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

ACC 10000/148/185 174/TN/1 REPORTS. TRANSPORTATION S/C REPRESENTATIVES

Jan. 1945 - July 1946

ALLIED COMMISSION
APO 394
Office of the Senior Transportation
Officer Venice

Sub : Monthly Repor for June 46

To : C.L.O. Allied Commission Liaison Group
Treviso

Ref : AC/VTO/ TM/ 12.11.

Venice 4 July 46

1. Venice Port & Warehouse

Shipments arriving in Venice Port begin to flourish again – in fact the undermentioned figures of tonnages received during the month show a considereble increase to the previous month. Two ships entered this Port carrying cargo for A.C. allotted to Udine & Trieste. The William Barry discharged 752 tons gen. supp for Udine shipped away by rail and 216.6 tons for AMG Trieste actually warehoused in Port magazzinos. SS George Campbell entered this Port without any warning – orders received by the P.L.O. unloaded 307.7 Tons gen. foodstuffs for Udine and 9 bales of clothings and then proceeded to Trieste. Clothing – cargo still pending forwarding instructions. Small quantities of med. supp and iron ex SS Redgate – unloading now – will be forwarded immediately to the consignees: AMG Udine respectively AMG Trieste. Two grain ships arrived lately on account for civilian maintenance for the Italian Government – urgently needed due to suspension of shipments during recent months. SS North Eastern Victory with 5433 tons bulk wheat whereof 1000 tons were allotted to the Army (S.S.D. Torre Annunziata & Mestre –) SS Alfred Moore with 8027 tons bulk grain will meet the requirements of wheat of Udine. Despatchings are in course. Owing to diggers' strikes in U.S.A. only small quantities reached this port therefore the coastwise schooner traffic with carbon – coke loadings to Arcona – Bari decreased – aswell as the salt schooner tourings. Salt is now unrationed and it is presumed that adequate stocks are in the magazzines to fulfill the civilian requirements. Ex Ford LIARD were allocated 1000 tons South African coal to AMG 15 Corps and were indirectly forwarded by this office. At month -end a liberty ship with U.N.R.R.A. Maiz cargo was hit by an mine before the entrance of Venice Port.

The following commodities and tonnages were received in Venice Por

Wheat	6.400	tons
Coal	24.927	"
Phosphates	20.478	"
Petrol	45.579	"
Cement	10.448	"
Metal- iron	7.389	"
Maiz	8.419	"
gen. foodstuff	10.393	"
salt (ed.+ tobacco)	5.979	"
Frozen Meat (Army)	3.972	"

2. Rail

...controlled lines have not exceeded bulk tonn...

Declassified E.O. 12356 Section 3.3/NND No. 763021

Ref : AC/VGI/ TA/ 12.11.

Venice 4 July 46

1. Venice Port & Warehouse

Shipments arriving in Venice Port begin to flourish again - in fact the undermentioned figures of tonnages received during the month show a considerable increase to the previous month. Two ships entered this Port carrying cargo for A.C. alloted to Udine & Trieste. The William Barry discharged 752 tons gen. supp for Udine shipped away by rail and 216.6 tons for AMG Trieste actually warehoused in Port magazzinos. SS George Campbell entered this Port without any warning - orders received by the P.L.C. unloaded 507.7 Tons gen. foodstuffs for Udine and 9 bales of clothings and then proceeded to Trieste. Clothing - cargo still pending forwarding instructions. Small quantities of med. supp and iron ex SS Redgate - unloading now - will be forwarded immediately to the consignees: AMG Udine respectively AMG Trieste. Two grain ships arrived lately on account for civilian maintenance for the Italian Government - urgently needed due to suspension of shipments during recent months. SS North Eastern Victory with 5433 tons bulk wheat whereof 1000 tons were allotted to the Army (S.E.D. Torre Annunziata & Mestre -) SS Alfred Moore with 8027 tons bulk grain will meet the requirements of wheat of Udine. Despatchings are in course. Owing to diggers' strikes in U.S.A. only small quantities reached this port therefore the coastwise schooner traffic with carbon - coke loadings to Ancona - Pesi decreased - aswell as the salt schooner tourings. Salt is now unrationed and it is presumed that adequate stocks are in the magazzines to fulfill the civilian requirements. Ex Ford LIARD were allocated 1000 tons South African coal to AMG 13 Corps and were indirectly forwarded by this office. At month -end a liberty ship with U.N.R.R.A. Maiz cargo was hit by an mine before the entrance of Venice Port.

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Wheat	6.400	tons
Coal	24.927	"
Phosphates	20.478	"
Petrol	45.579	"
Cement	10.442	"
Metal- iron	7.389	"
Maiz	8.419	"
gen. foodstuff	10.393	"
salt (ed.+ tobacco)	5.970	"
Frozen Meat (Army)	3.972	"

1285

2. Rail

Tonnages moved over controlled lines have not exceeded bulk tonn allocations but much traffic has not moved due to shortage of rolling stocks. An additional tonnage of 200 tons daily was granted by 13 Corps on the Tarvisio - Udine line to prevent messing up of timber transports. Actual coal and timber are the gover

1784

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governing factors in the tonnages moved. On the line Tarvisio - Udine demands continue to exceed tonnage availibiltyaking it necessary to ensure that priorittes are carefully observed.The line Udine - Tarvisio was interrrupted at the month-end near Pontebba in order to reconstruct a bridge.Traffic will be re- opened at approx 6 July. Over 13 Corps controlled lines Udine - Tarvisio - Udine - Trieste at total tonnage of 17.831 tons have beem moved.Over non - controlled lines 124.43 tons have been moved. Little difficulty was met in clearing A.C. Cargo goods by rail - due to car shortage.

3. Inland Water Transport

Traffic handed by A.N.N.I. during the month was approximately:

14 150.60 tons for industry
17 153.04 " " foodstaffs

4. Road

All road - transport matters are entirely an Italian Government responsibility therefore this office is unable to supply the figures required.

K.F.VAUGHAN, Capt.
AC. SENIOR TRANSPORTATION OFFICER
PORT LIAISON OFFICER VENICE

Copy to: - TN Sub Commission Rome -
Hq. Allied Commission
Economic Branch - Rome -

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

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Economic Branch - Rome -

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

Transport S/C

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

Ref.: 825/EC

19 June 1946

SUBJECT: A.C. Monthly Report - March 1946.

TO : All concerned.

Reference Allied Commission Monthly Report for March the following Amendments are made:

page 3. Liguria Liaison Group Add paragraphs 15 to 20 from page 4

page 4. Delete paragraphs 15 - 20.

For the Chief Commissioner

J. D. Hood. Smith
Lt-Col RA
for Brigadier
Executive Commissioner

1263

1944

ALLIED COMMISSION
APO 394
Office of the Senior Transportation
Officer Venice

Sub : Monthly Report for May 46. Venice 3 June 46

To : CLO. AC. (Liaison Group) Treviso

Ref : AC/VEN/TE/12.11

1. Venice Port & Warehouse

The undermentioned figures of tonnages entered in Venice Port during the month of May show a considerable decrease. On account for AC arrived only two ships during that period. The Port CHIPEWAYN with 3677 tons gen. Cargo destined for AC Austria was handed by U.N.R.R.A. - Austria Mission -. SS MESHKNOT discharged 476 tons various supplies for Udine at Venice and then proceeded to Trieste. The traffic of coastwise schooners instead was flourishing. For Ancona - Bari continually sailed schooners with carbone-coke loadings.

The following commodities and tonnages were received in Venice Port.

Wheat	8 229	tons
Coal	4 6 197	"
Phosphates	4 956	"
Petrol	5 7 557	"
Bauxite	4 463	"
Iron	2 611	"
Cotton(Palestine)	217	"
Cement	1 288	"
wine	1 300	"
salt, edible&tobacc	9 284	"
various foodstuffs (Army)	8 035	"

2. Rail

Tonnages moved over controlled lines have not exceeded bulk tonnage allocations but much traffic has not moved due to shortage of fuel - supplies. Over 13 Corps controlled lines Udine - Tarvisio and Udine - Trieste a total tonnage of 17.688 tons has been moved. Over non - controlled lines 163.468 tons have been moved. At the month - end control was relinquished on the line Verona - Bologna; Padova - Piacenza. It is expected that the line Padova - Bologna will be opened to the traffic within a week time. At the end of the month the line Conegliano - Calalzo was interrupted at Vittoria - Ponte Alpi in order to reconstruct the Mincio - bridge. It is reckoned that traffic will be taken up in approx 8 days time.

3. Inland Water Transport

Traffic handed by A.N.N.I. during the month was approximately:

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3. Inland Water Transport

Traffic handed by A.N.B.I. during the month was approximately:

23 173. 60 tons for industry
2 664. 90 " for foodstuffs

1282

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4. Road

The figures reached by this office show that in respect, the previous month road movements have still increased:

total tonnage moved by Venezia Region Uffici Autotrasporti 215.977 tons
" " " " " " Truck Pools 6.611 "

P.O.L. allocation quite satisfatcory.

K.F. VAUGHAN, CAPT.
ACSENIOR TRANSPORTATION OFFICER VENICE

Copy to : Tn Sub Commission - Rome - for information.

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ALLIED COMMISSION
APO 394
Office of the Senior Transportation Officer

VENICE 2 May 46

TO : CLO. AC. (LIAISON GROUP) TREVISO
SUBJECT : Monthly report for April 46
FILE : AC/VEN/TN. 12.11

1. Venice Port & Warehouse

The following tonnages entered the Port of Venice during the month of April :

Wheat	33,879	tons
Flour	5,989	"
Coal	107,893	"
Cotton	4,328	"
Asphalt	3,820	"
Graphite Elettrode	193	"
Foodstuffs	2,200	"
Grain	8,200	"
Wine	1,861	"
Bauxite	3,625	"
Phosphates	16,210	"
Salt Edible	4,262	

2. Rail

Tonnages moved over controlled lines have not exceeded bulk tonnage allocations.
Over 13 Corps controlled lines Udine - Tarvisio and Udine - Trieste, a total tonnage of 41,810 tons has been moved.
Over the non-controlled lines 165,218 tons have been moved.

3. Inland Water Transport

Traffic handled by A.N.N.I. during the month was approximately:
14,512 tons for Industry
10,340 " foodstuffs

4. Road

Road movements have shown a considerable increase in respect of previous months.
Following figures have reach this Office:
Total tonnage moved by Venezie Region Uffici Autotrasporti 205,977 tons
" " " " " " Truck Pools 5,148 "
P.O.L. allocation quite satisfactory.

24/1/25

K.F. VAUGHAN, Capt.
AC Senior Transportation Officer VENICE

Copy to: Pa. Sub-Commission - ROME for information.

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

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K.F. VAUGHAN, Capt.
AC Senior Transportation Officer VENICE

Copy to: Tn. Sub-Commission - ROME for information.

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

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Milan 4th April 1946

Tel. 12641 Ext.2458
544/M/TN

SUBJECT : Report of Tptn. Liaison Officer Turin

TO : Transportation & Shipp. Branch
HQ. Allied Commission

The attached is passed to you for your information.

FOR THE CHIEF LIAISON OFFICER

H.A.SYMONS
Major
Transportation Division

1259 174

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

ALLIED COMMISSION
LIAISON GROUP
PIEMONTE REGION

Office of the Tptn.Liaison Officer 2 April 1946

P.R./R.T./134

Subject : Report of Tptn.Liaison Officer
To : Chief Liaison Officer, Turin.

1. Liaison has been maintained with the truck pools, Uffici Autotrasporti of the Region. Inspections were made by the Tptn.Officer throughout Piemonte Region, all activities of road transport were handled satisfactorly by the representatives of E.N.A.C. The only difficulty remains lack of tires. Audits of all account of Uffici Autotrasporti were forwarded to Transportation Office, Milan.

2. On 31 March a telegram came from Rome, Ministry of Transport ordering the abolition of the trip-tickets. This is the result of complaints by part of the truckers, who try to avoid control on transportation. P.o.l.will be distributed in the future according to the load capacity, and no more according to kilometer distance as they did during the past. Such disposition will create a confused situation and will work out badly for the majority of the truckers, increasing and favouring the black market of gasoline. All the owners of truckers will receive the same amount of gasoline, without the special priority for transportations of food, as Uffici Autptrasporti used to do during the past.

3. Movement of traffic by Rail into XIII Corps are still supervised by this office. Weekly reports on rail situation are submitted by I.S.R. to this Office and to Milan Office. The tonnage to this region is sufficient and there is no back log of shipments.

A.M.PANKRATZ
Capt. QMC
Tnpt.Liaison Officer
Piemonte Region.

1258

ALLIED COMMISSION
APO 394
Office of the Senior Transportation Officer

VENICE 2 April 46

TO: C.L.O. AC. (LIASON GROUP) TREVISO
SUBJECT: Monthly report for March 46
FILE: AC/VEN/TN. 12.11

1. Venice Port & Warehouse

The following tonnages entered the Port of Venice during the month of March:

Foodstuffs	6,812 tons	
Grain	56,518 "	
Cotton	3,360 "	
Meat	1,427 "	
Oats	3,500 "	
Salt	4,683 "	
Phosphatis	12,150 "	for Czech.Slovakia
Bauxite	4,000 "	
Wine	4,141 "	
Coal	113,062 "	
Fuel Oil	2,222 "	
	136,000 barrels	
Gasoline	9,294 tons	
	63,183 barrels	
Kuozine	23,481 "	

2. Rail.

Tonnages moved over controlled lines have not exceed the allocation.
Over 13 Corps controlled lines Udine - Tarvisio and Udine - Twieste, a total tonnage of 27,732 has been moved.
Over the non-controlled lines 171,785 tons have been moved.

3. Inland Water Transport

Not a great deal of traffic has been done with this method.
No statistics have been received in this Office.

4. Road

A total tonnage of 349,501 tons has been transported by road in the Venezie Region by Truck Pools and Uffici Autotrasporti.

A.C. (LIASON) OFFICE FOR TRANSPORT

W. EVANS, Lt. R.E.
AC (Liason) Transportation Officer

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

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A.C. (LIASON) OFFICE VENEZIA TRANSPORT

W. EVANS, Lt. R.E.
AC (Liason) Transportation Officer

Copy to: Tn. Sub-Commission - ROME for information

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

1247

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

Subject:- Closing of Tn. Office,
A.C., Bari.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: A/2/4202.

26 January 1946.

To:- Major G.M. Reveley,
Acting Chief Liaison Officer,
BARI.

1 7h/Tn 1

1. Your Ref. LB/17/167 dated 23 Jan., 46.

2. Col. P.D.G. Buchanan, Director, Transportation Sub-Commission, H.Q., A.C., has ordered this Office closed not later than 31 Jan. 46.

3. Written confirmation of the above was issued to the writer through Lt. Col. W.P. Scoggins, Administrative Officer of Tn. Sub-Commission.

4. Col. Buchanan requested that the Office records be handed to you and kept until the Liaison Office, Bari, is closed. They are therafter to be turned over to Archives, H.Q., Allied Commission, together with the records of your Office.

5. Compliance with the above is now being carried out.

Stanley P. France

STANLEY P. FRANCE,
Senior Tn Office,
Allied Commission,
Bari.

Copy to:-
Lt. Col. W.P. Scoggins, Chief
Administrative Division,
Transportation Sub-Commission,
H.Q., Allied Commission,
Roma.

1256

CONFIDENTIAL

ALLIED COMMISSION
LIAISON OFFICE
BARI

LB.65

12 December 1945

MONTHLY REPORT
NOVEMBER 45
PART I

1. Only some 13% of the population of Apulia and Lucania are enrolled as members of any political party.

2. The four largest parties are:

	Approx.Membership	Percentage of population
Uomo Qualunque	128,600	3,5%
Demo Christian	112,200	3%
Communist	81,700	2%
Socialist	55,600	1,5%

3. The morale of the people is rather low.Rising prices,shortage of food,unemployment, the winter,general lack of discipline,the petty politics of the Committees of Liberation the failure of the London Conference,all combine to make the barriers to reconstruction seem unsurmountable.The people long for a firm,stable government.

4. The preparation of Electoral Lists is progressing steadily.

5. The stocks of grain and flour remain very low.

6. Prices of food are still rising.The price of clothing appears to be stationary or in some cases actually dropping.

7. Unemployment is increasing.

8. The CCRR are insufficiently mobile for their tasks.

9. Disorders frequently break out in the villages and banditry by night is common.

10. On 2% November a mass demonstration of the Arsenal workers occurred at TARANTO in protest at the murder of a communist and against the high cost of living.The Offices of the Uomo Qualunque party were sacked.

11. Demonstrations against oil amassing occurred in several villages in BARI Province and in one case where shooting occurred one Questura Agent was killed and two CCRR were wounded.

12. One more case of plague has occurred at TARANTO since the last report bringing the number of cases to 28(of which one was a British soldier).The number of deaths is 15, all Italians.

13. In general the health of the population remains satisfactory.

14. Derequisitioning of schools is proceeding satisfactorily.

15. 2096 Italian subjects resident in Greece were deported on short warning and landed in instalments in BARI.

16. The influx of Jewish refugees in BARI on their way to the UNRRA camps in LECCE Province has almost ceased.

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

Uomo Qualunque	128,600	3,5%
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17. Relations between the Allies and the civilians remain good.

H.S.HARTLEY, Coh.
Liaison Officer
AC BARI
1255

HSH.cb

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

C O N F I D E N T I A L

ALLIED COMMISSION
LIAISON OFFICE
BARI

LE/ 65

13 DECEMBER 1945

MONTHLY REPORT
NOVEMBER 45
PART II

POLITICAL REACTIONS AND POPULAR OPINION

(1) The people as a whole remain aloof from politics. Only some 13% are registered as members of any party.

(2) The following figures show the approximate size of the parties in this Zone and the percentage of population involved. It will be seen that the parties of the right outnumber the parties of the left by a large majority.

	Approx. Membership	Percentage of population
Communist	81,700	2%
Socialist	55,600	1,5%
Action	15,300	0,5%
Republican	2,500	0,07%
Democracy Of Labour	39,000	1%
Uomo Qualunque	128,600	3,5%
Demo Christian	112,200	3%
Liberal	34,600	0,9%
Monarchist	19,900	0,5%
	489,400	12,9%

(3) The Socialist Party displayed considerable activity. PIETRO NENNI, the Party leader, addressed meetings at LECCE, TARANTO, BRINDISI, BARI, ANDRIA and MINERVINO early in November. He stressed the difficulties which the people would have to face this winter and particularly the food situation.

(4) The morale of the people is rather low. The rising prices, shortage of food, unemployment, the severity of the winter, the general lack of discipline, the petty politics of the Committees of Liberation, the weakness of the Central Government the failure of the London Conference, all combine to present a picture of seemingly unsurmountable barriers to reconstruction.

(5) People long for a firm hand, so that they may settle down, unmolested, to the colossal task before them. Hence the steady swing of opinion towards the right centre.

LOCAL GOVERNMENT - PROVINCIAL

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

POLITICAL REACTIONS AND POPULAR OPINION

(1) The people as a whole remain aloof from politics. Only some 15% are registered as members of any party.

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Communist	81,700	2%
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	489,400	12,9%

(3) The Socialist Party displayed considerable activity. PIETRO NENNI, the Party leader, addressed meetings at LECCE, TARANTO, BRINDISI, BARI, ANDRIA and MINERVINO early in November. He stressed the difficulties which the people would have to face this winter and particularly the food situation.

(4) The morale of the people is rather low. The rising prices, shortage of food, unemployment, the severity of the winter, the general lack of discipline, the petty politics of the Committees of Liberation, the weakness of the Central Government the failure of the London Conference, all combine to present a picture of seemingly unsurmountable barriers to reconstruction.

(5) People long for a firm hand, so that they may settle down, unmolested, to the colossal task before them. Hence the steady swing of opinion towards the right centre.

LOCAL GOVERNMENT - PROVINCIAL

(6) Three new Prefects took office on 1 November 1945:

Dr. BRGISE GUIDO	BARI Province
Dr. GRIMALDI GIUSEPPE	LECCE Province
Dr. PONTE AURELIO	MATERA Province

(7) On 30 November 113 Communes out of the 368 in this Zone were under the charge of a Commissario Prefettizio (31 %).

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ELECTORAL LISTS

(8) The preparation of Electoral Lists is progressing steadily. BARI, BRINDISI, and MATERA Provinces have completed theirs. Approvals by the Commissioni Mandamentali Elettorali are increasing in number.

ECONOMIC RESOURCES AND SUPPLY

(9) The situation in regard to grain and flour is still causing anxiety. Only by untiring efforts do the Alimentazione Officials succeed in importing fresh stocks before the old stocks become exhausted.

(10) The Provinces of TARANTO and LECCE have sufficient grain and flour to last a fortnight, BARI and FOGGIA three weeks, POTENZA one month, BRINDISI seven weeks, MATERA five months.

(11) The cost of living figures supplied by the FOGGIA Chamber of Commerce give the following comparisons for a type family of five persons, for food, clothing, lodging, light, fuel and miscellaneous for one month.

September 1943	-	Lire 1,956
November 1944	-	Lire 13,535
November 1945	-	Lire 28,411

(12) Food prices are still rising. The price of clothing appears to be stationary or in some cases actually dropping.

(13) The Previdenza Sociale of TARANTO reckons that the type family of five persons has to supplement its ration of Bread, Pasta, Sugar and Oil purchases on the Black Market to the amount of 644 Lire per week.

(14) The prices obtaining at TARANTO in November were:-

	Price per KG Lire	
	Rationed Market	- Black Market
Bread	15	60
Pasta	23,50	160
Sugar	56	800
Oil	71	380

(15) There is considerable illegal wine and olive oil trade to North Italy by road transport.

AGRICULTURE

(16) The recent rains have favoured the work of sowing.

(17) The wheat production is estimated to have been :-

BARI	250,000	Quintali
BRINDISI	90,000	"
[illegible]	75,000	2

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(16) The recent rains have favoured the work of sowing.

(17) The wheat production is estimated to have been :-

BARI	250,000	Quintali
BRINDISI	90,000	"
LECCE	75,000	"
TARANTO	145,000	"
FOGGIA	1,340,000	"
MATERA	440,000	"
POTENZA	521,000	"

(18) The Olive Crop for 1945 is estimated as below:-

BARI	600,000	Quintali
TARANTO	150,000	"
BRINDISI	250,000	"
FOGGIA	150,000	"
LECCE	700,000	"

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MATERA	71,110	Quintali
POTENZA	83,330	"

(19) There is a shortage of fertilisers in all Provinces, and the scarcity of fodder and straw for bedding still persists. FOGGIA reports a heavy mortality among pigs owing to swine fever.

LABOUR

(20) Except in LECCE and TARANTO unemployment is increasing owing to the return of ex-soldiers, the reduction in the number of civilians employed by the Allies, and the seasonal decline in the demand for agricultural labour.

(21) In BRINDISI Province parties of unemployed agricultural labourers have descended upon farms on the pretext of finding work for themselves and then claimed a day's pay from the owner.

(22) In BARI Province a number of small strikes occurred at the time of the political crisis in ROME, some of them on very flimsy excuses.

(23) A one day strike and demonstration at TARANTO is described in para 29.

(24) On 30 November all AGIP and CIP employees went on strike with the result that movement of civilian vehicles, other than those in Allied employ ceased for lack of petrol.

PUBLIC WORKS AND UTILITIES

(25) The ex-soldiers are being slowly absorbed into civilian life, largely owing to the Public Works schemes which are being inaugurated in all Provinces.

(26) In FOGGIA the sum of Lire 171,000,000 is being spent on the construction of houses for the homeless and the repair of war-damaged buildings, and on road reconstruction.

PUBLIC SAFETY

(27) The state of Public Safety still gives ground for concern. The CCRR and Public Security agents are insufficiently mobile for their tasks. More transport is urgently required.

(28) Disorders frequently break out in the villages and banditry by night is common.

1252

(29) On 20 November 1945 ten thousand workers of the TARANTO Arsenal held a mass demonstration as a protest against the recent murder of a Communist during a political meeting at a neighbouring village, and also as a protest against unfulfilled promises of better wages and against the high cost of living. The chief instigator was the leader of the Communist party in TARANTO. The demonstrators paraded the streets and gathered outside the Prefettura demanding the resignation of the Prefect and other Fascist Officials, the banning of the UOMO QUALUNQUE Party, energetic police measures against anti-communist incidents, and a rise in wages. The majority of the demonstrators dispersed after about an hour, but about a thousand sacked the Offices of the UOMO QUALUNQUE party and burnt all the papers there.

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(30) Towards the end of the month demonstrations occurred against the oil amassing laws at MOLFETTA, BISCEGLIE, BITONTO and CANOSA (all in BARI Province), and documents found in the UCSLA Offices were burnt by the crowd. At CANOSA twenty-five Carabinieri barricated themselves in a telephone sub-station. A fire fight developed. One Questura Agent was killed and two Carabinieri were wounded. Some forty arrests were made.

(31) Vigorous action has been taken by the CCRR against the gangs operating along the railway in the BISCEGLIE Area and they are believed to have been broken up.

(32) A breakdown in the distribution of flour to the village of CELLINO SAN MARCO (Brindisi Province) caused a small bread riot on 29 November.

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PRISONS

(33) The Carceri Giudiziarie in BARI, TRANI, LUCERA, TARANTO, BRINDISI, LECCE and GALLIPOLI are over-crowded.

PUBLIC HEALTH

(34) One more case of plague has occurred at TARANTO during November - a civilian. The Total number of cases is therefore 28 (of which one was a British Soldier). The total number of deaths is 15, all among Italians.

(35) Two cases of small-pox are reported from TARANTO, otherwise the general state of health among the population is satisfactory.

EDUCATION

(36) Dorequisitioning of schools has been proceeding satisfactorily during the month. A number have been released in BRINDISI, TARANTO, BARI, and FOGGIA Provinces.

REFUGEES

(37) The number of displaced persons moved north by rail from this Zone during the month was 4945.

(38) No. 1 Transit Camp BARI received a total of 832 persons and passed on 2781 . On 30 November there were 762 in the camp.

(39) 2096 Italian subjects resident in Greece were deported almost without warning and landed at BARI by instalments. These were handled by UNRRA (BARI).

(40) The influx of Jewish refugees in BARI on their way to the UNRRA Camps in LECCE Province has been reduced to a trickle.

COMMUNICATIONS

(41) ROADS
Docks clearance by road transport was satisfactory.

(42) RAIL
a) The position of rail wagon availability in the Compartimento of BARI has deteriorated owing to inefficient management.
b) Freight movement for the month was as follows. Tonnage programmed 62126, moved 45147, not moved 16980, not moved for lack of wagons 12339.

1251

(43) SHIPPING
Ship discharges of essential commodities have continued satisfactorily. 11459 Tons of grain were imported by sea.

RELATIONS BETWEEN ALLIES AND CIVILIANS

(44) The attitude of the civilians towards the Allies remains friendly. There has recently been criticism in BARI and MANFREDONIA (FOGGIA Province) at the dismissal of Italian civilian employees and their replacement by German Prisoners.

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H. M-S. Hartley

H.S.HARTLEY, Col.

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+ D I S T R I B U T I O N +

COPIES	No. 1 - 16	:	HQ Allied Commission
COPY	No. 17	:	Commodore in charge, RN, TARANTO.
COPY	No. 18	:	Naval Control Service Officer, BARI
COPY	No. 19	:	HQ 52 Area
COPY	No. 20	:	HQ 54 Area
COPY	No. 21	:	Acting British Consul, BARI
COPY	No. 22	:	UNRRA (Italy) BARI.
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TN

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

CONFIDENTIAL

8th December, 1945.

REFERENCE : PR/ESO/117.1

SUBJECT : MONTHLY REPORT - NOVEMBER 1945.

TO : HEADQUARTERS, ALLIED COMMISSION.

174/Tut

1359

PART 1.

1. The news of the fall of the Italian Government created no major political repercussions in the Region.

2. General Public Opinion is that the recent political manoeuvres were ill-timed and that the time is ripe for politics to be submerged in a genuine attempt to put first the interests of ITALY as a Nation.

3. French propaganda is still observed in the TENDA area (CUNEO Province) and also has been awakened in the Upper Valley of AOSTA Province, consequent upon delay in approval of nominees for the autonomous Council.

4. Lack of Civic responsibility is still predominant amongst Italian Local Government Officials.

5. Many Communes are encountering difficulty in balancing their Budgets.

6. Non-receipt of grain under approved plans is creating a serious food situation in TURIN Province.

7. Coal supplies for the Region are delayed at GENOA and SAVONA owing to lack of railway waggons.

8. As last month, unemployed returns show an increase and surplus workers a decrease, but the employment situation, as a whole, shows an improvement.

9. Lack of confidence in A.M.G. currency is increasing daily owing to fear of counterfeit, and its circulation is diminishing.

10. The arrival of cold weather, absence of gas supply and acute shortage of fuel, has created, as anticipated, a critical position in the Region's electricity supply.

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11. Crimes of a serious nature are still on the increase, 195 arrests being made in TURIN City alone during November. In one case, a household of ten persons were murdered with the sole motive of robbery.

* * * * * * * * * * *

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CONFIDENTIAL

PART II

(a) POLITICAL REACTION AND POPULAR OPINION

1. The news of the fall of the Italian Government created no major political repercussions in the Region, but the failure to form a new Government produced a natural depression.

2. The few strikes staged as a result of the Governmental Crisis were unimpressive and the Liberal Party appear to have lost ground as a result of their role in the Crisis.

3. Public Opinion is that political party pressure, with a view to the forthcoming elections, is still the cause of many of the Nation's troubles. Thinking people consider that the recent political manoeuvres were ill-timed and that the time is ripe for politics to be submerged in a genuine attempt to put first the Nation's interests.

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(b) LOCAL GOVERNMENT

5. Lack of Civic responsibility is still predominant amongst Italian officials who have to be "prodded" consistently to execute their duties promptly. There is still the traditional susceptibility to corruption.

6. The political philosophy of the provincial leaders is in the direction of less governmental control of the citizen and his economic activities. Imposition of Decrees and control organisations from without are not welcomed.

7. Provincial CLNs are watched closely to counteract intimidation activities.

8. Many Communes are finding it increasingly difficult to balance their Budgets, despite the fact that their employees are still underpaid under present conditions. BIELLA (VERCELLI Province) for example has a deficit of 1,000,000 lire monthly.

9. The preparation of Electoral Lists is proceeding as rapidly as possible, subject to delays enumerated previously.

(c) ECONOMIC RESOURCES AND SUPPLY

FOOD

10. Sugar from GENOA arrived during the month in quantities almost sufficient to meet the ration requirements and its issue was a welcome change from the inferior Italian sugar issued previously.

11. The movements of grain under Plans Nos. 2 and 3 ceased during the final ten days of November and it was necessary to "loan" TURIN Province 600 tons of flour from A.M.G. reserve. At the end of the month, consequent

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12. Olive oil allocations are not reaching the Region, the sole receipts being "smuggled" into the territory.

13. The A.M.G. reserve of lardo fuso was almost completely utilised by an issue to five Provinces which received no imported fats.

14. Ration cards for special categories such as "Hospital Patients"; "Sick at Home"; etc., appear to be far too numerous and it is recommended that the appropriate Ministry investigate this matter.

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15. The arrival of UNRRA supplies complicated still further an already confused food situation and, as far as known, the relationship between UNRRA and SEFRAL has not been clarified to date.

INDUSTRY

16. Coal allocation for November was 23,461 tons, approximately 50% of the October allocation, necessitating no allocation to certain branches of industry.

17. The whole of the October allocation and the majority of November allocation of coal arrived in GENOA and SAVONA, but full delivery to Region has not been made owing to lack of railway waggons.

18. It is reported that 37,000 bales of cotton have arrived in GENOA but allocation figures have not been received from the Comitato Tessili. Cotton is urgently required by the Piemonte manufacturers to avoid unemployment.

19. Motor car and trailer manufacture increased during the month but a large decrease is anticipated in December due to lack of solid fuel.

20. Shortage of Pitch is critical as this is required for utilising solid fuel dust in the manufacture of ovoids to relieve the serious shortage of domestic fuel.

21. The co-operation of the Comitati representing the various Industries in Northern Italy is unsatisfactory.

1247

COMMERCE

22. Throughout the month, Commerce Division has been administered by Major K. Cooper, an attached officer, whose services fortunately have been retained.

23. Italian agencies' administration continues to improve, with UPICs following a concerted policy. Co-ordination between the Provincial UPICs and C.I.A.I. MILAN showed a marked improvement.

24. November P.O.L. allocation was less than the previous month but serious shortages were alleviated from Regional stock reserves. As from December, there will be no Regional reserves held from the allocations as made in ROME. Each Provincial UPIC has been instructed to hold 15% of its monthly allocation for emergency uses, all unused reserves to be distributed by the 25th of each month.

25. The provision of firewood for deficient Provinces still presents a major problem by reason of transportation and price difficulties.

26. Interviews with many commercialists in regard to the inauguration of foreign trade, etc., reveal a general lack of faith in and knowledge of the various committees of the North Italy Industrial Council and it is strongly recommended that greater publicity of the Committees' activities be instituted.

(d) AGRICULTURE

27. During the latter part of November, Italian soldiers were used again as aids to the civilian authorities in grain collection with satisfactory

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27. During the latter part of November, Italian soldiers were used again as aids to the civilian authorities in grain collection with satisfactory results. Total amounts collected (in quintals) as at end of November - Wheat 652,234; Corn.-75,145; Rye.- 21,928; Barley.- 4,802; Rice.-516,846.

28. 90% of the Winter wheat crop has been planted. In almost all instances the crop is above ground but the growth is short due to a dry fall and late planting.

29. The delivery of fertilisers has not been satisfactory but the improved allocation of salt for agricultural purposes has alleviated the position relative to home curing of meat, cheese making and care of livestock.

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(e) LABOUR

30. 105 individual and 36 collective controversies have been settled during November, and whilst there are a considerable number pending, it is anticipated solutions will be found, especially in view of repercussions on wage agreements that the inter-Regional agreement is likely to exert.

31. Unemployed returns show an increase of 9,000 but a proportion of this increase is due undoubtedly to the availability of more accurate statistics. The categories most affected by the increase are textile industry, building trades, mechanical trades and unskilled trades. The increase appears to be distributed evenly amongst the Provinces excepting TURIN where the increase is 4,000.

32. The Surplus Workers position shows an improvement in all but two Provinces, namely NOVARA and TURIN. NOVARA returns show an increase of 2,500 and TURIN figures are substantially the same as October. A marked improvement is noticeable in VERCELLI, where all but some 4,000 workers in industry are working a full time schedule.

33. The general employment situation in Piemonte has improved during the month, a total of some 22,000 workers having found full-time employment.

34. Returns: Unemployed.- Registered 20 Oct - 28,442; Newly registered - 23,635; Placed in employment - 15,072; Registered 20 Nov - 37,005; Surplus workers employed less than 40 hours per week.- 15 Oct - 168,954; 15 Nov - 142,999; Workers surplus to requirements if full working week of 48 hours is re-introduced.- 15 Oct - 91,027; 15 Nov - 68,776.

(f) FINANCE

35. Staff withdrawals created a serious position in this Division at the commencement of the month. For a period there was only one officer with little A.M.G. finance experience. The situation was eased somewhat by the arrival, on the 13 Nov, of an additional officer, although his previous experience had been confined to Provincial Finance administration.

36. The lack of confidence in A.M.G. currency is increasing daily and its circulation is diminishing. The reason is primarily the existence of large amounts of counterfeit. Merchants and others make it a practice to hold employees responsible for the acceptance of counterfeit with the consequent unwillingness on their part to take chances. It is believed that the remedy for this situation is not prosecution but the replacement of A.M.G. currency with normal Italian currency, at least for denominations above 50 lire.

37. Many Italian ex-Ps.O.W. have presented for payment non-negotiable drafts or statements in payment of their services while P.O.W., stating they had been informed that payment could be made at any A.M.G. office. The drafts, on their face, are payable only by Army or Navy Disbursing Officers. To approach the latter involves considerable expense in travelling which applicants are unable to meet. The Region has no directive in this matter.

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(g) PUBLIC WORKS AND UTILITIES

38. The resumption of acceptance of projects for processing has resulted

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35. Staff withdrawals created a serious position in this Division at the commencement of the month. For a period there was only one officer with little A.M.G. finance experience. The situation was eased somewhat by the arrival, on the 13 Nov, of an additional officer, although his previous experience had been confined to Provincial Finance administration.

36. The lack of confidence in A.M.G. currency is increasing daily and its circulation is diminishing. The reason is primarily the existence of large amounts of counterfeit. Merchants and others make it a practice to hold employees responsible for the acceptance of counterfeit with the consequent unwillingness on their part to take chances. It is believed that the remedy for this situation is not prosecution but the replacement of A.M.G. currency with normal Italian currency, at least for denominations above 50 lire.

37. Many Italian ex-Ps.O.W. have presented for payment non-negotiable drafts or statements in payment of their services while P.O.W., stating they had been informed that payment could be made at any A.M.G. office. The drafts, on their face, are payable only by Army or Navy Disbursing Officers. To approach the latter involves considerable expense in travelling which applicants are unable to meet. The Region has no directive in this matter.

(g) PUBLIC WORKS AND UTILITIES

38. The resumption of acceptance of projects for processing has resulted in the receipt of a steadily increasing number throughout the month.

39. The electrical situation in the Region has deteriorated considerably consequent upon the arrival of cold weather and the non-availability of gas and fuel to ease the situation. Consumption figures show an increase of 50% over those for November, 1944, and an increase of 22% over those for last month. This demand has forced an increase in production well above the capacity of the normal river flow plants and has necessitated the tapping of the lake storage basins, which has lowered the potential electrical energy supply for the Winter season to the danger point. Overloading has resulted in 44 transformers 3000/220V being burnt out and an average of 300 power failures per day.

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40. It is anticipated that a three hour per day gas supply will be available in the Provinces of ALESSANDRIA, NOVARA and TURIN by 10 Dec 45. TURIN Gas Works will have a supplemental coal allocation to meet requirements of gas for industrial purposes.

(h) LEGAL

41. Only a small number of A.M.G. Courts were held and few cases await trial. Special Courts of Assize continue to sit.

42. In Italian Courts, sentences in arms cases generally indicate that a serious view of the offence is being taken.

43. There have been considerable alterations in Epuration policy in anticipation of Italian Legislative Decrees, but at present it is too early to give an opinion on the reception of these alterations and their working in practice.

44. Regional Order No. 11 (Registration of Enemy Aliens) was published.

(i) PUBLIC SAFETY

45. Carabinieri continue to make steady improvement and their increased confidence is shown by the fact that they are making useful arms raids and carrying out successful anti-bandit operations on their own initiative. On 21 Nov the CC.RR. training school at MONCALIERI was re-opened.

46. Lack of transport is a great handicap to Carabinieri and only the willing co-operation of local British military units has enabled a great deal of police work to be executed. The training of Mobile Battalions will be completed by the end of December and, under arrangements with 7 AGRA, ammunition has been supplied. No ammunition has been issued for the 37 m.m. guns in armoured cars, as it is considered undesirable to use this type.

47. Some uniforms, greatcoats and blankets for Carabinieri were received during the month, but there is still an urgent need for more, and in addition, socks, gloves, heavy vests, ski boots (all for personnel at mountain stations) and pullovers for personnel throughout the Region.

48. Agenti P.S. are performing valuable work in checking motor vehicles during hours of darkness to combat attacks by armed criminals from moving cars.

49. The Guardia di Finanza are working well but lack sufficient automatic weapons to deal with strong forces of smugglers working the Italo-Swiss frontier.

50. Crimes of a serious nature are on the increase, 195 arrests being made in TURIN City alone during November. The outstanding crime of the month was the murder of ten adults in a farm house at VILLABASSE (TURIN Province) with the sole motive of robbery. The bound bodies of a 70 years old half blind avvocato and the members of his family and household were found in a disused well with concrete blocks tied to their feet. Half a million lire has been offered as reward for information but, despite all possible enquiries and vast publicity, no arrests have been made up to date.

1245

51. Raids for hidden arms have continued, but on a reduced scale owing to temporary reduction in Public Safety personnel. Reports continue to be received of arms being smuggled into ITALY from FRANCE, and of the steady movement of arms from the mountains to TURIN and MILAN. All reports are investigated and action taken where possible.

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

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52. No major change in public morale is noticeable, but undoubtedly the well filled shop windows, with goods at fabulous prices beyond the reach of the general public, and the numerous expensive night entertainments frequented by operators on the Black Market tend to have an unsettling influence on the working classes, who see no immediate relief to their personal difficulties.

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(j) PUBLIC HEALTH AND WELFARE

53. The health of the population continues to be good generally although the number of diphtheria cases remains high. Present returns:- Typhoid Fever - 184; Diphtheria - 655; Measles - 371; Brucellosis - 26.

54. A Penicillin Centre has been formed in TURIN Province to control the use and distribution of this drug.

55. The departure of the last Public Health Officer at the close of the month has necessitated the closing of the Public Health Division in this Region.

(k) REFUGEES

56. The French Government have commenced the repatriation to FRANCE of Non-French Nationals. There are over 200 Italians in this category.

57. UNRRA Representation in TURIN has now permission to make relief payments to various Allied Nationals not living in Refugee Camps.

58. Returns: Italians in Camps on 1st Nov.- 308; Arrived - 196; Evacuated - 270; Remaining 30 Nov - 234. Allied and other Nationals in Camp 1st Nov - 222; Arrived.- 120; Evacuated.- 183; Remaining 30 Nov.- 159. Of the Italians, 74 were ex-Ps.O.W.

(l) COMMUNICATIONS

59. Roads: Heavy rains in the early days of the month caused considerable damage to highways and bridges. Damage to bridges on State Highways is estimated at 25,000,000 lire. There were approximately 50 road interruptions but traffic has now been restored on all routes. The TENDA tunnel was opened to road traffic on 20 Nov 45.

60. Rail: The rail programme is now carried out by I.S.R. under supervision of the Regional Transportation Officer. Lack of waggons is a constant problem.

61. Telecommunications and Posts: No Officers for these Divisions are stationed in Piemonte Region and no information is available.

(m) TRANSPORTATION

62. The distribution of newly manufactured vehicles has now been turned over to Italian agencies. Prospective purchasers of new vehicles will contact automotive dealers direct without applying through A.M.G. channels.

63. The tyre situation is serious, the Camera di Commercio of TURIN Province having received only 192 tyres since mid-September. Since allocations are handled through the Comitato di Gomme in MILAN, it is suggested that a check be made on this Committee to determine the equity of their allocations. Tyres can still be obtained in the Black Market at prices over 150,000 lire per truck tyre.

(n) PATRIOTS - PROPERTY CONTROL and MONUMENTS & FINE ARTS DIVISIONS are now closed in Piemonte, all personnel having departed.

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

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EUGENE R. McPHEE.
Colonel. Ord.
Regional Commissioner.

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7h/En 7

HEADQUARTERS
VENEZIE REGION
Allied Military Government
APO 394

TRANSPORTATION DIVISION

6 Dec. 45

TO : Regional Commissioner Venezie Region

COPY TO : Transportation Sub Commission HQ Allied Commission
Transportation Sub Commission Milan Office

SUBJECT : Report for Month of November 1945.

FILE : RXII/TN/12.11.

1. Personnel

All personnel remain in stations as reported for the month of October with the exception of Lieut. Allen - Rail Officer at Venice - who was recalled to U.S.A. at the month end. He has not been replaced.

2. Road

Small supply of M.C.L. has, as in the past, been the limiting factor in movement by road and many vehicles have been idle. Italian Government Truck Pools are not working to full capacity for the same reason. Policy to be followed in the final disposal of C.E. Vehicles is gradually emerging. URMIT, apparently the Italian Government agency to be charged with the duty of disposing of C.E. Vehicles after ownership is transferred to the Italian Authorities, are very slow in commencing their work. An E.N.A.C. observer visited all Uffici Autotrasporti except Bolzano and Udine during the month and has reported that all offices are quite ready to, and could, be easily taken over by E.N.A.C. As monthly reports have been received from only five provinces it is not possible to report on tonnage transported during the month by road. Control of Bus Lines is now entirely in hands of the Ministry of Transport.

3. Rail

The ISR advise that they moved an average of 9726 tons per day during the month(exclusive of the Military traffic) over all lines in the Venice Compartimento. Bids for movement over controlle

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lines during November at no time exceeded the bulk tonnage allocations provided by 13 Corps.

4. Inland Water Transport

Traffic handled by A.N.N.I. during the month totalled 24.000 tons a drop of approximately 20% from the month of October, due in large part to a reduction in their coal allotments from 100 tons in October to 50 tons in November. In September they transported 36.000 tons when their coal allotment was 200 tons. While the mouth of the Po is now clear of mines the coast channel for barges has not yet been made safe. Minesweeping is being carried out by the Italian Navy who report that the coast route Chioggia to Po mouth will be cleared by about 20 December.

5. Venice Port and Warehouses

The following tonnage entered the Port of Venice during November:

Food	2.577	tons
Salt	365	"
Coal	64.270	"
Wine	3.490	"
Misc	51	"
Total	70.753	tons

Mr Crooks

The question of coal is most important if we are to expect 40-60,000 ℓ clearance each month. If a supply of coal sufficient for monthly needs can be assured it would release the situation, otherwise the target will not be achieved

E.B. ROBY, Major RCA
REGIONAL TRANSP. OFFICER

1212

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

17h/Tnt

4 December 1945

File No: P.T./R.T./134
Subject: Monthly Report
To : Transportation Sub-Commission, Headquarters Allied Commission, APO 394-

1. Attached hereto is the monthly report of this division for the month of November 1945.

P. E. Hannon
P.E.HANNON
Capt. CAC
Regional Dpt. Officer

5808 - SATET (2000)

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

3.December 1945

File No: P.R./R.T./134
Subject: Monthly Report-Transportation Division,Piemonte Region
To : Executive Officer,S.O.(B) Headquarters Piemonte Region.

1. Personnel changes during the past month saw Capt. P.E.HANNON,(A) assume the duties of Regional Tptn.Officer, with WOJG G.F.Christians as assistant.Lt.Clark(B) has left on LIAP and Capt.Dickens(C)has left for release.

2. The month of November saw all vehicle~~s~~ manufacturing turned over to civil rationing under orders of the R.C. and the Economic Sub-Commission.Persons desiring the purchase of new vehicles will contact automotive dealers directly without applying through any A.C.channels. However residents of Venezia Giulia must have the approval of AMG XIII Corps in order to purchase new vehicles. Once again the shortage of tires must be remarked on. The situation is becoming extremely serious,the Camera di Commercio of Turin Province having received only 192 tires since mid-September.Since allocations are handled through the Comitato di Comune in Milan,it is suggested that a check be made on this comittee to determine the fairness of their allocations.Some tires are still to be had in the black market at prices over 150.000 Lire for a truck tire.

3. The Ufficio Autotrasporti"s of the region continue t to function without important incident.Tires and P.o.l. are the chief problems and will continue to be.

Ing. SOFIA of Turin has been appointed E.N.A.C. Observer for the regi n.Once again a plea is made for a slightly higher tariff.It is recommended that the E.N.A.C. tariff rates come into operation on the north to facilitate a rapid turnover.

1240

5866 - HATET (2000)

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

4. The general condition of WD and civilian vehicles is good, although we are badly hampered by lack of personnel and the fact that the nearest Ordnance Maintenance Co. is in Leghorn. Unless American replacements are sent with "mechanic" and "dispatcher" ratings, it will be extremely difficult to maintain the vehicles on WD standards. For example, ration trucks go to Leghorn for American rations; and there are no ordnance units along the entire route and none when the truck returns to Turin. After the next redeployment group leaves, only one E.M. will be left in the garage.

5. Rail Program for 13 Corps is supervised by this office with the mechanical details being handled by I.S.R. No complaints have been received on IRT's handling of the remainder of Italy. Only trouble reported in lack of wagons.

6. Individual reports from the Ufficio Autotrasporti's of Piemonte follow:

ALESSANDRIA PROVINCE:

a. Number of trucks registered to date:

Benzine	1290
Naphta	290
Metano	

1259

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

Alessandria Province:

Legna	165	
Elettricità	12	
Carbone	***	Total 1757

b. Number of trucks operating to date:

Benzina	1230	
Naphta	270	
Metano Gas	= =	
Wood	124	
Elettric	12	Total 1636
Coal	==-	

c. Carrying capacity of trucks registered to date:
Qls. 36.000

d. Carrying capacity of trucks operating to date:
Qls. 33.000

e. P.O.L. Situation:

Benzina	800 lt.	
Naphta	250	Total 1050

f. Financial Situation as of the end of the month:
Assests : Lire 2.398.884,20
Liabilities : " 1.723.965,45

g. Quintals transported of food and other commodities during month :
Food 30.000 others : 40.000

h. Monthly kilometers distance of trucks:
Food 65.000 Others 130.000 -

1238

5866 - MAYET (20000)

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

ASTI PROVINCE:

a. Number of trucks registered to date:

Benzine	528 trucks + 56 three-wheled trucks =	584
Naphta		102
Trailers		84
Wood		64
Elatric		1
Coal		63
		898

b. Number of trucks operating to date:

Benzina	584
Naphta	102
Trailers	84
Wood	64
Elatric	1
Coal	63
Total	898 -

c. Carrying capacity of trucks registered to date:
Qls. 15878,40

d. Carrying capacity of trucks operating to date :
Qls. 15878,40

f. P.O.L. situations:

	On hand	Allocated from 24 to 29/11/19
Benzina	47698 lt.	11822
Gasoil	79756	10258
Petrolio	6863	2375
Oil(Auto)	3022,7	28,05
" (Ind)	4902	525

1237

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

Asti Province:

g; Financial situation as of the end of the month:

Assets: Lire 521297

Quintals transported of food and other commodities during month:

qls. 59668

Monthly kilometers distance of trucks:

kms. 241759

CUNEO PROVINCE:

a. Number of Trucks registered to date:

Benzina	1665	
Naphta	169	
Metano gas	7	
Wood	311	
Elettric	7	
Coal	155	Total 2314

b. Average of trucks operating to date:

Benzine	210	
Naphta	105	
Metano gas	6	
Wood	152	
Elettric	3	
Coal	75	Total 551

c. Carrying capacity of trucks registered to date:
Qls. 34.024

d. Carrying capacity of trucks operating to date:
Qls. 17.946

e. P.O.L. - on hand | Allocated during month | Allocated next month

5866 - BATET (20000)

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To :

Cuneo Province:

B.O.L.	on hand	Allocated during month	All/next month
Benzine lt.	20.545	65.070	not known
Naphta	1.770	26.400	" "
Metano gas	nil	nil	
Wood	sufficient		
Oil	nil	2 % on hnd	" "
Grease	"	nil	

f. Financial situation as of the end of the month:
Assets : L. 2.953.593,90
Liabilities " 268.338,95 - 2.685.254,95

g. Quintals transported of food and other commodities during month:
Qls. 158.785

h. Monthly kilometers distance of trucks:
Kms. 1.307.346;

VERCELLI PROVINCE:

a. Number of Trucks registered to date:

Benzine	1.135	
Naphta	119	
Metano gas	38	
Wood	301	
Elettric	15	
Wood(included in par.d)		Total 1.607

b. Number of trucks operating to date:

Benzine	1.001	
Naphta	102	
Metano gas	31	
Wood	241	
Elettric	12	Total 1.387

1235

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To :

VERCELLI Province:

c. Carrying capacity of trucks registered to date:
Qls. 22.165

d. Carrying capacity of trucks operating to date:
Qls. 17.800

e. P.O.L. Allocated for the month:

Benzine	lt.	36.245
Naphta		18.000
Metano gas		nil
Wood		"
Coal		"
Oil	lt.	1.991
Grease		nil

f. Financial situation as of the end of the month:
Assets : Lire 1.751.455.00
Liabilities: 1.271.312.00

g. Quintals transported of food and other commodities during month:

Food	Qls.	21.992
Others		65.369

h. Monthly kilometers distance of trucks:
Kms. 183.068

TORINO PROVINCE:

a. Number of trucks registered to date:

Benzine	5.833
Naphta	875
Metano gas	123
Wood	781
Eletric	325
Coal	242

1234

Total 8.179

5806 - 8ATET (2000)

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

Torino Province

b. Number of trucks operating to date:

Benzine	5.220	
Naphta	691	
Metano gas	==	
Legna	699	
Elettric	320	
Coal	228	Total 7.158

c. Carrying capacity of trucks registered to date:

Qls. 152.499

d. Carrying capacity of trucks operating to date:

Qls. 138.201

			Allocated during the month
e. P.O.L.	On hand		
benzine	445 lt.		212.415
Gasoil	----		76.200
Oil	5003 lt.		8.522
Metano gas- nil			
Wood		qls.	2.277
Coal		"	15
Grease		kg.	106

f. Financial situation as of the end of the month:

Assets	: Lire	1.637.139,40	(Profit)
Liabilities	: "	1.916.662,95	(Expenses)

g. Quintals transported of food and other commodities during month:

Qls. 695.385

h. Monthly kilometers distance of trucks:

Kms. 3.524.341.==

1233

NOVARA PROVINCE.

Number of trucks registered to date:

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To :

Novara Province:

benzine	1358
Naphte	190
Metano gas	12
Wood	166
Eletric	21
Coal	215

Total 1962

b. Number of trucks operating to date:

Benzine	816
Naphta	163
Metano gas	12
Wood	165
Eletric	21
Coal	212

Total 1389

c. Carrying capacity of trucks registered to date;
Qls. 32470

d. Carrying capacity of trucks operating to date:
Qls. 27.780

e. P.O.L. On hand
benzine - ------
naphta ------
Wood ------
Wood ------
Coal -------
Oil -------
Grease -------

1282

f. Financial Situation as of the end of the month:
Assets - 3.927.677,18 (net patrimony)

g. Quintals transported of food and other commodities during month:
Qls. 43043 food -others qls.86687

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

AOSTA PROVINCE

a. Number of trucks registered to date:

Benzine	147	
Naphta	33	
Metano	—	
Wood	55	
Eletric	4	
Coal	9	Total 248

b. Number of trucks operating to date:

Benzine	140	
Naphta	30	
Metano	—	
Wood	45	
Eletric	2	
Coal	9	Total 226

c. Carrying capacity of trucks registered to date:
Qls. 5.218

d. Carrying capacity of trucks operating to date:
Qls. 4.773

e. P.o.l. on hand

Benzine	———
Naphta	———
Wood	———
Coal	———
Oil	———
Grease	———

1201

f. Quintals transported of food and other commodities during month:
Food Qls. 5.982 Others Qls. 21.528

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To :

Aosta Province:

g. Financial situation as of the end of the month:
Assets : Lire 267.274,10

h. Monthly kilometers distance of trucks:
Kms. 64.768

UFFICIO AUTOTRASPORTI DI IVREA : (Aosta Province)

a. Number of trucks registered to date:

Benzine	151	
Naphta	34	
Metano	~~3~~	
Wood	100	
Eletric	8	
Coal	9	
Trailers	23	Total 325

b. Number of trucks operating to date:

Benzine	142	
Naphta	27	
Metano	==	
Wood	112	
Eletric	8	
Coal	9	
Trailers	20	Total 315

1230

c. Carrying capacity of trucks registered to date:
Qls. 7471

d. Carrying capacity of trucks operating to date:
Qls. 6744

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject :
To :

é. P.O.L. On hand

Benzine	———
Naphta	———
Metano	———
Wood	———
Coal	———
Oil	26 lt.
Grease	———

f. Financial situation as of the end of the month:
Assets : Lire 626.523,35

g. Quintals transported of food and other commodities during month:

Qls. 49.830

h. Monthly kilometers distance of trucks:

Kms. 297.620

P. E. Hannon
P.E.HANNON
Capt. CMP
Regional Tptn.Officer

Total tonnage moved for month by Rail 127,813 Qs
1229

5866 - SATET (2000)

SENIOR TRANSPORTATION OFFICE
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

6/683
Tel: 53395

30 November 1945

SUBJECT : Monthly Report - Nov. 45

TO : Transportation Sub Commission
HQ. A.C. APO 394 C.M.F.

Inf : Commissioner AMG Naples Commune

/FH/Tn 1

RAIL.

1. In spite of the continued scarcity of rail cars, freight loadings in Naples Compartimento showed a great improvement during the month.

13,288 tons of freight moved during the first week, 60% of the amount requested namely 2i,969.

During the second week about the same amount moved, 13,007 tons but the percentage increased to 79, as requests authorized amounted to 16,336 tons.

Figures for the third week show 13,567 tons moved, out of 19,004 requested. 76%.

ROAD.

2. A.F.H.Q. have now approved our suggestion that the responsibility for the issue of permits to use Allied Military Tires should be undertaken by the Italian Government.

It is anticipated that this will come into effect at an early date in December.

Transportation from the Civil port by C.A.N. (formerly U.T.C.) continues to function without difficulty.

Preparation for transfer of all transportation duties in Naples to Capt Ramsay is in hand, and it is assumed that this will be effective Dec. 1st.

P.L.O.

3. Civilian supplies imported from Allied Governments were in

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

TO : Transportation Sub Commission
HQ. A.C. APO 394 C.M.F.

Inf : Commissioner AMG Naples Commune

FH/Fn 1

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Preparation for transfer of all transportation duties in Naples to Capt Ramsay is in hand, and it is assumed that this will be effective Dec. 1st.

1228

P.L.O.

3. Civilian supplies imported from Allied Governments were in about the same volume in November as the average of other recent months. Owing to the fact that some ships, mosthly British, continued to carry mixed civil and military cargo, it was not practicable to berth all ships in the Italian Section of the port as was contemplated by the recent division of the port.
Following relinquishment of ceiling rates imposed by military authorities on 21st October, negotiations were undertaken for revision of wage scales for stevedore labor to conform with those in effect in other ports entirely under Italian Control. Control and use of stevedore equipment is a problem yet to be settled in this port.

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

4. Warehouse stocks were larger at the end of the month that ar the beginning, reflecting curtailed distribution resulting from a shortage of rail cars. A majority of foodstuffs have been allocated by Allied Commission for distribution by Italian Government. Propertion of UNRRA supplies increased substantially during the month, and is now 27 percent of the total in local warehouses.

For the Commissioner:

V.R. BOWERS
Major
Senior Tptn Officer.

Copy to: Adjutant's File
S.T.O. File
File

VRB/as

1227

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

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

194

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

1. October 1945

File No: P.R./R.T./134
Subject: Monthly Report
To: Transportation Sub-Commission, Headquarters
Allied Commission.

1. Attached hereto is the monthly report of this Division for the month of September 1945.

R.A.SAUNDERS
Major Inf.
Regional Tptn.Officer

5813 - 8ATKY (2000)

File

194

1226

1290

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No: P.M./R.T./134 1. October 1945
Subject: Monthly Report September 1945
To: Executive Officer S.O.(B) Headquarters, Piemonte Region.

1. Civilian Truck Pools:

a. ASTI Province

The Ufficio Autotrasporti continues to work well but had less work to do during the last month owing to the increased number of trucks on the road and also to the fact that the SEPRAL and the Consorzio Agrario now have their own trucks.

The U.A. controled truck owners complain that they are suffering severe competition from privately owned trucks and that these trucks have a great advantage over them as they are not subject to the U.A. tariff, which is considered to be too low taking into account the necessity of buying both tires and petrol on the black market.

Contrary to expectations the grape harvest has not brought an increase in transportation demands. This is considered to be due to the high price of grapes.

This office is still awaiting the trucks promised by Region, these trucks are urgently needed for the transportation of wood of which there is a great shortage in the Province.

There is a general complaint fo the shortage of tyres in the Province, particularly by those people who have received releases for new trucks but who are unable to withdraw them owing to the lack of tyres.

The position of domestic transport still remains difficult due to the shortage of cars. The AMG garage at Asti works efficiently and transport is in fairly good order.

1325

5813 - MAY 47 (2000)

1291

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

ASTI Province:

Reporting Officer: Capt.N.Oughtred
Number of Trucks registered to date:

Benzine	350	
Naphta	39	
Metano gas	—	
Wood	70	
Eletric	—	
Coal	70	Total 529

Number of trucks operating to date:

Benzine	350	
Nap hta	39	
Metano	—	
Wood	70	
Eletric	—	
Coal	70	Total 529

Carrying capacity of trucks registered to date:
762,75
Carrying capacity of trucks operating to date:
762,75

P.O.L.	On hand	Allocated during month	Allocated for next month
benzine		75506	
naphta		24243	
metano gas			
wood			
coal			
lubricating oil		6472	
Petroleum		2250	

Financial situation as of the end of the month:
Assest : 420974,80 Lires

Quintals transported of food and other commodities during the month:
Food - 35551 qls. Other comm.- 20382 qls.
Monthly kilometer distance of trucks:
260336 klm.

1224

Province ALESSANDRIA:

Reporting Officer: Lt.AMD CLARK

5843 - SATET (3000)

1292

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

Alessandria Province:

Number of trucks registered to date:

	Efficient	Uneffic.	Total
Benzine	980	165	1145
naphta	204	4	208
Metano gas	26	—	26
Wood	156	10	166
Eletric	12	—	12
Coal	4	—	—
Total	1388	179	1557

Number of trucks operating to date:

benzine	980
naphta	204
Metano gas	26
Wood	156
Eletric	12
Coal	4
Total	1388

Carrying capacity of trucks registered to date:
28965

Carrying capacity of trucks operating to date:
trucks effic. 26776 Uneffic. 3790 total 30566

P.O.L.	On hand	Allocated during month	Allocated for next month
benzine	64.000		62630
naphta	54.000		52740
metano gas	—		—
Wood	—		—
Coal			
Lubricating Oil	1.270		1060
Grease	220		200

Quintals Transported of food and other commodities:
Food 63266 Others 99698 1223

Total Monthly kilometer distance of trucks:
Food 177428 Others 296575

1293

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:

Subject:

To:

Alessandria Province:

Financial situation as of end of the month:
Assets: 3272934,40
Liabilities: 1085514,15

c. AOSTA PROVINCE:

Reporting Officer: C.F. Christians

Transportation from the civilian point of view continues without important change. A small shipment of tires has arrived to help a bad situation, but the competition between truckers and civilian agencies is terrific.

Succeeding the Autotrasporti Director of Ivrea is Sign. Alfredo CASTELLANO, a rather young man who has shown promise in his work and seems capable od dealing with problems as they may arrive.

Shipments of new trucks have arrived and continue to help out, although this area has plenty of transportation. lack of vehicles is not a problem here. War disposal Board has been taking some vehicles out, but the Partisans have expected this and have given no troubles. Questions are coming in from Partisan Cooperatives over the possibility of purchasing trucks from the Italian Government. They have been advised to communicate directly with the Ministry of Transport.

To sum up, it is felt that civil transport will present no great difficulty here, and that the turnover can be accomplished in an orderly fashion with little or no trouble whatsoever. The only serious problem for the future is tires, or rather lack of tires.

1222

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

d. CUNEO PROVINCE:

Reporting Officer: N.A.DICKENS, Capt.

Number of trucks registered to date:

benzine	1410
naphta	94
metano gas	7
wood	295
elotric	7
coal	155

Total 1968

Average number of trucks operating during the month:

benzine	156
naphta	83
metano gas	3
wood	184
eletric	2
coal	68

Total average 496

Carrying capacity of trucks registered to date:
Qls. 29.417

Average carrying capacity of trucks operating during the month:
Qls. 18.165

P.O.L.	On hand	Allocated during month	Allocated next month
benzine	Lts. 3515	112.000	not known
naphta	1955	53.480	" "
metano gas	nil	nil	
wood	sufficient		
coal	" "		
lubricatingoil	nil	3 % on fuel	not known
grease	nil	nil.	

Financial situation as of the end of the month:
Assets : L. 1.423.213,85
Liabilities 510.075,55
913.138,30

Quintals transported of food and other commodities during the month
Qls. 161.655

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

Cuneo Province:

Monthly kilometers distance of trucks:
kms. 1.113458

e. NOVARA PROVINCE:

Reporting Officer: Lt. Lionel Clark, T.O.

Number of trucks registered to date:

benzine	1334
naphta	77
metano gas	12
wood	165
eletric	21
coal	215

Total 1824

Number of trucks operating to date:

benzine	585
naphta	77
metano gas	12
wood	164
eletric	21
coal	212

Total 1071?

Carrying capacity of trucks registered to date:
Qls. 24.420

Carrying capacity of trucks operating to date:
Qls. 21.730

P.O.L.	On hand	Allocated during month	Allocated for next month
benzine	300 liters	69250 liters	unknown
napha	810 "	37860 "	"
metano gas	500 cm)meters received daily		"
wood	200 qls.	200 qls.	
coal	71	none	"
lubric.oil	none	3000 liters	
grease	none	600 Kg.	1220

Financial situation as of end of the month:

5843 - BAYLY (2000)

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

Novara Province:

Assest : Lire 10.526.386,50
Liabilities 7.385.753,20

Quintals trensported of food and other commodities during the month:
Food 51495 qls.
Other commodities 75945 "

Monthly kilometer distance of trucks:
552717

f. VERCELLI PROVINCE:

Reporting officer: Lt.Lionel Clerk

Number of trucks registered to date :
benzine 1113
naphta 70
metano gas 42
wood 321
elctric 27
coal 16
Total 1589

Number of trucks operating to date:
benzine 748
naphta 66
metano gas 30
wood 233
elctric 28
coal none
Total 1105

Carrying capacity of trucks registered to date:
21.692

Carrying capacity of trucks operating to date:
17/603

P.O.L.	on head	Allocated during month	Allocated for next month
benzine	2.000 liters	55.000 liters	
naphta	1.500 "	32.000 "	
metano gas	none	150 cubic meters	
wood	"	200 qls.	

1219

5843 - 8-41-44 (2000)

1297

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

Vercelli Province:	coal	none	none
	lubric.oil	"	1.700 kg.
	grease	"	"

Financial situation as of the end of the month:

Assest: 2.249.412,60

liabilities 2.249.412,60

Quintals transported of food and other commodities during the month:

Food 30.002 quintals
Other comm. 66.976 "

Monthly kilometer distance of trucks:

283.025

E. TURIN PROVINCE:

Reporting Officer: Major Saunders

Number of trucks registered to date:

benzin	5.077
naphta	734
metano gas	109
wood	760
eletric	335
coal	256

Total 7.271

Number of trucks operating to date:

benzine	4.585
naphta	522
metano gas	---
wood	645
eletric	320
coal	235

Total 6.501

Carrying capacity of trucks registered to date:
qls. 131.057

Carrying capacity of trucks operating to date:
qls. 117.162

1218

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:
Torino Provinces

P.O.L.	On hand	Allocated during month	Allocated for next month
benzine		180.325 litres	
naphta		103.000	
metano gas			
wood			
coal		10.300 "	
lubricating oil			
grease			

Financial situation as of the end of the month:
Assest: 2.261.541.10
liabilities 1.431.732.40

Quintals transported of food and other commodities during the month:
Qls. 566.377

Monthly kilometer distance of trucks:
kms. 3.658.366

2. RAIL:

Instructions have been received from the Milan Office, Transportation Sub-Commission, to hand over to the Italian State Railways, as soon as possible, all work in connection with bids for movement of traffic by rail. A properly designated Official of the I.S.R. working under the supervision of the Regional Railway Transportation Officer, will receive and handle these bids. Civilian traffic may now move freely as far as Piacenza, on the line to Bologna and to Padova, on the line to Venice and Trieste, without recourse to the Transportation Sub-Commission for prior approval. Traffic beyond these points will be bid for in the normal way and will be submitted, through channels, for approval. As soon as the I.S.R. become sufficiently familiar with bidding procedure, they will take over control of all bids and the Regional Tptn. Officer will act in a supervisory capacity only.

1217

5843 - 8AT ET (2000)

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

File No:
Subject:
To:

Rail.

Bids and requests for rail transportation increased considerably during the month with the dissemination of knowledge that lines are now open to practically any point in Italy and with the gradual revival of normal economy of the country. Subject to the approval of H.Q. Allied Commission, traffic is beginning to flow between North and South Italy, as evidenced by the shipment of machinery, trucks and automobile parts to the South and grain, fruit, vegetables and wine to the North. A daily train of 28 tank cars has been arranged for the shipment of wine from the heel of Italy to the North.

Total traffic loaded and moved within the Turin Compartment during the first three weeks of September is as follows:

2 - 8 Sept.	56,392	tons
9 -15 "	55,310	"
16 -22 "	65,230	"

No difficulty has been encountered to date in moving A.M.G. sponsored traffic. All bids have been approved and traffic moved.

3. FIAT :

Number of trucks released:

Fiat 665	-	63
" 626	-	571
" 508	-	67
Pickup 1100-		305
Passenger 1100-		96
500-		70
Others		8
Total		1180 -

4. MICHELIN:

Number tires released:

Tires : 851 - Tubes 599

1216

Paul Saunders
Major AGD
Regional Transportation Offi

5848 - SAVET (2000)

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

176

30 September 1945

6/489
Tel: 53395

SUBJECT : Monthly Report - September 45

TO : Transportation Sub Commission
HQ. A.C. A.P.O. 394 C.M.F.

Inf : Commissioner AMG Naples Commune
Tn. Section, Naples

RAIL.

1. Slight improvement has been noticed in the supply of rail cars this month, and 676 and 696 continue to suffer owing to insufficient cars every day in spite of all efforts to secure them.

Loading figures so far available for the month are as follows:

WEEK	TONNAGE	PERCENTAGE
3 - 9	12656	64
10 - 17	13533	63
18 - 23	17187	81

ROAD.

1. A large number of tyre permits have been issued or changed, for salvage tyres previously sold by this office.

2. The balance of 29 1050x16 tyres on our last allotment, have been drawn from Pontecagnano Salvage Depot and distributed to U.T.C. at Salerno, Avellino and Naples.

This is the last distribution of tyres we will receive. In future all purchases will have to be made from Italian Govt.

3. 50 2 ton trucks have been allotted U.T.C. from Livorno, for work on the Italian Port clearance. 49 arrived and were quickly put to work where they were badly required.

1215

P.L.O.

ships carrying civil supplies were discharg-

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

Tn. Section, Naples

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P.L.O.

1. Twenty-two Allied ships carrying civil supplies were discharged or in process of discharge in Naples Port during September and the volume of tonnage handled was greater than in other recent months except June and July, when cargo was diverted to Naples from other ports. Insofar as possible, all cargo was discharged in Italian Port Area. That seetion of the port also berthed about 50 Italian schooners and coasters during the month.

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

2. Effective Sept 17, as a result of dissolution of Civilian Truck Pool, military authorities withdrew their transport for dock clearance of civil supplies and arrangements were made for ENAC to undertake this task largely with UTC trucks already at their disposal.

3. Increased activity in Italian Port Area and reduced re-deployment of Army equipment since end of war provided basis for negotiations that are now underway with military authorities for increased berthing facilities for civilian supplies.

4. Despite increased volume of imports, warehouse inventories were but little higher at the end of the month that at the beginning, reflecting stepped-up rail program of distribution from warehouses. Most of the spoiled goods had been destroyed or removed from warehouses by the end of the month, and a program has been developed for quick movement of supplies subject to spoilage.

For the Commissioner:

V.R. BOWERS
Major
Senior Tptn Officer.

Copy to: Adjutant's File
S.T.O. File
File

1214

F 3 0 2 1

Declassified E.O. 12356 Section 3.3/NND No. 785071

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

RHK/rf

Tel. 478700

18 September 1945

Ref. W/18/1568/Tn6

SUBJECT : August Report, Regional Transportation Officer Venezie Region (File No. RXII/TN/18.1)

TO : Director, Transportation Sub-Commission

1. Attention is called to letter from this Division, reference W/18/1417/Tn6, 13 August 1945.

2. Report for the month of August from the Transportation Officer, Venezie Region, has been noted. A list of personnel on duty with the Transportation Section of that Region is shown in the report. No reference is made to Capt. Bowes, ALCOM Port Liaison Officer, Venice, or Lt. Lester, Officer in Charge of ALCOM warehouses, Venice.

3. Further, the report contains no reference to warehouse or port operations in Venice.

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

1213

741

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

.el. 482 HEADQUARTERS ALLIED COMMISSION WPS/lr
APO 394
Transportation Sub-Commission

AC/174/24/Tn.1 20 September 1945

SUBJECT : Transportation in Italy.

TO : Economic Section.
Attention Col. Densmore.

RAIL

1. In August civilian railroad freight tonnage on the Italian Mainland, south of the Pisa-Rimini line was about 27% of the monthly tonnage hauled in pre-war years. In Sardinia railroad freight tonnage was approximately twice as great in August of this year as the monthly total in pre-war years. Nothing is yet known about civilian rail freight traffic in North Italy.

2. If comparison be made in terms of ton-miles, rather than tons, the present situation is even less favorable than indicated above. Ton-miles of civilian railroad freight amounted to no more than 15% or 17% of the 1939 monthly total in August of this year.

3. We have no specific information on military railroad freight traffic. But the fact that a large amount of military traffic continues to move should be borne in mind in discussing the capacity of the Italian railroads.

4. In 1939, almost as much freight was pulled by electric locomotives as by steam locomotives. Since 1939, Italy has suffered a 50% reduction on the number of electric locomotives at her disposal. Moreover, the electric locomotives now in operation are less efficient than they were six years ago and many of them in operating condition cannot operate because of lack of electric power. On the other hand, there has been only a relatively slight reduction in the number of steam locomotives, although those in operation are also less efficient than they were six years ago. Nevertheless, if it were not for the loss of her electrics, Italy's locomotive situation would be favorable, for in 1939 almost 25% of her steam locomotives were in excess of needs.

SUBJECT : Transportation in Italy.

TO : Economic Section.
Attention Col. Demmsore.

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3. We have no specific information on military railroad freight traffic. But the fact that a large amount of military traffic continues to move should be borne in mind in discussing the capacity of the Italian railroads.

4. In 1939, almost as much freight was pulled by electric locomotives as by steam locomotives. Since 1939, Italy has suffered a 60% reduction on the number of electric locomotives at her disposal. Moreover, the electric locomotives now in operation are less efficient than they were six years ago and many of those in operating condition cannot operate because of lack of electric power. On the other hand, there has been only a relatively slight reduction in the number of steam locomotives, although those in operation are also less efficient than they were six years ago. Nevertheless, if it were not for the loss of her electrics, Italy's locomotive situation would be favorable, for in 1939 almost 25% of her steam locomotives were in excess of needs.

5. Less than 40% of the freight cars in operation in 1939 are now in running order. Literally thousands of freight cars lie idle because of war damage, most of which will require heavy repairs.

6. Only about 20% of the passenger cars operating in 1939 are now in running order. Almost all of them are in very poor condition and will soon require heavy repairs. Only a very small fraction of the pre-war passenger traffic is now carried by the railroad.

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

6. The shortage of freight cars and passenger coaches has been made more serious by the extraordinary increase in turn around time of freight trains. In 1939 average turn around of freight cars was 3 days. It is now 12 days. Expressed otherwise, although Italy now has about 40% of her pre-war supply of freight cars, her effective supply is only about 10%.

7. The increase in turn around time noted above has been occasioned by many factors. Although repair of roadways, and tracks has proceeded at a remarkable rate, hundreds of kilometers of main line are still operating on a single track basis which were double - tracked before the war. Entire stretches of main line trackage are still under repair and traffic must be hauled in round-about routes over branch lines of very light trackages. In a great many instances no connecting tracks exist and the Italian State Railways are operating more than 1800 trucks, most of which are engaged in shuttle service between freight trains. Freight trains must operate slowly over bridges that have been hastily and lightly repaired. But perhaps the most important single cause of the increase in turn around time has been the shortage of coal. In order to conserve coal, trains have had to operate at greatly reduced speeds and with greatly reduced loads.

8. A rough estimate indicates that it would cost 400 million dollars to put the Italian Railway system into first class operating condition.

ROAD

8. If adequate supplies of petroleum, tires and spare parts were available, the highway freight transportation situation would be quite favourable, although passenger transportation by road will probably be unfavorable for a long time.

9. Italy suffered about a 40% reduction in number and about 55% reduction in the capacity of her motor trucks during the war. If all of the trucks that the Allied Commission has been authorized to transfer to the Italian Government are actually transferred, Italy will have about 70% in number and about 60% in capacity of her 1939 trucking facilities. It is doubtful, however, that all the vehicles authorized will actually be transferred to the Italian Government, so that the Italian trucking capacity will be somewhat less than 60% of

Declassified E.O. 12356 Section 3.3/NND No. 735021

7. The increase in turn around time noted above has been occasioned by many factors. Although repair of roadways, and tracks has proceeded at a remarkable rate, hundreds of kilometers of main line are still operating on a single track basis which were double - tracked before the war. Entire stretches of main line trackage are still under repair and traffic must be hauled in round-about routes over branch lines of very light trackages. In a great many instances no connecting tracks exist and the Italian State Railways are operating more than 1800 trucks, most of which are engaged in shuttle service between freight trains. Freight trains must operate slowly over bridges that have been hastily and lightly repaired. But perhaps the most important single cause of the increase in turn around time has been the shortage of coal. In order to conserve coal, trains have had to operate at greatly reduced speeds and with greatly reduced loads.

8. A rough estimate indicates that it would cost 400 million dollars to put the Italian Railway system into first class operating condition.

ROAD

8. If adequate supplies of petroleum, tires and spare parts were available, the highway freight transportation situation would be quite favourable, although passenger transportation by road will probably be unfavorable for a long time.

9. Italy suffered about a 40% reduction in number and about 55% reduction in the capacity of her motor trucks during the war. If all of the trucks that the Allied Commission has been authorized to transfer to the Italian Government are actually transferred, Italy will have about 70% in number and about 60% in capacity of her 1939 trucking facilities. It is doubtful, however, that all the vehicles authorized will actually be transferred to the Italian Government, so that the Italian trucking capacity will be somewhat less than 60% of pre-war.

10. In general the Italian highway system survived the war very well. Perhaps as much as 90% of pre-war highway mileage is still in good operating condition. The damaged state of many bridges has, however, forced time-consuming detours and much of the highway mileage has had inadequate maintenance.

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

11. Existing statistics on truck operation are incomplete, even in that part of Italy south of the Pisa-Rimini line. On the basis of available statistics, however, it is likely that ton miles of freigt handled by truck are less than 25% of the pre-war figure. As stated above, however, this low rate of operation is a result of lack of petroleum, tires and repair parts rather than to anshortage of trucks, under existing traffic conditions.

Before the war Italy had 65,000 trucks with approximately 100,000 tons capacity. The Allies have authorized the sale to Italy of 11,860 trucks with a road lift of approx 35,000 tons. As of 1 September almost 6000 of the 11,860 Allied trucks have been delivered to Italy. In addition 1,600 captured enemy vehicles were turned over to Italy.

SHIPPING

12. During July 1945 80,000 tons were moved by coastwise shipping. In August the tonnage was increased to 126,000.

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div?

1210

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

1309

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

1.September 1945

P.R./R.T./134

Subject : Monthly Report August 1945

TO : Headquarters Allied Commission, Transportation Sub-Commission, APO 394.

1. Attached hereto is a copy of the monthly report of this division for the month of August 1945.

R.W.SAUNDERS
Major Inf.
Regional Tptn.Officer

SEP 5 1945

TRANSPORTATION SUB-COMMISSION
HQ. AC.

	INITIALS	DATE
DIRECTOR		
DEPUTY DIRECTOR		
PLANNING STAFF		5 September
ADMIN DIV		
MOVEMENTS DIV		
ROADS DIV		
POST, [illegible] WIRE DIV.		
RAIL DIV.		

Circulate

28.

1209
179

5879 - SATFT (500)

1310

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

15 September 1945

P.R./R.T./134/5

Subject : Monthly Report August 1945
TO : The Executive officer, G.O.(B) Headquarters Piemonte Region, Allied Military Government.

1. The transportation situation in Piemonte Region during the month of August was very good. Piemonte Region is well supplied with load carrying civilian vehicles.

2. During the month of August Ing. SOTTA was appointed by the Italian Ministry of Transportation to be the director of all civilian load carrying truck pools in Piemonte Region when the Allied Military Government turns over to the Italian Government

3. At the same time notice was received that 250 War Department vehicles would arrive in Piemonte Region to be turned over to the Italian Government. These trucks have now arrived and will be formed into truck pools throughout the region. The main office will be in Torino with the branch offices in the provinces. These trucks will operate on the official tariff rates.

4. In the actual operation of these trucks it is intended for these trucks to haul the essential things for the province i.e. food, wood, Pol etc.

5. Fiat 626 and 666 trucks are being manufactured at a fair rate per day and these are being released to essential needs throughout Italy.

a. Province Asti.
b. Reporting Officer: Capt. S.V. Tredinnick
c. Number of Trucks registered to date:

Benzine	311
Naphta	27
Metano Gas	
Wood	69
Eletric	

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

(Asti Province)

Coal 69 Total 476

d. Number of Trucks operating to date:

benzine	311
naphta	27
metano gas	
wood	69
eletric	
coal	69

Total 476

e. Carrying capacity of trucks registered to date:

681,65 tons

f. Carrying capacity of trucks operating to date:

681,65 tons

On hand

g. P.O.L.

	Allocated during month	Allocated for next month
Benzine	77433 liters	
naphta		
metano gas		
wood		
coal	49.606	
lubricating oil		
grease		

h. Estimated tonnage of food and other commodities during themonth

Food - 1451? qls. Other Commodities 12539 qls.

i. Monthly kilometer distance of trucks:

7. a. Province Alessandria
b. Reporting officer: Lt. John M. Koetz
c. Number of trucks registered to date:

	Efficients:	Unefficients	Total
benzine	935	182	1117
naphte	172	2	174
metano gas	26	—	26
wood	153	7	160
eletric	12	— —	12
coal			
Total	1298	191	1489

1207

1312

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d. Number of trucks operating to date:

benzine	698
naphta	201
metano gas	26
wood	151
eletric	12
coal	

total 1288

e. Carrying capacity of trucks registered to date:

efficients 33.720 | inefficients 4.130 | total 37.850

f. Carrying capacity of trucks operating to date:

35.940

g. P.O.L.

	On hand	Allocated during month	Allocated for next month
benzine	66.000		64800
naphta	57.000		55350
metano gas			
wood			690
coal			
Lub.Oil	711.		
Grease			

h. Quintals transported of food and other commodities during the month.

Food 57.600 | other 61.980

i. Monthly kilometer distance of trucks:

Food 195.640 | other 239.750

8. a. Province Lanta
b. Reporting officer: W/O Christian
c. Number of trucks registered to date:

benzine	199	
naphta	36	
metano gas		
wood	82	
eletric	6	
coal	19	Total 363
trailer	21	

d. Number of trucks operating to date:

benzine 181
naphta 33

1206

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metano gas
wood 79
electric 6
coal 19 Total 318

e. Carrying capacity of trucks registered to date:
9340

f. Carrying capacity of trucks operating to date:
6970

g. P.O.L.	On hand	Allocated during the month	Allocated next month
benzine	103.312	58.099	51.344
naphta	60.370	43.360	38.443
metano gas			
wood			
coal			
lub.oil	1.140		
grease			

h. Quintals transported of food and other commodities during the month:
40.331 qtls.

i. Monthly kilometer distance of trucks:
219.928

9. a. Province Nuoro
b. Reporting officer: Dept. Nicotera
c. Number of trucks registered to date:

benzine	1308
naphta	57
metano gas	7
wood	276
electric	7
coal	149

Total 1806

d. Number of trucks operating to date:
Qlt. 26.873

e. P.O.L.	On hand	Allocated during month	Allocated next month
benzine	30640	79000	not known
naphta	5425	27000	" "
metano gas	nil	nil	
wood	sufficient		

1205

1-314

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coal	sufficient	2120	Not known
lub.oil	nil	nil	" "
grease	nil		

f. Quintals transported of food and other commodities during the month:
qls. 152689

g. Carrying capacity of trucks operating to date:
qls. 26873

h. Carrying capacity of trucks operating to date:
qls. 18.866

i. Monthly kilometer distance of trucks;
kms. 1.079.288

10. a. Province Novara
b. Reporting officer: Capt.Zachary M.Santini, T.C.
c. Number of trucks registered to date:

benzine	1328	
naphta	56	
metano gas	12	
wood	160	
elettric	20	
coal	215	Total 1791

d. Number of trucks operating to date:

benzine	528	
naphta	56	
metano gas	12	
wood	160	
elettric	20	
coal	209	total 985

e. Carrying capacity of trucks registered to date:
23320 ql.

f. Carrying capacity of trucks operating to date:
19610 qls.

	on hand	allocated during month	allocated next month
g. P.O.L.			
benzine	1735 liters	60265 liters	unknown
naphta	2525 liters	47475 "	"
metano gas	500 cu.meters received daily		
wood	none	none	
coal	71 qls.	none	" "
lub.oil	676 liters	2064 liters	" "
grease	none	none	1204

1315

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

b. Quintals transported of food and other commodities:
food 1113.2 qls.
other comd. 24641 "

i. Monthly kilometer distance of trucks:
334.087

11. a. Province Turin
b. Reporting officer: Lt. Robert Johnson
c. Number of trucks registered to date:
benzin 4.952
naphta 709
metano gas 109
wood 744
Electric 330
coal 244 Total 7.088
d. Number of trucks operating to date:
benzine 4.510
naphta 604
metane gas
wood 642
electric 320
coal 235 Total 6.311.
e. Carrying capacity of trucks registered to date:
qls. 124.850
f. Carrying capacity of trucks operating to date:
qls. 102.325
allocated during month
g. P.O.L.
benzine 245.425
naphta 104.715
oil 9.303
h. Quintals transported of food and other commodities during month:
qls. 514.128
i. Monthly kilometer distance of trucks:
kms. 2.452.576

12. a. Province Vercelli
b. Reporting officer: Capt. Zachary M. Santini
c. Number of trucks registered to date:
benzine 1097
naphta 58

1203

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

metano gas	41
wood	320
elektrik	27
coal	12

Total 1545

d. Number of trucks operating to date:

benzine	70
naphta	48
metano gas	31
wood	72
electric none	
coal	10

Total 231

e. Carrying capacity of trucks registered to date:
-20795

f. Carrying capacity of trucks operating to date:
- 16733

g. P.O.L.

	On hand	Allocated during month	Allocated for next month
benzine	49508 lit.	97608 litres	
naphta	37033	42033	
metano gas	80 cu-met.	5000 cubic-meters	
wood	345 qls.	2000 qls.	2000 qls.
coal	none		
lubr.oil	326.90 kg.	3890 kg.	
grease	113.50 kg.	113.90 kg.	

h. Quintals transported of food and other commodities during the month:
Food 39990 qls. other commodities 53652 qls.

i. Monthly kilometer distance of trucks:
kms. 279267

13. Rail: Generally the rail situation in the region is in fair shape. No major problems have presented themselves in moving traffic and, as additional lines are rehabilitated, the chief problem to be anticipated will be the availibility of sufficient rail cars.

R.W. SAUNDERS
Major Inf.
Regional Tptn. Officer

0202

HEADQUARTERS
VENEZIE REGION
Allied Military Government
Transportation Division
APO 394

6 September 45

TO :- Transportation Sub-Commission
Allied Commission

SUBJECT :- Report for month of August 1945.

FILE No. :- RXII/TN/18/11.

1. Personnel.

During the month Major E.B. Corby (C) took over the duties of Regional Transportation Officer from Col.Woodger who is returning to UK for release. At the month end Capt. Lynch (B) was relieved from duty in the Movements and Rail Section at HQ being replaced by 1st Lt. Allen (A). Other Transport Officers are on duty as follows:-

Major Jefferson (B) - Padova Province
Capt. Osborne (UDF) - Udine Province
Capt. Lynch (B) - Venice Province
Lt. Henley (A) - Bolzano Province

The shortage of personnel prohibits a proper and adequate job of work being done in this Region. Statistics have to be secured from Italian sources and are seldom found to be reliable.

2. Road.

Uffici Autotrasporti in the Region are operating approximately 5500 vehicles and during the month hauled over 150.000 tons of goods. Directors of Pools in Padova and Treviso have been removed and replaced arising out of inability to carry out orders and general inefficiency. Infractions of Road Division Memos No. 3 and 4 in the movement of wine by Road from Italian Government Territory have been discovered and steps taken to prevent recurrence. The subject of the status of German and ex - Fascist vehicles in possession of civilians operating through Uffici Autotrasporti is still not clear.

3. By 30 Aug 544 W.D. vehicles (100 VOR for major

Declassified E.O. 12356 Section 3.3/NND No. 785031

FILE No. :- RXI/TN/18/11.

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3. By 30 Aug 544 W.D. vehicles (100 VOR for major repairs or tyres) had been handed over to representatives of the Italian Ministry of Transport as follows:

Bolzano	30	- 1½ ton fords
Padova	136	- 3 ton B.R. vehicles
Rovigo	48	- 1½ ton fords
Treviso	41	- 2½ ton GMCs
UDINE	40	- 1½ ton Fords
Venice	67	- 1½ ton Ford
Verona	182	(3 ton BR Veh.(132) (1½ ton Fords (50)
	544	

174/

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

In all provinces concerned the Director of the Ufficio Autotrasporti has been charged with the responsibility by the Ministry representative of maintaining and operating the Italian Government vehicles. Workshops for the maintenance of these trucks have been established in Padova and Verona under direction of AC Maintenance Group.
Great difficulty is being experienced in securing P.O.L. for these vehicles.
At least four hundred are ready for the road except for fuel and will be urgently needed very shortly for refugees and to move sugar ~~back~~ east to factories. At time of writing the six barrels of petrol per vehicle per month had not been released by Petsec.

The domestic transport of D P and R Sub-Commission has been provided for. Maj Gartell attached for a few weeks to this HQ has been of great assistance to the Division in looking after the detail in this hand over.

4. Inland Water Transport.

A.N.N.I. transported a total of 28,000 tons during the period. Overtures have been made to the NOIC Venice to have the coast between Chioggia to Foce del Po di Levante swept of mines in order that inland water craft may travel between Venezia Region and other regions to the west via the PO. Work to repair locks at Cavanella-destruction of which stopped such traffic-is under way but will not be finished for about 12 months.

5. Shipping.

The following AMG/AC materials entered the Region through the Port of Venice during the month:-

Food stuffs	15985 Tons
Chemicals	1327
Coal	19000
Salt	350
Tobacco	95
Unrestricted wines	475
Misc.	33
Total	39265 Tons

The dispatch by rail from the port improved in the past month 274 wagons being used.

1200

6. Rail .

Approx 5000 tons of rail traffic for account AMG was [illegible] during August. Bidding system in operation in 13 Corps

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

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1209

6. Rail.

Approx 5000 tons of rail traffic for account AMG was moved during August. Bidding system in operation in 13 Corps area is working satisfactorily. Unfortunately the same cannot be said of the area within the Region south of Padova and Vicenza and east of the line Verona-Bologna which seems to be "nobody's child". At the month end it was still difficult to obtain authority to move in that area and if authority was secured apparently there was no specific organisation to issue the necessary instructions to the ISR to place wagons.

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5 Army has in the past controlled the area but relinquished control recently. It is hoped that the matter will be cleared up and be taken over by Adv. Ech. AC. who have been advised of the situation.

E.B. CORBY
Major R.C.A.
REGIONAL TRANSP. OFFICER

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

JWB/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 318

9 August 1945

773/31/Tn.3.

SUBJECT : Weekly Report - Movements Division.

TO : Director, Transportation Sub-Commission

1. During the month of June a total of 533,331 tons of Civilian Traffic was conveyed by Rail in Italian Government Territory. This total, which shows an improvement of approximately 70,000 tons compared with the month of May which was the previous best, is broken down as follows :-

Mainland	277,068	tons
Sicily	178,403	"
Sardinia	77,840	"

All traffic on the Mainland is the subject of a definite bid and moves in accordance with the loading programmes and the figure of 277,068 tons is obtained from actual returns by Station Masters which are summarised at this Headquarters. There is unrestricted Rail movement, within the possibility of their coal allocation, on the Islands of Sicily and Sardinia. The figures for traffic moved are taken from weekly reports submitted by I.S.R.

During the month of June Coastwise Shipping conveyed 54,254 tons and Schooners carried 25,909 tons plus a total of 5,402 head of cattle, sheep and horses. These figures are obtained from the Italian Maritime Commission (ITMARE) and ignoring livestock show an improvement of 23,557 tons compared with the month of May.

The returns for Road movement during the month of June, total 268,102 tons. This total does not, however, include any tonnage for Sicily or Sardinia and gives a very incomplete picture of the tonnage hauled in Italian Government Territory on the Mainland, due entirely to the fact that Truck Pools are rapidly being turned over to the Italians and traffic returns are not reaching this Headquarters.

Were all Road returns complete we should have definite evidence that we are now moving well over 1,000,000 tons of Civilian Traffic by Rail, Road and Sea monthly in Italian Government Territory. The compilation of these returns entails a vast amount of work in the Statistics Branch and since it is known the Road returns give a very inaccurate picture it should be considered whether or not they are continued.

2. On the Shipping side the outstanding problem at the moment is that of

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

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2. On the Shipping side the outstanding problem at the moment is that of Phosphate rock. It is felt that strongest posible action should be taken on the highest level with the French and Italian Authorities and, with this end in view, draft letters have been prepared for your approval and for signature by the Chief Commissioner.

./.

1741

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

3. It is felt the problem of wine will become more serious in the near future and from various conversations since our meeting with the Minister of Food and the Minister of Transport on 6 August, we have good reasons to believe the Italian Authorities will be increasing their demands for movement by all means of transport, to the detriment of food and other traffic. During the month of July 3,000 tons Schooner lift which was allocated to wine, was not used for wine. When the Schooners reported to the Ports loading, wine was not available and other traffic was lifted. Already this month we have had difficulty on the Shipping side in connection with wine. Three Military Ships were scheduled to lift part cargo of wine from Heel Ports and the total for the 3 Ships was approximately 1,500 tons. The first Ship reported and no wine was available. The second Ship did, in fact, load its scheduled part cargo of wine, but was immediately compelled to discharge this part cargo as the barrels were so rotten that it was impossible to stack them as they were collapsing under the weight of another barrel and were unfit for the journey. In view of this experience the third Ship did not load wine.

Having in mind the expected increased pressure from the Italians, just how far can we go in restricting wine movement to what we consider to be reasonable proportions ? If the Italian Government say they are prepared to suspend the movement of food, pyrites etc., can we within our present authority stop them ? In view of the importance of this question it is recommended that a ruling be obtained from Economic Section.

J.W. Baker

J.W. BAKER, Lt. Col.

1197

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

Ref: Lig/Tran/203.
Subject: Transportation Report for the month of July.

To: Allied Commission, Headquarters,
(Attention Transportation Sub-Commission, T/n 2)

General - RAIL - Capt. Coombs arrived to become Rail Officer Genoa. Rail service to Imperia was opened 21st. July, thus eliminating the road haul from the port of Savona. Rail haulage of supplies to Piemonte and Lombardia Regions was carried out without any delays, as wagons were always available.

TYRES - No further allocation was received, although a large bid remains outstanding with Commerce Sub-Division hasteners have not even produced an answer.

BUSES - All scheduled services are now fully operating, after the usual Italian excuses and delays, and it is hoped that in the near future it will be possible to augment the lines now running.

BOATS - The small boat services between Camogli and Nervi continue to fulfill a very useful purpose. Until such time as the railway runs from La-Spezia to Genoa these should be continued and further expanded.

P.O.L. - Although the region suffered a 30% cut in its P.O.L. allocation, road transport has fully maintained its rôle as the prime transportation for this region.

PORTS - Mr. Crooks arrived and took over the duties of Port Liaison Officer Genoa. Genoa Port was partially opened during the month and berths for 4 Liberties and 1 coastal vessel are now available. It is hoped that beach discharge will not again be resorted to. It is proposed to re-classify this port to "B" on 15 August. Major Wickens Port Liaison Officer Genoa proceeded to Savona on 1st. July as Port Commandant. This port can now accommodate 6 or 7 coasters and many schooners and is now classed as an "A" port, our representative having been withdrawn on 29 July.

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LaSpazia - Capt. Lloyd-Davies took over this pool from Capt. Harper, who comes to Regional Headquarters to organize the Regional Pool for Port and Dock clearance. Progress continues to be excellent and weight of goods carried shows an increase of 19.235 qtls.
Number of trucks now registered 407.
Total goods carried by civilian trucks 64.438 qtls.
A very creditable performance for a most difficult month.

Genoa - Number of trucks now registered 4207.
Total goods carried by civilian trucks 64.438 qtls.
The hard work and forethought expended during the two previous months are providing very fine results and coupled with the absence of the long haul from Leghorn have produced an increase in the weight of goods carried of 454.663 qtls a very fine record.

Savona - Number of trucks now registered 484.
Total goods carried by civilian trucks 73.835 qtls.
This province has shown a small increase in tonnage carried, although several uneconomical trucks were discarded. With a better P.O.L. allocation for the month of August further improvement is anticipated.

Imperia. - Number of trucks now registered 316.
Total goods carried by civilian trucks 34.140.
This pool has suffered through the lack of a transportation officer and the tonnage carried shows a slight decline, however a transportation officer will be available early August and with a better P.O.L. allocation, it is anticipated that considerable further progress will be made.

Lucca & Apuania - No report received from Lucca.
Apuania 1 to 20th. July carried 32.520 qtls.

General - More efficient working, the weeding out of uneconomical trucks and the absence of the daily long hauls has resulted in a very large increase of tonnage carried and the month of August should produce substantially better results.
Grand total showing comparative figures for June and July:

Trucks registered	June	5.413	July	5.413
Goods carried qtls.	"	392.352	"	871.440

As this haulage is carried out with very old transport it constitute a really good performance.

H. B. James, Major
Regional Transportation Officer.

1195

Genoa, August 7th. 1945.
HBJ.EM

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

6 August 1945

Office of the Regional Transportation Officer

P.R./R.T./134/3

Subject: Monthly Report July 1945

TO : The Director, Transportation Sub-Commission, Headquarters Allied Commission, APO 394.

1. Attached hereto is a copy of this division's monthly report for July 1945.

R.W. SAUNDERS
Major Inf.
Regional Transportation Officer

Not a word concerning the Railroad!

13 Army.

1/14/

1194

5879 - SATEC (500)

13281

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

4 August 1945

Office of the Regional Transportation Officer

P.R./R.T./134/H

Subject : Monthly Report July 1945
TO : The Exutive Officer, G.C.(B)

1. On 11 July a meeting of all regional transportation Officers was held at 5th Army Transportation Section. At this meeting the question of the reallocation of Allied Commission W.D. trucks was brought up, Piemonte Region is to receive two hundred and thirty(230) of these trucks. These trucks when received from Allied Commission will immediately be turned over to the Italian Government but will be under the supervision of the Regional Transportation Officer. These trucks will be in one central pool and will be dispatched the same as any other Italian civilian load-carrying vehicle and will operate on the official tariff. If the other provinces need some of these trucks they will be sent to that province. First priority for the use of the above mentioned trucks will be given to the Displaced Person Division.

2. During the month of July over thirteen hundred tires and fourteen hundred tubes were distributed to the Provincial Transportation Officers to be sold to trucks owners and operators registered with the Ufficio Autotrasporti of each province. The sale of these tires and tubes will enable quite a number of trucks to be put on the road.

3. The Traffic Control Force formerly under command of the Transportation Division was turned over to the Public Safety Division. This force was in operation in almost all of the provinces at the time of the turn over.

1193

5879 - SATEC (500)

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 304

Office of the Regional Transportation Officer

4. All bus lines, trams, and short line railways were turned over for operation to the Transportation Division. The Provincial Transportation Officers in each province will be responsible for the operation of bus lines and trams within the province. The operation of the short line railroad will be under the control rail officer, Lt. Strand.

5. The P.O.L. situation in the region has improved greatly. Although what is received is below what is asked for, food and other priority materials are being transported as requested.

6. Three hundred and fifteen load carrying vehicles type 626 and 666 have been released from the Fiat Company and sold within Piemonte Region and to the other Regions with the majority of trucks being sold within Piemonte Region.

7. The sale and distribution of passenger-cars manufactured by Fiat is now under control of the Regional Transportation Officer and will be sold only to those persons recommended by Allied Military Government Officers who absolutely need passenger cars to perform their duties.

8. a Province ASTI
b. Number of trucks Registered to date:

Benzine	253	
Naphta	24	
Methane gas		
Wood	68	
Electric		
Coal	67	Total 412

Number of trucks operating to date

Benzine	253	
Naphta	24	
Methane gas		
Wood	68	
Eletrix		
Coal	67	Total 412

1192

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

(Asti Province)

d. Carrying Capacity of trucks registered to date

622.44 ton

	On hand	Allocated during the Month	Allocated for next month
f. P.O.L.			
Benzine		49.000 liters	
Naptha		8.000 "	
Metano gas			
Wood			
Coal			
Lubricating oil	152.50		
Grease.			

g. Financial Situation as of the end of the month:

Assest : L.279.747,75
Liabilities:

h. Quintals transported of food and other Commidities during month:

Food - 13.548 ql. Other Comm. - 12.986.50 ql.

i. Monthly kilometer distance of trucks:

173.081 klm.

9. a.Province ALESSANDRIA

b.Number of Trucks registered to date:

	Efficient	Unefficient	Total
Benzine	843	269	1112
Naphta	167	-	167
Metano gas	26	-	26
Wood	146	14	160
Eletric	11	-	11
Coal	-	-	-
	1193	283	1476

c.Number of trucks operating to date:

Benzine	733	
Naphta	170	
Metano gas	26	
Wood	141	
Eletric	11	
Coal		Total 1081

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

d. Carrying Capacity of Trucks registered to date:

Efficients	Umefficients	Total
26.840 q.	5.335 q.	32.175 q.

e. Carrying Capcity of Trucks operating to date:

22.521

f.P.O.L.	On hand	Allocated during month	Allocated for next month
benzine	82.057		80.790
naphta	25.054		24.630
metano gas	-	-	-
Wood	-	-	-
Coal	-		
Lubricating oil	52		
Grease	-		

g. Financial Situation as of the end of the month:

Assests	509.720.85
Liabilities	245.697.35

h. Quintals Transported of food and other commodities during month:

Food 32.340 Other 63.060

i. Monthly kilometer distance of trucks:

Food 101,230 Other 185.740

10. a. Province AOSTA

b. Number of Trucks Registered to date:

benzine	277
naphta	37
Metano gas	0
Wood	141
Eletric	12
Coal	0

Total 467

c. Number of trucks operating to date:

Benzine	194
Naphta	34
Metano gas	0
Wood	140
Eletric	12
Coal	0

Total 380

1190

d. Carrying capacity of trucks registered to date:

10556

e. Carrying capacity of trucks operating to date:

7320

1332

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer
(Aosta Province)

f. P.O.L.	On hand	Allocated during month	Allocated for next month
Benzine	39.674	64.000	———
Naphta	39.981	76.000	———
Metano gas	———	———	———
Wood	———	———	———
Coal			
Lubricating Oil-180 kilos			
Grease.			

g. Financial Situation as of the end of the month:

Assests : L. 909.789
Liabilities: L. 909.789
and capital

h. Quintals transported of food and other commodities during mon
39.512

i. Monthly kilometer distance of trucks:
214.986

ii. a. Province Cuneo
b. Number of trucks registered to date:

Benzine	1195
Naphta	56
Metano gas	7
Wood	266
Eletric	7
Coal	137

Total 1668

Averagec. Number of trucks operating to date:

Benzine	317
Naphta	49
Metano gas	1
Wood	153
Eletric	2
Coal	49

Total 571 average

d. Carrying capacity of trucks registered to date:

QL. 25183

e. Average- Carrying Capacity of trucks operating to date 1389
QL. 12.000

13.3.31

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

(Cuneo Province)

f. P.O.L.	On hand	Allocated during month	Allocated for next month
Benzine	31.820	68.000	not known
Kaphta	13.695	30.000	" "
Metano gas	nil	nil	
Wood	sufficient		
Coal-sufficient		nil	" "
Lubricating oil	nil	"	
Grease			

g. Financial situation as of the end of the month:
Assests : 284.508,35 96.139,35
Liabilities: 188.386,40

h. Quintals transported of food and other commodities during the month
Qls. 157.496

i. Monthly kilometer distance of trucks:
Qls. 633.893.

12. a.Province Novara

b.Number of trucks registered to date:

Benzine	1264
Naphta	55
Metano gas	21
Wood	120
Eletric	20
Coal	218

Total 1688

c. Number of trucks operating to date.

Benzine	430
Naphta	55
Metano Gas	22
Wood	112
Eletric	20
Coal	154

Total 793

d. Carrying capacity of trucks registered to date:
2170 Ql.

e. Carrying Capacity of trucks operating to date:
13.190 Ql. 1188

5879 - SATEC (500)

1334

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer

(Novara Province)

f. P.O.L.	On hand	Allocated during month	Allocated for Next month
Benzine	87793 liters	107405 liters	unknown
Naphta	96292 "	135358 "	"
Metano gas	600 cu.m. received daily	600 cu.m.received daily	"
Wood	32 Ql.	none	"
Coal	71 Ql.	none	"
Lubricating Oil	138 Ql.	none	"
Grease	=	none	"

g. Financial Situation as of end of the month:
Assest: Lire 6.418.203 =
Liabilities: " 5.357.447 =

h. Quintals transported of food and other commodities during the month
Food 60194 Ql.
Other commodities= 61158 Ql.

i. Monthly kilometer distance of trucks:
404566

13. a. Province TURIN

b. Number of Trucks registered to date:

Benzin	3919	
Naphta	569	
Metano gas	154	
Wood	764	
Elettric	366	
Coal	286	
Petrolio	2	Total 6060

c. Number of trucks operating to date:

benzine	3450	
naphta	465	
metano	-	
wood	625	
Elettric	320	
Coal	235	Total 5095

1.87

1351

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

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 804

Office of the Regional Transportation Officer

(Turin Province)

d. Carrying capacity of trucks registered to date:

101,175 quintals

e. Carrying capacity of trucks operating to date:

83,328 quintals

f. P.O.L.	On hand	Allocated during month	Allocated next month
Benzine	litres 1370	178.200	
Naphta	—	154,200	
Metano gas	—	—	
Wood	—	—	
Coal	—	—	
Lubricating oil	16 litres		7.327 litres
Grease	—	—	

g. Financial Situation as of end of the month:
Assest : 2.495.014
Liabilities 1.452.251

h. Quintals transported of food and other commodities during the mon

368.817 quintals

i. Monthly kilometer distance of trucks:

1.763.752 kilometers

14. a. Province VERCELLI

b. Number of trucks registered to date:

Benzine	1097
Naphta	48
Metano gas	41
Wood	320
Eletric	27
Coal	12

Total 1545

c. Number of trucks operating to date:

Benzine	70
Naphta	48
Metano gas	31
Wood	72
Eletria	none
Coal	10

1186

Total 231

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HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Office of the Regional Transportation Officer
(Vercelli Province)

d. Carrying capacity of trucks registered to date:

20.798

e. Carrying capacity of trucks operating to date:

16733

f. P.O.L.	On Hand	Allocated during month	Allocated for next month
Benzine	49508 liters	97600 liters	
Naphta	37033 liters	42033 liters	
Metano gas-80 cubic -meters		5000 cubic-meters	
Wood	345 quintals	2000 quintals	2000 quintals
Coal	none		
Lubricating oil--326.90 kg.		3690 kg.	
Grease	113,50 kg.	113,50 kg.	

g. Financial situation as of the end of the month:

Assets: 664.008,80
liabilities:
and capital 664.008,80

h. Quintals transported of food and other commodities during the month

Food 39990 quintals
Other commodities -53652 quintals

i. Monthly kilometers distance of trucks:

279267

J M Saunders
R. W. SAUNDERS
Major Inf.
Regional Transportation Officer

1135

5879 - SATCP (500)

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

INTER-OFFICE MEMO RHK/rf

13 August 1945

Tel. 478700

Ref. W/18/1417/Tn6

SUBJECT : July Report, Regional Transportation Officer Venizie Region (File No. EXII/TN/12.11)

TO : Director, Transportation Sub-Commission

1. It is noted that the monthly report to which reference is made contains no comment regarding the port or warehousing operations in the city of Venice, both of which operations come under duties of the Regional Transportation Officer.

Robert H. Klein

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

1184

1141

HEADQUARTERS
VENEZIE REGION
Allied Military Government
Transportation Division
APO 394

3 August 45

TO : HQ Allied Commission (2 copies)
Transportation Sub-Commission

Copy to : Regional Commissioner, Venezie Region

SUBJECT : Monthly report

FILE No. : RXII/TN/12.11.

1183

1. Road Transport

a) Progress has continued in the organisation of the Provincial Truck Pools, which are generally taking better shape, though it can not yet be said that all vehicles are fully under control. About 75,500 tons of goods were moved an average of 41 km per ton.

b) Transport Officers are allotted as follows:-

Major Jefferson	Padova Rovigo and Vicenza Provinces
Major Corby	Venezia and Treviso Provinces
Capt. Osborne	Verona and Trento Provinces
Lt. Henley	Bolzano and Belluno Provinces
Capt. Torcellini	lent by P.C. Udine

Since the period covered by this report some changes have been made.

c) 228 G.T. Company are still fully employed on movement of wheat in Rovigo Area. Since the withdrawal of the British Cadre the availability of the company has dropped to under 80 vehicles a day. 6140 tons of grain were collected and loaded into barges.

d) No specific complaints of the new tariff rates have been received.

e) It is recommended that vehicles should be handed over to the Genio Civile for operation by them - approx 10 vehicles per province are required.

2. Inland Water Transport

Regional Order No. 11, formation of A.N.N.I., has been published; this association is doing good work and no difficulties have as yet arisen. Approx 33,000 tons of stores were moved.

3. Rail

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3. Rail

Movement by rail to Verona and western part of the Region from Venice became possible and bids were accepted by 8th Army P.O.M. for movement of food fertilizers and coal.

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1141

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

As from August 3rd all bids for movements by sea into or out of the Port of Venice and for movement by rail must be made to 13th Corps P.O.M. .
The proper channel for bids on the western lines is not clear. AMG 5th Army are still arranging and appear to be responsible for movement there - such as fruit traffic ex Bolzano and pyrites for the Montecatini Company ex Calceramica. It is reported that there is a shortage of rolling stocks and not much movement was possible.

1.82

Capt. Irvine Lynch took over Movements and Rail Section.

FOR REGIONAL COMMISSIONER

J.S. WOODGER
Colonel
REGIONAL TRANSP. OFFICER

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

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

6/176
Tel: 53395

1 August 1945

1181

SUBJECT : Monthly Report - July

TO : Transportation Sub-Commission
Movements Division Tn 3 HQ. A.C.
Inf : Commissioner AMG Naples Commune
Tn. Section, Naples

RAIL

1. Shortage of box cars in Naples division continues, and has had a bad effect on loadings of A.C. and U.N.R.R.A. supplies from 676 and 696 warehouses, during the month.

We have suggested the use of open cars for those commodities which can be shipped that way, and as soon as escorts can be provided from Italian sources, this will be done as far as possible.

An alternative suggestion that Naples Centrale be used in lieu of S.Giovanni, as much as possible, will also helps relieve the deadlock caused by the bottleneck at S.Giovanni.

Movements Naples are assisting us as much as possible to get cars into the warehouses, and by dint of various alternatives it is hoped to improve the tonnage shipped out, in the near future.

2. Tonnages moved during the month were as follows:-

2 - 8 July		9 - 15		16 - 22	
9,266	54%	10,198	65%	10,367	53%

balance not moved was largely on account of shortage of cars and consignors not appearing to load.

ROADS

1. The U.T.C. truck pool and agencies at Salerno, Avellino and Benevento were transferred to the Ministry of Transport of the Italian Government w.e.f. 2400 hrs 26 July.

The following vehicles were affected:-

77 British 3 Ton trucks
55 U.S. 2 1/2 Ton "
12 U.S. 1 1/2 ton "

2. This office will continue to indent for necessary M.T.

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The following vehicles were affected:-

77	British	3 Ton	trucks
55	U.S.	2 1/2 Ton	"
12	U.S.	1 1/2 ton	"

2. This office will continue to indent for necessary M.T. spares for these vehicles until further orders are received.

3. All requests for tyre permits to use W.D. tyres are now dealt with by R.A.C.I. who issue on 30 day temporary permit while R.A.C.I. Rome make the necessary investigations and issue of permanent permit.

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1741

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

4. The Naples Filobus was supplied with 27 tyres, and it is hoped that this will give some Sunday service to the community in the near future, as a result.

PORTS, WAREHOUSES, P.D.O.

1. Volume of imported civilian supplies receded in July from the record levels of the proceding two months, and transhipments by rail and sea were at an accelerated pace with the result that congestion in local warehouses was considerably relieved many imported supplies were disposed of as port clearance by rail, but wagons were in short supply for civil allocations and bids for approximately 4;000 tons of cargo were unfilled in the last week of the month.

2. Operations in the Italian Port section improved immeasurably by the adoption of a systematic procedure for control of truck, labor and coordination of depot acceptance, but it is still difficult to secure as many military vehicles from P.B.S., for port clearance a s are needed to work ship to capacity. Most ships carrying civil supplies wholly are now berthed in the Italian Port, and generally ships with mixed cargo will be moved there after discharge of military cargo.

3. In the military port, arrangements were made during July for ships' agents to effect a tally of civil supplies, a procedure that has been in effect in the Italian Port since June 1, and this tally is to be regarded as the official record of a ships' discharge. Discrepancies between manifest quantities and quantities reported to be received by agencies of the Italian Government have been practically eliminated by the installation of this procedure.

For the Commissioner:

V.R. BOWERS
Major
Senior Transportation Officer

Copy to: Adjutant's File
S.T.O.'s File
File

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

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For the Commissioner:

V.R. BOWERS
Major
Senior Transportation Officer

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File

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JWB/mb

1179

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 318

9 August 1945

773/31/Tn.3.

SUBJECT : Weekly Report - Movements Division.

TO : Director, Transportation Sub-Commission

1. During the month of June a total of 533,331 tons of Civilian Traffic was conveyed by Rail in Italian Government Territory. This total, which shows an improvement of approximately 70,000 tons compared with the month of May which was the previous best, is broken down as follows :-

Mainland	277,068	tons
Sicily	178,409	"
Sardinia	77,840	"

All traffic on the Mainland is the subject of a definite bid and moves in accordance with the loading programmes and the figure of 277,068 tons is obtained from actual returns by Station Masters which are summarised at this Headquarters. There is unrestricted Rail movement, within the possibility of their coal allocation, on the Islands of Sicily and Sardinia. The figures for traffic moved are taken from weekly reports submitted by I.S.R.

During the month of June Coastwise Shipping conveyed 54,254 tons and Schooners carried 25,909 tons plus a total of 5,402 head of cattle, sheep and horses. These figures are obtained from the Italian Meritime Commission (ITMARE) and ignoring livestock show an improvement of 23,557 tons compared with the month of May.

The returns for Road movement during the month of June, total 268,102 tons. This total does not, however, include any tonnage for Sicily or Sardinia and gives a very incomplete picture of the tonnage hauled in Italian Government Territory on the Mainland, due entirely to the fact that Truck Pools are rapidly being turned over to the Italians and traffic returns are not reaching this Headquarters.

Were all Road returns complete we should have definite evidence that we are now moving well over 1,000,000 tons of Civilian Traffic by Rail, Road and Sea monthly in Italian Government Territory. The compilation of these returns entails a vast amount of work in the Statistics Branch and since it is known the Road returns give a very inaccurate picture it should be considered whether or not they are continued.

2. On the Shipping side the outstanding problem at the present is that of

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

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X

2. On the Shipping side the outstanding problem at the moment is that of Phosphate rock. It is felt that strongest posible action should be taken on the highest level with the French and Italian Authorities and, with this end in view, draft letters have been prepared for your approval and for signature by the Chief Commissioner.

./.

1461

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

1178

3. It is felt the problem of wine will become more serious in the near future and from various conversations since our meeting with the Minister of Food and the Minister of Transport on 6 August, we have good reasons to believe the Italian Authorities will be increasing their demands for movement by all means of transport, to the detriment of food and other traffic. During the month of July 3,000 tons Schooner lift which was allocated to wine, was not used for wine. When the Schooners reported to the Ports loading, wine was not available and other traffic was lifted. Already this month we have had difficulty on the Shipping side in connection with wine. Three Military Ships were scheduled to lift part cargo of wine from Naal Ports and the total for the 3 Ships was approximately 1,500 tons. The first Ship reported and no wine was available. The second Ship did, in fact, load its scheduled part cargo of wine, but was immediately compelled to discharge this part cargo as the barrels were so rotten that it was impossible to stack them as they were collapsing under the weight of another barrel and were unfit for the journey. In view of this experience the third Ship did not load wine.

Having in mind the expected increased pressure from the Italians, just how far can we go in restricting wine movement to what we consider to be reasonable proportions ? If the Italian Government say they are prepared to suspend the movement of food, pyrites etc., can we within our present authority stop them ? In view of the importance of this question it is recommended that a ruling be obtained from Economic Section.

J.W. BAKER, Lt. Col.

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

Tele : 454 HEADQUARTERS ALLIED COMMISSION AMMcC/fd
APO 394
Transportation Sub-Commission

Our ref.: AC/528/19/Tn 3 30 June 1945

SUBJECT : Report on visit to Sardinia
23-28 June '45.

TO : See Distribution

1177

1. LIVESTOCK

(a) A meeting was held in Cagliari on Monday 25 June at which were present the High Commissioner and his Agricultural adviser.

The High Commissioner expressed his regret at the situation which had arisen over the "FANNY BRUNNER", saying that he had to some extent been misinformed on the livestock position, and that when he returned to Sardinia after the meeting held in this office on 9 June, he found that owing to the doubling of the "LANGANO" schedule it would be impossible to make use of the "FANNY BRUNNER". A signal to this effect was sent by him to AC Headquarters on Sunday 24th June.

A further reason given was that during the period of re-fitting of the "FANNY BRUNNER" the situation deteriorated sharply and animals, particularly sheep, got so thin that it was impossible for them to travel in their weak state. The minimum live weight requirement in Rome was stated to be 350 Kilos for cattle and 30 kilos for sheep. This situation should have been visualised before hand.

On the question of price the main trouble was stated to be the cost of transportation. This applies mainly to sheep, for which the cost of transport from Sardinia to Rome, is approximately 1200 lire per head. The selling price of sheep varies with supply and demand, while that of cattle is fixed, and the cost of transportation for the latter is more in proportion. However by the end of July few cattle and probably no sheep, will be available, and it was therefore decided to cancel the schooner SAN ANTONIO (which had been allocated to run between Olbia and Civitavecchia with sheep) as from 30th June. The "LANGANO" will continue

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The question of internal transportation does not constitute a major problem, though in the early days more animals could have been moved if there had been a larger allocation of railway coal. This situation no longer exists. Appendix "A" shows State Railway cars available in Sardinia.

(Info:- Mov Rail - Rail Div)

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(b) On Tuesday 25th June a visit was paid to Sassari, where a meeting was held with the High Commissioner and the Chairman of the sheepgrowers' Association, at which the decisions regarding transportation made at the Cagliari meeting were confirmed. Further details of the meeting which was primarily of an agricultural nature, will be given in Major Froneman's report (Agricultural Sub-Comm.)

(c) On Wednesday 26th June a visit was made to Olbia by Italian seaplane, with a view to seeing livestock unloaded from trains and loaded into "LANGANO". The cattle were very thin, but generally speaking in not too bad a condition. All the sheep on the other hand were in a very bad state, and Major Froneman stated that in his opinion they were unfit for human consumption and he considered it a waste of shipping space to export any further sheep.

(d) The final situation is therefore that the transportation of livestock from Sardinia is from now on confined to the shipment of cattle per "LANGANO" from Olbia to Civitavecchia, and that this is likely to cease at the end of July, after which there will be no further call to ship livestock until the late autumn after there has been some rainfall.

For the future, the High Commissioner has been told that no further emergency moves will be considered by A.C. unless a certificate is forthcoming stating a) All prices are agreed, b) no internal transportation problems exist, c) the cargo to be moved is immediately available and that there will be no delays to shipping.

2. <u>COAL</u>

(a) A meeting was held in Cagliari on Monday 25th June at which were present the High Commissioner, the Head of the State Railways in Sardinia, and his Chief Engineer.

They were apparently unaware that the allocation of imported coal for Sardinia was 1900/2000 tons per month, and requested confirmation of this from Coal Section A.C. This has already been given. Stock on hand at 1 January '45 was 1700 tons. 8346 were imported in January, making a total of 10,046 tons, which they understood had to last them until the end of September, which would allow them 1116 tons per month.

Up to the 25th June they have consumed 7862 tons at an average rate of 1310 tons per month. Appendix "B" shows the consumption of imported coal from March to June '45, during which period the average monthly consumption was

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(Info-Action:- Coal Div. Commerce S/C
Rail Div)

(b) The question was raised whether the production of the Sardinian mines could be increased by increasing the allotment of imported coal for haulage of Sardinian coal.

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The answer was in the negative, in view of the fact that the sulcis coal is carried by train to San Antioco where it is loaded into ships for export, with the exception of 15,000 tons per month for the Island, for gas, electricity, etc. This is distributed by trains burning sulcis coal for the most part. (There are approximately 12 locos in service fitted with sulcis-burning fireboxes).

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(Info:- Coal Div., Commerce S/C
Rail Div.)

(c) With regard to Seui mine, it is required to move 4000 tons of powdered coal before the anthracite can be reached. 300 tons of additional imported coal would clear this powdered coal from Seui to Arbatax after which about 25 tons of anthracite per day could be produced. This mine is served by a narrow-gauge line on which there are no sulcis-burning locos.

No other difficulties are being experienced with the railways from Seui to the distribution points.

(Info:- Coal Div., Commerce S/C
Rail Div.)

(d) At the present time four cattle trains per week are being run from Macomer to Olbia. These are operating within the present railways allocation of 2000 tons of imported coal per month, and in view of the drought conditions prevailing, with consequent shortage of livestock suitable and available for export, it is recommended that there should be no further increase in the coal allocation on this account.

(Info:- Coal Div., Commerce S/C
Rail Div.)

A.M. McCLURE
Major, R.A.

DISTRIBUTION:

Director
Deputy Director

Ports & Warehouse Div.
Economic Section

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Rail Div.)

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Rail Div.)

A.M. McCLURE
Major, R.A.

DISTRIBUTION:

Director
Deputy Director
Chief, Movements Div.
Planning Staff
Movements Rail
" Shipping
Rail Division (Tn 4)
Ports & Warehouse Div.
Economic Section
Agricultural S/C.
Coal Division, Commerce S/C
Food S/C
Public Relations Branch

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APPENDIX "A"

State Railway Cars available in Sardinia

1175

150 - Open and flat (100 of which with damaged floors, and can therefore only be utilized for certain commodities :- hay in bales, timber etc.)

For ordinary requirements of transportation in the Island the following cars are in continuous use :-

200 - Closed cars for cereals - food - cattle for the Island cement - etc.
40 Closed cars for military transportation.
200 - Open cars with high sides for the transport of coal from Sulcis to Iglesias, coal imported for the consumption of the Island, military transportation etc.
100 - Open Cars with high sides (damaged Floors) for military transportation, cork, straw, tiles etc.

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APPEN

COAL CONSUMPTION = MARCH TO JUNE 1945 (IN METRIC TONS)

MARCH 1945 - Monthly consumption
Weekly average

APRIL 1945 - Monthly consumption
Weekly average

MAY 1945 - Monthly Consumption
Weekly average

JUNE 1945 - Monthly Consumption
Weekly average

TOTAL CONSUMPTION - March
April
May
June

Weekly average
Monthly average

	STATE RAILWAYS	SOUTHERN RAILWAYS	SUPPLEMEN TARY RAIL	SARDINIAN RAILWAYS	GAS WORKS	M
	1364	61	395	222	375	
	273	12	79	44	75	
	884	100	284	151	300	
	221	25	71	38	75	
	816	73	288	184	300	
	204	18	72	46	75	
	880	110	242	154	245	
	220	27	60	38	61	
	1364	61	395	222	375	
	884	100	284	151	300	
	816	73	288	184	300	
	880	110	242	154	245	
TOTAL....	3944	344	1209	711	1220	
	232	20	71	42	71	
	986	86	302	178	305	

N.B. June figures cover the period up to the 23/6/45, and do not include the last week of cur
estimated consumption for this week equal to preceding avarages (408 tons) the total Jun
2039 and the total monthly average rises from 1.965 to 2.015 tons.

CAGLIARI 25 June 1945

1356

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COAL CONSUMPTION - MARCH TO JUNE 1945 (IN METRIC TONS) APPENDIX "B"

	STATE RAILWAYS	SOUTHERN RAILWAYS	SUPPLEMEN. TARY RAIL	SARDINIAN RAILWAYS	GAS WORKS	MISCELL.	TOTAL CONSUMP.
consumption	1364	61	395	222	375	294	2711
verage	273	12	79	44	75	58	542
consumption	884	100	284	151	300	120	1839
verage	221	25	71	38	75	30	459
Consumption	816	73	288	184	300	20	1681
verage	204	18	72	46	75	5	420
Consumption	880	110	242	154	245	=	1631
verage	220	27	60	38	61	=	408
rch	1364	61	395	222	375	294	2711
ril	884	100	284	151	300	120	1839
y	816	73	288	184	300	20	1681
ne	880	110	242	154	245	=	1631
	3944	344	1209	711	1220	434	7862
TOTAL....	232	20	71	42	71	25	462
	986	86	302	178	305	108	1965
kly average							
nthly average							

r the period up to the 23/6/45, and do not include the last week of current month. With an tion for this week equal to preceding avarages (408 tons) the total June consumption reaches l monthly average rises from 1.965 to 2.015 tons.

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

6/ 870
TEL: 53395

30 June 1945

SUBJECT: Monthly Report - June

TO : Transportation Sub Commission
Movements Division Tn 3 Hq.A.C.
Rail Division Tn 4 c/o Transportation (Br)Main C.M.F.
Inf : Commissioner, AMG Naples Commune
Tn Section, Naples

1174

RAIL

1. The Cancello-Benevento railway, after a few misfortunes, is now nearing completion, and will be ready for operation on 5 July.
No word has yet been received from British Military Authorities as to whether they still wish to use this road for troop movements. Until this information is forthcoming, the line will not be operated for civil purposes.

2. Freight loadings during the month were again adversely influenced by the car shortage. Open cars were used by Military and Civil Consignors alike for highly pilferable commodities, which enabled more freight to move than would have been possible if box cars had to be depended upon.

3. Both P.B.S. and British Military establishments are to some extent to blame for not releasing cars quickly enough. Ordnance dumps quit work in many cases at noon on Saturdays until Monday morning, which means many cars standing under load over the week - end.

4. Our loading figures at present available for the month of June are as follows:

Period	Tons Authorized	Moved	%
28 May - 3 June	9821	6757	69
4 June - 10 "	10,742	7,044	66
11 " - 17 "	16,711	11,566	69

ROADS

1. VEHICLES: W.D. Civil Supply Vehicles in the Commune are distributed as follows:

a. Naples 89
b. Avellino 20
c. Benevento 20

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a.	Naples	89
b.	Avellino	20
c.	Benevento	20
d.	Salerno	13
	Total Vehicles	142

B.L.R. certificates have been received for 1 Chevrolet 3 Ton 1326937.

2. P.O.L. Allocation and consumption figures for the period:-

[illegible]

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	Received from C.I.P.		Consumed	
Naples	L.	102.000	96.615.00	
Avellino		24.500	24.393.00	
Benevento		16.500	16.850.00	1173
Salerno		13.000	13.755.00	

3. ACCIDENTS: During the month there were 11 collisions, with no injuries. Three M.T.C. vehicles were damaged, but have since been repaired.

4. TYRES: With the exception of Salvage Tyres, all other permits are now done through R.A.O.I.
R.I.R. certificates have been sent Rome for tyres for W.D. Vehicles and ofoe replacements come to hand, most U.T.C. vehicles will then be on the road.

5. HAULAGE: 1. Short distance trips with heavy tonnage

a. Castellammare di Stabia - day time service-wheat, 30 trucks a month;

b. Torre Annunziata, wheat, 17 trucks a month,

c. Naples City, mail service, 60 trucks a month;

2. Long distance trips with medium tonnage

a. Royal Italian Navy, TARANTO, rations and personnel, 1 truck a week, total 5 trucks a month;

b. Foggia, fish, 12 trucks a month;

c. Bologna, rations, 1 truck a month;

d. Rome, Bari, Foggia, fruits, 6 trucks a month;

3. Long distance trips with heavy tonnage

a. MTMAC, Campania Region, 3 trucks a month;

b. Circolo Costruzioni, Campania Region, 10 trucks a month;

c. Calabria Region, meat rations, 10 trucks a month;

d. S.M.E. Campania Region, 28 trucks a month.

PORTS AND WAREHOUSES

1. The following brief report is the best effort produced by this section.

2. Covered space has proved hopelessly inadequate for the goods allocated to the warehouses and large quantities of food are rapidly

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a. Centellemmare di Stabia - day time service-wheat, 10 trucks a month;

b. Torre Annunziata, wheat, 17 trucks a month,

c. Naples City, mail service, 60 trucks a month;

2. Long distance trips with medium tonnage

a. Royal Italian Navy, TARANTO, rations and personnel, 1 truck a week, total 9 trucks a month;

b. Foggia, fish, 12 trucks a month;

c. Bolzano, rations, 1 truck a month;

d. Rome, Bari, Foggia, fruits, 6 trucks a month;

3. Long distance trips with heavy tonnage

a. MEDAG, Campania Region, 3 trucks a month;

b. Circolo Costruzioni, Campania Region, 10 trucks a month;

c. Calabria Region, meat rations, 10 trucks a month;

d. A.M.G. Campania Region, 28 trucks a month.

PORTS AND WAREHOUSES

1. The following brief report is the best effort produced by this section.

2. Covered space has proved hopelessly inadequate for the goods allocated to the warehouses and large quantities of food are rapidly deteriorating.

3. As a result of efforts by Col Warren and Mr Townsend another warehouse in being repaired but this unfortunately does not provide immediate relief.

4. Less than one quarter of the rail program deliveries have been made owing to wagons not being available.

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POST ELASON REPORT

1. Imports of civil supplies in Naples port was on an unprecedented scale during June, as ships were diverted to this port from both Leghorn and Genoa and, since but a relatively small volume could be transhipped by rail, schooner or counter traffic, a heavy strain was placed upon already congested warehouse facilities, thereby retarding somewhat the discharge of ships and causing extensive back piling in such areas for the port as were available for this purpose. Owing to military deployment program, no backpiling was permitted in the military section of the port, and the amount of military transport available for port clearance was reduced during the month.

2. While no evidence is yet available that military authorities are unable to perform their commitments for civil supplies, it may be desirable now to prepare for the time when agencies of the Italian Government will have to supply their own transport to move supplies from the port as is now done from the warehouses. It is noted that trucks work more efficiently when a charge is made for their use.

3. Heavy backpiling in Italian port caused some spoilage of perishable commodities, principally lard, as well as increased amount of pilferage. Security of the area improved steadily, but organization of the Italian Mercantile Marine is in need of additional supervisory personnel and equipment in order to perform its functions efficiently.

4. System of tally and dispatch of supplies from shipside was perfected further during the month, and agents of the Italian Government now agree their tallies with those of the ships' agent wherever possible. Difficulty is still experienced in effecting delivery from ships carrying both military and civil supplies.

For the Commissioner:

V.H. BOWERS
Major
Senior Transportation Officer

Copy to: Adjutant's File
S.T.C.'s File
File

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S.T.O.'s File
File

VHB/cg

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Deputy Director

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 220 MHT/eh

File

Phone 489081

1171

13 June 1945

SUBJECT: Transportation - Northern Italy

TO : File

1. Colonel Kirkwood, Regional Commissioner, Toscana Region, was visited 4 June 1945. He requested that ships be allowed to discharge civil supplies destined for Florence at Leghorn; he also requested an audit of all truck pools in Toscana Region before the scheduled date of closing his region, that is, 20 June. He stressed the necessity of the warehouse officer and enlisted man remaining at Leghorn for the present.

Sufficient transport is available, however, insufficient gasoline is allotted to civilian trucks.

Colonel Kirkwood stressed the need of approximately 25 trucks from a GT or a Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

2. Colonel Bowman, Regional Commissioner, Emilia Region, and Major Sowers, Transportation Officer, were visited 5 June 45. Colonel Bowman stressed the insufficient quantity of personnel transport available, stating that 30 to 50 percent of the personnel transport is off the road at one time. The following truck pools are established:

Forli	500 trucks	
Ravenna	300	"
Bologna	1,500	" (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient POL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the EMAC rates. Emilia Region has been continuously losing trucks to other regions where higher tariff rates are in effect. Colonel Bowman was authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter

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Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter should be taken up with Movements-Roads, because everything possible should be done to encourage operation of vehicles with Methane gas.

A rail officer for Bologna was requested.

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The question of supplying AC transport for the hauling of hemp was discussed. Transportation Sub-Commission's position is that until the movement of civil supplies necessary to the prevention of disease and unrest is adequately taken care of, no AC transport can be made available for the transport of hemp. The gathering of this crop should be a military responsibility and could well be taken care of with military transport. After AC has taken care of its primary responsibility under the disease and unrest formula, any additional transport will be made available for the transport of hemp.

It has been agreed to supply 1 QM Company for operation in the provinces of Emilia Region not under 15th Army Group control, and to supply an additional QM Company to 15th Army Group with the understanding that 15th Army Group will provide necessary lift to Emilia Region in provinces which are 15th Army Group's responsibility in Phase I.

3. Brigadier Dunlop, Regional Commissioner, and Captain Jefferson, Acting Transportation Officer, of Venezia Region, were called on at Padova 5 June, and Colonel Woodger was called on at the hospital 7 June, where he has been confined to his bed.

The organization of transport in Venezia Region has been handicapped by lack of personnel. 3 additional transportation officers are urgently requested.

Venezia now has one GT Company operating and requests additional organized transport. It is recommended that one GT Company or two QM Companies be made available as soon as possible from vehicles supplied to 15th Army Group by AC.

Milan tariff rates are in operation in Venezia Region without the additional charge for drivers and gasoline provided for in the Milan rates. Brigadier Dunlop was of the opinion that the rates in use now in Venezia Region are sufficiently high.

4. Lt.Col. Harris, G-5, 15th Army Group, was visited 7 June at Verona. 5th Army is picking up German vehicles and forming them into GT and Q Companies for hauling civil supplies. 5th Army, 6th Army and District 1 will split these vehicles. 5,000 will probably be available, 2,000 of which will be cargo-carrying vehicles.

Lt.Col. Harris has deputized Major Talbot to act as his advanced representative at Milan for Northwest Italy. Lt.Col. Harris hopes shortly to be relieved of his duties as Acting Deputy Chief of Staff, G-5, so that he can devote his entire time to the transport problems of Northern Italy.

Lt.Col. Harris was advised of Transportation Sub-Comm-

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be made available for the transport of hemp.

It has been agreed to supply 1 QM Company for operation in the provinces of Emilia Region not under 15th Army Group control, and to supply an additional QM Company to 15th Army Group with the understanding that 15th Army Group will provide necessary lift to Emilia Region in provinces which are 15th Army Group's responsibility in Phase I.

3. Brigadier Dunlop, Regional Commissioner, and Captain Jefferson, Acting Transportation Officer, of Venezia Region, were called on at Padova 5 June, and Colonel Woodger was called on at the hospital 7 June, where he has been confined to his bed.

The organization of transport in Venezia Region has been handicapped by lack of personnel. 3 additional transportation officers are urgently requested.

Venezia now has one GT Company operating and requests additional organized transport. It is recommended that one GT Company or two QM Companies be made available as soon as possible from vehicles supplied to 15th Army Group by AC.

Milan tariff rates are in operation in Venezia Region without the additional charge for drivers and gasoline provided for in the Milan rates. Brigadier Dunlop was of the opinion that the rates in use now in Venezia Region are sufficiently high.

4. Lt.Col. Harris, G-5, 15th Army Group, was visited 7 June at Verona. 5th Army is picking up German vehicles and forming them into GT and Q Companies for hauling civil supplies. 5th Army, 8th Army and District 1 will split these vehicles. 5,000 will probably be available, 2,000 of which will be cargo-carrying vehicles.

Lt.Col. Harris has deputized Major Talbot to act as his advanced representative at Milan for Northwest Italy. Lt.Col. Harris hopes shortly to be relieved of his duties as Acting Deputy Chief of Staff, G-5, so that he can devote his entire time to the transport problems of Northern Italy.

Lt.Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first transporting the minimum civilian supplies under the disease and unrest formula.

The question of tariff rates for Northern Italy was discussed at length. It was agreed that a consensus of opinion would be obtained from all Regional Commissioners and Regional Transportation Officers. Lt.Col. Harris will discuss definite rates to be applied to Northern Italy as a modification of General Order 42 in Rome with Transportation Sub-Commission on 16 June.

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5. Colonel Poletti, Regional Commissioner, and Lt.Colonel Fitzgerald, Transportation Officer, Lombardia Region, and Major Talbot, advanced representative of Lt.Col. Harris, were visited in Milan 7 and 8 June.

It is estimated that 20,000 railway wagons are available in Lombardia, Piemonte , and Liguria Regions.

Coal is urgently needed and a month's allotment of POL is sufficient for only half a month. It is estimated that the factories of Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by AC Headquarters of 3/4 lire per kilometer for bus passengers was not sufficient and that the rate of 1 lira per kilometer is the going rate in Milan. (For action Roads Division). This position is concurred in by the Direction, Transportation Sub-Commission.

All trucking rates are charged in accordance with the Milan tariff with an additional charge for trucks over 100-quintal capacity, which is the limit shown in the Milan table of rates.

Adequate lift by both trucks and rail wagons is available in Lombardia Region, providing coal and POL are made available.

6. Colonel Marshall, Regional Commissioner, and Major Saunders, Transportation Officer, Piemonte Region, were visited in Turin 9 and 10 June.

Truck registrations May 31 -- 6,161 non-load carrying vehicles; May 31 registrations -- 1,727. Sufficient vehicles are available for local needs providing coal and POL are made available. A limited amount of organized transport is requested for reaching isolated communes, 1 QM Company recommended from 15th Army Group resources furnished by AC. 3 additional transportation officers are urgently requested.

The Milan rates are being charged for trucking with the exception that no additional charge is made for trucks and trailers over 100-quintal capacity, all services of equipment over 100-quintal capacity being charged at the 100-quintal rate. The effect of this will be to cause large capacity vehicles to migrate to Lombardia or Liguria Regions. Major Saunders agreed to coordinate this inequity with Lt.Col. Fitzgerald of Lombardia Region and recommend a charge for trucks in excess of 100-quintal capacity, which could be applied to both Lombardia and Piemonte Regions. It is the feeling of both Transportation Officers and their Regional Commissioners that the installation of ETLC rates would be undesirable at this time.

7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

1179

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

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7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Two road transportation officers and one port officer are urgently requested, also 3 MP/CRs.

Sufficient trucks are available for all civilian needs except port clearance at Genoa, for which 200 additional trucks organized into military units are necessary. This is in addition to 100 trucks in

Declassified E.O. 12356 Section 3.3/NND No. 745021

military units at present available to Liguria Region.

Altho it is felt that the Milan rates are high enough for Liguria Region, due to the inability of Liguria Region to procure rate books setting out the Milan rates the present tariff charge was established at 100 percent in excess of the rates set forth in General Order 42.

8. In general, sufficient transport is available in Northern Italy, except for the temporary requirement of certain vehicles organized into military formations for the performance of specific tasks, providing POL and coal are supplied in sufficient quantities now and tires are made available in the near future. There is a general shortage of Allied transport personnel, which must be corrected by posting of officers from the Southern truck pools at the earliest possible date to the Northern regions, supplemented by additional officers to be procured elsewhere. It is the general feeling that the Milan rates with a moderate charge for vehicles over 100 quintals capacity are plenty high enough and that it would be unwise to use ENAC rates at the present time.

MERRITT H. TAYLOR,
Director.

DISTRIBUTION:

External:

15th Army Group (G-5 - Att'n: Lt.Col. Harris).
Regional Commissioner, Toscana Region)
" " , Emilia Region) With
" " , Liguria Region) Copies for
" " , Venezia Region) Transportation
" " , Lombardia Region) Officers
" " , Piemonte Region)
HQ, Lombardia Region, (for Att'n: Major Talbot).

Internal:
Acting
Vice President, Economic Section
Commerce Sub-Commission
Industry Sub-Commission (2)
Deputy Director, Tn. S/C)
Planning Staff, Tn. S/C)
Movements Division, Tn. S/C (4)) ACTION
Rail Division, Tn. S/C) and
Road Division, Tn. S/C) Report to
Port & Warehouse Division, Tn. S/C) Director
Colonel Welton, Supply Division, Economic Section

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

Restricted

Tele : 478303

CSG/fd

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMO

Major Stait-Gardner 1159

Thank you.

9 June 1945

Our ref.: AC/63/36/Tn 3

SUBJECT : Report on Tour 4-8 June 45

TO : A.Q..M.G(M) Roads Branch
Movements Division

Assume Mov & Roads Dirs are following up the various points

1. The object of the journey was to attend a conference which I was instructed to attend by Col.Thomas. Conference took place at HQ. 15 Army Gp. at 1430 hrs. on 4 June 45.

2. 4 June. Left ROME at 0530 and travelled by air. Arrived FLORENCE Air port at 0840. Visited HQ. 15 Army Gp. and later met Lt.Col.Philip with whom I attended the meeting. A report on the meeting has been submitted separately. After the meeting I telephoned Lt.Col.Fernyhough and gave him such information regarding the meeting as I deemed was of interest to his Division. At 1830 hrs. I reported to Mr. Taylor at the Excelsior Hotel and gave him a verbal account of the meeting.

3. 5.June. Visited Q(Movements) FLORENCE Command. Nothing special to report. Later I saw Lt.Col. Yeo - D.P.& R. in FLORENCE. Left during the afternoon for LUCCA. Arrived AMG LUCCA just before 1900 hrs. and met Lt.Col. Hamilton (Provincial Commissioner). Arranged to visit him following morning.

4. 6 June. Saw Lt.Col. Hamilton and went to FLORENCE with him. Discussed various aspects of his problems in LUCCA and PISTOIA provinces, for both of which he is responsible. His main trouble is that he does not know how long he is to be responsible, for these provinces. If, as he thinks, these provincies are to be handed over within a week or two, it would be more damaging than beneficial to start reorganisation. If, on the other hand, he is remaining there, he will implement many changes. He needs two G.S. 2½ton trucks for work in a quarry. Vehicles at his disposal will not stand up to the work and the roads in question.

Chases 15

The Refugee Camp was full at the time of our discussion.

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The Refugee Camp was full at the time of our discussion. Trouble is sometimes experienced with Partisans who arrive as refugees. They expect to be treated differently and are enclined to demonstrate if special treatment is not meted out to them. There is an Italian Major in charge who sometimes telephones Lt.Col. Hamilton for assistance. On his arrival, order is always restored.

I impressed on the Col.the necessity of giving advance notice of train despatches of refugees arriving in ROME in order that reception arrangements may be made.

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I made three attempts to contact Lt.Col.Giles in FLORENCE but was unable to. Spoke to Lt.Lancaster who said he was not aware of any problems which needed our assistance. 1168

6. 7 June. Went to PISA and visited ANG. Met Capt. Glynn Hall Supply Officer. He said POL shortage is acute and that as a result they have been obliged to withdraw 300 vehicle circulation permits. He could not say what repurcussions this would produce. Anything we can do to increase their POL allocation will be appreciated. I asked him to submit a report on the situation to TOSCANA Region. He also informed me that he has heard of a PBS Salvage Unit which is operating at PONTEDERA under Command of a Capt. Morrison. At this location captured enemy vehicles are being cut up, quite good tyres are being destroyed. In many cases the tyres are in much better condition that those which are available to ANG PISA.

He intended visiting the Unit on Sunday 10 June for further investigation. He will render a report to TOSCANA Region but will speak to me on the phone after his visit and inform me of his findings.

6. 8 June. Returned to ROME.

C.STAIT-GARDNER
Major

Copy to : Deputy Director
Reads Division

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

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

1167

6/543
TELE. 53395

SUBJECT: Monthly Report - May. 1. June 1945

TO : Transportation Sub-Commission
Movements Division Tn 3 Hq. A.C.
Rail Division Tn 4 c/o Transportation (Br) Main C.M.F.
Inf: Commissioner, A.M.G. Naples Commune
Tn Sections, Naples.

RAIL

1. The end of the war in Italy and the consequent large scale troops, displaced persons and police movements, have used so many available box cars that the Naples division had to cancel all local military and civil loadings for almost one week of the month.

2. Returns for the first week's civil rail loadings show 8,201 tons moved, or 50% of authorized movement. Shortage of cars was largely responsible for balance not moving.

The second week's loadings show 12,565 tons moved , or 71% of total authorized. Both of above figures do not include dock clearance from Naples port. These tonnages were 530 and 1750 respectively.

3. The box car supply situation detoriated more and more as the month wore on, but active steps have now been taken in all possible directions to counter-act this. High side open cars are being used by military and civil alike for such highly pilferable goods as rations, food, grain, fertilizer, cement, export of all types of empties through Battipaglia to Reggio Cal. has been stopped, and authorizations have been cut from 1,000 box cars weekly to 300, and only vital supplies authorized.

4. The Campobasso-Termoli line (originally part of this Division) has been re-opened this month, but as no connection can be made with Benevento, it is now included in Bari Compartimento.

The private railway Cancello-Benevento, a number 1 priority for demobilization purposes, is being rapidly put into shape and will be open for military traffic by the target date 10 June.

ROADS

1. Vehicles:- W.D.(Civil Supply) Vehicles in the Commune are

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

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ROADS

1. Vehicles:- W.D.(Civil Supply) Vehicles in the Commune are distributed as follows:-

(a)	Naples	86
(b)	Avellino	20
(c)	Benevento	20
(d)	Salerno	14
(e)	Cosenza	4
	Total Vehic.	144

2. B.L.R. certificate has been received for 1-3 ton truck.

3. P.O.L. Petrol allocation and consuption figures for the period:-

1741

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SUBJECT: Monthly Report - May (Cont'd)

1166

Received from C.I.P.		Consumed	
Naples	94.000	Litres	92.905.00 Litres
Avellino	21.000		22.100.00
Benevento	18.000		18.330.00
Salerno	15.000		13.827.00

4. Accidents:- During the month, there were two collissions, no one was injured, and slight damage to the vehicles, since repaired.

5. Haulage:- Summary as follows:-

1. Long distance trips with medium tonnage

A)= Mail service, Naples Region, 10 trucks per period.
B)= Tyre service, Rome, 35 trucks per period.
C)= Royal Italian Navy, Taranto, rations and personnel 1 truck per week.

2. Long distance trips with heavy tonnage.

A)= SEDAC-Campania Region, 30 trucks per month.
B)= Circolo Costruzioni, Lazio and Campania Regions. 3 trucks per day - Total 90.
C)= Meat Rations, Calabria 6 trucks a month.
D)= Ferrovie, Calabria Region, 2 trucks per month.
E)= S.M.E. Campania Region, 8 trucks per day.
TOTAL 240.

PORTS AND WAREHOUSES

1. Major Martin and his allied staff were withdrawn from the Warehouses on 14 May and operations left to the Italians.

They progressed well for the two following weeks, largely perhaps because a quiet period followed, and shortage of cars reduced the traffic in and out. In general however they seem to be taking hold satisfactorily, and it is anticipated that Major Martin can be withdrawn in the very near future.

2. Schooner operation from Castellamare to Salerno with grain, is working effectively, thus relieving the strain on supply of rail cars to some extent. During week 21-28 May, 8 Schooners carried 537 tons in his way, a saving of 27 cars.

PORT LIAISON OFFICER

1. On May 1, five berths and one hard within Naples Port were turned back to Italian Government, a transition made possible through cooperation and facilities extended by military authorities. Use of

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

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PORT LIAISON OFFICER

1. On May 1, five berths and one hard within Naples Port were turned back to Italian Government, a transition made possible through cooperation and facilities extended by military authorities. Use of the area thusfar has been limited largely to schooner and coaster traffic within the Mediterranean area. Late in the month, two ocean going vessels carrying UNRRA supplies were berthed for discharge. Total tonnage discharged in the area up to May 29 was 5000 tons, and 4500 tons were loaded.

2. Though practically the same facilities were made available for working cargo in the Italian Port Area as in the military Port, commercial interests were reluctant to receive cargo there because of relatively higher costs of operation. This situation was corrected in part by a directive issued by military authorities on May 23 establishing maximum tariff rates applicable within the entire port.

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SUBJECT : Monthly Report - May (Cont'd) .

Commercial pressure still exists for rapid discharge of ships operating in the area.

1165

3. Military port area continued to receive bulk of imported civil supplies. Tonnage discharge of 50.000 tons was greater than in any other recent month and, for the first time, exceeded military cargo discharge.

Approximately 15.000 tons of cargo remained to be discharged on May 29. Part of this discharge had been destined for Leghorn but was diverted owing to closing down that port for military operations. A program of transhipment of large tonnages from Naples to Genoa also was cancelled temporarily. As a result, warehousing of civil supplies became difficult toward the month end.

4. Agencies of Italian Government began to accept delivery of supplies from Allied Commission at ship side on May 1, rather than at warehouses, but, since no facilities are available for weighing or appraising damage at Port, tallies at ship side reflected package count only. Under this procedure, it will be possible to fix responsibility for cargo losses but not to eliminate them, as pilferage is not controlled effectively and, as long as ships carry both civil and military cargo, there are bound to be some goods misdirected to military depots. An effort is made to trace all missing supplies.

5. Personnel. Capt.T.E.Ramsey replaced Major R.C.Marks as Port Liaison Officer o/a May 3.

V.R.BOWERS
Major,
Senior Tn.Officer

VRB/ta

Copy to : S.T.O.'s File
File.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 566

1164

Ref: AC/22/51/TN.5

SUBJECT : Report on Tour of North Italy
20 - 31 May 1945.

TO :

Introduction.

1. Lt.Col.G. NEWINHOUGH, Roads Division and Lt.Col.C.N.CHRISTENSEN, Movement Division - carried out an investigation of the Transport situation between the above dates. Main subjects covered were the movement of civilian supplies, road, rail and sea transport facilities available, the P.O.L. position, production of stocks of trucks, spare parts and tyres and internal transport administration in each Region.

2. Visits were made to FLORENCE, LEGHORN, GENOA, TURIN, MILAN, PADOVA, VENICE, BOLOGNA, G-5 15 ARMY GROUP and 5th ARMY Transportation Section.
Discussions were held with the Regional Transportation Officer (R.T.O.) and other intrusted Officers at each Regional H.Q. Where possible Regional Commissioners were also interviewed. Names of Officers visited are given below.
Army movements were contacted at GENOA, MILAN, VENICE AND LEGHORN with a view to ascertaining the rail and port situations.

3. The report is divided into two parts. Part I - Road Transport and Part II - Rail, Shipping and Ports.

PART I - ROAD TRANSPORT

Tuscany Region 21 - 30 May

Officers contacted : Lt.Col.GILES - R.T.O.
Capt. RAMSAY - Warehouse Officer - LEGHORN

4. In general the overall transport situation is satisfactory. 17 Q.M.Coy at FLORENCE and 221 G.T.Coy at LEGHORN, together with civilian trucks are adequate to meet immediate commitments.

5. Florence
(a) An additional lift is needed in FLORENCE to distribute 2000 tons of flour ex stockpile, lignite to PRATO wool factory and refugees. These demands cannot be met in full in addition to normal day to day civil supply requirements.

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

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(b) 22 Q.M. Coy., now arrived at FLORENCE is assisting, but will shortly join 3 Truck Bn. It is planned to move 222 G.T.Coy to FLORENCE when formation is complete during the first week in June. The 240 ton lift provided will be adequate to deal with all essential haulage.

(Action - Road Div)

6. A.M.G.Truck Pool Siena

36 Trucks are now distributed in SIENA,LUCCA,MASSA and FLORENCE with H.Q. and workshops at SIENA. Civilian trucks can now meet SIENA Transport needs. R.T.O. proposes to move the Pool to LUCCA and to employ all vehicles on movement of supplies from LEGHORN warehouses to APUANIA and LUCCA Provinces.

(Info)

7. Leghorn - 31 May

(a) Transport Requirements. Commitments vary from day to day according to the rail and shipping programmes. The majority of haulage is warehouse to ship side for GENOA and Warehouse-rail for TOSCANA Region. Ship loading is now held up due to port situation at GENOA. Average daily tonnage to be moved amounts to 300, including inter Depot hauls. In addition 250 tons A.M.G. supplies need to be moved to MASSA.

(b) 221 G.T.Coy is entirely employed inthe above haulage and is more than adequate to compete if operating efficiently. It is frequently necessary to use the whole Coy in ship loading due to limited time available for completion.

Capt.Ramsay stated that he was unable to obtain the full ton mileage potential from the Coy due to inefficient operation and bad discipline of drivers. Daily programmes are seldom completed due to delays en route, trucks reporting late, unauthorised diversions by drivers,failure to report to correct loading and unloading points and complete "disappearance" of trucks for long periods. Pilferage of parts of loads is also occuring.

Disciplinary action is taken in serious cases but the Italian Officers seem to lack control and are afraid to take severe action due to the possibility of desertion. The situation has improved recently as a result of the despatch of trucks in sections with an N.C.O. i/c but motorcycles are urgently needed for Road supervision. O.C. Coy has visited M.T. Group to discuss disciplinary measures in general.

(ACTION Roads Div. M.T.Group)

(c) 19 Q.M.Coy has provided limited assistance, but is now under notice to move to join 3 Truck Bn. with 5th Army.

(INFO)

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(d) Supplies for Genoa. Owing to delay in opening GENOA Port and recent storms it is planned to move 243 t.p.d. to GENOA by road. Civilian trucks from GENOA are now hauling 60 t.p.d. in the absence of Military Transport which should be supplied by 92 Division (U.S.)

(INFO See GENOA, para 9)

H. Q. LIGURIA REGION - GENOA - 22 May

Officers Contacted - Brig. CARR - Regional Commissioner
Major JAMES - R.T.O.
" SIRLEY - Food Division
" WILSON - Industry Division.

8. Passenger Transport.

Trams and trolley-buses functioning fully. Adequate electricity supply available. No permits for buses yet issued. Private Cars limited to essential needs and A.M.G. permits in use.

9. Civil Supply Situation.

(a) Food requirements based on the 200 grams ration, is 217 t.p.d. Original plan provided for 376 t.p.d. plus 50 tons pet. The existence of local supplies and efficient civilian organization has assisted in meeting minimum needs.

(b) At the outset the serious situation was saved by the haulage of 1500 tons of food ex PIACENZA by civilian trucks with Patriots' petrol. Owing to the failure of 92 Division to allot tpt. to move food by road from LEGHORN movement by L.C.T. to the beach was the only supply channel for the first 15 days. From 10-21 May a total of 1082 tons was unloaded on the beach. Due to the storm on 21/22 May sea transport was stopped and supplies moved by civilian trucks from LEGHORN.

(c) LA SPEZIA had a 15 day reserve and supplies have been kept up by short hauls from the TORRE DEL LAGO stockpile and LIVORNO. IMPERIA and SAVONA are supplied from GENOA by civilian trucks.

(INFO)

10. Truck Situation.

(a) The speedy organization of Civilian Truck Pools enabled distribution of supplies to commence within 48 hrs of A.M.G. entry. 4700 tons were moved up to 21 May in GENOA and 1100 tons in SAVONA.

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(b) Good progress has been made in the registration of civilian trucks. Up to 21 May 2742 trucks were registered in GENOA, with a lift of some 6500 tons, and 472 in SAVONA, of which 143 are over 2 Tons. Figures for IMPERIA and L. SPEZIA not available. Number of trucks available is thought to be adequate for the distribution of supplies within the Region.

(c) R...C.I. was re-organized and is now working efficiently in issuing temporary circulation permits. Control of trucks is generally satisfactory. A.M.G. work tickets are in use throughout the Region and private haulage is negligible, except by C.L.N. trucks.

(d) G.O.42 Tariff is applied and has been received well by truckers except for minor complaints. The U.D.T. Tariff dated 19 May 45, is however to be introduced in view of Mr...ntolini's directions at the MILAN Conference on 16 May. The R.T.O. considers the change unwarranted.

(e) [illegible]. When GENOA port is in full operation and able to accept 6000 t.p.d., R.T.O. will require at least one G.T. Coy to port clearance and haulage to R.H. for MILAN & TURIN. Civilian Trucks are considered unsuitable for the work. It will be for 15 Army Group to meet this commitment through 92 Division while Phase I continues.

11. P.O.L.

(a) Obtained at the outset from Patriots, due to failure of Army supplies. 92 Division provided 7 days supply on 11 May. L.C.T's were moving in a limited supply up to 22 May for C.I.P.

(b) Petrol Section allotted petrol and Gasoil for 2 nd. fortnight of May as follows:- (Figures in Litres)

	PETROL	G.SOIL
GENOA	104.385	65.180
IMPERIA	21.263	19.315
L. SPEZIA	22.450	18.571
SAVONA	42.496	24.134

Above allocation is for all purposes to be broken down for user groups as per A.F.H.Q. percentages.
The P.O.L. situation was considered satisfactory in the circumstances.

(c) No Methane stocks or production exist in the Region.

(INFO)

12. Spare Parts and Tyres.

(a) The "freezing" Proclamation was published on entry and a survey of stocks of tyres and parts is being made. Stocks are thought to be very limited. Results of the survey will be reported to Commerce Sub-Commission.

(b) No manufacture of vehicles, parts or tyres is in operation. The N.I.T.E. firm, which repairs and rebuilds batteries, has small stocks of plate metal and parts, but ceased production in March. Majority of machines were removed to BERLIN. The firms is now in liquidation, but Industry Division are takin steps to re-activate.

(ACTION - Roads Div.Planning Staff).

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13. Administration.

(a) R.T.O. urgently needs 2 T.O's for IMPERIA and SAVONA Provinces. Organization and control of Truck Pools is at present suffering due to lack of Officer Supervision.

The R.T.O., a lawyer has no experience of M.T. and is ineffective. A replacement is desired.

(ACTION - Admin.Div.)

(b) T.O's are handicapped by lack of reliable Cars. 5 Jeeps are needed as basis of 1 per Province and 1 for H.Q. T.O's.

(ACTION - Roads Div.)

H.Q. PIEMONTE REGION - TURIN - 23 May

Officers contacted — Major S.UNDERS, R.T.O.
" REID, Industry Div.
" SCOTT, Food Division.

14. Passenger Transport.

Tramways and trolley buses in full operation, but no bus services started to date. Circulation of private cars controlled by R...C.I. and official permits issued to essential users only. A number of cars were observed without windscreen labels.

15. Civil Supply Situation.

(a) Total Regional Food needs are 300 t.p.d. based on 150 gr. ration. The situation is generally satisfactory due to grain stocks in provinces which are being distributed locally. A 7 days stock of flour was on hand in Turin at date of visit. A shortage of fats, sugar and salt exists.

(b) Up to 22 May 1380 Tons mixed supplies were delivered by C.S.O. 8th Army in trucks, of which 70% was flour. From 23 May 150 t.p.d. are being moved to CREMONA by road, thence to TURIN by rail for distribution.

(INFO)

16. Truck Situation.

(a) U.D.T., the civilian truck organized, formed in November 43 with H.Q. in MILAN and branches in each province, has been converted into the U... di TORINO for the organization of Truck Pools. The TURIN Office is well organized and efficient.

Formation of Truck Pools and registration of trucks is proceeding, but progress in the provinces is slower than in TURIN due to lack of T.O's to drive and supervise.

(b) According to R...C.I. figures a total of 2445 trucks are available in TURIN Province, of which 30% are over 2 Tons capacity. To date 1519 of 1 Ton and over had been registered and are operating with circulation permits and work tickets. Details of truck availability in the provinces were not available. An appreciable number of trucks run on wood, methane and coal fuel.

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(b) T.O's are handicapped by lack of reliable Cars. 5 Jeeps are needed as basis of 1 per Province and 1 for H.Q. T.O's.

(ACTION - Roads Div.)

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(c) R.T.O. anticipates that civilian truck availability will be adequate to meet local needs when vehicles in the hands of the Patriots are turned in to A.M.G. Steps are being taken to effect this. The R.T.O. will report any deficiency to be made up from A.C. resources when the position is stabilised.

(d) The U.D.T. tariff in use before liberation in being employed.

(INFO)

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17. P.O.L.

(a) Up to 25 May no P.O.L. was delivered by 5th Army and civilian trucks t... were run on stocks found locally. 300 t.p.d. were expected to arrive daily from ANCONA by truck to CODOGNO and thence by rail to TURIN.
No notification of Pet. Sec. allotment had been received.

(ACTION - Roads Div.)

(b) No stocks or production of methane are available.

18. Car and Truck Manufacture.

(a) The FIAT works normally employing 200.000, are producing 3 cars and trucks per day. Production is limited due to political trouble among employees and lack of coal, of which requirements are 10.000 tons per month.

(b) LANCIA need 500 Tons coal per month to start production. If coal is supplied, electric battery trucks will be manufactured, but not before July.

(c) Industry Division has applied for coal allotment and suggest main supply should be through ANCONA port when opened, thence by rope line to S.N GIUSEPPE di CAIRO for rail to TURIN.
Stated that 7000 t.p.d. coal or 3000 t.p.d. oil can be handled through this channel under normal conditions.

(INFO - Planning Staff)

19. Spare Parts and Tyres.

(a) MICHELIN started producing 50 tyres a day for Fiat 626 trucks and cars on 22 May. Sufficient material is held for 3000 tyres and production can be stepped up to 750 per day if additional materials are supplied.
All tyres produced are blocked by Industry Division for release to FIAT for new trucks and for essential civilian cars.

(ACTION - Roads Div), Planning Staff)

(b) Both FIAT and LANCIA possess good stocks which have being blocked by Industry Division. Fiat parts are being released for manufacture of new trucks. Industry and Commerce Divisions are obtaining details of stocks for submission to Sub-Commission's and decision on distribution.

(ACTION - Roads Division)
Planning Staff)

(c) No batteries are manufactured in TURIN.

(INFO)

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20 Administration.

(a) Owing to posting of Capt. TREDENNICK to U.K., employment of Lt.R.RONE as Adjutant and non arrival of T.O's on T.D. in the South, R.T.O. is short of 5 T.O's. Present situation is 2 Officers for 7 Provinces which is delaying formation of Provincial Pools.

In addition R.T.O.wishes to use Lt.STRAND, now i/c TURIN U...., as rail Movts Officer.

(ACTION - Admin.Div.)

(b) All WE/TE cars are said to be "war weary". Cars have been requisitioned to fill TE but the Pool is not yet up to strength. If full number of T.O's needed are posted 7 Jeeps will be required for th-ir use.

(ACTION - Roads Div).

H.Q. LOMBARDY REGION - MILAN - 25 May 1945.

Officers contacted :- Lt.Col.FITZGERALD, R.T.O.
Capt. PIPER, T.O.
Lt. ARANOFF, Commerce Div.
Major AUSTIN, Industry Div.

21. Passenger Transport.

Trams and trolley buses operating normally. No control of civilian cars appeared to exist due to large stocks of German petrol available and the great number of vehicles in hands of Patriots.

(INFO)

22. Civil Supplies Situation.

(a) 500 T.p.d. needed in MILAN for 150 grms ration and 1000 t.p.d. for 300 gr. ration. Other provinces mainly self supporting, due to local stocks, except for shortage of fats, sugar and milk.

(b) Up to 29 May C.S.O. 5 Army delivered 300 t.p.d. to CREMONA R.H. for railing to MILAN. In addition civilian trucks were lifting 400 t.p.d. through same channels to enable rations to be increased to 200 gms.

(INFO)

23. Truck Situation.

(a) The following RACI figures show the number of trucks over 2 Tons in circulation on 30 April 45 with breakdown into types of fuel:-

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FUEL	No.TRUCKS	CAPACITY (TONS)
PETROL	185	540
GASOIL	275	956
WOOD GAS	200	654
CARBON GAS	262	904
METHANE	294	830
ELECTRIC	98	376
TOTALS	1314	4290

(b) To date approx. 500 trucks with a lift of 1500 tons have been registered and are in operation under U.... di MILANO. A large number of captured vehicles and civilian trucks are in the hands of the Patriots. In addition civilians are thought to be hiding enemy trucks.

The Regional Commissioner, in agreement with the C.L.N. Commander, is publishing an order requiring Patriots to hand over to A.M.G. all vehicles equipment, parts and tyres held. R.T.O. estimates that if the order is complied with, sufficient vehicles will be available for internal distribution, but A.C. Military t.p.t. will be needed for long hauls from FORLI-CESEN. until rail link is through.

(c) U.D.T., previous trucking organization, was taken over, organized as U.A. di MILANO and is functioning well. Branchs started in provinces but progress slow due to shortage of T.O.'s for supervision.

Temporary circulating permits issued in MILAN and all registered trucks controlled with trip tickets in operation.

Of 1500 tons lift available 400 is employed on FORLI-CREMONA haul and 1100 on distribution from R.H. and other essential local haulage.

(INFO).

24. P.O.L.

(a) 10 Days supply delivered by IV Coys are entry. C.I.P. functioning and organizing distribution.

(b) On 15 May Commerce Division released for MILAN 114000 litres petrol and 40,000 litres gasoil found in local A.C.I.P. stocks, of which 50% was allotted to U.A. For period 15-31 May Pet.Sec. allotment was 100.000 litres gasoil for the whole Region, partly from local stocks and part imported. Again 50% went to U.A. Gasoil allocation is short of requirements, but Commerce Division are taking up with Pet.Sec.

(c) 20.000 Cu.metres of methane per day are now produced from wells in the LODI, PIACENZA and PARMA areas and delivered to MILAN by pipeline. Potential production is 40.000 cu. metres per day for MILAN and 10.000 for REGGIO-PARMA area. Full production not in use due to shortage of cylinders.

According to C.O.M.C.S., the distribution agency in LOMBARDIA, 2310 vehicles normally run on methane in LOMBARDIA and consume 620.000 cu.metres per month.

(ACTION - Roads Div.)

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25. Spare Parts & Tyres.

(a) R.T.O. has issued two orders freezing parts and tyres for issue to U.... trucks on a coupon basis. Good stocks of parts are thought to exist.

(b) Pirelli plant is producing 1000 tyres in May and possess materials for an unknown additional quantity. Stocks held by Pirelli amount to some 8000 - 9000 tyres of various sizes, but mainly for trucks. Some 1584 large size tyres for use on heavy trucks are available.

Commerce Division have a complete list of stocks by sizes and after meeting local demands from U...., propose to declare any surplus to Commerce S/C for release to the South.

Production by the Michelin plant is negligible.

(ACTION - Roads Div).
Planning Staff).

26. Administration.

(a) R.T.O. is very short of T.O's on the figure of 12 agreed by the Deputy Director. 11 Officers were provided of which 2 have been transferred to other duties as unsuitable for transport work, a third is P.M.O. while Lt.Col.Fitzgerald and Captain Piper are in H.Q. Office, leaving 6 Officers as Provincial T.O's to run 10 provinces. Two new Officers without transport experience are attached from Army units. At least 4 additional experienced officers are urgently needed for general transport duties in the provinces and supervision of Truck Pools.

(ACTION - Admin.Div).

(b) Due to shortage of WE/TE cars, 11 Jeeps are needed for the use of T.O's.

(ACTION - Roads Div).

H.Q. VENEZIA REGION - PADOVA - 24 May 1945.

Officers contacted: - Brig. DUNLOP, R.C.
Col. WOODGER, R.T.O.
Capt. NEWBY, Movts. Officer
Maj. MOODIE, P.O.L.Officer
Capt. JEFFERSON, Prov.T.O.

27. Passenger Transport.

Normal tram and trolley bus services operating in PADOVA and other provincial centres. No bus services running as yet.

(INFO)

28. Civil Supply Situation.

(a) For the first 10 days after liberation 8th Army moved 400 t.p.d. to

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PADOVA for distribution to provinces. On the move forward of the Army to the Austrian border no further assistance was given and the Region was left to compete with all food movements with 3 Pls of 1001 G.T.Coy.

The 90 trucks available are quite inadequate to compete with the various movements of civil supplies involved and civilian trucks cannot do more than local distribution.

(b) Planned food movements and other transport commitments are:-

(i) 13.000 tons grain ex ROVIGO to PADOVA, TREVISO and UDINE to be moved by 31 July.
(ii) 2.000 tons U.N.R.R.A. food and 50 tons soap ex FORLI and CESENA by 30 June.
(iii) 2.000 tons flour ex FORLI to PADOVA by 31 July.
(iv) Movement of 5.000 refugees ex TREVISO to PADOVA and 25.000 UDINE to BOLOGNA.

It would take 4-5 months to complete the above haulage, exluding refugees, with the 90 trucks available and inadequate supplies for the Region would be imported. An additional lift of at least 500 tons is essential to complete programme to date. At present the trucks are fully employed in moving grain from ROVIGO to PADOVA, TREVISO and UDINE and back loading refugees ex TREVISO to PADOVA.

(c) The R.C. is most concerned at the serious lack of trucks. He has approached 8th Army for help without result. As 15 Army Group is still responsible for VENEZIA Region in Phase I, we sent an immediate signal by wireless to G-5 explaining the grave situation and requesting allotment of U.S.Military Transport to assist. The position was later explained to Lt.Col.Harris G-5, 15 Army Group and a further signal was dispatched on return to Rome urging action.

(ACTION - Movts.Div.
Roads Div.)

29. Truck Situation.

(a) The organization of civilian Truck Pools is proceeding slowly in all provinces, but progress is handicapped by lack of provincial T.O's. In some cases T.O's are responsible for 2 or 3 Provinces which prevents adequate control and supervision.

(b) No figures of trucks registered were to hand, but estimated numbers available over 1 ton in 5 provinces are: VENEZIA - 300, VERONA 250, TREVISO - 150 and ROVIGO - 50. No details yet received from TRENTO, BOLZANO and UDINE.

Circulating permits are being issued, work tickets are in use and steps are being taken to institute firm control. The U.D.T. tariff is now applied as in MILAN and TURIN.

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(c) No captured enemy vehicles have yet been handed over to A.M.G. by Armies and R.C. was uncertain to whom to apply. It is estimated that some 700 trucks are in the hands of Patriots in the Region. The R.C. is taking steps with C.L.N. to effect the handover of all civilian and enemy vehicles to A.M.G. without delay.

(ACTION - Roads Div.)

30. P.O.L.

(a) At the outset 8th Army allotted 10,000 gallons for civilian trucks, of which 8,500 gallons have been used and 1,500 kept in reserve. German stocks have been used to supplement and the overall supply was adequate to date.

(b) A pet.Sec.allotment for June was expected daily. A Pet.Sec. representative has been posted to the Region but had not yet arrived. C.I.P. has started to function and to control distribution.

(c) The number of methane trucks in the Region was not known. The methane/line from the ROVIGO producing area to PADOVA and FERRARA was repaired by 8th. Army but is carrying pet. and delivering 500 t.p.d. at PADOVA. Methane trucks are at present collecting gas in cylinders direct from ROVIGO.

(ACTION - Roads Div.)

31. Tyres and Spare Parts.

No information re stocks was obtainable. It is believed that limited stocks of LANCIA and FIAT parts exist in PADOVA and VENEZIA. Proclamations have been published relating to the declaration and "freezing" of all stocks, but results were not known.

(ACTION - Roads Div.
Planning Staff).

32 Administration.

(a) A shortage of T.O.'s is again apparent. Of the 9 Officers allotted to the R.T.O. Capt. NEWBY was Movts. Officer at H.Q. Capt. BONES is Port Officer at VENICE, Capt. HENDS-RAGG is R.M.O., 5 officers are distributed over 9 provinces and one is retained at H.Q. for TRIESTE.

Five additional Officers are urgently needed. Four to provide one T.O. to each province and one to replace Capt.NEWBY, now returning to U.K.

(ACTION - Admin.Division)

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(b) Number of cars is below WE/TE and additional vehicles are needed immediately by T.O's. If officers are posted as set out above R.T.C. requests provision of 11 Jeeps to equip all T.O.S. with reliable vehicles.

33. L. of C. Locations.

1 Dist. was expected to move in to P.DOV. on 1 June, 210 Sub area is at P.DOV. and 86 Area in VENICE.

5th Army Transportation Section - 29 May 1945.

Officer contacted - Lt.Col.KREML, i/c Transport.

34. Employment of A.C.Military Transport.

Visit was made to ascertain how A.C. Military Transport was being employed and wether any trucks could be spared for VENELI.. Lt.Col.KREML stated that up to 29 May 5th. Army plan for Movt. of civil supplies was as follows:

a) Total of 450 t.p.d. needed for MILAN and TURIN on 150 gr. ration.
b) A.C. G.M. and G.T. Coys hauling this tonnage from FORLI and CESENA. to CREMONA. R.H. for railing to MILAN and TURIN.
c) Army tpt moving supplies to stockpile MODENA., plus any A.C. tpt not committed in (a).
d) When stockpile reaches 6000 tons, A.C. trucks will haul 1000 t.p.d. MODENA. to CREMONA. to bring rations up to the 300 gr. figure, while Army tpt continues to maintain stockpile at 6000 tons.

Lt. Col.KREML undertook to consider the release of A.C. tpt for transfer to VENELI. and to inform 15 Army Group of the decision.

(ACTION - Roads Div).

H.Q. EMILIA REGION -BOLOGNA - 30 MAY 1945.

Officers contacted - Lt.Col. HARTLEY - Executive Officer.
Lt.Col. CRUMP - Supplies Officer.
Major SOWERS - R.T.O.

35. Passenger Transport.

Tram services running normally in BOLOGNA. Circulation of private cars controlled by A.M.G. through R.C.I.

36. Civil Supplies Situation.

The situation generally was found to be fairly good due to local stocks and Army assistance in moving food into the Region from CESENA. and FORLI.

The following commitments now require to be met:

a) 1000 Tons grain to be moved from R.VENA. into warehouses in other provinces.
b) 1000 Tons fruit from R.VENA. to R.H.
c) 4000 Tons salt from R.VENA. to MODENA. for butter and cheese making.
d) 300 tons per month A.M.G. supplies from FORLI and CESENA. into Region.

37. Additional Transport Commitments.

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Officer contacted - Lt.Col.KREML, i/c Transport.

34. Employment of ..C. Military Transport.

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a) Total of 450 t.p.d. needed for MILAN and TURIN on 150 gr. ration.
b) ..C. G.M. and G.T. Coys hauling this tonnage from FORLI and CESENA to CREMONA R.H. for railing to MILAN and TURIN.
c) Army tpt moving supplies to stockpile MODENA, plus any ..C. tpt not committed in (a).
d) When stockpile reaches 6000 tons, ..C. trucks will haul 1000 t.p.d. MODENA to CREMONA to bring rations up to the 500 gr. figure, while Army tpt continues to maintain stockpile at 6000 tons.

Lt. Col.KREML undertook to consider the release of ..C. tpt for transfer to VENICE and to inform 15 Army Group of the decision.

(ACTION - Roads Div).

H.Q. EMILIA REGION -BOLOGNA - 30TH MAY 1945.

Officers contacted - Lt.Col. HAMTLEY - Executive Officer.
Lt.Col. CRUMP - Supplies Officer.
Major SOWERS - R.T.O.

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The following commitments now require to be met:

a) 1000 Tons grain to be moved from R.VENNA into warehouses in other provinces.
b) 1000 Tons fruit from R.VENNA to R.H.
c) 4000 Tons salt from R.VENNA to MODENA for butter and cheese making.
d) 300 tons per month ..M.G. supplies from FORLI and CESENA into Region.

37. Additional Transport Commitments.

Transport is also urgently needed for haulage of the following:

a) Estimated 15.000 tons hemp from various locations North of the PO to warehouses in the Region and to R.H. for the South. This demand is urgent.
b) Distribution of charcoal.
c) 30 trucks per day for P.W.&B. to be used for road repair and bridge rebuilding.

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38. Truck Situation.

(a) Civilian transport is wholly employed on the distribution of supplies and local grain haulage. No trucks are available to meet the commitments in paras 36 and 37. A lift equivalent to two G.T.Coys is urgently needed to complete. As 15 Army Group is still responsible for overall provision of transport during Phase I in 6 Provinces of EMILIA, G-5 were urged to put an adequate lift at the disposal of the R.T.O. on our arrival in FLORENCE 30 May.

No. 1 C. Military Transport is at present available for EMILIA, but it is hoped to allot 225 Italian Tpt.Coy when operational about 20 June. If other commitments permit, a second Coy will be assigned later, since Hqmp control require a whole Coy for at least 6 weeks. Opening of the rail link to BOLOGNA from CESENA on 1 June will improve the overall position.

(b) U.N.R.R.A. Truck Pools have been organized in all provinces, registration of trucks is well advanced and control is being exercised by issue of trip tickets and allotment of P.O.L. according to mileage.

G.O. 42 Tariff is applied pending instructions from 15 Army Group re the introduction of the U.N.R.R.A. tariff.

(c) Truck registrations in Bologna province total 330 over 2 tons and 1025 under 2 Tons, with lifts of 1750 and 820 tons respectively. Estimated that BOLOGNA has some 2000 trucks of all sizes of which 25% are over 2 tons. Many trucks are still in the hands of C.L.N. No captured enemy vehicles have been handed over by 5 Army.

(ACTION - Roads Div.)

39. P.O.L.

(a) 15 Army Group allotted 84.000 gallons of petrol for one month commencing 24 May for all Regional needs. Requirements for trucks is said to be 2000 galls per day. A Petrol Section representative has visited the Region and expects to be able to allot supplies up to pre-war requirements.

C.I.P. is functioning and handling distribution.

(b) According to R.A.C.I. figures 70% of trucks run on methane pre-war. At present 1800 cu.m. per day are obtained from the pipe-head at FERRARA for BOLOGNA trucks. The ROVIGO wells produce 7900 cu.m. per day for the FERRARA pipehead, but the additional supply needed in BOLOGNA cannot be drawn due to shortage of cylinders. Provinces of PLACENZA, REGGIO, PARMA, and MODENA are drawing an adequate volume of gas direct from wells in the PARMA-PLACENZA producing area.

(ACTION - Roads Div).

40. Spare Parts & Tyres.

No manufacture of parts or tyres is carried on in the Region stocks are thought to be very limited, but investigation of holdings and release control are proceeding.

(ACTION-Roads Div).
Planning Staff)

41. Administration.

(a) R.T.O. is deficient of one Officer as provincial T.O. and has applied

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(b) U... Truck Pools have been organized in all provinces, registration of trucks is well advanced and control is being exercised by issue of trip tickets and allotment of P.O.L. according to mileage.

G.O. 42 Tariff is applied pending instructions from 15 .rmy Group re the introduction of the U.D.T. tariff.

(c) Truck registrations in Bologna province total 550 over 2 tons and 1025 under 2 Tons, with lifts of 1750 and 820 tons respectively. Estimated that BOLOGN.. has some 2000 trucks of all sizes of which 25% are over 2 tons. Many trucks are still in the hands of C.L.N. No captured enemy vehicles have been handed over by 5 .rmy.

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(a) 15 .rmy Group allotted 84.000 gallons of petrol for one month commencing 24 May for all Regional needs. Requirements for trucks is said to be 2000 galls per day. .. Petrol Section representative has visited the Region and expects to be able to allot supplies up to pre-war requirements.

C.I.P. is functioning and handling distribution.

(b) .ccording to R...C.I. figures 70% of trucks run on methane pre-war. .t present 1800 cu.m. per day are obtained from the pipe-head at FERR.R. for BOLOGN.. trucks. The ROVIGO wells produce 7900 cu.m. per day for the FERR.RA pipehead, but the additional supply needed in BOLOGN. cannot be drawn due to shortage of cylinders. Provinces of PL.CENZ.., REGGIO, P.RM.., and MODEN.. are drawing an adequate volume of gas direct from wells in the P.RM..-PL.CEN.. producing area.

(..CTION - Roads Div).

40. Spare Parts & Tyres.

No manufacture of parts or tyres is carried on in the Region stocks are thought to be very limited, but investigation of holdings and release control are proceeding.

(..CTION-Roads Div).
Planning Staff)

41. .dministration.

(a) R.T.O. is deficient of one Officer as provincial T.O. and has applied for a rail Officer to be assigned when the lines from FLORENCE and FORLI to BOLOGN.. are operating fully. Request is made for Capt.BL..IR ex TOSC.N. when that Region is closed down.

(..CTION- ..dmin.Div.)

(b) 5 Jeeps are needed for T.O's in view of WE/TE vehicle shortage and lack of reliable requisitioned cars.

1158

(..CTION - Roads Div).

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G-5 15 ARMY GROUP - FLORENCE - 30 MAY

Officer contacted - Lt.Col.HARRIS. (attached from A.C.)

42. Transportation Commitments.

The urgent needs of VENEZIA and EMILIA were stressed for immediate action and the overall situation found in other Regions was discussed. The responsibility of 15 Army Group in meeting all transport commitments relating to civil supplies was emphasised and the inability of HQ. A.C. to produce any additional tpt to assist was explained.

Enquiry was made as to when Armies will commence to handover captured enemy transport to A.M.G. as directed by AFHQ but no information could be given. Lt.Col.HARRIS agreed to investigate and report progress to this H.Q.

(ACTION - Roads Div.)

PART II RAIL SHIPPING AND PORTS

GENOA : 22 May 45.

43. Shipping.

Visited HQ Port Commandant and in his absence spoke DADO (M). Due to gale which sprang up during evening of 21 May and still continued during following day the mine clearance of Port was stopped. Therefore it was estimated that situation given in Signal Gen.103/64 dated 19 May would put back for about 7 days. Port clearance now estimated.

w.e.f. 13 June	2000 tons per day.
w.e.f. 27 June	6000 tons per day.

The gale had stopped discharge of LCT's over beach and of LCT's driven ashore it was estimated that 9 severely damaged would probably become total losses. Shore preparations were up to schedule.

(INFO)

44. Railways.

Line open to ALESSANDRIA. Elec. traction. Capacity 3 Trains per day each carrying 300 Tons freight. Lines open from ALESSANDRIA to TURIN and MILAN. Steam traction. It was expected that line from GENOA to VADO would be open by 20 June. Local suburban electric trams running in GENOA area. Railways seriously in need of Coal.

(ACTION - Movts. Div.)

45. Docks Clearance.

Whilst existing civil MT is sufficient for present needs the Regional Tn.Off. considers thath when port capacity raches 6,000 tons per day he will require additional M.T. with a lift of 500 Tons. He has not been given any firm pro-

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

transport to A.M.G. as directed by [illegible]
Lt.Col.HARRIS agreed to investigate and report progress to this H.Q.

(ACTION - Roads Div.)

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GENOA : 22 May 45.

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Local suburban electric trams running in GENOA area.
Railways seriously in need of Coal.

(ACTION - Movts. Div.)

45. Docks Clearance.

Whilst existing civil MT is sufficient for present needs the Regional Tn.Off. considers thath when port capacity raches 6,000 tons per day he will require additional M.T. with a lift of 500 Tons. He has not been given any firm program as yet.

(ACTION - Roads Div.).

TURIN 23 May.1945.

46. Railways.

Lines are open to all provinces except CUNEO, but no traffic had been

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moving by rail to date. Tn.Off. appreciated that in the future rail would become the most important form of transport and desired a movements officer (with knowledge of rail) be allotted to him. It was his present intention to pass any rail enquiries to Maj.Talbot at MILAN.

(ACTION - Admin.Div.)

MILAN :24 May 1945

47. Railways.

AC Tn.S/C (Adv.Echelon).Maj.Talbot.

Maj.Talbot is maintaining a close liaison with Q (M) North West Italy. A copy of his report (Ref 157/M/Tn.2) of 24 May reporting activities from his arrival 10 May until 24 May is attached.
He has no car. His request for transport was passed to Lt.Col.HARRIS at HQ 15 Army Group 30 May.45.

(INFO)

48. Movements North West Italy.

Contacted Col [illegible] (E) and [illegible]MG (M). Secured from Lt.Col.Thomson a copy of his Rail Report to AFHQ. Ref Mov 501/3 dated 24 May. He has undertaken to include Tn.S/C Mov-Div. Rail Branch on distribution of any amendments and future reports. The Appendices to the report give a complete picture of lines open and rolling stock position. Coal is urgently needed by railways.

(ACTION - Movts.Div).

VENEZIA REGION

49. Capt.Newby who had been acting as Mov. and Rail Officer has received orders to report to HQ A.C. en route for U.K. (Release Group 1 and compassionate grounds). He had a certain amount of rail information but it appeared that he was not sufficiently in close touch with Mov. at VENICE.

50. Contacted Port Commandant VENICE and Col. Earley who informed me that Lt.Col.Baker (Mov.-Rail Branch) was in VENICE. Met Lt.Col.Baker who stated he had completed a report on VENEZIA Region which would embody Rail-Road and Shipping. He had also visited EMILIA Region and got the rail position there. It was agreed that, as he was visiting FORLI-CESENA and ANCONA, he would investigate the road situation there and that we should return via BOLOGNA and FLORENCE where he stated road position required attention.

(INFO)

EMILIA REGION.

R.T.O. - Major Sowers.

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A copy of his report (Ref 157/M/Tn.S) of 24 May reporting activities from his arrival 10 May until 24 May is attached.
He has no car. His request for transport was passed to Lt.Col.HARRIS at HQ 15 Army Group 20 May.45.

(INFO)

48. Movements North West Italy.

Contacted Col Q (M) and ACMG (M). Secured from Lt.Col.Thomson a copy of his Rail Report to AFHQ. Ref Mov 501/3 dated 14 May. He has undertaken to include Tn.S/C Mov-Div. Rail Branch on distribution of any amendments and future reports. The Appendices to the report give a complete picture of lines open and rolling stock position. Coal is urgently needed by railways.

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(INFO)

EMILIA REGION.

R.T.O. - Major Sowers.

51. Had an enquiry for the return of 800 Patriots per day from BOLOGNA to AUSTRIAN border. Each man was walking 2 horses down to BOLOGNA. Asked him if he had contacted local Mov. to ascertain possibility of returning them on 8 Army tpt moving North. He admitted that he had not done so. Undertook to submit to Lt.Col.Harris 15 Army Group who would be requested to ask 8 Army for permission.

(INFO)

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15 ARMY GROUPD.

52.

Lt.Col. Harris.(Attached from ..C.)

(a). Gave him the enquiry from EMILI. Region for returning 200 men per day to AUSTRIAN Border. Said he would take up with 8 Army.

(b) Suggested that he issued a directive to all Regional Transportation Officers giving them channels.

(INFO)

SUMMARY MOVEMENTS.

53. The peculiar situation which now obtains where Army are in command but yet Regional Commissioners are functioning leaves some doubt in the minds of Regional Tn. Officers and it is considered advisable that some instructions be issued setting down the various responsibilities and making it perfectly clear to them.

(a) What their responsibilities are.

(b) To whom they are responsible.

(c) To whom they must apply for assistance.

It is recommended that the instructions informs them of the desirability of their maintaining close liaison with the nearest Army Movements.

It would be preferable that an Army Mov. Officer be detailed to each Region if that could be arranged.

(ACTION - Movts.Div.
Roads Div.)

G. FERNYHOUGH,
Lt. Colonel, R...

C. N. CHRISTENSEN.
Lt.Colonel.

DISTRICUTION

Director
Deputy Director
Chief Roads Div.
Roads Div. (5)
Chief, Movts.Div.
Movts. Div.(..)
Mail Div.
Port and Warehouse Div.
Administrative Div.
Planning Staff.

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

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Deputy Director
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Roads Div. (5)
Chief, Movts.Div.
Movts. Div.(5)
Rail Div.
Port and Warehouse Div.
Administrative Div.
Planning Staff.

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

JWB/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

1 June 1945

Tel: 478704

343/26/Tn 3

SUBJECT : Report on Tour of N.E. Territory 23 - 30 May '45.

TO : See Distribution

1. ANCONA
(a) ROAD TRANSPORT. A meeting was held 29 May 1945 for the purpose of discussing the operation of the Road Link OSIMO - ANCONA and the general M.T. position. Present at the Meeting were :-

Major Cobel	-	O.C. 2 Truck Bn
Capt. Bent	-	AC. Transportation Officer
" Potter	-	M.T. Group (Successor to Capt. Bent)
" Smith	-	AC. Transportation Officer
Lt. Griffin	-	AC. Port Liaison Officer
" Delmaricc	-	AC. Warehouse Officer

The situation regarding the Road Link is far from satisfactory and it was agreed by all present that the root of all trouble is the complete lack of discipline in the Truck Companies. M.T. employed on this road link consists of 35 trucks from 11 Q.M. Coy and 15 trucks from 12 Q.M. Coy.

Lt. Delmaricc stated that on 28 May all but 3 trucks quit work at 1600 hrs and the 3 trucks which remained were more or less forcibly held to clear a part discharged wagon. Lt. Delmarico also gave the following summary of journeys made on 28 May :-

13	Trucks	each made	1 trip
18	"	" "	2 "
7	"	" "	3 "
1	Truck	made	4 trips
1	"	"	6 trips

Although definite information was not available, it was thought the trucks which made 3, 4 and 6 trips were operating from Osimo RH to Osimo local Warehouse. Tonnage cleared from Rail was only 150 tons.

Major Cobel undertook to issue definite orders that a minimum of 300 tons would be cleared from Osimo each day, but pointed out he could only hope his orders would be obeyed. Major Cobel has only one American Officer and 7 E.M. per Company, which is not sufficient to provide adequate control. He has no jeeps or m/cycles available which would enable road checks to be made. He reports the Italian Major of 2 Truck Bn. is making an honest attempt to do a good job, but receives no support from his other officers, who are considered in many cases to be worse than the men. Major Cobel stated he is unable to take disciplinary action so far as Italians are concerned and such punishment as is given for breach of discipline is grossly inadequate. Vehicle availability is in general not [illegible] to lack of spares, accidents &c.

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As regards present employment of Q.M. Companies Capt. Bent stated that 13, 14 and 15 Companies are still engaged on the Southern grain haul; 9 and 10 are at Pollenza; 10 and 11 are at Osimo, with 12 Coy at Chiaravalle. 10 Coy provides 20 Vehicles per day to Port and Warehouses and 15 Vehicles for grain.

The poor operating on the part of the Truck Companies is not only re-acting on the Osimo RH clearance, but results are bad throughout the Area. South-bound grain loadings to rail are only approx 50% of programmed tonnage and grain stockpiling is only 200/250 tons per day.

1/4/23

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Lt. Griffin pointed out 3.100 tons flour had already been shipped to Venice and Trieste in LSTs, LCTs and Coasters. All movement to Port was by 10-tonners borrowed from S and T. Lt. Griffin stated there would be a further 1.800 tons flour for shipment in near future and 2.000 tons Phosphate rock arriving during June. He would be compelled to try and borrow transport for these jobs as without completely shutting down on grain, M.T. Group cannot help. The Phosphate rock is destined for Porto Recanati and M.T. lift will only be avoided if line 86 Central is open to Ancona before arrival of shipping. The situation is serious and programmes will not be met unless strongest possible action is taken at once.

(Action : Roads Division
Info : Movements - Roads)

(b) LOADINGS BY RAIL TO OSIMO. Certain delay in discharge of wagons has occurred due to the fact that Bari have been loading forward lard in broken barrels. It has been necessary to scrape lard from the floors of wagons and wastage has been at least 40%. These loadings should cease forthwith.

(Action : Movements - Rail)

(c) OSIMO RH. Air Corps loadings Southbound have reduced yard accommodation available for Civilian Supplies, with resulting poor clearance figures.

(Info : Movements - Rail)

(d) WAREHOUSES. Lt. Delmarico has at times sent vehicles allotted to Osimo road link through to Cesena and Forli'. Until Osimo is cleared currently, all road link vehicles will be engaged on clearance only to Osimo or Ancona Warehouses.
To meet request made by Lt. Lester (Forli' and Cesena Warehouses) Lt. Delmarico will route 3 rail wagons to Cesena to every one wagon consigned to Forli'.

(Info : Roads Division
Port & Warehouse Division
Movements - Rail
Movements - Road)

(e) SHIPPING. Lt.Col. Williams, Port Commandant, Ancona, stated R.N. had taken 2 Coaster berths for Mine Sweepers. This, in conjunction with present programme, made acceptance of large Schooners undesirable. He had recommended to AFHQ that Schooner traffic no longer be accepted at Ancona, Small schooners could be handled in odd corners, but serious delays would be inevitable. It is suggested all Schooner traffic should be diverted to Senigallia.

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(Action : Movements - Shipping)

(f) RAIL PROGRAMMING ETC. I found Capt. Smith had made no arrangements for training of I.S.R. staff with a view to ultimate hand-over of all work at present being performed by AC Transportation Officer. I instructed Capt. Smith to make arrangements immediately with Capo Compartimento to ensure staff were trained and ready by 15 June '45 latest. Capt. Smith will report by telephone exactly what arrangements he has made. This position will need watching from HQ.

(Action : Movements - Rail)

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2. REFUGEES AND DISPLACED PERSONS

The position at Florence on 24 May was reported as very satisfactory so far as Southbound movement was concerned. There were 2.500 persons on hand for Bologna and Lt.Col. Giles was proposing to lift as many as possible when 17, 19 and 22 Q.M. Coys were moved forward.

In Emilia Region Camps are available as follows :-

Reggio Emilia	holding	5.000
Modena	"	10.000
Bologna (3 camps)	"	10.000
Forli' (2 camps)	"	7.000
Riccione	"	2.000

It is hoped to reduce Forli' to 3.000 when railhead opens at Bologna. The Riccione Camp is used for holding those people requiring more detailed Screening.

Major J.O. Stuart, in control of the Emilia Group of Camps stated all camps are short of M.T. for domestic purposes. At Forli', which is AMG territory proper, they have only one Alcom 3-tonner from Riccione Pool and they manage to borrow a 3-tonner from S and T daily. One 15 cwt Alcom pool vehicle was off the road on 28 May. Sgd/Ldr Day considers that for domestic purposes only they require a minimum of 3 x 3 tonners, 2 x 15 cwts and one runabout.

The 20 trucks from 17 Q.M. Coy were seen only once. They took a load of refugees to Florence, but did not return as ordered. Vehicles are urgently required at Forli' Camps, not only to ferry people destined for Florence (500 on hand 28 May), but also to ferry families to the Station for entrainment and to handle those people destined up to 50 Kms from Forli'.

In Venezia Region Camps are available as under :-

Udine	holding	5.000 plus	
S.Giorgio di Nogaro	"	500	
Treviso	"	5.000	
Mestre	"	4.000	
Padova	"	5.000	(walkers only)

No. 11 AMG Evacuation Camp (small tented camp for 300) moved to Treviso 28 May to supplement No 12 Camp.

Capt. Hewitt - Taylor, Commandant at Mestre, stated he was handling an average of 3.500 all nationalities daily. Clearance South is in Army transport but quite large numbers are walked to Padova. Clearance figures 24 - 27 May inclusive were :-

	By M.T.	On foot
May 24	4.357	-
25	2.097	30
26	2.519	1.727
27	1.437	500

Evacuation from Venice by Sea would be welcomed, but Capt. Hewitt - Taylor stated he would not be able to provide Certificates of Disinfestation or

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Evacuation from Venice by Sea would be welcomed, but Capt. Hewitt - Taylor stated he would not be able to provide Certificates of Disinfestation or nominal rolls in sextuplicate, as was demanded at Ancona. Individual registration is no longer possible in view of numbers travelling.

(Action : Roads Division
Movements - Rail
" - Road
" - Shipping)

1155

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3. TOSCANA REGION

(a) Rail Movement of Civilian Supplies from Leghorn and Piombino to Florence is far in excess of tonnage authorised by AFHQ. Local arrangements are made with PBS and 701 Railway Grand Division and traffic is working satisfactorily.

(Info : Movements - Rail)

(b) Capo Movimento at Florence, Ing. Izzo, was interviewed. He is fully conversant with bidding and programming procedure and is ready to take over when required. There is a lack of telephonic communications and wagon distribution may be difficult with M.R.S. operating, but otherwise Ing. Izzo expects no serious trouble.

(Info : Movements - Rail)

(c) Reference was made to Rail Division letter AC/91/Tn 1 dated 16 May '45, subject Civilian passengers on Military Freight trains. It is reported 701 Railway Grand Division have orders from HQ. M.R.S. that civilians will not be permitted to travel on Military trains, and HQ Movements, Florence have no instructions regarding the issue of Passes. Urgent demand on hand for permission for telephone linesman to travel between Stations. All concerned must be instructed as to procedure agreed by Allied Railway Board.

(Action : Rail Division)

4. EMILIA REGION

(a) In view of the complaint made at Headquarters regarding shortage of food in Bologna, a meeting was held with

Col. Bowman - Regional Commissioner
" Thomas - Provincial "
Prefect of Bologna
Lt.Col. Ruck - Econ. & Supply
Major Sowers - Transportation Officer

It is incorrect to say there is a serious shortage of food in Bologna but lack of transport has meant that rationed and unrationed foodstuffs have not been hauled in quantities desired. Only 60 trucks out of Bologna pool of 300 trucks have been on the road owing to lack of Petrol, but the additional release of 84.000 gallons P.O.L. will enable the balance of 260 trucks to be put on the road immediately. All concerned agreed this will greatly improve the position regarding locally produced supplies and will permit the hauling of additional rationed foods from Forli' or Cesena Stockpiles. Up to 25 May Bologna had only been able to draw 100.000 rations from Forli'. This undoubtedly contributed to the complaint made by the workers.

(Info : Roads Division)

(b) The Provinces of Forli', Ravenna and Ferrara are Regional Commissioner territory, but in fact Col. Bowman is also handling the Provinces of

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Ing. Izzo expects no serious trouble.

(Info : Movements - Rail)

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Lt.Col. Ruck - Econ. & Supply
Major Sowers - Transportation Officer

It is incorrect to say there is a serious shortage of food in Bologna but lack of transport has meant that rationed and unrationed foodstuffs have not been hauled in quantities desired. Only 60 trucks out of Bologna pool of 300 trucks have been on the road owing to lack of Petrol, but the additional release of 84.000 gallons P.O.L. will enable the balance of 240 trucks to be put on the road immediately. All concerned agreed this will greatly improve the position regarding locally produced supplies and will permit the hauling of additional rationed foods from Forli' or Cesena Stockpiles. Up to 25 May Bologna had only been able to draw 100.000 rations from Forli'. This undoubtedly contributed to the complaint made by the workers.

(Info : Roads Division)

(b) The Provinces of Forli', Ravenna and Ferrara are Regional Commissioner territory, but in fact Col. Bowman is also handling the Provinces of Bologna, Modena, Reggio Emilia, Parma and Piacenza on behalf of 5 Army.

5. VENICE

(a) The Railway line from Mestre to Gemona via Treviso, Spresiano and Udine opened to traffic 28 May. It was planned to run two trains a day, each 300 tons net, during initial period. 8 Army require entire capacity initially. Bids for movement of civilian Supplies must be made through AMG 8 Army.

(Info : Movements - Rail)
Rail Division

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

(b) The Port of Venice opened 29 May. Berthing plan has been passed to Movements - Shipping Branch.

6. FORLI' AND CESENA WAREHOUSES

Working at high pressure throughout the 24 hours daily. M.T. is essential for the transportation of their civilian workers. At present Forli' has 5 Vehicles from C.Pln of 1002 G.T. Coy and Cesena has 6 vehicles from 7 Q.M.Coy of 1 Truck Bn. It is imperative these trucks are not withdrawn until replacements are actually in position.

(Info : Roads Division)

7. HQ 1 DISTRICT

Movements reported that all Northbound trains operating to Caimo on Line 86 Central are conveying up to 500 people moving into Army territory. There is no organisation for their onward movement. Movements, Ancona state there is little inconvenience caused, but the advisability of permitting cross movement of displaced persons at this time is questionable. It is not known whether they travel on rail as fare-paying passengers. Matter should be discussed with Displaced Persons and Repatriation Sub-Commission and any orders necessary issued by Rail Division to I.S.R.

(Action : Movements - Rail
Info : Rail Division)

J.W. RAKER, Lt.Col.

DISTRIBUTION :

Director
Deputy Director ✓
Chief, Movements Division
Planning Staff
Movements - Rail
" - Road
" - Shipping
Rail Division (Tn 4)
Road Division
Port & Warehouse Division

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

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DISTRIBUTION :

Director
Deputy Director ✓
Chief, Movements Division
Planning Staff
Movements - Rail
" - Road
" - Shipping
Rail Division (Tn 4)
Road Division
Port & Warehouse Division

1154.

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

TRANSPORTATION SUB- COMMISSION A.C.

SENIOR TRANSPORTATION OFFICER
c/o ALLIED MILITARY GOVERNMENT
NAPLES

6/866

1 May 1945

SUBJECT: Monthly Report - April.

TO : Transportation Sub-Commission
Movements Division Tn 3 Hq. A.C. ✓
Rail Division Tn 4 c/o Transportation Increment C.M.F.
Inf: Commissioner, A.M.G. Naples Commune
" : Tn Sections Naples.

1. GENERAL

The consolidation of Roads, Rail and Ports and Warehouses Section of Transportation Sub-Commission in Naples, became effective 1 April on the disappearance of S.R. and is gradually being welded into a co-ordinated organization, whereby movements of freight may be undertaken by the best available means.

2. RAIL

(A) The shortage of empty boxcars became more acute, during the second half of the month. On 26 April the total number of empty box cars in the division dropped below 100. As a result, M.R.S. is making special efforts to supply additional empties to the Naples Division from other divisions. The shortage of empties will be reflected in A.C. and civilian loadings for the last two weeks in the month, results of which have not yet been obtained.

A.C. and civilian tonnage moved during the first half of the month was as follows:

2 - 8	April	8497 Tons.
9 - 15	"	9878 "

representing 68% and 60% respectively of total authorizations. In addition, 1548 tons were moved from Naples Port for the same period.

With the initiation of Forms X.B., it is now possible to secure much information in connection with loading which was not previously available, such as exact tonnage loaded at each station, reasons for failure to load, overloading, overbidding, etc. Steps are being taken against bidders who repeatedly request cars and make no attempt to load. Continued effort is being exerted to make better use of available car supply by having cars loaded and unloaded without delay, facilitating turn-around. However, with the break through at the front in the North and increased territory to serve, an improvement in the situation cannot be anticipated, and we are seriously contemplating

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

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(B) The Cancello-Benevento Private R.R. about which we have had many enquiries regarding re-opening the line in the past, came to the fore again this month with renewed vigour as it suddenly acquired military importance . Arrangements were made to supply all the items which were preventing the finishing of the line. A transporter was borrowed from the army to move a light engine from Benevento Town to Benevento Campagna, the end of the line at present; and the engine was moved.

A work train was provided at Cancello with ties, 14 Km of steel and other material by the I.S.R. and was actually under steam and

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

and waiting, when it was found that the Director had intentionally failed to inform anybody that a small tunnel was blown, not far from Cancello. He had obviously been hoping to have the railway re-habilitated without connecting up with the I.S.R.

Capt.Greeney of the Engineering Section cancelled the work train, made arrangements for the supply of cement, carbide and other necessary materials for work on the tunnel to commence at once.

3. ROAD

Vehicles:- M.T.(Civil Supply) Vehicles in the Commune are distributed as follows:-

(a)	Naples	87
(b)	Avellino	20
(c)	Benevento	20
(d)	Salerno	14
	Total Vehicl.	141

P.O.L.:- Petrol allocation and consumption figures for the period:-

	Received from C.I.P.	Consumed
Naples	73.750 Litres	79.250
Avellino	24.000 "	25.548
Benevento	19.500 "	20.520
Salerno	15.000 "	16.163

TYRES:- The new standardised tyre Permit A, is now being issued, and on the receipt of Dead Line date from Rome all other permits other than Tyre Permit "A" will be deemed invalid.

One Hundred Salvage tyres were received from Salvage, distributed and paid for.

ACCIDENTS:-During the month there were four collisions, one civilian being injured, three U.S.C. vehicles were damaged but have since been repaired.

HAULAGE:- Summary of haulages done during the period is as follows:-

1= short distance trips with heavy tonnage

A)= Castellammare di Stabia = day time service, wheat, 6 trucks for 25 days, total trucks 150, total wheat transported 5.346 cwt.

2= long distance trips with medium tonnage

B)= mail service, Rome, Naples region, 2 trucks for 25 days, total trucks 50

C)= Taranto, Royal Italian Navy, rations and personnel, 1

Declassified E.O. 12356 Section 3.3/NND No. 785001

(a)	Naples	87
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Naples	75.750 Litres	79.250
Avellino	24.000 "	25.548
Benevento	19.500 "	20.520
Salerno	15.000 "	16.163

TYRES:- The new standardised tyre Permit A, is now being issued, and on the receipt of Dead Line date from Rome all other permits other than Tyre Permit "A" will be deemed invalid.

One Hundred Salvage tyres were received from Salvage, distributed and paid for.

ACCIDENTS:-During the month there were four collisions, one civilian being injured, three U.T.C. vehicles were damaged but have since been repaired.

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C)= Taranto, Royal Italian Navy, rations and personnel, 1 truck a week

3= long distance trips with heavy tonnage

D)= refugees, Rome and Naples region, 2 trucks for 31 days total trucks 62

E)= A.M.F., Naples region, 18 trucks for 31 days

F)= Baffa, Catanzaro, 2 trucks for 31 days

G)= 25 Loads Tyres and Tubes, Portocagnano to Rome.

1152

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

SUBJECT: Monthly Report - April (Cont'd)

GENERAL:- W.e.f. 1st April ENAC took over complete control of administration of truck pool. As was to be expected there was some opposition from U.T.C. and from individual truck owners. All transportation requests are now forwarded direct to ENAC who allocate the necessary trucks, on the regular ENAC trip ticket as approved by Italian Ministry. On the whole ENAC control is working quite smoothly.

4. PORTS AND WAREHOUSES SECTION

1. The Naples warehouses are in a very congested state because goods are being received at a greater rate than they can be dispatched. This is partly due to bids to move not being received and partly to the insufficient supply of cars. Our requirements have not been entirely met and much telephoning has to be done to secure sufficient to carry on with.

About 6,000 tons flour moved by road. Night and day Allied Military Supervision however was necessary to achieve this. Both rail and road have difficulty in meeting our requirements.

2. If these warehouses are to continue to receive cargo, large deliveries must be made from stock. Owners must release their goods and transport must be provided.

Schooners are now being used wherever it is possible to do so in addition to rail cars and road trucks.

3. The hand-over to Italian Control was commenced but later cancelled, and the military establishments has now been increased by 4.

4. A point of interest might be mentioned here which will result in complete car capacity being used.

Orders received for movement by rail particularly, are not calculated on complete car loads, and if adhered to, provide a loss in car space. With shipping orders for 22, 24, 42 or 61 tons for instance, it would be more economical to state number of cars required.

5. PORT LIAISON OFFICER

1. 21 large ships were in berth at Naples during the month.

2. Out of 112 different consignments, 40 were dispatched by 8th Port to wrong destinations, either wholly or in part. 23 are still being discharged.

3. In accordance with Orders received, the Port Liaison Officer moved his Office from Depot 676 to Room 45, Provincia Building, on April 5th.

4. I.C.E. have been taking an increasing share of responsibility for looking after civil supplies on the Port, but they should do

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

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5. Federazione Consorzi Agrari have had a number of representatives on the Port, by arrangement with the P.L.O. No authority exists for 8th Port to allow facilities to the Federazione in the same way as authority exists for I.C.E. Such authority is urgently needed.

6. Warehousing facilities were swamped by the simultaneous berthing of the Andrew Faruseth, James Breck and Willis Van Deventer, the last carrying all UNRRA cargo. Extensive backpiling had to be resorted to, with consequent confusion in deliveries, an some losses. Port working was delayed.

4451

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

SUBJECT: Monthly Report - April (Cont'd)

7. A feature of recent operations is the large quantity of cargo ordered to be railed direct from the Port. Bidding procedure and acute shortage of railcars has caused backpiling for long periods. Such items include newsprint, vehicles, machinery, sulphates and clothing. In the case of sulphates and clothing, no warehouse space was available in any event, and the other items were mainly heavy lifts.

8. P.L.O. received from local sources information of the proposed handing over of certain parts of the Port to the Italian Government, but has received no instructions from HQ. A.C.

Consultations between all interested parties are being held.

9. The position regarding warehousing is increasingly serious and it is expected that Port operations will suffer further delays. Delays have been caused mainly to imports so far, but congestion at Depot is affecting exports also, which are on the increase.

10. Pte. Murray has been release to Officer i/c Warehouses.

A.C. Marks Major RE

for V.R. BOWERS
Major,
Senior Tn Officer.

VRB/aml

Copy to: S.T.O.'s File
File

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

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Major,
Senior Tn Officer.

VRB/aml

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

CMC/fd

Wole : 478803 HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

7 May 1945

Our ref.: AC/100/11/Tn 3

SUBJECT : Monthly Report - April

TO : Senior Transportation Officer
c/o AMG Naples

1. Ref para 3 (Road) of your April monthly report.

2. Long Distance trips, medium tonnage.
B) Mail Service, Rome, Naples Region, 2 trucks for 25 days, total trucks 50.

3. Long Distance trips, heavy tonnage.
D) Refugees, Rome and Naples Region, 2 trucks for 31 days, total trucks 62.

4. In respect of items quoted in paras 2 and 3 please give full detailed report explaining
(a) Reason traffic cannot move by rail and
(b) Whether truck pool vehicles operate these services.

By Command of Rear Admiral STONE:

C.N.CHRISTENSEN
Lt.Colonel, C.

Copy to : Road Division
Commissioner, AMG Naples Commune

1119

1420

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

INTER OFFICE MEMO

RHK/rf

31 May 1945

Tel. 478700

Ref. W/S/999/TMG

SUBJECT : Report on Trip to Leghorn

TO : Chief, Port and Warehouse Division

1. Leghorn warehouse situation has continued to ease as issues have continued to exceed receipts. With current port situation prohibiting receipt of considerable tonnages of civilian supplies, plus small shipments anticipated by road to Genoa, Leghorn warehouse situation is likely to continue relatively inactive for some short time.

2. One warehouse used by ALCOM, only at the convenience of the Army, must be returned immediately to the Army. No undue difficulty is foreseen in complying with this request, although considerable tonnage must be moved out of the warehouse.

3. A meeting was held with Capt. Ramsey and Maj. Small to attempt to adjust a labor problem reference to wage rates. Although final results are not as yet known, it is hoped a simple, effective solution will result in the next day or two.

ROBERT K. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

Copy to:-
Deputy Director, Transportation S/C
(Attn.: Col. Thomas)
Movements Division, Transportation S/C
(Attn.: Col. Sieff)
Movements Division, Shipping Branch,
Transportation S/C (Attn.: Major Godfrey)

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

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 498
Ref. AC/W/7/860/Tn6

RHK/lml
14 May 1945

SUBJECT : Report on Trip to Trieste, Friday 11 May 1945.

TO : R. M. Bazzanella, Chief, Ports & Warehouse Division

1. Contacts were made with the following:

Lt. Col. Sykes, Senior Supply Officer, 8th Army AMG;
Lt. Col. Curtis, Port Commandant, Trieste;
Major Knott, Asst. Port Commandant, Trieste;
Lt. Col. Slater, A.G. 55 Area;
Lt. Col. Scholtz, Provincial Commissioner, Venezia Giulia.

2. Lt. Col. Curtis and Lt. Col. Slater, at their own level reached an agreement in writing with the Yugoslav Headquarters in Trieste, whereby the British will immediately use one pier and certain adjacent beach area which can accommodate landing craft type ships. The British will use local Italian port labor, inasmuch as, it was NOT agreed to permit British Military Port Operating Companies into the harbor area. No military stores or A. C. civil stores will be warehoused in Trieste at this time.

3. AMG is not in operation in Trieste, although personnel is on hand.

4. In the event that the S/S HINDENHOLM, now under load at Ancona with various military supplies and 500 tons AC food stuffs should discharge at Trieste, arrangements were made with Lt. Col. Curtis, Lt. Col. Scholtz and Lt. Col. Snodgrass to dispose of these supplies.

5. Col. Slater advised that a very large warehouse had been set aside for AC use, in the event that the original plan for Trieste to be used as a military port becomes operative. This warehouse was inspected. It is perhaps 1/4 of a mile from the port; will easily accomodate any AC supplies likely to be shipped into Trieste; is in excellent state of repair, is well rail served, and has ingress and egress for trucks, as well as large standing area. It is presently occupied partially by officers of I.S.R. as well as by Yugoslav troops.

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6. Obviously, no final decisions can be made until directives are received from AFHQ, as a result of political conversations now in progress.

ROBERT H. KLEIN
Major, Med. Adm. C.
Port & Base. Division

CC: Col. M. B. Thomas, Deputy Director
Col. M. J. Sieff, Movements Division
Lt. Col. J. W. Baker, Rail Branch
Lt. Col. C. N. Christensen, Road Branch
Major C. B. Godfrey, Shipping Branch
Lt. Col. J. Earle, Food Sub-Commission
Col. Woodger, Senior Transportation Officer
Venezia Region

1156

INTER OFFICE MEMO RHK/er

Ref : W/15/858/TN6 14 May 45

SUBJECT : Report of Trip to Cesena and Forlì Depots.

TO : Chief, Port & Warehouse Division, Transportation S/C.

1. Contacts were made with the following :

Lt. Col.	TOSCANI,	Sr. Supply Officer, AMG 5th Army
[redacted].Col.	BOWMAN,	Reg. Commissioner, Emilia Region
Maj.	SOWERS,	Sr. Tn.Officer, Emilia Region
Lt.	PIERATTINI,	Supply Officer, AMG 5th Army
Lt.	LESTER,	Off.i/c Cesena/Forlì Depots

2. Inventories continue to rise rapidly. With the prospect of early use of Genoa and Venice ports, and possibly Trieste, there may be some question whether heavy shipments to Cesena and Forlì from Ancona should be continued as receipts are in excess of withdrawals. An unwieldly, unwanted stockpile may result.

3. One day last week shipments to Cesena from Ancone were ordered discontinued because there were about 90 rail wagons under load at Cesena, caused by insufficient labor. Labor was lacking because 8th Army AMG trucks used to haul workers to the depot from the country side were withdrawn. Altho this situation had been foreseen several weeks ago, and altho Maj. Hughes, then Emilia Region Sr? Transportation Officer had agreed to provide the necessary 10/12 trucks, nothing was done. The situation was so bad that Ancona depots had to request the S.S. TUBMAN, a flour ship destined for Ancona, be held temporarily at Bari, because Ancona depots had no empty warehouse space, having planned to rail most of the flour ex S.S. TUBMAN direct from shipside to Cesena.

4. Lt. Lester, Officer in Charge Cesena, failed in his attempt to get transport from the Region, but succeeded in borrowing a few trucks from a local British military unit. Lt.Col. Christensen has been in touch with Lt. Lester and apparently the situation is now in hand.

5. Lt.Col. Toscani, AMG 5th Army Supplu Officer, agreed to loan 2 Officers and 2 Sgts to Emilia Region for the operation of Cesena/Forlì depots. Lt. Lester will remain for one or two weeks to train these new officers, and then will move to Venice or Trieste. (The two Officers are Lt. Pierattini and Lt.Bombino). This plan is subject to t he approval by this HQ and HQ Emilia Region.

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

Lt. PIERATTINI, Supply Officer, AMG 5th Army
Lt. LESTER, Off.i/c Cesena/Forlì Depots

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ROBERT H. KLEIN
Major Med.Adm.C.
Port & Whse.Div.

Copy to :- Col. Thomas, Deputy Direct. Tn.S/C.
Col. Sieff, Chief Mov. Div.
Lt.Col.Baker, Chief Rail Section
Lt.Col. Christensen, Chief Roads Section
Lt.Col. Toscani, AMG 5th Army
Maj. Sowers, Sr. Tn.Off. Emilia Region
Lt.Col.Imrie, Food S/C.

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1125

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

INTER OFFICE MEMO RHK/er

Ref : W/4/861/TN6 14 May 45

SUBJECT : Report of Trip to ANCONA - 13 May 45

TO : Chief, Port & Warehouse Division

1. Warehouse capacity is taxed because of continued heavy receipts.

2. There is difficulty in maintening the forward rail program because of insufficient transport to move supplies from depots to railhead. Lt. Griffin has been able to borrow a number of 10 ton trucks from: Ancona Port which has proven most helpful.

3. By loading direct from ship to railhead during the coming week the situation should be eased.

4. There is some excess military personnel (E.M./O.R.'s) now assigned to Ancona Depots which will be available for Venice when needed.

ROBERT H. KLEIN
Major Med.Adm.C.
Port & Whse.Div.

Copy to :- Col. Thomas, Deputy Director, Tn.S/C.
Col. Sieff, Chief Mov. Div.
Lt.Col. Christensen, Chief Roads Section
Lt.Col. Baker, Chief Rail Section
Maj. Godfrey, Shipping Section
Food S/C, Lt.Col.Larie

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

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Col. Sieff, Chief Mov. Div.
Lt.Col. Christensen, Chief Roads Section
Lt.Col. Baker, Chief Rail Section
Maj. Godfrey, Shipping Section
Food S/C, Lt.Col.Imrie

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

1421

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

File

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

21 February 1945

TO : Merritt H. Taylor

SUBJECT : Report on trip to Naples, January 31, 1945

1. The undersigned was ordered to Naples on official business January 31, 1945. The trip was undertaken in FEA vehicle, Nash sedan, assigned to you and lent to the business office, FEA, for the journey. Luigi Luzzi was the driver.

2. We left the Flora Hotel, Rome, at 8:10 a.m. and arrived in Naples at 12:00 noon. Four stops were made in transit. Two stops were made for refueling, which were unnecessary as the driver should have had a full tank before leaving Rome. At the first of these stops, only two gallons of gasoline were available; hence, the second stop was made at a petrol point. The third stop was a physical necessity. The fourth stop was ordered by the Military Police at which time we were arrested for speeding on the road through the Pontine Marshes, Highway No. 7.

3. Please be advised that from the time of departure from Rome the driver drove at an exceedingly fast rate of speed in spite of repeated requests on my part that he slow down. He advised me that he "liked fast driving and that it was impossible for him to drive slowly". When I suggested the possibility of a blow-out, he stated that "such an accident had never happened to him and, besides, the tires were brand new". After we were arrested, I asked him what would be the next step so that proper action could be taken upon our return to headquarters. He stated that he "had had several tickets for speeding and that nothing ever happened".

4. For your further information and again in spite of repeated requests to slow down, the driver speeded on the return trip from Naples to Rome. The trip was made in 3¼ hours.

Respectfully submitted.

Grace S. Westbrook
Grace S. Westbrook

174/37

1428

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

INTER OFFICE MEMO

RHK/rf

24 May 1945

Tel. 476700

Ref. W/5/247/TM3

SUBJECT : Report of Naples Trip, 15 May 1945

TO : Chief, Port and Warehouse Division

1. A far greater amount of responsibility has been passed to the Federazione Italiana dei Consorzi Agrari for the operation of the Naples warehouses. Maj. Martin and Sgt. Miller have removed their offices to the Provincia Bldg. and are acting only in a general supervisory manner. To date the Federazione's operations are not unsatisfactory, although it is quite apparent they are using far more labor than is necessary. Their poor supervision leaves much to be desired.

2. Capt. Ramsey is now acting as Port Liaison Officer, with the assistance of two (2) E.M. Their office is also in the Provincia Bldg. Capt. Ramsey's port liaison is more effective than that of his predecessor. Further, the port checking by ICA and Federazione are becoming more effective. The proximity of the Italian section of Naples ports to Depot 570, plus the two factors previously mentioned, have all combined to reduce losses between shipside and warehouse.

3. In recent days warehouse issues have considerably exceeded receipts so that warehouse accommodation is no longer a serious problem.

4. In the next short time, a solid miscellaneous UNRRA ship and a large tonnage of AC miscellaneous cargo will arrive in Naples. If Federazione can satisfactorily handle the receipt of these two ships at the same time, as they make shipment of 6,000 tons of flour by sea, plus normal warehouse operations, it will then be recommended that Maj. Martin and Sgt. Miller be permanently transferred from Naples.

5. It is contemplated that a Port Liaison Officer will be necessary in Naples as long as it is a military port.

ROBERT H. KLEIN
Major Med. Adm. C.
Port & Whse Div.

Copy to:-
Col. Thomas, Deputy Director
Transportation Sub-Commission
Col. Sieff, Chief, Movements Div.
Food Sub-Commission
(Attn.: Lt. Col. Emrie)
Sr. Transportation Officer, Naples Commune
(Attn.: Maj. Bowers)

174 TM1
1-2 16

INTER OFFICE MEMO RHE/er

Ref : W/18/856/TN6 14 May 45

SUBJECT : Report of Trip to VENICE - 11 May 45

TO : Chief, Port & Warehouse Div., Transportation S/C.

1. Contacts were made with the following :

Col.	WOODCER,	Sr. Tn. Officer, Venezia Region
Capt.	NEWBY,	Tn. Officer Venezia Region
Lt.Col.	SNODGRASS,	Reg. Supply Officer, " "
Capt.	KING,	Prov. Supply Officer
Cmdr.	RACKHOUSE,	N.O.I.C. Venice.

2. After advice from N.O.I.C. that the old port of Venice would be developed prior to Porto Marghera (the new port) a recce of the warehouse facilities was made in company of the Director and Assistent Director of SEPRAL, Venice and a sub-official of the Provveditorato al Porto, Venice.

3. Subsequently, verbal request was made upon N.O.I.C. for use by ALCOM of the premises of the Magazzini Generali. Verbal approval was obtained subject to approval of the Provveditorato al Porto, Venice, which approval was later secured verbally by N.O.I.C. However, a letter requesting written confirmation was sent to N.O.I.C. by the Sr. Tn. Officer, Venezia Region.

4. Warehouse facilities are excellent. Closed warehouse space in excess of 50,000 tons exists. Only minor repairs are required. Lights and lifts are in operation. Warehouses are at dock side, where two Liberty ships and three coasters may be berthed simultaneously. Barges of any type may be accommodated. Several cranes in working order are on the docks. Warehouses are well rail served. Rail, including numerous turn tables are in good condition. No repairs necessary. There is easy access for trucks, and a large amount of standing room. There are many two wheel hand trucks on the premises.

5. Various miscellaneous merchandise, including some foodstuffs, were found in the warehouses. A verbal report of this was made to the Province and Region.

6. Undoubtedly the personnel fo the Magazzini Generali are available to operate the warehouse for ALCOM, under arrangements to be made with the Federazione Italiani dei Consorzi Agrari, when operations commence.

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

Cmdr. BACKHOUSE, N.O.I.C. Venice.

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6. Undoubtedly the personnel fo the Magazzini Generali are available to operate the warehouse for ALCOM, under arrangements to be made with the Federazione Italiani dei Consorzi Agrari, when operations commence.

7. All arrangements are based on the premises that Venice will be operated as a civilian port. If circumstances force a change in this plan, it may be necessary to relinquish some of the allocated space.

ROBERT M. KLEIN
Major Med.Adm.C.
Port & Whse.Div.

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

Copy to :- Col. THOMAS, Deputy Director, Tn.S/C.
Col. SIEFF, Chief Mov. Div.
Lt.Col.BAKER, Chief Rail Section
Lt.Col.CHRISTIANSON, Chief, Roads Section
Maj. GODFREY, Chief Shipping Section
Col. WOODCOCK, Sr. Tn.Off. Venezia Region
Lt.Col.SHODGRASS, Supply Off. " "
Lt.Col.IDRIS, Food Sub-Comm.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

JBH/lml
10 May 1945

Tel. 347
Ref. /AC/24/5/Tn6

SUBJECT : Attached Report on Explosion at Bari.

TO : M. B. Thomas, Colonel
Deputy Director, Transportation S/C.

1. Reference your Inter-Office Memorandum 16 April 1945, requesting an investigation of the explosion at Bari. The attached report was submitted by Mr. James B. Hurley, after his recent trip to Bari.

2. The attached map of the Port of Bari is to be returned to our Division for our files.

R. M. BAZZANELLA
Chief, Ports & Warehouse Division

CC: Movements Division
Attention: Col. Sieff

Attachments:

As stated above.

Report, HH TM1
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(14)

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 347
Ref. AC/26.2/2/Tn 6

JBH/mvm
5 May 1945

SUBJECT: Report on Explosion at Bari

TO: R. M. Bazzanella

FROM: James B. Hurley

On Monday April 9, 1945, at about 1200 hour, the Ammunition Ship "Henderson" exploded while unloading at Berth 14 in the Harbor at Bari, Italy. Our investigation discloses the following damages to the Port and also the supply losses due to this explosion.

Port Area:

Two large Transit Sheds destroyed and rendered useless. These sheds were located near Berths 13 and 14.

One small Shed which served as a storehouse for Port Gear with small space for stocking cargo. This shed was located near Berth 14. Destroyed.

One silo located near Berth 15. Roof and part of walls destroyed. All silo machinery badly damaged, some beyond repair. Debris now being cleared away and will be converted into Transit Shed without cover.

All buildings in the Port Area suffered as a result of the explosion. All windows, doors and frames were destroyed or damaged in the office of the Movements and Transportation Building which houses the Dock Superintendent and other offices. Telephone and lighting system was damaged and rendered useless for a short time. Roofs and walls damaged. Salvation Army Canteen and Quay Offices located near Berth 14 destroyed. Navy House and Yard very badly damaged as well as their Salvage Office and Workshops.

Port Lighting Equipment and Quay water supply lines damaged. Repairs have been made and these two utilities are now working.

The south end of Berth 13 is under water and the condition is not fully known. The "Samspeed" which was tied up at the time of the explosion is damaged and still being worked.

Berth 14 is demolished. The hull of the "Henderson" with two hatches loaded with 3 tiers of bombs in each hatch (about 600 tons) is still laying sunk at this berth. No provisions have been made to salvage.

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

Berth 15 about 15 yards adjoining Berth 14 damaged.

Berth 16 cracked and slightly forced on surface, also parts of the quay damaged.

Little damage done on Berths 17 and 18, although it is noticeable that these quays have subsided a little.

The unloading target set by AFHQ was 5000 tons per day and before the explosion this port was averaging 6700 tons per day. Inspite of the damage done, it is the opinion that the unloading target set can be accomplished without any difficulty.

Port Gear:

Three Italian Electric Cranes - completely destroyed
One Allied Floating Crane - completely destroyed
Two Allied Cranes - damaged. Possible to salvage and repair one.
One Allied Mobile Crane - completely destroyed
Three Allied Clark Lift Trucks - completely destroyed

All present Port Gear is owned by the Allied Faces, end it would be necessary for the Italian Government to submit a full Port Gear Program if it is decided to take all the gear if and when the Port is turned back to the Italian authorities.

Tugs and Barges:

Five Barges - destroyed beyond repair
Ten Barges - damaged - four now under repair
No Tugs destroyed or damaged.

Rails:

Fifteen wagons - completely destroyed
Forty-three wagons - damaged but repairable

All track repair was completed by noon of April 14 with the exception of sidings on Berths 13 and 14. Only motor trucks can now be used for loading on Berth 13.

Ships Docked at Time of Explosion:

"Lucia C" - loaded with oil - caught fire and was towed out of port and beached
"Samspeed" - damaged
"Knoll" - damaged
"Lenister" - damaged
"Apunania" - damaged and not workable
"Pinzon" - damaged
"Fleurston" - damaged
"Amstell" - damaged

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Of the above listed ships the "Samspeed" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

Cargo Losses:

500 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 4300 tons of military supplies, including POL and ammunition were also lost.

Conclusion:

Attached herewith is chart of the Port of Bari for our files giving complete description on Berths, lengths, depths, etc.

No Allied Commission personnel were listed among the casualties.

The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building were broken.

During the course of the investigation, the question of warehousing and pilfering of Allied Commission supplies in Bari area was discussed with Lt. O'Leary. An estimated 8700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzio Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

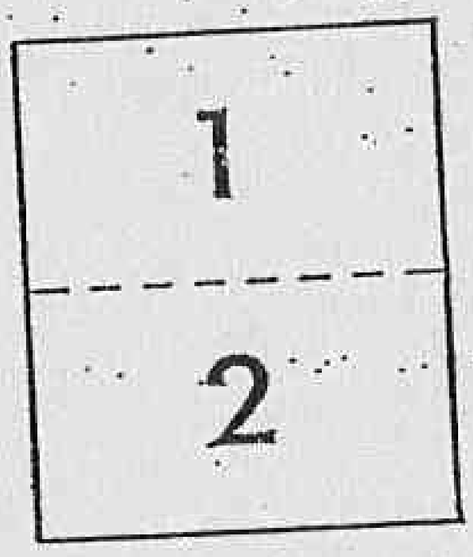
The efficient way in which the Allied Military Police and all other Allied Military personnel that assisted in restoring order and caring for the dead and wounded is deserving of the highest praise and commendation. Major Granger, Dock Superintendent, is also deserving of favorable mention for the splendid work he and his organization performed in clearing the Port Area, and directing all work necessary to continue Port operations.

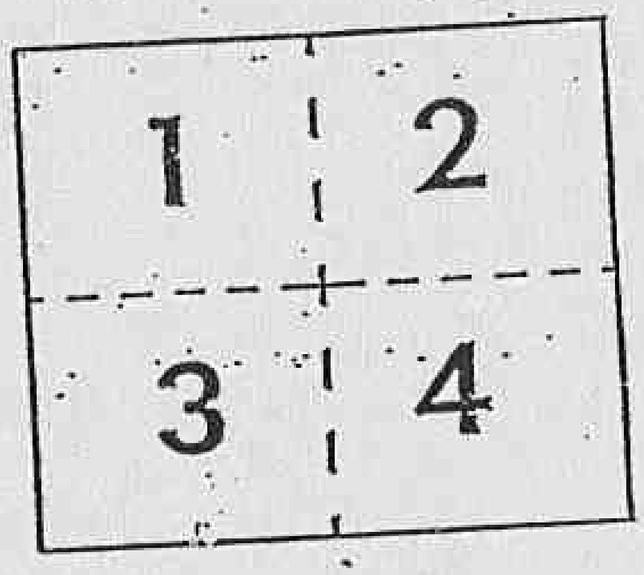
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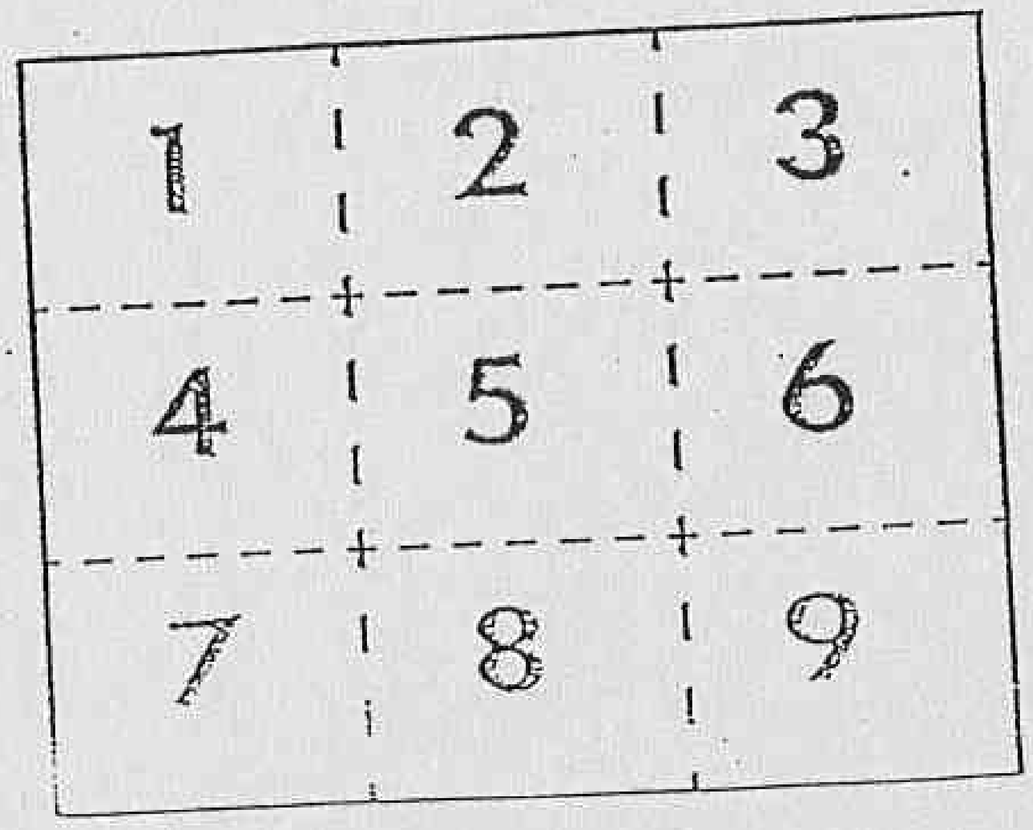
Unclassified E.O. 12356 Section 3.3/NND No. 785021

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

SEE DIAGRAMS BELOW.



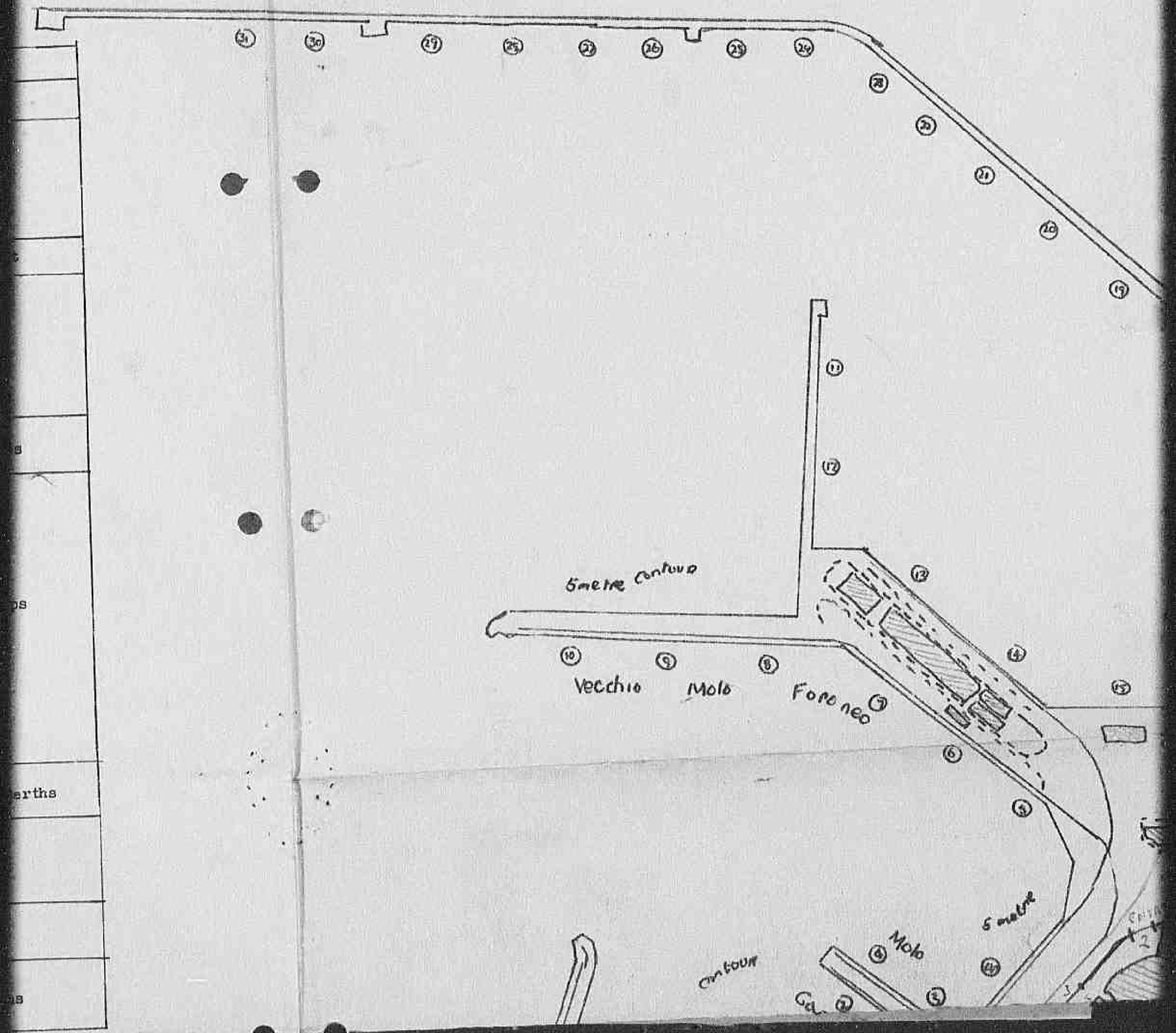




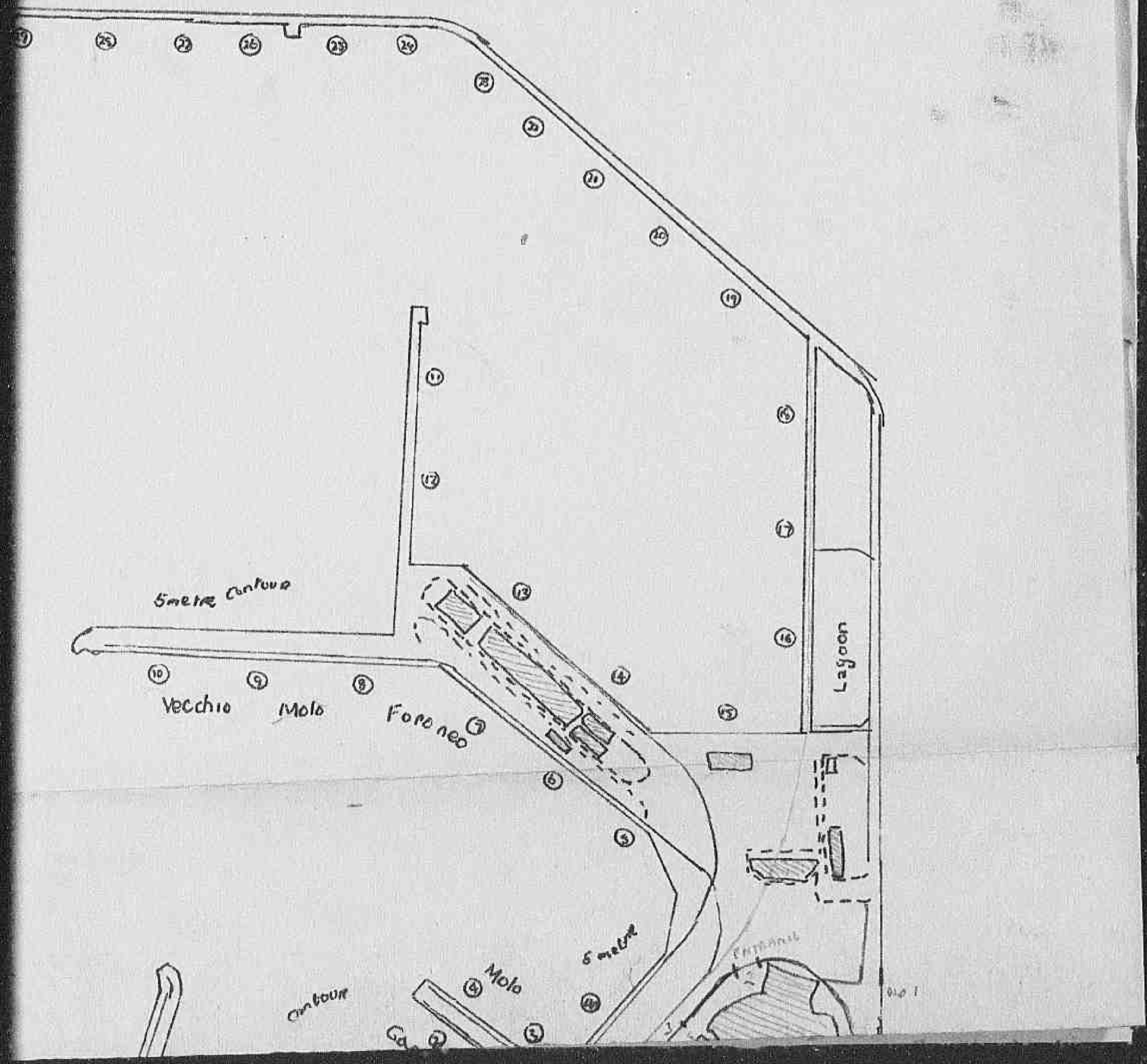
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BERTHS			
Berth No.	Depth in Ft. (from Italian Chart)	Total Length	Type of Ship
1 2	10) 12)	470'-0")	Lighter Berths
3 4	14) 14)	574'-0")	
4a		800'-0"	M.L.S.Landing Craft
5 6 7	19) 19) 19)	1230'-0")	Coaster Berths
8 9 10	19) 19) 19)	1214'-0")	
11 12	25) 26)	806'-0")	Navy Merchant Ships
13 14	37) 34)	869'-0")	
15	35	517'-0")	
16 17 18	34) 36) 36)	1410'-0")	Navy Merchant Ships
19	24	1722'-0")	
20 21 22 23	24) 24) 24) 24)	1722'-0")	
24 25	24) 24)	517'-0"	22-26 Destroyer Berths
26 27 28 29	29) 29) 29) 29)	1000'-0"	
30 31	29) 29)	1066'-0"	
32	29	600'-0")	Bulk Tanker Berths
33	20(25 off wall)	320'-0")	

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

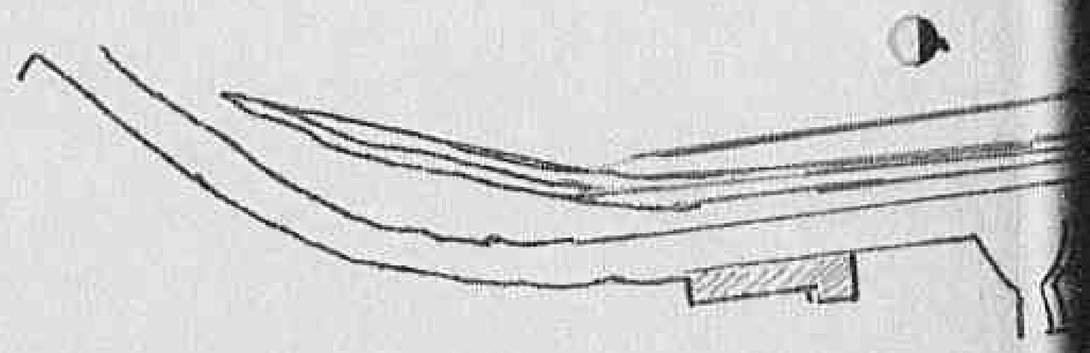


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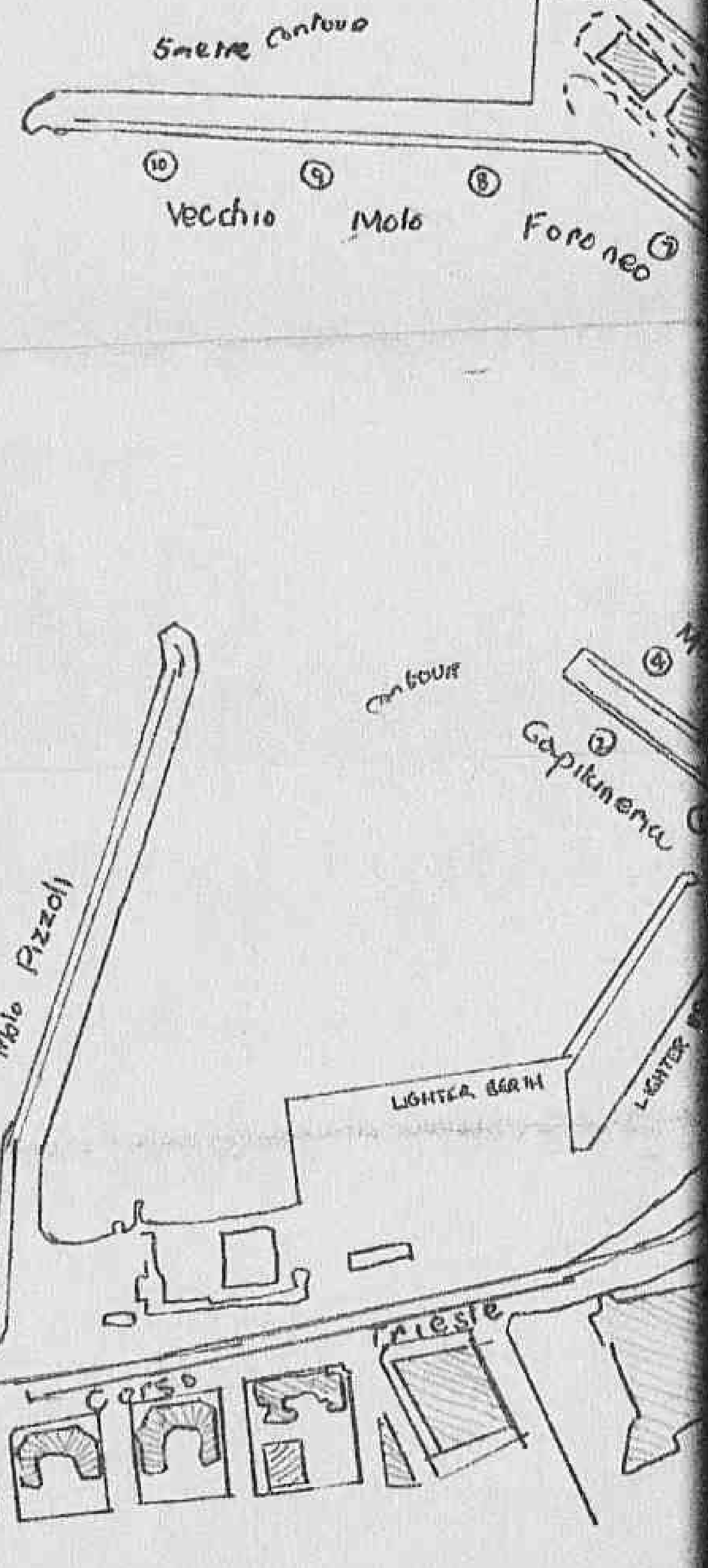
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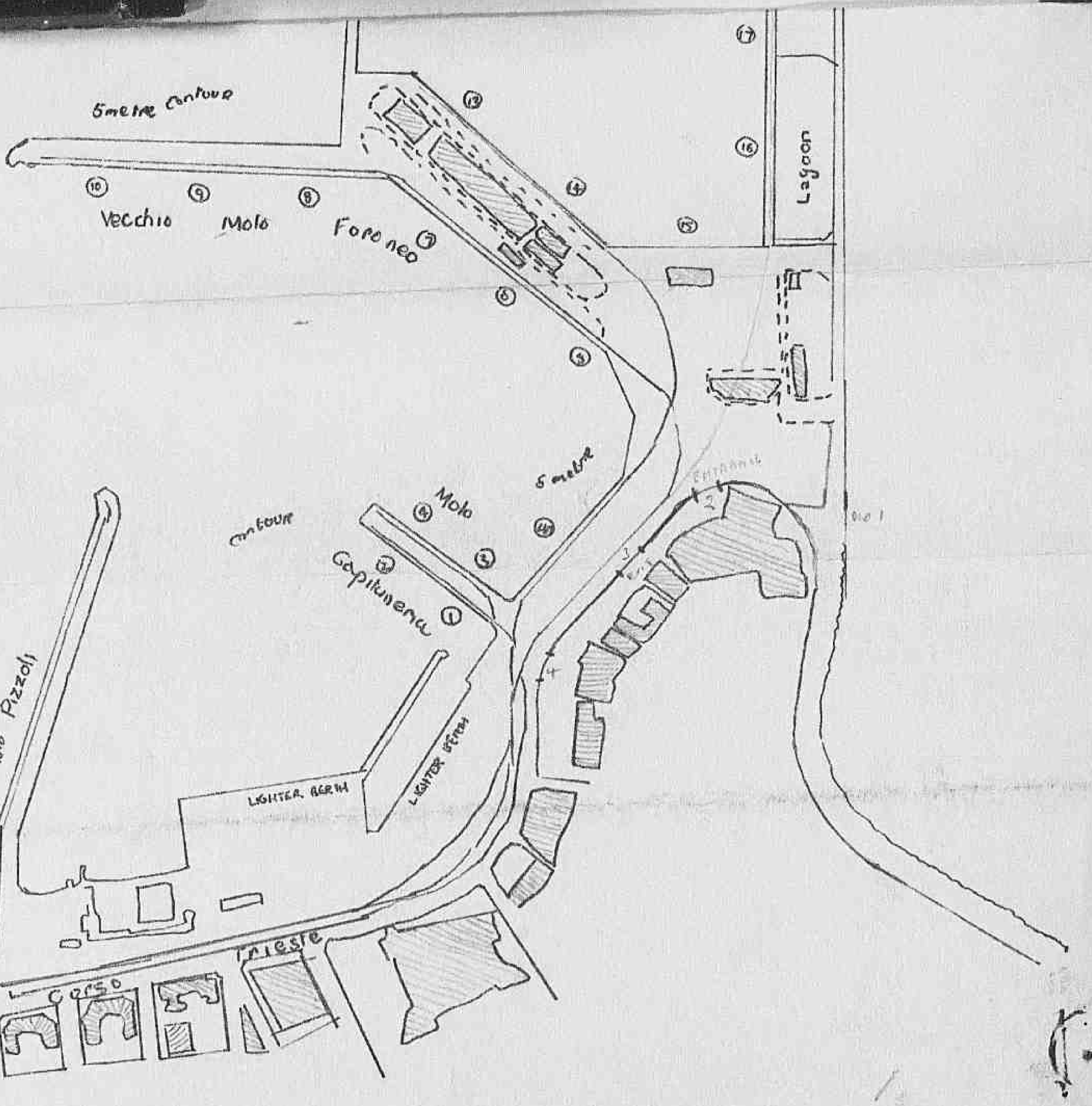
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0"	Navy Merchant Ships
-0"	
-0"	
-0"	22-26 Destroyer Berths
-0"	
-0"	
'-0")	Bulk Tanker Berths
)	
'-0")	



1443

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



TRANSPORTATION SUB-COMMISSION AAI/2a-

Tele Ext 547

Inter Office Memo

Our Ref :- AG/63/21/Tn.3. 3 May 1945

SUBJECT :- Report of Tour of Northern Italy.

TO : See distribution

1. Commencing on Monday April 23th a tour of North Italy was made which included FLORENCE, LEGHORN, BOLOGNA, COLOGNA, and ANCONA. The following are the principal points which were noted :-

2. LEGHORN

(a) Major John N. Frink, the supply officer, who is acting Provincial Commissioner, said that the allocation of tyres since the opening of LEGHORN has been negligible, and asked in particular for abse 82 x 9 for the Public Utility Company, the Salt-Valdarno Electric Coy, LEGHORN Water Coy and LEGHORN Sewer Coy). (Inf:- Road Division Tn.3.)

(b) In LEGHORN, the Auto-Trasporti do not function R.A.C.I. (Royal Automobil Club of Italy) carry out the licensing duties instead, but they do not appear to have much control of the vehicles nominally under their charge.(Inf: Road Division Tn.3.)

(c) There are also Road Contractors in the LEGHORN province, who are not responsible to R.A.C.I., but who get petrol allocated to them by Public Works and Utilities for specific jobs. (Inf: Road Division Tn. 3.)

(d) It is estimated that half the civilian vehicles available are off the road, some through lack of spare parts, but most of them through lack of tyres.
(Inf: Road Division Tn.3.)

3. FLORENCE

(a) The Regional Transport Officer, Major Somers, said that the tyre situation was similar throughout the Region of TOSCANA. (Inf: Road Division Tn.3.)

(b) He agreed that there is not much effective control of civilian vehicles in LEGHORN, but stated that Major Frink, who had recently taken over, was

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

ANCONA. The following are the principal points which were noted :-

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(Inf: Road Division Tn.5.)

3. FLORENCE

(a) The Regional Transport Officer, Major Bowers, said that the tyre situation was similar throughout the Region of TOSCANA. (Inf: Road Division Tn.5.)

(b) He agreed that there is not much effective control of civilian vehicles in LEGHORN, but stated that Major Frick, who had recently taken over, was bringing the Province into line with the other provinces of the Region, where Ufficio Trasporti are in effective operation. Instead of being in control in the other provinces, R.A.C.I. do not have more than a directorship.
(Inf: Road Division Tn.5.)

4. BOLOGNA

(a) BOLOGNA is well supplied with food, with the exception of fats, milk and (in particular) salt.

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(737)

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Capt. Bullock, the Provincial Supply Officer, said that the sending of surplus food south was more of a problem than the sending of food to BOLOGNA. At the present time there are 500 tons of potatoes at BOLOGNA which are being sent to FLORENCE.(80 tons were sent there on April 27).

(Info: Movements-Roads.)

(b) There is a depot containing food-stuffs at PORRETTA TERME(approx 800 tons) which are also being brought into BOLOGNA, where there is warehouse accomodation for 4000 tons.

(Info: Movements-Roads.)

(c) In addition to the movement of potatoes from BOLOGNA to FLORENCE, 10 tons of asparagus are being sent daily to FLORENCE, whilst in June there will be 6,000 tons of cherries for export.

5. CIVILIAN ROAD TRANSPORT - BOLOGNA.

(a) The Transportation Officer, EMILIA REGION, Major Hughes anticipates that within two or three weeks or even sooner, some 400 civilian vehicles, each with a carrying capacity of not less than two tons, will be available at BOLOGNA, and will be organised into truck pools under the Regional Ufficio Trasporti.

(Info: Movements-Roads.)

(b) Major Hughes is of opinion that the availability of civilian trucks will increase as time goes on.

(Info: Movements-Roads.)

At the moment German work tickets are being used in BOLOGNA.

(Info: Admin Division.)

6. RAVENNA.

(a) Lieut Fender, Assistant Supply Officer CESENA said that Air Commodore Benson ANG 8 Army had decided some six weeks ago that A.C. stores for the NORTH would not be discharges at RAVENNA.

(Info: Movements Roads & Shipping and Port & Whse Div.)

(b) Major Hughes said that the tonnage hauled by civilian trucks in the FORLI and RAVENNA provinces in March is much in excess of his estimate and amounted to 11,500 tons.

(Info: Roads Division, Mov-Roads, Account & Statistic Branch)

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(Info: Movements-Roads.)

At the moment German work tickets are being used in BOLOGNA.

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(Info: Movements Roads & Shipping and Port & Whse Div.)

(b) Major Hughes said that the tonnage hauled by civilian trucks in the FORLI and RAVENNA provinces in March is much in excess of his estimate and amounted to 11,800 tons.

(Info: Roads Division, Mov-Roads, Account & Statistic Branch)

7. FERRARA.

This town holds two months supply of sugar and one months supply of grain.

(Info: Movements-Roads)

1132

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8. EMILIA REGION.

(a) Major Hughes, the Transportation officer, hopes to move his Headquarters to BOLOGNA within the first fortnight of May. (Inf: Admin. Division)

(b) Major Hughes emphasised that shortage of staff was hampering the efficiency of his Department. He also gave two examples of officers in his Region who had been transferred to Transportation, but who had had no experience of Transportation, and who had no wish to be in Transportation. (Inf: Admin. Division)

(c) Major Hughes said the administration of truck pools suffered because lack of civilian tyres prevented the Ufficio Trasporti from visiting the areas for which they are responsible. (Inf: Road Division Tn. 5.)

(d) Major Hughes has started a movements section in EMILIA REGION. This is the responsibility of Lt. Ash, who deals with bids for movement by sea, rail and road, and also with Ufficio Trasporti.
(Inf: Movements Rail, Road and Shipping).

(e) In discussing Ufficio Trasporti Major Hughes mentioned that when he starts a new Ufficio Trasporti he arranges for the officials who are appointed to spend a few weeks with an established Ufficio Trasporti which is working efficiently.
He mentioned FORLI' as an example of an Ufficio Trasporti which functions as a school when necessary.
(Inf: Road Branch Tn. 5. movements Roads)

9. ANCONA

(a) Capt. Bent has been assigned by the Regional Commissioner TOSCANA REGION to the consolidated province of ANCONA and PESCARA in the capacity of Liaison Officer Italian G.T. Coys. (HQ. ADRIATIC-MARCHE REGION General Orders No. 9 27 April 1945).
(Inf: Road Division Tn.5.)

(b) Capt. Bent still lacks a clerk, and is somewhat tied to ANCONA because of this and also because he has no car or vehicle for his own use.
(Inf: Admin. Division).

(c) At the same time, the change in this area from G.T. Coys to Q (M) Coys will mean a considerably increased call on the services of Capt. Bent, since the new [illegible] and experience of the

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

the Ufficio Trasporti from visiting the areas for which they are responsible. (Inf: Road Division Tn. 5.)

(d) Major Hughes has started a movements section in EMILIA REGION. This is the responsibility of Lt. Nah, who deals with bids for movement by sea, rail and road, and also with Uffido Trasporti.
(Inf: Movements Rail, Road and Shipping).

(e) In discussing Ufficio Trasporti Major Hughes mentioned that „hen he starts a new Ufficio Trasporti he arranges for the officials who are appointed to spend a few weeks with an established Ufficio Trasporti which is working efficiently.
He mentioned FORLI' as an example of an Ufficio Trasporti which functions as a school when necessary.
(Inf: Road Branch Tn. 5. movements Roads)

9. ANCONA

(a) Capt. Bent has been assigned by the Regional Commissioner TOSCANA REGION to the consolidated province of ANCONA and PESCARA in the capacity of Liaison Officer Italian G.T. Coys. (HQ. ANC UMBRIA-MARCHE REGION General Orders No. 9 27 April 1945).
(Inf: Road Division Tn.5.)

(b) Capt. Bent still lacks a clerk, and is somewhat tied to ANCONA because of this and also because he has no car or vehicle for his own use.
(Inf: Admin. Division).

(c) At the same time, the change in this area from G.T. Coys to Q (M) Coys will mean a considerably increased call on the services of Capt. Bent, since the new Q (M) Coys lack local knowledge and experience of the type of work they will be called upon to perform.
(Inf: Admin. Division)

10 COMMUNICATIONS.

(a) The Railway is open to RIMINI and the ANC Warehouse at CESENA is rail-served. A subsidence, which

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it is understood could be rectified without undue difficulty, prevents the AMG Warehouse at FORLI' from being rail-served.
(Inf: Movements Rail and Roads).

(b) It is understood, though unofficially, that the railway line to BOLOGNA may be open in a month.
(Inf: Movements Rail)

(c) Routes 65 (FLORENCE to BOLOGNA and 64 (PISTOIA to BOLOGNA) are good though very hilly Route 66 should be avoided. Route 9 FORLI' - BOLOGNA is a two-way class 40 road. Traffic is heavy on this road to BOLOGNA, MODENA, REGGIO EMILIA and beyond. (Inf: Movements Roads) Route 67 RAVENNA to FORLI' is a two-way class 40.
(Inf: Port & Warehouse Division and Mov. Roads and Roads Division Tn. 5.)
Route 16 RAVENNA to FERRARA is a two-way class 40 road and will become a class 70 road.
(Inf: Port and Warehouse Division and Mov. Roads)
Route 16 continues as a class 40 road to and across the River PO It is known that the road continues as a class 40 road for a further 20 Km., as far as ROVIGO, with a class 40 Pontoon Bailey across the ADIGE. The road for return traffic in this vicinity is class 9. Further information is not yet available owing to communications having ceased between Main and Rear H.Q. 8 Army.
(Inf: Movements Roads)

11. 1000 and 1004 G.T. COYS.
These Companies had not been called forward on the morning of May 1st. Vehicles of 1004 G.T. Coy are being utilised in the ANCONA area, but 1001 G.T. Coy (situated at GIULIANOVA) is not operating. (Inf: Road Division) (Tn. 5. and Movements Roads)

12. TOURS TO THE NORTH BY SENIOR OFFICERS OF TRANSPORTATION S/C.
Major Hughes, Regional Transportation Officer, EMILIA REGION, expressed disappointment at the fact that senior officers of the Sub-Commission did not visit him.
(Inf: All Division)

13. M.T. Arrangements for Tour.
(a) A jeep and Italian driver were supplied for the

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40 road. Traffic is [illegible] on this [illegible]
MODENA, REGGIO EMILIA and beyond. (Inf: Movements
Roads) Route 67 RAVENNA to FORLI is a two-way class 40.
(Inf: Port & Warehouse Division and Mov.
Roads and Roads Division Rn. 5.)
Route 16 RAVENNA to FERRARA is a two-way class 40 road
and will become a class 70 road.
(Inf: Port and Warehouse Division and Mov.
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senior officers of the Sub-Commission did not visit him.
(Inf: All Division)

13. M.T. Arrangements for Tour.
(a) A jeep and Italian driver were supplied for the tour. A puncture occured between BOLOGNA and CESENA. when the spare wheel was utilised. A further puncture occured near CESENA. The driver having norepair outfit, the services of a RSME unit were obtained.
AT ANCONA a further three punctures were sustained which were repaired at a local garage. Had these punctures occured between towns wastage of time might have been considerable. (Action : Admin. Division)

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(b) The Italian driver had no bedding with him. On my previous tour the driver (an American) also had no bedding. On both tours the driver needed bedding.
(Action: Admin Division)

H. J. MANSFIELD
Captain.

DISTRIBUTION

Deputy Director
Chief Movements Division
Movements Roads
" Rail
" Shipping
✓Admin Divison ✓
Roads Division Tn.5.
Port & Warehouse Division

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Deputy Director
Chief Movements Division
Movements Roads
" Rail
" Shipping
✓Admin Division ✓
Roads Division Tn.J.
Port & Warehouse Division

Declassified E.O. 12356 Section 3.3/NND No. 785071

INTER OFFICE MEMO RHK/er

Ref : W/16/827/TM6 5 May 1945

SUBJECT : Report - Trip to Genoa

TO : Chief Port & Warehouse Division

1. Contacts were made with the following :

Brig.	CARR,	Regional Commissioner
Col.	JORDON,	Regional Exec. Officer
Maj.	JAMES,	Regional Tn. Officer
Maj.	SEALEY,	Regional Supply Officer
Maj.	MYATT,	Prov. Supply Officer
Maj.	BOYD,	Genoa, Warehouse Officer
Maj.	WICKENS,	Genoa, Port Liaison Officer
Maj.	GOLDSON,	Regional Public Works Officer
	Town Major,	Genoa
	Accommodations Officer, 57 Area	
Lt.Col.	BALFOUR,	Genoa, Port Commandant
Sig.	PARETO,	Chairman, Food Committee, Genoa CLN
Dr.	CABOARO,	Pres. Genoa Consorzio Agrario
Dr.	AMERO,	Director, Genoa Consorzio Agrario
Dr.	CRAVERO,	Director DARSENA, Wraehouses, Genoa

2. By agreement with various interested parties, a large concentrated group of buildings in the port area was set aside exclusively for AC/AMG use.

3. This area includes the following:

a) a large silo in fair state of repair; the pier from the silos is good, the unloading hoppers are in fair state of repair, but the sucker machinery is completely ruined. Maj. Goldson is rendering a report in which he estimates 6 months to repair this machinery.

b) two excellent one story buildings, each with a capacity of approx. 6500 tons. This are on a pier, which will permit discharge direct from coaster into warehouses. A number of cranes are in apparently good order. Details of draft at these piers will be furnished by the Genoa Port Authority, but first information indicates a draft of about 16/18 feet.

c) a number of very large 3 and 4 story heavy stone buildings in excellent state of repair, estimated to

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c) a number of very large 3 and 4 story heavy stone buildings in excellent state of repair, estimated to have a greater capacity than anticipated demands. Several lifts are in operation; many other lifts can be repaired easily. Open storage space is in excess of anticipated demands.

d) area is honeycombed with rail sidings which need very little repair.

(11)

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e) area can accommodate loading/unloading of trucks of any anticipated need, plus large standing room.
f) area has direct access to main part of city.
g) facilities for security are excellent.

4. Operations
a) Contacts were made with the Consorzio Agrario, who will be responsible for the financial and accounting responsibility of the warehouses, as agents of the Federazione Italiana dei Consorzi Agrari
b) Since the actual warehouse premises were owned by the Municipio, and operated by a concern named "Darsena", arrangements were made for the former warehouse personnel to continue the operations under the supervision of the Allied Commission and the Federazione Italiana dei Consorzi Agrari; considerable warehouse equipment is available.
c) The entire situation appears very promising, and should prove to be efficient.

ROBERT H. KLEIN
Major Med.Adm.C.
Port & Whse.Div.

Copy to :- Director, Tn.S/C (Att.Col. Thomas)
Chief Mov. Div., Tn.S/C(Att.Col.Sieff)
Chief Rail Branch (Att. Lt.Col. Baker)
Chief Shipping Branch (Att. Maj. Godfrey)
Chief Roads Branch (Att. Lt.Col. Fernyhough)
Tn.S/C Accounts Section(Att.Capt.Wyatt)
Director Food S/C(Att.Lt.Col.Imrie)

1127

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5197.

A. M. G.
H.Q.EIGHTH ARMY
REAR

SECRET

REF : RIX/TP/6.5 4 April 1945

SUBJECT : MONTHLY REPORT-TRANSPORTATION DIVISION.

TO : S.C.A.O. - A.M.G. EIGHTH ARMY -

TRANS. S/C (2)

Monthly Report for March 1945

1. W.D. Transport

It has become apparent during the past month that the small passenger carrying W.D. vehicles are showing sings of wearing out. 7 Jeeps have been fitted with new engines, but the bodies and chassis of these vehicles have become cracked and broken necessitating 4th or 5th Echelon repairs, which have been undertaken by this H.Q. Motor Pool. Of our original establishment the following vehicles have been B.L.R'd and as yet have not been replaced.

British Vehicles	
Motorcycles	(1)
P.U's	(3)
15 Cwt.	(2)
American Venicles	
Jeeps	(2)
Weapons Carrier	(1)

2. Requisitioned Civilian Vehicles.

Approximately 50 requisitioned cars are now in operation either with Region H.Q's or Provinces. These vehicles are also beginning to show signs of excessive wear owing to the increased weight of the tires, bad roads, the unusual type of petrol and oil for which they were not designed. Spare parts for these vehicles still present a major problem. It is considered however that during the 3 to 4 months we have had these vehicles that they have given us very good service. Approximately 25,000 miles per week is run by these civilian cars and W.D. Transport.

3. Civilian Truck Pools

Very heavy increased traffic has been undertaken by Autotrasportis of Forli and Ravenna. In conjuction with AMG 8th Army a system has now been evolvedwhereby private or public consignors pay as much for W.D. transport as they would do for civilian vehicles supplied by the various A/T. This system eliminates competition between G.T. Companies and Autotrasportis. As a result of this the Autotrasportis are becoming a paying proposition and it is hoped that within the next 6 or 7 weeks that the initial grants from AMG funds to form these Autotrasportis will be repaid.
It will then be possible to reduce the Overhead charges of the

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It will then be possible to reduce the Overhead charges of the Autotrasporti from 4% to 3%. Total number of vehicles registered and inspected is as follows:

HEADQUARTERS 12 4 C

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	Vehicles	Trailers
Province of Forli	594	
" " Ravenna	170	22

Approximately 8,000 tons have been hauled by these 2 Autotrasportis during the month. This is an increase of approximately 5,000 tons over the previous month.

The increased tariff rates as laid down in the Interministerial Decree of January 30, 1945 will go into effect as of the 9th April '45.
This already had the effect of bringing additional vehicles on the road.

Difficulty has been experienced in obtaining spare parts and the Autotrasporti di Forli have been instructed to have an agent whose sole duty will be to unearth such spare parts as he can. All garages are working to capacity.

An additional courier system has been started whereby the processing of bids and advises is considerably speeded up.

Difficulty has been experienced in obtaining sufficient P.O.L. for these vehicles, although the position has been better in the last 10-12 days. The CIP distribution system has found to be at fault on several occasions.

The books of both the Autotrasportis have been audited and satisfactory reports have been given.

4. Ports & Warehouses

Lt.Lester of Ports & Warehouses H.Q. Allied Commission and his staff have reported for duty with AMG 8th Army. This officer is at present employed in AMG warehouses in Cesena. As soon as the warehouse in Forli is started up this officer will be responsible for this warehouse as well as warehouses in Cesena. It is however very necessary for this officer to have transport. It is understood that this transport should be provided by Transportation Sub Commission who have been asked by this Head Quarters to fulfill this commitment.
An attempt has been made to survey the ports along the Adriatic Coast by an officer of this Division, unfortunately the officer upon commencement of his duties was posted away;. It is however hoped that within the next 14 or 21 days that the Movements Officer may be able to make a detailed survey of these ports in regard to ports facilities, warehouses, shipping repair facilities etc. As and when received a report will be submitted to the Authorities concerned. It is understood that vessels of between 2 and 3 thousand tons may be able to use the port of Ravenna within the next 4 or 5 weeks. It is understood that there are reasonable transit warehouses in this area and if this can be put into effect it will considerably reduce both the rail and road haulage in this area.

5. Movements

An endevour has been made to start a Movements Section at this Head Quarters on the lines laid down in the A.C.Directive.

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acquaint us with the system now in operation in H.Q.A.C. Difficulty has been experienced in starting this Division owing to the acute shortage of officers. The Mail Officer (Capt. Cohen) after spending some 4 or 5 days in organizing this section was then posted away. Lt. K.A. Ash has now been called in from Ravenna Province to carry on this work. as this officer has no knowledge of Movements it is essential that some guidance and instructions should be given him by an Officer from the Movements Division in Rome. It is hoped that within the next 7 days all road, rail and sea bids will come through this Section.and it is being organized so that it will be capable of expansion and be able to take the additional strain that will be imposed upon it when this H.Q.'s moves to Bologna.

6. Rails

Contact has been made with D.T.E. Rails M.R.S. (Col. Barley). Col.Barley has assured us of his whole-hearted co-operation so far as Rail Transportation is concerned. We are now fully aware of his future plans and the general idea so far as rails are concerned, when Region Emilia is fully liberated. M.R.S. have stated that they have no interest in either the Rimini - Mercatino Railway or the Rimini - S.Marino Railway. Both these Railways are narrow- gauge and have been considerably damaged by enemy action. Economics & Supply Division this H.Q.s have expressed the feeling that the re-activation of these railways are in very bad financial position and instructions have been issued by R.T.O. to the effect that all employees should be paid off, with the exception of necessary workmen and maintenance personnel. A request has been sent to the Railways Division of the Transportation Sub-Commission asking for instructions in connection with these Railways.

7. General Remarks

It is absolutely essential that additional officers be posted to this Region without delay. Much time will be lost if these officers are posted when the Region or large parts of the Region have been liberated. It must be realized that all such officers when they are posted have to be trained, before they can serve any useful purpose. This position was brought to the attention of Col. Thomas by Regional Transportation Officer some weeks ago and a promise was made that additional officers were forthcoming. So far none have arrived.

A.R.HUGHES
Major, R.A.
Transportation Officer (2)
A.M.G. 8th Army Rear

ARH/gb

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Major, R.A.
Transportation Officer (2)
A.M.G. 8th Army Rear

ARH/gb

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HEADQUARTERS ALLIED COMMISSION JUH/ss
APO 394
Transportation Sub-Commission

Our Ref :- AC 528/4/Tn.3. 3 May 1945.

SUBJECT :- Report of Tour of Piombino - Leghorn area 26-29 April 1945.

TO :- See Distribution

1. Portiglioni (Pyrites)
(a) Ascertained that works were ready to commence loading.
(b) 14000 tons Pyrites backpiled at Quay.
(c) Estimated rate of loading 150 tons per hour.
(d) Ships up to 2000 tons capacity with 16' draft can berth at Quay.
(e) Ships with draft of 22' can be loaded by lighter at 200 yards out.

(info Nov Shipping)
Ports & Warehouse Div)

(f) Works manager stated that firm had their own tug and lighters under repair at Orbetello
(g) One lighter moored off shore at Portiglioni could also be made serviceable when tug is available to bring it in.

(action Port & Warehouse Div. Port Branch)

(h) Owing to very bad roads Lieut Webb will be unable to visit Portiglioni in the Lancia car at present allocated to him.

(action Admin Div.)
info Nov. Shipping

2. Piombino
(a) Signals AC. Signals to Piombino are received six days after despatch. Correct routing is via Leghorn, present routing is via Montecatini.

(action Admin. Div)

(b) Barges Three Barges are being salvaged at Piombino these were understood to have been allocated for coal Piombino - Vada and for Pyrites loading at Portiglioni. One of these

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

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(action Admin Div.)
info Nov. Shipping

2. Piombino

(a) Signals AO. Signals to Piombino are received six days after despatch. Correct routing is via Leghorn, present routing is via Lontcatini.

(action Admin. Div)

(b) Barges Three Barges are being salvaged at Piombino these were understood to have been allocated for coal Piombino - Vada and for Pyrites loading at Portiglioni. One of these barges has now been requisitioned for the R.N. by Lt Cmdr Hunt, S.T.O., Leghorn. 1129

(action Port & Warehouse Div. Port Branch)

1794/TNI (9)

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(c) Schooner Arrivals. Lieut Webb requested prior advice of schooner arrivals as all clearances from Piombino are by rail. As a case in point he was advised by COGENA agent late P.M. 26th April that schooner Rosa R with 70 tons oranges for Florence Area, would arrive A.M. 27th April.

(action Mov. Shipping)
info Mov. Rail

3. Leghorn

(a) Warehousing. A tour of the warehouses revealed that they are mostly full to capacity. Tour was made at the request of Capt. Ramsey, warehouse officer, who is concerned that more stores may arrive than he can warehouse.

(info Ports & Warehouse Div)
Warehouse Branch

(b) Transport

Truck coy attached to Leghorn has been withdrawn. Another has been promised for 1st May. If this does not arrive clearance to warehouses will be seriously affected as five vehicles at present on loan are insufficient for this work.

(info Roads Div.)
Mov. Div. Roads Branch

(c) Shipping Sitrep

Arranged for daily sitrep to be sent in future. Any telephone enquiries re sitrep figures to be made to Cpl. Powell Value 533.

(info Mov. Shipping)
Admin. Div. c/c Branch

(d) Diversions

Contacted G-4 P.B.S. (Lieut. Artzburger) re shipping diversions.

Ascertained that no difficulty is anticipated in berthing AC. ships in P.B.S. area [illegible] requested [illegible] Diversion meetings are held two days after AFHQ meetings.

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Info Mov. Rail

Leghorn

(a) Warehousing A tour of the warehouses revealed that they are mostly full to capacity. Tour was made at the request of Capt. Ramsey, warehouse officer, who is concerned that more stores may arrive than he can warehouse.

(info Ports & Warehouse Div)
Warehouse Branch

(b) Transport
Truck coy attached to Leghorn has been withdrawn. Another has been promised for 1st May. If this does not arrive clearance to warehouses will be seriously affected as five vehicles at present on loan are insufficient for this work.

(info Roads Div.)
Mov. Div. Roads Branch

(c) Shipping Sitrep
Arranged for daily sitrep to be sent in future. Any telephone enquiries re sitrep figures to be made to Cpl. Powell Value 533.

(info Mov. Shipping)
Admin. Div. c/c Branch

(d) Diversions
Contacted G-4 P.B.S. (Lieut. Artzburger) re shipping diversions.
Ascertained that no difficulty is anticipated in berthing AC. ships in P.B.S. area is requested ; [illegible] Diversion Meetings are held two days after AFHQ meeting.

(info Mov. Shipping)

(c) Roads
Latest information at "Q" Movements (Roads)

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reference Highway one to Genoa is that it is passable only to vehicles of Jeep size. No further information as to when road would be open to other traffic was available.

(info. Mov. Roads. Branch)

4. Viareggio

(a) Lighters. I investigated report from Piombino that lighters 'Antonietta', 450 Tons and 'Alice' 250 tons were lying in good condition at this port. I made numerous enquiries without success, but it was suggested that they had been sunk. One small lighter in good condition is moored to detached mole.

(b) Port. Work of port reconstruction is in progress and Dock gates are being repaired though work in far from completion.

(c) Schooners Numerous wooden schooners are in construction in the ship yards. Several damaged schooners are also being salvaged and repaired.

(info Mov. Shipping
Ports & Warehouse Div.)

5. Grosseto

At rail Branch request I investigated the question of documentation of lignite by rail. Lignite is being loaded on both Military and Civil account. There has been some confusion with documentation but this has now been rectified and correct Military and Civil documents are used.

(info Rail Branch)

J H Hazelton

J.H. HAZELTON LIEUT R.E.

DISTRIBUTION
Deputy Director
Chief Movements Division
Accounts & Statistics Branch

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DISTRIBUTION

Deputy Director
Chief Movements Division
Accounts & Statistics Branch
Planning Staff
Movements Division Rail
" " Roads
" " Shipping
Ports & Warehouse Division
Regional Transportation Officer
Tuscana Region
Lieut A.W.F. Webb Transportation Officer Piombino.

1122

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

INTER OFFICE MEMO CNC/bm

AC/63/19/TN.3 22 April 1945

TO : Chief Movement Division .

SUBJECT : Tour NAPLES and BARI - 18-21 April 1945.

NAPLES

Maj. Bowers Senior Tn. Officer.

1. Transfer of Short Haul traffic in NAPLES Area from Rail to Road.

This point originally raised by HQ Movements West Italy - See report of Tour Southern Italy - (by Lt. Col. Baker, Mov Rail) Ref. 343/16/TN.3 dated 15 April '45 para 6,(ix).
Along with Maj. Bowers interviewed AQMG(M) (Rail) Mov West Italy.
The traffic in question is Wheat from CASTELLAMMARE and current weeks rail programme is given as example (All from CASTELLAMMARE):-

To	Tons	To	Tons
NOLA	130	Bt. Fwd.	1705
CAVA	100	CASERTA	200
NOCERA	225	AVERSA	80
EBOLI	300	CAPUA	100
SALERNO	800	S.MARIA CAPUA	300
MONTORO	50	LITTORIA	50
AVELLINO	450	ROCCASECCA	60
CANCELLO	100	Total :	2850
Carr fwd.	1705		

Two points arise i.e.

(a) Have ENAC vehicles to cope .
(b) Difference in freight between Rail and Road.
Re (b). It is considered that Italian Government might be prepared to subsidise by paying to ENAC the difference in freight thus avoiding an increase in cost of Wheat to consumer.

Action: Mov. Roads
Road Division.

2. Lt.Clark (Roads NAPLES) had been visited by a Mr Vittorio Gatto who had in his possession a memo signed by Capt. FARBER for [illegible] submitting this man to transport eligible

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SALERNO	300	S.MARIA CAPUA	300
MONTORO	50	LITTORIA	60
AVELLINO	450	ROCCASECCA	60
CANCELLO	100	Total :	2505
Carr fwd.	1705		

Two points arise i.e.

(a) Have ENAC vehicles to cope .
(b) Difference in freight between Rail and Road.
Re (b). It is considered that Italian Government might be prepared to subsidise by paying to ENAC the difference in freight thus avoiding an increase in cost of Wheat to consumer.

Action: Mov. Roads
Road Division.

2. Lt.Clark (Roads NAPLES) had been visited by a Mr Vittorio Gatta who had in his possession a memo signed by Capt. FARBER for AMG Region VIII. Authorising this man to transport alcoholic beverages from NAPLES to PISA. He also posessed yellow permit No. 0166 dated 16 Mar 45 (which had expired 20 Apr. 45) authorising transport of supplies by Civilian Car from NAPLES to PISA. 1121
This permit also signed by Capt. FARBER. Both documents taken from the man who had been informed that transport of wines by road was forbidden. Matter to be taken up with ~~[illegible]~~ TOSCANA Region.

Action: Mov. Roads (8)

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BARI

Maj. Taylor, Senior Tn. Officer .

5. ORTONA. Rail Clearance.
Clearance of rail wagons at ORTONA had been slow - requested matter be taken up with ENAC.

Action: Road Division.

NAPLES and BARI.

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

Action Director .

5. Fire Engines.

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

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

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

C.T. CHRISTENSEN
Lt. Col.
Roads Branch.

Copy to : Director - TN S/C.
Road Division.
Mov - Rail.
Mov - Road.

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

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

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Copy to : Director - TN S/C.
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Mov - Rail.
Mov - Road.

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

1129

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

HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
TOSCANA REGION.

RVIII/35/8/19. 4 Apr.'45.

SUBJECT: Transportation Division Report - March, 1945.

TO : Regional Commissioner.

1. Firenze Railhead. The opening of the ALCOM Railhead for AC/AMG and civilian goods in Firenze on 4 Apr.'45, is a big step forward in improving the transportation for the Region. Track space for 45 wagons, with ample truck space and a special entrance to the yard, makes it an excellent railhead. The railhead will be operated by Firenze Province Transportation Officer. The yard will provide all the stevedoring labour and no unauthorised labour will be permitted to enter the yard. Civilian and W.D. trucks will be used to move the freight. Cars must be released within 24 hours. Freight destined for this railhead will be labled for delivery to "ALCOM Railhead, Firenze". A telephone is available - No.1743 Firenze.

Arrangements have been made for the delivery of coal directly to the gas-works and P.C.L. directly to the C.I.P. yard. Other direct rail deliveries to special sidings in the Firenze yard will be arranged where possible.

2. Tyre situation.

a The expected shipment of tyres and tyre repair materials to Industry Sub-Commission and Commerce Sub-Commission, A.C., has not materialised and there is no information that any tyres or material are on the way.

b An "all Italy" form of permit for use of Army tyres is being established and a central registry of tyres and vehicles using same is being established at A.C. H.Q. for convenience in checking stolen tyres and forged permits.

3. The Livorno warehouses and their stock were turned over to the Italian Government on 15 Mar.'45. The Regional personnel will be maintained at the warehouse for such time as may be required to ensure that the Italian personnel will handle the safeguarding, accounting and distribution in a manner satisfactory to AC/AMG.

4. Civilian Transport Organisation.

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

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4. Civilian Transport Organisation.

a Detailed studies are being made of each Provincial Transport Organisation and recommendations prepared for changes necessary to bring each into complete accord with the ENAC Decree.

b The latest ENAC Freight Tariff was made effective as of 1 Mar.'45 and is uniform throughout the Region, including Firenze Province.

5. Ports.

The Port of Piombino is in operation unloading ships and moving commodities out by rail and truck.

6/.....

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

6. Siena Truck Pool.

The Siena W.D. Truck Pool hauled a total of 1378 tons a distance of 60791 kms. Two trucks are still on detail to Livorno and one to Firenze. Trucks dead-lined for lack of major repair parts now total four.

7. Provincial Consorzi.

a Livorno Province. The two W.D. trucks on detail to Livorno, hauled 734 tons a total distance of 23461 kms. No report has been received in respect of the civilian consorzio.

b Pisa Province. Trucks of the civilian consorzio have travelled a total distance 106946 kms during the month and hauled 3918 tons of goods.

c Pistoia Province. During the month, civilian trucks have hauled 9626 tons of foodstuffs and other commodities a distance of 340374 kms.

d Arezzo, Firenze, Grosseto, Lucca and Siena Provinces - NO REPORTS RECEIVED.

GBS.

GEORGE B. SOWERS,
Major, AUS.,
Chief Transportation Officer.

GBS/LC.

Copy to:- ~~Executive Officer.~~
Transportation Sub-Commission, H.Q., Allied Commission.
Deputy Regional Commissioner.

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Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

174/6/Tn 1

18 April 1945

MEMORANDUM for All Divisions, Transportation Sub-Commission

Subject: Colonel Baker's Report of Tour of Southern Territory.

1. Reference is made to Colonel Baker's report of tour of Southern Territory, 4 - 13 April 1945.

2. It is requested that all divisions will report at the weekly staff meeting on Saturday, 21 April, what action they have taken on the points referred to them.

M. B. THOMAS, Colonel
Deputy Director

DISTRIBUTION
Administration Div.
Planning Staff
Movements Div.
Rail Div.
Road Div.
Port & Warehouse Div.

JWB/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tele : 478704

15 April 1945

343/16/Tn.3.

SUBJECT : Report of tour of Southern Territory, 4 - 13 April 1945.

TO : See Distribution

1. GENERAL MATTERS COMMON TO THE COMPARTIMENTI OF BARI, NAPLES AND REGGIO.

(a) FORMS XB. The new system introduced w.e.f. 19 March '45 is working extremely well. It has been found that there has been some delay in the return of completed forms XB from stations farthest from the Compartimento Hq., but this matter is being handled by the Senior Transportation Officer on the spot. It has also been noted that some Station Masters are not giving sufficient reason for non-loading. This also is being tackled locally. Completed forms XB will in future be forwarded to this Hq. as soon as received from Capo Compartimento and not held until all forms XB for a particular loading period are to hand. Senior Transportation Officers are taking immediate action locally in connection with failure to load on part of Consignor, or non-placing of empty wagons by I.S.R.

(Info: Movements - Rail
Accounts and Statistics Branch).

(b) ADVICES OF RAIL TONNAGES ACCEPTED AT WEEKLY POM CONFERENCES. There is a general complaint of late advice of tonnage acceptances at the weekly POM Conferences. The Bari, Naples and Reggio loading programmes are not prepared until this Hq. advises tonnages allotted over the various lines. Delay in advising tonnages results in a scramble to prepare loading programmes in sufficient time to permit issue of forms XB by Capo Compartimento. It is essential that advice of tonnage accepted be given to all Transportation Officers latest first thing every Tuesday morning.

(Action: Movements - Rail).

(c) WEEKLY RETURNS - INTERNAL MOVEMENT. The question of the weekly return, required by Deputy Director, showing tonnage moved against tonnage programmed for movement within each of the Compartimenti, was discussed with the Senior Transportation Officers. I have agreed that any such return must be obtained from Accounts and Statistics Branch at Hq. The weekly loading programmes issued by Bari and Reggio already contain sections for internal movement only. I have arranged with Major Bowers that in future Part 4 of the Naples weekly loading programme will cover

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(Action: Movements - Rail
Accounts and Statistics Branch).

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(d) HQ. ALLIED COMMISSION WEEKLY LOADING PROGRAMMES. At times, this HQ. programmes heavy and exceptional movement, and the first the Transportation Officer concerned knows of the commitment is on arrival of HQ. loading programme. One case cited was during period 26 March - 1 April: 2672 Tons Rough steel filings from Naples (Campi Flegrei) to Torre Annunziata. Actually, owing to general wagon shortage, only 10 wagons could be made available, but even these were not loaded. This was a bid accepted by HQ. and reasons for non-loading of 10 wagons require investigation by Movements - Rail. Heavy movements programmed by HQ. re-act on local programmes. It is requested that all bids received at HQ., involving movement of large tonnages, should be discussed with the Senior Transportation Officer concerned, prior to acceptance of the bid and issue of loading programme.

(Action: Movements - Rail).

(e) REVISION OF BASIC SCHEDULE. The question of revision of the Basic Schedule, introduced in its present form on 29 March '45, was discussed at Bari, Naples, Reggio and Palermo. The views of all concerned have been obtained. It is not considered necessary to quote in this report the tonnages required by the various Compartimenti, but this matter will be the subject of an early discussion between Rail Division and Movements - Rail.

(Action: Rail Division
Movements - Rail).

2. CALABRIA (GENERAL).

(i) SHIPPING SITREPS. Arrangements were made for Capt. Boddy to forward to HQ. the A to R Daily Shipping Sitrep for Reggio w.e.f. 7 April. It was also agreed that Capt. Clark, Mov L.O., Crotone, should forward a similar Sitrep for Crotone, w.e.f. 11 April. Signal classification "Restricted" in each case. However, in conversation with Capt. Lester, Movements, Reggio, it was learned that AFHQ and HQ. Movements, West Italy, were already receiving daily sitreps for Catania, Crotone and Reggio in the following code :-

A. Arrivals during past 24 hrs
B. Ships awaiting discharge
C. Ships discharging, giving ETC.
D. Empty vessels awaiting sailing
E. Vessels awaiting loading
F. Vessels loading, giving ETC.
G. Vessels loaded awaiting sailing
H. Departures during past 24 hrs.
J. Ships repairing, ballasting ETC.

It is recommended that to economise in signals, a sitrep acceptable to A.F.H.Q., HQ. Movements, West Italy and Tn. Sub-Commission, should be agreed. This would avoid two signals on the same subject, being despatched daily from Reggio and Crotone.

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(Action: Movements - Shipping).

(ii) WAGON CONTROL - PAOLA. Col. Q(M), HQ. Movements, West Italy, made an adverse report on the I.S.R. Official at Paola, responsible for wagon distribution on line 92, S. Eufemia - S. Nicola Verco inclusive. (See AFHQ letter G-4 (Mov & Tn) Mov 3/212 dated 31 March '45. Movements Rail file 430/Tn.3., folio 5). Ing. G. Volanti, the Official regularly

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employed on this work, has been away ill for the past 4 months. Sig. O. Meoni is now deputizing. Sig. Meoni was questioned on wagon distribution and produced the loading programmes of Capo Compartimento; Movements, Reggio, & Capt. Boddy, Reggio. All loadings on the section of the line in which he was interested were clearly marked and he gave an assurance that wagons were distributed in accordance with over-all direction from Reggio.
The yard was checked and he was able to produce satisfactory authorities for loadings in progress. He gave no indication that he was non-cooperative to the Military and I cannot express any opinion on the allegation that he is "corrupt". Neither Capt. Boddy nor Capt. Lester of Movements, Reggio, had any knowledge of cause for complaint, but they will jointly watch this section of the line, reporting any reasons for future dis-satisfaction. It is recommended reply be sent to AFHQ stating no just reason for removal of this official can be found.

(Action: Deputy Director).

(iii) PETRACE BRIDGE. Visit was made to Petrace Bridge and it was found the work of repair was well in hand. Of the Southern span, 3½ sections are already in position; 2½ sections remain to be lifted and 2 sections are in course of manufacture in Reggio. The centre span will not be lifted, but a new bridge, already moved to site from Arezzo, will be positioned. Northern Span is already in position. Additional material required from Terni was stated to be on rail. 150 men are now on the job and this total will be increased to 170 in very near futures. It was stated Military assistance would not advance completion date, which was given by the responsible engineer as 30 June '45. A detailed report is being prepared by Lt. Col. Topham for D.M.R.S.

(Information only).

(iv) MESSINA FERRY. With the opening of the Petrace Bridge the local I.S.R. officials are anxious to divert the Ferry to Villa S. Giovanni, with only one trip per day to Reggio. The two main reasons given were (a) 25 minutes for journey to Villa S. Giovanni against 1 hour to Reggio and (b) a considerable saving in fuel consumption. It was also pointed out that rail freight traffic from the Island was in general for direction Naples via Line 92. Quicker turnround would enable more trips to be made. Any local rail service Reggio - Villa S. Giovanni could easily be arranged. This proposal is worthy of consideration.

(Action: Rail Division).

(v) 9 C.R.E., CROTONE. Lt. Col. Oxenham, 9 C.R.E., raised the question of repairs and extensions to sidings as under :-

(a) SELLIA (Line 95) Siding serving Saw Mills No.21 has capacity for 4 wagons only, and does not permit delivery of log timber into Saw Mills. Capacity for 12 wagons required.

(b) CARIATI (Line 95) Brick Works Siding to be used for timber

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(b) CARLETTI (Line 95). Brick Works Siding to be used for timber loadings. Bomb crater has been filled but siding has not been put in order. Needs repair only. 6 wagons per day required. Capt. Soddy has both matters in hand with I.S.R. Reggio dopo fidimento and has noted 9 C.R.E. will assist if required.

(Info: Rail Division).

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(vi) PITPROPS SUPPLIED ON G-5 INDENT. 9 C.R.E. mantioned the difficulty in supplying pitprops for Sicily and Sardinia at rate of 2,000 cubic metres per month, in accordance with specifications laid down by G-5 in letter D/Wks dated 12 March '45. These specifications are :-

Length 5 - 6 metres
Min. diam. at top - 10 cms
Max. diam. at centre - 21 cms.

Supply would be facilitated if lengths of 1½metres would be accepted. Chief, Movements Division may wish to raise this matter.
Only three shipments have been made this year :-

To Sicily	19 Jan.	Imperatore	1612	cubic metres
To Sardinia	29 "	Andum	1612	" "
	29 Mar.	Torre Jarl	1740	" "

(Action: Movements Division).

(vii) VALDINETO LIGHT RAILWAY. In addition to approx 2 million lire said to be outstanding for transport certified by 9 C.R.E., and which is being examined by Rail Division, it is stated there is approx ½ million Lire still outstanding for transport of grain etc. from Docks to Warehouses, prior to Consorzio Agrario taking over. AC. Finance Sub-Commission are said to be interested. Settlement urgently required.

(Action: Rail Division
Accounts and Statistics Branch)

(viii) CALABRO - LUCANE RAILWAY. Arising out of the investigation ordered by D.Q.M.G. (Mov & Tn), two 95 cm gauge locomotives will be moved to Pietrarsa Shops, Naples, in near future. Capt. Clark, Mov L.O., Crotone will ascertain location and numbers of locos for repair and Capt. Boddy will arrange provision of necessary well-wagons and subsequent movement.

(Info: Rail Division).

3. REGGIO

(a) ORGANISATION AND GENERAL WORKING. Viewed from the Movements angle arrangements introduced by Senior Transportation Officer, Reggio, are considered excellent. Offices are located at HQ. of Capo Compartimento and closest liaison is maintained. Capt. Boddy is progressively handing over to I.S.R. all work entailed in reception of bids, preparation of loading programmes &c. Closest possible liaison is also maintained with Movements Reggio.

(Info: Movements Division).

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Chief, Movements Division may wish to raise this matter. Only three shipments have been made this year :-

To Sicily	19 Jan.	Imperatore	1612	cubic metres
To Sardinia	23 "	Ardun	1512	" "
	29 Mar.	Torre Farl	1740	" "

(Action: Movements Division).

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(Info: Movements Division).

(b) BIDS. In the Compartimento of Reggio Calebria bids are only received from 4 sources :-

From SEPRAL for all non-rationed foods, wine, marsala and vermouth.
" FORESTRY CORPS for all Charcoal movement.
" CONSORZIO AGRARIO for all grain and rationed foods.
" STATION MASTERS through CAPO COMPARTIMENTO for miscellaneous traffic such as Salt ex Mines to Refineries, timber, livestock, tobacco etc.

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SEPRAL, CONSORZIO AGRARIO and FORESTRY CORPS are responsible for screening all bids included in their schedules and Capt. Boddy or Capt. Cock screen all bids received through Station Masters.

(Info: Movements - Rail).

(c) DISTRIBUTION OF PROGRAMMES. The distribution of Reggio loading programmes should be checked and agreed by Movements - Rail. I have, however, agreed that owing to distances involved and irregular communications, there is no point in increasing the distribution list to include those responsible for clearance of traffic from RHs on lines 50,219,65,86 or 87. On Thursday of each week, Capt. Boddy will signal MEDCENT, MOV ANCONA, Major Blair at Florence, repeating this HQ., details of traffic scheduled for Movement to RHs on the lines mentioned, during seven day period commencing following Monday.

(Action: Movements - Rail).

(d) FORMS TSC/2. I was reminded this HQ. is still using the old form TSC/2, which is now out-of-date, without any qualifying remarks regarding wagon labels. Until new forms are available the remarks concerning "Two Official I.C. wagon labels....." should be deleted.

(Action: Movements - Rail)

(e) COMMUNICATIONS. Loading programmes issued by HQ. are still subjected to considerable delay and frequently arrive too late for effective action. Rail Division letters dated 3 April were delivered by train letter service on 6 April. Loading programmes are not SECRET, and as all information is subsequently repeated on Forms XB and published by I.S.R., there can be no objection to use of train letter service for this document. Until some quicker service is made available it is strongly recommended that all non-secret mail be despatched by the service adopted by Rail Division.

(Action: All Divisions).

(f) CHARCOAL. This question has been thoroughly tied up with the Forestry Corps, who prepare very good weekly schedules and who are responsible for notifying consignors to be ready to load. Regular consignments are now moving to Sicily by rail and Ferry, in addition to those to Calabrian ports for stockpiling.

(Info: Movements - Rail & Shipping).

(g) VIBO VALENTIA CEMENT WORKS. First consignments of Gypsum were programmed for movement during period 9 - 15 April. Capt. Boddy will see that all demands for rail movement are met.

(Info: Movements - Rail).

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traffic from RHs on lines 30,215,65,66 or 67. On Thursday of each week, Capt. Boddy will signal MOVCENT, MOV ANCONA, Major Blair at Florence, repeating this HQ., details of traffic scheduled for Movement to RHs on the lines mentioned, during seven day period commencing following Monday.

(Action: Movements - Rail).

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(Info: Movements - Rail).

(h) SANSE. All bids are authorised and there have been few complaints of non-movement due to absence of wagons. Failure on part of Consignors to load has caused waste of transportation and this matter must be again taken up with Food Sub-Commission.

(Action: Movements - Rail).

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(j) PROVVIDA. There is evidence that Provvida are going astray on bidding procedure. It was agreed they must work through SEPRAL, but would be given a high priority. As an example, Provvida escort recently arrived Reggio with two wagons loaded from Naples. They sought permission to re-load these wagons to Naples. In point of fact, the wagons had been re-loaded before permission was sought. Capt. Boddy agreed on this occasion, but Provvida must conform to procedure laid down.

(Action: Rail Division).

(k) WAGON SUPPLY. During the journey in Calabria an ample supply of empty rolling stock was seen at all main Stations and Yards. Capt. Boddy agreed there had recently been no shortage of empty wagons. However, under the new system a greater percentage of programmed traffic is being moved and it is becoming increasingly important that a regular and balanced exchange be introduced. As is well known, Metaponto is the best exchange point for the bulk of empties under existing conditions.

(Action: Rail Division).

(l) M.T. Capt. Boddy has been seriously handicapped in the past by the fact that he had no car at his disposel. The Reggio car, taken by Major Blair was not returned within 7/8 days in accordance with the understanding reached. Capt. Boddy was therefore compelled to rely on assistance from Cape Compartimento or Movements, Reggio. Capt. Boddy was advised on 9 April by AC. Liaison Office, Catania, that a requisitioned car was awaiting his collection. It is strongly recommended that HQ. bring every pressure to bear to ensure that all A.C. Transportation Officers in the Field are mobile.

(Action: Administration Division).

4. SICILY.

(i) ING. CARONITI, RAILWAY SUPERINTENDENT, MESSINA AREA. AFHQ. letter Mov 3/212 dated 31 March '45 (Mov Rail file 430/Tm.3, folio 5) was discussed with Capt. Irvine Lynch; Lt. Banting, Mov L.O. and Railway authorities at Palermo. There is complete agreement from all sides that the cause of all trouble was the young female interpreter, employed by (Q) Movements, who imagined she was personally responsible for Railway Operating in the Messina Area and the manner in which the Messina Ferry was operated. (See letter from Capt. Irvine Lynch Pers/63 dated 26 March '45 and enclosure thereto). However, a few days before I arrived at Messina, Major Ayers, DA/MG(M), HQ. Movements, West Italy, had passed through and had called a meeting of all concerned. Major Ayers made it clear to this young female that she was not an E.S.O., was not empowered to take any executive action and was nothing more than an Interpreter for (Q) M personnel. No further trouble is anticipated. It is recommended reply to AFHQ. be on the lines that no justification can be found for removal of

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(Action: Deputy Director).

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(ii) SPECIAL WORKERS TRAIN CATANIA - BICCOCA. Lt. Banting, Mov L.O. Catania reported he had been warned by D.C.R.E. 296 works Sec, that M.T. now conveying direct employees of Allied Forces, engaged on construction of an aerodrome, was expected to be withdrawn. D.A.D.L. 2901 C.L.U. has also stated that should M.T. be withdrawn, application would be made for free rail travel. HQ. 3 District have forwarded details of scheme now in force in Bari and other parts of Italian Government Territory. Mov L.O. will satisfy himself that all prescribed arrangements are made and will apply to Cap. Irvine Lynch for special daily workers train Catania - Biccoca and return.

(Action: Rail division)
(Info: Movements - Rail).

(iii) SULPHUR MOVEMENT. The position regarding the sulphur programme for Sicily - local and export - is far from satisfactory. It can be definitely stated that all demands for rail movement have been met, except perhaps in isolated instances such as :-

(a) During February - a coal shortage. There was a strike by Catenia dockers and a coal ship was sailed without discharging. Passenger and freight services were cut in consequence.

(b) End February/beginning March. Heavy Docks clearance. 5 Ships at Catania and 3 Ships at Palermo, all discharging simultaneously.

(c) Heavy citrus export programme, immediately following (b) above.

(d) End February/beginning March. Acute wagon shortage.

During these periods it is possible that demands for sulphur movement may not have been met in full.
There was recently a demand for movement of 900 tons Sulphur from Lercara to Termini. Wagons were placed, but only 2 wagons were loaded. During the same period there was a demand for movement of 200 tons Sulphur from Lercara to Vittoria. Wagons were placed, but none were loaded.

To increase transportation for Sulphur, arrangements have been made to run, w.e.f. 9 April, 2 special sulphur trains per week on the narrow gauge line Dittaino - Caltagirone.

Lt. J.H. Pollard, U.S.N.R., Mining Division representative in Sicily, stated production was in general more than 50% less than was stated in para 4 of our 253b/11/Tn.3. dated 6 Feb. '45. Comparative figures are as follows :-

	Estimate by Industry Sub-Commission	A.C. Sicilian Region Estimate in Feb. '45
February	6000 Tons	3000 Tons
March	6500 "	3000 "

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(Action: Rail Division)
(Info: Movements - Rail).

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	Estimate by Industry Sub-Commission	A.C. Sicilian Region Estimate in Feb.'45
February	6000 Tons	3000 Tons
March	6500 "	3000 "
April	7000 "	3000 "
May	7400 "	4000 "
June		4000 "

Lt. Pollard was of opinion that the new price for Sulphur, which was fixed 6 April and made retrospective to January, may serve as a boost to production. The Sulphur programme for Sicily requires early discussion between Movements - Rail and Shipping and Industry Sub-Commission.

(Action: Movements - Rail and Shipping).

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(iv) SANSE. All traffic offered has been moved. No fixed programme is operating, owing to constant changes made by Consorzio Sanse. It is understood that one of the reasons why Sanse is not being sent to Extraction Plants is the question of price. It is reported that Sanse is worth 300 Lire per Qtl. sold as fuel, but only 175 Lire per Qtl sold to Extraction Plants.

(Action: Movements - Rail).

(v) MOVEMENT OF NON-RATIONED FOOD. The High Commissioner for Food is not working through SEPRAL as was originally arranged. (There are 9 Sepralls in Sicily, with coordinating office in Palermo). The Sepral duties have been delegated to Union of Chambers of Commerce and it is understood this was at request of the Political High Commissioner, Sicily. U.C.C. are not conforming to procedure, but are passing their loading schedules direct to I.S.R., thereby short-circuiting AC. Tn. Officer. No loading programme is being issued by AC. Tn. Officer, and cannot be issued until procedure is followed.

(Action: Movements - Rail).

(vi) FORMS XB. It is reported forms XB are being issued to Station Masters by Capo Compartimento for all traffic to the mainland, but up to 9 April no completed forms XB had been received by AC. Tn. Officer. Capt. Irvine Lynch was calling a meeting on 10 April to ensure the scheme shall operate. The new type label is used for Mainland traffic only.

(Info: Movements - Rail
Accounts and Statistics Branch).

(vii) GROUPAGE TRAFFIC. Bids for the movement of groupage wagons to the Mainland are not at present accepted. Groupage traffic will be included in any tonnage which may be allocated to Sicily when the Basic schedule is revised.

(Info: Rail Division
Movements - Rail).

(viii) ROLLING STOCK FOR SICILY. Capt. Irvine Lynch produced figures as under for serviceable freight rolling stock in Sicily :-

	Available (Census taken 15 March)	Required.
Box Cars	1160	1800
High Sides	1590	1600
Low Sides	700	700
Flats	47	45
Tankers	121	130

The figure of 1160 Box Cars included 93 Refrigerator Cars which, it was subsequently agreed, could be released to the Mainland in exchange for equivalent number of box cars. The figure of 130 Tankers shown

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(Info: Rail Division
Movements - Rail).

(viii) ROLLING STOCK FOR SICILY. Capt. Irvine Lynch produced figures as under for serviceable freight rolling stock in Sicily :-

	Available (Census taken 15 March)	Required.
Box Cars	1160	1300
High Sides	1580	1600
Low Sides	700	700
Flats	47	45
Tankers	121	130

The figure of 1160 Box Cars included 93 Refrigerator Cars which, it was subsequently agreed, could be released to the Mainland in exchange for equivalent number of box cars. The figure of 130 Tankers shown as "Required" is incorrect, as it was agreed some 17 serviceable cistern wagons could be released to mainland, plus a number requiring only light repairs. It is essential that Rail Division agree with M.R.S. the Pool of wagons which can be allocated to Sicily, advising both Capt. Boddy and Capt. Irvine Lynch, in order that Sicily Pool can be maintained at agreed figure.

(Action: Rail Division).

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(ix) SHIPPING SITREP. I arranged that Capt. Irvine Lynch should send to HQ. the A to R Daily Shipping Sitrep w.e.f. 10 April '45. Signals classification "Restricted" to be used.

(Info: Movements - Shipping).

(x) SALVAGE TRAFFIC. When crossing the Messina Ferry on 10 April, I noticed 3 large open wagons loaded with M.T. Salvage, consigned from Det. HQ. 22 Salvage Depot, Messina to 80 EBW, Ilva Steel Works, Torre Annunziata. (Wagon numbers were 461220, 463055 and 411540). I subsequently learned this is a regular traffic of three wagons per day and the object is to clear the Messina Salvage Depot. We are regularly cut on forward movement out of Calabria and it is considered this Salvage traffic should pass by Sea. Question should be raised with AFHQ.

(Action: Movements Division).

(xi) MULE TRAFFIC. There is a regular Mule traffic of 30/35 Box cars per week from Catania Province to Persano. This is also a traffic which could conveniently move by sea to Salerno and if so diverted would ease the box car situation on the Island. Question should be raised with AFHQ.

(Action: Movements Division).

(xii) ROADS. Capt. Irvine Lynch would like to be advised as soon as possible what responsibilities he has, if any, in connection with Road Movement; the Truck pool and I.N.T.

(Action: Roads Division
Movements - Roads).

(xiii) RAILWAY COAL. There is considerable anxiety regarding the coal situation. Dr. Tuccio, Capo Compartimento, considers 12000 tons per month the minimum to meetall freight demands, and 14000 tons if there is to be a reasonable passenger service. Statement by Dr. Tuccio, together with translation, is attached to Rail Division copy of this report. I understand there is a definite move on the part of Coal Section to reduce the allocation for Sicily to 7000 tons. This must be strongly opposed. In the opinion of Capt. Irvine Lynch there should be an immediate increase to 10,500 tons to meet essential traffic such as :-

Imports - Docks clearance and subsequent distribution.
Exports - Citrus fruit, Sulphur and Wine.
Internal Sulphur Movement.
Ganse traffic.
Minimum movement necessary to maintain the economic life of the Island.

1119

It is pointed out that the numerous bi-weekly services result in excessive turnround of wagons. Increased services, for which

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Minimum movement necessary to maintain the economic life of the Island.

1119

It is pointed out that the numerous bi-weekly services result in excessive turnround of wagons. Increased services, for which additional coal is required, would considerably improve wagon availability.

(Action: Rail Division).

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(xiv) FUTURE WORKING. If and when Capt. Irvine Lynch is withdrawn from Sicily, it is obvious his rail work must revert entirely to I.S.R. It is recommended his withdrawal be delayed, if possible, at least until 204 Sub-Area leave the Island. In the Office of A.C. Tn. Officer there are Sig. Absle CANNISTRACI and Miss MELA. Both are competent people and have been employed by I.S.R. at request of A.C. These employees are fully conversant with all matters in which we are interested and I think we should do well to arrange with I.S.R. for their continued employment, thus leaving in the Office of Dr. Tuccio, Capo Compartimento, an efficient but small staff who could be made responsible for liaison with A.C.

(Action: Deputy Director).

5. BARI.

(a) ORGANISATION AND WORKING. The hand-over to I.S.R. in Bari is not as advanced as in Naples or Reggio and A.C. Tn. Officers are still handling the reception of bids, programming of traffic etc. I advised Major Taylor it was desired that I.S.R. should accept responsibility for this work as early as possible, in order that there will be no serious break if and when AC. Tn. Officers are withdrawn. The Capo Compartimento is not very enthusiastic over the idea, but has one man part-time in Major Taylor's Office. It is recommended the question be discussed with General Di Raimondo, in order that he may advise all concerned of the agreed policy.

(Action: Deputy Director).

(b) BIDS. In Bari, bids are received from the following sources :-

SEFRAL
CONSORZIO AGRARIO
CONSORZIO SANSE
SALT MONOPOLY
TOBACCO MONOPOLY
OLIVE OIL CONTROL
STATION MASTERS through CAPO COMPARTIMENTO.

(Info: Movements - Rail)

(c) MMLA TRAFFIC IRREGULARITIES. It is not possible to obtain sufficient detailed information to warrant further action in connection with alleged mis-use of Italian Military labels, for fruit etc. from Calabria and wine tankers from the Heel to Naples. I have agreed these matters be dropped. Future instances will be fully reported without delay, to permit immediate action by HQ.

(Info: Movements - Rail).

(d) SANSE. All bids made have been accepted and programmed for [illegible]. There is, however, a continued serious waste of capacity

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(Info: Movements - Rail)

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(Info: Movements - Rail).

(d) SANSE. All bids made have been accepted and programmed for movement. There is, however, a continued serious waste of capacity due to non-loading by consignors. Movements - Rail must again take up with Food Sub-Commission.

(Action: Movements - Rail).

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(e) DOCKS CLEARANCE - BARI. Major Taylor reports that new arrangements for clearance of Civil supplies from Bari Docks, by rail and road, are entirely satisfactory to all concerned.

(Info: Movements - Roads).

(f) A.C. PORT LIAISON OFFICER. Major Taylor pointed out that Lt.O'Leary, assistant to Lt. Col. Dawson, AC. Liaison Officer in Bari, is responsible for all AC. Port Liaison work. Lt. O'Leary is not a Transportation Officer. Major Taylor considers it should be confirmed that Lt. O'Leary will remain in Bari as the present Tn. organisation has never been concerned with Port working.

(Action: Port & Warehouse Division).
(Info: Movements - Shipping).

(g) CALABRO - LUCANE RAILWAY. While at the Offices of this Railway, I enquired regarding progress on the Lauria Viaduct. They still have no news as to when cement will be released for the work. Contractor is said to be on the site. Once cement is supplied it will take three months to complete and they are anxious to carry out the work as soon as possible.

(Action: Rail Division).

(h) CEMENT PLANTS. Importance of cement production at Taranto and Monopoli was discussed. Major Taylor will ensure that all bids for rail movement, to and from the Plants, are accepted.

(Info: Movements - Rail).

6. NAPLES.

(i) ORGANISATION AND WORKING. All bids and programmes are handled by the I.S.R. in the Offices of the Capo Compartimento and arrangements are working well. AC. Tn. Officers concern themselves only with the final screening of bids and policy matters. It is considered that should it become necessary to withdraw our representatives, I.S.R. in the Naples Compartimento could quickly assume complete responsibility, with little, if any, re-organisation.

(Info: Deputy Director
Movements - Rail).

(ii) BIDS. In Naples bids are received from the following sources :-

SEFRAL
CONSORZIO AGRARIO
CONSORZIO SANSE
ILVA and other large concerns.
STATION MASTERS through CAPO COMPARTIMENTO

(Info: Movements - Rail).

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ation Officer. Major Taylor considers it should be confirmed that Lt. O'Leary will remain in Bari as the present Tn. organisation has never been concerned with port working.

(Action: Port & Warehouse Division).
(Info: Movements - Shipping).

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ILVA and other large concerns.
STATION MASTERS through CAPO COMPARTIMENTO

(Info: Movements - Rail). 1112

(iii) SEFRAL. It is reported that Sefral are insisting that Consignors, when placing bids, specify the exact commodity they wish to despatch i.e. Oranges, apples, nuts etc. Owing to change in prices or demand, the consignor may wish to load some other class of fruit or non-rationed food. Sefral will not agree, with result that wagons available are not loaded. This is one of the main reasons for non-loading in the Naples Area and causes a serious waste of capacity.

./.

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It is considered Sepral should accept a general description such as 'Fruit' and it is to be emphasized that all tonnage allocated must be utilised.

(Action: Movements - Rail).

(iv) LOADING PROGRAMMES. To facilitate the work of Statistics Branch, future loading programmes will be established as under :-

Part I - West to East via Potenza (line 94).
" 2 - " " " " Benevento (line 91).
" 3 - Lines 89/90 and beyond Rome.
" 4 - Internal traffic in Naples Compartimento.
" 5 - Extracts from HQ. programme.

The Naples loading programme is based on approx 1000 wagons per week. This will be raised as soon as forms X3 show the percentage of wagons loaded is increasing.

(Info: Movements - Rail
Accounts and Statistics Branch).

(v) WAGON LABELS. Industry Sub-Commission are still issuing the old type of label-bids 9584 and 9587 for period 16 - 22 April. Letter to all Sub-Commissions drawing attention to Movements Division Rail Memorandum No. 4 must be sent forthwith.

(Action: Movements - Rail).

(vi) SANSE. It does not appear that local representative of Consorzio Sanse is taking a great deal of interest in the Sanse programme. This representative has not seen Major Bowers since the programme was originally discussed. Consorzio Sunse are still bidding for cross movement, but, in view of the ruling given by HQ., these bids are not being accepted. So long as they continue to bid for cross-movement, so long will they have less bids accepted and less tonnage delivered to Extraction Plants.

(Action: Movements - Rail).

(vii) BENEVENTO - CASTELFRANCO (LIGNITE AND CEMENT). Bids continue at the rate of 200 tons in each direction weekly. Average loadings only 70/80 tons, and movement is programmed accordingly. There is no question of wagon shortage.

(Info: Movements - Rail).

(viii) MOV L.O. Major Bowers reports the recently appointed Mov L.O. is doing very valuable work and as a result of his activities tonnage loaded will definitely increase. Closest possible liaison is maintained with HQ. Movements, West Italy.

(Info: Deputy Director).

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" 4 - Internal traffic in Naples Complex [illegible].
" 5 - Extracts from HQ. programme.

The Naples loading programme is based on approx 1000 wagons per week. This will be raised as soon as forms XB show the percentage of wagons loaded is increas[illegible]3.

(Info: Movements - Rail
Accounts and Statistics Branch).

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(Info: Deputy Director).

(ix) SHORT HAUL TRAFFIC. HQ. Movements. West Italy, raised the question of short hauls by rail and pointed out that recent wagon position has created difficulties as regards clearance of Naples Port. Lack of wagons also re-acts on long distance civilian traffic. It is requested the question of N.A.C. undertaking more short haul traffic be examined. Traffic moving by rail from Castellammare to Salerno and Naples was given as example.

(Action: Roads Division
Movements - Rail
Movements - Roads). ./.

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(x) NAPLES PORT. Consorzio Agrario are anxious to obtain permission to enter Naples Port, for the purpose of watching food and agriculture supplies. Major Marks considers this essential but points out no authority exists. Authority is said to exist for I.C.E. representatives only.

(Action: Port & Warehouse Division).

7. CONCLUSION. This Sub-Commission now has a deisel car available in Rome and I strongly recommend that similar tours, with representatives of the various Divisions, be introduced as a regular feature. Much useful information is obtained by discussion with our various representatives in the field. Alternatively it may be more convenient to call all Senior Transportation Officers to Rome, say for 2 days, for a series of Conferences with each Division. Such conferences should be held at least monthly.

J.W. BAKER, Lt. Col.,
Movements Division - Rail.

Distribution :

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Capt. B.W. Boddy - Reggio
Capt.A.H. Irvine - Palermo
Lynch

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TN/C

17 /TH1

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

TN/SR/72 /345

29 March 1945.

HEADQUARTERS
30 MAR
A.C.

SUBJECT: ~~Summary~~ Monthly Report, March 1945.

TO : HQ.AC. (Attention Transportation S/C)

1. ADMINISTRATION. With the exception of personnel remaining in Southern Region area after the withdrawal of the Region, posting orders have been received by all ranks of Transportation Division.

On 28 March Col Sieff held a conference at which representatives of all branches of the Division in Naples were present. Many difficulties were discussed including liaison between transportation and Allied and Italian personnel. The centralisation of Transportation Officers will lead to better co-ordination of that section.

2. RAIL. A new procedure for the screening and approval of bids and the issuing of labels came into effect on March 19th. Under the new system control of traffic has been decentralized in that each railway division is now approving, screening or rejecting bids for movement within or outside its own division, based on tonnage allotments authorized by the Priority of Movements Conference each Monday. Similarly, the issuance of labels has been decentralized in that each individual station-master issues labels for his own station based on approved bids emanating from this office weekly, on Forms XB. A large ampunt of detail work in thus turned back to Italian Administration.

The percentage of loadings and tonnage moved against tonnage authorized to move has shown an encouranging increase during the last part of Febrary and early March. An all time high of 74% moved against tonnage authorized was reached during the last week in February. This week was exceptional, and the figure of 47% moved during the early part of March is more in line with past performance.
Continued efforts are being made to move a larger percentage of the authorized tonnages. However the supply of empty cars has become critical toward the end of the month which will have an adverse effect upon loadings, and the situation is so acute that cuts are being made in required military movements at the time of writing.

3. ROAD. A slight improvement in the general working of ENAC has been noticable during the period of report. Owing to an official enquiry into control of the Naples office a certain amount of disorganisation has occured locally.

Tyres 1050 x 16 supplied by A.C.,Rome have made it possible to place more WD(Civil Supply) vehicles on the road. A further issue is anticipated and will be most welcome. Truck pool Catanzaro will cease on 31 March, vehicles in that area coming under control of Naples truck pool.

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4. DOCKS AND WAREHOUSES. The sunken obstruction off the Cirio wharf has now been removed.

Civilian transport being unable to cope with a large shipment by sea, 8th Port took over a large part of the work by using port trucks and motor lighters. The period under report has proved the busiest for the past seven months.

Federazione dei Consorzi Agrari took over the management and inventory of 676, 677, 682, 696 Warehouses as from 1 March 45.

For the Regional Commissioner:

BGJ/dl.

Copy to: 2 Executive O.
1 Adjutant's File.

B.G. JEFFERSON,
Captain, R.A.,
Regional Tptn.Offr.

Declassified E.O. 12356 Section 3.3/NND No. 785031

~~173/1/Tn 1~~
ACP/Ac
174/1/Tn1

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel: 843238
Our Reference: AC/43/Tn 4

16 January 1945

TO : Director
Tn Sub-Commission

SUBJECT: Weekly Reports

1. In view of the considerable delay which takes place between your office and mine in receiving copies of the weekly reports of Officers in the Field, I am asking all Rail Officers to sumbit their reports in duplicate, so that one copy can be sent direct to this Office on receipt.

2. Many of the items require action to be taken, and it would be appreciated if instructions could be given to ensure contact is made with my officers before any action is taken by Movements Officers on subjects already in hand.

3. It is noticed, for instance, that on the recent Ancona report some action was taken with MRS in respect of mail traffic at Jesi. All the information could have been supplied on application to my Office, and it tends to create the impression that there is a lack of cohesion between the Sections of the Sub-Commission.

O.H. Lindberg, Lt-Col.
O.H.LINDBERG
Lt.Col. R.E.,
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