feb	3687.0	604.0	4291.0	7271.2	580.5	7851.7	1322.0	=	1322.0	12280.2	11
Inv.28 Feb	27435.0	1602.5	29037.5	26437.7	359.9	26797.6	14801.0	=	14801.0	68673.7	19

NOTES:-

1. Food items include soap
2. Leghorn received and issued 101 cases of Medical Supplies
3. Approximately 460 tons of UNRRA commodities received at Naples
   Approximately 24 tons issued
4. Approximately 20 tons of UNRRA commodities received at Ancona
5. The following was issued directly to consignee and are not included in above table
   At Naples : Flour 1348 tons
   " " Evap.Milk 5 "
   At Leghorn: Flour 1149 "
   " " Barley 2140 "
   At Ancona : Flour 981 "
6. Tonnages of Red Cross Clothing on hand in Depots under our control at Leghorn and Ancon
   NOT included in above table.

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APPENDIX "D"

PORTATION SUB COMMISSION - MONTHLY REPORT FOR FEBRUARY 1945

ATEMENT OF STOCK MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945 (All figures in Metric tons)

NAPLES			LEGHORN			ANCONA			TOTAL WAREHOUSES		
OOD	OTHERS	TOTAL	FOOD	OTHERS	TOTAL	FOOD	OTHERS	TOTAL	FOOD	OTHERS	TOTAL
5.5	997.0	21582.5	30527.8	392.0	30919.8	6444.0	=	6444.0	57557.3	1389.0	58946.3
6.5	1209.5	11746.0	3181.1	548.4	3729.5	9679.0	=	9679.0	23396.6	1757.9	25154.5
7.0	604.0	4291.0	7271.2	580.5	7851.7	1322.0	=	1322.0	12280.2	1184.5	13464.7
5.0	1602.5	29037.5	26437.7	359.9	26797.6	14801.0	=	14801.0	68673.7	1962.4	70636.1

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MONTHLY REPORT FOR JANUARY 1945.

FEB 17 1945

PART I. GENERAL

1. REORGANISATION OF TRANSPORTATION SUB-COMMISSION.

(a) During January a reorganisation of the Transportation Sub-Commission was carried out; the Sub-Commission, under the general direction of the Director and Deputy Director, was divided as follows:-

Planning Staff
Administration Division
Movements Division
Rail Division
Road Division
Port and Warehouse Division

Appendix "A" sets out in detail the responsibilities of each Division.

(b) At the same time all the Transportation officers in the field were placed on the staff of the Regional Commissioners and were not regarded as officers of the Transportation Sub-Commission on detachment; (there remain one or two minor exceptions to this arrangement).

(c) A list of officers in the Sub-Commission as at 31st January, 1945, is attached at Appendix "C".

2. ARRANGEMENT OF MONTHLY REPORT.

(a) In future the Monthly Report of this Sub-Commission will be arranged in five parts as follows:-

Part I. General.
Part II. Movements.
Part III. Rail.
Part IV. Road.
Part V. Port and Warehouse.

Part I will include general matters affecting the Sub-Commission as a whole, or administrative items.

The other parts will correspond to the Divisions shown in para 1 above.

PART II. MOVEMENTS

1. GENERAL.

(a) The organisation of the Movements Division of the Transportation Sub-Commission at HQ, AC, continued during January. HQ Rail and Shipping Sections are now adequately organised, and have sufficient strength to deal with present and foreseen problems; the Road Section is not yet fully organised. Steps are in hand to bring this Section on to a level with the other two, so that it can

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(b) A much closer liaison is being established with G-4 (Mov & Tn), A.F.H.Q., and programmed traffic is generally moving to time. Considerable assistance has been received from A.F.H.Q. in this respect.

(c) Steps have been taken to provide promptly the statistical information, required to check actual movement against programmed movement, to enable daily ship, rail, and road movement to be followed up. It is not anticipated that this information will be fully available till mid-March, but sufficient information is now being passed to enable the programmes by sea and rail of major commodities to be checked. Except in the case of Civitavecchia information on ship working in ports handed back to the Italian Government is woefully inadequate and delayed, and much ships' time wastage is resulting. The necessary information should become available during February.

2. SHIPPING.

(a) In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "D" shows tonnages lifted. The Sardinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ships' turn-round has improved.

3. RAIL.

(a) As stated in para 1 (c) above, statistical information is inadequate fully to check movement against programmes, but tonnages - considerably increased over previous months - of cereals, coal, lignite, and pyrites on civil account have been moved. Rail clearance of Civitavecchia has been good and no delays to ships have occurred. The loss of boxed wagons out of Sicily has been so heavy that programmed movement has not been carried out; steps have been taken in agreement with A.F.H.Q. to move by sea as high a proportion as possible of traffic moving out of the island on military account.

(b) A.F.H.Q. have been given details of major foreseen future movements in central Italy and major rehabilitation projects, which will entail an increased demand for rail capacity. They have been requested to advise the Transportation Sub-Commission whether any of the projects are likely to be largely valueless because the rail capacity will not be forthcoming; so far no reply has been received.

4. ROAD.

(a) Adequate road movement programmes are not yet being issued. Progress has been made in linking road and rail movement programmes in an attempt to increase the efficient use of road transport. Demands for road transport everywhere greatly exceeded the supply; the establishment of the Priorities Board should enable much clearer direction to be given to the Road Division and Regional Commissioners on overall priorities. It will be the Regional Commissioner's responsibility to decide his local priorities and to instruct his Regional Transport Officer on this. Where local priorities conflict with overall priority programmes issued from HQ, A.C., then it will be necessary to refer to HQ, A.C. for a final decision.

PART III. RAIL

1. RAILHEADS.

(a) During the month repairs to line 86 have been completed as far north as Forli, and on the west side, repairs to line 50 have reached Pisa; repairs are now in progress towards Prato on line 218, reaching a new railhead at Montecatini; unfortunately, difficulties have arisen which have prevented this

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2. ALLIED RAILWAY BOARD.

(a) Under the chairmanship of DQMG (M.& Tn) A.F.H.Q., the first meeting of the Allied Railway Board met on 18th January, 1945. The Chairman stated its

functions were to establish machinery to assist the Italian State Railways in greater measure, to meet distribution requirements, to cover the urgency for rehabilitation, and to deal with day to day problems. The Board appointed five Sub-Committees, with power of action and decision, as follows:

Traffic Sub-Committee
Construction Sub-Committee
Equipment Sub-Committee
Stores Sub-Committee
Finance Sub-Committee.

The general procedure will be for the Board to review the Minutes of the Sub-Committees, and take action where the Committees have been unable to reach a satisfactory settlement on any particular problem.

(b) With the formation of the Board the Railway Rehabilitation Committee, with its subsidiary New Works and Contracts Sub-Committee, ceased to operate.

3. CIVIL ENGINEERING.

(a) During the month work continued on all engineering projects set out in the December Report, and work on the Termoli-Campobasso project was almost completed.

(b) Contracts have been let for the rehabilitation of line 219 Pisa-Empoli-Florence. It is hoped to have this in operation by 30th May.

(c) Tenders for the reconstruction of line 65 Arezzo-Florence have been called for and work should be started during February. This line has low military priority, and it is expected it will take 12 months to complete.

(d) The washout on line 95 between Tursi and Nova Siri was repaired under MRS supervision and traffic resumed on 26th January

(e) All engineering projects have been delayed due to the severe weather, in some cases the roads being impassable due to snow.

(f) Repairs to railway facilities in the port of Civitavecchia to enable the port to handle 3,000 tons daily are well in hand. It is hoped to complete this work by the end of February.

4. MECHANICAL ENGINEERING.

(a) Bari: Major Jeffrey has now handed over all duties in connection with traffic and movement matters, and is solely engaged on mechancial and stores matters.

(b) Sicily: Arrangements are in hand with U.S. Navy Yard, Palermo, for the repair of boilers from the mainland, in addition to boiler repair work for the Palermo Compartimento.

(c) Reggio: Exchange of electric locomotives, 626 class, from Calabria with 428 class from Foligno, is proceeding. Additional steam power was badly needed in Reggio during the month and this was met with the transfer of four 625 class engines from Sicily, and two from MRS sources at Naples.

(d) Car Repairs: Timber released for this work has been loaded and despatched from Circella under arrangements made by the Mechanical Engineering Branch with MRS and Road Division.

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(d) Car Repairs: Timber released for this work has been loaded and despatched from Cirella under arrangements made by the Mechanical Engineering Branch with MRS and Road Division.

(e) Bombrini-Parodi-Delfino at Colleferro: Excellent progress in the conversion of these shops for wagon repairs has been made. Light repairs to 20 freight cars were effected during the month.

(f) Car Reconnaissance: Reconnaissance was made on the rail lines Rome-Mandela and Rome-Frascati in conjunction with MRS. Some 150 rail cars were found between Rome and Mandela, many requiring only light repairs. Recovery of these cars is now proceeding. Other cars in running order have been transferred to the State Railway system. No cars of any kind were found on the Rome-Frascati line.

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5. STORES.

(a) Stores Office attended a conference of Supply Officers G-4 MTOUSA. Information was received as to the allocation of tyres to A.C. It is not expected that sufficient tyres will be received at once to meet ISR needs, but, over a period of time, there will be sufficient released to relieve the critical situation of the shortages. The release will cover only standard sizes which constitutes about 50% of the requests. The odd sizes used by Italian cars and trucks will be repaired if practicable to do so.

(b) Justification for six months supply of materials for the ISR has been furnished to the Economic Section, who have the requests in requisition form.

6. TRAFFIC.

(a) The continuation of the washout at Nova Siri on the Metaponto Crotone line undoubtedly contributed to the difficulties in car supply to Sicily. Cars were standing under load at Naples due for the south, and at Reggio for the north, and even with additional locomotive traction, clearance could not be effected with resultant difficulties in meeting the demands of Sicily for freight cars. The matter is under careful review, and a day to day check on freight cars into Reggio is being maintained. It is hoped that the completion of repairs to the washout (as mentioned in the Engineer's report) will facilitate the flow of traffic.

(b) On the passenger side the event of the month was the first civilian passenger train between Rome and Naples since Allied occupation of the Capital. The first train, which left Rome on 22nd January, with a 12 hours schedule, ran via Formia owing to track repairs on the route via Cassino, and control of traffic has been excellent. The Minister of Communications travelled on the first train and was warmly welcomed en route and upon arrival at Naples. Since starting the train has already been once strengthened, when it conveyed a number of delegates to the first Italian Free Trade Union Conference in Naples.

(c) The shortage of passenger rolling stock is preventing further expansion of passenger services. The many attempts to board military freight trains will be overcome as soon as it is possible to offer even a skeleton service to areas which in the past have known normal communications with the Capital. The absence of electric power is a further factor which restricts train operation. An expansion of the system whereby civilian passengers travel by ISR workers' trains has also been introduced, and Caserta and Naples are thereby linked with a fairly satisfactory morning and evening service.

(d) Continued liaison has been maintained with the Movements Division in order to ensure that full interchange of views and traffic needs are sustained, but freight services still fail to reach the requirements for the accomplishment of the Movements programme.

PART IV. ROAD

1. GENERAL.

(a) A.F.H.Q., G-5, before giving consideration to A.C's request for Italian personnel to form additional G.T. and Q.M. Coys., requested that full plans should be submitted to, and agreed by, 15th Army Group. This agreement was obtained and the plans were forwarded to A.F.H.Q., G-5.

(b) Subsequent discussions with A.F.H.Q. have now resulted in 5,000 additional Italian personnel being made available to A.C. in the near future; 2,500 to be trained and equipped by A.F.H.Q. to form G.T. Coys., and 2,500 to be

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(c) A scheme has been evolved whereby those 5,000 Italians, plus those already employed in G.T. Coys. and Q.M. Truck Coys. working for A.C., shall be formed into a Motor Transport Brigade. This Brigade, if finally approved, will operate and be responsible for all A.C. transport organised on military lines and distributing essential civilian supplies.

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2. OPERATIONS.

(a) On the 29th January a meeting was held in the Roads Division which was attended by all officers commanding British Cadres of General Transport Coys.. It was decided to transfer the 1000 G.T. Coy. from the West side of Italy to the East side as soon as possible. This decision was made in view of the fact that it was generally considered more advantageous to have all G.T. Companies working on one side of Italy and all Q.M. Truck Companies working on the other side. In order that a central operational control could be maintained for the G.T. Companies on the East side, such as is already in existence for the Q.M. Truck Companies on the West side, Lt. Col. Fletcher, CMASC kindly offered to instruct a British officer in the necessary duties. Capt. Bent, an officer of the Abruzzi-Marche Region, is now working with Lt. Col. Fletcher to this end.

3. MAINTENANCE.

(a) All units of the 1st Truck Battalion working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army. Such units have been assigned to specific Ordnance Companies.

(b) Reports indicate that the ten day system of preventive maintenance is proving successful. This is particularly so in the Truck Battalion. A favourable report on the subject of maintenance has been received this month from the A.F.H.Q. Inspection Team in respect of Abruzzi-Marche vehicles.

(c) Efforts to make use of civilian firms for higher echelons of maintenance have not yet proved successful. The capabilities of one such firm in Naples were tested during the month, but many difficulties were found, such as non-availability of metals, inadequate equipment, etc.. Subject to the approval of higher authority it has, however, been decided to establish a W.D. higher echelon maintenance shop, with its attendant W.D. spares departments in Rome at the factory of A.T.a.C. (a former city omnibus and tramway repair factory) and it is hoped by this means to break away, at least to some extent, from the Army from the point of view of higher echelon repairs and thus avoid the B.L.R. of vehicles for which replacements are so difficult to obtain.

4. SUPPLIES.

(a) The balance of U.S. trucks to complete the load carrying vehicles for the 1st Truck Battalion have been received. 72 civilian load carrying vehicles, (1½ ton Dodge without bodies) ultimately to form part of the above mentioned Truck Brigade, have been received. Seven have had 2½ ton GMC bodies fitted. Arrangements have been made for handling the balance that is being received without bodies, and it has been decided to use 2½ ton bodies in all cases.

PART V. PORT AND WAREHOUSE.

1. LEGHORN.

(a) Receipts have continued to decline while shipments have not fallen off proportionally. The reduction in inventory carried allowed the closing of one warehouse, and it is expected another will be closed soon. This, plus the improvement of the facilities at another warehouse in Leghorn has provided a more efficient operation, decreasing the need for a portion of the military personnel. These will presently be transferred to Ancona. (Warehouses closed are being retained as the future programme is too uncertain).

2. ANCONA.

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(a) Receipts have continued to decline while shipments have not fallen off proportionally. The reduction in inventory carried allowed the closing of one warehouse, and it is expected another will be closed soon. This, plus the improvement of the facilities at another warehouse in Leghorn has provided a more efficient operation, decreasing the need for a portion of the military personnel. These will presently be transferred to Ancona. (Warehouses closed are being retained as the future programme is too uncertain).

2. ANCONA.

(a) Efforts have continued to increase the warehouse capacity at Ancona. Partial success has been achieved so that present closed capacity is now about 18,000 tons and open capacity over 5,000 tons, compared to 10,000 and 5,000 tons a month ago. Receipts have continued to increase. The month showed the highest inventory since opening these depots, but expected arrivals will soon quadruple this figure. Plans were made in conjunction with the Red Cross to ship all their relief clothing supplies from Naples to Ancona. This movement will take place early in February.

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3. FORLI.

(a) Although warehouses in Forli come under the control of 8th Army AMG, they were inspected during the month and a unified programme agreed with Major Young, Economic and Supply Officer of 8th Army AMG. Every effort will be made to increase the lift from Ancona to Forli, and to increase the capacity at Forli. Assistance from 15th Army Group is needed and has recently been requested.

4. NAPLES.

(a) Very little change has occurred in the Naples situation. Magazzini Generali e Frigoriferi have agreed to reduce their schedule of management charges, but this solution is only temporary. (See para 5 below).

(b) UNRRA receipts were less than expected, and offered no particular problems.

5. GENERAL.

(a) Plans are in the making for turning over to Federazione Consorzi Agrari the operation of the warehouses at Ancona, Leghorn, and Naples.

for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 785017

AC TN MEMORANDUM
NUMBER 1.

APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

RE-ORGANISATION OF TRANSPORTATION SUB-COMMISSION, AC.

1. With effect from the date of this Memorandum, the Transportation Sub-Commission, A.C., will be composed of a Director, Deputy Director, Planning Staff, and five divisions - Administration, Movements, Rail, Road, and Port and Warehouse. Their duties are set out in the following paragraphs. It is emphasised, however, that the duties are in all cases within the general framework of the Transportation Sub-Commission's responsibility and subject to any changes in policy that may be laid down by higher authority.

2. The Planning Staff will be responsible for all forward planning on transportation questions; it will advise and work closely with the Priorities Board (see Executive Order No. 4) and with the Movements Division.

3. The Administration Division will cover all internal administration, keeping of personnel records, assignments and transfers of personnel, and central secretarial work. Its Accounting Branch will be responsible for accounting for all stores handled at A.C. warehouses, keeping records, etc.. Its Statistical Branch will keep records of all movements by rail, road, sea and other means.

4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out; it will determine, in accordance with the bids made to it, what traffic is to be carried by rail, road, sea, including coastal, inland water transport, or other means, and how best this work can be coordinated with military movements; for this purpose it will have Rail, Road and Shipping Branches. The Movements Division will make out and circulate programmes and be responsible for seeing that they are fulfilled or for notifying those concerned of changes of programme. The Movements Division will not, however, be responsible for the technical aspect of the carrying agency's work which is the concern of the Rail, Road, and Port and Warehouse Divisions referred to below, and of the Shipping Sub-Commission.

5. The Rail Division will be responsible for the technical aspect of the Italian Railways' work, for advising the Movements Division what can be carried by rail, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and reconstruction of all rail facilities including track, locomotives, rolling stock, stations, buildings, etc.. It will work in close contact with the USRS and the Italian State Railways.

6. The Road Division will be responsible for technical questions on all operation by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and provision of road vehicles. It will be responsible for the raising of new road transport units. It will assist and render technical advice to the Italian road organisations.

7. The Port and Warehouse Division will be responsible for the technical aspect of port, warehouse and inland and coastal water transport work, and for seeing that all installations are worked in the best way possible. Its responsibilities for warehouses will extend only to those warehouses which are used as incidental to transportation, e.g., at ports and at certain limited

Declassified E.O. 12356 Section 3.3/NND No. 785017

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2. The Planning Staff will be responsible for all forward planning on transportation questions; it will advise and work closely with the Priorities Board (see Executive Order No. 4) and with the Movements Division.

3. The Administration Division will cover all internal administration, keeping of personnel records, assignments and transfers of personnel, and central secretarial work. Its Accounting Branch will be responsible for accounting for all stores handled at A.C. warehouses, keeping records, etc.. Its Statistical Branch will keep records of all movements by rail, road, sea and other means.

4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out; it will determine, in accordance with the bids made to it, what traffic is to be carried by rail, road, sea, including coastal, inland water transport, or other means, and how best this work can be coordinated with military movements; for this purpose it will have Rail, Road and Shipping Branches. The Movements Division will make out and circulate programmes and be responsible for seeing that they are fulfilled or for notifying those concerned of changes of programme. The Movements Division will not, however, be responsible for the technical aspect of the carrying agency's work which is the concern of the Rail, Road, and Port and Warehouse Divisions referred to below, and of the Shipping Sub-Commission.

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7. The Port and Warehouse Division will be responsible for the technical aspect of port, warehouse and inland and coastal water transport work, and for seeing that all installations are worked in the best way possible. Its responsibilities for warehouses will extend only to those warehouses which are used as incidental to transportation, e.g., at ports and at certain limited points in the interior. The Port and Warehouse Division will advise the Movements Division of port capacities for loading and discharging ships, and of any changes in capacity. It will plan and assist with the repair and construction of all facilities at ports, warehouses, and in connection with coastal and inland water transport. The Division will work in close contact with the Shipping Sub-Commission.

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APPENDIX "A"

(8) When rail, road, port, shipping and other facilities are controlled by a military formation, the Movements Division will request an allotment of capacity from the competent military authority.

By command of Rear Admiral Stone:

(Sgd.) MERRITT H. TAYLOR
Director
Transportation Sub-Committee

19th January, 1945.

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TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945. APPENDIX "3"

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

Ref: 169/2/Tn 1 24th January, 1945.

SUBJECT: Transportation Organisation, AC.

TO : Regional Commissioners, All Regions.

1. Transportation Sub-Commission at Headquarters Allied Commission has recently been reorganised and details will be issued by its Director for the information of all concerned.

2. The main function of the Transportation Sub-Commission is to act through the Economic Section as the Headquarters staff branch of the Chief Commissioner on all transportation and movements questions.

3. All transportation and movements questions in the field will be dealt with by the Regional Commissioner. (An exception will be made in the case of military truck units, about which separate instructions will be issued.)

4. Each Regional Commissioner will have a Chief Transportation Officer and other transportation officers on his staff, and it is desirable that their organisation should accord generally with the principles adopted for the Transportation Sub-Commission at Headquarters AC. Regional Transportation Officers will be responsible to and under the command of their Regional Commissioners; they will receive technical instructions from the Transportation Sub-Commission, AC, through Regional Commissioners. As such officers will be under the command of Regional Commissioners, it follows that regional headquarters will deal with the question of administration, promotion and discipline.

5. Transfers of transportation officers from one region to another will be made by Establishments Section in the normal manner.

By command of Rear Admiral Stone:

(Sgd.) M.S. LUSH

BRIGADIER
Chief of Staff

Declassified E.O. 12356 Section 3.3/NND No. 785017

APPENDIX "C"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief: Lt. Col. Walter P. Scoggins

Accounts Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Major F.P. Richardson (B)
Mr. Charlie Ryan (A)
Mr. George Gross (A)

MOVEMENTS DIVISION (Tn 3)
Chief: Col. M.J. Sieff (B)

Rail Branch
Lt. Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. T.F. Clinging (B)

Road Branch
Lt. Col. J.H. Bordass (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. W. Ainsworth (B)
Capt. J.F. Halsted (B)

Shipping Branch
Lt. Col. J.A. Balfour (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief: Lt. Col. O.H. Lindberg (B)

Operations Branch
Major W.G. Fletcher (B)
Major A.C. Ping (B)
Major P.G. Matson (A)

A = American
B = British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
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Mr. George Gross (A)

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Capt. J.F. Halsted (B)

Shipping Branch
Lt. Col. J.A. Balfour (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief: Lt. Col. O.H. Lindberg (B)

Operations Branch
Major W.G. Fletcher (B)
Major A.C. Ping (B)
Major P.G. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Mole (B)
Major P.G. Buckley (B)

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APPENDIX "C"

RAIL DIVISION (Cont.)

Mechanical Engineering Branch
Major S.L. Baister (B)
Lt. R.C. Bowie (B)
Major E.N.B. Jeffrey (B)
Lt. N.C. Philby (A)

Supply Branch
Major C.H. Long (A)

ROAD DIVISION (Tn 5)
Chief: Colonel J.J. Carnes (A)

Operations Branch

-

Administration Branch

Major C.W.A. Pepper (B)

Maintenance Branch
Major H.E. Downer (A)
Major D.C. Moyle (B)
Major D.T.L. Bruce (B)

Supply Branch

Capt. W.G. Petersen

PORT AND WAREHOUSE DIVISION (Tn 6)
Chief: Mr. Charles C. Crocks (A)

Operations Branch
Capt. F.H. Smith (B)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (Italian)

Port Branch
Lt. G.W.E. Warley (B)
Lt. A. Marina (Italian)
Mr. James B. Hurley (A)

Warehouse Branch
Major R.H. Klein (A)

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APPENDIX "D"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

I. SUMMARY OF BIDS AND SHIPMENTS DURING JANUARY (EXCLUDING MEDBO SCHOONERS).

Commodity	Bid	Lifted in tons	Outstanding in tons	In Excess tons	Remarks
Citrus fruit	4,000	2,998	1,002		Ships did not load to capacity on account of non-availability.
Olive Oil	315	210	105		
Phosphates	9,300	16,560	-	7,260	
Food-stuffs	1,527	2,106	-	579	
Salt	6,900	4,946	1,954	-	Part of balance lifted by MEDBO Schooners
Wine	6,000	3,191	2,809	-	
Wheat	1,000	1,192	-	192	
	29,042	31,203	5,870	8,031	

Livestock:	300 horses	40	260
	500 cattle	247	253
	2000 sheep	1432	568

Other Civil Supplies Lifted during January (Sicily to Torre Annunziata)

	Tons
Wine	2970
Food Stuffs	880
Cotton	132
	3982

II. TONNAGES LIFTED BY MEDBO SCHOONERS DURING JANUARY.

Timber	650 tons
Food	3,372 "
Carrubeans	580 "
Stores	110 "
Wheat	462 "
Charcoal	560 "
Sugar	1,025 "
Chestnuts	350 "
Miscellaneous	1,254 "
Island Traffic	1,800 "
Tobacco	72 "
Coal	2,000 "
Cotton	436 "
Flour	200 "

Declassified E.O. 12356 Section 3.3/NND No. 785017

Commodity	Allocated	Lifted in tons	Outstanding in tons	In Excess tons	Remarks
Citrus fruit	4,000	2,998	1,002		Ships did not load to capacity on account of non-availability.
Olive Oil	315	210	105		
Phosphates	9,300	16,560	-	7,260	
Food-stuffs	1,527	2,106	-	579	
Salt	6,900	4,946	1,954	-	Part of balance lifted by MEDBO Schooners
Wine	6,000	3,191	2,809	-	
Wheat	1,000	1,192	-	192	
	29,042	31,203	5,870	8,031	

Livestock:

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Charcoal	560 "
Sugar	1,025 "
Chestnuts	350 "
Miscellaneous	1,254 "
Island Traffic	1,800 "
Tobacco	72 "
Coal	2,000 "
Cotton	436 "
Flour	200 "
Salt	2,265 "
Total	15,166 Tons

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Declassified E.O. 12356 Section 3.3/NND No. 785017

TRANSPORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945 — Appe

STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES JAN 1945
(All figures in metric tons)

1945	NAPLES			LEGHORN			ANCONA			TOTAL - WAREHOU	
	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER
Inv. 1 Jan.	19796.5	914.5	20711.0	34238.8	354.6	34593.4	4004.0	1.0	4005.0	58039.3	1270.1
Rec. in Jan.	5274.5	796.5	6071.0	4088.3	495.5	4583.8	3568.0	=	3568.0	12930.8	1292.0
Issued Jan.	4485.5	714.0	5199.5	7799.3	458.1	8257.4	1128.0	1.0	1129.0	13412.8	1173.1
Inv. 31 Jan.	20585.5	997.0	21582.5	30527.8	392.0	30919.8	6444.0	=	6444.0	57557.3	1389.0

NOTES:-

(1) Food items include soap, which last month was with non-food.
(2) Leghorn issued 8 cases of medical supplies which were on hand 1 Jan.
(3) Approximately 26 tons of UNRRA commodities received at Naples.
(4) 4,015 tons of flour, and 1551 tons of sugar issued directly from shipside to Consignee at Naples included in above table.
(5) Tonnages of clothing on hand in Red Cross Depots under our control at Leghorn and Naples NOT in above table.

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TRANSPORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945 Appendix E
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES JAN 1945
(All figures in metric tons)

	NAPLES			LEGHORN			ANCONA			TOTAL - WAREHOUSES		
	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
	914.5	20711.0	34238.8	354.6	34593.4	4004.0	1.8	4005.8	58039.3	1270.1	59309.4
	796.5	6071.0	4088.3	495.5	4583.8	3568.0	=	3568.0	12930.8	1292.9	14222.8
	714.0	5199.5	7799.3	458.1	8257.4	1128.0	1.0	1129.0	13412.5	1173.1	14585.9
	997.0	21582.5	30527.8	392.0	30919.8	6444.0	=	6444.0	57557.3	1389.0	58946.3

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

December 1944

JAN 20 1945

MONTHLY REPORT OF ACTIVITIES, DECEMBER 1944
TRANSPORTATION SUB-COMMISSION, A.C.

1. RAILHEADS.

Once again, there has been very little alteration in the forward railheads, due to the semi-static conditions on the fronts. The forward railhead on line 86 remains at Cesena, and Pisa is nominally the railhead on line 50, the east coast route. MRS has continued work on line 515 inland from Pisa towards Prato and Florence, and it is hoped the rail terminal will be possible in Florence by the middle of January.

2. RECONSTRUCTION AND REHABILITATION.

The New Works and Contracts Committee, formed jointly of MRS, AC and ISR has met regularly during the month, and a number of difficulties arising from constructional problems and matters of supplies have been dealt with. Financial procedure has been definitely settled by action of Priorities representative on the Committee. The Rail Section is now actively engaged in engineering work on the following lines:-

Line 50 between Vado and Rosignano
50 bis linking Piombino port with line 50
63 doubling tracks between Rome and Orte
65 Arezzo-Florence, reconstruction of track
86 Ortona-Ancona, reconstruction of line
88 Rome-Avezzano, reconstruction of line
92 Naples-Reggio, rebuilding Petrace bridge
257 Rome-Viterbo, reconstruction of line
277 Terni-Rieti, reconstruction of line
279 Termoli-Campobasso, reconstruction of line
283 Avellino-Benevento, reconstruction of line.

On line 95, between Metaponto and Crotone, a washout of the track caused considerable difficulty in supplying freight cars to Reggio and MRS undertook the repair work for which two bulldozers and 250 men were required.

On line 86, Transportation Sub-Commission engineer has let all contracts and has found it necessary to reside on the side, thus leaving only one engineer at headquarters to superintend all other works in hand.

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Line 267, Frascati - Rome, has been entirely repaired by "Grivofer" - a voluntary organisation of railwaymen anxious to assist in the rehabilitation of the railways within the limits of their abilities and facilities at their disposal.

Declassified E.O. 12356 Section 3.3/NND No. 785017

1. RAILHEADS.

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Line 267, Frascati - Rome, has been entirely repaired by "Grivofer" - a voluntary organisation of railwaymen anxious to assist in the rehabilitation of the railways within the limits of their abilities and facilities at their disposal.

3. SHORTAGE OF FREIGHT CARS.

So far as areas controlled by AC are concerned, this has been carefully watched and in spite of the washout blocking traffic to and from Reggio, and (at the same time) Sicily, MRS has succeeded to ensure a steady flow of wagons into the southern territories.

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This Company was found to be exceeding the fare increase permitted by Decree, and the attention of the Ministry was drawn to the matter. On the Rome-Acilia line, once part of the pre-war popular Rome-Lido service, considerable controversy developed, and many applications were received for a daily service. Unfortunately there was considerable confusion as to the reasons, some claims being to feed Rome, some others to feed Acilia. Lazio-Umbria Region could make no recommendation, but the Commission authorised a service twice a week, and is reviewing the traffic figures regularly.

Of extra-urbane tramways in the Rome District, the lines have extended slowly into the Albane hills, and only the power question prevents a resumption of services in many cases. These lines are mainly passenger, but the serious shortage of other passenger vehicles gives some priority to the carrying demands of the trams.

A sudden power cut on the private railway Naples-Cumae, led to some difficulties in the conveyance of workers to and from their place of employment, but the matter is being closely watched.

On the Sud Est system, labour difficulties arose, which were not very satisfactorily settled. The private railways work under a 23 year old agreement, where extra work is done daily to avoid Sunday working, and at the moment, the workers have been successful in asserting their right not to work overtime in the week, and also to be paid for a Sunday when they do not work. The matter is primarily one for the Labour Sub-Commission, and close liaison has been maintained.

The following figures are for the month of December 44:-

(i) BIDS

Rec'd	Rejected	Accepted
2028	115	1913

CONTRACTS

Food-stuffs	Fuel	Seeds & Fertiliser	Misc.	TOTAL
87268	29050	14103	25301	155922

(ii) EMERGENCY BIDS

84	-	84

6810	600	410	3428	11248

Total (i) and (ii) 167170 tons.

7. TRANSPORTATION COMMITTEE MEETING.

At the Transportation Committee meeting held on 22 December, 44 the Chairman, Brigadier A.F.Rhè Philips, announced that this would be the last meeting of its kind, as in the new year an Allied Railway Board would be formed, which would deal with all aspects of civilian railway needs, through sub-committees such as the existing New Works and Contracts Committee. The meeting, nevertheless, successfully fixed the date for the first tri-weekly train for civilians between Naples and Rome as 22 January 45; announced satisfactorily arrangements for conveyance of civilian mails between Rome and Arezzo, Leghorn and Leghorn, and dealt with other matters requiring attention.

8. STAFF CHANGES.

A change of policy has led to staff changes, with the result

week, and is reviewing the traffic figures regularly.

Of extra-urbane tramways in the Rome District, the lines have extended slowly into the Albano hills, and only the power question prevents a resumption of services in many cases. These lines are mainly passenger, but the serious shortage of other passenger vehicles gives some priority to the carrying demands of the trams.

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The following figures are for the month of December 44:-

(i) RIDS

Rec'd	Rejected	Accepted	TONNAGES Food-stuffs	Fuel	Seeds & Fertiliser	Misc.	TOTAL
2028	115	1913	87268	29050	14203	25301	155922

(ii) EMERGENCY RIDS

84	-	84	6810	600	410	3428	11248

Total (i) and (ii) 167170 tons.

7. TRANSPORTATION COMMITTEE MEETING.

At the Transportation Committee meeting held on 22 December, 44 the Chairman, Brigadier A.T.Rhâ Philips, announced that this would be the last meeting of its kind, as in the new year an Allied Railway Board would be formed, which would deal with all aspects of civilian railway needs, through sub-committees such as the existing New Works and Contracts Committee. The meeting, nevertheless, successfully fixed the date for the first tri-weekly train for civilians between Naples and Rome as 22 January 45; announced satisfactorily arrangements for conveyance of civilian mails between Rome and Arezzo, Ancona and Leghorn, and dealt with other matters requiring attention.

8. STAFF CHANGES.

A change of policy has led to staff changes, with the result that at headquarters, it is intended to centralise to a greater extent Civil Engineering, Mechanical Engineering, Stores and Traffic matters, and staff adjustments have been made to meet the changed conditions. The changes are still incomplete, being based on the needs for additional staff to cover future commitments, but preliminary

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authority has been given by the Manpower Board for the addition of three qualified Civil Engineers and eight officers for field work.

II. ROADS

1. General.

The composition of the Roads Division has been considerably altered during the month of December by two factors :

a. The publication of Establishment Memorandum No.34.
b. The general re-organization of the Transportation Sub-Commission.

Both these factors are based upon the assumption that Transportation Sub-Commission should be a staff agency rather than an operating one in the pratical sense of the word.

This has resulted in the removal from control by the Roads Division of the various Tyre Plants and of the manufacture and procurement of civilian spare parts. Similarly the operation of both the Super and Lancia Garage is no longer a function of the Roads Division.

The duties of the Roads Division may now be classified as follows:

1) The execution of such movements by road as are required by the Movement Division,having previously advised this Division as to what can be carried by road.
2) The supervision of all operations by road.
3) The provision,maintenance,and repair of road vehicles.
4) The raising of new road Transport units.
5) Liaison with ENAC.

To this end the Roads Division is now sub-divided into 4 sections as follows :

A. Administration
B. Maintenance
C. Operational Control
D. Supply

Functions A,B and C are self-explanatory.Function D consits of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority,and of following up such requisitions until satisfactory results are obtained.

2. Operations.

No.1 Truck Bn.

Six Truck Coys have now been activated and are operating as follows:-

No.1 Truck Coy in Rome directly under orders from the Transportation Sub-Commission.

Truck Coys Nos.2 and 4 in Florence working with AMG,5th Army.

No.3 Truck Coy in Navacchio working with AMG 5th Army.

No.6 Truck Coy in Lucca working with AMG,5th Army and No.5 Truck Coy in Leghorn working for AC Warehouses.

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Although the Truck Coys are allocated as above the actual method of working is that we have now the Advance Hqs. of the Truck Bn. stationed in Leghorn and all requests for transport are forwarded to this H.Q. so that the maximum lift can be obtained and no

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[illegible] personnel,plans and the organization of cadres to handle future requirements have been set-up as follows:

a. Driving School at 28 Via Vasca N.vole,with sufficient personnel to handle the training of two new Coys every two weeks for basic training.

b. Driving School at Via Somnio on the same lines.

c. Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital.(This has not cleared PBS real estate). This will be used to assign 8 Companies for final training in convoy work,and the training of Coy and Bn.operational staff. It is contemplated that a complete Bn.can be dispatched from here for operational needs anywhere forward when operational necessity demands.

Studies are being made in conjunction with Transportation Sub-Commission (Rail) and Food S/C (Warehouses) so that utilization of companies can be made in dispatching future units. It is desired to space companies so that,insofar as possible,battalions or detachments of battalions will be so located geographically as to facilitate battalion supervision and make possible group operations with maximum of control. Orders were issued during this month assigning the 1000 GT Company (British) to the Bn.for operations only. No experience can be quoted insofar as the effective date was Jan.1,1945. A complete report will be rendered the following month of January. Studies are being made to facilitate and expedite the proper utilization of the British unit on main arteries where it can operate to best advantage.

A few problems still encountered are as follows:

a. Still no control vehicles or immediate prospects for obtaining same.
b. Necessity of drawing supplies from the rear since forward Q.M. Depots refuse to issue anything.
c. Necessity for a universally recognised designation of this unit;for example:-
In requisitioning from PBS Naples,we can only get supplies as the 1st Truck Bn. A.C. As Coy"T" of the 2675th Regt. we are refused. This necessitates the revision of the requisitions on M.T. needs and the duplication of accounting with the 2675th Regt. AFHQ specifically mentions 1st Truck Bn.does not know Co "T" exists.
d. Supplementary travel ration for the Italian soldier denied. This matter is being taken up.
e. Tyres,Tubes and Batteries still critical.
f. Pilferage and theft begin to make themselves evident.

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3. G.T.Companies.

1000 G.T. Coy has two Platoons and its H.Q. situated in Leghorn and two Platoons in Florence.Requests for transport from this Company are now made through the Advance Hqs. of No.1 Truck Bn. Steps are being taken to withdraw the two Platoons from Florence in order that the whole Company will be located in Leghorn.

1001 G.T. is still attached to AMG,8th Army and is stationed on the East coast in the vicinity of Fano.

1004 G.T.Coy has its Hqs.located at Ancona and is concentrated on the wheat haul from Macerata and Ancona Province to railheads under the supervision of an Officer lent by the Food Sub-Commission specially for this purpose.

1002 G.T. Coy has its Hqs. located at Aquila and this Company is making every effort to get food stuffs into communes which are liable to be isolated for considerable periods owing to weather conditions. The latest reports from the Abruzzi Marche Region stated that this work is proceeding as smoothly as could be anticipated.

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office,who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February 1945.

Truck Pools.

The Truck Pools in AMG territory are being supplied with a new standard work ticket so that they will be ready to come into line with ENAC as soon as that organization starts functioning. In fact the Truck Pools are already using this standard work tickets.

4. MAINTENANCE.

Under Establishment Memorandum No.31 dated 28/11/44 responsibility for operation of Headquarter domestic vehicles and garages has been placed with the Headquarters Transportation Officer. As a result a new system of operation and dispatch involving a change over from the assignment system of vehicles to the pooling system of all vehicles with a view to the conservation of use of transport has been put into effect. It is too early at this stage to determine the advantage or otherwise of this system over the old system.

The tyre and tube position is still very critical.Practically every Region has vehicles off the road for want of tyres and tubes and although the immediate outlook is not favorable every effort is being made to improve the position.

This office is now studying all possibilities of setting up Higher Echelon workshop under civilian control in order that the Higher Echelon Maintenance of A.C. Transport may be divorced from the Army.

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III. SHIPPING.

1. During the month of December Transportation Sub-Commission was reorganized on a Military basis.

2. The following tonnages have been lifted by MEDBO schooners:-

Food	3250	Tons.
Salt	1130	"
Carrubeens	255	"
Lemons	540	"
Medical Supplies	395	"
Wheat	200	"
Sugar	325	"
Charcoal	240	"
Miscellaneous	2040	"
Island traffic	1800	"
	10175	tons.

3. The following is a summary of bids and shipments during the month (excluding MEDBO schooners):-

COMMODITY	BID	LIFTED	OUTSTANDING	MOVED IN EXCESS OF BID
Salt	5300	3070	2230	
Coal(local movem.)	2000	-	2000	
Mixed cargo	11714	6910	4804	
Foodstuffs	2700	3652	-	952
Wine	6000	1799	4201 (x)	
Phosphates	33100	25773	7327	
Total	60814	41204 + 952 = 42156	20562	952
OTHER CIVIL SUPPLIES LIFTED DURING MONTH (NOT BID)				
Coal (to civitavecchia)		10650		
Timber		2000		
Grand total supplies lifted		54806	long tons gross	

(x) Movement of Wine.

Containers set up for movement of wine during this period were cancelled as they were required for operations. Subsequently, additional shipping was set up, but wine was not forthcoming. The whole question of provision of wine for shipping set up is being investigated.

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Salt	1130	"
Carrubeans	255	"
Lemons	540	"
Medical Supplies	395	"
Wheat	200	"
Sugar	325	"
Charcoal	240	"
Miscellaneous	2940	"
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Grand total supplies lifted		54806	Long tons gross	

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IV. WAREHOUSE.

1. LEGHORN - The expansion of Leghorn warehouses accommodation was completed. Repairs to facilities also were substantially completed. Substantial assistance in securing building materials was rendered by CA3,AAI. Present capacity of Leghorn depots is in excess of 55,000 tons closed weather proof space and in excess of 25,000 tons fenced in or walled in open space. Altho present quantity of goods stored at Leghorn has reached a new high, all indications are that this trend will be reversed henceforth. Serious thought is being given to relinquishing some properties to other units badly in need of space. Final decision will await clarification of general over-all warehousing and stock-piling policy.

2. NAPLES - Receipts and issues at Naples were the highest in many months being more than 2½ times the November tonnage. No particular difficulty was encountered in handling this volume, altho the workers at Depot 677 somewhat complicated matters temporarily by a sit-down strike. They were cleared from the premises by the Military Police. Replacing workers were obtained promptly and work resumed. It appears that the net result of the strike was to our advantage as many poor and mediocre workers were replaced by better ones.

Efforts to locate additional warehouse space in Naples were unsuccessful, but further search has been dropped because present indications are that space now available is adequate.

A very complicated situation has resulted from the dismissal by the Magazzini Generali, with only 3 days notice, of Sig. Lupo, their operational director of the Naples Warehouses. Satisfactory replacement was NOT provided and temporary provisional arrangements were contemplated to tide over a difficult period.

The Sig. Lupo situation was further confused by the fact that concurrently the long delayed conversations with the Banco di Napoli for the revision of the management contract with the Magazzini Generali were imminent. It is hoped that January will see the complete clarification of this entire situation, altho indistinct general warehouse policy is a definite block to a well organized program.

3. ANCONA. - As indicated in the November monthly report, an increase in Ancona port acceptance was contemplated. Unfortunately the Warehouse Section has not been able to secure figures that even approximate requirements for depot accomodation. Whereas Leghorn appears to have overexpanded because of uncertain statement of policy, Ancona appears to have followed the opposite course. An[illegible] depot requirements are still nebulous, but it is certain that some further expansion (amount unknown) is needed. Consequently this program is being pursued. Present capacity at Ancona is approximately 10,000 tons closed weatherproof space and 5000 tons fenced or walled in open

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TRANSPORTATION SUB-COMMISSION
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES MONTHS OF DEC 1944
(All weights in Metric Tons)

	NAPLES			LEGHORN			ANCONA			TOTAL WAREHOUSE	
	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER
INV. 1 DEC	9851.5	833.5	9685.0	22178.0	1046.5	23224.5	2065.0	39.0	2104.0	33294.5	1719.0
REC IN DEC	17124.0	829.5	17953.5	18939.8	1397.3	20337.1	3953.0	==	3953.0	40016.8	2226.8
ISSUED DEC	6438.0	489.5	6927.5	6913.2	2055.0	8968.2	2042.0	10.0	2052.0	15393.2	2554.5
BAL-31 DEC	19737.5	973.5	20711.0	34204.6	388.8	34593.4	3976.0	29.0	4005.0	57916.1	1391.3

NOTES :

1. Soap has been removed from food to other than food. This accounts for difference in figures for 30 Nov and 1 Dec. This results in a decrease in food by 236 tons and an i other than food by the same amount: amounts involved are Naples 174 tons; Leghorn 24; A

2. Medical supplies in Leghorn as follows:

On hand	1 Dec	115	cases
Received	1-31 Dec	920	"
Issued	1-31 Dec	1027	"
Bal on hand	31 Dec	8	"

3. Tonnages of clothing on hand in Red Cross Depots, under our control at Leghorn and Na included in above table.

COS Dist
1 - File Copy COS C/S, C.C.
3 - PRB

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ALL WAREHOUSES MONTHS OF DEC 1944
(All weights in Metric Tons)

NAPLES			LEGHORN			ANCONA			TOTAL WAREHOUSES		
OOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
4051.5	633.5	9685.0	22178.0	1046.5	23224.5	2065.0	39.0	2104.0	33294.5	1719.0	35013.5
7124.0	829.5	17953.5	18939.8	1397.3	20337.1	3953.0	==	3953.0	40016.8	2226.8	42243.6
6438.0	483.5	6927.5	6913.2	2055.0	8968.2	2042.0	10.0	2052.0	15393.2	2551.5	17947.7
9737.5	973.5	20711.0	34204.6	388.8	34293.4	3976.0	29.0	4005.0	57918.1	1391.3	59309.4

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3 - PRB

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

November, 1944

19 DEC 1944

MONTHLY REPORT OF ACTIVITIES, NOVEMBER 1944
TRANSPORTATION SUB-COMMISSION, A.C.

1. RAILWAYS

(a) General

Military railheads have continued almost the same as in October. Line 50 reached Pisa on 8 November, line 86 reached Savigno on 21 November, and Cesena on 1 December. Line 65 has not proceeded further than Arezzo, and line 214 still continues short of Perugia, the railhead being at Bastia.

The month of November has seen much rain, with adverse effects on temporary rail structures, and consequent movement of AC supplies.

Line 50 was out of action north of Civitavecchia for most of the month, and this seriously handicapped the movement of lignite from the Ribolla mine to Rome. Line 65/87 suffered breaks which caused difficulty in the movement of grain to Rome. Other temporary breaks in the lines between Naples and Rome brought difficulties in Rome feeding, but it can be recorded with satisfaction that a small stock pile of wheat was available when the month closed. Florence has remained isolated so far as rail service is concerned, but the line 215, which will turn south at Prato will be made available it is hoped in the near future, and a separate station will be set aside in Florence for Medical and AC supplies.

At the close of the month difficulties arose through adverse weather conditions, in the Calabria Division, and these are reported upon in the Engineering Section.

There have been difficulties in regard to ensuring that authorised movement has taken place, due to failure in spotting rail cars, and for this purpose ten temporary officers have been attached to the Sub-Commission to be placed at points where loading has been most difficult, and towards the end of the month a noted improvement was made.

(b) Reconstruction and Rehabilitation

The Director of Military Railway Services, Brigadier R.D. Waghorn, called a meeting on 22 November '44 to discuss and agree upon a procedure to be adopted in regard to the rehabilitation of the Italian railways, and to decide upon priorities and responsibilities. 148

The work of reconstruction was broadly divided into three standards of priority, as under:-

Priority I - to cover the work essential to opening of the line to traffic to cover immediate military needs at the earliest possible date.

Priority II - to cover work required to improve existing

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MONTHLY REPORT OF ACTIVITIES, NOVEMBER 1944
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Priority I - to cover the work essential to opening of the line to traffic to cover immediate military needs at the earliest possible date.

Priority II - to cover work required to improve existing facilities but based on essential military needs.

Priority III - to cover works required for rehabilitation and to improve the economic life of the country, but not of military importance.

The responsibilities for these priorities were decided under:-

Priority I - A military responsibility, under immediate and direct control of MRS as at present.

Priority II - MRS to furnish details of requirements to AC, who would make arrangements with ISR to carry out the projects, and supervise the carrying out of them.

Priority III - The submission of projects under this head would be entirely a matter for AC and ISR, but before work commenced, approval of D.M.P. would be obtained, with list of materials and equipment for which MRS assistance would be required. The submission to MRS is essential in order to ensure control over stores in short supply.

Maintenance

Maintenance of track etc., would remain the responsibility of MRS except in such areas as the Director, Military Railway Services had decided to hand over complete control to AC, as in Reggio Calabria.

Maintenance of Equipment - (Locomotive and Rolling Stock)

Owing to the shortage of equipment available, the maintenance of all locomotives and rolling stock will be vested in the MRS, except in such territory as the Director decides that it is possible to hand over control to AC.

Provision was made for a regular monthly meeting, and for a subsidiary sub-committee to be appointed representing MRS, AC and ISR to review progress in repairs, and to deal in greater detail with decisions reached by the Monthly Meeting.

Stores

A procedure was decided upon in regard to obtaining stores, summarised as under:-

A project would be put to AC and ISR who would both attempt to obtain all possible materials AC would screen the joint results and submit to MRS demands for such stores as were otherwise unobtainable. The screened list submitted by AC would fall under two heads:-

Stores for works of military priority

Stores for works of civil priority

As this meeting is of considerable import to AC in its work of restoring the economic life of the country, the decisions reached have been summarised at length. They form the basis of all future railroad rehabilitation.

(c) Shortage of Rolling Stock

The shortage of rolling stock, recorded in the October report, a little artificial in character owing to the sealing up of certain lines due to incidents on the tracks, righted itself in some measure during the month. Unfortunately, the trend of traffic continues to be from the South, and serious difficulties arose at one time in Sicily owing to the loss of rolling stock to the mainland. Arrangements have been made with MRS for a satisfactory supply in the future to be passed into the Calabria Division, distribution as between Calabria and Sicily to be arranged jointly between AC officers concerned.

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(d) Engineering

The following is list of work in hand and prospected as at 30 November, '44.

(i) Giuncarico (Line 50)

Rebuilding of railway bridge on private line leading from Ribella lignite mines in hand. All materials on site. This work is being carried out by the owners of the line "Montecatini"

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Vado-Resimano (Line 50)

Repair of above section of railway is in hand to give access to the Solvay plant. Estimated cost 2,000,000 lire. Work should be completed by 20 December '44.

(ii) Arezzo-Florence (Line65)

Preparation of estimate of repair of this line well in hand. Estimated cost is over 400,000,000 lire, and estimated time is 6 months.

(iii) Ortona-Ancona (Line 86)

Contract let for 1st section Ortona-Pescara. Work to commence 1st December '44 and be completed 31st March '45. Second section Pescara--Giulianova out to tender. Tenders to be submitted 6 December '44. Third and fourth sections, Giulianova-Ancona, drawings complete. Tenders will be called for in few days.

(iv) Rome-Avezzano (Line83)

Reconstruction approved and work commenced. Line has been opened for traffic Rome-Mandela. Work on remainder in hand. Mines are holding up work on two viaducts, matter in hand with Regional Commissioner, Lazio-Umbria Region.

Sanitario Electric Power Station (Line 88)

An estimate for the repair of this power station has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 30,000,000 lire, time 6 months.

(v) Petrace Bridge (Line 92)

Work in hand. Reconstruction of brickwork of the two demolished arches well advanced. Timber piling for temporary steel towers 10% completed.

(vi) Chiusi-Florence (Line 220)

An estimate for the section Chiusi-Sinalunga of this line has been prepared, but the putting of the work in hand has been deferred, pending report on the section Sinalunga-Empoli. Estimated cost of former section 32,000,000 lire, time three months.

(vii) Pisa-Empoli-Florence (Line 219)

Preparation of estimate is in hand.

(viii) Piombino-Campiglia (Line 229)

Work on the rapir of this line has commenced, no steelwork is required. Cost 9,400,000 lire, the project being likely to be finished before end of Januery '45.

(ix) Rome-Viterbo (State Railway) (Line 257)

Reconstruction approved. Contract let, work to commence first week in December '44.

(x) Terni-Rieti (Line 277)

Section of line reported upon with recommendation for repair. No authority as yet to proceed with the work.

(xi) Termoli-Campobasso (Line 279)

Work well in hand, 95% completed. Work on Biferno bridge is to be finished first week in January when line can be opened.

(xii) Avellino-Benevento (Line 281)

Section of line reported with recommendations for repairs. No authority to proceed with work.

(xiii) Avellino-Rocchetta (Line 294)

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Section of line reported with recommendations for repairs. No authority to proceed with work.

(xiii) Avellino-Rocchetta (Line 294)

Section of line reported upon, with recommendation as to reconstruction. No authority to carry out work.

(xiv) New Sidings at Chiusi Station (Line 65)

Points and crossings were put in at Chiusi Station to meet needs of Commerce Sub-Commission.

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CAGLIARI (Sardinia)

Repair of railway shops at Cagliari authorised at cost of 2,500,000 lire.

In connection with the lines referred to above, where authority has not been given for work to proceed, it has been necessary to await a decision in regard to the financial aspect of rehabilitation. This matter fully in hand with Economic Section.

During the month, very bad weather has been experienced, and the following damage occurred on the lines of the ISR under AC supervision in Calabria Division:-

Tyrrenian Line (Line 92)

Between Cepora and Nocera, a bridge collapsed due to flood.

Between S.Eufemia and S.Pietro bridge, piling was washed away. Repairs already effected.

Between Palerna and S.Eufemia, bridge entirely destroyed. Repairs expected to take four days.

Reggio-Brindisi (Line 95)

Between Torre Cerchiara and Trebisacce, track washed away. Repairs expected to take six days.

Between Sirl and Tursi, various interruptions. Bridge over river Sinno possibly damaged. Length of time for repairs not yet available. Repair work being hastened.

Traffic for the north route using route Reggio-Sibari-Cosenze--Paola-Battipaglia.

S.Eufemia-Catanzaro (Line 304)

Locomotive derailed and overturned. Traffic resumed 1 Dec '44.

(e) Traffic

No important amendment has taken place in passenger facilities during the month. Stock has not been available for the introduction of the proposed service Naples-Bari via Foggia.

The absence of any rail service linking Rome with the territory it governs is fully appreciated by Transportation Sub-Commission, and every effort is being made to endeavour to obtain some service to enable at least Government officials to proceed to and from the capital. The essential difficulties are two, firstly the acute shortage of passenger stock, even for military needs, and secondly the capacity of the two lines between Naples and Rome. At the moment it is a question of feeding Rome or allowing civilians to travel by train to and from the City, and at all times the answer must be the maintenance of sufficient food supplies. The matter is carefully watched, and as soon as facilities are available, a passenger service between Rome and Naples will take precedence over any other demand.

The weekly wine train failed to operate between Lecce and Naples on the first Wednesday in November, due to a misunderstanding, whereby the ISR had returned all wine tankers to private owners, and the latter were demanding high prices for the hire of such vehicles. The matter has been put right, and the train of 20 wine tankers has

decision in regard to the financial aspect of rehabilitation. This matter fully in hand with Economic Section.

During the month, very bad weather has been experienced, and the following damage occurred on the lines of the ISR under AC supervision in Calabria Division:-

Tyrrenian Line (Line 32)

Between Copera and Nocera, a bridge collapsed due to flood.

Between S.Eufemia and S.Pietro bridge, piling was washed away. Repairs already effected.

Between Palerna and S.Eufemia, bridge entirely destroyed. Repairs expected to take four days.

Reggio-Brindisi (Line 35)

Between Terre Cerchiara and Trebisacce, track washed away. Repairs expected to take six days.

Between Sirl and Tursi, various interruptions. Bridge over river Sinno possibly damaged. Length of time for repairs not yet available. Repair work being hastened.

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(i) BIDS TONNAGE

Rec'd	Rejected	Accepted	Food Stuffs	Fuel	Seed Fertiliser	Misc.	TOTAL
3405	314	3091	116264	27457	20981	27829	291,556

(ii) Emergency Bids:

Rec'd	Rejected	Accepted	Food Stuffs	Fuel	Seed Fertiliser	Misc	TOTAL
41	---	41	5472	4265	240	1501	11,478

Total (i)+(ii)= 303,034 Tons

(f) Policy

Transportation Sub-Commission favours strongly the point of view that all commodities forwarded by rail, AC and civilian, should be paid for at existing rail rates, except for traffic to the forward Armies for distribution to newly occupied territory. This follows the policy in respect to road transport and an effort is be ng made to endeavour to introduce a scheme in the new year whereby no traffic other than that defined above will travel on the free voucher system.

The Decree to increase rail rates and fares 100% over the June 1943 figures has become law.

In Sardinia, the representative of the Rail Section has put everything in order for AC supervisi n of Italian operation.

The questi n of free conveyance of civilians working for the allies or contract rs fully employed by the allies has been further discussed as a policy matter with Finance and Labour Sub-Commissions.

Public Safety Sub-Commissi n has reported the institution of a Railway Policy organisation, and in the meantime railway employees will be temporarily trained to assist where necessary.

(g) Transportation Committee Meeting

This Meeting was held on 27 November 1944, when the following items put forward were discussed:-

Rome-Naples-Bari restricted service for Courts, Government Officials, etc.
Conveyance of Smalls (MFSTO traffic).
Use of Port of Civitavecchia.
Extensi ns of Services, Lines 60, 65 and 65/87.
Shortage of freight wagons to fulfil approved movements.
Unauthorised travel of civilians by rail in Army areas.
Pilferages of railway traffic.
Port of Genoa.
Stockpiling at Ancona.

(h) Defascism

The necessary correspondence and meetings have been

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(g) Transportation Committee Meeting

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Use of Port of Civitavecchia.
Extensions of Services, Lines 50, 65 and 65/87.
Shortage of freight wagons to fulfil approved movements.
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Pilferages of railway traffic.
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Stockpiling at Ancona.

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(h) Defascism

The necessary correspondence and meetings have been maintained.

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS

(a) SICILY DIVISION

The wagon situation is still acute. Position as at 2359 hours 26 Nov. was as follows:-

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Type of car	In use in Sicily	Required for Essential Traffic	Deficiency - or Surplus +
BOX	1337	2000	-663
CONTCTAS	1986	1500	+486
FLAT	782	500	+282
TANK	83	75	+ 8

Large fruit movement programmes on behalf of the Allied Armies have taken place during the month. This movement has been carried out on the existing schedule of trains. However, civilian movement of fruit cannot take place as a result of the reduced schedules.

Export of fruit on a large scale has been successfully completed. Coal consumption has been such that the ISR have requested an allocation of coal for these special movements.

Liaision with the Navy Yard has continued, and it has been found that the Naval officers have been most helpful and co-operative.

A recent meeting with the officer supervising repair of locomotives, and the Italian State Railway Engineer, produced a cut in the time necessary for the repair of locomotives.

Tonnage moved during the month of November is given below:-

Allied Forces	AC	Italian Forces	Civil	TOTAL
8172	758	976	51129	61035

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE	Freight	Pass	Switch	TOTAL	DIESEL
(a) In service	84	46	21	151	16
(b) Spare	18	11	9	38	--
(c) Awaiting light repairs	62	22	10	94	6
(d) Awaiting heavy repairs	43	10	10	65	21
	207	89	50	346	43

NARROW GAUGE LOCOMOTIVES (All freight)

	Adhesion	Rack	TOTAL
(a) In service	13	10	23
(b) Spare	12	--	12
(c) Awaiting light repairs	7	2	9
(d) Awaiting heavy repairs	8	12	20
	40	24	64

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GON	FLAT	TANK	OTEHRS	TOTAL
Heavy repairs	330	338	228	94	5	995
Light repairs	72	14	13	90	12	206
Rebuilding	492	625	432	--	4	1553
	894	977	673	184	21	2754

LOCOMOTIVES AND ROLLING STOCK REPAIRED AND SENT FOR REPAIR

Type	Repairs completed	Entered Shops
940	--	1

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LOCOMOTIVES AND ROLLING STOCK REPAIRED AND SENT FOR REPAIR

Type	Repairs completed	Entered Shops
740	--	1
Wagons	198	208
Coaches	7	9

MOVEMENT OF WAGONS ACROSS STRAIT OF MESSINA

Balance:- - 111

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(b) SARDINIA

Complete details in respect of Tonnages conveyed on the railways of Sardinia are not yet to hand.

A representative of the Coal Division, HQ.AC., arrived in Sardinia on 28 November '44, to check coal stocks, and to instruct the State Railways on the procedure for the handling of coal. Several conferences were held.

The Ferrovie dello State has received authority to complete repairs to the Cagliari workshops at a cost of two and a half million lire.

During the month inspection trips were made as follows:

5 Nov '44	IGLESIAS	Shops inspection
6 Nov '44	OLBIA	Ferry slip inspection
10 Nov '44	CARBONIA	Inspection of Ferrovie Meridionali
15/16 Nov '44	SASSARI	Inspection of Ferrovie Strade Ferrate Sarde, Hospital trains and installations en route.
25 Nov '44	NUORO	Inspection of Ferrovie Complementari

On 8 November '44, a derailment occurred on the Tirso-Chilivanni line of the Ferrovie Complementari. Entire train of five cars and engine were derailed, one person killed and fifteen injured and equipment badly damaged. Accident was caused by a violent cyclone. Investigation was made by the Regional Commissioner and representatives of Transportation Sub-Commission.

During the month, considerable activity continued in the port of Cagliari, putting unexpected burden on the Ferrovia dello Stato and caused them to exceed their coal allotment. The following are some of the movements concerned:-

1,000 tons D.I.D. Supplies for export
800 tons Cheese for export
1,000 tons Pigment for export.

Considerable switching is also necessary for the furnishing by the railways of 300 to 600 tons of water in tank cars to the ships in the port.

At the beginning of the month, only nine of the twenty-one Sulcis coal-burning locos were in service. By the end of the month thirteen were in operation. It is hoped, subject to a supply of carbide to get all the twenty-one Sulcis coal-burning locos on the road by the middle of January, '45.

(c) BARI DIVISION

All lines in Bari Compartimento, both Standard and Narrow Gauge are open for traffic. East Coast traffic to Ancona Compartimento is open for AC and Civilian movement to Ortona.

Shortage of wagons has been a constant feature of the month, and a large number of bids accepted within the tonnage allotment have not moved on this account.

Traffic Movement

Due to shortage of wagons, grain loading results have been very poor, only 50% of the wagons requested being supplied, and a further

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Traffic Movement

Due to shortage of wagons, grain loading results have been very poor, only 52% of the wagons requested being supplied, and a further 6% of those not being loaded.

Movement of salt traffic also suffered in the wagon shortage. Of 543 wagons requested, 279 were supplied and only 220 loaded.

No statistics are available of the wine traffic actually loaded, but bids were accepted for 5680 tons, including 1680 to Naples and 1570 tons to Ortona.

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An increasing tonnage of "Sanso" (2500 tons) has been accepted for movement, and an increased amount of Olive Oil (403 tons) have been moved by rail to destinations outside Bari Compartimento. This is a small figure considering the large quantities waiting to be transported, but all bids were accepted.

It is interesting to note that when the Bari-Naples passenger train was searched for contraband during the month, on one occasion 10 tons of Olive Oil was discovered secreted on the persons of the travellers and in their baggage.

(d) NAPLES DIVISION

Traffic

The outstanding feature of the month's traffic activities has been the continued scarcity of equipment, particularly box cars. As there are very few commodities that can be shipped in open cars, of which every advantage has, however, been taken, and breaks in the two lines between Naples and Rome, have interfered with the return of cars from the North, requirements were necessarily cut to the bone for the first two weeks of the month. Later results in the carrying out of AC and civil loading programmes were good.

Transportation Conference

The Deputy Director - Chief of Rails Section, held a Transportation Sub-Commission conference in Naples on 30 November, when Divisional representatives of Bari, Reggio and Naples divisions were able to present their views, and a programme, common to all railway divisions in Southern Italy was agreed upon. It is proposed to hold a similar conference every month, and it is considered that the work will be standardised in the entire Region.

AC and Civil Freight

With effect from 18 December '44, all AC and civil freight movements within the division will be arranged and handled locally with a railway civilian staff, working under Transportation Sub-Commission control and supervision.

Pilferage

The presence of large and well-organised gangs of thieves pilfering Allied property from railway cars on a large scale at many points has come to light. The scale of activity is so large that military representatives consider it a menace to the war effort. Pilferages take place on a large scale on the line S.Giovanni to Salerno, and it is understood that an armed band is operating at Frattamaggiore, where the Capo Stazione has stated that he and his staff have been "held up" on more than one occasion. In Naples, at least four organised gangs have been working in co-operation with railway employees, complete with black market merchants who buy the stolen goods on the spot. In another case, outside Naples, the RTO was fired upon and returned fire on a gang of 20 thieves. Efforts are being made to provide adequate police protection for various points which present the greatest difficulty in controlling.

Free Travel for Civil Workers of Allied Forces

Information from the two private railways in this area, involved in this scheme of providing free transportation for workers employed by the Allied Forces to and from their homes to the place of

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Free Travel for Civil Workers of Allied Forces

Information from the two private railways in this area, involved in this scheme of providing free transportation for workers employed by the Allied Forces to and from their homes to the place of employment has gone the way of most other concessions made to the Italian civilians by the Allied Forces, in that it is being badly abused. Permits which are not transferable are being passed to friends and relatives, they are being used between stations at any times, many of the workers insist on their right to travel first-class, and the railways find that there are so many of these free travel workers and coaches are

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so contested, that they are often unable to collect fares or tickets from other passengers, some of whom even refuse to pay their fares.

The local representative of the Ministry of Communications informs me that the total figures presented by all Allied organisations in this area, show that they transport 600,000 people free in the period of one week, in addition to the revenue passengers.

It is understood that the continuance of this scheme is under review, and the railways themselves are naturally not in favour of its being continued.

Unusual Movements

During the month, the following movements were effected in addition to the normal ones:-

6,000,000 lire in currency, Naples to Bari.

Two box cars loaded with women and children from Italian Embassy, Ankara, Naples to Rome.

Theatrical party with gear and instruments - Naples to Bari, Via Benevento.

Theatrical party - Naples to Sicily

Theatrical party - Naples to Taranto.

Authorised Loading Returns

It is hoped that ISR will submit accurate returns from all loading stations, effective 1 December '44, of all AC and civil authorised traffic actually moved. Endeavours have been made to secure them for some time, but the Italian machinery is slow to start.

Delay in unloading at Roccasecca

Unloading of grain at Roccasecca has been effected lately at the rate of about two cars daily, while 18 cars were awaiting unloading. Food Sub-Commission have been asked to speed up facilities for unloading, and meantime, more cars than can be dealt with are not being fed forward.

Daily Civilian Passenger Train, Naples-Reggio

By agreement, the stop at Pontecagnano at 0319 hours, of the regular daily civilian passenger train Naples-Reggio is cancelled with effect from 4 December '44. This was requested by the RTO at that point as a means of eliminating some of the pilferage taking place there.

(a) REGGIO(CALABRIA)DIVISION

Wagon situation

The shortage of wagons in this division continues to be acute. The following figures summarise the position:-

	DEMANDS		MOVEMENTS	
	Total	Daily Average	Total	Daily Average
Military	2771	80	2850	82
AC	1918	55	1717	49
Civilian	4584	131	189	6
	9273	266	4756	144

These figures do not include Docks clearance.

Screening of Civilian Bids

In view of the situation, bids have been screened and cut down to the lowest possible, eliminating carrubes entirely. It will be [illegible] figures that an average of only 6 wagons daily

...ing continued.

Unusual Movements

During the month, the following movements were effected in addition to the normal ones:-

6,000,000 lire in currency, Naples to Bari.

Two box cars loaded with women and children from Italian Embassy, Ankara, Naples to Rome.

Theatrical party with gear and instruments - Naples to Bari, Via Benevento.

Theatrical party - Naples to Sicily

Theatrical party - Naples to Taranto.

Authorised Loading Returns

It is hoped that ISR will submit accurate returns from all loading stations, effective 1 December '44, of all AC and civil authorised traffic actually moved. Endeavours have been made to secure them for some time, but the Italian machinery is slow to start.

Delay in unloading at Roccasecca

Unloading of grain at Roccasecca has been effected lately at the rate of about two cars daily, while 18 cars were awaiting unloading. Food Sub-Commission have been asked to speed up facilities for unloading, and meantime, more cars than can be dealt with are not being fed forward.

Daily Civilian Passenger Train, Naples-Reggio

By agreement, the stop at Pontecagnano at 0319 hours, of the regular daily civilian passenger train Naples-Reggio is cancelled with effect from 4 December '44. This was requested by the RTO at that point as a means of eliminating some of the pilferage taking place there.

(c) REGGIO(CALABRIA)DIVISION

Wagon situation

The shortage of wagons in this division continues to be acute. The following figures summarise the position:-

	DEMANDS		MOVEMENTS	
	Total	Daily Average	Total	Daily Average
Military	2771	80	2350	82
AC	1918	55	1717	49
Civilian	4584	131	189	6
	9273	268	4756	137

These figures do not include Docks clearance.

Screening of Civilian Bids

In view of the situation, bids have been screened and cut down to the lowest possible, eliminating carriages entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

AC Traffic

Total number of wagons loaded for the month were 1363, giving an average per week of 341.

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Docks Clearance

Owing to shortage of wagons to meet the demands of a grain ship of 1500 tons and a coal ship of 5000 tons due at Reggio on 1 Dec '44, it was considered necessary to ask Sicilia Region for the loan of 80 wagons. They have not yet been forthcoming.

Interruptions due to bad weather

A severe storm on night 28/29 Nov '44 caused considerable damage to tracks at several points. Interruptions in services were as follows:-

Tirrena Section

Catora-Nocera collapse of bridge.

Palerno-S.Eufemia interruption.

S.Eufemia-S.Pietro portion of bridge piles washed away.

Near S.Pietro station points out of order and electric traction affected.

S.Eufemia-Catenzaro Section

S.Eufemia-S.Biase one loco derailed and overturned, and Section flooded. Estimated 6 days suspension of traffic.

Ionica Section

Torre Cerchiara-Trebisacce landslide of embankment.

Cosenza-Sibari Section

Ballast washed away

Sant'Mary-Sibari

Interruptions at 5 points. 750 metres of track washed away.

It is estimated that most of the above repairs can be effected in a few days (ranging from 2 to 8 days), but the last named is the most serious, and may take a minimum of 30 days to complete. Arrangements to visit this section have been made for 5 Dec '44. Traffic cannot move on West Coast, and all trains north by west coast route must make a detour Reggio-Catanzaro-Sibari-Foggia (over the rock)-Battipaglia, which at its is adding considerably to present difficulties.

STORES OFFICER'S REPORT

The Stores Officer has been engaged in the duties of supervision and procurement of railway stores and supplies, also engineer materials for re-construction work of the railways.

Development of sources of supply has been exploited, and the securing of releases of material from various branches of the Military Services, AC., and other control agencies. Excellent co-Operation has been received from the Commerce, Industry, Food and Mining Sub-Commissions, AC., also from PBS., ATTA (Italian) Board, Th (Br), ADOS, and Steam Section of MTS.

Rehabilitation of several factories for the manufacturing of railway supplies is in progress, also the repair of a tie and timber treating plant.

Requirements of supplies and materials needed for the next six months is being compiled. These supplies are only those which cannot be independently procured from local resources in Free Italy and in the past have always been secured from outside sources.

[illegible] OFFICER'S REPORT

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follows:-

Tirrena Section

Capora-Nocera collapse of bridge.

Palarma-S.Eufemia interruption.

S.Eufemia-S.Pietro portion of bridge piles washed away.

Near S.Pietro station points out of order and electric traction affected.

S.Eufemia-Catanzaro Section

S.Eufemia-S.Biase one lorry derailed and overturned, and Section flooded. Estimated 6 days suspension of traffic.

Jonica Section

Torre Carchiura-Trabiacce landslide of embankment.

Cosenza-Sibari Section

Ballast washed away

Tursi-Nova Siri

Interruptions at 5 points. 730 metres of track washed away.

It is estimated that most of the above repairs can be effected in a few days (ranging from 3 to 8 days), but the last named is the most serious, and may take a minimum of 40 days to complete. Arrangements to visit this section have been made for 5 Dec '44. Traffic cannot move on West Coast, and all trains north by west coast route must make a detour Reggio-Catanzaro-Sibari-Foole (over the rack)-Battipaglia, which state is adding considerably to present difficulties.

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Requirements of supplies and materials needed for the next six months is being compiled. These supplies are only those which cannot be independently procured from local resources in Free Italy and in the past have always been secured from outside sources.

CARRIAGE & WAGON REPAIR OFFICER'S REPORT

During the month of November, a contract was signed by ISH and Bombrini Parodi Delfino, whereby railway wagons are to be repaired at the works at Colleferro. The firm of Bombrini are installing a transfer table, and are carrying out alterations to their plant in order to be able to deal with up to 250 heavy repairs per month. In the meantime, the firm is repairing cars on two open tracks situated near their wood-working shop.

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Another contract was also signed by ISR and Wagon Lits Co., to have freight and passengers cars repaired at their works at Rome. Some freight cars have already been repaired by this firm, but at present work is being held up by lack of materials. Tn. Stores (Br) have been supplied with list of materials required, and have matter in hand.

An inspection was made on 17 Nov '44 of the Engine Roundhouse and railway yards at Sulmona. The plant belonging to Industrie Chimiche Nazionali Riunite Soc.An., at Cosenc di Roma was also inspected. Tn. Stores (Br) are now dealing with this report.

A visit to Reggio Calabria revealed quantities of timber which it is hoped can be procured for therepair of passenger and freight cars.

CHANGE OF DIRECTION

On 6 Nov '44, Lt.Col. C.H. Lindberg, R.T., was appointed Deputy Director, and Chief of Rail Section, vice Lt Col. L.E. Vining, R.E., relieved.

II - ROADS

1. General

Three G.T.Coys are now operating namely the 1,000, 1,001 and 1.004. The 4th G.T.Coy is being made available to us by AFHQ and is reporting on or about the 8th Dec. This is the 1,002 G.T.Coy (Italian)

2. Operations

(a) G.M.Truck Bn.

Arrangements are being made for an Advance H.Q. of the 1st G.M.Truck Bn. to be stationed in Florence. This is subject to billets being obtainable in Florence, which presents a certain amount of difficulty, owing to the fact that 5th Army will not allow any personnel North of the Arno. If satisfactory accomodation cannot be obtained the Advance H.Q. will be situated at Leghorn. Immediately this H.Q. has taken up its location on request for transport, both for the G.M.Truck Coy, operating with AMG 5th Army and the 1,000 G.T.Coy, will be passed to the Truck Bn. Commander who will be responsible for allocating the necessary vehicles.

(b) G.T.Coys

The three G.T.Coys are operating as follows:

1000 G.T.Coy. at Leghorn working with AMG 5th Army, and the Officer i/c Warehousing.

1001 G.T.Coy. with AMG 8th Army

1004 G.T.Coy. at Ancona working with the officer i/c Warehousing and the Officer dealing with the grain haul in Marche.

It is proposed to use the 4th G.T.Coy, which has been made available in the following matter.

It will proceed to Aquila where it will be responsible for dealing with the wheat haul in Ascoli and Teramo Provinces.

While its main function will be getting wheat to

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It will proceed to Aquila where it will be responsible for dealing with the wheat haul in Ascoli and Teramo Provinces.

While its main function will be getting wheat to outlying communes before the winter weather condition make this impossible, it will also be responsible for bringing grain to the railhead for shipment elsewhere. On the way up to its location it will be loaded up with supplies of clothing for the devastated areas.

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(c) Civilian Transport in ENAC

The progress in regard to ENAC is very much retarded at the moment owing to the fact that the Italian Government no longer exists. As a result of this the revised haulage rate have not yet been published and the formation of ENAC cannot be completed.

(d) Truck Pool Abruzzi-Marche Region

From a report received from the Transportation Officer, Abruzzi-Marche Region it appears that the Truck Pools are working very satisfactorily. In addition to Truck Pool Nos.3, 4, 5 and 6 already in operation, Truck Pool No.7 for Ancona-Pesaro Provinces was officially activated on 25 Nov '44. 10 three tontrucks have been assigned to Fano in Pesaro to form the nucleus of Truck Pool No.8. A uniform system of accounting for all the Truck Pools has been adopted throughout this Region and this has been found invaluable in correcting deficiencies among individual pools and in giving a comparative analysis of the finances of the various Pools. These figures show a profit of 9.777.250,75 lire for the month of October and a total profit of 22.446.232,50 lire to date. It is reported that this does not represent a true profit as an estimated 7.000.000 lire of gasoline and 9.000.000 lire of spare parts have been obtained from AFHQ/AC and Armies and these figures have not been taken in consideration in the Profit and Loss account.

Difficulty has also been accounting in collecting amounts due from the Consorzio Agrario.

3. Maintenance

During the month, returns have been received from Regions with information concerning location of Vehicles, present Holdings, and Additional requirements of Maintenance Personnel, Equipment, Garages etc. These returns are now being consolidated and every endeavour will be made to meet the requests still outstanding.

The tyres and tubes position is still critical and some vehicles in almost every Region are off the road for want of only tyres and tubes. It is at this time more than ever important that those in charge of transport exercise a careful supervision of those responsible for complying with the regulations published to preserve the life of tyres.

The Spare Parts Section for M.T. Vehicles under the respective G-4 have now commenced to function and though the position of spares is still not satisfactory, an increasing number is coming to hand and a useful store has already been built up. This has been largely due to the efforts of a British and American Ordnance Officer who have been attached to this Sub-Commission from AFHQ who are working in an Advisory capacity, and who have made effective liaisons with Ordnance Services.

4. Tyres

The following deliveries of tyres and tubes were made

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The Spare Parts Section for U.S. Vehicles under the respective G-4 have now commenced to function and though the position of spares is still not satisfactory, an increasing number is coming to hand and a useful store has already been built up. This has been largely due to the efforts of a British and American Ordnance Officer who have been attached to this Sub-Commission from AFHQ who are working in an Advisory capacity, and who have made effective liaisons with Ordnance Services.

4. Tyres

The following deliveries of tyres and tubes were made to the various Regions during the month.

Tyres	2505
Tubes	1029

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No CL tyres have been procured from the Pembase or any other stocks since October 20th 1944. This has enabled this section to clean up existing stock and clarifying the accounting records of previous directors. The rejected stock, classified as unrepairable by "B" Sub Insp No 1 Adv. Base Depot A.T.S.C. is now

600 x 16	1356
750 x 20	817

which are being held for the production of boots for repairable tires.

It is believed not advisable to transport scrap tires from distant points in Italy to Rome for repair. This is because the present raw material stock is nil and the warehousing facilities limited.

A complete reactivation report was made on the Pirelli Tire Production Plant at Tivoli and presented in a joint conference with Transportation Sub-Commission, Industry Sub-Commission and Col. Butterworth of AFHQ. Reconstruction of this plant is now under way and it is hoped that the raw materials were requisitioned by higher authority. The maximum output of this plant if reconstructed as scheduled will be 200 tires and tubes per day.

Three additional tire repair plants in Rome have been requisitioned and reestablished by this section. These will assume operations as soon as requisition raw material arrive. The collective output of these will be 110 average per day of various sizes.

It is the plan of this section to establish a tire repair plant in each province in liberated Italy. It is hoped that full cooperation can be obtained from all concerned in this effort. Requisitions will be submitted for raw materials for each new plant proposed. This will aid in clearing the Remands for new tires.

A request was made asking that the Pirelli Plant at Al, Via Aselsi now requisitioned and operated by R.E. A.T. be turned over to this section for operation by civilian personnel. The former staff, technicians and labourers of this plant are available and anxious to assume full operations.

5. Garage Activities Under Command

(a) British Motor Pool

During the past month there has been little of any outstanding nature. Work has proceeded with about the average difficulties in regard the spare parts.

The latter part of the month has been the transition period due to the formation of a C-S Spare Parts Section (previously this Motor Pool indented direct). With allowance being made for the short time in operation, results have been fairly good and there is every reason to believe that in a short time when this section is established, the problem of spare parts for CL vehicles will be greatly solved.

A further valuable authority for the release of supplies from Salvage Depots has recently been obtained from AFHQ by Transportation Sub-Commission. This will open up fields which have

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It is the plan of this section to establish a tire repair plant in each province in liberated Italy. It is hoped that full cooperation can be obtained from all concerned in this effort. Requisitions will be submitted for raw materials for each new plant proposed. This will aid in clearing the demands for new tires.

A request was made asking that the Pirelli Plant at Al, Via Ascoli now requisitioned and operated by S.T.A.T. be turned over to this section for operation by civilian personnel. The former staff, technicians and labourers of this plant are available and anxious to assume full operations.

5. Garage Activities Super Garage

(a) British Motor Pool

During the past month there has been little of any outstanding nature. Work has proceeded with about the average difficulties in regard the spare parts.

The latter part of the month has been the transition period due to the formation of a G-4 Spare Parts Section (previously this Motor Pool indented direct). With allowance being made for the short time in operation, results have been fairly good and there is every reason to believe that in a short time when this section is established, the problem of spare parts for TJ vehicles will be greatly solved.

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A further valuable authority for the release of spare parts from salvage Depots has recently been obtained from AFHQ by Transportation Sub-Commission. This will open up fields which have hitherto been difficult and often closed to the Mr. Motor Pool.

(b) Vehicle Issues and Transfer

Though in smaller numbers than in the previous month vehicles have been received (in some instances reconditioned from class 1d to class 1c and reissued.

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Present strength of Pool vehicles	102
G-4 (not in the strength of ETP)	6
Admin. and Inspection Staff	31
Italian Personnel	53
British drivers (essential for security reason)	22

This figure also includes drivers of Colonels and Executive Officers)

(c) P.O.L.

During the month the following issues have been made:

Petrol	58850 Galls
Oil and Lubricants	1342 Galls

(d) W/Shops)

During the month of November 76 vehicles were repaired in W/Shops. (This is the same figure as for October).

Almost all of these were major repairs (including a number of re-bores). This increase in major repairs work has been made possible by the setting up of a section W/Shop which now deals with all lower echelon repairs.

(e) American Motor Pool

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of November were 1,073. This includes both War Department and Civilian vehicles. Out of this number 131 jobs were performed in the Paint Shop, 160 in the Battery Shop, 216 in the Welding and Body Repair Shop, 404 in the Tire Shop, 660 on the Lubrication Racks, and 882 jobs were performed by the Mechanics in their various shops.

Besides the above mentioned facts, 91 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

(f) Civilian Transportation

Vehicles dispatched for the month of Nov '44. 5646.
T.C.Vehicles dispatched during the month of Nov. 709.
Taxis dispatched for the month of Nov. 1650.

6. 1st Truck Bn.

During the month of November, the First Company operated in the Rome Area directly under Transportation Sub-Commission, the Second Company moved from Livorno to Florence and is working with ASC 5th Army; the Third Company moved to Pavacchio and handled the forward distribution from there. The Fourth and Fifth Companies completed their operational training school in Rome and are now moving forward. The Fourth will reinforce the Second at Florence. The Fifth moves to Livorno to aid in clearance of Port Warehouse to Forward Dumps.

The Sixth Company in Rome should complete its training in another week and be available for duty.

It is contemplated that the Seventh and Eighth Companies will be activated and training will commence in the near future.

this figure also includes drivers of Colonels and Executive Officers)

(c) P.O.L.

During the month the following issues have been made:

Petrol	58269 Galls
Oil and Lubricants	1942 Galls

(d) M/Shops

During the month of November 76 vehicles were repaired in M/Shops. (This is the same figure as for October).

Almost all of these were major repairs (including a number of re-bores). This increase in major repairs work has been made possible by the setting up of a section M/Shop which now deals with all lower echelon repairs.

(e) American Motor Pool

The total number of vehicles that passed through the American Motor Maintenance Office for repairs dur ng the month of November were 1478. This includes both War Department and Civilian vehicles. Out of this number 131 jobs were performed in the Paint Shop, 180 in the Battery Shop, 218 in the Welding and Body Repair Shop, 404 in the Tire Shop, 680 on the Lubrication Racks, and 652 jobs were performed by the Mechanics in their various shops.

Besides the above mentioned facts, 21 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

(f) Civilian Transportation

Vehicles dispatched for the month of Nov '44. 3646.
T.T.Vehicles dispatched during the month of Nov. 709.
Taxis dispatched for the month of Nov. 1650.

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It is contemplated that the Seventh and Eighth Companies will be activated and training will commence in the near future.

The salient problems encountered and still unsolved are:

(a) Control vehicles - The civilian cars assigned are, at best, substitutes; they are inadequate in number, not road worthy for major operations in Fifth Army Forward Areas and difficult to maintain. The need for the T/C of 3 Command Cars and 40 Jeeps increases daily with the increasing number of companies forward and the degree of control necessary.

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(b) Maintenance parts - The SNL parts scheduled to arrive with the issues of Trucks have never materialized. This means that Ordnance shops are daily contacted and becoming exasperated with minor requirements in a continual stream.

(c) Replacement of tires and tubes turned in for salvage, unsatisfactory, causing deadline of trucks for that reason alone.

(d) Replacement of salvage trucks. - Under current rules no replacements can be made. Study is being conducted to systematize salvage operation to attain maximum benefits for unit.

The accomplishments that have been achieved during this month which are gratifying are:

Completion of equipping Italian troops.

Establishment of visual education features in training, thru courtesy of CWS Representative with ATHQ and Special Service Rome.

Establishment of Operational and Training School at Via Vasca Navale.

Establishment of Forward Echelon of Battalion Headquarters actively controlling operations forward. Development of Operational SOP's in Italian and English.

7. Spare Parts

(a) Manufacture:

During the month the following spare parts have been either manufactured or arrangements made for manufacture.

(1) Copper Head Gaskets
(2) Miscellaneous Gaskets
(3) Batteries
(4) Torsion Rods Lancia Aprilia
(5) Pron Springs for Lancia Aprilia
(6) Friction Disks for Lancia Aprilia
(7) Silent Blocs
(8) Rubber washes for Hydraulic
(9) 16 inch wheels to take 600 x 16 (Jeep) Tyres
(10) Fan belts
(11) Differential Housing for Fiat 1500

Following are details of the above items.

(1) Head Gaskets

As the supply of copper and asbestos sheet ran out, Naples was visited. It was hoped to obtain 600 kilos of suitable copper and arrange with Carradini Naples to roll it to 2/10 mm thick and supply in lots 12 Dec '44 to Santagata and Palazzo Torre del Greco the firm who are making the gaskets for us. No asbestos sheet could be found either from private sources or from Ordnance. After trying out for three weeks the cardboard gaskets referred to in our October report (included a trip to Naples), were taken out but as they showed no sign whatever of any failure, they were not dismounted but replaced in the engine. Arrangements were made for the purchase of a quantity of very good quality cardboard and the firm told to continue manufacturing all gaskets of cardboard excepting when specially indicated otherwise.

The use of cardboard is made possible by the fact that

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The use of cardboard is made possible by the fact that these gaskets are hand-made and completely covered with copper and the cylinder edges reinforced. The firm agreed to purchase a machine to reinforce the small water holes; this will greatly assist in preserving the cardboard. During the month the firm had satisfactorily manufactured a number of special gaskets, hitherto unobtainable in Italy.

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Miscellaneous Gaskets

The same firm had manufactured all types of gaskets for exhaust manifold water joints etc. They have been instructed to keep same quantity of asbestos in stock for gaskets subject to extreme heat e.g. exhaust.

Batteries

Hensemberger at Casanova near Naples was again visited. No progress whatever had been made with the manufacture of the 6000 plates required for the repair of batteries. This appears to be due entirely to AFHC. As stated in our October report Capt. Morgan R.E.M.E. i/c Hensemberger reported he had the lead and could make the plates in one day and deliver after treated in three weeks. This was on 18 Oct '44. On 30 Oct '44 G-3 AFHC wrote asking for various particulars although the original description was ample, (this was confirmed on my recent visit to Hensemberger). They also asked if we wanted any separaters. No separaters were in fact required as Hensemberger's had sufficient for their purpose. However, on 8th Nov '44 a letter was forwarded to AFHC giving all required details. As results of the delay, the factory at Naples are short of lead and cannot now supply the plates. Capt. Morgan stated the lead was being flown from Mid-East, but demands for the Army here were so heavy that he doubted if any would be allocated to Allied Commission. He was asked whether they would manufacture for us if 17 tons of lead (99.97% pure) was obtained. He said yes, but added that the lead might be commandeered for Army needs. Efforts are now being made to find this lead. AFHC was visited and Lt Col. Franklin G-3 there stated the supply of these plates had been approved by AFHC and were to be flown in from Mid-East, there was therefore, nothing else to be done. The whole position is unsatisfactory and new batteries are entirely unobtainable except at fabulous prices ($ 130) for a 12 v batteries, and we cannot get any further batteries repaired or replated for lack of plates which could have been delivered 3 weeks ago. Capt. Morgan was asked whether lead from old batter es would do but he said it contained antimony and iron and is therefore useless. Enquiries have been made in Rome and a firm found who is willing to refine the lead and free it from antimony and iron, but required minimum quantity of 70 tons for the process. Enquiries are proceeding as to whether it is possible to refine a similar quantity provided fuel and current is made available. Meanwhile search is being carried on in salvage dumps where batteries and broken cases may be found and which do not need new plates.

Torsion Rods Lancia Aprilia

Terni Iron Works was visited and have agreed to supply steel rods with the necessary characteristics and manufacture the Torsion Rods themselves. This will save a lot of trouble as all the work will be of course under one roof. A release was obtained for 15 cwt. of the steel involved from engineering services RAAC and an order was placed with Terni for 200 Torsion Rods; 2 to be manufactured first as samples and forwarded to us for trial on a car, the balance to follow after approval.

Hensemberger at Cesanova near Naples was again visited. No progress whatever had been made with the manufacture of the 6000 plates required for the repair of batteries. This appears to be due entirely to AFHC. As stated in our October report Capt. Morgan R.E.M.E. i/c Hensemberger reported he had the lead and could make the plates in one day and deliver after treated in three weeks. This was on 18 Oct '44. On 30 Oct '44 G-5 AFHC wrote asking for various particulars although the original description was ample, (this was confirmed on my recent visit to Hensemberger). They also asked if we wanted any separaters. No separaters were in fact required as Hensemberger's had sufficient for their purpose. However, on 8th Nov '44 a letter was forwarded to AFHC giving all required details. As results of the delay, the factory at Naples are short of lead and cannot now supply the plates. Capt. Morgan stated the lead was being flown from Mid-East, but demands for the Army here were so heavy that he doubted if any would be allocated to Allied Commission. He was asked whether they would manufacture for us if 1½ tons of lead (99.97% pure) was obtained. He said yes, but added that the lead might be commandeered for Army needs. Efforts are now being made to find this lead. AFHC was visited and Lt Col. Franklin G-5 there stated the supply of these plates had been approved by AFHC and were to be flown in from Mid-East, there was therefore, nothing else to be done. The whole position is unsatisfactory and new batteries are entirely unobtainable except at fabulous prices (£ 130) for a 12 v batteries. and we cannot get any further batteries repaired or replated for lack of plates which could have been delivered 3 weeks ago. Capt. Morgan was asked whether lead from old batter es would do but he said it contained antimony and iron and is therefore useless. Enquiries have been made in Rome and a firm found who is willing to refine the lead and free it from antimony and iron, but required minimum quantity of 70 tons for the process. Enquiries are proceeding as to whether it is possible to refine a similar quantity provided fuel and current is made available. Meanwhile search is being carried on in salvage dumps where batteries and broken cases may be found and which do not need new plates.

Tortion Rods Lancia Aprilia

Terni Iron Works was visited and have agreed to supply steel rods with the necessary characteristics and manufacture the Tortion Rods themselves. This will save a lot of trouble as all the work will be of course under one roof. A release was obtained for 15 cwt. of the steel involved from engineering services RAAC and an order was placed with Terni for 200 Tortion Rods; 2 to be manufactured first as samples and forwarded to us for trial on a car, the balance to follow after approval.

Front Springs

Up to the present we have been unable to trace any suitable steel fro spiral springs either from Elva or Terni but enquiries are proceeding.

Friction Discs

We have met all demands by supply of new facings.

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Silent Blocs

Some 200 have been re-rubbered by Pirelli during the month.

Rubber washes

The first die was completed and delivered to Pirelli during November but so far no report has been received from them. As soon as this is received and the die reported satisfactory the manufacture of further dies will be started.

16' Wheels

For the present, the manufacture of 16' pressed steel wheels has been put aside in favour of altering the bosses of jeep wheels.

Some 50 have been collected from old salvage dumps run straight, new steel bosses welded and rebored to suit the studs as various types of cars are off the road as 16 x 600 jeep tyres cannot be fitted to them.

Fan Belt

They are now listed for £ 12.00 in the open market in Rome. I took one new one and one which had been left for salvage to the Pirelli. They stated they thought they could manufacture some kind of substitute belt but so far their report has not been received. The importation of suitable cheap fan belts from U.S. should be considered.

Differentials Housing for Fiat 1500

Considerable number of these have broken due to wheels of original design and metal. No replacement are available from Fiat sources and Pirelli have made cast brass or alleged bronze housing as substitutes. These however, are completely unreliable in actual use. A firm has been found in Rome who will turnout these housing in mild steel at a reasonable price which will serve until we find good steel.

While at Terni I found they could supply the mild steel required at billets roughly greased to the final housing required thereby helping to reduce the amount of machinery required. The most satisfactory method of course would be to have these housing casts, and enquiries are now proceeding in Rome as to whether this is possible.

Lancia Garage

(a) Repairs

The following number of cars were dealt with.

Brought for repair	150
Repaired	148
Awaiting repairs in parts	18
(b) Requisitioned cars	
Awaiting turning-up spare parts and tyres	9
Cars ready for registration numbers	4
Fiats 500 awaiting wheels and tyres, cars	3
Some trucks	7
Cars sent to the Super-Garage for allocation during the month	5

140

(c) General

(16' wheels)

During the month the following numbers of old jeeps wheels were collected:

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Cars ready for registration numbers	4	
Fiats 500 awaiting wheels and tyres, cars	3	
Some trucks	7	140
Cars sent to the Super-Garage for allocation during the month	5	

(c) General

(16' wheels)

During the month the following numbers of old jeeps wheels were collected:

For conversion to fit Fiat 1100 and 1500, for Lancia Aprilia

From Anzio Dumps	43
From Local Dumps	12
Actually converted and fitted	28

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(d) Power

During November some five working days were lost due to lack of electrical power. Lack of light facilities is a severe handicap.. Lancia Works are on a high priority circuit (Hospital and telephone exchanges) and it is more often the power is lacking here when central Rome has current.

III - SHIPMENT

Bad weather has continued to cause serious delays in schooner traffic during the month. The small vessels which are operating are confined to port whenever weather conditions are unfavorable. Many of them are under repair and winter conditions generally reduce the available tonnage. During the month of November goods amounting to 8946 tons were lifted by schooner and 3950 tons by coaster.

All bids submitted to AFHQ during the month have been accepted with the exception of 8600 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with AFHQ and will start on December 25th. The SS Abbazia has been selected for this ferry service and will do two round trips per month. Her capacity will be about 250 personnel and 1000 tons cargo. This should go a very long way to solving the cargo problem between Sardinia and the Mainland.

Considerable difficulty has been experienced in planning ahead for port acceptances owing to late and irregular advices of vessels ship arrivals. A vigorous protest has been launched with AFHQ and it is hoped that this difficulty will disappear.

Sardinia Region has been requested to keep this Sub-Commission informed daily of the exact position of all ships loading, discharging or awaiting discharge in Sardinian ports as this is the only channel of information available either to AC or AFHQ on the position of shipping in the island. By far the greatest number of bids are received from AC Sicily Reg on practically none from Southern Region, a few from Region IV and V and the remainder from the Sub-Commissions. During the latter half of November a new and comprehensive directive on bidding procedure was drawn up and a revised bid form (SB-2) was printed. The directive is being distributed widely all over Italian territory, to regional headquarters, zone supply officers, provincial commissioners, all Sub-Commissions, all chambers of commerce in the liberated areas and all banks in ports and commercial centers. This should have the effect of clearing up all the confusion which has existed in the mind of the average Italian merchant as to the correct manner in applying for shipping space.

PORTS

Civitavecchia

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PORTS

Civitavecchia

During November the port received its first ships, as a civil port, the EMPIRE SUTTER with 4500 tons wine, the JOHN HATHORN with 3966 tons of barley and the CITY OF with 4500 tons of coal. The HATHORN took 12 days to discharge at an average of 250 tons per day.

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This figure cannot be taken as a fair indication of the normal rate of discharge for the port as conditions were abnormal in that the port was only just re-opened, the labor for the most part was new to the job and took a certain amount of time to get organized, and there were no facilities for working in wet weather. In the latter connection, approximately 600 partly used gas capes were drawn from a British Ordnance Dump in Rome and delivered to the port where it is hoped they will facilitate the discharge of cargo on rainy days.

Similarly there was some delay in the discharge of the CHICGA due mainly to the non completion of the wharf at the time of her arrival and to the impossibility of night work until catwalks under construction had been completed. In addition to the above mentioned vessels, five salt schooners were also discharged during the last week of November.

Castellammare

This port is still short of considerable amount of port equipment. Only four of the barges supplied to the port are of any use but six more are being sent over on the instructions of AFHQ (G-4 Movements & Transportation). During the month the following ships discharged:-

FRANCIS MARION	7766	tons bulk wheat
LOBTSTOWN	6291	" " "
J.HANSWIRED	7732	" " "
IONIAN	7488	" Bagged Barley

The barley ship, Ionian, arrived during the last days of the month but the discharge is causing considerable difficulty owing to the bad and dusty state of the barley as it is impossible to discharge by elevator as the dust makes working conditions impossible and the machinery gets quickly clogged. The discharge will therefore take place by lighter and the cargo backpiled.

Crotone

During the month discharged.

J.HATHORN	2902	tons Barley
GAETA	6000	" Phosphate Rock

Salerno

Salerno came into operation as a civil port during the last week of November and has started off well. The first ship to discharge there was the Samuta with 4083 tons bagged wheat. This is unloaded at an average rate of 583 tons per day which is considerably in excess of the rate we had guaranteed, namely, 400 tons per day.

WAREHOUSING

Further expansion in warehouse accommodation in Naples resulted from additional allocations by PBS Real Estate Dept., after further pressure had been exerted in our demands. Space allotted was,

approximately 500 partly used gas drums were drawn from a British Ordnance dump in Rome and delivered to the port where it is hoped they will facilitate the discharge of cargo on rainy days.

Similarly there was some delay in the discharge of the CHIGA due mainly to the non completion of the wharf at the time of her arrival and to the impossibility of night work until catwalks under construction had been completed. In addition to the above mentioned vessels, five salt schooners were also discharged during the last week of November.

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FRANCIS FALCON	7786	tons bulk wheat
LORENZO D	6891	" " "
J.MANSFIELD	7732	" " "
IONIAN	7468	" Bagged Barley

The barley ship, Ionian, arrived during the last days of the month but the discharge is causing considerable difficulty owing to the bad and dusty state of the barley as it is impossible to discharge by elevator as the dust makes working conditions impossible and the machinery gets quickly clogged. The discharge will therefore take place by lighter and the cargo backpiled.

Crotone

During the month discharged.

J.HATHORN	2402	tons Barley
GAETA	6000	" Phosphate Rock

Salerno

Salerno came into operation as a civil port during the last week of November and has started off well. The first ship to discharge there was the Samuta with 4083 tons bagged wheat. This is unloaded at an average rate of 583 tons per day which is considerably in excess of the rate we had guaranteed, namely, 400 tons per day.

WAREHOUSING

Further expansion in warehouse accommodation in Leghorn resulted from additional allocations by PBS Real Estate Dept., after further pressure had been exerted in our demands. Space allotted was, for the most part, without roofing. Repairs are in progress but it is again stated that this organization has no recognized source of supply for needed materials and tools for such reconstruction. Various military formations of PBS have been helpful as a matter of kindness rather than a matter of responsibility. Practically all materials were "scrounged". Despite efforts of Public Works & Utilities S/C to be of assistance, their aid has been negligible.

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The termination of the present contract with the Magazzini Generali for the operation of our Naples depots has been under discussion for weeks. If policy could be established by competent authority, it would be of great assistance in adjusting a very inequitable situation, that is costing the Allied Commission an excessive amount of money.

AFHQ has stated that greater shipments of AC civil supplies have not been made to Ancona due to insufficient warehouse accommodation. This Section takes great exception to this statement. Warehouse accommodation is planned on best estimates of expected arrivals. Food S/O which is responsible for most of the Ancona tonnage has closely coordinated with this Section at all times. Since AFHQ has now indicated that greater port acceptance is possible for AC cargos at Ancona, expansion of warehouse accommodation is under way. This Section prides itself on a record of having accepted ANY tonnage ever offered in ANY port where it has operated.

Indications are current that AC depots in Naples will be used for stock piling of foodstuffs for Northern Italy. There should be no difficulty of handling such a commitment.

On 21 November 1944, by HQ AC Executive Order No.15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt.R.C.Marks and 7 E.M./C.R.'s) were not transferred until 28 November 1944 HC AC Special Order No.301, only preliminary plans were made, for accepting responsibility for the operation of the two depots involved, viz., Naples No.682, and Leghorn 12153.

Tonnages handled for the month of November are indicated on appendix "A".

STAFF

On 2 November 1944 Major A.P. McClure (Er) was assigned to Transportation Sub-Commission, Shipping, Ports & Warehousing Division, as SC-2 (CA). On 11 November 1944 Mr. Charles Crooke took over from Lt Col. F.R.A.Glanville, RE, as Chief, Shipping, Ports & Warehousing Division.

c of s Distribution
1 - File Copy CSO, C of S c c.
2 - PR Bd

MERRITT H. TAYLOR
DIRECTOR

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Tonnages handled for the month of November are indicated on appendix "A".

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KERRITT H. TAYLOR
DIRECTOR

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STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMISSION WHSES.
NOV 1944

	Food	Non Food	Total	Food	Non Food	Total	Food	Non Food	Total	Food	Non Food
Inventory Beg. Month	7053.0	642.0	7695.0:	6326.5	52.3	6380.8:	3439.0	–	3439.0:	16,820.5	694.8
Receipts	5307.0	111.5	5418.5:	14052.5	1470.0	20522.5	606.0	1.0	607.0:	25,159.5	1582.3
Issues	3334.5	294.0	3628.5:	3179.0	499.8	3678.8:	1936.0	–	1936.0	8,449.5	793.8
Balance end of month	9225.5	459.5	9685.0:	22202.0	1022.5	21224.5:	2104.0	1.0	2104.0:	33,530.5	1483.3

NOTES:

1. Soap is included with food items
2. Empty sacks figure is not included
3. Medical supplies handled in Leghorn by cases as follows:

On hand 1 Nov	-0-
Received	3753
Issued	3638
Balance 30 Nov 1944	115

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STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMISSION MUSES.
NOV 1944

Appendix "A"

Food	Non Food	Total	Food	Non Food	Total	Food	Non Food	Total	Food	Non Food	Total
7053.0	642.0	7695.0:	6328.5	52.3	6380.8:	3439.0	-	3439.0:	16,820.5	894.3	17714.8
5507.0	111.5	5618.5:	19052.5	1470.0	20522.5	600.0	1.0	601.0:	25,153.5	1588.5	26742.0
3334.5	294.0	3628.5:	3179.0	199.8	3378.8:	1936.0	-	1936.0	8,449.5	793.8	9243.3
9225.5	479.5	9685.0:	22202.0	1022.5	23224.5:	2104.0	1.0	2104.0:	33,530.5	1483.0	35013.5

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Empty sacks figure is not included
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On hand 1 Nov	-0-
Received	3753
Issued	3638
Balance 30 Nov 1944	115

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ACP/cg. 60

14 November, 1944.

MONTHLY REPORT OF ACTIVITIES, OCTOBER 1944.
TRANSPORTATION SUB-COMMISSION, A.C.

1. RAILWAYS.

(a) General.

Once again, the static, or almost static conditions in the forward areas have enabled railheads to keep pace with the military needs with minimum road haulage. On the west coast, the line has reached Pisa. As announced last month, immediate priority was given to the reconstruction of line 219 running inland to Florence via Empoli. This priority has now been superseded by a decision to concentrate on line 215, which runs inland from Pisa via Lucca and Pistoia to Prato. The change in the priority rating may mean that if military circumstances dictate, the line will turn immediately north at Prato in the direction of Bologna, and the separate branch southwards from Prato to Florencewill be ignored. It is an illustration of the need for AC, because military demands and priorities are not always the same as the civilian needs. Florence can be by-passed by rail so far as military needs are concerned, but for civilian needs the link is vital. Very heavy demolitions on line 65 north of Arezzo preclude at the moment the possibility of reaching Florence in any short period, and investigation is still in hand on the line 220 Chiusi - Siena - Empoli as an alternative. The disadvantage is that the latter is a single track and it might be preferable to concentrate on the line from Arezzo in spite of the damage. Transportation Sub-Commission is watching the position closely, and intends to ensure that the Prato - Florence link is constructed if military decisions as to their needs indicate the line is to be prepared by them.

On the west coast, line 86 has stretched further north to Rimini, which is the first station to be reached in the Bologna railway division. Transportation Sub-Commission's officer for the Bologna division is already waiting at Ancona, and assisting the officer in that division in the meantime.

In the centre, line 65 still stops at Arezzo, although some construction is taking place toward the Appennine tunnel to link with a fruitful lignite mine in the district.

During the month, back loading of freight cars has been continued as a successful way of maintaining good operating train loads to and from army railheads, thus making the best use of motive power and freight stock. There have been temporary difficulties, and during certain periods there was a limit set on back loading, owing to the military necessity of getting the freight cars back to loading points as quickly as possible. There are several reasons for this, but the longer lines of communication get, the more difficult is the distribution of rolling stock when it is in short supply, and as military demands are at all times paramount, AC had to forego some of its much needed freight car supply.

During the month, some critical moments have arrived and been dealt with, although living on a continued session of critical moments is perhaps not the best way of passing the days. The extreme weather conditions which have prevailed, placing rail lifelines out of action without notice, have been contributory factors to these headaches. The newly created planning section, which will see into the future and

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this kind. Rome is a very large city, of political import, but it is a helpless city, and somewhat of a lily of the field. "All roads lead to Rome" takes on a new meaning these days, and unless those roads, whether iron or stone, are in condition, the lighting, the heat, the food, becomes difficult to supply.

SHORTAGE OF ROLLING STOCK

One of the major causes of the crisis has been continued shortage of rolling stock. Rolling stock, or the provision of it, is not the responsibility of the Transportation Sub-Commission, and it becomes difficult indeed when an authoritative Priority of Movements Conference agrees that a certain tonnage can be moved within a prescribed period, and there is not the rolling stock available to move it.

Such a position is misleading to those whose eyes are on the maintenance of ration scales, and who presume that when authority is given for traffic to be moved, those who give that authority have taken into account not only the track capacity, but the availability of rolling stock to fulfil the movement. In fairness, whilst the bidding system remains as the necessary method of obtaining movement, the basis for accepting movement should be the availability of stock, and this would not cast an unforseen and sudden burden on those who are counting on accepted movement to fulfil their plans. It is true, the month brought a number of unforseen difficulties in this respect.

The closing of lines 86 and 90 caused a sudden division in the rail areas, and bottled freight cars in the north and south. This meant that in the south all possible rolling stock had to be centred for loading in the absence of the normal trend of empties from the north, and that empties in the northern area had to be concentrated ready for rushing through to the south. Wagons have been kept at railheads far too long before unloading has taken place, a fault which causes despair in the hearts of railway officials all over the world. But at railheads there are no heavy demurrage charges to be paid, and only the utmost determination of all concerned to ensure a speedy turn-round can ensure the regular flow.

AC has arranged shipment of additional rolling stock from Sardinia and Sicily, but a further problem has arisen in the southern territory which has called for special treatment. Loaded traffic from the south reaches the centre and northern areas, and empty cars fail to get back to the south. In the rail Divisions where AC is in control a careful check is being kept of cars lost to the pool, and steps are being taken in conjunction with MRS to ensure that a reasonable balance of stock is maintained.

Damaged rolling stock is receiving special attention. Anyone travelling by the side of a railway track will notice from time to time burnt out cars, laden cars, and what appears to be perfectly good cars standing idle. The appearance of these cars is deceptive. There may be track bombed, which prevents the wagons being moved. The Germans may have indulged in a favourite trick of putting and letting off a little firework in the all important axle box. But a careful survey is in progress by MRS and the ISR are signing contracts with a number of firms who have proved that they are able to undertake light and heavy repairs. Damaged rolling stock is not a morale-uplifting feature of the countryside, and every effort is being made to restore

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MORALE UPLIFT.

In connection with morale, this report is not an unfitting place for a reference to the Rieti - Introdoco line, which at the moment is landlocked, and has not outlet to the main line either at Terni or Sulmona, although attention is being carefully given to the Terni connection with the main line, a distance of 40 kilometres from Rieti, and which promises to be very useful for military purposes in the near future. The A.C officer who entered Rieti with AMG 5th Army found many despondent railwaymen sitting and regarding their burnt out stock, sheds and damaged track with the expression that all was lost. He organised them into feverish activity, and soon found that they were willing and anxious to get their line into shape. They overhauled the few locomotives with the tools from their houses: they put stations in order: they entered mined tunnels and brought out the mines unaided and loaded up freight cars with debris. They got cars back on to rails with crowbars and the help of an old German truck brought down from the mountains. They relaid and cannabilised track until they had a track linking 22 kilometres. In short, they acted in the spirit of all railwaymen who have long since given themselves to the fascination of the iron road. The rolling stock they put into shape was a 2nd class coach, and a massive restaurent car of the Wagon Lits Company which the Germans had rushed up to this quiet side line to use for sleeping quarters. There was a ceremonial opening with AMG and the local dignitaries on the footplate, and a daily service has been maintained ever since. There is good passenger movement, and one box car full of comforts. The majority of the passengers are tired men who lift up their cycles into the box cars and ride on the train, and the normal type of folk who like to go because they would always be some place else from which they are . There can be no black market. Everyone knows everyone else, and if anyone sinned, AC would know all about it. Men and women in the fields look up and wave, and consult their watches. It has no transportation significance but its value as a morale builder, as the portent of things to come has been tremendous. Transportation Sub-Commission, concerned with prosaic and unromantic facts were inclined to consider the desirability of closing the line as unjustifiable, but the fervent and tremendous enthusiasm of the officer responsible for its re-birth, who incidently is not a railwaymen, and the obvious delight the small service gives to local residents prompted agreement to its continuance. So the small engine and the big restaurant car will go on serving the local populace as a reminder of democracy , until the link with the outer world is established, when doubtless more appropriate rolling stock will be provided.

REHABILITATION OF TRACK.

During the month, there has been a satisfactory expression of desire on the part of many departments to see the rehabilitation of the Italian railways carried to a more definite stage. Some criticisms have been levelled at the Commission in this respect. There is one answer, and that is "We have not been allowed to." Policy has changed, and the advance of the armies can no longer delay the reversion to normalcy, and this newer freedom being given to railwaymen who have been waiting to get down to the job they really came to do is an extremely welcome acquisition. In conjunction with the organisation

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It is hoped that the next monthly report will reflect in greater measure the result of co-operative effort in establishing plans for the development of the vast Italian railway industry to a state which may enable, in the southern territory at least, the archaic system of bidding for movement, and that AMG's method in Sicily of getting the lines back to normal in the quickest possible time will follow on the mainland.

A study of the railway map of southern Italy will reveal that most of the tracks were single. Except for the line from Bari to San Severo, and the Rome - Naples links, single tracking has been found satisfactory in the past, for the reason that distribution took place all over Italy, and not in the compressed space of the south, and moreover there is not in normal times the heavy impress of military needs.

At the moment, of course, distribution is the urgent need and the produce flows from productive areas or ports to unproductive areas.

It is quite possible that as the military line advances and their demands can be met from more northerly ports, a better circulation of rolling stock may follow in the south, based on the ordinary needs and requirements for movement of traffic. Industry cannot revive whilst it has no outlet, and whilst that outlet is tied to a bidding system of priority, industrial products will take a low place against food. In spite of this, the railway map of Southern Italy is a fairly complete one, and the engineering report will fill in a number of lines showing as gaps on the map at the moment.

DIVISION INSPECTION.

During the month, a representative of the Headquarters staff has toured the Florence division against the more future when an officer will be available for posting there. Apart from being marooned in a command car all night, his picture was a sombre one of damage, and undoubtedly there will be considerable construction work to be put in hand before the centre tracks of Italy can be put back into operation.

(b) ENGINEERING.

In the northern area, repairs are in hand on route 50 between Vado and Rocchetta to enable the Solvay Plant situated in that section of the line to be put into service again by Industry Sub-Commission. North of Arezzo, plans are in hand for the extension of the track to meet the demands of a lignite mine which is, it is understood, one of the most productive in Italy.

The reconstruction of the permanent bridge on the line Fabriano - Giuncarico is in hand, but work has been seriously delayed by flooding. Inspection work has been seriously handicapped by impassable roads due to failure of temporary bridges, but continued liaison has been maintained with PBS and ISR engineers.

In southern territory, the following items are reported by the Engineer concerned :-

Line 261: Avellino - Benevento. This line has been

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In southern territory, the following items are reported by the Engineer concerned :-

Line 281: Avellino - Benevento. This line has been inspected, and recommendations submitted as to repair of the line, which would include rebuilding of 2 bridges.

Line 284: Avellino - Rocchetta. This line has been surveyed, and 11 demolished bridges require attention. Recommendations have been submitted, but tenders have not yet been received with estimate of cost.

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Civitevecchia: The port has been visited on several occasions and the laying of a siding to number 4 berth is in hand. All essential needs are being covered, but certain changes have been necessary in the repairs due to alteration of the original plans of PBS when working the port.

Line 85: Rome - Avezzano. The site has been visited, and the reconstruction of the first section between Rome and Tivoli is in hand, and is now proceeding satisfactorily after a slow start due to bad weather and some difficulty in finding skilled labour. Progress has now been speeded up, and the completion of the two bridges can be expected in contract time. Authority has been given for the work to proceed from Tivoli to Avezzano, but the difficulty of mine removal has still to be overcome and urgent requests for help have been made.

Line 257: Rome - Viterbo. Preliminary arrangements in respect of the repair of this line are well in hand, so that work can commence in the near future.

Line 279: Termoli - Campobasso. Cement having been released for permanent repair work, excellent progress is reported, and the fullest co-operation of the AC provincial team is much appreciated.

Petrace Bridge: This large bridge, the link between Naples and Reggio (Calabria) has seen but slow progress, due to the non-delivery of essential timber and the heavy rains. By salvaging timber from many sources, such as air raid shelters, the work is now proceeding in satisfactory fashion, and the river has subsided sufficiently to allow the driving of the temporary timber piles into the river bed.

Rome - Viterbo: (Private line) The repairs to the temporary bridge at Soya over route 3 have been completed, and a through service is in operation.

Certain difficulties have been experienced during the month due to the non-release of cement and timber, and also in obtaining petrol, naptha and circulating permits for the various contractors employed on these construction works.

(c) TRAFFIC.

Important steps forward were made during the month in improving facilities for travel in the southern area, although there is still no passenger link between Naples and Rome, nor to any point north of Rome. A new train has been agreed from Naples to Reggio, to enable passengers to reach Messina in one day. This is not much compared with peacetime standards, but it cuts down a five-hour wait at Salerno. A track has been agreed for a passenger service Naples - Bari via Foggia, to be introduced as soon as passenger stock is available; in the meantime, the needs are partly met by introducing a shuttle service between Cervaro and Foggia to connect with the Naples - Bari military train, to which two civilian passenger coaches are attached.

In the Sulmone district, and engine and some rolling stock have been salvaged by purely local enterprise of the railwaymen concerned, and this endeavour has been rewarded by the opportunity of working the locomotive to a standstill on Wednesdays and Saturdays,

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Arrangements have been made for the introduction of a wine train between Lecce and Naples every week, to consist of twenty tank cars. This should assist materially the movement of wine from the

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wine-logged territory of the south, and to place it at the disposal of thirsty souls in the Naples district, thus stimulating trade and the brighter side of life for all concerned.

(c) Tonnages and number of Bids for the month of October were :

(i) BIDS

Rec'd	Rejected	Accepted
1946	138	1808

TONNAGE

Food Stuffs	Fuel & Petrol	Seeds Fertiliser	Wine	Misc.	TOTAL
76207	32452	12449	4630	17963	143401

Included in the above figures are 52 Wine Tankers authorised to return to Puglie.

(ii) Emergency Bids:

Rec'd	Rejected	Accepted
26	-	26

Food Stuffs	Fuel & Petrol	Seeds Fert'liser	Misc.	TOTAL
-	1155	-	1518	2673

Total (i) and (ii) 146074 tons.

N.B. Owing to shortage of rolling stock, not more than 60% of this traffic was actually moved.

(d) POLICY.

During October, the Director attended a Conference in London, called by the European Inland Transportation Organisation, to discuss and deal with the problem of transport in post-war Europe. General di Raimondo, Director of the Italian State Railways also attended. The conference was intensely interested in the work of Allied Commission in Italy, and it is hoped that fruitful results will emerge. The Minister has been dealing with AC's demand for a carefully prepared plan for rehabilitation and the establishment of shadow train schedules indicating priorities of need for re-introduction of services. At the time of writing, the documents have not reached AC, but it is a considerable task to prepare tracks and charts of trains running to a normal service with all necessary connecting links.

Officers in the Field are being strengthened where more men are needed, and new officers are being trained to replace the more experienced ones should sudden demands be made for their services in northern territory.

During the month, MRS indicated that Sardinian railways would revert to control of AC, and an experienced officer is in the Island at the moment in order to effect the take-over, and leave it as a going concern. We located a quantity of surplus rolling stock which is being transferred to the mainland at the earliest possible moment.

The Decree to increase rates and fares 100% has been

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The Decree to increase rates and fares 100% has been approved, and should shortly become law.

A Decree setting aside a certain sum to assist the Private Railways in concession to rebuild is receiving careful attention, in co-operation with Finance and Legal Sub-Commissions, there being certain points in need of clarification.

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A Decree setting out the responsibilities of the railways in respect of claims made upon them was brought to the notice of the Sub-Commission, who, after consultation with Legal Sub-Commission drew the attention of the Minister as to the somewhat harsh conditions imposed on the claimant to establish his claim. The matter is still in correspondence.

The question of free conveyance of AC traffic or AC sponsored traffic is still in hand with Economic Section and Finance Sub-Commission in order to endeavour to arrive at a satisfactory solution. It has been decided that where the Allied Forces require the free movement of civilian personnel by rail on inter-urban tramways or filobus or funicular which comes under the concession of the State, the system already introduced in the Naples and Bari areas, should operate. This arrangement will also apply to employees of contractors fully engaged on work for the Allied Armies.

(e)Defascism.

Certain of the courts have been attended, and the necessary correspondence and pressure maintained on this subject.

(f)Transportation Committee meeting.

A meeting was held on 30 October and a number of items, mainly on submissions made by AC on behalf of the Italian railways for improved services were discussed.

A Sub-committee was held on the following day, and approved the introduction of the additional services referred to under the heading of Traffic.

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION.

During the month of October the consumption of coal was kept under strict observation. On review at the month it was found that consumption had been kept within necessary bounds.

Movement of 775 tons of POL from Palermo to Siracusa on behalf of the Military authorities gave rise to some concern in the consumption of coal. 50 wagons were moved in 5 special trains, coal required for this transportation was approximately 95 tons.

Allied Commission export officers made requests for the carriage of large quantities of wine to Palermo and Siracusa for export to U.K. and U.S.A., and also to Malta, as priority movements. Investigation into the whole question of the freight traffic in the island is being instituted, detailed statement of tonnages and commodities prepared for consideration by Tn. Sub-Comm. representative, Economics and Supply Division, and if necessary the high Commissioner, with a view to making the best possible use of the limited services available.

For Allied Commission traffic, A.C. Officers and Italian employees of Allied Commission have requested the allotment of freight

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For Allied Commission traffic, A.C. Officers and Italian employees of Allied Commission have requested the allotment of freight cars direct from the Capo Stazione concerned. The necessity for careful central supervision of all freight traffic, and the need for ensuring that AC. traffic is indeed AC. traffic entails that all such requests should be passed through the representative of Transportation Sub-Commission or Dr. Tuccio of the I.S.R.

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Movement of 700 tons of Rock Sulphate for Allied Commission was occasioned during the month due to a ship which should have unloaded at Naples being diverted to Palermo on account of unloading difficulties at Naples. Unfortunately this move involved a heavy consumption of coal.

The Messina - Reggio ferry was suspended for repairs after its first trip on Oct. 44 and was put back into use on 16 Oct. 44. A visit was made to Messina on 20 Oct., when everything was found satisfactory except for the D.S.O's report that the ferry boat is still in very bad condition, and that the landing stage needs repair.

AFHQ had signified their intention of using the ferry for the transfer of a hospital train from Sardinia to Reggio (Calabria). On examination by a naval expert (Italian) it was reported as unfit to undertake the journey.

During the use of schooners for ferry work while the ferry boat was under repair, passengers were allowed to travel on tickets purchased from the Railways. It has been assumed that the railways would raise no objection to paying a reasonable sum for the services of the schooners.

Up to the time of the suspension of the ferry after the first journey on 9 Oct., 13 of the locomotives ordered to be transferred to the mainland had crossed the strait. On 16 Oct, the remaining one when its repair has been completed. On 16 and 19 Oct., 20 x 40 Bogie Flats were transferred, leaving 7 still to go. 3 wagons of loco spares are yet to be transferred, with a further 2 or 3 wagons later.

Agrigento was visited on 11 Oct., when representative of Transportation Sub-Commission met the Capo Stazione, who reported that he had no troubles or difficulties, except that the employees' Dormitory which was partially destroyed by a bomb was needed for use. Employees who cannot be housed in the undamaged part of the dormitory are at present accomodated in a hotel which is some distance from their work.

Allied Commission C.S.O. [illegible] is leaving Agrigento shortly and is not being replaced. He reported he anticipated no difficulty as regards the railways on his departure, and mentioned that the important traffic in the province was Sulphur and Phosphates. There will be less difficulty in the movement of these commodities now that the Campofranco tunnel has been repaired.

It is anticipated the Q Movements Messina will shortly be withdrawn. No official notification has been received, but no difficulties are expected to be occasioned by this withdrawal.

The Regional Commissioner has requested that a diesel be put at the disposal of the Commander, 70 Sub-Area for the use of the Field Cashier every three weeks, so that the cashier may travel to Palermo and other towns to enable British Officers to draw their pay. The Commander himself requested that a diesel be put at his disposal permanently as he found it very inconvenient to send out road vehicles when he was very short of transport. Enquiry revealed that the Commander would supply

condition, and that the landing stage needs repair.

AFHQ had signified their intention of using the ferry for the transfer of a hospital train from Sardinia to Reggio (Calabria). On examination by a naval expert (Italian) it was reported as unfit to undertake the journey.

During the use of schooners for ferry work while the ferry boat was under repair, passengers were allowed to travel on tickets purchased from the Railways. It has been assumed that the railways would raise no objection to paying a reasonable sum for the services of the schooners.

Up to the time of the suspension of the ferry after the first journey on 9 Oct., 13 of the locomotives ordered to be transferred to the mainland had crossed the strait. On 16 Oct, the remaining one when its repair has been completed. On 16 and 19 Oct., 20 x 40 Bogie Flats were transferred, leaving 7 still to go. 3 wagons of loco spares are yet to be transferred, with a further 2 or 3 wagons later.

Agrigento was visited on 11 Oct., when representative of Transportation Sub-Commission met the Capo Stazione, who reported that he had no troubles or difficulties, except that the employees' Dormitory which was partially destroyed by a bomb was needed for use. Employees who cannot be housed in the undamaged part of the dormitory are at present accomodated in a hotel which is some distance from their work.

Allied Commission C.S.O. is leaving Agrigento shortly and is not being replaced. He reported he anticipated no difficulty as regards the railways on his departure, and mentioned that the important traffic in the province was Sulphur and Phosphates. There will be less difficulty in the movement of these commodities now that the Campofranco tunnel has been repaired.

It is anticipated the Q Movements Messina will shortly be withdrawn. No official notification has been received, but no difficulties are expected to be occasioned by this withdrawal.

The Regional Commissioner has requested that a diesel be put at the disposal of the Commander, 70 Sub-Area for the use of the Field Cashier every three weeks, so that the cashier may travel to Palermo and other towns to enable British Officers to draw their pay. The Commander himself requested that a diesel be put at his disposal permanently as he found it very inconvenient to send out road vehicles when he was very short of transport. Enquiry revealed that the Commander would supply petrol, and the Petrol Littorina which has, up to now remained out of use, been put at his disposal. All concerned have been informed that this arrangement is subject to approval or withdrawal by Director, Transportation Sub-Commission at any time.

At request of Q Movements, Reggio, a diesel was put at the disposal of Lt. Colonel Coulson and AFHQ party on 25 and 26 Oct.

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Party travelled from Messina to Catania and Siracusa and back to Messina.

Movement of more wagons to Reggio than are returned to the Island continues. Authority has also been given to transfer 200 Gondolas and 100 empty flats to Reggio to assist the situation there. It is hoped, however, that some arrangements can be made to control the situation, as the position in a few weeks time may be that both Reggio and Sicily, instead of Reggio alone have insufficient wagons for urgent movements.

During the last week of October, a visit was made to Trapani. Usual contacts were made, and there was nothing of importance to report.

Requests for rail transportation from this division to the mainland have not until recently been more than a few isolated cases. Now that the lines from Palermo and Catania to Messina are open for traffic, these requests are commencing in large numbers. The system in use on the mainland i.e., requests being put on the Capo Stazione concerned, who forwards them to the Capo Compartimento, who hands them to the Transportation Sub-Commission representative, is being put into operation here. A weekly meeting will be held with the Economics and Supply Division of Sicilia Region and a representative of the High Commissioner of Sicily, where the bids will be screened from an economic point of view. If necessary, a conference will be held with Dr. Tuccio for screening purposes, then bids will be made to Headquarters. It is appreciated that only bids of greatest importance to the life of the community as a whole should be submitted to headquarters, the bulk of the work in connection with requests from civilians will be done by an employee of the Railways, and it is intended that he shall attend the conferences with the Economics and Supply Division and the High Commissioner's representative, eventually without the representative of Transportation Sub-Commission.

Tonnage moved during the month of October is given below:

Allied Forces.	A.C.	Italian Forces.	Civil.	Total.
5025	411	317	26764	32517
2917	207	86	26405	29615
2996	-	364	20672	24032
2696	96	541	16570	19863
13634	714	1308	90411	106027

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE

	Freight	Pass	Switch	TOTAL	UNFIT
(a) In service	93	47	23	163	15
(b) Spare	20	5	9	34	--
(c) Awaiting light repairs	55	25	9	89	8
(d)	43	12	8	63	05

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2917	207	86	26405	29615
2996	-	364	20672	24032
2656	96	541	16570	19863
13594	714	1308	90411	106027

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE

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		Freight	Pass	Switch	TOTAL	DIESEL
(a)	In service	93	47	23	163	15
(b)	Spare	20	5	9	34	--
(c)	Awaiting light repairs	55	25	9	89	9
(d)	Awaiting heavy repairs	43	11	9	63	25
	TOTAL	211	88	50	349	49

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NARROW GAUGE LOCOMOTIVES (All Freight)

		Adhesion	Rack	TOTAL
(a)	In service	13	10	23
(b)	Spare	12	--	12
(c)	Awaiting light repairs	7	2	9
(d)	Awaiting heavy repairs	8	12	20
	TOTAL	40	24	64

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GEN.	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	230	338	228	94	5	895
Light repairs	67	14	20	74	12	187
Rebuilding	492	625	432	--	4	1553
TOTAL	889	977	680	168	21	2735

Movement of wagons across strait of Messina:
Balance — 125

(b) SARDINIA DIVISION.

Tonnage conveyed in Sardinia is divided between four different Railway organisations. Total tonnages for the month of October are as under:

FERROVIE STATO:

Military	Civil	TOTAL
6425	12185	18610

FERROVIE COMPLEMENTARI:

Military	Civil	TOTAL
372	4001	4373

FERROVIE MERIDIONALI SARDE:

Military	Civil	TOTAL
134	31652	31786

STRADE FERRATE SARDE:

Military	Civil	TOTAL
1932	1009	2941

The civilian tonnage is made up of foodstuffs, coal, timber, petroleum products, and articles of manufacture.

The Military Railway Service are being moved from SARDINIA. Allied Commission is taking over the office on the dock, formerly occupied by them and arrangements have been made to keep English speaking personnel in this office so there will be a liaison between the Railway and such Army and other units that may require Railway information and service.

The Hospital Train, consisting of eight cars, is being put into condition for transfer to the Mainland.

Request has been made for the following cars to be exported:-
100 Gondolas
50 Flats (ordinary)
50 Box
6 Bogie Flats.

This rolling stock can be spared without causing any difficulties to the present civilian service.

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GOB.	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	330	338	226	94	5	993
Light repairs	67	14	20	74	12	187
Rebuilding	492	625	432	--	4	1553
TOTAL	889	977	680	168	21	2735

Movement of wagons across strait of Messina:
Balance - 125

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Military	Civil	TOTAL
372	4001	4373

FERROVIE MERIDIONALI SARDE:

Military	Civil	TOTAL
134	31652	31786

STRADE FERRATE SARDE:

Military	Civil	TOTAL
1032	1909	2941

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50 Flats (ordinary)
50 Box
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This rolling stock can be spared without causing any difficulties to the present civilian service.

A 30 % reduction in imported coal has been made.

The November imported coal allotment for the Railways is 1250 Tons and 1000 Tons per month thereafter. This reduction is rather

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drastic when considering that 70% of the tonnage moved in the preceding month was civilian. So it means that all possible use must be made of Diesel and Sulcis Coal burning power. Some of the secondary lines are substituting some wood for imported coal.

Civilian goods moved during the month without restriction.

Authority was received on 31st October 1944 from Headquarters, Allied Commission to officially take over control of the Railroads from the Military Authorities.

This is being arranged with effect from 1st November 1944.

(c) BARI DIVISION.

The past month has been one of the best so far as civilian traffic is concerned despite the shortage of all types of wagons. The grain traffic in particular is very well in hand, and is about 75% completed. The demands for the transportation of wine continues to be very heavy as there is still approximatly a 100,000 tons of wine to be distributed to the various destinations. The prospects for relief of this commodity is very bright with the authority of D.G.M.R.S. of the new weekly wine train to the west coast. It is hoped by this office that there can be a fair and unbiased distribution of these wagons for this weekly train by all concerned. The salt traffic from Margherita di Savoia continues to be a problem mainly because of the shortage of Box wagons and covers for the open wagons. The average daily loading going to west coast destinations. It is hoped for an early improvement in the amount of car loadings at Margherita di Savoia so that the salt problem may be eased.

Bidding System.

Bids are coming in regularly and more or less to time from the Provincial Economic Councils, but more are being received through Railway channels, as the general faith of local exporters in the above councils does not appear to be very strong from reports and complaints that regularly reach this office.

A recommendation has been made to Bari Zone Commissioner that ALL bids be made through railway channels, and that the Economic Councils be restricted in this respect to the dictation of Economic policy respecting the movement of products etc, as by this method the fortunes of a large number of the community are not placed in the hands of a few rings of individual persons with the inevitable result (a temptation at least) of bribery and corruption.

It is also most important that bids should be submitted at the dispatching end, where the position respecting back logs of bids is known. This is particularly so in the case of Food and Agricultural Sub-Comm. requirements which should be referred to Zone Supply Officers for compliance as cases have occurred where representatives of Rome

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It is also most important that bids should be submitted at the dispatching end, where the position respecting back logs of bids is known. This is particularly so in the case of Food and Agricultural Sub-Comm. requirements which should be referred to Zone Supply Officers for compliance as cases have occurred where representatives of Rome Consorzio Agrario the movement of wine, and as a result large consignments have been allotted to a few local producers, who had not previously made bids, whilst bids for movement of thousands of tons of wine held in suspense by A.C. Bari Zone Supply, and this office, have remained untouched.

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Under the present arrangements A.C. Bari Zone Supply Office and the Provincial Councils pass all approved bids to this office, which accepts them or submits them to AC Tn.HQ for consideration according to the tonnage available.

As the bids are always in excess of the tonnage available, a certain backlog always exists, and this should have first priority which can only be achieved if acceptance is given to bids put through these, the correct channels.

A few cases have occurred of bids from and to Stations within the Bari Compartimento being submitted to AC Tn HQ and appearing on the latter Programme

Tonnage Allotment

In spite of increased tonnage allotments both local and to destinations outside Bari Compartimento, the bids for rail movement are still far in excess of the tonnage that can be moved, and considerable cuts in the bids have to be made each week.

Priority is given to Grain, Oil, Foodstuffs and Fuel and the tonnage does not always cover these. A small movement of wine in accepted, as this usually takes place in the opposite direction to the movement of the priorities mentioned.

The wagon position however is the key to the whole position, and a large percentage of bids accepted within the tonnage allowed are not moved on this account.

AC Loading Programmes.

These are being compiled and printed satisfactorily by the I.S.R.

Grain Traffic

Statistics of the monthly movement for 4 weeks ending 29 Oct. 44 are shown on Appendix "A".

Olive oil and Sansa Traffic

This traffic is now starting and between November and February the required movement of SANSA is estimated to be as follows within BARI Compartimento.

BARI Province	16,690	tons
TARANTO "	4,500	"
LECCE "	7,080	"
FOGGIA "	11,870	"
POTENZA "	5,295	"
MATERA "	8,850	"
BRINDISI "	2,820	"
Total	57,105	"

The movement of Olive Oil does not involve such heavy tonnage

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Total	57,105	"

The movement of Olive Oil does not involve such heavy tonnage and no difficulty in dispatching is anticipated.

Wine Traffic

During the month 3790 tons of wine were accepted for movement from Apuglia to Naples and Rome, and 6,320 tons within Bari Compartimento chiefly north to Terzoli and Ortona. About 4,500 tons of this was shipped from Taranto Port, by sea to Civitavecchia.

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(d) REGGIO DIVISION

Acute wagon shortage has been a predominant feature this month. Considerable difficulty has been encountered, and no civilian traffic has moved since 15 Oct. 44.

Authority has been received to effect a transfer of wagons from Sicily. Div.Supt that Division agrees can spare 300 opens but not box cars. As military timber loading takes 50 per day, one weeks supply is assured. Further supply must come from the two northern divisions.

Loadings for October were: -

British military	- 426 cars
American "	- 713 "
Italian "	- 283 "
A.C.Flour & Grain	- 450 "
Timber	- 162 "
Civil	- 175 "

Ferry Working.

	Vehicles	Cars
West-East	666	575
East-West	169	270

The ferry boat was out of service for repairs 10-15 Oct. inclusive. L.C.Is were used for military and A.C. vehicles and schooners for civil passengers.

Operation

At 2359 hrs 14 Oct. wagon control passed from MOV & TN to I.S.R. the railway have a good setup to handle the distribution but scarcity of wagons has complicated the matter. The Division is divided into three areas for purposes of distribution with centres at Paola, Crotone and Reggio.

Each area reports to the Capo Sezione Movimento at Reggio who orders the distribution of any surplus stock and ensures priority movement protected. Each centre is given a loading table for movement following week from which they order distribution within their areas.

Repairs stock

Reports of loco and wagon repair have been forwarded to Major Baister at Bari.

Roadbed

Work train was authorized on Section Paola - Cosenza where roadbed had been washed by rains. Train is still in operation.

MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

Major S.I. Baister. (Mechanical Engineer).

The screening of the 3 monthly stores demand received from the I.S.R. was completed at the beginning of the month and the demand returned to the Capo Compartimento for transmission to the Ministry of

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Roadbed

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MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

Major S.L. Baister. (Mechanical Engineer).

The screening of the 3 monthly stores demand received from the I.S.R. was completed at the beginning of the month and the demand returned to the Capo Compartimento for transmission to the Ministry of Communications but up to the present time no release orders for material have been received by Transportation Stores R.E. except in respect of lubricating oils.

The position with regard to the privately owned railways is

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still not yet perfectly clear, but contact has been made with the Ministry of Communications representative in Bari, Comm. Dott. Ing. Saddalo who is not yet in receipt of instructions from the Ministry. During the month the demand of these railways were received but had to be returned for additional information concerning stocks held and quantities used during the preceding 3 months.

In connection with stores and material required by the private railways I would emphasise that the Sud Est is in a different position from the remainder because of its large volume of military traffic and should therefore receive special consideration in the releasing of material from Military sources when civilian supplies are not available or are not forthcoming in reasonable time.

Emergency demands during the month have been generally met but there has been a shortage of Carbide of Calcium and it is understood that supplies may have to be reduced. It has been possible to resume production of white metal at Biallo's foundry at Bari by reason of the receipt of 6 crucibles obtained by Tn. Sub Commission stores office at Naples. These crucibles, however have proved to be of poor quality and more are urgently required.

D.Tn. (Elva) is anxious to de-requisition the output from Biallo's foundry at an early date and the I.S.R. have asked for quotations for Castings from some 6 other foundries in the neighborhood of Bari. It is hoped that some satisfactory replies will be received, otherwise it will be desirable to have this requisition transferred to Tn. Sub Commission.

The question of responsibility for the maintenance of W.D. Vehicles operated by the I.S.R. has not yet been determined. This question was discussed with Col. J.F.M. Lecss of A.F.H.Q. Transportation (Tr) Section on a recent visit by him to Bari. As a result, A.F.H.Q. have requested H.Q. No 3 District to nominate a suitable unit to cover this work. In the meantime every endeavour is made to obtain spare parts necessary to keep these vehicles on the road, but the only source of supply open to me is the Salvage Dump. I am trying to obtain release of part-worn tyres to replace worn out tyres in some vehicles, but have not yet succeeded.

Locomotive and wagon repairs in Calabria appear to be progress-ing at the customary rate and from returns received to-date it does not appear that the increased output hoped for in wagon repairs has yet been realised. This is due, at all events in part, to shortage of timber.

The project for obtaining a better water supply for locomotives at Crotone has been fully re-examined by the Capo Lavori and Capo Tramions, Reggio Division, and it has been recommended that water should be taken from the Società Bertuccia Well at Kilometer 233+338 on

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2. ROADS :

I GENERAL

One of the G.T. Coys promised by A.F.H.Q. (190th G.T. Coy (Italian)) is now in operation at Ancona. There has been no further news as to when the second G.T. Coy will be made available. The Q.M. Truck Battalion is in the course of formation - see separate report at II A. below.

II OPERATIONS

A. Formation of 1st Q.M. Truck Battalion.

The first Truck Battalion (Italian), AC was activated on 6 Oct. 1944, per Ltr Order Hq 2675th Regiment, ACC, dated Oct. 6 1944, at this time Company 1024 and 1025th (Italian) were transferred to the Battalion in compliance with this order. Personnel originally allotted for organization consisted of the following.

Co 1024	5 Officers	131 Enlisted Men
Co 1025	4 Officers	172 Enlisted Men
Rome Detachment	2 Officers	90 Enlisted Men

Each of the above subdivision had 1 American Officer supervising the Company. 22 Enlisted Men (American) were on the supervisory staffs.

Plans for this Battalion as outlined by Higher headquarters call for the organization of eight companies consisting of the following equipment and personnel.

American	Italian	Transport
		50-2½ T 6x6
8 Officers	5 Officers	1-C & E
10 EM	105 EM	4-1/4T 4x4

In addition an Italian and American Battalion Hq are to be set up as follows :

American	Italian
Bn Commanding Officer	Bn Commanding Officer
Adjutant	Adjutant
Supply Officer	Supply Officer
5 Enlisted Men	14 Enlisted Men

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The transport inherited on the date of activation consisted of 188 vehicles of Trans/ S.C. AC. Of which 29 had been evacuated but not cleared from records.

On 6 Oct. 9 Officers and 20 Enlisted Men arrived

separate report at II A. below.

II OPERATIONS

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Plans for this Battalion as outlined by higher headquarters call for the organization of eight companies consisting of the following equipment and personnel.

American	Italian	Transport
		90-2½ T 6x6
2 Officers	5 Officers	1-C & R
10 EM	105 EM	4-1/4T 4x4

In addition an Italian and American Battalion Hq are to be set up as follows :

American	Italian
Bn Commanding Officer	Bn Commanding Officer
Adjutant	Adjutant
Supply Officer	Supply Officer
5 Enlisted Men	14 Enlisted Men

130

The transport inherited on the date of activation consisted of 166 vehicles of Trans/ S.O. AC. Of which 29 had been evacuated but not cleared from records.

On 6 Oct. 9 Officers and 20 Enlisted Men arrived from 2698th Tech. Sup. Regt. and were placed on TD with the Battalion.

Since 6 Oct 1944, date of activation, the following results have been attained :

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American Personnel:

T/O	Officers	Enlisted Men
	19	85
2698th TS Regt.,	3	20
Balance to Rec'd	16	65

8 Officers and 34 Enlisted Men from AC, 6750th Hq & Hq Sq, and 2675th Regt, are loaned to Battalion, to carry on present tasks, until T/O authorization is met.

Italian Personnel:

	Officers	Enlisted Men
1st Company	3	90
2nd Company	6	105
3rd Company	4	105
4th Company	5	103
5th Company	5	96
6th Company	3	96
Battalion Hq	3	93
Surplus of 1024 & 1025		
Personnel Rec'd	26	688
T/O Strength	43	854
Personnel Reqd	15	166

The incoming troops were strictly untrained and had never driven vehicles. Companies 4,5 and 6 are now being trained at a Battalion Hq Operational Training Center. The surplus personnel are physically moving back for Forward Area and will be utilized to complete units here. The 2 nd and 3rd Companies are on duty with 5th Army HQ. The First Company is hauling for Food Sub-Commission in Rome.

V E H I C L E S S T A T U S

TYPE	T/E	ON HAND	IN ORD.	SALVAGE	DUE	SOURCE FROM PRS	SOURCE FROM ACC
Truck 2½ 6x6 Cargo	401	288	28	1	142	100	188
Truck 3/4T 4x4 C&R	2	0	0	0	2	0	0
Truck 1/4T 4x4	34	0	0	0	34	0	0
Motorcycles	30	20	0	0	30	0	0

The above trucks have not been shipped to this organization (188). The (20) twenty Motorcycles now on hand are of British make and are not suitable for convoy duty.

The 142 trucks listed as due include the (28) in Ord and (1) salvaged.

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8 Officers and 94 Enlisted men from AC, 6750th Hq & Hq Co, and 2675th Regt. are loaned to Battalion, to carry on present tasks, until T/O authorization is met.

Italian Personnel:

	Officers	Enlisted Men
1st Company	3	90
2nd Company	5	105
3rd Company	4	105
4th Company	5	103
5th Company	5	96
6th Company	3	96
Battalion Hq	3	93
Surplus of 1094 & 1095		
Personnel Rec'd	26	688
T/O Strength	43	864
Personnel Reqd	15	168

The incoming troops were strictly untrained and had never driven vehicles. Companies 4,5 and 6 are now being trained at a Battalion Hq Operational Training Center. The surplus personnel are physically moving back for Forward Area and will be mobilized to complete units here. The 2 nd and 3rd Companies are on duty with 5th Army MTO. The First Company is hauling for Food Sub-Commission in Rome.

V E H I C L E S S T A T U S

TYPE	T/E	ON HAND	ORD.	SALVAGE	DUE	FROM RES	SOURCE FROM ACC
Truck 2½T 6x6 Cargo	401	238	38	1	142	100	188
Truck 3/4T 4x4 C&R	9	0	0	0	9	0	0
Truck 1/4T 4x4	34	0	0	0	34	0	0
Motorcycles	30	20	0	0	30	0	0

(a) The above trucks have not been shipped to this organization (188). The (20) twenty Motorcycles now on hand are of British make and are not suitable for convoy duty.

The 142 trucks listed as due includes the (38) in Ord and (1) salvaged.

B. General Transport Companies.

Three General Companies of Transport (Italian) are now attached to AC. and until recently they were organized as follows:

1001 G.T. Co AMG 8th Army
1000 G.T. Co (Italian) AMG 5th Army
1004 G.T. Co. attached to the officers i/c Warehousing at Ancona and the wheat haul at Macerata.

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The following alterations have been made with regard to the 1000 G.T. Company. This Company has been withdrawn from AMG 8th Army and has been replaced with the 2nd and 3rd Quarter Master Truck Companies. However, as long as the AMG 8th Army are responsible for Florence they will have the right to use 2 platoons of this G.T. Company whilst the remaining 2 platoons and the headquarters are stationed at Leghorn and work under direction of the Warehousing Officer at that port.

C. Civilian Transport and UNAC

A standard work ticket has been agreed between ourselves and the Italian Government (Ministry of Communications) and this ticket is in the process of being printed. The Italian Government are responsible for the printing of the tickets, which will be used by the UNAC organization in that part of the country handed back to the Italian Government and the Transportation Sub-Commission is responsible for the ticket which will be issued to the AMG Regions. In the course of the next few weeks this standard work ticket should be in operation through-out the whole of Italy.

The revised haulage rates have been agreed and they should be operated by the Italian Government in the very near future. As soon as this has been done they will be put into force in all AMG territory.

Despite repeated requests to the various regions, we are not yet receiving details of the tonnage carried by road in the various provinces and a final request has been sent out pointing out that such a return is essential and every effort must be made to see that it is received by this Headquarters. We have asked for a monthly return to be submitted by the 15th of the succeeding month.

The control of Civilian Transport in Rome itself still leaves a great deal to be desired but it is improving.

The potatoes haul from Avezzano has been the source of continual bickerings. The right type of trucks have not been sent to cope with this haul and it is only after very very strong representation has been made to Regional Headquarters, that an improvement would appear to be taking place. At the present moment approximately 120 tons of potatoes are coming into Rome from Avezzano daily, but the figure aimed at is 250 tons.

III MAINTENANCE

A. Maintenance instructions have been published setting out a combined system of Maintenance to be applied to all vehicles. These instructions have been distributed to all Regions and the system is now being put into effect.

B. A combined Maintenance team consisting of two British and American Officers from AF.H.Q. are now in the process of making a study of all existing garages and garages facilities.

Upon completion of this study garages will be set up in the necessary equipment requisitioned to maintain all vehicles in the Allied Commission in all Echelons of Maintenance.

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C. The respective G-4's have taken over the responsibility of

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C. The respective G-4's have taken over the responsibility of supplying spares for all W.D. vehicles. A warehouse is now being set up to receive and distribute spares. Civilian spares are still under Capt. Hay's control and all requests for same will be made on Capt. Hay.

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IV GARAGE ACTIVITIES - SUPER GARAGE

The following activities were carried out by the staff of Super-Garage during October 1944.

A. American Motor Maintenance.

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of October were 1,532. This includes both War Department and Civilian vehicles. Out of this number 130 jobs were performed in the Paint Shop. 178 in the Battery Shop, 334 in the Welding and Body Repair Shop, 548 in the Tire Shop, 580 in the Lubrication Section, and 782 jobs were performed by the Mechanics in their various shops. Besides the above mentioned facts 14 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

B. Motor Maintenance Records for Civilian Vehicles.

A new system of maintenance records for civilian type of vehicles has been established. This system will facilitate recording all maintenance work performed on this type of vehicle, and will also provide a closer check on the 1000 mile inspection prescribed for these vehicles.

C. Civilian transportation.

Civilian vehicles dispatched from 1st of Oct. to 31st of Nov.. No. 1903 dispatches.

WD vehicles dispatches for month of October 657 dispatched for Rome area and 37 vehicles dispatched out of town from 3 to 10 days.

Taxies dispatched for month of October No. 1571.

D. British Motor Pool.

Spares.

October has proved a more satisfactory month for the British Motor Pool in so far as its main problem, that of spares, has been less acute. The chief reasons being, more spares available from salvage and in some cases the satisfactory manufacture by local factories. At the present time plans for further improvement are being made by G-4 (B) who, with direct co-operation from "Ordnance Supplies" are setting up, what perhaps may be called, an Ordnance Sub-depot.

Work-shops.

During the past month a total of 76 W/ship repairs were carried out, the majority of which were major jobs. This work is almost all effected by Italian Mechanics under British supervision.

Personnel.

More British personnel have been posted and have been replaced by Italian civilians. (Drivers and mechanics). It is gratifying here, to record, that the civilian drivers have responded exceedingly well to the instructions in the British system of maintenance and their 406 inspection reports are showing good, and, in a number of instances, excellent maintenance.

Vehicle Issues and Transfers.

[illegible] vehicles have been drawn from Vehicle Parks, serviced

this number 130 jobs were performed in the Paint Shop. 178 in the Battery Shop. 334 in the Welding and Body Repair Shop, 348 in the Tire Shop, 580 in the Lubrication Section, and 723 jobs were performed by the Mechanics in their various shops. Besides the above mentioned facts 14 vehicles were sent to the R.E.S. Ordnance for repairs which were beyond the capabilities of this garage.

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Work-shops.

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Vehicle Issues and Transfers.

40 to 50 vehicles have been drawn from Vehicle Parks, serviced and issued to Regions and Sub-Commissions.

Present strength of Pool Vehicles.	104
G-4 (not on strength of Br. Motor Pool)	21
Admin and inspection staff	31

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Italian drivers and mechanics	66
Pr. drivers (essentials for security reasons this also includes drivers of Cols and executive Officers)	22

B. Civilian Personnel.

A total of 403 civilian workers were employed by the SUPERGARAGE in various capacities during the first 15 days of Oct. and 392 during the last half of the month,(average 397). Payroll for the month of October amounted to L.2.025.907.

V SPARE PARTS

A. During October, steps have been taken for the manufacture of the following spare parts owing to the drying up of "local resources".

(1) Copper and asbestos gaskets.
(2) Batteries.
(3) Torsion rods for LANCIA-APRILIA rear springing.
(4) Front springs.
(5) Friction discs for LANCIA-APRILIA clutches.
(6) Silentbloc and rubber washers.
(7) Wheels, '16'.

B. Following are details of the above items:-

(1) - Gaskets.

I visited NAPLES on 17th and 18th Oct. to contact a firm who made gaskets by hand. LANCIA & C. NAPLES gave me the address in TORRE DEL GRECO, where I found 6 men working in two small rooms. All gaskets are made by hand of asbestos sheeting and copper 8/10 m/m thick. They stated they could make gaskets for any car or any joint provided a sample was provided. They already had patterns for most LANCIA and FIAT cars but were short of copper and asbestos.

The firm told me they got their copper sheet from a rolling mill in NAPLES which I visited. I found they had a plant capable of rolling copper and other non-ferrous metals down to 1/10 m/m thick and arranged with them to roll copper sheet 2:10 m/m for us.

I then contacted the Supply Officer, A.C.C. HQ. NAPLES and finally thru Eng. Services P.B.S. got a release for one ingot of electrolytic copper in possession of ILVA, the large steelworks at BAGNOLI.

I went out and brought back an ingot of 67 K. to the rolling mills and arranged for the rolling and delivery to the gaskets firm in few days.

Prices were arranged for standard gaskets subject to 50% discount if use provided the copper and asbestos. This is of considerable advantage to us the price for a 1100 FIAT gaskets is 800 L. and I estimate we can provide the copper and asbestos for not more than 50 L. 800 L. less 50% is 400 L. plus 50 L. = 450 L. as against 800 L. A FIAT 1100 gaskets costs 1000 L. in the open market in ROME.

I anticipate no difficulty in providing the copper but asbestos sheets have proved impossible to find from civilian sources of supply. Ordnance is now being tried but meanwhile I ordered a gasket for a LANCIA-ARDEA to be made of copper and cardboard as an experiment. This has proved very successful and has now completed over 800 Km. including

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The same firm can provide copper gaskets for all water joint, etc. and asbestos will be kept for exhaust gaskets and other joints to high temperatures.

(2) Batteries.

When in NAPLES I visited the factory of HENSEMBERGER at CASALNOVA, near NAPLES, I found it in possession of RTE who were manufacturing complete batteries. I had already arranged for the reconstruction of old batteries by HENSEMBERGER, Rome but they are only repair works and do not manufacture parts. They asked for 6000 positive and negative plates for repair work and the RTE Certain i/c Hensemberger NAPLES told me they had the necessary material and could supply in three weeks time provided A.F.H.Q. released.

I called at A.F.H.Q. on my way back to ROME and saw Lt. Col. FRANKLIN, G-5 who is arranging for the necessary release by RTE.

If supplies are made available by RTE, I am satisfied I can provide all the batteries required as most batteries can be rebuilt if plates are available.

(3) Torsion rods and front springs.

The greater number of LANCIA on the road are APRILIA; this has independent front springings and a system of torsion rods for rear springing. Both are special to LANCIA APRILIA. Owing to LANCIA keeping all spare parts in their own depots (contrary to FIAT who allowed every garage to stock FIAT spares thereby facilitating the provision of FIAT spares today) it has been necessary to make arrangements for the manufacture of these parts as LANCIA themselves have not been successful in doing so.

The main difficulty was the quality of steel as it has special qualities of elasticity to enable it to act as a spring without breakage. I have found a supply of this steel at the TERNI IRONWORKS, some 60 miles from ROME and hope within a week to have samples here in Rome in order to get the first torsion rod manufactured. The difficulty is a spline at each end but I am assured that these splines can be cut satisfactorily in ROME.

LANCIA front springs are of the spring balance type and here again it is the steel rather than manufacture that has been the trouble. Broken springs have been welded but do not last for long. However TERNI WORKS state they have some steel suitable but as the Germans had complete control of their works during the occupation, they have not yet completed their inventory. They are however hopeful of finding steel suitable for these springs very shortly. If so, they can be manufactured in ROME.

(4) Friction discs for LANCIA clutches.

These are complicated to manufacture as they consist of two plates with sprin or cushioning action and two rings of asbestos on opposite faces. I have been unable to find steel of a suitable quality for the discs but have purchased some 130 suitable asbestos rings which will enable us to reface 65 friction discs. This will keep the cars on the road which is, after all, our present aim.

(5) Silentblocs and rubber washers.

A very old pair of Italian cars use Silentblocs (two

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(5) Silentblocs and rubber washers.

A considerable number of Italian cars use Silentblocs (two collars separated by rubber) to help to eliminate shocks from the road wheels reaching the steering wheel. Owing to the bad quality of the artificial rubber used and the Italian summer heat, large number of these SILENTBLOCS have been giving way, causing loose steering and wheel wobbs. No new ones are available but I asked PIRELLI to take up the

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problem of re-rubbering them and this they have successfully accomplished over 300 SILENTBLOCS having been treated.

I now find however that the original silentblocs were made by manufacturing as a separate washer and inserting them under compression. The question of doing this is at present being studied and should be possible of early solution. Mean-while the re-rubbered silentblocs keep the vehicles on the road but not absorb road shocks to the same extent.

Rubber washers and cups are required for master-wheel cylinders of hydraulic brake systems. PIRELLI agreed to make these and to have the discs made. However, on enquiring regarding delivery, I was informed that if we made the disc, they would make the washers. I am therefore having suitable dies made in LANCIA WORKS-SHOP.

(6) Wheels.

There is general demand for wheels of all models of FIAT and LANCIA. The shortage of wheels is somewhat difficult to understand as they are not formally a consumable store. I understand however that in a large number of cases, the Germans did not bother to dismount tyres when requisitioning them but took wheels and all. The main demand for wheels, however, is due to the fact that civilian tyres are unprocurable (except in the BLACK MARKET where a 16 x 400 tire sells for £.300 and a 16 x 6 for £ 500), and the only suitable military tyre is the jeep tyre 600 x 16. As all FIAT are fitted with 15" wheels, the problem has been to fit wheels to take 16" jeep tires. This has been done up to the present by welding an additional ½" to the rim of FIAT 15" wheels thereby enabling 16" jeep tires to be fitted. This system is, however, to my mind unsatisfactory as the shoulder on which the tire rests is still only 15" and I am certain that when the wheel turns, and the weight of the vehicle comes on the tire destroying it in a short time, because that part of the tire will be pushed back on to the shoulder and so cause continual rubbing of the edge of the tire. This can only be remedied by welding a half inch filler to the shoulder, a laborious and difficult process.

To get over this, I have been arranging for the manufacture in ROME of pressed steel wheels, with bosses to fit FIAT or any other hub and with 16" jeep wheel sections. Owing to limitations of the size of hydraulic presses available, I am getting out a design for a wheel in three parts but for which only two dies are required. One part is the central steel disc and boss, the other part is a complete half section to take a jeep tire. Two of these rivetted to the central disc will give a wheel of the requisite diameter and tire section, the holes for the holding on bolts and the central hub being either stamped out after manufacture or drilled by means of a jig on whether there is sufficient demand for the type of hub to justify the construction of a special die.

The present position is that I have found a press in ROME capable of making these wheels; the TERNI Co. can make the necessary dies also supply steel plates of the required thickness and quality.

I am at present getting full size drawings made of wheel sections based on FIAT and LANCIA outlines but with a jeep wheel section. As soon as this is approved, estimates for dies will be called for and it is hoped that, in 4 to 8 weeks time, these wheels will be available for all cars so that jeep tires can be fitted to practically

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An alternative suggestion, to alter jeep wheels by cutting out the bosses and welding in bosses of FIAT, LANCIA, etc. wheels is also being investigated. From preliminary drawings, this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance, which at present seems doubtful.

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In smaller cars, such as FIAT 1100 and 500 (Topolino) experiments with British and American motor tires are being carried out. Two FIAT 500 trucks have already been fitted with British 3.25 X 19 m. cycle tires and have been running successfully for over a month. These tires are fitted on 19" Italian Salilla wheels (only used by It. Army) which take a 3.25 X 19 m. cycle tire. The centres were cut out and Topolino centres electrically welded in instead. This has been found to be perfectly satisfactory and has stood better than a pair of wheels with centres brazed in. The Italian Army, thru Army Sub-Commission, has been asked for 100 Salilla wheels.

Besides this, experiments with American 400 x 19" m. cycle rims and tyres are being carried out with a view to using them on FIAT 1100. The 18" m. cycle rim is to be welded to the 15" rim as, owing to the shape of each, not more than 5/8" separates the rims when in place. So far, no wheel of this construction have been tried owing to the difficulty of getting rims. These, however, will be obtained shortly and the result given in the next monthly report.

VI TIRES

1. The office and warehouse of the Tire Section moved to the Pirelli Tire Repair Plant at 41 Via Assisi on October 2 '44.

2. By verbal order Col. Carnes, Mr. Charlie Ryan was relieved as Director Tire Section on October 20, 1944 and Capt. Richard B. Bullock placed in charge.

3. Additional personnel were added and reorganization is in progress. The organization is based on the plan of greatly enlarging our present production and scope of operations.

4. In view of change in section directorship and expansion, a request was made for an audit of all past accounts. This has not been accomplished to date. This is extremely necessary and should be brought about immediately.

5. With our increase in personnel and distant office location, transportation problem have become acute. An additional vehicle is needed.

6. Conferences have been held and plans are being made toward reconstructing one repair plant at Florence and one manufacturing plant at Tivoli. These efforts are being done in conjunction with Industry.

7. A shipment of tires and tubes was received from Army sources. These are now being partially distributed to Southern Region and Sicily. Tires and tubes were also sent from our present stocks for distribution in these Regions. Remainder of shipment from Army will be brought to Rome for distribution in other Regions.

8. An inspection and investigation was made by certain officers of A.F.H.Q. in an attempt to expedite the tire production. It is hoped that from this we will be able to get the cooperation necessary to accomplish our mission.

9. Tubes are rapidly becoming a more critical item than tires.

10. Patterns have already been constructed and materials requisition-

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9. Tubes are rapidly becoming a more critical item than tires.

10. Patterns have already been constructed and materials requisitioned for the making of addition cavity moulds needed by the plant at Via Assisi, Roma. Increased power requirements have been made known and requisitions submitted.

11. Arrangements have been made for use of a small repair plant at 188 Via Cavour, Rome.

12. Requisitioned repair materials have not been received and are urgently needed. It is expected that our production will stop unless material stock is replenished within one week.

13. A system is being devised whereby this section willnot handle individual applications but will receive bulk weekly requisitions from Regional Transportation Officers. Shipment will then be made to them for further distribution within the Region through EMAC where EMAC is in charge of operations. In other areas the Regional Commissioner will establish priority and make the distribution.

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...will "sell" receive bulk weekly reports/blocks from
...offices. Schedules will then be made to them for
...the regions through which these areas are scheduled. Commissioner will
...other areas are scheduled. Commissioner will
...the distribution.

...furnishes stationery without charge of operations in
...sections. Technical supervision of
...reports through the

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3. SHIPMENT, PORTS AND WAREHOUSING DIVISION

SHIPMENT.

Schooner traffic has been severely curtailed by the weather during the month. Schooners allotted to civil trade are the smallest type which are most effected by weather conditions, being constantly forced into Port and remaining there for days. This state will get worse during the winter and most civil bids have to be carried on other ships set up by AFHQ. The setting up of ships in this way and arrangements for goods and loading are much more difficult to make than for the ordinary schooners. It is not considered that the position will be in any way satisfactory until larger size schooners with a larger aggregate tonnage are allotted to carry civil supplies.

This position has been made clear at MEDBO meetings this month, by the Transportation Sub-Commission representative acting for AC. It has also now been minuted officially that 19000 tons DW. of schooners are all that have been allocated for civil supplies and not 27000 tons as was stated in the C. in C. MED. Memo.

There is therefore a considerable back-log with the goods arranged for moving by schooners allotted to civil trade, as distinct from which AFHQ set up ships.

All bids, (excluding largest wine bids), which were submitted to AFHQ. were all accepted, ships set up including 6000 tons of wine in addition to the 4200 set up in September which arrived at Civitavecchia this month.

For the coast-wise trade ships of approximately 18000 tons DW. were nominated and carried 13000 DW. tons of goods and from Sardinia 2400 tons. Ships nominated for carrying other goods from Sardinia were held up as in the last weeks of the month owing to the evacuation of American installations, port acceptance could not be given.

12 of the schooners nominated for return to the mainland pool, were moved.

A recommendation was obtained from the Regional Commissioner of his requirements, if MEDBO would sanction a coastal pool. These requirements are all schooners under 36 tons and certain sailing ships at present in Sardinia, and it is understood that MEDBO will agree to leave them for a coastal pool, and that arrangements with regard to goods to be carried on coastal pool will be set up by Regional Commissioner and implemented by COGEMA.

Sardinian pool will not be used for trade from Sardinia to Sicily and the mainland, which will have to be bid through AFHQ for carrying by the main pool.

A considerable number of bids for movement of foodstuffs are now being received from Sicily Region and shipping is being set up.

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Few bids are received from Southern Region, although schooners have often to run from Naples in ballast.

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PORTS.

CIVITAVECCHIA.

A Port Committee is now set up and an AC Port liaison officer appointed to ensure the smooth turn-over of the Port to civil uses. The Rail served Berth being constructed by the D.M.E.S. is not yet complete, but with the arrival of further materials, its completion is expected shortly.

The laying of rail under the supervision of Transportation Sub-Commission Rail Section to berth 4, is being proceeded with, also the construction of a 1000 ton Warehouse.

A Liberty type ship carrying wine has been discharged in two days short of the allotted period.

CASTELLAMMARE.

To enable a discharge of a top-loading of bag grain, lighters and tugs have been obtained for the use of the civil contractors operating these ships, but bad weather has prevented this discharge.

It is understood that the question of safety of tying up to the mole to enable lighter discharge, is not yet settled. The alternative is discharging the top-loading of bagged grain at Naples. The back-log of shipping there is so great that very long delays may be expected in the arrival of the ships at Castellammare for bulk discharge. The gravity of this position has been made clear to AFHQ.

SALERNO.

An inspection has been made of the Port. It is likely that it may require to be used for final discharge of ships with civil supplies, in order to avoid the rail congestion round Naples.

The Port is capable of taking ships alongside quay with the draught up to 21 ft.

Warehouse accomodation is being repaired and all necessary arrangements made for accepting a ship with 4000 Ton of Cargo.

WAREHOUSE.

As of 1st October 1944, the Warehouse and Forwarding Division of the Food Sub-Commission became the Warehouse Section of the Shipment, Port and Warehouse Division of the Transportation Sub-Commission.

The following were the principle changes made during the month:

a) AC Depot No.49 in Siena was turned over to Toscana Region for operation. Lt.Delmonico and the EM/OR's under his command were transferred to Leghorn, under Capt. Boyd.

b) AC Leghorn accomodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This

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b) AC Leghorn accomodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This change was made necessary to accomodate the increase in Food-Sub-Commission stock piling activities. Further expansion is contemplated to bring capacity up to 70,000 tons.

c) Lt. Ramsey was transferred from AC Naples depots to Leghorn, as Port Liaison Officer.

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d) Maj.Martin assumed charge of all AC Naples depots.

Severe difficulties were encountered in attempting to secure the necessary warehouse space in Leghorn, due in the main to lack of cooperation by P.B.S. Real Estate Dept. Further, since the Warehouse Section has no authority to draw supplies and materials from Army sources, rehabilitation work was unusually difficult due to lack of such basic materials as tools, cement, lumber, nails, roofing etc. Capt.Boyd, officer in charge AC Depots in Leghorn deserves much credit for the obstacles he overcame in performing his duties.

It is to be hoped that A T/O, and a T/E can be made with specific authority, in addition, to draw on Military formations for necessary supplies. This is the procedure followed by U.S. Army Railhead Dumps.

STAFF.

Capt.Hoyle who had been on loan from AFHQ Movements returned to duty there on 31st October.

Lieut. G.W.E.Warley was posted to this Division on October 6th.

J/Comdr.E.Pearnsides previously on loan from G-5 is now posted to AC and remains with this division.

Lt.Geo.Mitchell was assigned to the Transportation S/C and placed on duty as a Warehouse Officer under Capt.Boyd at Leghorn.

D.S. ADAMS,
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APPENDIX "A"

Statistics of Rail Grain Movement BARI Compartimento

2 to 29 October '44

PROVINCE	LOADING STATION	WAGONS PROGRAMMED TO LOAD	WAGONS LOADED	REMARKS
BARI	Altamura	12	22	
	Canosa	3	--	
	Gioia	--	1	
	Gravina	80	43	
	Minervino	13	--	
	Palazzo S.S.	56	37	
	Spinazzola	76	57	
	Santeramo	7	6	
	Total	247	172	
FOGGIA	Ayricena	22	18	
	Ascoli	38	24	
	Chieuti	14	85	
	Candela	52	32	
	Foggia	31	30	
	Lucera	--	29	
	Poggio Im.	26	16	
	Ortanova	52	36	
	Rignano	9	--	
	Ripalta	12	17	
	San Severo	40	14	
	Cerignola	--	15	
	Total	376	316	
MATERA	Ginosa	25	8	
	Ferrandina	14	--	
	Grassano	71	74	
	Metaponto	--	54	
	Pisticci	128	48	
	Salandra Grot.	16	1	
	Bernalda	68	3	
	Total	319	188	
POTENZA	Melfi	22	48	
	Potenza	28	28	
	Rapolla Lav.	54	22	
	Rionero V.	--	2	
	S.Nicola M.	34	--	

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BARI	Altamura	12	22
	Canosa	3	--
	Gioia	--	1
	Gravina	80	49
	Minervino	13	--
	Palazzo S.S.	56	37
	Spinazzola	76	57
	Santeramo	7	6
	Total	247	172
FOGGIA	Apricena	22	18
	Accadi	38	24
	Chieuti	14	85
	Candela	62	32
	Foggia	81	30
	Lucera	--	29
	Poggio Im.	26	16
	Ortanova	32	36
	Rignano	3	--
	Ripalta	12	17
	San Severo	40	14
	Serignola	--	15
	Total	306	316
MATERA	Ginosa	25	6
	Ferrandina	14	--
	Grassano	71	74
	Metaponto	--	54
	Pisticci	125	45
	Salandra Grot.	16	1
	Barnalda	68	3
	Total	319	188
POTENZA	Melfi	22	48
	Potenza	25	28
	Rapollo Lav.	54	22
	Ricnero V.	--	8
	S.Nicola M.	34	--
	Venosa	65	28
	Total	200	128
GRAND TOT.	(Tons	20,130	11,850
	(Wagons	1143	801

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Transp Sect Comm
Rpt for Sep Ly
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ACP/olc

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

P/A 24/12 SH.

October 1944

20 OCT Recd

27/4

MONTHLY REPORT OF ACTIVITIES, SEPTEMBER 1944
TRANSPORTATION SUB-COMMISSION, ACC.

1. RAILWAYS

(a) General.

September has been another month which has enabled railway construction units to develop tracks nearer to the fighting troops, owing to the limited advances which have been made. Route 5C. the coastal route from Rome north via Civitavecchia has now reached Leghorn, by an inland diversion just south of Leghorn due to demolitions on the coastal section. Route 87, Rome-Ancona is open for the throughout journey, and arrangements are in hand, for the electrifications of the Orte-Ancona section. Route 65, the route Rome-Florence, has not gone further north than Terni, owing to the demolitions, and it is more likely that communications with Florence will be by the west coast route via Pisa, leaving a subsequent reconstruction headache for ACC engineers.

The section Pisa-Empoli on the Pisa-Leghorn route 249 has urgent priority, and line 227 Vada-Pisa is being constructed to serve entry of northbound traffic into Leghorn. On the east coast, line 86 Ancona-Bologna has been opened as far as Cattolica. In the main, railheads continue to be at Leghorn for 5th Army and Pesaro and Arezzo for 8th Army. Since 8th Army gave up the use of Bastia and Assisi, ACC has had a railhead of its own, but in the reverse direction, for wheat has been loaded and shipped down to Rome from Bastia and Assisi in considerable quantities. The back movement of ACC traffic from the fertile wheat country and the lignite mines has been a feature of the month, and this form of backloading is a most economical means of using freight cars and locomotives to maximum capacity.

A combination of ACC road and rail activities is well illustrated by the collection of wheat and potatoes in the Macerata area, where it is trucked to Jesi, and railed for Rome on empties returning from Ancona. At Albacina, paper is picked up for the Finance Sub-Commission and brought to Rome; at Spoleto large movements of lignite from the Narni guano mines are being loaded to Rome; at Terni and Narni seed wheat and fertiliser is put on rail for Rome, Naples and the South, the total tonnage being in the nature of 1500 tons per day. All this back loading takes

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October 1944

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MONTHLY REPORT OF ACTIVITIES, SEPTEMBER 1944
TRANSPORTATION SUB-COMMISSION, ACC.

1. RAILWAYS

(a) General.

September has been another month which has enabled railway construction units to develop tracks nearer to the fighting troops, owing to the limited advances which have been made. Route 50, the coastal route from Rome north via Civitavecchia has now reached Leghorn, by an inland diversion just south of Leghorn due to demolitions on the coastal section. Route 87, Rome-Ancona is open for the throughout journey, and arrangements are in hand, for the electrification of the Orte-Ancona section. Route 65, the route Rome-Florence, has not gone further north than Fronzo, owing to the demolitions, and it is more likely that communications with Florence will be by the west coast route via Pisa, leaving a subsequent reconstruction headache for ACC engineers.

The section Pisa-Empoli on the Pisa-Leghorn route 219 has urgent priority, and line 227 Vada-Pisa is being constructed to serve entry of northbound traffic into Leghorn. On the east coast, line 86 Ancona-Bologna has been opened as far as Cattolica. In the main, railheads continue to be at Leghorn for 5th Army and Pesaro and Arezzo for 8th Army. Since 8th Army gave up the use of Bastia and Assisi, ACC has had a railhead of its own, but in the reverse direction, for wheat has been loaded and shipped down to Rome from Bastia and Assisi in considerable quantities. The back movement of ACC traffic from the fertile wheat country and the lignite mines has been a feature of the month, and this form of backloading is a most economical means of using freight cars and locomotives to maximum capacity.

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In southern territory, the impact of peace is beginning to spread, and it is very difficult indeed for merchants and private civilians to appreciate that a major war is still being waged in their country, and that rolling stock to full capacity must be employed to wage it successfully. It is also becoming obvious that the tremendous damage to rolling stock and tracks and stations is but a visionary and not a real picture before many applicants for movement, and they are ready and waiting for passenger and freight services approaching the pre-war standard. This may be due to the fact that many of the lines in the south were single track in any case, and thus the fact that a track runs through the local station is ipso facto proof that the Allies have re-established communications almost at pre-war level.

It would perhaps be an illuminating picture if a statement were made of the condition of rolling stock and tracks as compared with the normal conditions. Even then, the very heavy demands for freight cars which war supplies entail on a peninsular fed entirely by sea would perhaps give a false picture of those available for purely civilian movement.

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Transportation Sub-Commission is fully alive to the fact that part of its function is to rehabilitate within the fleeting time left as much of the railroad system as possible, and has therefore directed an objective communication to the Minister of Communications, based broadly on a system of priorities to be decided by the Minister himself. There will be brought into existence a shadow time-table for freight and passenger trains, with marked priorities, and as and when circumstances permit, train after train will be brought into circulation in accordance with the priorities decided. Similarly, short and long term repair plans will be designated, based on the economic priority of reconstruction required for the benefit of the community as a whole, and every effort will be made to meet those requirements. The Italians are asked to examine fully their existing stocks, to set about building and rebuilding rolling stock and to submit plans and estimates in order that the priorities can be stepped up. It is fully appreciated that as the fighting line progresses, more lines will come into the picture, and a revision of the shadow time-tables and reconstruction plans will have to be made. But at least a workable basis is established whereby both the Government and the ACC have a unified plan for future development.

There are many problems to be decided. Double tracks will increase the working capacity of rolling stock, but where double tracks cannot be installed owing to immediate shortage of materials, increased production of repaired rolling stock, and suitable ballasting and servicing of existing tracks must be carried out to ensure the maximum number of trains. The Italian Engineer is a capable person, and in the Bari Railway Division his time-keeping has caused

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introduction of civil passenger and freight trains on the much used lines 89 and 90. Excessive zeal sometimes leads to excessive speeds on tracks and bridges not constructed for such speeds, and the badly ballasted track between Campoleone and Rome has caused a number of derailments which proves that the Italian has yet to get back to true appreciation of the necessity for the keeping of excellent permanent way conditions if heavy traffic is to move at good speeds in close section working.

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During the month a number of HQ ACC staff has been working side by side with an MRS officer in examining workshops, rolling stock, and locomotive power in Rome. The picture is not one which indicates that the Italian Railways would be able to resume services at any high level, even if tracks were in good order. There are 37 Italian steam locomotives in the Rome area, and all are used on shunting service. USA locos are used on all freight trains, and without them (91 Diesel and 80 steam) the Italian locomotives would provide only 20% of the existing needs. In part, this is due to the fact that 42 locomotives have been sent to operate in the forward areas, but it is also partly due to the fact that 57 heavily damaged locomotives are in the San Lorenzo yards awaiting parts for repairs. Italian trains crews are operating all diesel locomotives, and the crews are being trained to operate USA oil burning locomotives.

A careful examination has been made of wagon repair shops in Rome, Leghorn and Pisa, in order that ACC shall fully understand the position in which they stand. Whilst repairs of various kinds are being carried out in the Italian Yards, it will be a long time before Leghorn is able to function, as the main stores received a direct hit from a heavy bomb. At Pisa, although considerable damage has taken place, there were large quantities of stores available, but a careful check would be needed to ascertain the use to which they could be put. The factory itself is of no possible use.

Italian personnel are being employed as much as possible in yards, engine houses and shops, and thus the training of the personnel will have taken place in the main before ACC control becomes fully operative.

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The Decree to allow an increase of 10% in rail rates and fares has reached a further stage by the careful examination of the draft Decree by Transportation Sub-Commission, in conjunction with Legal Sub-Commission. Legal Sub-Commission's guidance sought certain clarifications which have now been forthcoming, and it is hoped that in the near future this long delayed Decree - it was first put forward by the Government in December, 43, but deferred by ACC - will be implemented. A problem arising from this Decree has been the position of inter-urban tramways, a hybrid form of transport which is neither part of the internal network of the larger cities, nor a railway in

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During the month a member of HQ ACC staff has been working side by side with an MRS officer in examining workshops, rolling stock, and locomotive power in Rome. The picture is not one which indicates that the Italian Railways would be able to resume services at any high level, even if tracks were in good order. There are 37 Italian steam locomotives in the Rome area, and all are used on shunting service. USA locos are used on all the light trains, and - without them (91 Diesel and 80 steam) the Italian locomotives would provide only 20% of the existing needs. In part, this is due to the fact that 42 locomotives have been sent to operate in the forward areas, but it is also partly due to the fact that 51 heavily damaged locomotives are in the San Lorenzo yards awaiting parts for repairs. Italian trains crews are operating all diesel locomotives, and the crews are being trained to operate USA oil burning locomotives.

A careful examination has been made of wagon repair shops in Rome, Leghorn and Pisa, in order that ACC shall fully understand the position in which they stand. Whilst repairs of various kinds are being carried out in the Italian Yards, it will be a long time before Leghorn is able to function, as the main store received a direct hit from a heavy bomb. At Pisa, although considerable damage has taken place, there were large quantities of stores available, but a careful check would be needed to ascertain the use to which they could be put. The factory itself is of no possible use.

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The Decree to allow an increase of 60% in rail rates and fares has reached a further stage by the careful examination of the draft Decree by Transportation Sub-Commission, in conjunction with Legal Sub-Commission. Legal Sub-Commission's guidance sought certain clarifications which have now been forthcoming, and it is hoped that in the near future this long delayed Decree - it was first put forward by the Government in December, 43, but deferred by ACC - will be implemented. A problem arising from this Decree has been the position of inter-urban tramways, a hybrid form of transport which is neither part of the internal network of the larger cities, nor a railway in the fully accepted sense. Italy has developed a system of tramways which career along country lanes and across fields at varying speeds to a greater extent than any other European country, with the possible exception of Belgium. The cheapness of electric power has enabled such roadside tracks to spring up, and their effectiveness has

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possibly delayed the introduction of longer range road coach services. In giving consideration to this network, with their tracks akin to railways, their operating costs and maintenance difficulties, it was quite obvious that any increase granted to the railways of the State and the smaller private railways, should also apply to these inter-urban tramways, and arrangements were made accordingly.

So far as tramways operating in metropolitan areas, trolley buses, and other purely local transport is concerned, the scheme has been agreed that applications for increase in rates and fares shall be dealt with purely on the merits of the individual cases, based on local conditions.

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The usual correspondence of the month has been maintained. Industries are trying to locate wagons of materials which the retreating Germans filled with machinery for transfer to other parts, only to be stopped in many cases by accurate Allied Air Force attention to the rail lines ahead. Various citizens are most anxious to get from one place to another, and are able to produce the most plausible reasons for preferential treatment in that respect. Many exporters are ready to talk confidentially on their rights to have all other traffic stopped to enable their own trade to be resumed. Individualism is the keynote, and Transportation SubCommission was grateful indeed for the offer of a Professor of Rome University to give free service and advice, based on his knowledge of transport, dynamics, diesel locomotion and steam traction, to the Government and to ACC, as and when required.

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Transportation Sub-Commission officers have been scouring the countryside noting where rolling stock is available, and helping to ensure that the maximum number of freight cars are brought into service. The vast organisation of the Director General of Military Railway Services was considerably depleted during the month owing to transfer to other theatres of operation, and in spite of very limited staff, ACC was happy to be able to render some small measure of assistance to the hard-pressed officers left behind.

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At Bari, arrangements have been made for the supply of materials and stores to the State and privately owned railways concerned through an officer of Transportation Sub-Commission. The general principle is satisfactory, although it is felt that special arrangements should be made for private railwaysas against the State railways, to obtain such materials as they need without having to have recourse to State Railway channels. The matter is in correspondence, and it is hoped satisfactory arrangements can be achieved, which will establish a standard for all divisions in which Transportation Sub-Commission officers take over control.

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The question of the free conveyance of ACC traffic has been brought

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The question of the free conveyance of ACC traffic has been brought to a further stage by a comprehensive submission to the Economic Section for policy guidance.

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The conveyance by rail of civilian personnel working on behalf of the Allied Forces, and contractors to the Allied Forces by a system of free pass, in substitution of previous road transport has reached a stage

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where it has become necessary to seek policy guidance, in view of the wage policy of the Government, and the desire to peg prices and wages.

(b) Movements.

During the month, the arrival of AFHQ led to various meetings in order to ensure that ACC was fully in the picture for movement within the newly defined territories of AFHQ and AAI. The shortage of ACC Tn. Sub-Commission officers led to an arrangement whereby Movement officers of AFHQ would be attached to Transportation Sub-Commission to deal exclusively with all movement problems, thus releasing ACC technical officers for specified duties in the field. The arrangements are highly satisfactory, and ACC is likely to benefit considerably by this direct contact with AFHQ Movements.

Tonnages, and numbers of bids for month of September were as follows:

(i) Normal bids:

BIDS			TONNAGES				
Rec'd	Rejected	Accepted	Food-stuffs	Fuel & Petrol	Seeds Fertiliser	Misc.	TOTAL
2143	375	1768	84,273	21311	6985	11,022	123,591

Included in the above figures are 7442 tons of wine accepted for movement during the period. In addition, 72 Empty wine cars were authorised to return to Puglie.

(ii) Emergency Bids:

BIDS			TONNAGES				
Rec'd	Rejected	Accepted	Food-stuffs	Fuel & Petrol	Seeds Fertiliser	Misc.	TOTAL
56	-	56	3515	15	-	1119	4649

Totals (a) and (b) 128,240 tons

Tonnage as above	128,240 tons
Local Civilian traffic within BARI Div.	76,070 tons
Local Civilian traffic within REGGIO Div.	50,712 tons
Total ACC tonnage accepted	255,122 tons

(c) Engineering.

In the southern area, the ACC Engineer has inspected the work on the Gioia Tauro bridge, the completion of which is essential to enable direct connection by the west coast main line via Reggio to Sicily. Work continues on the Termoli - Campobasso line, and the Treja bridge on the Rome-Viterbo private railway has had temporary repairs completed, a test train proving the line could be used for through services. It is hoped

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Recommendations have been submitted to Economic Section for the repair of the Avezzano-Rome line at a cost of 65 million lire, and for repairs to the Rome-Viterbo State railway at a cost of 12 million lire. Both of these lines serve fertile areas capable of bringing produce to

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Rome, and it is desirable that their re-development should be a priority.

In the northern area, a request has been received from the Italian State Railways for repairs to line 220 from Chiusi to Siena, and a survey of the damage with estimated cost of repairs is being prepared.

(d) Policy.

Policy has continued to develop on existing lines. The arrival of Staff Officers from AFHQ to take over the Movements' side has enabled further plans to be made for the location of Officers in the Railway Divisions much earlier than formerly, in order that they can fully understand the territory and conditions which prevail and gain maximum knowledge before full responsibility of supervision is placed upon them. On the movement side, it has been possible to arrange for a system of co-ordination of effort between road, water and rail, to achieve the very best results, and this co-ordination is likely to be developed to the utmost.

On the side of rehabilitation, the detailed plan outlined in the general paragraph, is setting the standard to be followed by the Ministry of Communications.

(e) Relations with Ministry of Communications.

Continued contact has been maintained with the various Departments of the Ministry concerned with both State and Private Railways, and considerable correspondence ensues on a multitude of topics and problems. It is generally found that enthusiasm for the development of a particular railway line is out of all proportion to the real importance of the line, and the sense of values is not as highly developed as might be desired. If carte blanche permission for reconstruction were given, it is doubted whether the priority scheme would be one based on satisfactory economic needs; and a careful and watchful guidance has to be maintained to avoid enthusiasm over-stressing particular needs. There is also a tendency to bring forth previous submissions without any further investigation to bring the matter up to date, and to re-submit the application in exactly the same form. These are all small matters, and once having comprehended the system, little difficulty is experienced in diverting thought into the right channels.

(f) Defascism.

A careful watch has been maintained on the Defascistisation proceedings, and connection made with the court officials.

(g) Transportation Committee Meeting.

The Meeting of the Transportation Committee held on 25 September was the first to include representatives of ATHQ, NWT and WSA. The chairman, Brigadier A.T. Rhè Philips expressed the desire of all concerned to render all assistance to ACC in the movement of supplies and the rehabilitation of the Italian Railways. Careful consideration

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1 (a) ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(i) SICILY DIVISION.

On 13 Sept.'44, a meeting of the Engineer Materials Committee of the Local Resources Board was held at which the requirements of oxygen for Railway repairs was discussed. Our representative stated that lack of oxygen was holding up much repair work on the railways, and that for the past few months, the railways had received from nil to 60% of their monthly allotment.

It was stated that an oxygen plant at Ali Mariana had been completely overhauled and would shortly be in production. What the quantity of production would be was not known, but it was expected to be possible to supply the Railways with all they would require, provided that the Railways would furnish the necessary raw materials. The possibilities of furnishing such materials is being investigated.

On the subject of the supply of oxygen to the I.S.R. the Naval authorities were visited. The Naval Officer concerned stated that more than the allotted 60 cylinders per month could normally be supplied to the I.S.R. Subject to the demands of the Navy, efforts would be made to meet all requirements of the I.S.R.

The Diesel car 400, reserved for the Divisional Superintendent, was used to transfer sick military personnel, some of whom were stretcher cases from Palermo to Catania.

Inspections were carried out on installations and bridge repairs at Trapani, Marsala, Mazara and Castelvetrano.

Owing to the reduction in coal allotment, new schedules have to be prepared of the rail services in the island. The services will have to be reduced in order to save 2000 tons of coal per month as compared with present consumption

The reduction will be as follows:

On Passenger services	1100 tons per month
On Freight services	400 tons per month
On Special Trains	500 tons per month
TOTAL	2000 tons per month

A notice by PCC Sicily Region was prepared for publication in the Sicilian newspapers, announcing the forthcoming changes in the passenger schedules and the reason for such changes. The intended 100% increase in fares should have the effect of reducing the Passenger travel, though fears of passengers trying to travel on freight trains have been entertained.

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The conversion of locomotives from coal to oil-burning having become even more important at this time, the question of requirements and facilities have been taken up with the representative of the I.S.R.

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(i) SICILY DIVISION (cont'd)

HQ. Sicily Region has asked for an increase in the two to three rail cars at present given to the Ragusa Asphalt Mines, in order to prevent the necessity of discharging some of the miners. The traffic on the Ragusa lines is being investigated in order to ascertain what freight can best be reduced to increase the mine's traffic.

On Monday 25 Sept.'44, there was an accident to a passenger train at Alcamo Diramazione. The locomotive jumped some points, left the rails and turned over. One of the crew was killed. None of the passenger coaches left the rails and there were no other fatal injuries.

Lt.Col.Lindberg of the Transportation Sub-Commission, HQ. arrived 30 Sept. in Sicily in connection with the transfer of locomotives and spare parts to the mainland for M.R.S. A full statement of the position as regards the number of locomotives in Sicily, number in service, under repair etc. and the minimum number required for the working of the system in Sicily has already been prepared. (The locomotive situation is given in Appendix "A" to this report).

Capt.Long of the Transportation Sub-Commission is also expected in Sicily on a visit to obtain sleepers (ties).

It has been suggested to the Commandant of the U.S.Navy Yard that an I.S.R. employee, acting in a liaison capacity between the I.S.R. officials and the workshops would be of great assistance to the Railway.

During the month several visits were made to the Naval Yard in connection with a casting required for the Messina Ferry. Despite obstacles, two were completed, but were found to have been made with the valve seating holes cast too large. A further four are in the process of being cast with the holes of the correct size.

Tonnage moved during the month of September is given below:

Allied Forces	A.C.C.	Italian Forces	Civil	Total
4057	---	86	24120	28263
920	106	193	27921	29140
3200	850	270	28380	32700
3410	530	270	26540	30750
3830	233	142	27229	31434
15417	1719	961	134190	152287

Motive Power and Rolling Stock Position

Standard gauge

	Frt.	Pass.	Switch	Total	Deisel
(a) in service	103	50	25	178	15
(b) spare	22	3	8	33	---

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15417	1719	961	134190	152287

Motive Power and Rolling Stock Position

Standard Gauge

	Frt.	Pass.	Switch	Total	Deisel
(a) in service	103	50	25	178	15
(b) spare	22	3	8	33	---
(c) awaiting light repairs	55	29	8	92	8
(d) awaiting heavy repairs	45	11	9	65	25
Totals	225	93	50	368	48

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SICILY (contd)

Narrow Gauge Locomotives (All Freight)

	Adhesion	Rack	Total
(a) in service	13	10	23
(b) spare	12	—	12
(c) awaiting light repairs	7	2	9
(d) awaiting heavy repairs	8	12	20
Totals	40	24	64

Number of cars unfit for service but repairable locally

	Box	Gon	Flat	Tank	Others	Total
Heavy repairs	330	338	228	94	5	995
light repairs	50	14	8	70	12	166
Rebuilding	492	625	436	—	4	1553
Totals	872	977	680	164	21	2714

(ii) SARDINIA DIVISION

The Rail situation has not changed since the survey was made (contained in last month's report). The control is still in the hands of D.C.M.R.S. Coal supply is very good. Recent movement of troops and equipment has been handled successfully by the State Railways.

Tonnage moved during the month is shown hereunder:

Military	Civil	Total
3257	15261	18518
1566	19200	20766
5717	13593	19310
3854	15684	19538
15416	62738	78154

(iii) BARI DIVISION
Capt. B.C. Hall

The operation and stores part of the Bud Dst and State Railways were returned to the Italian personnel of these railways to operate on 12 Sept. 44, with the exception of one operating officer and Mov. East Italy, under the supervision of the ACC representative at Bari.

Military requirements on the Bari Division are still very heavy and the civilian requests also continue to be very great. In view of these demands, the wagon situation is very bad and at

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(b) awaiting heavy repairs	6	12	2	20
Totals	40	24		64

Number of cars unfit for service but repairable locally

	Loc.	Gon	Flat	Tank	Others	Total
Heavy repairs	190	338	220	94	5	995
light repairs	20	14	0	70	12	166
Rebuilding	682	625	430	--	4	1553
Totals	872	977	650	164	21	2714

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BARI DIVISION (contd)

An inspection of the heavy loading of wine to the ships' side at Taranto in the district of Gallipoli-Gagliano, Maglie, Lecce and Brindisi on 29 Sept. 44. Very good progress is being made on particular Shipment and the cooperation is very good from all concerned.

Capt. E.N.B. Jeffrey

Bidding for rail movement has now been passed to the Consiglio Provinciale dell'Economica, who submit bids weekly to ACC Transportation Office, Bari. Bids received through local Station Master are passed to the Consiglio for screening before being considered. This system, although necessary in order that the Italians shall carry out the work involved, places the Consigli in a very autocratic position, and complaints are frequently received that the methods employed in accepting or rejecting of bids are not entirely unbiased. This is borne out by the large number of bids rejected shown on lists of bids placed through Station Masters. Explanation by the Consigli is usually "not a regular exporter".

Net tonnage signalled as being available for local movement is often very restricted and still has to be exceeded in order to supply Bari with essential foodstuff and fuel. Movement of grain is partly responsible, but the inclusion of empty wine tanker tonnage is also involved. It is considered that as wine tankers are now railway property and not under private ownership (at least within Bari Compartimento) no account should be taken of their tonnage.

ACC loading programmes, or the tonnage screening of bids is now being carried out by the I.S.R., who are doing the work fairly well. Bids received from ACC and provinces are collected by this office before being handed to I.S.R. to screen and compile into the programme. Deletions or additions necessary are made to the latter by this office before the programme is printed.

ACC wagon labels, with the exception of Foggia Province are filled in and issued to Station Masters by the I.S.R., having been checked and stamped by this office.

Grain traffic actually loaded during the month, as in August, was far below that predicted and programmed for the Economics and Supply officer. To economise in the use of wagons for this traffic, the number of wagons placed is at the request of the Consorzio Agrario responsible for the grain loading. The numbers requested have been placed, with few exceptions, but figures are much below those on the programme intended by the Economics and Supply Sub-Commission.

(Statistics are shown at Appendix "B" to this report.)

Due to abuse of the facility given to the railways for the carriage of parcels and small lots under 50 Kg. weight, the regular authorisation of closed wagons has been withdrawn. "Smalls"must now be carried in the guards' vans.

A special move was made during the month to clear some of the last year's wine remaining to be moved, by means of special tank trains. Owing to short notice of authority being given, however, it was not

Bidding for rail movement has now been passed to the Consiglio Provinciale dell'Economica, who submit bids weekly to ACC Transportation Office, Bari. Bids received through local Station Master are passed to the Consiglio for screening before being considered. This system, although necessary in order that the Italians shall carry out the work involved, places the Consigli in a very autocratic position, and complaints are frequently received that the methods employed in accepting or rejecting of bids are not entirely unbiased. This is borne out by the large number of bids rejected shown on lists of bids placed through Station Masters. Explanation by the Consigli is usually "not a regular exporter".

Net tonnage signalled as being available for local movement is often very restricted and still has to be exceeded in order to supply Bari with essential foodstuff and fuel. Movement of grain is partly responsible, but the inclusion of empty wine tanker tonnage is also involved. It is considered that as wine tankers are now railway property and not under private ownership (at least within Bari Compartimento) no account should be taken of their tonnage.

ACC loading programmes, or the tonnage screening of bids is now being carried out by the I.S.R., who are doing the work fairly well. Bids received from ACC and provinces are collected by this office before being handed to I.S.R. to screen and compile into the programme. Deletions or additions necessary are made to the latter by this office before the programme is printed.

ACC wagon labels, with the exception of Foggia Province are filled in and issued to Station Masters by the I.S.R., having been checked and stamped by this office.

Grain traffic actually loaded during the month, as in August, was far below that predicted and programmed for the Economics and Supply officer. To economise in the use of wagons for this traffic, the number of wagons placed is at the request of the Consorzio Agrario responsible for the grain loading. The numbers requested have been placed, with few exceptions, but figures are much below those on the programme intended by the Economics and Supply Sub-Commission.

(Statistics are shown at Appendix "B" to this report.)

Due to abuse of the facility given to the railways for the carriage of parcels and small lots under 50 Kg. weight, the regular authorisation of closed wagons has been withdrawn. "Smalls"must now be carried in the guards' vans.

A special move was made during the month to clear some of the last year's wine remaining to be moved, by means of special tank trains. Owing to short notice of authority being given, however, it was not possible to move the whole amount authorised due to (a) Difficulty in obtaining the required number of tank wagons, as nearly 50% of those in the Compartimento are required for military purposes, and (b) the length of time required by local producers to move wine to the stations. The proposed regular movement of a weekly wine train of tank cars is

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BARI DIVISION (contd)

warmly welcomed, as the position in Puglie is acute, for although use is being made of disused under ground water cistern to store last year's production of wine, the new wine is now in full production and movement from the area is essential to avoid serious economic waste.

(iv) NAPLES DIVISION

Commencing 3 Sept. 44, bids are being received from Regional Headquarters, Southern Italy for ACC traffic, and from the Capo Compartimento representative for civilian traffic within the Division, to be screened and approved by this office. The system promised well, but on account of derailments and washout between Naples and Rome, and general shortage of box cars in this area, all civilian loadings were prohibited in the last week of the month, together with some of the ACC traffic loadings. Only high-priority shipments, such as food for Rome were allowed.

Of the large quantity of wine traffic arriving in Naples, considerable delay has arisen in the unloading. The Capo Compartimento has been instructed to give the matter earnest attention. He has agreed that action is very necessary and it is hoped that improvement will result.

The Capo Stazione at Salerno was detected in authorizing the movement of a car load of baskets without labels. The traffic was authorised irregularly under facilities offered for M.I.S.T.C. (Small parcels) traffic. Action has been taken against the Capo Stazione concerned.

(v) REGGIO DIVISION

Traffic forwarded during the month:

Military	ACC	Civil
4200	6600	4050

Interchange of traffic with Sicily:

	Loaded	Empties
Forwarded	387	---
Received	516	240

Due to an exceptionally heavy military movement from Sicily to northern Italy, civil traffic had to be rejected to Naples area for a period of one week.

Wagon situation has improved compared with previous month, 280 more wagons were received than forwarded. Open wagons for military timber were plentiful for the first half of the month, but the flow from the north slackened and the situation is now more acute. M.R.S. has been requested to accelerate the supply. High-sided gondolas received from Sicily are being held at Reggio to cover an expected coal ship.

A request was made to M.R.S. to have empties delivered at

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A request was made to M.R.S. to have empties delivered at Metaponto rather than Agripoli as an operating difficulty is presented in working cars without brakes over the hill from Paola to Cosenza. Recently, 50 empties of this type were at Paola and most of them had to be moved via Sant'Eufemia - Catanzaro - Crotone. The suggestion to deliver at Metaponto was not accepted.

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REGGIO DIVISION (contd)

A regular flow of 1,000 refugees per week is moving from north of Italy to Sicily. There is no movement from Sicily to the mainland since restrictions on travel have been resumed. It is understood that a few are leaking through in small boats at night, but the Questura and Finance Guards are endeavouring to curb this.

Wagons repaired in the Division are as under:

Reggio Shops	120	Villa San Giovanni Shops	123
Reggio Yard	487	Paola Shops	200

The Ferry between Reggio and Messina is now operating on the following schedule:

Messina		Reggio	
Dep.	07.00	Arr.	08.00
Arr.	09.30	Dep.	08.30
Dep.	11.00	Arr.	12.00
Arr.	14.30	Dep.	13.30
Dep.	15.00	Arr.	16.00
Arr.	17.15	Dep.	16.15

The noon trip operates only when required for military movement.

Traffic handled in transfer to Sicily:

Vehicles 408 Wagons 296

Sicily to Italy:

Vehicles 761 Wagons (Loaded) 560
Wagons (Empty) 251

(vi) ANCONA DIVISION

The first through train to Ancona arrived on 5 Sept. 1944 The train was one of Transportation Stores.

There is every indication that:

(a) it is not proposed to use rail facilities from Ancona to the north to any great extend for some time. With the exception of 5,000tons of coal which is expected shortly for Transportation, and which will be cleared by rail, all clearances from the port will be effected by road.

(b) Falconara, 1[illegible] Kilometres N.W., and at junction of East coast line with the line from Foligno is to be the Base Marshalling Yard and the centre of all railway activities in this district.

(c) Movement Control traffic office is being transferred to Falconara.

On Sept. 16 Capt.W.S. Smith of the Tn.S/C. was posted

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On Sept. 16 Capt.W.S. Smith of the Tn.S/C. was posted to the Ancona Division of I.S.R. He found considerable work waiting to be done in this new territory and immediately became immersed in the rehabilitation and welfare of I.S.R. employees in the Division. Among the problems involved were question of housing, food, clothing, permits, M.T. and petrol. These were, perhaps, not the usual type of work expected by Divl.Reps. but they were matters urgently requiring someone's attention.

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ANCONA DIVISION (contd)

Falconara being the centre of most railway activity and railway workers chiefly living in Ancona a workers train each day was found necessary. Capt. Smith reports that he has been able arrange this. Food, clothing and boots for I.S.R. workers had to be seen to and some progress has been made.

Labour troubles were averted on one occasion in the port of Ancona by the Tn.S/S. Rep. "borrowing" soap for issue to dockers from the local A.M.G. Who pays for the soap has not yet been decided.

Civilian Personnel Ancona area to Rome and Repar consignments Fabriano and Aloscino are among the movements attended to by our rep. in addition to the movement of Macerata Province wheat from Jesi to Rome.

Close contact has been kept since arrival in Ancona with DDTn. Mov. Ancona, Area H.Q. and local A.M.G. Officers, with all of whom Tn. Rep. reports "very good relations".

1(b) MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

(i) MAJOR S.L. BAISTER (Mechanical Engineer). NAPLES:

During the first week of the month, workshops and Engine houses under the direction of D.G.M.R.S. in the Naples area were visited, including the iron foundry at Granili works.

BARI DIVISION, I.S.R.

In accordance with instructions, I moved to Bari on 8 Sept. 44, and took over from DDTn. (Rys) matters relating to the supply of stores to the Italian State and Privately Owned Railways in the Bari Division, in accordance with directives laid down.

D.D.Tn (Rys) left a Stores Officer for one week to assist during the take-over period, and Rear H.Q. N.3 Tn. Stores Group R.E. remains at Bari with one Staff Captain (Stores) in charge.

N.325(T.S.D. Transportation Stores Depot)remains at Modugno, and 163 Railway Workshops Company, R.E., at Foggia, though the latter has detachments outside the Bari Division.

In order to clarify the situation and discuss details a meeting was held on 16 Sept.44 with the A.D.Tn.(Stores) of the Transportation Directorate (Lieut.Col.R.E.Coward R.E.) and the C.O. N.3 Transportation Stores Group R.E. (Lieut.Col.W.G.Lake R.E.), and the Capo Compartimento, I.S.R., at which Capt.Moran, Capt.Robson, and myself were present, together with representatives of the various sections of the I.S.R. concerned. At this meeting, the methods to be adopted by the I.S.R. and Privately Owned Railways in putting forward their 3 monthly requirements were laid down, it being explained that the requests of the privately owned railways would be collected and co-ordinated by the Capo Compartimento before being submitted, together with those of the I.S.R. to the ACC Transportation Sub-Commission representatives.

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A meeting called by the Capo Compartimento on the 18 September 44, of representatives of Privately Owned Railways was attended, when the position as regards these railways was explained, and the methods to be adopted in putting forward these requirements

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was agreed upon. It has since been intimated by A.D. Tn. Stores that arrangements whereby stores for the privately owned railways will be co-ordinated by the I.S.R. must be suspended and a further directive on the subject is awaited.

The three monthly requirements October to December for the I.S.R. are now in course of screening. Those from the private companies have not yet been received.

The stores requirements submitted during the period have been met, so far as supplies are available, and the arrangements in operation are working smoothly including the supply of industrial gases to I.S.R. and 163 Railway Workshops Coy.,R.E.

The entire output of the Biello Foundry at Bari is requisitioned for the needs of the I.S.R., Transportation (Railways) and sundry other military requirements, and all orders on this foundry are placed through Transportation Sub-Commission representative. In addition to iron castings, the foundry produces brass and bronze castings and mixes white metal for locomotive and wagon bearings from virgin metal supplied by Transportation Stores.

The output of brass castings and mixing of white metal is at present held up awaiting the delivery of crucibles and every effort is being made to obtain these.

Monthly examinations of Ambulance Trains are now being carried out by the I.S.R. at Bari, and it is now been now decided that three monthly examinations shall also be made at Bari, instead of as at present by 163 Railway Workshops Coy., R.E., at Foggia. All work will be carried out by I.S.R. staff under the supervision of 163 Railway Workshops Company.

During the month, a detailed survey of war damaged locomotives in the Calabrian Division has been made by Lieut.Philby. These comprise:-

I.S.R. CLASS	No. OF ENGINES
471	1
475	1
476	1
625	32
735	2
896	2
960	2
	41

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2. ROADS

(I) General

Good progress has been made during the month of September toward solving the difficult question of adequate transportation to meet essential civilian needs. This Sub-Commission has been allotted two G.T. Italian Companies by AFHQ and, in addition, has been promised a further 250 trucks and the necessary Italian personnel to operate them. One of the G.T. Cos. is expected to start work in a few days. Five new officers have been assigned, three of whom have been appointed to executive positions with the QM truck Battalion composed of 2 G.T. Cos. mentioned above and the QM Cos. formed by the additional trucks and personnel.

(II) Operations

A. Considerable amount of difficulty is being experienced in endeavoring to meet the haulage requirements in the north. The two ports being used are Ancona and Leghorn. These will remain supply ports for a very long time. This means we are faced with long hauls and our transport is insufficient to meet the requirements.

Further, 250 British vehicles and 250 American vehicles have been promised and, in order to be in a better position to cope with forward hauls, it has been decided to organize them on the basis of 2 G.T. Cos. and 5 Q.M. Cos.

AFHQ have agreed to furnish the 2 G.T. Cos. (Italian) complete, but the first one will not be available before the 15th of October.

As regards the Q.M. Cos., it is intended to form a Q.M. Truck Battalion of eight companies, these eight companies being formed from the 1024-1025 companies (already working) and the 250 vehicles being made available by AFHQ. American officers and ORs are being made available for the formation of this battalion as well as Italian military personnel.

B. Present employment of G.T. Cos. and Q.M. Truck Cos.:

1001 G.T. Co. with AMG 8th Army.
1000 G.T. Co. with AMG 5th Army.
1024/1025 Q.M. Truck Cos. working in rear of 5th Army and working in conjunction with AMG 5th Army and representatives of the Food Sub-Commission.

Their main duties at present are clearing Cecina Railhead to Leghorn and moving flour and food stuffs from Leghorn to Florence.

C. Civilian Transport:

1. Italian Government:

E.M.T.O. is not yet in full operation, some of the delay being in getting out various forms required for all the provinces. New tariff rates are under discussion and should be agreed within the next week. A standard work ticket or delivery note is being drawn by ourselves and the Italian Government. This should be ready very soon.

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2. AMG Territory:

The method of organizing civil transport as adopted in Florence is proving very satisfactory and in some cases the provinces have sufficient transport to look after their own needs, but what they cannot do is to provide trucks for special hauls, such as wheat to Railheads, etc.

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All regional transportation officers have been supplied with complete details of the Florence plan and they have also been furnished with the haulage rates, lists of names and addresses of personnel who were previously connected with the Inspectorate of Motorization and locations of Fiat and Lancia Depots and agents. In addition, there is a Transportation Sub-Commission officer now attached to 5th Army AMG whose task is to start the organisation going as soon as a town is liberated and hand over to the Regional Transport. By such methods it is hoped to make the best of the civilian transport available.

III. MAINTENANCE:

Establishment Memorandum No. 22 placing the responsibility for Maintenance of all A.C.C. vehicles with this division was published towards the end of the month and coincident with its publication, a visit was paid to this HQ by two Senior Officers of AFHQ charged with the task of investigating the existing maintenance facilities.

The present inadequacy of both personnel and equipment is fully appreciated by these officers and it is hoped that the position in this respect will be improved as a result of their visit.

Steps have already been taken to distribute the available personnel and equipment equitably thruout the Theater and a Maintenance Instruction will be published shortly setting out a combined system of maintenance to be applied to all vehicles. (Now in course of preparation).

This provides for the pooling of all the resources in the form of personnel, equipment, and garages within the Regions.

The problem of spare parts, tires, etc. is still acute, but bulk supplies in the form of First Aid Kits are in process of being collected from the various Ordnance Dumps thruout the Theater, sorted and prepared for issue to regions.

IV. GARAGE ACTIVITIES:

A. Lancia Works:

1. During the month 93 cars and 5 trucks were repaired or reconditioned and put on the road. 17 cars were requisitioned from various Italian sources.

2. The number of employees was increased from 76 to 83. Difficulty is found in procuring good mechanics and the proportion of learners to qualified mechanics is already too high. Steps to recruit further mechanics have been taken.

3. The supply of current for power during the month has been satisfactory but failure of the light on numerous occasions has made work difficult. In view of the winter months ahead, it has been decided to recondition a German 6 KW. portable plant and transformer so that light can be kept going, even if the main supply is cut off. This should assist

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4. At the end of the month the director, Ing.Greco, of Lancia Company was called up and informed that the output was unsatisfactory. He was given one week to show an improvement; that he would be replaced if he

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IV. G.H.Q. ACTIVITIES (Cont'd).

failed to do so. It is recognized that due to lack of skilled labor, he has been working under difficulties, but, even so, there is lack of organization in the shop. Two British ORs have been transferred from Super Garage to assist Capt. Hawksworth in supervision.

5. A squad of 6 men is being started to deal with reconditioning of requisitioned cars. This will obviate the necessity of taking men off work going thru the shop normally and should materially assist the output.

6. Due mainly to work on requisitioned cars, the bodywork shop has been increased from 6 to 10 men.

7. With an increased staff of mechanics, closer supervision and more system, more work can be undertaken in the near future.

8. The Italians have been given every opportunity to shew initiative but have not taken advantage of them. The present system of working, however, is still preferable, as it provides for the handing over of the works to the Italians later on as a growing concern. Provided the Italians are told what to do and made to do it, the results are as good as, if not better than, direct control.

B. Super Garage:

1. 14 Civilian vehicles have been delivered during the month of September to various Sub-Commissions.

2. New dispatching procedure for taxis and civilian cars has been adopted.

3. Liaison has been established with the Lancia Garage and third and fourth echelon work diverted to it so that it is now possible to accept and clear thru Super Garage, cars that require miscellaneous repairs. Deadline on vehicles that are urgently required for transportation is therefore cut.

C. American Motor Maintenance:

The total number of vehicles that passed thru the AMMO for repairs during the month of September were 541, this included only W.D. vehicles. Out of this number 59 jobs were performed in the Paint Shop, 59 in the Battery Shop, 103 in the Welding Shop, 134 in the Tire Shop, 166 on the Lubrication Racks, and 203 jobs were performed by the mechanics in their various shops. Besides the above mentioned facts, 11 vehicles were sent to PBS Ordnance for repairs which were beyond the capabilities of this garage.

In addition, the following statistics are available:

Work orders issued last month	1270
Civilian vehicles in for monthly or 1000 mile check	54
W.D. vehicles in for monthly or 1000 mile check	84
Taxis now in daily service	115

D. British Motor Pool:

1. General:

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[illegible] off work going thru the shop normally and should materially assist the output.

6. Due mainly to work on requisitioned cars, the bodywork shop has been increased from 6 to 10 men.

7. With an increased staff of mechanics, closer supervision and more system, more work can be undertaken in the near future.

8. The Italians have been given every opportunity to show initiative but have not taken advantage of them. The present system of [illegible] working, however, is still preferable, as it provides for the handing over of the works to the Italians later on as a growing concern. Provided the Italians are told what to do and made to do it, the results are as good as, if not better than, direct control.

B. Super Garage:

1. 14 Civilian vehicles have been delivered during the month of September to various Sub-Commissions.

2. New dispatching procedure for taxis and civilian cars has been adopted.

3. Liaison has been established with the Lancia Garage and third and fourth echelon work diverted to it so that it is now possible to accept and clear thru Super Garage, cars that require miscellaneous repairs. Deadline on vehicles that are urgently required for transportation is therefore cut.

C. American Motor Maintenance:

The total number of vehicles that passed thru the AMMO for repairs during the month of September were 541, this included only W.D. vehicles. Out of this number 59 jobs were performed in the Paint Shop, 59 in the Battery Shop, 103 in the Welding Shop, 134 in the Tire Shop, 166 on the Lubrication Racks, and 203 jobs were performed by the mechanics in their various shops. Besides the above mentioned facts, 11 vehicles were sent to PBS Ordnance for repairs which were beyond the capabilities of this garage.

In addition, the following statistics are available:

Work orders issued last month	1270
Civilian vehicles in for monthly or 1000 mile check	54
W.D. vehicles in for monthly or 1000 mile check	541
Taxis now in daily service	175

D. British Motor Pool:

1. General:

September has been rather trying but an important month for the BMP due to:

a) Non availability of many M.T. parts.
b) Change over from British to Italian drivers.
c) The receiving of the vehicles from Southern regions to be reconditioned for transfer to Northern regions.

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2. Spares.

This problem has been partly solved in three ways:

a) Authorization to draw spares from salvage (when available) (This method is difficult and humiliating).
b) Cooperation of Transportation Sub-Commission by authorizing use of Lancia (civilian) Garage. A certain amount of machine work has facilitated quicker vehicle repair.
c) The placing of orders with a civilian factory, under contract, for the manufacture of precision work M.T. parts. (This is still new and has not been fully exploited.

3. Remarks:

During the month a total of 93 workshops repairs were carried out, the majority of these being the equivalent to R.E.M.E. or Medium Maintenance Unit Repairs.

The majority of the workshops staff now being Italian working under British Supervision and guidance.

4. Change of Personnel:

During this month there has taken place a complete change over from British drivers to Italian with the exception, for security reasons, courier drivers and senior officer drivers.

This system is now working well thro' the cooperation of an English-speaking Italian driver mechanic with whose cooperation we have completely Italianized the British Maintenance System (translation of vehicle documents, etc.).

5. Reconditioning of vehicles:

A number of vehicles returned to Hq for onward transfer have been reconditioned in our workshops and subsequently transferred.

In many cases they have been taken in as Class V and turned out as Class II vehicles.

Present strength of Pool vehicles	69
R.S.O.	25
Present strength of Admin. and Supervisory staff	46
Italian Drivers and Mechanics (This includes drivers of Cols. and executive officers, rescue drivers for forward area trips).	67

6. P.O.L.

Under the British Administration is the control, distribution, and accounting of petrol, oil, and lubricants.

During the month, the following issues were made:

Petrol 55,460 Gallons

authorising use of Lancia (civilian) garage. A certain amount of machine work has facilitated quicker vehicle repair.

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6. P.O.L.

Under the British Administration is the control, distribution, and accounting of petrol, oil, and lubricants.

During the month, the following issues were made:

Petrol	55,460	Gallons
Oil	812 ½	Gallons
Lubricants	320	Gallons

V SPARE PARTS:

1. During September, 208 orders for release of spare parts have

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been issued.

2. All spares for 1½ ton Chevrolets have been unpacked, sorted, and binned. The spares were disgracefully packed. As an instance, 3 new engines were put loose in a case with the result that all three were damaged and will require repair. Such carelessness is criminal in view of difficulties of shipping replacements.

3. 2300 Fiat truck pistons and 2 tons of Fiat and Lancia spares were received from Ordnance but most were in bad condition and will not be of much assistance as replacements.

4. 22 tons of spares for 634 Fiat 10-ton trucks were received from Mideast. These consisted almost entirely of complete engines and front axle and rear axle assemblies. No other spares for these trucks have so far been received. Inquiries are being made. Meanwhile, any engines which are being replaced by new ones will be dismantled to provide spares required.

5. During the month Spl. Trills and Insp.-Dini were sent off by car to Naples (557 A.O.D.), Ponte Ordnance (No. 1 Sub Dept), and Bari (509 A.O.D.) to find out the exact position regarding spare parts. As a result 8 tons of Chevrolet spares were found in Bari and have been dispatched by rail to Base. It was arranged that, in the future, all stores arriving at Bari will be forwarded to ADOS Dump, Rome, by rail.

6. No. 1 Sub Depot are re-indenting for Austin, Bedford, Dodge and Ford spares and will send notifications as to when to collect them.

7. Arrangements for the rebuilding of batteries, especially 12 v., have been made and old batteries are being collected for rebuilding.

8. Pirelli have re-bushed with rubber some 300 SILENTBLOCS and no difficulty is anticipated in filling all demands.

9. Pirelli have also been asked to start the manufacture of 8 rubber washers required for master cylinders of brake system. This has been put in hand.

10. All requests for spare parts for requisitioned cars have been met during the month, but obviously stocks will not last forever and unless stocks are uncovered through process of the armies in the north, steps for the manufacture of the most urgent spares should be taken at once.

VI. TIRES:

1. 235 tires have been received repaired from R.E.M.E.

2. 781 of the C 1 tires being brought up from PBS stocks have been rejected by R.E.M.E. as impossible to repair. These are being held for the time being at Pirelli Plant pending outcome of our letter to AFHQ requesting allocation to A.C.C. of operation of the plant. The tires are now being inspected by Pirelli inspectors.

3. Costs have been established on tires and bills are being sent to those who have already drawn from A.C.C. stocks. In addition, [illegible] records are being established for applications, stocks, records, receipting and complete paper accountability.

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3. Costs have been established on tires and bills are being sent to those who have already drawn from A.C.C. stocks. In addition, records are being established for applications, stocks, receipts, receipting and complete paper accountability.

4. Pirelli organisation has been instructed to hold itself in readiness for mobilisation on 24 hours notice.

5. A shipment at Naples August 31 arrived at Castellammare and all tires taken to 557 B.O.D. No paper protected this shipment and

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consignment was not to A.C.C. but to G-4 British and 557 B.O.D. .. phone call to AFHQ obtained no satisfactory results.

6. Tires released to us by AFHQ 30 August 1944 and stated to be in 557 B.O.D. awaiting collection by us are not known to the C.O. of 557 B.O.D.

7. All tubes of cubic capacity equal to 600 x 16 are being cut down to this size regardless of rim diameter size. STOCKS ON THIS ARE VERY LIMITED.

3. SHIPPING.

Shipment.

The new system of making a forecast of shipping requirements has resulted in the allotment of tonnage for all our available bids for Septembe

A 5.000 tos ship was allotted to move wine from Puglie into Rome. Unfortunately barrels were not available to move the huge quantities of wine in Puglie. It is doubtful if a ship of more than 5000 tons a month can be filled.

Now that AFHQ are prepared to agree to movement of all screened civil bids, the difficulty of fulfilling their instruction that ACC HQ should collect all bids centrally is becoming obvious.

Bids for sea-movement from Sicily are almost non-existent, except where promoted by this headquarters, and few bids are received from Southern Region.

This does not mean that traffic is not passing, but that existing instructions as to submission of all bids to Hq are not followed.

Possibly this is due to the reduction of ACC personnel in these Regions, thus producing unsatisfactory chains to link up smoothly with headquarters.

It appears that the taking over of authority by the Italian Government, Southern and Sicily Regions, needs a fresh conception in regard to passing and particularly screening of bids.

During the month, 10.000 DW tons of schooners were allotted for 240 voyages carrying 6.000 tons, the largest item being food. Coasters carrying 3.500 tons of food and wood were also allotted.

The schooners allotted to civil movement still do not exceed a total of 15.000 tons DW and they are almost entirely under 100 tons DW, thus making the work far more difficult. However, although there is some back-log in September movements, the arrangements at the AFHQ, P.O.M. has been adhered to, namely, that all bids passed by P.O.M. are being moved by schooner or other craft.

Schooner coastal traffic in Sardinia for September was 2.200 tons DW. Owing to the continuence of the stoppage of inter-island and mainland schooner movement, 32 schooners total approximately 1.600 DW, are being transferred to the mainland; they will carry cargoes of salt and other goods

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Ports.

The port of Civitavecchia has now been handed over by the military for civil use. An arrangement has been made, applicable to all similar ports

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by which the M.C.W.T., and W.S.A., undertake the discharge of goods over ships' side, the clearing from quays being the responsibility of the consignees.

In order to ensure a quick turn-round of ships, loan is being obtained by M.C.W.T. and W.S.A. from Army transportation sources, of gear for discharge, and from Army transportation sources through the Requisitioning Section of gear for quay clearance.

This port presents a similar problem to others eventually to be handed over, and it appears that the present emergency method cannot continue for long. Arrangements for taking over, upkeep and loaning out of this gear to stevedores will require to be made with some authority nominated by the Italian Government.

For Civitavecchia the Ministry of Mercantile Marine is preparing the Government's proposals for the long-term plan of rehabilitation

Warehouses and Forwarding.

With effect from 1 Oct. '44, the Warehouse and Forwarding Section is being taken over by this Section of the Transportation Sub-Commission.

L.S. ADAMS
Colonel C.E.
Director Tn. Sub Comm.

C of S Distribution

1 file copy CSO C of S A/cc

~~Capt Hamlin~~

3 PRO.

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~~Capt Morton~~
3 PRO.

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APPENDIX

LOCOMOTIVE SITUATION IN SICILY
26 September '43

TYPE (a)	KIND OF USE (b)	TOTAL (c)	SERVICEABLE (d)	NOT SERVICEABLE Light Repairs (e)	NOT SERVICEABLE Heavy Repairs (f)	REQUIRED IN THE ISLAND (g)	SPA
471	Freight	34	26	6		20	
476	"	17	12	3	2	8	
480	Freight & Passenger)	7	5	1	1	5	
625	do.	25	20	4	1	6	
710	do.	130	72	24	34	60	
735	Freight	4	–	2	2	–	
744	Passenger	19	6	9	4	6	
745	Fr. & Pass.	5	3	1	1	–	
746	Passenger	7	3	1	3	3	
800	Switching	1	1	–	–	–	
851	do.	24	16	5	3	12	
895	do.	9	7	2	–	7	
896	do.	5	3	–	2	3	
905	do.	10	6	–	4	–	
940	Fr. & Pass.	14	9	3	2	8	
	TOTALS	367	209	91	67	159	

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APPENDIX 'A'

LOCOMOTIVE SITUATION IN SICILY
28 September '44

OF USE (b)	TOTAL (c)	SERVICEABLE (d)	NOT SERVICEABLE Light Repairs (e)	NOT SERVICEABLE Heavy Repairs (f)	REQUIRED IN THE ISLAND (g)	SPAREABLE (h)
ight	30	20	8	2	20	–
"	17	12	3	2	8	4
ight 2) senger)	7	5	1	1	5	–
do.	25	20	4	1	6	14
do.	150	72	44	34	60	12
eight	4	–	2	2	–	–
senger	19	6	9	4	6	–
. & Pass.	5	3	1	1	–	3
senger	7	3	1	3	3	–
itching	1	1	–	–	–	1
do.	24	16	5	3	12	4
do.	9	7	2	–	7	–
do.	5	3	–	2	3	–
do.	10	6	–	4	–	6
& Pass.	14	9	3	2	8	1
IS	367	209	91	67	159	45

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APPENDIX 'B'

Statistics of Grain Movement BARI Compartimento 4 weeks.
4 September to 1 October 1944

Province	Railway Station	No. of wagons Programmed by ACC for loading	No. of wagens actually loaded	Remarks
BARI	Altamura	-	39	
	Canosa	15	-	
	Gioia	5	3	
	Gravina	53	12	
	Minervino	15	3	
	Palazzo	24	22	
	Spinazzola	199	146	
	Santeramo	5	-	
	total	316	225	
FOGGIA	Ascoli S.	31	39	
	Chieti	28	37	
	Candela	18	53	
	Foggia	414	136	
	Lucera	-	5	
	Poggio Imp.	39	29	
	Ortanova	78	63	
	Rignano	-	9	
	Ripalta	26	26	
	S.Severo	85	104	
	total	719	501	
MATERA	Ferrandina	91	3	
	Grassano	147	63	
	Metaponto	240	81	
	Pisticci	287	81	
	Salandra			
	Grottole	63	10	
	total	828	238	
POTENZA	Melfi	12	8	
	Potenza	15	3	
	Rapollo-Lav	178	20	
	Rionero	10	8	N.B. 1 wagon = 15 tons
	S.Nicola M.	63	29	
	Venosa	30	50	
	total	308	118	
	GRAND TOTAL	2171	1082	

Province	Railway Station	No. of wagons Programmed by ACO for loading	No. of wagons actually loaded	
BARI	Altamura	–	39	
	Canosa	15	–	
	Gicia	5	3	
	Gravina	53	12	
	Minervino	15	3	
	Palazzo	24	22	
	Spinazzola	199	146	
	Santeramo	5	–	
	total	316	225	
FOGGIA	Ascoli S.	31	39	
	Chieti	28	37	
	Candela	18	53	
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	Lucera	–	5	
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	Rionero	10	8	N.B. 1 wagon = 15 tons
	S.Nicola M.	63	29	
	Venosa	30	50	
	total	308	118	
GRAND TOTAL	Wagons	2171	1082	
	tons	3256	1623	

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CG/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701 20 October 1944

SUBJECT : Monthly Report. September.

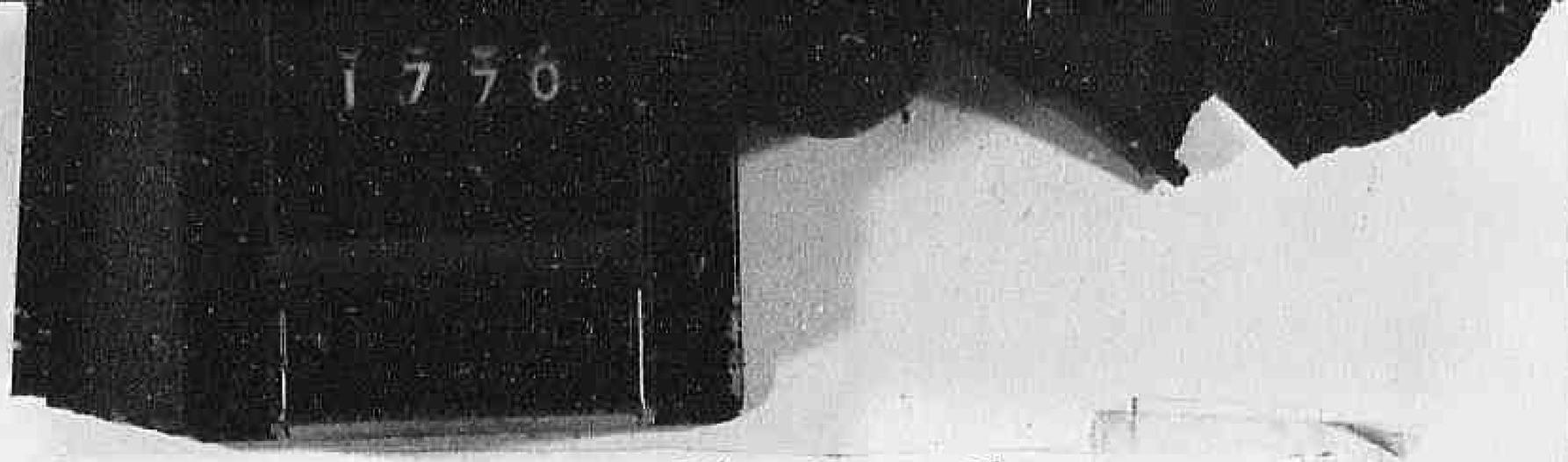
TO : Economic Section
HQ ACC

ACC Tn/47

1. Two copies of an abridged report of activities for September are forwarded herewith.

2. Forty copies of the full report have already been provided.

for D.S. ADAMS
Colonel, C.E.
Director, Tptn S.C.



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Ld Constable

Of interest.

1. Rounds 4/24 — Lancia sample
2. " " 25 — Types
3. Folio 24 — Wine
4. Rounds of 24 — Finish.

Sd 22/9.

EC from Emp 24/9

EC 23/9

508 1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACP/nb

14 September 1944.

22 SEP Recd

MONTHLY REPORT OF ACTIVITIES, AUGUST 1944.
TRANSPORTATION SUB-COMMISSION, ACC.

1. RAILWAYS.

(a) General.

The latter part of August, which has seen less spectacular advances than July so far as Italy is concerned, has given a breathing space to railway construction units, and the long distance between rail head and forward troops has accordingly diminished. The coastal route North from Rome via Civitavecchia (50) has slowly moved its railhead forward and now touches Cecina, just south of Leghorn. Where any stand has been made by the enemy, or where fighting becomes static, heavy destruction of enemy transportation facilities has taken place, and upon his withdrawal our own reconnaissance and repair work is accordingly intensified. The rail section of ACC from time to time wonders a little at the forgetful nature of mankind, whereby it applauds with righteous vigour our many accurate and heavy bombing attacks on enemy railroad installations, and yet expects traffic to move over those selfsame routes almost as soon as the enemy has yielded them to us. Rail line 65, which might be termed the central route from Rome to Florence via Terni reached Chiusi and then stretched on to Arezzo. Rail route 87 from Rome via Terni and Foligno to Perugia has continued to stop short at Bastie, with railheads at that point and Assisi, and there is at the moment no military intention of carrying the line into Perugia itself. The Branch line from this route which forks off at Foligno across country to Ancona (line 224) just entered Ancona at the beginning of September, but rail traffic is limited at the moment, and Port clearance is still a matter for road transport. As to future intentions, whilst priority tables are established, quite obviously the nature of any advance and its direction can cause a fluctuation in such priorities. Line 86 is being extended north from Ancona to Marzocca, and from an ACC angle the decision to place the line Ortona - Ancona on a number III priority instead of abandoning the project is a satisfactory one, for it will provide a direct east coast route from the South to that vast railway centre Ancona, and traffic will not have to be centred on the route via Rome. Work on this section, as on the Campoleone - Rome section of line 89 (Naples - Rome direttissimo) is being carried out by civilian contractors working under the jurisdiction of ISR.

As at home, military movements are normally secret, and thus the civilian is not apt to realise fully the heavy demands on the railway service. Add to this the fact that speeds must be restricted owing to line capacity, single track working, bridging, and the actual facilities left for ACC movement must necessarily be smaller than one might at first think. In 4 days during July 16 special troop trains

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As at home, military movements are normally secret, and thus the civilian is not apt to realise fully the heavy demands on the railway service. Add to this the fact that speeds must be restricted owing to line capacity, single track working, bridging, and the actual facilities left for ACC movement must necessarily be smaller than one might at first think. In 4 days during July 16 special troop trains were superimposed on the normal working programme, followed by moves in the reverse direction. In that part of the country where the fangs of war have been at least partly withdrawn, and the agricultural nature

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of the residents makes them anxious to move their produce, an average of 2 to 3 additional trains were run via Potenza per day. The price Southern Italy paid for the glorious and successful invasion of Southern France was a further delay in the movement of amassed wine they have waited so long to move. It might seem to local economic life of a community dependent on the soil for its existence that their price was above estimation in terms of lire, but to history it might well be the difference between long years of slavery and the opportunity of freely selling their wine how and when they will, and to whom. Reference is made in the engineering report to the rather prosaic work in connection with a small bridge at Ribolla. On a branch line from Giuncarico, the retreating Germans had blown up a seemingly unimportant single railway bridge, and partially destroyed a road bridge adjoining it. Road vehicles, few and far between, had found a ford across the river below. The real importance of this little bridge was that it carried a rail line to a lignite mine, which had ready, and could continue to produce a high standard lignite which was so sorely needed in Rome. The rail bridge would take several months to repair, and so an emergency spur was projected, to divert the rail line to the road, and run across a temporary span to bridge the road gap. The road was dug up, so that rail sleepers could be sunk into it, and thus not restrict road movement; piles were sunk into the river bed, the temporary bridge thrown across, and the whole completed within 17 days. Rome has its coal, and a most satisfactory arrangement has been made whereby empty freight cars on their way back from railhead are shunting on to the branch line, filled with coal at the mine, and brought to Rome. It is one of the most satisfactory ways of working railway good-loads each way!

During the month, some consideration has been given to the fact that throughout Italy, much ACC traffic is being conveyed on free freight warrants. It is most desirable that the railways should begin to extract from the private purse some means of counter-acting the terrific subsidy that free transit demands, and it is hoped to be able at an early date to bring forward a satisfactory scheme, to bring the railway service in line with the road truck pools now operating on a payment basis.

In certain areas, it has been the custom of the military authorities to convey civilians working entirely for the military by truck to and from their employment. With withdrawal of trucks, special arrangements have been made for the personnel to be carried on free passes issued by the military authorities concerned, and payment made through ACC Divisional Superintendents, in conjunction with the Italian State local railway representatives. In most cases, transport by private railways was involved.

Authority has been given during the month for the Italian Government to implement a Decree of December 1943 to increase all rates and fares on State and private railways to a figure not exceeding 100% over the July 1943 figures. This applies in Sicily and Sardinia and [illegible] granted above 100%, these

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Careful consideration has been given to the need of local transport concerns, such as tramways, filobuses (trolleybuses) and

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funicular railways to increase their rates and fares. In these cases, a sound figure increase is not always desirable - what might seem desirable in Naples would not necessarily be satisfactory in Rome. Moreover, in local concerns, it is often more expedient to agree to certain fare stages being shortened rather than increase a fare, or for an increase in the fares over short distances (usually the most remunerative) but to leave the fares for longer distances as they were. A directive will shortly be issued which will set out the uniform procedure to be adopted in all cases where application is made by local transport undertakings of this kind.

(b) Engineering.
ACC Transportation Sub-Commission Engineers have had a busy month.

In the Southern area, the following items have been inspected, or scheduled for inspection at an early date, and in some cases repairs are in hand:

(i) Under repair:
Gioia Tauro Bridge (Reggio)
Campobasso-Termoli line (ISR)
Rome-Viterbo (Tiber and Treja Bridges) (Private Railway)

(ii) Inspected with view to repairs being put into operation:
Rome-Sulmona via Avezzano (ISR)
Rome-Viterbo (ISR)
Spoleto cement and coal mines.

(iii) Inspected and temporarily rejected:
Spoleto-Norcia narrow gauge line (Private Railway)

(iv) Scheduled for inspection:
Benevento-Avellino (ISR)
Avellino-Rocchetta (ISR)
Terni-Acquasparta (private)

In the Northern area, the following is the position:

(i) Under repair:
Gimnearico-Ribolla (coal line spur and bridge)

(ii) Inspected with view to repairs being put into operation:
Nil

(iii) Inspected and temporarily rejected:
Siena-Monte Antico (Private)

Reasons for rejection of immediate repairs are given below.

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Spoleto-Norcia Railway.
This line, operated by electric traction, with many heavy gradients, has its track in fairly good condition, but stations, transformer stations, electric plant rolling stock has been destroyed. The [illegible] of local interest, performs no important part in the econ-

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Reasons for rejection of immediate repairs are given below. 10[illegible]

Spoleto-Norcia Railway.
This line, operated by electric traction, with many heavy gradients, has its track in fairly good condition, but stations, transformer stations, electric plant rolling stock has been destroyed. The line is only of local interest, performs no important part in the economic life at the present moment, and with the priority of other repairs pressing, the question of its rehabilitation must be deferred.

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Siena-Monte Antico Railway.

This line, coal burning in operation with full gauge track, is also of local interest only, and has suffered considerably. 17 bridges and 3 tunnels have been damaged, 10 stations destroyed, and practically all the rolling stock has suffered. 20 of the 33 freight cars have been sabotaged by the usual German method of placing a small charge in one axle box. The considerable repair work needed and lack of national importance of the track precludes its inclusion on priority lists.

Electrification of Naples-Rome Direttissima Route.

The Director General Military Railway Services has indicated that he is not intending to proceed with the electrification of this important line north of Linterno. Transportation Sub-Commission is considering the best means of re-establishing facilities for electric traction on the throughout route, which should afford considerable benefit from a transit standpoint.

(c) Private Railways.

It seems desirable to give a picture of the position in regard to private railways and their place in the Italian set up, to avoid confusion. All Italian Private Railways are railways "in concession" in that they will at a certain specified date revert to the State. They are subsidised, broadly on a basis of a set sum per kilometre per annum, and the Government extracts some income from stamps affixed to tickets. In order to ensure that both the interests of the tax payer and the railways themselves are safeguarded, the Ministry of Communications maintains a separate section called Ispettorato Generale della Motorizzazione Civile e dei Trasporti in concessione, which is solely concerned, as the name implies, with Road transport, Private railways, and also includes trolleybuses, private railways and funicular railways. In order to ensure that the individual entities of these private railways are concerned, it is necessary to make it known quite clearly that the Department of the Ministry of Communications concerned with the Italian State Railways has no jurisdiction over the private railways. Just as the State Railways have railway divisions throughout Italy, so the private railways are divided into divisional areas, and representatives of the Ministry are appointed to those areas, which do not co-incide in territory with the State Railway Divisions.

(d) Policy.

During the month, as attempt was made to produce a history of the Sub-Commission since its early planning days, coupled with details of the Directives on which the existence of the Commission is based. Limitation of Staff has always restricted somewhat the elaborate plans which were conceived in the minds of the tutors at the Training Centres, but the best has been done creditably to fulfill the destiny placed upon the Commission. In the early stages, Transportation men allied themselves entirely to Military Movements in order to understand the system whereby the Army supply services fulfilled their obligations to [illegible]. As territory became cleared of the enemy, it became [illegible] must be developed;

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important requirement, that ACC should be prepared to take over the supervision of the Italian operation of the railroad, in territory which he was prepared to hand over to ACC in accordance with AFHQ General Order No.60 of 22 October 43. No movement can be achieved without successful physical operation of rolling stock, and supervision is essential to ensure achievement of maximum movement with minimum consumption of precious materials. This requirement has been met, by attaching members of Transportation Sub-Commission staff to the organisation of the Director General Military Railway Services, to understudy the experienced methods used for supervision of Italian operation. This system has proved successful, and following on Sicily, Reggio Calabria Railway Division is entirely operated under the supervision of one ACC Divisional Superintendent; to the satisfaction of the DGMRS. In Bari, increasing responsibilities fall on our Officers as the Military needs lessen, and in Naples our Officer is already waiting to take over, and carefully preparing himself for that moment. An officer has been posted to Ancona, and others are being nominated for northern divisions where ACC Regions are already activated. The northern area is a network of railway lines. They may be thrust upon us at a moment's notice; and it is essential that our men be fully prepared. To that end, further adjustments in staff positions are being made, in order to ensure that the right men are ready at the right moment. At Military Railway Service Headquarters, technical officers are already studying the work of their respective departments, and the courteous and happy relations which exist are a great aid in fulfilling the exacting requirements.

(e) Directives.

In order that Regions forming in the forward areas should fully understand the attitude to adopt with railways and railway staffs anxious to resume operations, directives have been issued indicating the correct actions to be taken in respect of both private and state railways. It is most essential that no railway is allowed to commence operations until the Director General Military Railway Services has been consulted through Transportation Sub-Commission channels.

(f) Relations with Ministry of Communications.

The several departments with which this Commission has contact have again shewn live interest in the development of railway routes and the provision of additional services. Unfortunately, it has not been possible to concede all their requests, mainly owing to military demands and the consumption of fuel which their proposals would engender.

(g) Defascism.

Correspondence has continued with the Minister of Communications in connection with this important matter, and the necessary follow up has been maintained.

(h) Transportation Committee Meeting.

The agenda of this meeting, held on 26 August 44 was the fullest yet, and in the main consisted of the demands by the Italians for additional services. They were not met very fully, but received explanation of the reasons why their

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(g) Defascism.

Correspondence has continued with the Minister of Communications in connection with this important matter, and the necessary follow up has been maintained.

(h) Transportation Committee Meeting.

The agenda of this meeting, held on 28 August 44 was the fullest yet, and in the main consisted of the demands by the Italians for additional services. They were not met very fully, but received from the Chairman a very careful explanation of the reasons why their demands could not be met.

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(i) Movements.

Arrangements were completed during the month whereby in the third Southern Division (that of Naples) the handling of Civilian freight movement bidding was taken over by Italians, under the supervision of Transportation Sub-Commission Rep. in Naples.

During the month Transportation Sub-Commission (Rear) moved from Naples to Rome and all inter divisional bidding South of Naples from then onwards was handled in Rome. After all inter-regional moves have been covered by weekly meetings in Rome, remaining local ACC tonnage allotments are now allocated to Reggio, Bari and Naples Transportation Sub-Commission representatives.

For areas North of Naples military requirements continued to be considerable but a welcome increase of tonnage to Rome was made available to ACC. Additionally 150 tons per day from the South to Rome specially for foodstuffs for Rome was allotted to ACC during the month and this has since been increased 100-200 tons per day.

Tonnages and numbers of Bids for month of August were:

(a) BIDS — TONNAGE

Rec'd	Rejected	Accepted	Food Stuffs	Fuel & Petrol	Seeds Fertiliser	Misc.	Total
1318	114	1204	56141	8254	368	10359	75122

Included in the above figures are 2357 tons wine for which movement was obtained. Also 114 empty wine cars were returned to the East for re-filling.

Emergency Bids.

BIDS — TONNAGE

Rec'd	Rejected	Accepted	Food Stuffs	Fuel & Petrol	Seeds Fertiliser	Misc.	Total
30	--	30	1550	--	3870	980	6400

Total (a) & (b) 81522 tons.

30 Olive Oil, tankers, were returned for re-filling. These were dealt with as Emergency.

TONNAGE MOVED

Tonnage as above: 81522

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Included in the above figures are 2367 tons wine for which movement was obtained. Also 114 empty wine cars were returned to the East for re-filling.

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Total (a) & (b) 81522 tons.

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	TONNAGE MOVED
Tonnage as above:	81522
Local Civilian traffic within Bari Division:	48033
" " " " Reggio " :	32022
Total of all tonnages	161577

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Tonnage for the month shows a slight decrease compared with July due to Bari Division traffic being suspended for 10 days on account of emergency Military Moves.

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION.

On August 8th, while Italian military personnel were handling ammunition at Vittoria, a series of explosions took place resulting in the death of twenty military personnel and injury to six railway employees. Traffic was stopped for twenty-four hours due to damage to permanent way. 35 rail cars were badly damaged, and the station building sustained heavy damage. It appears that no responsibility could be placed upon the railway personnel. A complete report is expected.

Employees of the Palermo roundhouse staged a sit-down strike on 16 August 44 because they had not received a promised distribution of macaroni which should have been given out on 12 August 44. On advice being received, the Regional Commissioner communicated with the High Commissioner and the Prefect. Dr. Tuccio visited the round-house and was informed by the strikers that they could not find enough to eat and they could no longer live on promises. He was able to persuade the men into going back to work with the assurance that their requests would receive attention. It was later agreed that the promised ration would be given out on 19 August 44 without fail.

A request for an increase in the allowance of coal to operate new lines when opened was refused on the grounds that military traffic had decreased and as civilian traffic had benefitted by the generous coal allotment, the opening of new lines may necessitate the reduction of certain services so that a skeleton service can be operated on all lines.

The railway requires urgently, oxygen for loco and car repairs so that equipment can be put into shape for the mainland when the Messina lines are ready for operation. The subject is being handled by the Economic and Supply Division with a possibility of an improvement in the supply.

Since I.B.S. discontinued the supply of kerosene and gasoline for the railways, during August, lubricants were not furnished as alloted. The matter is being handled with the Petroleum Section.

Repairs to Catania - Messina line were completed on 22 August and train service extended. The work was speeded up by putting pressure on the contractor and offering him a bonus. This was done in order that the necessary equipment required by the Military Railway Service on the mainland of Italy could be transferred. The condition of the Capo S. Antonio tunnel was not as bad as anticipated and this helped to cut down the time estimated for repairs.

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A heavy move of P.O.L. from Palermo to Siracusa for export necessitated the use of over 400 tons of coal. This was a military request for port to port transportation by rail with the appearance of an unnecessary waste of fuel.

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The Palermo - Messina line and Palermo - Catania line being ready for operation, on Monday 28 August, a test trip was made by special deisel Palermo to Messina, thence to Catania, returning over the Simeto bridge to Palermo. The Transportation Sub-Commission representative, together with railway officials, Colonel Jordon, the Regional Executive Officer, Mr. Nester, the American Consul, Lt.Col. McDonald Public Health, Lt.Col. Snook, Public Safety and Major Clarkson representing C.C. British Troops made the trip. Mr. Nester, had made the trip Messina to Palermo by road a short while before, and commented on the good work done by ACC in getting this rail line into operation.

Train services through to Messina from Palermo and Catania are now in effect. This will benefit the military as well as the civilian population. Headquarters of the British Forces are located at Palermo and Siracusa and they have requested a daily deisel service to Messina in order to eliminate road transport. This has been arranged.

On August 27th an inspection trip was made of the Filaga - Palazzo Adriano line. This is a rack section line and was put into operation because ENT discontinued their bus services leaving two large towns without communications. Both towns are in the Palermo province and the fact that the price of macaroni in these two towns is half of that in Palermo, indicates that poor transportation is to a great extent responsible for so called high black-market prices. Two mixed trains per week have been established on this line.

The Circum Etna line company applied for 400 tons of coal per month to operate their line. A monthly allotment of 100 tons was established. The Siracusa - Ragusa - Vizzini railway, also a secondary line has been given 100 tons of coal to continue operations; but no definite allotment has been made as traffic conditions are under survey.

Lines not yet in operation:

The narrow-gauge line Agrigento - Canicatti - Licata has not yet been operated due to lack of fuel. Also, one bridge has been destroyed at Favara. Request to open the line over the portions that are passable has been pressing, because bus transportation has been eliminated. Survey is being made and it is hoped to give permission to establish service shortly.

The narrow gauge line Bivona - Agrigento - Castelvetrano is not yet in operation due to lack of fuel and destroyed bridges. Considerable repair work to bridges is necessary and it does not appear that this line will be opened for traffic for some time.

All other lines in Sicily are now in operation.

Tonnage moved during the month ending 31st August are given below:

Allied Forces.	A.C.C.	Italian Forces.	Civil.	Total.
	180	225	18,871	22,398

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Allied Forces.	A.C.C.	Italian Forces.	Civil.	Total.
3,113	189	225	18,871	22,398
2,730	101	131	22,700	25,662
6,470	12	93	21,340	27,915
3,890	665	80	21.050	25.685
16.203	967	529	83,961	101,660

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MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE

		Freight	Pass	Switch	TOTAL	DIESEL
(a)	In service	95	49	28	172	15
(b)	Spare	20	6	8	34	--
(c)	Awaiting light repairs	77	22	6	105	1
(d)	Awaiting heavy repairs	42	9	8	59	32
	TOTAL	234	85	50	370	48

NARROW GAUGE LOCOMOTIVES (All Freight)

		Adhesion	Rack	TOTAL
(a)	In service	13	9	22
(b)	Spare	13	-	13
(c)	Awaiting light repairs	6	2	8
(d)	Awaiting heavy repairs	8	13	21
	TOTAL	40	24	64

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

	BOX	GON.	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	330	328	228	94	5	995
Light repairs	66	45	72	89	15	287
Rebuilding	492	525	432	--	4	1,553
TOTAL	888	1.008	732	183	24	2,835

(b) SARDINIA DIVISION.

Tonnage conveyed in Sardinia is divided between four different Railway organisations. Total tonnages for the month of August are as under:

FERROVIE STATO:

Military	Civil	TOTAL
16,701	20,937	37,638

FERROVIE COMPLEMENTARI:

Military	Civil	TOTAL
437	3,546	3,983

FERROVIE MERIDIONALI SARDE:

Military	Civil	TOTAL
151	30,612	30,763

STRADE FERRATE SARDE:

Military	Civil	TOTAL
5,527	1,501	7,028

The civilian tonnage is made up of foodstuffs, coal, timber, petroleum products, and articles of manufacture.

A separate report on Sardinia, by Lt.Col. O.H. Lindberg is included in this report. The interesting fact that the railways there are making a handsome profit shews that when the financial side is adjusted, the mainland railways may be in a position to assist the exchequer. The Director General Military Railway Services has indicated that he is considering giving up his control in the Island, and ACC are making the necessary plans to cover this circumstance.

(c)	Awaiting light repairs	77	22	6	105	1
(d)	Awaiting heavy repairs	42	9	8	59	32
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(c) BARI DIVISION.

Bidding for Tonnage

Bids have been received regularly from Supply Officers and the Railway, and also in good time and no difficulty has been met in compiling the weekly Programme.

Due to the large amount of Grain moving in the Division

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a considerable cut has had to be made in other bids to keep within the tonnage limits allotted, but it has been necessary at times to exceed the allotment, particularly on the Sud-Est to Bari and the Barletta - Bari Sections, in order to bring essential food stuffs and fuel (Fruit, vegetables and Charcoal) to Bari.

Due to the reorganisation of ACC Southern Region, Supply Officers have been withdrawn for BRINDISI, LECCE, MATERA and POTENZA, and this is resulting in additional work being thrust on this Office, in the way of civilian visitors, issue of wagon labels etc. This is a tempory stage however and arrangements are being made for the Consiglio Provinciale dell'Economia of the different Provinces to forward bids weekly for movement originating in their Province.

ACC Wagon Labels

With the withdrawal of the Supply Officers, the question of the Control and issue of labels has arisen.

It has been decided to issue all labels from this office for movemnt for Provinces having no Supply Office, the procedure being to issue the requisite number of blank labels to the I.S.R. who then fill in the details and return for checking and stamping. The labels are then returned to the I.S.R. who forward them through railway channels to the Station Masters concerned.

An instruction has been given to the I.S.R. that all unused labels are to be returned to this office, and an instruction has been circularised to all concerned, and this is being adhered to.

Tonnage allotment

Due to military requirements all inter Compartimento ACC and Civilian Traffic was suspended for period 21 to 27 August. The programme for this week was therefore cancelled and consignors were told to re-bid. No backlog was carried forward.

Grain Traffic is absorbing most of all of the allotted tonnage on the following sections of the line.

Potenza - Metaponto
Taranto - Bari
Bari - Taranto
Taranto - Brindisi
Barletta - Bari
Sud - Est

As a result, in order to move any other food stuffs the allotment has to be exceeded, but with equiescence of MOVEIT.

By the number of un-used labels that are being returned, due either to shortage of wagons or not loading within the prescribed period by consignors, it is estimated that the final tonnage actually moved is within the allotment however.

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An easing of the Military Traffic on Bari - Ortona section has enabled more civilian tonnage to be accepted by MOVEIT over this route.

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Grain Traffic.

Daily statements of wagons for Grain requested, provided and loaded are received from the I.S.R. so that a close check is being kept on this movement.

It is found that the actual amount being loaded is very much less than the programme requested by the Regional Supply Officers.

Difficulty in placing wagons at inconveniently located stations, and wagon shortage has been partly responsible, but as a result of persistently driving the I.S.R. this cause has diminished, and the main reason for not loading appears now to be slackness on the part of the local Consorzio Agrario, and local shortage of Grain. This was confirmed by a meeting with the Agricultural Officer and Consorzio Agrario Officers from Matera Province.

Civilian Traffic Irregulaties

A part from a wagon of "Almonds" from Noicattaro to Angri found to be leaking wine badly at Taranto, no irregulaties have come to notice.

Locomotive and Rolling Stock operating and Maintenance.

DD Th. Railways and Staff are expected to relinquish their responsibilities to the I.S.R. on or about 12 Sept. 44.

Inspections.

On August 21st a trip was made on Calabro - Lucane railway from Bari to Potenza and return particular attention being given to the grain loading at the different stations on this line.

This railway with few exception has turned all their facilities to the handling of wheat, from the fields to storage and flour mills in Gravina, Bari, Altamura and various other stations.

They have handled a total of over 700 wagon loads og grain in the last two months.

On August 31st a trip was made from Bari to Ortona for inspection purposes of the various Civil loading points and although wagons are at the moment very short in this area very good progress has been made in the handling of civil traffic.

We are having considerable difficulty in the larger cities in East Italy on account of the R.S.O. officers being withdrawn to other localities and no provision being made with regard to civil rail loading and bids for same. With the exception of Taranto the whole of East Italy civil traffic problems has to be taken care of at Bari.

NAPLES (a) Report by Regional Transportation Office. 104

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NAPLES (a) Report by Regional Transportation Office. 104

A close watch has been kept on the unloading of civilian rail cars, and the military complaint that wagons containing ACC goods in Naples (Central) yard have remained too long under load would appear groundless. It would appear that delays are caused by lost and illegible labels, and trucks standing at wrong depots.

Tonnage for the month fell to 20,433 tons, but this figure does not include potatoes for Rome.

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(b) Report by Transportation Sub-Commission Division Superintendent. Major V.R. Bowers.

On Saturday 5 August 44 a conference was held by Col. Guilfoyle, Commanding Officer 701st Railway Grand Division, with his various officers and the Transportation Sub-Commission representative, to discuss business arising out of the handing over to the I.S.R. for operation, certain other portions of the Naples division.

Subject to approval of DCMRS it was agreed that the following yards would be handed over effective from 15 August and that the only Allied personnel remaining would be yardmasters to supervise priority of movements.

Naples S. Giovanni, Centrale, Smistamento and Campi Flegrei.
The port of Naples would not be handed over at present.

The Caserta - Foggia (Cervaro) line and the Salerno portions are working satisfactorily under Italian operation.

It was contemplated that a large portion of the Naples division may be handed over to ACC control about 1st September 44.

Commencing 8 September, bids are to be received from Regional Headquarters, Southern Italy, for ACC traffic, and from the Capo Compartimento's representative for Civilian traffic within the division and will be screened and approved from this office from 11th September.

REGGIO DIVISION.

Approximately 14,730 tons of military timber and 300 tons of British stores was moved during the month, also, 175 tons of Italian military, 500 tons ACC Supplies for distribution, olive oil and timber for timber section. 400 tons of Italian Civilian traffic was moved within the division.

Large quantities of bids for civilian traffic outside the division are received, but even when the tonnage allotment is available, the scarcity of wagons prevents movement.

366 more wagons left the division via Metaponto and Agropoli than was received via those junctions during the month. (Not including the 299 wagons of Sicilian stock.) This adverse balance is due to the divisions bordering on the north not returning wagons. Though a few in the grain move, and a small part of those ordered by M.R.S. are received, grain clearing from ships must be loaded in open cars. Complaints from military timber shippers and that no civilian traffic has gone out of the division has been advised to M.R.S.

In view of the through train services Palermo and Catania to Messina starting on 8 September, proposals have been put forward in detail for the change of schedules of connecting trains on the mainland.

Two L.C.T. fitted with track were used, in conjunction with the Ferry, for the bringing over from Catania to the mainland of 299 cars.

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Car repair facilities:

At the Reggio car shops, where heavy repair facilities were were available during the month, 107 cars of various types were repaired. At Paola, light repairs for the same period were 179 cars, and at

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Villa San Giovanni 129 cars were repaired.

Recently, sufficient timber was released by the military, affording opportunity for the I.S.R. purchasing agent to purchase a considerable quantity of timber for the repair of cars. On delivery shortly, the output of repaired cars at Reggio should be increased.

Locomotive repairs.

During the month of August, 38 locomotives were repaired at Reggio, Catanzaro and Paola. There is back log of locomotives out of service.

MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

Lt. Col. C.G. Brown.

Activities of Lt. Col. C.G. Brown, attached to D.G.M.R.S.'s organisation during the month, include departure for Reggio (Calabria), Messina, and various points in Sicily for the purpose of selecting cars and locomotives and arranging movement thereof to the mainland. Shortage of materials for repair work, and absence of sufficient cars in Messina area made it necessary to confer with I.S.R. officials and set up arrangements for special repair programme. A programme of some ten repaired cars per day was inaugurated.

A total of nine locomotives were moved to the mainland on behalf of the AMG Transportation, M.R.S.

Lt. Col. Brown's activities in Sicily included attention to the Messina Ferry which he found in poor condition. Arrangements were made by him for another ferry boat to be put into repair.

Major S.L. Baister. (Mechanical Engineer).

During the month, Major Baister inspected workshops and rendered reports as under:

Bari:

The locomotive repair shop is well equipped with 3 roads, having 1 double and 1 single drop pit and vertical lifting jacks. There is a small machine shop and an antiquated wheel lathe, also Smith's shop and copper-smith's shop and facilities for acetylene and electric welding. Only running repairs have been dealt with up to the present. The wagon repair shop has good facilities for light repair work and the output averages 70 wagons per week. All work is done by Italian personnel, except for maintenance work on Ambulance Trains.

Taranto:

Loco repair facilities here are somewhat restricted. There are two single and one double drop pits but the machine shop is small and cramped and there is no wheel lathe. There is a small Smiths shop and facilities for acetylene and electric welding.

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The number of engines now stationed at Taranto is much in excess of the pre-war number, and developments are in progress for increasing repair capacity. A locomotive repair shop which had been dismantled by I.S.R. prior to the outbreak of war has been taken over by an enterprise called "Nuova Italia", who are installing machine tools and necessary equipment for dealing with light repairs, for which they

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have entered into a contract with I.S.R.

The Tosi marine works near Taranto are also under contract for medium and heavy loco repairs and have already turned out one engine after complete overhaul. Their machine shops and boiler shop are excellently equipped with modern plant and they are constructing a locomotive erecting shop with drop pits to enable them to cope more easily with loco work, which they have never before undertaken. The amount of work they can carry out will be dependent on the Naval work in hand, which at present is not considerable, having regard to the capacity of their works.

There is also at Taranto, a small private work shop (Cangiolusi) which has been taken over by British Transportation, R.E. from R.E.M.E. here, small parts are being manufactured, such as studs, bolts and nuts and, notably, superheater element joints which appear to be a success.

This shop should prove of very great value in supplying many details which are not otherwise available.

The I.S.R. wagon repair shop at Taranto is well equipped for repairing both coaching stock and freight cars and has an average output of 150 wagons per week.

Foggia.

The locomotive repair shop at Foggia in second only to Naples in importance to Allied Control, and is operated by a Workshop Company R.E. (Transportation) in conjunction with I.S.R. officials and workmen. The output averages ten general repairs per month.

Part of the Workshop Company has already been withdrawn, and further withdrawals of military personnel are contemplated as Italian workmen become available and sufficiently trained.

The wagon shop at Foggia is capable of dealing with 225-250 wagons per week.

The carriage shops are almost totally destroyed by bombing, but I.S.R. have started the work of rehabilitation and are engaged in repairing machine tools in wheel bay which can be made serviceable.

One of the shops is being rebuilt as a wagon repair shop.

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2. ROADS

1. The montly Report of the Roads Section will, in the future, be divided into six Sections as follows:

1. General
2. Operations
3. Maintenance
4. Garage activities
5. Spare Parts
6. Tires.

I. GENERAL

Increase in the strenght of officers has continued to take place. During the month of August 16 new officers were attached for duties, either with this Hq., Lancia Garage; or in the Regions. With the taking over by this Sub-Commission of the Super Garage, four additional officers became available to this Sub-Commission, but will continue in their present positions.

II. OPERATIONS.

Italian Government Decrees.

a. Road Haulage Rates.

The Italian Government Decree standardizing Road Haulage Rates has become law throughout that part of the country handed back to the Italian Government and it is also being employed and enforced in AMG territory.

b. Formation of E.N.A.C.

Although the Decree has been approved it has not yet been published and therefore as yet it is not law. Nevertheless in AMG territory, where Inspettorato Compartimentale Motorizzazione Civile personnel are available, and have no bad record, their services are used in organizing Civilian Road Transport. In Florence, the Director of the I.C. is the Vice-Chairman of the Truck Co. formed.

2. Operations:

a. 1024 and 1025 Q.M. Truck Co's. are employed on the haul from Piombino to Florence on behalf of the Food Sub-Commission with a return load of salt from Saline to Talamone (Railroad). This railroad is being moved forward to Bibbona on Monday 11 September, which will eliminate previous dead miles.

b. 70 2½ GMC's driven by Italian Military personnel, but assigned to Regions have been received and permission has been sought from AFHQ to form a QM truck Bn. (Consisting of at least 3 Co.s.)

c. The problem of supplying new Regions (Regions VIII, IX, X, XI and XII) with a number of military vehicles is a difficult one and at the moment the only solution would appear to be that of withdrawing vehicles from Southern Region. This has been done by ordering Southern Region to call into their Naples Pool 9x3 tonners 6x10 tonners and 10x10 tonners at present in the old Region VII area. Southern Region will be in a position to operate these vehicles in their Naples Pool until such time as they or their equivalent lift have to be called forward.

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d. Feeding of Rome.

The availability of civilian trucks in Rome is capable of dealing with this problem, having regard to the rail tonnage available. The control of trucks in Rome is not yet satisfactory, but is being rapidly improved.

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The haulage of potatoes from Avezzano has presented numerous difficulties, not all connected with Road Transport. The main problem has been coordination between the producers, consorzi agrari and Agricolture and Food Sub-Commission with the movement program, however this will improve with the assignment at a Food officer at Avezzano.

III. MAINTENANCE :

During the month of August plans have been underway to bring the responsibility of maintenance of all vehicles held within ACC under one general department, having control of all maintenance personnel, tools and equipment and garages.

Towards the end of the month it was tentatively agreed at a conference attended by representatives of the three departments of ACC Hq. interested in vehicles maintenance, that the supervision of maintenance should be the responsibility of this Sub-Commission, and pending the publication of a new Establishment Memorandum on the subject, a Vehicle Maintenance Section has been formed within this Division to deal with all maintenance.

One of the most difficult problems in all areas has been that of spare parts, tires etc. In this connection First Aid Kits of spares have been drawn for the British vehicles and a distribution on the basis of the number of vehicles of each type will be made to Regions.

Although the immediate outlook in the matter of tires and supplies is not entirely favorable, some supplies are coming to us and with the advancement which has been made in the tire repair plants situation limited supplies should be available in the very near future.

IV. GARAGE ACTIVITIES.

Lancia Works :

1. The complete works, including garage, workshop, showroom and spare parts department, were requisitioned and taken over by the Transportation Sub-Commission on 18 August 1944. The electric current was turned on on 23 August 1944.

2. All the Lancia staff and workers were retained and all work is carried out by Lancia. All orders go to Eng. Greco, Direttore of Lancia works. All workers are paid by Lancia as before, but they now get a midday meal as laid down for manual workers.

All the employees numbered 54 on taking over but they are being increased to 120, the maximum number that can be employed according to Eng. Greco. At 31 Aug. there were 76 employees.

3. All ACC/AMG work done is paid for weekly to Lancia through the Hq. Commandant accounts. A fixed rate has been agreed on for parts, materials and tires. Finance Sub-Commission has agreed the payment may be made for repairs to any AMG/ACC vehicles whatever Region or other formation it may belong to. This Hq. then to debit such payments to the Regions or others concerned.

All other work such as repairs to the Rome

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held within ACC under one general department, having control of all maintenance personnel, tools and equipment and garages.

Towards the end of the month it was tentatively agreed at a conference attended by representatives of the three departments of ACC Hq. interested in vehicles maintenance, that the supervision of maintenance should be the responsibility of this Sub-Commission, and pending the publication of a new Establishment Memorandum on the subject, a Vehicle Maintenance Section has been formed within this Division to deal with all maintenance.

One of the most difficult problems in all areas has been that of spare parts, tires etc. In this connection First Aid Kits of spares have been drawn for the British vehicles and a distribution on the basis of the number of vehicles of each type will be made to Regions.

Although the immediate outlook in the matter of tires and supplies is not entirely favorable, some supplies are coming to us and with the advancement which has been made in the tire repair plants situation limited supplies should be available in the very near future.

IV. GARAGE ACTIVITIES.

Lancia Works :

1. The complete works, including garage, workshop, showroom and spare parts department, were requisitioned and taken over by the Transportation Sub-Commission on 18 August 1944. The electric current was turned on on 23 August 1944.

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All other work such as repairs to the Rome Consorzio trucks, is paid for direct to Lancia before the vehicle leaves the works.

All book-keeping is done by Lancia Staff and no other books except a petty cash book are necessary.

4. No supervision by Allied N.C.O. personnel has been found necessary and one officer in charge of workshops,

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(Capt. Hawksworth) (A) has been found sufficient with a second officer (Lt. Kopp) (A) in charge of spare parts.

5. Civilian tires (not under our control) and W.D. spare parts are stored in the showroom.

6. The Lancia Spare Parts Depot is also in operation but no parts are issued without a release order. Spare parts are also being manufactured in the workshop when required.

7. As from 28 Aug. 1944, no vehicles, whether Lancia's or not, are allowed in for repairs, except ACC/AMG vehicles. The only exceptions are trucks belonging to the Rome Consorzio or one or two Lancia's belonging to AAI or AFWC. No further Lancia's from the Italian Army are being accepted.

8. 80 vehicles from the British Motor Pool which were deadlined are going through the shops. At 31 Aug. 22 had been taken in of which 5 had been finished and returned.

9. On 31 Aug. 1944 there were 31 cars and 7 trucks in the workshop for repairs.

V. SPARE PARTS

1. During the month of August, 78 orders for the release of spare parts for Italian cars were issued. This represents less than 10% of the applications.

2. On 1) August, Lancia works were taken over and the large showroom set apart for W.D. Spare parts. Lt. Kopp (A) has been put in charge.

3. 18 tons of British spare parts have arrived from Naples. They are being unpacked, binned and tabulated.

4. Italian vehicles spares.

a. All spares frozen in Rome area and issues are carefully screened.

b. Steps have been taken to start the manufacture of the most essential spares.

c. Pirelli were asked to re-rubber some silent blocs and made an excellent job of it. Old silent blocs are now being collected and sent to Pirelli for remaking.

d. Bills of lading for 40 tons of spares for Fiat 634 10 ton trucks from Mideast have been received but no notification of their arrival has yet been received.

e. 4 tons of Fiat pistons and spares are being collected from Naples ordnance.

5. British and U.S. W.D. Vehicle spares.

a. 18 tons of spares have arrived from Naples and are being unpacked, binned and classified.

b. 3 tons are lying at BARI and will be collected as soon as possible.

c. 8 British MT fitters kits have been received.

d. 50 tires and tubes (9 - 1050 x 16) have

7. As from 26 Aug. 1944, no vehicles, whether Lancia's or not, are allowed in for repairs, except ACC/AMG vehicles. The only exceptions are trucks belonging to the Rome Consorzio or one or two Lancia's belonging to AAI or AFHQ. No further Lancia's from the Italian Army are being accepted.

8. 60 vehicles from the British Motor Pool which were deadlined are going through the shops. At 31 Aug. 22 had been taken in of which 5 had been finished and returned.

9. On 31 Aug. 1944 there were 31 cars and 7 trucks in the workshop for repairs.

V. SPARE PARTS

1. During the month of August, 78 orders for the release of spare parts for Italian cars were issued. This represents less than 10% of the applications.

2. On 15 August, Lancia works were taken over and the large showroom set apart for W.D. Spare parts. Lt. Kopp (A) has been put in charge.

3. 18 tons of British spare parts have arrived from Naples. They are being unpacked, binned and tabulated.

4. Italian vehicles spares.

a. All spares frozen in Rome area and issues are carefully screened.

b. Steps have been taken to start the manufacture of the most essential spares.

c. Pirelli were asked to re-rubber some silent blocs and made an excellent job of it. Old silent blocs are now being collected and sent to Pirelli for remaking.

d. Bills of lading for 40 tons of spares for Fiat 634 10 ton trucks from Mideast have been received but no notification of their arrival has yet been received.

e. 4 tons of Fiat pistons and spares are being collected from Naples ordnance.

5. British and U.S. W.D. Vehicle spares.

a. 18 tons of spares have arrived from Naples and are being unpacked, binned and classified.

b. 3 tons are lying at BARI and will be collected as soon as possible. 101

c. 8 British MT fitters kits have been received.

d. 50 tires and tubes (6 - 1050 x 16) have been received for British WD vehicles.

6. To date it has been possible to fill the minimum requirements for spares for the most essential uses.

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VI. TIRES:

1. Bari Plant was inspected and report submitted. It is still our considered judgement that operation of this plant would not materially decrease the tire shortage.

2. Shuttle supply run was instituted Naples to Rome bringing up C-1 tires for repair (at present 4 trucks 3 trips weekly) bringing some 1400 tires. It is interesting to note here that 781 have been condemned by REME as beyond repair.

3. Raw materials have been requisitioned for Pirelli Plant at Via Assisi and materials for reconstruction of Tivoli Plant have been released.

4. Our stocks of tires and tubes were moved from Super Garage to Lancia Garage and this section now has direct control of issue.

5. Accountancy system is now being set up and [illegible] established in anticipation of billing for tires already issued and those to be issued.

6. Application to APHQ for derequisition by REME of ASSISI Plant has been forwarded as first step toward control and operation by ACC.

7. Applications on hand for tires tubes amount to 2468. Tires issued 241. Tires on hand 526.

8. Consignment of 37 tons of tires and tubes announced arrival Aug. 31 are still enroute. Identified ship carrying them is still unreported at destination port.

9. Warehouses are being located at Bari, Naples and destination centers for tires. This is being done in connection with E.N.A.C.

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6. Application to AFHQ for dereguisition by REME of ASSISI Plant has been forwarded as first step toward control and operation by ACC.

7. Applications on hand for tires tubes amount to 2468. Tires issued 241. Tires on hand 326.

8. Consignment of 37 tons of tires and tubes announced arrival Aug. 21 are still enroute. Identified ship carrying them is still unreported at destination port.

9. Warehouses are being located at Bari, Naples as destination centers for tires. This is being done in connection with B.N.A.C.

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4. COAL DIVISION:

Negotiations, which began in May, with the Ministry of Communications for the gradual transfer of the "acceptance discharge and distribution" of Coal and Coke to the Italian Government, under A.C.C. control, have been brought to a conclusion, having been approved by H.Q. the necessary authority has been issued to make a start in Sicily. When it is proved that the Italian Railway Staff can efficiently handle the business other districts will from time to time be handed over to their charge.

During August several Lignite mines were examined and several will probably be restarted. One produced a Fuel which it is expected will be able to replace the Imported Coal used at the Electric Plant and after some good work by Col Vining's department a blown bridge connected the mine with the main line was quickly repaired. This enabled coal destined for the Electric plant to be transferred to the Gas Works with the result that Gas was given to Rome beginning from the 28th August or rather more than a month earlier than had previously seemed possible.

The clearing of Fiumicino, as a coal discharging port, was under constant discussion during the month, while it seemed unlikely that Coal, for Rome, would be discharged there at present, it was felt that the port might some day prove a useful second string.

It was decided that a berth at Civitavecchia served by rail, should be made and placed at the disposal of A.C.C. for discharging coal for Rome. Work was at once put in hand, and when completed should prove of great help in keeping the "Eternal City" supplied.

Considerable work was done in preparing statistics for eventual Coal requirements in the advance further North which it is hoped soon will occur, with a view of being able to anticipate any reasonable increased quantities needed. Meanwhile the constantly increasing of routine business was dealt with and tho' perhaps many (like Oliver Twist) would have liked more, at any rate all managed to get enough - coal!

The Coal Division (which was previously attached to the Transportation Sub-Commission) is now attached to Industry Sub-Commission (A. Floor IV) but the telephone number 478489 remains unchanged.

5. SHIPPING SECTION.

The movement for ACC goods by sea is now being incorporated in the overall AFHQ commitments and not merely limited to what can be moved by schooners. Forecasts are required for movement a month ahead and if accepted in principle by AFHQ, means are found to move the goods.

This is done firstly by the use of a standing allotment of schooner tonnage to ACC, at present set at 27000 tons D.W. and then by the additional allotment of further schooner or coaster space or when suitable space on larger ships.

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For September the ACC forecast of goods to be carried in categories 1 - 10, was 45000 D.W. plus 45000 tons, category 11, wine.

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It was agreed by AFHQ to accept bids for the 45000 in categories 1 - 10 and arrangements made for carrying them by schooners, coasters and liberal ships.

The new system for movement of goods by schooner under which all bids are required to come to ACC Headquarters, is not sufficiently established to give a criterion of its operation. It was not possible owing to the lack of communications and reductions of ACC personnel in Regions to give it immediate effect.

It is still not clear whether this system will work in practice, but that part of the new system by which allotment of schooner for voyages are made at a daily meeting by the ACC. representatives,

Capt. Smith, ACC
Mr. Williams of "Medbo" and
Dr. Sarnella of COGENA,

has many advantages.

Schooners can be made to run as ordered and can be disciplined. Such manoeuvres as jettisoning cargo and going off for a spell on the "black market" before returning to carry the original cargo and many similar devices are being reduced to a minimum.

Owing to the change of system it is not possible to give figures for the amount of goods carried in August, but from August 17 - 31, 3, 120 tons were carried using schooners on D.M. & tonnage of 5800 tons in all.

The ban of movement of schooners from Sardinia to the mainland and Sicily is still in force and approx. 30 schooners are being convoyed from Sardinia to the mainland as there is insufficient coastal traffic in Sardinia.

FINALE

The month in general has seen the Transportation Sub-Commission developing and broadening in order to undertake fully the heavy responsibilities which grow day by day. The continued co-operation of the personnel has enable and the additional duties to be smmothly merged without in any way impering the existing efficiency of the Sub-Commission.

D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

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NOT TO BE CIRCULATED

APPENDIX "K"

ALLIED CONTROL COMMISSION
TRANSFORMATION SUB-COMMISSION

SECRET

A
S U R V E Y
OF THE
ITALIAN STATE RAILWAYS
and
PRIVATE RAILWAYS
in
S A R D I N I A

---o---

COMPILED in AUGUST
1944.

----o----

SARDINIAN OFFICE of
Transportation Sub-Commission
Allied Control Commission.

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Declassified E.O. 12356 Section 3.3/NND No. 785017

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Not to be CIRCULATED

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION

SECRET

Survey of

Italian State Railways and Private Railways,

SARDINIAN DIVISION

21st August 1944

Sardinian Office of
Transportation Sub-Commission
Allied Control Commission.

Introduction

1. The Railways of SARDINIA are at present being supervised by the Allied Military Authorities.

The Transportation Officer is Lt-Col CONINE (A) and Captain W.A. ROHEL (A) represents the D.G.M.R.S.

2. Special appreciation is due to the following for their assistance in making available much detailed information which has been embodied in this Survey.
Lt-Col CONINE, Transportation Officer, Allied Garrison Sardinia Tn.Section,
Captain ROHEL, D.G.M.R.S. Representative.
Dott. ING. SOLLANO, Capo della Delegazione Ferrovie Stato,
also, useful information was extracted from a Report made by Major SPANN, CMP, who was Transportation Officer, dated November 1943.

THE SARDINIAN RAILWAYS

1. General Description
The Railways in SARDINIA consist of two general types of lines, viz :-

(a) Standard Gauge Track (4' - 8 1/2") - 429 Kilometers

(b) Narrow " " (3' - 1 3/8") - 890 "

(a) The Standard Gauge lines are owned and operated by the Italian Government, and are called "FERROVIE dello STATO".
There are no double track lines in the Island,
The main line runs from CAGLIARI to OLBIA, and there are branch lines to IGLESIAS from DECIMO, and to PORTO TORRES from CHILIVANI.

Connections are made with narrow gauge lines at:
SASSARI, MONTI, CHILIVANI, MACOMER, SARLURI, IGLESIAS, SILIQUE and CAGLIARI.

(b) The Narrow Gauge lines are operated and owned by three private Companies, and were co-ordinated by the State Railways Supt. (Dr.SOLLANO) up to February 1944.
(1) SOC.STRADE FERRATE SARDE (Northern District), 161 Km.

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SARDINIAN DIVISION

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(b) The Narrow Gauge lines are operated and owned by three private Companies, and were co-ordinated by the State Railways Supt. (Dr.SOLLANO) up to February 1944.

(1)	SOC.STRADE FERRATE SARDE (Northern District),	161 Km.
(2)	FERROVIE COMPLIMENTARI)	
	(a) MACOMER DIVISION)	615 Km.
	(b) CAGLIARI ")	
(3)	FERROVIE MERIDIONALI SARDE (Sulcis Coal District) (Coal traffic only, Mine to Ports)	114Km.

/ Continued .....

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In March 1944 the narrow gauge lines passed to the Control of ISPETTORATO MOTORIZZAZIONE, an organization of the Ministry of Transportation supervising all private narrow gauge lines, tramways, road Transport and inland water transport.

Hereafter, this Survey will only deal with Standard gauge lines, except where specially specified.

There is an excellent telephone and telegraph system on all sections.
All lines are open for traffic.

2. Damage by Air Raids etc.

The Sardinian Railways were only very slightly damaged by Air Raids and Shell Fire.
No bridges and no tunnels were destroyed nor even damaged.
The only buildings to suffer were the Station buildings in Cagliari, CHILIVANI and OLBIA.
As regard damage to rolling stock, only two locomotives were disabled by machine gun fire, 61 rail cars were totally destroyed and 527 were damaged, but these are repairable and some have already been repaired.
The Locomotive workshops at CAGLIARI were destroyed.

3. Railway Employees
The total number of Employees now working on the Standard Gauge lines is 1,874 made up as under :-

Officials and Clerks	236
Traffic and Commercial Department	614
Locomotive and Engineering Departments	664
Labourers	360
Total	1,874

Compared with 1939 the figures are about the same,

4. Financial Position
The Sardinian Railways are in a good financial position and are making money.
The nett profits for May and June 1939 were between 4 and 5 millionlire.
The nett profits for May and June 1944 were 21,785,808 lire. Cash in hand at Bank 7,587,205 lire, August 1944.

The reasons for the bigger earnings in 1944 were on account of more people travelling by rail, and more freight diverted to rail on account of shortage of Road Transport facilities, and very little petrol.

5. Tariffs
In January 1944, the passenger fares were increased by 100%, and the freight tariffs were also increased by 70% as from 1st November 1943.

6. Wages
On 1st November 1943 the wages of all grades of railwaymen were increased by 70% and this also applied to the narrow gauge lines.
The wage bill in July and August 1943 was 4,432,000 lir.
The wage bill in March and April 1944 was 8,008.850 lire.

7. Locomotives and Rolling Stock (Standard Gauge)
The figures in August 1944 are as under:-

	Imported Coal	Converted to	Total

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7. Locomotives and Rolling Stock (Standard Gauge)
The figures in August 1944 are as under:-

	Imported Coal	Converted to burn Sulcis Coal	Total
Locomotives, steam in use	41	12	53
Under repair or waiting normal repairs	13	9	22
In shops for conversion to Sardinian Coal	1	-	1
Shunting Engines	6	-	6
Total	61	21	82

/Continued .....

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7. (Contd)

The types are:

Class of Engines
The classification of the Locomotives is as follows:-

Class.	Imported Coal	Sardinian Coal	Total	Used for
744	7	1	8	Passenger and Freight
740	33	12	45	Freight
625	18	5	23	Pass and Freight
851	6	-	6	Shunting
	64	18	82	

The majority of the locomotives are 2 - 6 - 0, 2 - 4 - 4.

(b) Diesel Coaches

In use	18
In depot for re-fitting	2
To be re-fitted	21
In depot, spare	11
Un-repairable	2

Diesel Shunting Engines

In use	2

Note. One Diesel Coach has been specially fitted up for the use of Allied Military Authorities.

(c) Coaching Stock

	Good	Repairable	Un-repairable
Passenger Coaches in use (bogie)	13	49	-
" " " (6 wheeled)	29	66	2
Mail Coaches	7	5	-
Special Prison Coach	1	-	-
Baggage Coaches	22	29	-
Total	72	149	2

(d) Freight Cars

	In use	Repairable	Un-repairable
Box Wagons	362	179	18
Open, High-sided	553	120	36
" Low-sided (gondolas)	180	63	4
Long Bogie Waggons (to carry rails or long timber))	14	3	-
Water Tank Waggons	19	12	-
Waggons fitted with hand crane	3	-	-
Mobile Work-shop Waggons	4	1	1
Total	1135	378	59

Most of the freight cars are of 20 tons capacity.

(e) Locomotives and Rolling Stock (Narrow Gauge)

	Locos.	Coaches etc.	Freight Cars
(a) Ferrovie Complimentari	75	70	498
(b) Strade Ferrate Sarde	19	30	122
(c) Ferrovie Meridionali	39	-	270 (Coal)
	133		

Fuel used by (a) 37 burn 2/3rd imported coal and 1/3rd local enthracite
16 " Wood - or coal (imported)
22 " imported coal
(b) All burn imported coal.
(c) 8 burn local coal
31 " imported coal.

The freight cars are of various types of 6 to 8 ton capacity.

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	18	3	2	For Am. Freight
851	6	-	6	Shunting
	64	18	82	

The majority of the loccmotives are 2 - 6 - 0, 2 - 4 - 4.

(b) Diesel Coaches

In use	18
In depot for re-fitting	2
To be re-fitted	21
In depot, spare	11
Un-repairable	2

Diesel Shunting Engines

In use	2

Note. One Diesel Coach has been specially fitted up for the use of Allied Military Authorities.

(c) Coaching Stock

	Good	Repairable	Un-repairable
Passenger Coaches in use (bogie)	13	49	-
" " " (6 wheeled)	29	66	2
Mail Coaches	7	5	-
Special Prison Coach	1	-	-
Baggage Coaches.	22	29	-
Total	72	149	2

(d) Freight Cars

	In use	Repairable	Un-repairable
Box Wagons	362	179	18
Open, High-sided	553	12o	36
" Low-sided (gondoles)	16o	63	4
Long Bogie Waggons (to carry rails or long timber))	14	3	-
Water Tank Waggons	19	12	-
Waggons fitted with hand crane	3	-	-
Mobile Work-shop Waggons	4	1	1
Total	1135	378	59

Most of the freight cars are of 20 tons capacity.

(e) Locomotives and Rolling Stock (Narrow Gauge)

	Locos.	Coaches etc.	Freight Cars
(a) Ferrovie Complimentari	75	70	498
(b) Strade Ferrate Sarde	19	3o	122
(c) Ferrovie Meridionali	39	-	270 (Coal)
	133		

Fuel used by (a) 37 burn 2/3rd imported coal and 1/3rd local anthracite
16 " Wood - or coal (imported)
22 " imported coal
(b) All burn imported coal.
(c) 8 burn local coal
31 " imported coal.

The freight cars are of various types of 6 to 8 ton capacity.

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/Continued.....8.

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8. FUEL and LUBRICANTS

(a) Coal. The Sardinian (Sulcis) Coal, which is produced in the CARBONIA area is not suitable for the locomotives as a fuel, used alone, as it contains a high sulphur content. This has a corrosive action on the tubes and fire-boxes, unless the locomotives have been converted for its use.
The Railways therefore have to depend on a certain amount of imported coal.

About 25% of the Locomotives have been converted but shortage of materials is now limiting further conversion.

In a report, submitted by Supt. Sollaro last October, to the C.A.O. it was stated that in order to run a satisfactory service on all lines, the Railways would require 2500 tons of imported coal and 1800 tons of Sardinian coal per month.

It would appear that no reserve of coal, either imported or Sardinian, has been built up, and the Railways are running on a hand-to-mouth basis.

The fuel consumption figures here-under were taken from Railway Records:

Average consumption of Coal per month:-

	Imported	Sardinian	Total
Pre-War (1938)	2100	600	2700
War Years	4000	600	4600
September (1943)	1700	1600	3300
July (1944)	1650	1200	2850

The imported coal is supplied by Coal Section, A.F.H.Q. About 1600 tons a month for Standard Gauge and 1400 tons for narrow gauge, total 3,000 tons a month.

(b) Diesel Oil used in Rail Cars per Month:-

Pre-War	72 tons
September (1943)	40 "
July (1944)	45 "

Standard Gauge

It is drawn from Petroleum Division in Caglieri. No payment has been made by the Italian Railways.

(c) Lubricants used per month : -

Pre-War	5000 litres
September (1943)	1450 "
July (1944)	5000 "

It is drawn in the same way as Diesel Oil.

The coal position at the end of July 1944 was as under : -

(Standard Gauge) Broad.	Imported	Sardinian	Total
Tonnage consumed in July 1944	1650	1000	2650
Tonnage on hand	900	800	1700
Prospective Receipts	1600	1000	2600

In addition another 800 tons of imported coal was consumed on the Narrow Gauge.

9. Capacity Loading of Trains

Owing to heavy gradients, train loads in certain section are limited to a

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9. Capacity Loading of Trains

Owing to heavy gradients, train loads in certain section are limited to a gross load of 170 tons, or 325 tons double-headed.

On the Cagliari to Oristano line however, the gradients are not severe and a gross load of 600 tons can be hauled.

Sidings and passing points do not exceed 35 rail car Clearances.

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10. Material.

There is a small stock of spare parts of all kinds in the Island, including locomotive parts for Standard and Narrow Gauge Engines. A supply of good sleepers is scattered at various places. The Loco. repair shops were destroyed and no other shops are available except one on the adjacent narrow gauge line, so repair facilities are slow, likewise the conversion of Locos to burn Sardinian coal. There is however, a small round house and Repair Shop at Sassari, where, in a small way, repairs can be effected.

As regards materials asked for by the Railway Management a complete list was sent to the Transportation Sub-Commission a few months ago.

There is however a scarsity of certain supplies and materials and the Military Railways representative informs me that this is becoming serious. I refer to machine tools, engine gaugets, acetylene welding apparatus and air brake pipes, also brake shoes are getting worn out.

As regards the air brake pipes, it is suggested that a number could be cannabilised from the hundreds of damaged rail cars now standing idle all round Sicily. Some of these would be invaluable in Sardinia and would place more vehicles in traffic at once.

11. Export Trade Dependent on Railways.

The main industry of Sardinia is coal mining. Lead is also produced, and there are extensive chrome properties, red and yellow, also zinc mines. Nearly all of this is exported to Italy. Wine is also produced for export. Hard wheat for pasta is grown and 70% of this was exported. Sheep and wool are also exported.

Soft wheat is imported, also coal, and machinery.
All these commodities can only be moved by Railway.

12. Present Schedule of Trains

Cagliari and IGLESIAS — 2 mixed trains a day, each direction, for military and civilians. (Steam)

Cagliari and Sassari — 2 military trains a day (steam) each way.

These trips are made in 10 hours running time.

Local Civilian and Military trains.

Cagliari and Sassari. — 2 each way daily. Civilians pay fares, Allied Military personnel travel on Railway Warrants. If on duty, passes are issued by M.R.S. Representative.

Chilivani to OLBIA. — One local train runs each way daily. (Civ & Mil)

A number of diesel cars are run for civilians over various sections of the line.

One Italian Military Steam and Civilian Passenger train between Cagliari and Sassari is run tri-weekly. Each direction.

The Steam train between Cagliari and Macomer is run daily for civilians.

It will be noticed that the service at present given is liberal.

13. Tonnage Moved — During July 1944 the net tons of traffic moved was as under:

	Allied Forces.	A.C.C.	Italian Forces	Civil.	Total
(a)	11,265 tons	2945 tons	7762 tons (chiefly Ammc)	13466	35.438

The Allied Military Traffic is increasing at present.

Troops continue to be moved to

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(b) Personnel. Large numbers of Italian Troops continue to be moved to Mainland, 50,000 were moved previous to July and 39,500 during July.

It is expected another 30,000 Italian Troops have been or will be moved in August

/Continued ..... 13 (c)

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13. (c) Narrow Gauge

The tonnage moved in July, over the narrow gauge lines amounted to : -

Military	5,189	tons
Civil	32,020	"
Total	37,259	tons

The Civilian traffic was chiefly Coal.

14. Guards on Trains etc.

On all Military trains, the U.S. Army provide armed Military Guards, also for all rail cars standing loaded with military traffics.

On Civilian trains, guards are supplied by the local Carabinieri, and the Italian Army provide armed guards for bridges, tunnels etc.

There is a very inadequate Railway Police Force with the result that civilian freight gets pilfered, and standing Rail Coaches are stripped etc.

15. Importance of Railways to Economic Life

The people of Sardinia are entirely dependent on the Railways. In pre-war days they had a very good train service, and also road and tramway services.

Now, there is practically no road service. The Schooners are not allowed to move unless authorised by the Navy. Before the war, much civilian traffic was water-borne. Since ACC commenced importing flour and grain the distribution has all been effected by rail and this will continue.

16. Conclusion.

The Railways are in a fortunate position, having suffered only trivial damage. The civilians are enjoying a generous train service,(probably too generous) and the financial position is good.

There are plenty of Locomotives, rolling stock, and Diesel Coaches,but nearly all these require overhaul and it should be mentioned that the Locomotives are old. Cannibilisation is being carried out as far as possible. It might be possible to take out some of the Engines from the diesel coaches and send them to Palermo to be fitted in good diesel coaches standing idle there,and then transfer them to the Mainland, or use them in Sicily and save coal.

The Army traffics are now at their peak,viz, gasoline,food and ammunition. The gasoline arrives by tanker and then goes forward by rail in drums. About 2o car loads a day are now being forwarded.

It is considered that a coal reserve should be built up at once,in case of any emergency and that,if necessary, the civilian train service should be reduced until a satisfactory coal reserve has been accumulated.

The Railroad is in good condition and is being well maintained.
During the next few days yours Representative hopes to travel over the line and obtain further information and also keep in touch with the Military Railway Authorities.

During your Representative's few days stay in Cagliari,Dott.Ing.SOLLANO has been found to be willing to help and has given all the information asked for. When the Railways are handed back to Italian Civilian operation under A.C.C. [illegible] Sub-Commission it is fully expected that Dott.Ing.SOLLANO will [illegible] to the Army.

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O.H. LINDBERG.
LT-COL RE.
Tn. SUB-COM. REP. in SARDINIA.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

ACP/cg.

August, 1944. 18 AUG Recd

MONTHLY REPORT OF ACTIVITIES, JULY, 1944.
TRANSPORTATION SUB-COMMISSION, ACC.

1. RAILWAYS.

(a) General.

As in June, the month of July has seen considerable changes in the railway map. Line 90, the inland route between Naples and Rome was tested for operation on 2 July and opened on 4 July, by the Director General Military Railway Services, who was on the engine of the first train, conveying 400 tons of coal, into Rome.

The Anzio - Rome line, which conveyed a considerable tonnage at the beginning of the month, fell into disuse at the end of the month on the closing of Anzio as a port. Line 89, the coastal route from Naples to Rome was opened for traffic towards the end of July, but the section Campoleone - Rome was not the original track, but the section of the Anzio - Rome line to which a link was built at Campoleone. This line has a limited tonnage and not until the old original route is re-constructed, will the tonnage be able to step up.

The line to Civitavecchia from Rome was completed, and ACC used this port to the full, rail traffic from there to Rome being considered as port clearance. The line north of Civitavecchia has almost reached Grossetto.

An indication of the changing railway position is that in a very short time the 8th Army railhead moved forward fromRoccasecca to Civitacastellana, a distance of 140 miles, and yet the swiftness of the advance brought considerable difficulty in getting AMG 8th Army supplies to their forward points.

Line 87 has been completed north of Rome to Bastia, and that point is now being used, with Assisi, as a limited railhead for 8th Army, the bulk of heavy traffic still using Civitacastellana.

On the east coast, the line was extended to Ortona, at which point it will stay; in view of the development of Ancona as a port.

Every tribute is due to the railway construction companies who have so remarkably bridged the gap between the source of supplies and the advancing armies. But from the standpoint of ACC, every step forward brings added problems. In fulfilment of the essential task of winning the war, the railway engineers put in temporary bridges, single track lines, and pluck from all side lines of not immediate military importance, the valuable sleepers, ties and rails. Thus, the military demands are met, but the railways have sprung up over a number of years to meet the economic demands of a nation's distribution scheme, and that distribution scheme is essential for the rehabilitation

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On the east coast, the line was extended to Ortona, at which point it will stay: in view of the development of Ancona as a port.

Every tribute is due to the railway construction companies who have so remarkably bridged the gap between the source of supplies and the advancing armies. But from the standpoint of ACC, every step forward brings added problems. In fulfilment of the essential task of winning the war, the railway engineers put in temporary bridges, single track lines, and pluck from all side lines of not immediate military importance, the valuable sleepers, ties and rails. Thus, the military demands are met, but the railways have sprung up over a number of years to meet the economic demands of a nation's distribution scheme, and that distribution scheme is essential for the rehabilitation of the life of the people.

ACC is therefore, concerned with the necessity of re-building the railway tracks to their original plan. Double tracking, electric transmission to save valuable coal, are some of the considerations ACC must give to the railway needs of the community.

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1. RAILWAYS. (Contd).

(b) ENGINEERING.

The railway map of Italy has been divided into two areas, roughly on a line Grossetto - Rimini, and two experienced civil engineers have been given a territory each, to survey. They are at present attached to the organisation of the Director General of Military Railway Services to understudy his methods of working with the Italians, but at the same time are carefully examining territory which is of no military value but of use for the distribution of food and materials. Unfortunately, supplies are very inadequate to enable them to start a full drive in repairing all railways, but immediate essentials, like the linking of the gap in the railway Palermo - Messina, the gap which links Reggio and Naples at Gioia, and the Termoli - Campobasso line, feeding the east coast route with the fertile inner land, are already being supervised. New and pressing demands are now upon them in the recently released territory, where lignite mines offer means of supplying fuel to Rome. Links and bridges have been surveyed, estimates prepared, and plans drawn up for the re-building of parts of the lines which will enable much useful traffic to be moved.

(c) PRIVATE RAILWAYS.

During the month a directive was issued to forward regions in respect of private railways. There is a natural desire on the part of such railways to resume traffic at an early date, and in some cases they have actually re-started with stocks of German coal. Unfortunately, at the present moment, such stocks cannot be replaced without a proof being available that the rail way is either fulfilling a very useful service to the war effort, or is moving supplies of produce and food in sufficient quantities to assist measurably the life of the people. Around Rome, several light railways have been most anxious to resume. The line running north to Viterbo was partly available for traffic, and Rome region were able to offer electric power which would otherwise be wasted between 2400 and 0500 hours daily. The track is standard gauge, electrically operated, and the ACC Engineer is examining the route to ascertain the feasibility of getting the full line in order for the conveyance of vegetable produce lying in the Viterbo area. The once popular line from Rome to the Lido commenced operations on the remnants of German coal available, to Acilia, but beyond that point the track is in need of repair, and the power station at Orte is out of commission. The coal situation, coupled with a careful review of the economic factors existing, made it necessary for ACC to terminate the service owing to lack of coal. No justification for the lines, on grounds of military usage or movement of essential food supplies could be advanced, and for the time being, such requirements are paramount.

The light railway from Spoleto to Norcia, electrically operated, and narrow gauge, is in course of inspection, but in view of the very heavy gradients and the damage suspected, the re-open-

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1. RAILWAYS (Contd).

(c) PRIVATE RAILWAYS (Contd).

A further light railway is operating from Rome to Palestrina on electric power. An inspection will be made of the line, and its immediate use as a means of moving food supplies assessed. If engineering work is required, this will be considered. (It is generally found the private railways are most anxious to resume, are concerned with the lives of their employees, and in many cases have material for reconstruction.) It is not ACC policy to stop such repairs as can be carried out, unless the materials can be used immediately for the repair of a line with a number one priority. These light railways played a most important part in the ordinary life of the people, both for the movement of stores and for people, and in normal times, with electric current, their cost of operation was quite low.

It is, however, essential to watch the movement of traffic, for the black market can be easily fed. Regions are continually asked to ensure that a careful check is kept on the movement of supplies that all civil traffic by the main I.S.R. routes, or the private railways, is sanctioned by the Supply Officers, and ACC freight car labels supplied as a means of enabling the immediate detection of traffic passing illicitly.

(d) POLICY.

On the trend of general policy, the Director General of Military Railways has made it quite clear that he is prepared to relinquish territory for ACC supervision of Italian railway operation as soon as circumstances permit, and to this end, officers have been attached to his organisation to understudy the methods of working with Italian personnel. Railway Divisions do not tie up with ACC Regional boundaries, and therefore, the Transportation Sub-Commission Divisional Superintendents overlap a little in the administration of the railways. The swiftness of our recent advances was followed by the further nomination of selected officers to study for the post of supervisory divisional superintendent in railway divisions north of Rome, in order that continuity of control be maintained, and in order that they shall be fully acquainted with the territory and personnel with whom they will expect to work.

The monthly meeting of the Transportation Committee, comprising representatives of all military personnel interested in the railways, led to additional facilities becoming available for the movement of civilians between Bari and Naples.

(e) DIRECTIVE.

At the beginning of the month, a directive was issued to ACC Railway Divisional Superintendent at Reggio, who had just assumed control of the Reggio railway division from the DG RS. It defined fully his supervisory functions, and was based on the paramount ACC axiom for the territories now freed - that the maximum amount of work should be undertaken by the Italians themselves,

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1. RAILWAYS (Contd).

(f) RELATIONS WITH MINISTRY OF COMMUNICATIONS.

Our relations with the Ministry of Communications have continued in a satisfactory manner, and it is pleasing to no note a considerable increase in the carefully thought out demands being put for improved railway facilities. Each demand is carefully considered on the merits of actual application, but always the fuel consumption is a determining factor. For men who are trained railmen, it is always regrettable that services have to be cancelled, when the demand for their use is there.

(g) MOVEMENTS.

The month has seen a decided step in getting the Italians to undertake considerably more work in connection with the bidding system. Traffic is bid for, and Supply Officers submit their requests for movement, indicating a degree of priority. In the southern provinces, local autonomy has been granted to the ACC Divisional Superintendents, and after all inter-regional traffic has been covered by a weekly meeting at the Naples office, other local tonnage available is allocated by the local officers at Bari and Reggio. The system is working satisfactorily, and it is hoped to extend the local system to the Naples area shortly, upon the transfer of the headquarters (rear) to Rome. For areas north of Naples, the heavy military requirements have limited ACC traffic considerably, but, throughout the country, our relations with Army Movements is such that they will assist to the utmost any urgent traffic demand and make available their military trains when capacity is available.

Plans are in hand to bring Regions IV, V, and VIII into the "bidding" system, for movement of traffic, in view of the heavy demands and the extension of the Regional territory. Surplus foodstuffs are being found in the forward areas, and heavy demands for rail transport is being met by this Sub-Commission to assist southbound movement in the feeding of Rome, with full co-operation of the military forces who are authorising the use of freight cars returning from railheads.

Tonnages and numbers of Bid Traffic are given below:

No. of Bids			TONNAGE MOVED.
Received	Rejected	Accepted	
920	324	596	80,000
EMERGENCY BIDS.			
47	-	47	5,022
Local Civilian traffic within BARI Division			52,800
		REGGIO Division	32,500
		TOTAL OF ALL TONNAGES	170,322

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ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION:

R.T.O. office of the Island Base Section at Palermo was withdrawn at the beginning of the month, and under ACC Tn. representatives' supervision, similar type of office was set up with English-speaking Italian personnel, to be run by the railway.

Repairs to the Simeto bridge were inspected, and it was found that on completion of the most difficult part of the work, the materials were all on hand and hopes entertained of speeding up towards completion.

An exceptionally heavy move was handled during the month from Trapani - Palermo - Rome, over the Palermo - Messina line. Approximately 150 car loads of materials were moved without difficulty.

On 19 July, the line was opened from Fiumefreddo to Taorumina - a distance of 9 Kms. Train services to Taurmina being extended w.e.f. 22 July 44. Further extension to Scaletta a distance of 21 Kms. should be in operation about 30 Sept. 44.

The following equipment is in process of being moved from Sicily to the mainland:-

Deisel Car Rocket N° 404
Deisel Car Rocket N° 401
Deisel Car Union Jack
Deisel Car equipped as kitchen car companion car for the Union Jack.
75 Tank Cars suitable for Petrol
50 various types of German and U.S. World War I cars
60 Refrigerators
80 Flats
80 Low-sided Gondolas
50 High-sided Gondolas
50 Box cars

Further equipment to be moved awaits sea transport.

The Bailey bridge at Tusa has been removed by the Royal Engineers, and the newly constructed bridge is in operation.

It is anticipated that the Simeto bridge will be ready for service on or about 20 Aug 44.

Lines Marsala - Castelvetrano are due for completion by 30 Aug 44, and the Messina - Palermo line should be ready for service by 5 Sept 44, and Catania - Messina line by 20 Sept.44.

Tonnages moved during the month ending 30 July 44 are given below:-

ALLIED FORCES	ACC	ITALIAN FORCES	CIVIL	TOTAL
12045	207	473	19380	32105
4396	280	317	18471	23464
2614	258	345	20523	23740
3170	246	260	20630	24306
22225	991	1395	79004	103615

All sections of the line in Sicily are now in operat-

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BROAD GAUGE:

Messina-Catania-Taormina-Sealetta	Bridge construction in progress.
Palermo-Messina-S.Agata-S.Stefano	Bridge construction in progress.
Palermo-Catania via Simeto, at Simeto	Bridge construction in progress.
Trapani-Marsala-Castelvetrano lines	
Marsala-Nicola di Mazara	Bridge construction in progress.

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ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION (contd).

NARROW GAUGE:

Castelvetrano-Agrigento-Lercara	Damaged bridges being repaired, and lack of fuel.
Agrigento-Canicatti-Licata	Lack of fuel
Dittania-Leonforte	Lack of fuel

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES:

	Frt.	Pass.	Switch	TOTAL	DIESEL
(a) In service	114	36	25	172	18
(b) Spare	36	7	4	50	-
(c) awaiting heavy repairs	73	9	20	102	1
(d) rebuilding	44	10	-	54	-
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Rack	TOTAL
(a) In service	14	7	21
(b) Spare	9	4	13
(c) Awaiting heavy repairs	8	2	10
(d) Rebuilding	7	11	18
TOTAL	38	24	62

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY:

	BOX	GON.	FLAT	TANK	OTHERS	TOTAL
Heavy repairs:	482	590	377	40	10	1499
Light repairs:	816	423	54	154	19	1466
TOTAL	1298	1013	431	194	29	2965

(b) SARDINIA DIVISION.

Tonnage conveyed in Sardinia is divided between four different railway organisations. Total tonnages for the month of July are as under:

FERROVIE STATO:

Military	Civil	TOTAL
13015	12274	25289

FERROVIE COMPLIMENTARI:

Military	Civil	TOTAL
771	3178	3949

FERROVIE MERIDIONALE SARDE:

Military	Civil	TOTAL
105	27478	27583

STRADE FERRATE SARDE:

Military	Civil	TOTAL
4313	1364	5727

The civilian tonnage is made up of foodstuffs, coal, and articles of manufacture.

(c) BARI DIVISION.

Under the system of bidding for tonnage, the bids are received from the Regional and Provincial Supply Officers, and the I.S.R. and S.E.R., and are collated and discussed at a meeting each Monday morning with the Chief Supply Officer, Region II, and screened for movement the following week. Any applications

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(c) BARI DIVISION (contd.)

This system is now working fairly well, but a "tight rein" in necessarily kept on Emergency Bids, and on bids received from the Railways. Respecting the latter, at the request of the Regional Supply Officer, these bids are being forwarded by the Railways to the Consiglio del Economia first of all for screening, after which they are given next priority to bids made to the Supply Officers, when the tonnage screening takes place.

Additional unnecessary work is still being caused by Provincial Supply Officers not submitting their bids at the proper time, or on the proper forms and the latter numbered. The attention of the Regional Supply Officer has been drawn to this matter.

Irregularities in the correct use of ACC wagon labels have been noted during visits made to marshalling yards and stations in the Division.

(i) Labels not dated.
(ii) Signatures being illegible due to use of rubber stamps instead of a proper signature.
(iii) Labels detached in transit from wagons.
(iv) Old labels not removed from wagons or properly cancelled.
(v) Labels not in possession of Station staff when wagons loaded and ready for despatch, authority for loading having been signalled to Capo Stazione by I.S.R. Bari on authority of loading programme.

Those concerned with the above have been notified.

On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

BARI DIVISION to NAPLES
BARI to BARLETTA
BARLETTA to BARI.

On these sections it has not been possible to accept any tonnage not placed through ACC channels. Owing to the Regional ban on the movement of wine between Provinces, there has been a big drop in the tonnage bids from stations on the Sud Est to Bari. The movement of grain and flour has caused an increase in the tonnage on the Taranto-Bari line, due to the traffic coming into Gioia del Colle from the Rocchetta line. Military requirements during the period 10 - 16 July 44 resulted in a "stop" on all Civil and ACC traffic during this week.

Grain Traffic:

Movement of Grain from Matera, Potenza and Bari Provinces started early in the month. The total figure of tonnage accepted for rail movement during the month was 8397 tons, of which 2700 tons were for Calabria.

As far as this Sub-Commission is concerned, no difficulty was encountered, complications that have arisen, from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way. The procedure laid down in ACC Tn. Memorandum No 3 was rather ignored in this respect, resulting in some delay to the movement. Bidding for grain movement is now taking

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Civilian Traffic Irregularities.

Few irregularities other than those mentioned respecting labels have come to notice during the month. A number of labels have been returned, in cases where the consignors had not used the wagons placed for them. P.S.Os have been asked to restrict future issues of labels to the firms concerned and not to accept their bids, on account of the waste of war effort involved.

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(d) NAPLES DIVISION:

Total tonnage of ACC bids for the month amounted to 28,872 tons, of this figure, approximately 4,000 tons were cancelled for the week 24-30 July by the Priority of Movements Conference. Bids in respect of this tonnage have however, been repeated. During the early part of the month a glut of potatoes, resulting in a large tonnage of both ACC and Civilian bids was handled. Subsequently, at the request of the Agricultural Section, Region 3, bids for movement of potatoes from Region 3, except the province of Salerno, were cancelled at very short notice. A small number of Emergency bids were handled, including the movement of accumulators for I.S.R., bid for by the Capo Compartimento, Naples. Empty Olive Oil Tankers and an urgent flour bid from Salerno to Sala Consilina were moved. A large number of Civilian Bids were handled, and these amounted to a tonnage greatly in excess of what could be carried. They were reduced accordingly.

(e) MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

Lt.Col. C.G. BROWN.

Activities of Lt.Col. C.G. Brown, attached to D.G.M.R.S' organisation include the operation of the Caserta - Rome line during the absence through sickness of Lt.Col. Crymes, of 715th Railway Operating Battalion. Lt.Colonel Brown also took part in the transfer to the mainland of freight cars from Sicily Region, being responsible for securing L.C.Ts, and finally handing over the cars to 760 Railway Shop Battalion, of the M.R.S.

Major W.S. WALKER.

Major Walker, who has also been attached to the D.G.M.R.S organisation for the purpose and with the function of co-ordinating demands for railway stores and supplies by the I.S.R., has been operating with that organisation co-ordinating demands for the future operations of the I.S.R.

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2. ROADS

Considerable expansion of the Roads Section has taken place during the month of July 1944. A list of the present functions of this Section is as follows:

General Administration
Accountancy
Spare Parts
Tyres
Operations
Maintenance

General Administration is self-explanatory, but information in respect of the other duties is set out below.

(a) Accountancy.

Under this heading falls the work done in connection with the satisfactory supervision of the various sums of money paid in to ACC accounts by the civilian firms operating military vehicles on our behalf.

(b) Spare Parts.

This constitutes the control and proper distribution in order of urgency of those spare parts necessary to maintain non - military transport on the roads. Spare parts in Rome area are gradually being frozen, control of them being assumed by this Section.

(c) Tyres.

This forms one of our greatest problems at the moment and it is not easy to see how satisfaction can be given to all concerned. A tyres plant for the repair of such is being opened at Bari, and it is hoped that the number of repaired tyres (C-1 tyres drawn from PBS) will be available in the near future. Unfortunately, these will be only of limited sizes, but should cover a fair percentage of current demands. In addition, a number of repair plants in Naples and Rome are being organised to carry out such line of repairs as their machines are capable of executing.

(d) Operations.

This work is being handled by an Italian civilian, whose main objective is to co-ordinate all movements of vehicles, both military and civilian, engaged in the transport of supplies. Efficiency of such a system naturally takes time, but it is hoped that the result will be a considerable saving of wastage which occurs at present in the shape of vehicles transporting supplies in one direction fully loaded, and returning practically empty or only partially full.

(e) Maintenance;

The general transport situation as usual is strained. A certain relief was obtained by the recent arrival of a total of

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(e) Maintenance;

The general transport situation as usual is strained. A certain relief was obtained by the recent arrival of a total of 158 30 cwt Chevrolet trucks from Mideast, and a further 42 are expected in the near future.

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2 ROADS (continued)

Authority has now been received for the permanent allocation to ACC of 100 x 3 ton trucks which were previously on loan. About 40 of these are of little further use, and it has been agreed that they shall be replaced by serviceable vehicles.
20 vehicles have been transferred from Region III to meet the needs of a rapidly expanding Region VIII. 7 more 3 tons vehicles have been taken in charge by Region II under instructions from AAI. These vehicles are employed on the special job of street cleaning in Bari.

STATISTICS

Current statistics are as follows:-

Region II - 117 x 3-ton plus 28 on loan from the Army
Region III - 137 x 3 ton and 60 x 2 1/2 ton
Region IV - 72 x 2 1/2 ton.
Region V - 120 x 3 ton, 148 x 1 1/2 ton, 100 x 1 ton trailers + on loan, 17 x 10 ton.
Region VII - 9 x 3 ton. and 10 x 1 1/2 ton.
Region VIII- 40 x 3 ton.
Displaced Persons Sub Commission - 16 x 3 ton.
Food Sub Commission - 5 x 3 ton.
In addition to these vehicles there are the following:-

With AMG 5th Army - 548 G.T.Co. (120 x 3 ton) on loan and about to be withdrawn and replaced by civilian lorries and drivers. 1024/5 Italian Truck Co. consisting of 163 x 2 1/2 ton at present transporting supplies from Civitavecchia to Siena.

With AMG 8th Army - 1001st G.T. Co. (120 x 3 ton) on loan.
Operating on the Isle of Elba - 4 x 2 1/2 ton.

This makes a total of 918 vehicles, plus those on loan only.

+ 100 miscellaneous vehicles of those with Region V have been transferred to the new Foggia Province. Exact details will be given in August Report.

ITEMS OF INTEREST FROM REGIONAL REPORTS.

REGION 1 - SICILY

There has been adequate transportation for the "Granai del Popolo" in Region I, generally speaking for the month of July. INT, along with some privately owned trucks, have managed thus far satisfactorily, and unless the rate of demand for transport increases sharply this Region will have reached stabilisation period in August and September.

In July INT was authorised to spend for tyres in the "open market" over one million lire, and it has maintained its operations close to the six hundred trucks mark of all-load carrying capacity with tyres now too road worthy.

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ROADS -(continued)

Minor problems needing continuous correction, intervention and controlling are as below:

(a) Eighteen trucks for grain collection ordered by Consorzio not utilised for several days until INT referred matter to ACC, when they were immediately transferred to another location where they were needed for goods movement.

(b) Supervision over contracts whereby individual business men or firms agree to put in running order one of ACC's inefficient trucks which would otherwise not be prepared due to lack of parts and tyres more easily found by interested parties than INT costs prices -- terms must be strictly controlled.

(c) Minor claims on ACC resulting from confusion created by the selling of Allied property (trucks-motors-parts-tyres) by Allied Officers in the past with reclaiming policy adopted by this region for same with re-imbursement.

These are the continuous and routine problems coming to light more in July which Generale di Divisione Lodovico Consorte (retired) with honesty, will, and competence, advisor to this office, despatched with fairness and efficiency.

INT in July prepared a new and complete report on vehicles property of the Allied Governments, condition, type, etc, a financial report, report on the expansion of INT since AMG/ACC re-organised the concern.

Arrangements were made with Dr Dolce, representative of the Ministero delle Communicazioni in Sicily for assistance and supervision of ENAC.

REGION III

Centralisation of Road bidding in the Consorzio proved unsatisfactory, and was moved back to this Offce. The anticipated change in the Directors of the Ufficio took place, Sig Simeone being removed, and Sig. Mosca being nominated Administrative Director. Collection of Accounts due has continued slowly, and pressure is now very strong with reasonable results. The CIP Agency has been helpful with an extended credit, which has now been reduced.

Practically all the grade III and IV trucks have been put through REME workshops, and replacement vouchers for upwards of 40 have been submitted. 20 British 3 tonners were handed over to Region VIII and utilised on northward journey to carry refugees to Frosinone area. Another drive against haulage delinquents has begun, with the co-operation of the Questore, and a special squad under the direction of V.Comm Agresti is in charge of the investigations and prosecutions. The immediate effect of this was to raise the number of casual trucks available to the Consorzio from 40 to 110. In spite of this additional fleet the Consorzio by utilising the daily petrol distributing system has kept up the required increase of load carrying and has done the work with a saving of approx.

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(b) Supervision over contracts whereby individual business men or firms agree to put in running order one of ACC's inefficient trucks which would otherwise not be prepared due to lack of parts and tyres more easily found by interested parties than INT costs prices -- terms must be strictly controlled.

(c) Minor claims on ACC resulting from confusion created by the selling of Allied property (trucks-motors-parts-tyres) by Allied Officers in the past with reclaiming policy adopted by this region for same with re-imbursement.

These are the continuous and routine problems coming to light more in July which Generale di Divisione Lodovico Consorte (retired) with honesty, will, and competence, advisor to this office, despatched with fairness and efficiency.

INT in July prepared a new and complete report on vehicles property of the Allied Governments, condition, type, etc, a financial report, report on the expansion of INT since AMG/ACC re-organised the concern.

Arrangements were made with Dr Dolce, representative of the Ministero delle Communicazioni in Sicily for assistance and supervision of ENAC.

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ROADS - (continued)

A new permanent depot of 20 vehicles has been opened at Salerno, and temporary depots at Scafati and Calvi Risorta are now available to meet heavy rail loading programmes, the vehicles being withdrawn after completion of each bulk movement. Increased nightloading, and the change from Grade II to Grade III and IV trucks has caused a heavy drain on gasoline, but this will be ameliorated on receipt of the promised supplement.

A passenger bus service between Naples and Rome was inaugurated on 17 of the month, carrying 50 each way daily and this is being implemented. All Rome vehicles impounded for various delinquencies have now been released, except for a few private cars.

REGION IV (covering two months).

On 6 June 44 an office was established for the registration, licensing and requisiting of civilian vehicles in the Commune of Rome, with a staff of 18 civilians. On 30 June the licensing and registering of vehicles was taken over by the Inspettorato Motorizzazione, and although by this time the civilian personnel had increased to 40, it was reduced to 12. During the period to 30 June 5690 circulating permits had been issued, and 375 vehicles requisitioned. From 30 June to 31 July the office dealt with 214 requisitioned cars and issued 228 circulating permits.
Work started in the petrol section on 30 June 44. The first week was spent in investigating the situation, which was obscure owing to lack of records. An allocation of POL was received for July which included 326 tons Petrol and 518 tons Diesel oil, this to supply Rome Province and Rome Region combined. A slightly higher allocation was agreed to at a subsequent meeting.
A carefull watch had to be kept on all allocations, as there was a tendency to exceed the allocation, and this was further complicated in a breakdown of supplies from Naples about mid-month. The condition to 31 July brought about a tightening of the control and this was greatly helped by the formation of Trasporti di Roma to handle the civilian truck transport.

REGION VIII

At Grossetto a civilian manager, staff and offices have been obtained for the Road Haulage Consorzio. Commencing August 1, Road Haulage Work tickets and Freight Returns will be substituted for the Agrario delivery notes and used on all the civilian road haulage vehicles. 12 x 7 1/2 ton, 2 x 6 1/2 ton, 2 x 3 1/2 ton, 2 x 3 ton and 2 x 1 ton vehicles are registered with the Consorzio and approximately 75% are roadworthy. In addition 3 civilian vehicles are located at Masamrita and 10 at Acidona which, in the near future, will be under control of the Grosseto organisation. The manager of the Consorzio has been instructed to obtain tyre sizes and types of batteries of all vehicles under his control

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ROADS (continued).

work under the supervision of a British OR. The road vehicles are maintained on the 10 day maintenance check system and the Regional vehicles as laid down in Establishment Memo No. 6.
At Siena, 10 WD vehicles have been allocated to the Province and are at present being operated from Region HQ. The formation of a Road Haulage Consorzio is in hand and the SEPRAL Company is being used as a basis. SEPRAL vehicles are already being used for food distribution but they are at present only allowed to operate in certain areas.
REGION HEADQUARTERS 31 WD vehicles (including 10 allocated to Siena) are now located at Region HQ. These vehicles are being allocated to Livorno, Arezzo, Florence and Pisa. It is expected that other Provinces will also be requiring vehicles in the course of the next few weeks. The present drivers are being replaced locally owing to the difficulty of civilian drivers subsisting on the food ration when away from their homes. These vehicles have been used for transporting flour, refugees, and coal - a total weight of 135 tons. When the civilian Consorzii are organised, and every use is made of civilian vehicles, it is intended to keep a pool of WD Road Haulage vehicles at Region Headquarters, or near a port or railhead, which may be switched to any one Province on long hauls.
As only 40 WD vehicles are available, an allocation adequate to all Provinces is not possible, but with the WD vehicles stationed as stated; supplies can be moved from dumps to Provinces for Provincial distribution by Consorzio civilian vehicles.

The maintenance of all WD vehicles will be carried out at one central garage in each Province. When Region VIII Headquarters move to Florence, one large Garage will be taken over for the maintenance and repair of Headquarters and WD vehicles employed on Road Haulage and requisitioned cars. By centralising the maintenance and repair work, every possible use can be made of the limited Allied Supervisory staff available and American and British equipment. The British LAD equipment, when issued, will be allocated at that workshop, where, if civilian equipment has not been sabotaged, heavy repairs to vehicles in the Region will be executed. In order to standardise vehicle maintenance, it is suggested that the 10 day maintenance check for Road Haulage vehicles, be carried out on both American and British vehicles of Regional Transport. In addition, the monthly 406 inspection for British WD vehicles ("organic") can still be carried out.
At the time this report was written, the Region VIII Transport Officer was standing ready to proceed to Florence in connection with the inauguration of the Road Haulage scheme in the city. A Public Safety Officer from the Region, aided by the Provincial Supply and MT Officers were ready to assist in that work, to be fulfilled under the command of the SCAO AMG 8th Army and the Provincial Commissioner.

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3. SCHOONERS

The system started in June of operating 50 ton schooners by COGENA under the supervision of this Sub Commission for ACC xas shewing a satisfactory increase in Movement. However, at a meeting of MEDBO on 18 July, it was decided to cancel this arrangement, and revert to a system of bids to be collected through ACC Transportation Sub Commission at Headquarters, and submit collated requests to the weekly Schooner Board Meeting. It proved impossible to implement this system on short notice, and it was subsequently decided that a view of the whole picture was essential to proper planning and therefore estimates must be got from the Services and ACC of the amount of goods required to be carried during September, and that then a sub allotment of tonnage according to need would be made.

In the meantime, schooners were allotted to COGENA of 12640 d.w. tons (including 1550 d.w. tons of under 20 tons schooners) for ACC and civil requirements. Although it is specifically stated that there is objection to ACC supervising the operations of COGENA, it is assumed that during August, as far as possible, the method laid down in ACC Transportation Shipping Memo No 1 will continue to operate. The allotting of schooners to COGENA in irregular tonnage instead of in set tonnage scales of say 50 or 100 tons, does, however, make the scheme difficult to operate, as GOGENA agents do not know which are the schooners for which they have to get cargoes lined up and which are the Service ones.

During the month urgently needed supplies of food and salt and oil for light plants of approximately 2000 tons have been delivered to Rome. Large salt deliveries have been made by schooner to Castellammare from Trepani, and by coaster from Cagliari. Coasters were also arranged for delivery of 1000 tons of pit props from Crotone to Licata, and 800 tons of sulphur from Sicily to Cagliari. Considerable deliveries have been made of boxwood to Sicily for export purposes, and 2000 tons of wheat were moved from Castellamare to Reggio and Crotone.

Various smaller moves have been made round the East and West coast of Italy, and round from Sicily, including small quantities of wine from Puglie and Sicily.

Total figures of deliveries made by schooner are not available. COGENA has not been able to dissect it from their information and only a few ACC Provincial Supply Officers' figures have so far been received.

Shipping Figures for Sardinia during the month of July are recorded as under:

Military	39830
Civil	2388

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Military	39830	
Civil	2388	
	42218	tons

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4. COAL DIVISION.

One feature of the month has been the amount of unsolicited interest taken by numerous departments in Coal. The meaning of the hackneyed phrase "Black Diamonds" is now fully appreciated tho the scarcity of the commodity is not apparently understood. The Coal Division though small, is a very soft hearted body, and it was indeed with great sorrow that it had mildly to discourage schemes for present and future developments which would have gladdened the heart of the pre-war coal merchant.

A great deal of valuable time would be saved if applicants would adhere to the rules laid down when applying for coal, and give in the first instance the full details which practise has shewn are absolutely necessary before any application can be approved and forwarded.

The month opened - and closed - with the problem of the lights of Rome and the transport of the coal necessary to produce them, coupled with a keen desire of the Armies to "hand this one", also a stockpile of German coal at Gaeta, on to the Coal Division ACC. A meeting at Headquarters divided the responsibilities, leaving the chores to the Coal Division and the doubtful credit others. Much work by Rome Region to transfer the Gaeta coal to the main line has still not produced the necessary rail wagons to complete the transfer. The Power stations however continued to run, thanks to conbined efforts of both rail and road. Once supplies - and stock- are assured, it is proposed to start feeding the Gas Works but only, let it be said, to stockpile for FUTURE use.

A proposal to bring coal supplies to Fiumincino was examined and inspection of the port made. The port lighters and rail are expected to be repaired, and ships and schooners from Sardinia are expected to be provided, assembled and moving early in September. A plan by the Armies to repair and allocate a berth at Civitavecchia for ACC coal is expected to be completed by the end of September. Its completion would relieve considerably the "Chores" of para 1.

Plans for the repair of rail connections to Ribolla and Pietrafitta Lignite mines north of Rome are under way. Stocks of over 100 thousand tons of Lignite are waiting to be lifted from these mines to the Electrif stations who in return have promised a little power to be allocated to the said mines.

It will be interesting to see from which of the above, North East or West the first supplies arrive. Lignite seems a likely winner at the moment.

Numerous conferences with members of the Italian Government State Railways, on the take over, discharge, handling and distribution of coal in parts of Italy and the Islands have brought the plans within view of the printers. Mid August should see the beginning of the progressive take over. The Government are actively considering prices of imported and local coal and coke; it is hoped to publish them simultaneously with the scheme.

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5. FINALE:

(a) Defascistisation.

In spite of struggling with the portmanteau nature of the word itself, the appropriate action has been taken with the Minister of Communications, and the matter is, and will be, carefully pursued.

(b) Staff Movements.

Staff movements during the month have been slightly above usual, due to the re-organisation of the Sub-Commission following arrival at Rome, and to the considerable development of the newer Regions.

(c) Report Distribution.

This Report is being sent, in addition to the usual channels, to Transportation Sub-Commission Officers in the Field, who are in many cases cut off from contact with other Regions. It is felt they will learn much from it, and will appreciate more fully the vast area which falls upon the Sub-Commission. Moreover, helpful hints have been included which may assist Regional Officers in covering local difficulties in their own part of the territory. It is intended to make this monthly report as representative as possible, and in future, all Transportation Sub-Commission Officers in the Field, Rail, Road and Water, will be expected to remit to Headquarters not later than the 5th day of the proximo month, a full report, with statistics, stating their progress. It is not intended to issue any reminder of this requirement.

(d) Change of Direction.

On and from 15 July, 44 Colonel D.S. Adams, C.E., was appointed Director of this Sub-Commission, and Lieut-Colonel L.E. Vining, M.B.E., was appointed Deputy Director.

(e) Advancement of Officers.

During the month, Lieut-Colonel J.J. Carnes, Chief of Road Section, was promoted to be full Colonel.

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Colonel, C.E.,
Tn. Sub.Comm.

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Internal Transportation Sub-Commiss. n, ACC.,
C/o Mov & Tn.,
HQ ACMF (Adm Echelon),
C.M.F.

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Our reference : ACC Tn/47/12

Date : Mar 44.

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MONTHLY REPORT OF ACTIVITIES, FEBRUARY, 1944.

INTERNAL TRANSPORTATION SUB-COMMISSION, A.C.C.

1. Relations between Movement & Transportation Organisation of Allied Military Forces and this Sub-Commission.

This Sub-Commission continues to work side by side with the Movement and Transportation Organisation of the Allied Military Forces for the reasons previously given and under the AFHQ Directive and memoranda referred to in paras 2 and 3 of report for period up to 31 December 43.

The headquarters of the Sub-Commission is, therefore, still located at above address and representatives are attached, according to requirements, to the more important Movement and Transportation Offices of the Allied Military Forces throughout occupied territory. (Details are shown on the monthly return of personnel rendered to G-1, Main HQ ACC through Economic Section.)

2. Operation of weekly "Bidding" system for co-ordination of AMG/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities:-

(a) Railway freight traffic required to be moved for ~~AMG~~/ACC (Mainland):-

Number of Bids			Tonnages of accepted bids			
Received	Rejected	Accepted	Foodstuff	Fuel & Pet.	Seeds & Fertilizer.	Misc
85	10	75	10,290	3540	625	630

total tonnage of accepted bids : 23,085

86

(b) Shipping freight traffic for ~~AMG~~/ACC (not including direct imports from U.S. or U.K.) :-

Number of Bids			Tonnages of accepted bids				
Received	Rejected	Accepted	Foods	Clothing	Mfgrs Mat'ls	Hemp	Total
20	1	19	3912	60	280	110	4362

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12 June
5

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Emergency "bids" and other additional movements for ~~AMG~~/ACC

(c)(a) Railway - Emergency bids:-

Foodstuffs, including Olive Oil & vegetables	Seeds and Fertilizers	Misc.	Total
560 tons	400 tons	63 tons	1023tons

(d)(b) Estimated additional railway movements arranged direct, through our field representatives :-

Region II - Reggio -(Foodstuffs and other		5,000tons
Region II - Bari -(essential supplies		3,750tons
Region V - Foggia - ditto		2,000tons
	Total:	10,750tons

4. Basic Schedule of Trains for civil requirements (Mainland).

(a) Schedule remains the same as shown in Appendix "A" to January report with the following addition under the heading of "Secondary Lines - Metre Guage" :-

CATANZARO MARINA - COSENZA - 2 Freight Daily.

(b) Resources continue to be so limited that it is still necessary to arrange movement of majority of traffic referred to in paras 2 and 3 of this report on the basic schedule trains. It has, therefore, been necessary to continue the unsatisfactory form of authorisation system (referred to in para 3(c) of January report) which has the effect of restricting drastically Italian civilian freight movements on a commercial basis.

(c) In addition to the Basic Schedule of Trains 18 suburban and workers' services are in operation. The services vary from one to four trips each per day and operate in the following areas :- Brindisi, Bari, Taranto, Sibari, Catanzaro, Reggio, San Giovanni, San Eufemia, Salerno, Torre Annunziata and Naples.

5. Rail Facilities - improvements.

To minimise handling and save road transport the following improvements in facilities were arranged in conjunction with the DGMRS:-

Naples (i) Rail siding for Cirio Warehouse, San Giovanni
Naples (ii) Rail siding put in working order for S.A. Gaslini
Naples (iii) Rail siding put in working order for 17 Via Emanuel to serve flour mill of Soc. Meridionale di Macenzione.

6. Road Haulage Transport (Para 5 of January Report refers).

(a) The detailed instructions for organisation and operation discussed at action meeting with Regional representatives on 8 Feb 44 were issued under date of 10 Feb 44 and circulated with covering letter from RC and MG Section dated 11 Feb 44.

(b) You have [illegible]

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(c) In addition to the Basic Schedule of Trains 18 suburban and workers' services are in operation. The services vary from one to four trips each per day and operate in the following areas :- Brindisi, Bari, Taranto, Sibari, Catanzaro, Reggio, San Giovanni, San Eufemia, Salerno, Torre Annunziata and Naples.

5. Rail Facilities - improvements.

To minimise handling and save road transport the following improvements in facilities were arranged in conjunction with the DGMRS:-

Naples (i) Rail siding for Cirio Warehouse, San Giovanni
Naples (ii) Rail siding put in working order for S.A. Gaslini
Naples (iii) Rail siding put in working order for 17 Via Emanuel to serve flour mill of Soc. Meridionale di Macenzione.

6. Road Haulage Transport (Para 5 of January Report refers).

(a) The detailed instructions for organisation and operation discussed at action meeting with Regional representatives on 8 Feb 44 were issued under date of 10 Feb 44 and circulated with covering letter from RC and MG Section dated 11 Feb 44.

(b) You have been and are being kept in close touch with the position almost day by day and it is not, therefore, proposed to repeat detailed information in this report.

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Road Haulage Transport (Para 5 of January report refers) (Contd).

(c) During the Month Regions (apart from Region I) were not able to complete any local civilian organisations or to arrange for them to be allocated any of the 800 trucks which have been or are being made available. This was chiefly due to shortage of suitable Regional officers and transport to enable the few who were available to get about the country and make necessary contacts. Another vital factor was that Regions had no definite information of the terms under which the trucks would be handed over to the civilian organisations.

(d) As regards 1001 G.T. Coy (120 trucks organised on an Italian military basis), it was most disappointing to find this company was not in a fit state to work when due to be handed over to Region 2.

(e) The 21st and 22nd QM Truck Coys (Italian) (80 trucks) are now being operated by Region 3.

7. Ports. - (Para 11 of December report and para 8 of January report refers).

All the important Ports are still under control of Operational Forces. Questions regarding the specific port functions of this Sub-Commission and the inter-related functions of the Shipping Sub-Commission and Sub-Commissions responsible for Supplies have not been cleared up. In the meantime, bids for movement of civilian supplies by coaster or schooners, are being processed and movements arranged through this sub-commission (para 2(b) of this report refers).

8. Inland Waterways.

No activities in this connection have yet arisen.

9. Sicily - (Region I).

(a) The Transportation Committee referred to in para 9(a) of December 43 report is still functioning satisfactorily.

(b) All civilian railway traffic was suspended in Western Sicily on 11 Feb 44, because of a coal shortage precipitated largely by unexpected use of coal alloted for civilian traffic for movement of military traffic in December, and failure to recoup the civilian allocation so used. Three workers' trains (out of Palermo) were restored to service 21 Feb 44 and the coal situation was reported eased, at least up to the latter half of March.

(c) Rail traffic movements for the four (4) weeks ending 23 Jan 44, 2, 9, and 15 Feb 44 were as follows :

AMG	-	3,350 tons	-	05% of total
Civilian	-	11,897 tons	-	16% of total
Military	-	58,328 tons	-	79% of total
Total :		73,575 tons		

(d) Owing to military traffic representing such a high proport-

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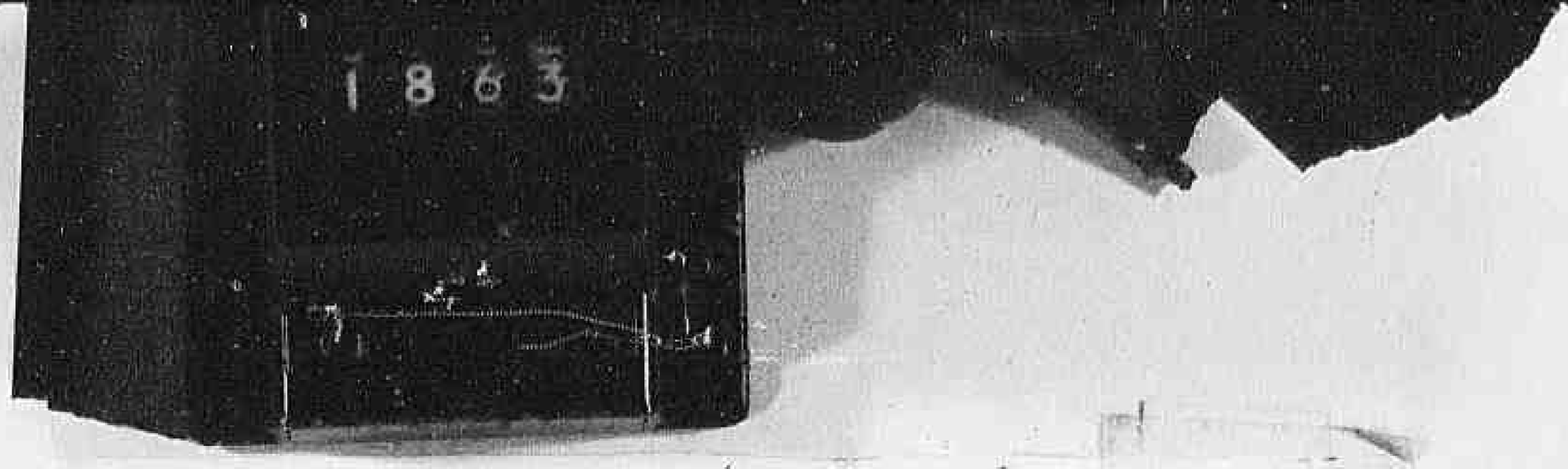
Civilian	-	11,897 tons	-	16% of total
Military	-	58,328 tons	-	79% of total
Total :		73,575 tons		

(d) Owing to military traffic representing such a high proportion of the total tonnage moved, the Military still retain certain of their "Movements" personnel on the island to look after their own interests, although the Railways have been returned to civilian operation under AMG supervision. Negotiations for the complete transfer from AMG to ACC conditions are proceeding satisfactorily.



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10. Sardinia - (Region 6).

The position regarding the possibility of the railways being handed over to supervision of ACC remains the same as in December report. This means that Operational Forces still desire to retain control.

11. Contact with Italian Under-secretary of State for Railways and Highways.

During most of February General di Raimondo was, unfortunately, ill. He is now fully recovered and close contact with this Sub-Commission has been resumed. The heavy back-log of matters to be dealt with will be cleared up as soon as possible.

S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

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Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/7/11.

Date : 9 Feb 44.

TO : Main HQ., ACC.,
Naples.

SUBJECT: Reports.

1. Reference Memorandum under reference AMG/319.1 dated 4 Jan 44.

2. Attached is copy of the Monthly Report of Activities for January 44 so far as this Sub-Commission is concerned. It has been prepared in continuation of the report for the period up to the end of December 43 which was rendered under our reference ACC Tn/47/2 dated 4 Jan 44.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

COPY TO:
Economic Section for Mr. Henry Grady. and also copy of report up to end of Dec. 43

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I ernal Transportation Sub-ommission, ACC.,
C/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/47/10

Date : 9 Feb 44.

MONTHLY REPORT OF ACTIVITIES, JANUARY, 1944.

INTERNAL TRANSPORTATION SUB-COMMISSION, A.C.C.

1. Relations between Movement & Transportation Organisation of Allied Military Forces and this Sub-Commission.

This Sub-Commission continues to work side by side with the Movement and Transportation Organisation of the Allied Military Forces for the reasons given and under the authority of the AFHQ Directive and Memoranda referred to in paras 2 and 3 of report for period up to 31 December 43, which was rendered on 4 Jan 44 under our reference ACC Tn/47/2.

The Headquarters of the Sub-Commission is, therefore, still located at AFHQ Advanced Administrative Echelon and representatives are attached, according to requirements, to the more important Movement and Transportation Offices of the Allied Military Forces throughout occupied territory. (Details are shown on the weekly return of Officers rendered to G.1).

2. Operation of "Bidding System" for Co-ordination of AMG/ACC Railway and Shipping Movements with those of Operational Forces.

The working of this system has improved and the following figures briefly indicate results for the month.

(a) Railway freight traffic on mainland for AMG/ACC:-

Number of bids			Tonnages arranged				
Received	Rejected	Accepted	Foodstuffs, incOlive Oil & Vegetables	Fuel & Petrol	Clothing	Seeds & Fertilizer	Miscellaneous
80	6	74	17,185	7,050	264	6,700	60

Total Tonnage - 31,259

(b) Railway Personnel Traffic (Mainland):-

1,300 carabinieri - Bari to Naples
400 refugees - Tarsia to Brindisi
1,000 refugees - Naples to Potenza
200 refugees - Naples to Lagonegro

Note:- It has now been arranged that future refugee traffic is a responsibility of the Military

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MONTHLY REPORT OF ACTIVITIES, JANUARY, 1944.

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Note:- It has now been arranged that future refugee traffic is a responsibility of the Military Movements organisation.

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(c) Shipping freight traffic for AMG/ACC:-

Number of bids			Tonnages moved
Received	Rejected	Accepted	
8	1	7	4,889

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3. Additional movements effected at request of AMG/ACC.

Certain movements are arranged outside the "bidding" system, but no complete records are available yet. Some indication of tonnage is given below:-

(a) Short notice "emergency" freight movements (Mainland).

Foodstuffs, including Olive Oil & Vegetables	Fuel and Petrol	Clothing	Miscellaneous
5,595	60	10	185

Total tonnage : 5,850

(b) Distribution of imported foodstuffs from Ports (Mainland).

No figures yet available, but tonnage is appreciable. In conjunction with Food Sub-Commission plans are being made to deal with heavy future tonnages.

4. Basic Schedule of Trains for civil requirements.

(a) Particulars are shown at Appendix "A". It is a meagre service on account of the very limited resources at present available after the requirements of the Allied Military Forces have been met.

(b) Resources have been so limited that it has been necessary to arrange movement of majority of traffic referred to in paras 2 and 3 on these basic schedule trains. Result has been little or no capacity available for civilian freight movements on a commercial basis.

(c) Congestion of traffic became so serious that hurried arrangements had to be made commencing 10 Jan 44 to curtail drastically the amount of uncontrolled civilian traffic moving on a commercial basis. This was done by introducing a "form of authorisation," which has to be completed by the consignor before any consignment requiring one or more cars is accepted for loading. The system is not a good one, but owing to the continued necessity to restrict civil railway movements so severely, and the inadequate means of communication, it has not yet been possible to improve it. Efforts are being made to find a practicable way of effecting some improvement.

5. Road Transport.

Field survey made of road transport facilities on mainland, to determine what civilian freight motor transport facilities were available and to suggest plan of organisation.

The report, dated 17 Jan 44, was made at the request of 80 and rendered to Central Economic Committee, but owing to the subsequent dissolution of that body it was passed to the Economic Section.

Based on the report a draft detailed Regional and provinc-

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5,595	60	10	185

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Based on the report a draft detailed Regional and provincial organisation has been prepared. It was discussed at a meeting with Regional representatives held at HQ on 8 Feb 44 and immediate action to be taken by Regions was decided.

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6. Sicily - (Region I).

(a) The Transportation Committee referred to in para 9 (a) of December report is still functioning satisfactorily.

(b) The agreed Basic Schedule of Trains for AMG/ACC and civilian purposes, was much more liberal than on the mainland. Unfortunately, it has been necessary to curtail the service drastically, particularly passenger trains, owing to serious coal shortage.

(c) The following particulars of the volume of traffic dealt with on the Sicilian Railways for three weeks in January are submitted :-

Category	Freight moved	
	Tons	% of total
AMG/ACC	425	0.63
Civilians	8,493	12.63
Military	58,293	86.74
	67,211	100 %

(d) Owing to Military traffic representing such a high proportion of the total tonnage moved, the Military still retain certain of their "Movements" personnel on the island to look after their own interests, although the Railways have been returned to civilian operation under AMG supervision. The complete transfer from AMG to ACC conditions should present no serious difficulties.

7. Sardinia (Region 6).

(a) Since the December report was rendered (para 13 refers) the position as regards transportation has been discussed with the Regional Commissioner. He states that the transportation functions are being performed satisfactorily by Major W.M. Spamm (A) and that although the provision of another officer (junior) would be helpful, the immediate need is not vital. The matter will be kept under review.

(b) The position regarding the possibility of the railways being handed over to supervision of ACC remains the same as in December report. This means that Operational Forces still desire to retain control.

8. Ports. (para 11 of December report refers.)

All the important Ports are still under control of Operational Forces. Headquarters (Economic Section) have convened a meeting of all interested parties at request of this Sub-Commission for 9 Feb 44. It is then hoped to clear up the outstanding points regarding the inter-related functions of those responsible for Shipping and Supplies with those of this Sub-Commission.

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9. Inland Waterways.

No activities in this connection have yet arisen.

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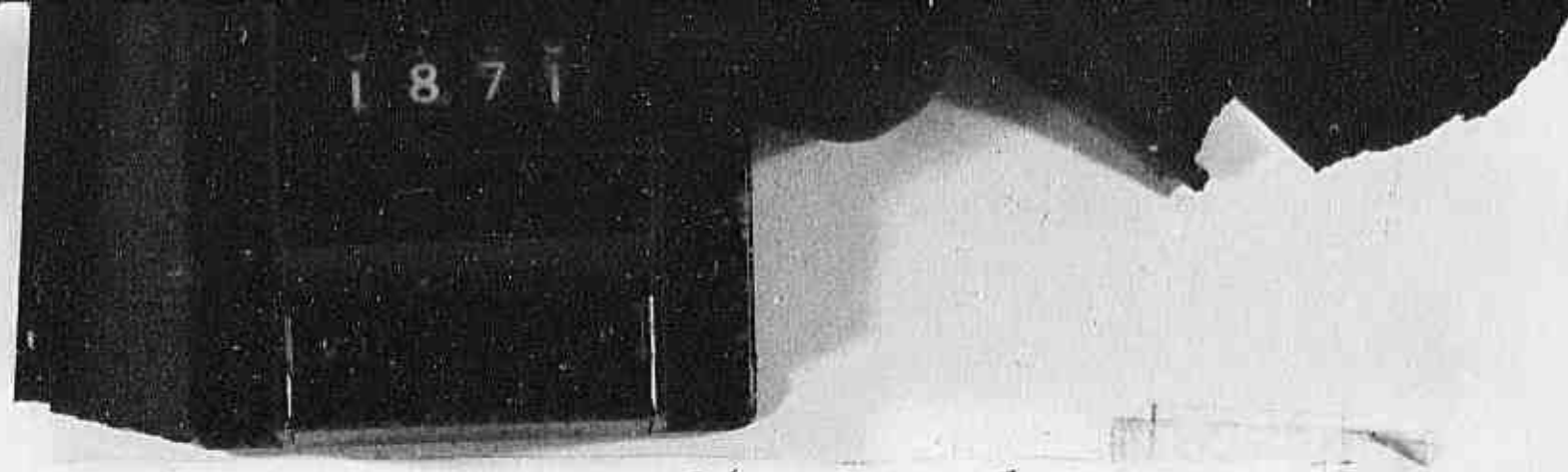

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10. Conclusion.

The recent decision to transfer this Sub-Commission to the Economic Section is already facilitating the essential close co-ordination of activities with those Sub-Commissions to whom transportation is particularly important, especially the Food and Industry and Commerce Sub-Commissions. The new arrangement is getting into its stride and rapid improvement is anticipated.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

APPENDIX "A"

BASIC SCHEDULE OF TRAINS FOR AMG/ACC TRAFFIC AND CIVILIAN REQUIREMENTS.

27 Jan. 44.

Section of Railroad	PASSENGER (each way)	FREIGHT (each way)	MIXED (each way)
ITALIAN STATE, STANDARD GAUGE:			
NAPLES - POTENZA - TARANTO - BRINDISI - BARI	Bi-weekly	One daily	
BARI - BARLETTA			One Daily
BARI - BRINDISI			One Daily
BRINDISI - LECCE			One Daily
BARI - TARANTO (via Gioia)			One Daily
BARI - GIOIA	One Daily		
MELFI - POTENZA			Tri-weekly
SICIGNANO - LAGONEGRO			Tri-weekly
AVELLINO - NOCERA			° Bi-weekly
S.EUFEMIA - BATTIPAGLIA			One Daily
REGGIO - CATANZARO - METAPONTO - TARANTO		One Daily	Tri-weekly
SIBARI - PAOLA			x Tri-weekly
REGGIO - NICOTERA			One Daily
CATANZARO - MARINA - S.EUFEMIA			x Tri-weekly
SUD-EST STANDARD GAUGE SYSTEM	Two Daily	One Daily	
SECONDARY LINES METRE GAUGE:			
BARI - MATERA	One Daily	Three Daily	
BARI - TORITTO	One Daily		
ALTAMURA - GRAVINA			Two Daily
POTENZA - AVIGLIANO			Two Daily
POTENZA - CAVELLO			Tri-weekly
ATENA - MARSICO - NUOVO			Tri-weekly
LAGONEGRO - SPEZZANO			One Daily

NOTE: ° Service to connect with the NAPLES - TARANTO - BRINDISI - BARI Bi-weekly passenger train, both ways.

x Service to connect with the REGGIO - CATANZARO - METAPONTO - TARANTO Tri-weekly mixed train both ways.

"DAILY" Services work only on WEEK DAYS.

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BARI - BARLETTA			One Daily
BARI - BRINDISI			One Daily
BRINDISI - LECCE			One Daily
BARI - TARANTO (via Gioia)			One Daily
BARI - GIOIA	One Daily		
MELFI - POTENZA			Tri-weekly
SICIGNANO - LAGONEGRO			Tri-weekly
AVELLINO - NOCERA			° Bi-weekly
S.EUFEMIA - BATTIPAGLIA			One Daily
REGGIO - CATANZARO - METAPONTO - TARANTO		One Daily	Tri-weekly
SIBARI - PAOLA			x Tri-weekly
REGGIO - NICOTERA			One Daily
CATANZARO - MARINA - S.EUFEMIA			x Tri-weekly
SUD-EST STANDARD GAUGE SYSTEM	Two Daily	One Daily	

SECONDARY LINES METRE GAUGE:

BARI - MATERA	One Daily	Three Daily	
BARI - TORITTO	One Daily		
ALTAMURA - GRAVINA			Two Daily
POTENZA - AVIGLIANO			Two Daily
POTENZA - CAVELLO			Tri-weekly
ATENA - MARSICO - NUOVO			Tri-weekly
LAGONEGRO - SPEZZANO			One Daily

NOTE: ° Service to connect with the NAPLES - TARANTO - BRINDISI - BARI Bi-weekly passenger train, both ways.

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