

Opened: 7. Dec-1944
Closed: 7 Sept. 1945

201/stat

100 00/148/6 50^{from} D
2

01/stat 100 00/148/6 50^{from} Dec 44 to Sept 45
210/TIV.2 - General Planning

C17374
SEP 061545B

F/6701
SEP 062130B
ROUTINE

AFHQ

ALL LAC ADDRESSES INFO ALSO ROME

UNCLASSIFIED This is LAC 1302.

1. ALLIED COMMISSION has not yet received information referred to in POROS 2 and 3 of CAL 1475. Ref CAL 1476, HEC 226 and HEC 281.
2. This as well as information requested in HEC 281 urgently required to ensure supply of essential requirements to ITALY.

Dist

Info-Action - Requirs Br 2
Info - Chief Commissioner
Secn Sec
Commerce
Tr 2
File 2
Float

HEADQUARTERS
7-SEP-45

BEST COPY POSSIBLE

33

E 1788

JUN 1978

E/1810

JUN 1978

ROUTINE

FAM 1978 0100

ALL AND 2 JUNE 1978 1000 AM OF 1978 1000 AM 1978 1000 AM
 1000 AM 1978

DECLASSIFIED

This is 2nd 1978.

Termination of military supply responsibility.

Termination of military supply responsibility, ref 1st 1978.

Your paragraph one: CAC has been requested to expedite reply to
 1st 1978. Your paragraph 2: upon completion of military civilian
 supply program for ITALY you will be relieved of all civilian supply
 responsibility. Administrative procedures will be established by
 civilian agencies. Your paragraph 3: CAC has been requested to
 expedite transmission to AC of advice requested. Your paragraph 4:
 your assumption is correct WILLING.

List

Info-Action - Requisition Div
 Info - Chief Comptroller
 Exec Officer
 Tech Section
 Finance
 Food
 On
 File
 Plant

3972

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 210/11/Tn.2

5 July 1945

SUBJECT: Tire Permit.

TO : Whom it may concern.

1. This is to certify that the car (delivery)
FIAT 1100, license N° Roma 78054 mounting tires N°:

FT761136

66V56548

0115595

990LN028

67KZ578

is travelling on business pertinent to Allied Commission purposes, carrying MP. Gino Rossati and/or other employees of Polverifici Giovanni Stacchini and that the tires were obtained from Allied Commission in the regular and legal manner.

2. Please note that permits are being issued covering all vehicles and tires operated and used by above firm and this letter is written for a specific trip (Rome-Leghorn and return, 6 July 1945) pending issuance of regular permits.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

3973

Tels: 402

INTER OFFICE MEMO

WFS/RE

Our Ref: 175/Tel

5 July 1945

SUBJECT: Monthly Report - June 1945

TO : Comvants Division
Rail Division
Road Division
Port & Warehouse Division
Planning Staff
Accounting Branch

1. All Division Heads are reminded that the Monthly Report for the month of June 1945 is due in the office of the Chief Clerk, Administrative Division not later than 1800 hours, July 8, 1945.

FOR THE DIRECTOR:

William F. Hoggins
Lt. Colonel, C,
Chief, Administrative Division.

3972

25

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 304
TRANSPORTATION SUB-COMMISSION

MTE/eh

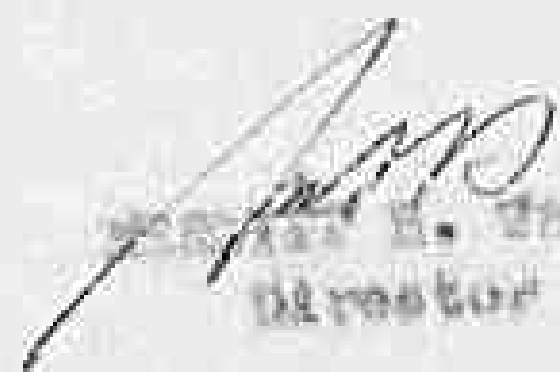
5 July 1945

125/3/Tn 1

SUBJECT: Paper Work

TO : See Distribution

1. The volume of paper work seems to be rapidly increasing.
2. Material is circulated which either should not be circulated at all or is given too wide a distribution which in general makes it impossible to give proper attention to important matters.
3. It is requested that the origination of paper work be held to a minimum in this Sub-Commission and that only those items are circulated for which there is some reasonable reason for the circulation and that the distribution placed on circulation of paper work be held to a minimum consistent with efficient operations.


ROBERT E. TAYLOR
Director

DISTRIBUTION:

Deputy Director, Tn S/G
Administration Division
Road Division
Port & Warehouse Division
Rail Division
Planning Staff
Movements Division
Chief.
Mov-Rail
Mov-Road
Mov-Shipping
Miss Lundberg
Miss Hollister

3971

25
PGM/1c

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

30 June 49

Tel. 843238
Ref. AC/100/88/5/Tn 4

SUBJECT : Passenger service Rome-Avenzano line.

TO : ISR - Blog.

1. Reference your letter AC/100/884/191 of 4 June.
2. We are continually being pressed for improved service on the subject line.
3. Will you kindly review the situation and see if it is possible to improve the service without the use of additional equipment.
4. It may be possible to run a short service on the line from Rome if we can be assured that certain layover equipment in Rome could be used.
5. The present equipment situation is so serious that it would be difficult to consider a schedule that required additional rolling stock.

W. J. M. M. M.
Director 5870

Copy to: Government's Rail Tn S/C
Planning Staff (file 210/9/Tn 4).

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

SUBJECT: Additional worker-passenger
train space.

FILE No. 210/9/Tn.2

TO : Rail Division (Attn. Maj.
H. G. Matson).

27 June 1945

My 210/8/Tn.2 of 23 June 1945 has been delivered together with verbal statement of information which you supplied re i.e. that 3 additional wagons were added to train make up as of 6 May 1945. If feasible would suggest a station check to see if additional stock required. Requesting firm states an average of 40 workers per day unable to secure space.

3969

CHARLIE RYAN
Chief, Planning Staff

Xt. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/

Ref. 210/8/Tn.2
25 June 1945

SUBJECT: Additional worker-passenger train space.
TO : Polverifici Giovanni Staccini - Via Cavour
256 - Rome.

1. At the moment the Director Military Rail Service cannot release freight rolling stock for the Tivoli - Bagni Tivoli workmans train, due to press of freight traffic commitments elsewhere on I.S.R. system.

2. The subject has been brought to the attention of Italian State Railways and in conjunction with our Rail Division, effort is being made to secure 4 wheel passenger coaches for this section of the line. As you know these are in process of construction and we can anticipate increased passenger capacity on this particular line.

3. Space available, no permit is required for your employees to purchase reduced fare tickets on the workmans train, timetable for which is here appended:

Leave Tivoli	- 06:56
Arrive B. Tivoli	- 07:32
Leave "	- 17:24
Arrive Tivoli	- 18:09

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

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CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

*Conversation May 26 from 1945
(May 1945 - 3 fut cars added to train in change.)*

3908

23

TRANSLATION

It is requested that on the line Rome-Avezzano, ^{additional} ~~new~~ trains be put into operation ~~at~~ ^{the} ~~one~~ ^{now} ~~operating~~ ^{no} ~~have the~~ number of rail carriages increased in order that the numerous workers, employed in our plant at Bagni di Tivoli and living throughout the line be easily transported.

As, notwithstanding enormous difficulties, we have succeeded in putting in efficiency the few motor vehicles at our disposal, it is urgent that these vehicles be used only for salvage and not for transport of workers, as ~~is~~ ^{is now}.

Our Firm which, as it is known, has, by command of the Allied Armed Forces, the responsibility of ~~the~~ ^{collecting} ~~recovery~~ ^{of} munitions ~~in~~ ^{within} a radius of 250 Km from Rome, knows the urgency of carrying out this assignment with the maximum speed, in view of the fact that munitions, especially in summer time, represent a serious and real danger to the civilian population.

If this Sub-Commission could not grant our request, this firm requests that at least a permit to travel on the trains already in existence on the line Bagni Tivoli - Tivoli and viceversa, be issued to our workers, when travelling in the course of their duties.

Leaves Tivoli	6:56
Arr Bagni	7:32
Leaves	16:35
Arr Tivoli	18:09

} Just go and buy a ticket reduced fare tickets on workmen's train.

843238

Ext. 513

HEADQUARTERS ALLIED COMMISSION

APO 894

TRANSPORTATION SUB-COMMISSION

CSP/oa

Ref. 210/5/Tn.

16 May 1945

MEMORANDUM

TO : Mr. Merritt N. Taylor
Director, Transportation Sub-Commission.

REFERENCE : Our conversation 15 May 1945.

1. It is understood that this division will immediately undertake to compile statistics covering transportation facilities and potentialities for the territories of all Italy for two periods in order to determine the extent of deficiency now existent due to the late war in Europe. Most of the statistics covering the representative period of "normalcy" (1936-1939) are on record in this office and require only systematic array. Figures giving a true picture of the present situation are admittedly difficult to obtain, particularly north of last winter's war zone. Correspondence is in process of preparation enlisting the assistance of Regional Commissioners, Transportation Officers, Provincial Officers etc. The Government (for purposes of assistance on this prospect) is practically incommunicado with the recently liberated Northern areas.

2. Your offer to supply me with a field staff for this assignment is heartily accepted but as I pointed out I should like to pick my own men rather than be supplied with any number "unknown quantity" staff members. Chick Crocker was suggested by you and I will be damned glad to have him. I list the following three officers, with whose abilities I am familiar and who have my confidence and respect. If we can get these fellows we have the job by the tail:

1st. Lt. James A. Davis - GAC - 01905335
Present assignment Company 3 - Torino

2nd. Capt. Armando Ferrari - INF - 046094

REFERENCE : Our conversation 14 May 1945.

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1st. Lt. James A. Davis -- QMC -- 01425205
Present assignment Company 3 -- Torino

2nd. Capt. Armando Ferrari -- INF -- 0463542
Present assignment Co. 3 -- Torino

3rd. 1st Lt. Harold L. White -- INF -- 01313360
Present assignment HQ. -- attached to Co. 1.

Just as a "morale" point I know that these officers would work with enthusiasm and conscience.

3366

CHARLES RYAN
Planning Staff
Transportation Sub-Commission

COPY

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

7A

Ref

: 301/76/30

1st May 1945

SUBJECT : AMG Policy - Northern Italy

TO :	MACAO, 15th Army Group.	(2)
	SSAO, AMG 5th Army.	(10)
	SCAO, AMG 8th Army.	(10)
	Regional Commissioner, LIGURIA Region	(23)
	" " " " " " " "	(43)
	" " " " " " " "	(53)
	" " " " " " " "	(73)
	" " " " " " " "	(43)
	" " " " " " " "	(48)

1. I think it may be helpful to explain the policy of the Allied Commission with regard to Allied Military Government in newly liberated (Northern) Italy in the light of the conditions which we are finding at present.

2. While it is still the intention of the Supreme Allied Commander to set up Allied Military Government in the whole of Northern Italy, the application of Government must be regulated in accordance with circumstances.

3. The outstanding successes of the patriots in liberating their towns from Nazis and Fascist, the good administration, according to initial reports, set up by the CIN's the execution of Mussolini and many of his accomplices, and the surrender, in some cases to the patriots, of a great bulk of the German forces, make a review of our policy necessary.

4. The greatest delegation possible should be made to the Italian authorities who will, in many cases, be members of the CIN's. At the same time every effort should be made to impress upon the people and the authorities that Allied Military Government is the temporary forerunner of the Italian Government, and that Allied Military Government is working in the closest cooperation with that Government at the Headquarters of this Commission.

5. We may well be approaching in Northern Italy a

TO : DCCAO, 15th Army Group. (2)
 SCAG, AG 5th Army. (10)
 SCAG, AG 8th Army. (10)
 Regional Commissioner, Liguria Region (23)
 " " Piemonte Region (43)
 " " Lombardia Region (53)
 " " Venezia Region (73)
 " " Emilia Region (43)
 " " Toscana (48)

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5. We may well be approaching in Northern Italy a state of affairs somewhat similar to what was found in France, and it should be our endeavour to help the Italians to make of Italy one administrative entity, and to allow them to take over the management of their own affairs as early as possible.

6. The conditions at present prevailing, both political and economic, indicate the probability of a rapid transition from Allied Military Government to Italian Government.

7. The implementation of this policy will not be easy. The greatest tact, the greatest patience will be necessary. We should all remember that it is for the Italians to determine their own destiny, and that military government

-2-

in circumstances prevailing now is necessary only for the protection of Allied troops and installation. A light rein with a firm hand should be the order of the day.

6. Above all, we must remember that it is our duty to administer rather than to intervene in the political future of Italy.

REAR ADMIRAL, USNR
Chief Commissioner

Copy to :

External.

US Ambassador
British Ambassador Pol Adv (A)
US Poland
British Resmin
G-3 AFHQ
No. 1 District
No. 2 District
FMS
Unabridged
No. 3 District

Internal.

Acting President
Pol Adv (A)
Pol Adv (B)
VP, Economic Sec
VP, OA Sec
VP, Est Sec
Navy Sub-Com
Land Forces Sub-Com (MIA)
Air Force Sub-Com
Communications Sub-Com
WD & IPR Sub-Com
P.R. Branch
File
Float
Spore (10)

15

3964

ELDERLY W. SPONS
 Rear Admiral, USN
 Chief Commissioner

Copy to :

External.

US Ambassador
 British Ambassador
 US Poland
 British Resin
 G-5 AFHQ
 Hq. 1. District
 Hq. 2. District
 TBS
 Umbria-Regio

Internal

Acting President
 Pol Adv (4)
 Pol Adv (3)
 VP, Economic Sec
 VP, CA Sec
 VP, Est Sec
 Navy Sub-Com
 Land Forces Sub-Com (AMIA)
 Air Force Sub-Com
 Communications Sub-Com
 CIB & IIS Sub-Com
 P.R. Branch
 File
 Float
 Spare (10)

SECRET

MEMORANDUM: To All Concerned.

SUBJECT : Transportation News Letter.

Published Weekly by the Office of Chief of Transportation, WTCUSA

Vol. I. No. 33

30 April, 1945

Page 1

PORT OF GENOA REPORTED
TO BE IN GOOD CONDITION

Ref. this story 33-1

Early reconnaissance of the port of Genoa indicated that quays and harbor are heavily mined, but that it will be ready to accept cargo shortly.

Port Commander Genoa reported 29 April that two coasters can be accepted over the beach provided landing craft or DUKWs are available. Approach and anchorages must be swept for mines.

Port entrances are completely blocked except for one possible channel capable of taking one small vessel. No estimated time of clearance has been determined.

All quays in the port were prepared for demolition with about 500 heavy charges and mines, but were not blown. About 73 magnetic and acoustic mines are believed to be in the port while more mines are believed to be in the port entrances.

Three diesel tankers of about 9000 tons each were found near completion on the shipbuilding slips in the port with facilities for rapid launching. Dry dock and ship repair facilities in the port are in good condition.

The city itself is damaged little. It is believed that buildings are available for housing personnel. Bridge and rail exit bridges are intact; the water supply is intact; roads are good; petrol storage tanks are in good condition, and the local labor supply is adequate. The electric supply is available from a source still in enemy hands (29 April). The local power station is badly damaged and has no coal supply.

(References: Port Commandant Genoa cable 290930E, and NCIC Party J cable 292322D)

The Port of Genoa is comparable to Marseilles in importance and size on the Mediterranean. It is enclosed for four miles and has a total area of over 1,000 acres. It consists of four basins protected from seaward by a continuous detached breakwater 2½ miles long, and can accommodate the largest vessels.

The town is highly industrial, its fields of industry including foodstuffs, shipbuilding, iron smelting, engineering and armament. (Reference: ISTD Report K/206, October, 1943)

15th ARMY GROUP MOVING
FROM FLORENCE TO BOLOGNA

Ref. this story 33-2

Command Group, 15th Army Group (Filpot) will move from Florence to Bologna approximately 1 May, and Administrative Group, 15th Army Group (Forglave) will follow approximately 4 May. Because of a reduction in telephone circuits

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After the move of the Command Group and prior to the move of the Administrative Group calls to Fonglove will be placed through the exchange "Florence".

Ref. this story 33-3

TRANSPORTATION SECTION, 5TH ARMY, MOVES

Transportation Section, Fifth Army, has moved its headquarters from Signa to a point northwest of Bologna.

The telephone exchange is Transportation and may be reached through the Lightning or Vicksburg switchboards. All extension numbers are to remain the same.

SECRET

SECRET

TRANSPORTATION NEWS LETTER

Vol. I. No. 33

30 April, 1945

Page 2

FIVE BERTHS RELEASED
TO ITALIAN GOVERNMENT

Ref. this story 33-4

Five berths in the port of Naples are to be released to the Italian Government effective 1 May for use in discharging certain Italian operated vessels. The Chief of Transportation will retain control over allocation of the berths.

The berths include:

- One full Liberty berth (discharge over tanker bulk)
- One stern to berth for Italian Naval Craft
- One deep coaster berth

Two partial Liberty berths. (also to be used by Allied tankers. Tankers will retain priority.)

None of the berths are served by rail.

The area of the Italian berths will be fenced off completely from the rest of the port and a system of passes installed.

For the present the Port Commandant will be responsible for the supply and maintenance of cargo gear for the Italian port area. Tugs, lighters, cranes and other heavy equipment will remain in the general port pool and demands for use of such equipment submitted through Port Commandant channels.

Until such time as the complete control of berthing in Naples reverts to the Italian Ministry of Marine, the Royal Navy will continue to be responsible for berthing of vessels.

RETENTION OF EXCESS
ROLLING STOCK SOUGHT

Ref. this story 33-5

Possibility of retaining in Italy for civilian use U.S. railway rolling stock not required in other theaters or in the U.S. is being studied here.

Rolling stock available Italians at present is not sufficient to meet civilian requirements, and a requisition for large quantities of rolling stock for the Italian State Railways is being prepared by Allied Commission. It has been suggested that U.S. rolling stock not required elsewhere be applied on the proposed requisition. (Reference: AFHQ cable F 65448 dated 25 April)

The War Department, for planning purposes only, announced that only diesel locomotives will be moved in the withdrawal of equipment program following cessation of hostilities. Other rolling stock will be disposed of in accordance with conditions which prevail at the time it is declared excess.

Floating equipment capable of moving under its own power or being towed will be moved. (Reference: AGRAR cable W 73767 dated 27 April)

CANCELLATION, CURTAILMENT
OF REQUISITIONS REQUESTED

Ref. this story 33-6

The berths include:

One full Liberty berth (discharge over tanker bulk)
 One stern to berth for Italian Naval Craft
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CANCELLATION, CURTAILMENT OF REQUISITIONS REQUESTED

Ref. this story 33-6

Cancellation or curtailment of all possible requisitions is being urged by the War Department in order to reduce shipments from the Zone of Interior and to speed the Pacific endeavor.

Supply services have been asked to make an immediate check of operational requirements of all items in light of the current military situation and to take prompt positive action to cancel or curtail outstanding requisitions wherever possible.

Theater requirements, particularly for critical items, should be screened against theater stockage with the view of reducing shipments from the Zone of Interior. Prompt action in reporting excesses will permit instructions to be issued for expeditious use of return shipping.

SECRET

13
SECRET

TRANSPORTATION NEWS LETTER

Vol. I, No. 33

30 April, 1945

Page 3

**60 OIL-BURNING LOCOMOTIVES
AWAITING SHIPMENT TO MTO**

Ref. this story 33-7

Sixty oil burning locomotives, a portion still due on Requisition 4-180, are available for shipment to the Mediterranean Theater at New York Port of embarkation. In addition eight coal burners are also available and will be shipped to this theater with oil burner converters.

Fifty-three of the locomotives are scheduled to be lifted by the Soatrain "Texas" soon.

Requisition 4-180 for a total of 203 oil-burning locomotives was approved 8 January, 1944. With 14 on route to this theater at present and 68 awaiting shipment at the New York POC, four remain to be accounted for.

**SEATRAN "TEXAS" MAY LIFT
CAPTURED GIANT WEAPON**

Ref. this story 33-8

The Soetrain "Texas" bringing locomotives to this theater, may be used to lift the gun barrel and carriage of "Anzio Annie", 280 mm. German railroad gun, now at Taranto awaiting shipment to the United States.

Use of the Texas for this lift has been approved by the War Department and the vessel will be surveyed when it arrives in Naples to determine whether it is suitable to make the lift.

The gun and carriage was moved by rail from the Anzio area to Taranto to be deckloaded onto a tanker or tankers after cradles were prefabricated in Naples. At Taranto, however, it was determined that to lift the heavy weapon by British tanker would require a week of bracing and reinforcing work on the deck and that such delay was undesirable. No American tankers large enough to make the lift are available.

The gun and carriage have been broken down into five component parts.

Tube and breech assembly	96 tons
Carriage	66 tons
Cradle	30 tons
Bogie	20 tons
Bogie	20 tons
	<u>232 tons</u>

Assembled the weapon has an overall length of 97 feet. In operation "Anzio Annie" consisted of four railroad cars. One car, however, was too badly damaged to move and the other two were lifted at Naples several weeks ago.

ALBANIA-ITALY FLIGHT SCHEDULED

Ref. this story 33-9

One flight per week between Italy and Albania will be made each Wednesday, Mediterranean Air Transport Service announced. A plane will depart Bari at 0700 (GMT) and will arrive in Tirana at 0800 (GMT). The return trip

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Bogie	20 tons
Bogie	<u>20 tons</u>
	232 tons

Assembled the weapon has an overall length of 97 feet. In operation "Anzio Annie" consisted of four railroad cars. One car, however, was too badly damaged to move and the other two were lifted at Naples several weeks ago.

ALBANIA-ITALY FLIGHT SCHEDULED

Ref. this story 33-9

One flight per week between Italy and Albania will be made each Wednesday, Mediterranean Air Transport Service announced. A plane will depart Bari at 0700 (GMT) and will arrive in Tirana at 0800 (GMT). The return trip will leave Tirana at 0900 (GMT) and arrive in Bari at 1000 (GMT). For B time, now in effect in Caserta, add two hours to GMT.)

FIFTH ARMY LEAVE TRAIN DISCONTINUED:
ROME-TO-LEGHORN TRAIN ESTABLISHED

Ref. this story 33-9

The Montecatini-Rome Fifth Army leave train has been discontinued effective 28 April, and a Leghorn-Rome leave train established 29 April.

The new train will leave Leghorn every Sunday and Wednesday and will leave Rome every Tuesday and Saturday. Equipment will consist of a baggage car and sufficient coaches to accommodate 550 persons.

PBS leave and furlough personnel and British Army and Air Force leave and replacement personnel will use the train. (Reference: AFHQ cable TX 64397 J 32 dated 23 April)

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TRANSPORTATION NEWS LETTER

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THE PORT OF BRINDISI

Ref. this story 33-10

(Refers to Map on Page 5)

Brindisi, one of the five British-controlled heel ports (Brindisi, Bari, Monopoli, Taranto and Barletta) is the second largest of the five with a capacity of approximately 2,500 tons per day.

The port has six coaster berths with a total length of 2,130 feet and five MT/Store Ship berths with a total length of 3,200 feet. In addition there are two long quays for the berthing of Z craft and lighters and eight anchorage berths.

The berths:

Berth No.	Type	Draft	Length
1	Coaster alongside	21'	280'
2	MT/Store alongside	23'6"	460'
3	Coaster alongside	23'6"	290'
4	MT/Store alongside	20'6"	740'
5	MT/Store alongside	28'	1460'
6	MT/Store alongside	23'6"	540'
7	MT/Store alongside	23'	500'
8	Coaster alongside	21'	260'
9	Coaster alongside	22'	400'
10	Coaster alongside	18'	400'
11	Coaster alongside	14'	400'
12	Lighter & Z Craft		
13	Lighter & Z Craft		
Outer Harbor	Anchorage berths for eight vessels		

Summary:

6	Coaster Berths 14' to 23'6"
5	MT/Store Berths 20'6" to 28'
2	Lighter & Z Craft Quays
8	Anchorage berths
21	

FIFTH ARMY TRANSPORTATION
USING PLANE FOR ROAD PATROL

Ref. this story 33-11

An L-4 Piper Cub airplane is now being used by Fifth Army Transportation for road patrol and traffic control. Equipped with loud speakers for direct communication with persons on the ground, Movement Control and MT observers are able to survey road and traffic conditions hurriedly. The plane keeps close contact with Traffic Control Points and Military Police patrols.

Convoy commanders, vehicle drivers and other concerned have been ordered to comply with instructions received from these aircraft in the same manner as they would with instructions received from TCR or MT personnel on the ground.

The port has six coaster berths with a total length of 3,200 feet. In addition and five MT/Store Ship berths with a total length of 3,200 feet. In addition there are two long quays for the berthing of Z craft and lighters and eight anchorage berths.

The berths:

Berth No.	Type	Draft	Length
1	Coaster alongside	21'	200'
2	MT/Store alongside	23'6"	460'
3	Coaster alongside	23'6"	290'
4	MT/Store alongside	20'6"	740'
5	MT/Store alongside	28'	1460'
6	MT/Store alongside	23'6"	540'
7	MT/Store alongside	23'	500'
8	Coaster alongside	21'	260'
9	Coaster alongside	22'	400'
10	Coaster alongside	18'	400'
11	Coaster alongside	14'	400'
12	Lighter & Z Craft		
13	Lighter & Z Craft		
14	Anchorage berths for eight vessels		

Outer Harbor

Summary:

- 6 Coaster Berths 14' to 23'6"
- 5 MT/Store Berths 20'6" to 28'
- 2 Lighter & Z Craft Quays
- 8 Anchorage berths
- 21

FIFTH ARMY TRANSPORTATION USING PLANE FOR ROAD PATROL

Ref. this story 33-11

An L-4 Piper Cub airplane is now being used by Fifth Army Transportation for road patrol and traffic control. Equipped with loud speakers for direct communication with persons on the ground, Movement Control and MP observers are able to survey road and traffic conditions hurriedly. The plane keeps close contact with Traffic Control Points and Military Police patrols.

Convoy commanders, vehicle drivers and other concerned have been ordered to comply with instructions received from these aircraft in the same manner as they would with instructions received from TCP or MP personnel on the ground. These instructions may be given directly by the plane's loud speakers or by messages dropped to the ground. The messages are dropped in canvas message cases attached to yellow streamers. Persons finding messages not intended for themselves are asked to deliver them to the nearest MP or TCP as quickly as possible.

The airplane may be identified by yellow discs painted on the underside of the left wing and the right side of the fuselage, and two yellow stripes on both the vertical and horizontal tail surfaces.

VEHICLES ARRIVING ON NEW TYPE SHIP

Ref. this story 33-12

The Frederic C. Howo, a vessel constructed especially for the transportation of mechanized artillery, is sailing in convoy UGS-87 with a cargo for Western Italy which includes 160 vehicles, total deadweight 1,062 long tons, measurement weight 5,812 tons. The vessel is believed to be the first LST-215 charged in this Theater. It is listed for priority discharge in Western Italy.

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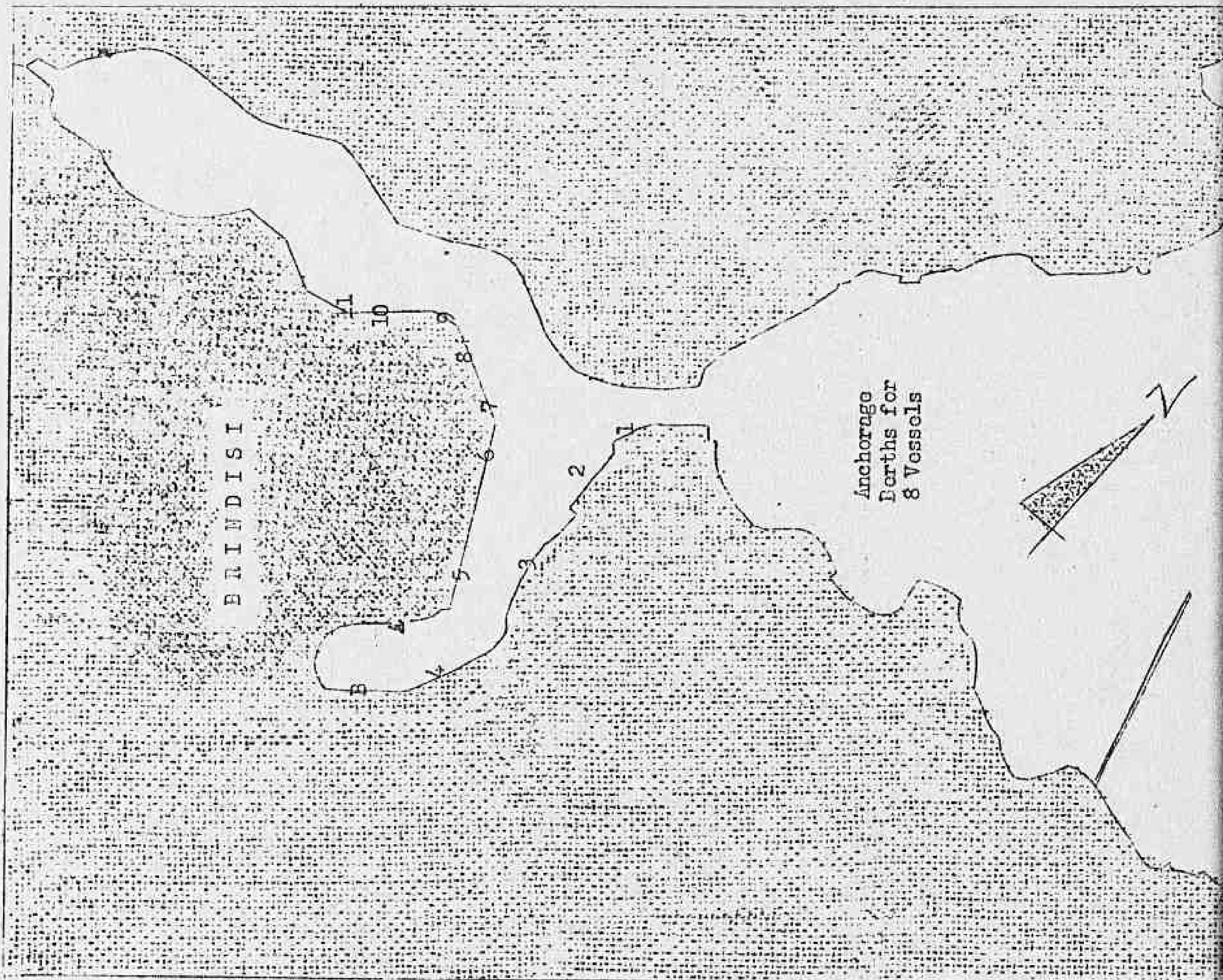
TRANSPORTATION NEWS LETTER

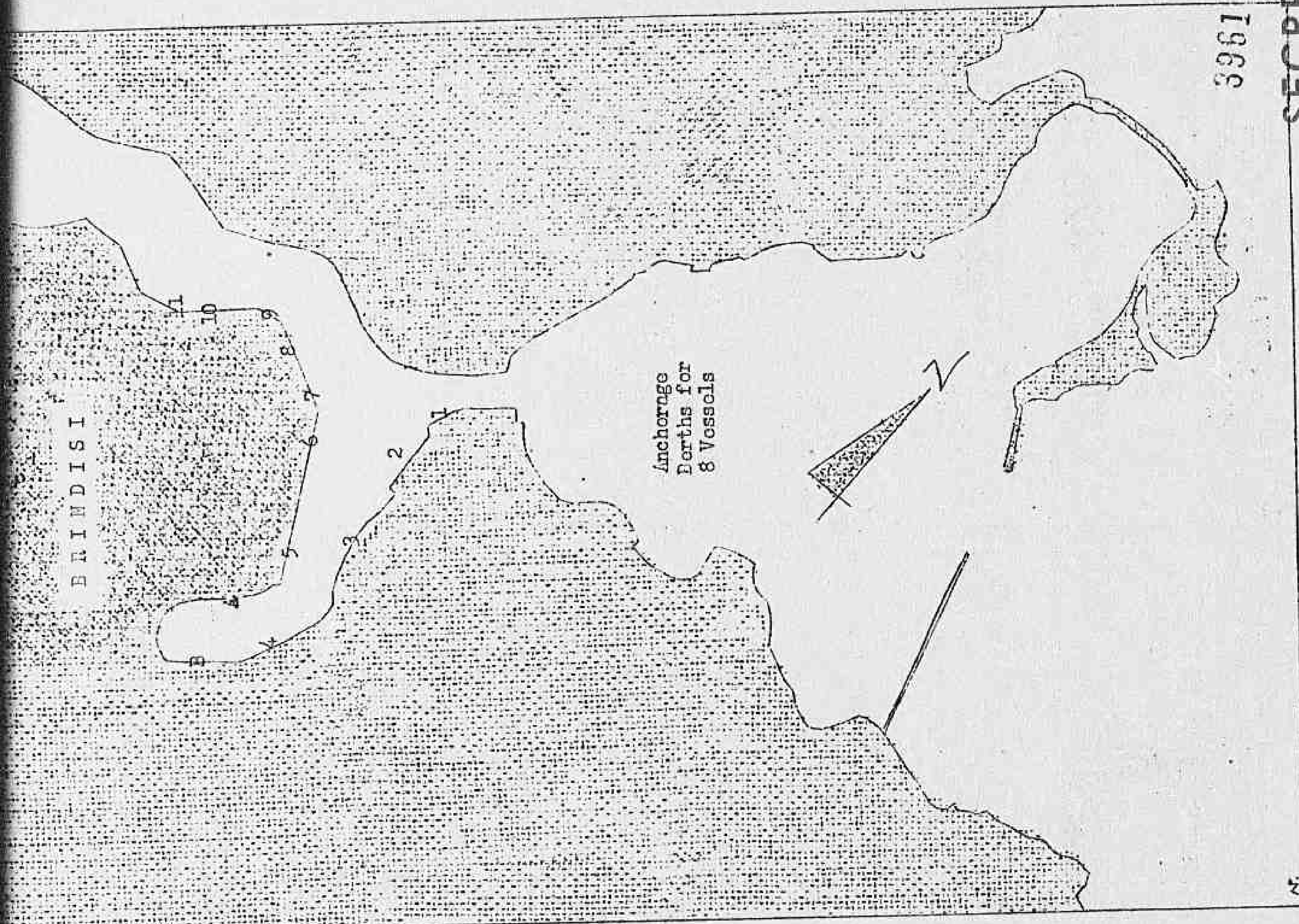
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Page 1

PORT OF BRINDISI





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TRANSPORTATION NEWS LETTER

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VISITORS' SERVICE OFFERED BY OOT IN WASHINGTON, DC

Ref. this story 33-13

An office to assist Transportation Corps personnel from overseas who are in Washington, whether on mission or visiting, has been established by the Overseas Operations Group, OOT, in The Pentagon.

The purpose of the office is to aid visitors in establishing contact with appropriate Chiefs of Divisions and Branches of OOT and with other echelons of the War Department, to assist in problems such as travel and hotel reservations, and to guide visitors through the vast expanses of The Pentagon and the National Capital generally.

All Transportation Corps personnel returning from overseas are invited to make the office their headquarters.

The office address is Overseas Operations Group, Office of the Chief of Transportation, Room 4-D-718, The Pentagon. The telephone number is Republic 6700, extension 74828.

COAL DISCHARGES--WESTERN ITALY

Civitavecchia			Leghorn			Naples			Bagnoli(Naples)		
Date	Tons		Date	Tons		Date	Tons		Date	Tons	
Apr. 15	1198		Apr. 18	761		Apr. 18	0		Apr. 18	1860	
Apr. 16	838		Apr. 19	699		Apr. 19	0		Apr. 19	3963	
Apr. 17	842		Apr. 20	682		Apr. 20	0		Apr. 20	3087	
Apr. 18	723		Apr. 21	605		Apr. 21	0		Apr. 21	2068	
Apr. 19	940		Apr. 22	436		Apr. 22	0		Apr. 22	2128	
Apr. 20	1169		Apr. 23	449		Apr. 23	0		Apr. 23	0	
Apr. 21	949*		Apr. 24	135		Apr. 24	0		Apr. 24	120	
Total	6659		Total	3797		Total	0		Total	13235	
Daily Av	951		Daily Av	530		Daily Av	0		Daily Av	1191	

*Includes 163 tons of coke.

DAILY AVERAGE PORT CLEARANCE--NAPLES 18-24 April

EXPORT CARGO				IMPORT CARGO			
Cars Received		Cars Unloaded		Cars Loaded		Cars Forwarded	
Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons
U.S.	7	103	4	30	425	35	519
BRITISH	15	235	32	94	1165	105	1291
TOTAL	22	339	23	124	1610	140	1810

TRUCK HAULS BETWEEN DOCK AND DEPOT		Tons Hauled	
U.S.		931	1820
BRITISH		206	1158
TOTAL		1137	2988

COAL DISCHARGES WESTERN ITALY

*Includes 163 tons of coke.

BY RAIL

TRUCK HAULS BETWEEN DOCK AND DEPOT

DIVERSION OF CONVOY UCS-67 (Cont'd from Page 7)

Hool/Dubrovnik
Oran/Algiers/Tunis
Western Italy
Gibraltar for Orders
Messina/Reggio
Balkan Area
Naples
Odessa

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DIVERSION OF CONVOY UGS-86

SOUTHERN FRANCE

Alf Lindberg
Eugene E. O'Donnell
John Willodge
Mayo Brothers

Billy Mitchell
Florence Crittenton
John Sergeant
Peter Donahue

Cape Avinof
Jacob Perkins
John W. Gates
R.M. Williamson

NAPLES to berth or for en routing to LEGHORN---

A. Frank Lever
Joseph Gale

Henry Jocelyn
Victor Herbert

John La Farge
Walter Forward

BARI---

Joseph Alston

Robert Tribble

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Ameriki
Collin McKinney
Edward N. Hinton
Edwin G. Wood
Edwin F. More
Fred E. Joyce
Fort Alexandria
Harriet Tubman
Henry Matterson
Hubert Howe Bancroft
Jasper F. Cropsey
John W. Davis
Thomas Guardia
Westmount Park
William A. Dobson
Yanaska Park
Delmar

Naples/Civitavecchia
Naples
S. France
Bizerte
S. France
Casablanca/Alexandria
Naples/Castellammare
Hool/Ancona
Cagliari
S. France
Oran/Algiers
Naples/Civitavecchia
Naples/Civitavecchia
Naples
Oran
Gibraltar for orders
Piraeus to load deck cargo
for Constanza discharge
Odessa

Philip H. Sheridan

DIVERSION OF CONVOY UGS-87

SOUTHERN FRANCE---

Amar J. Pothier
Grant Wood
John Chandler
Robert Rogers
William Dean Howells

Brockholst Livingston
Hilary A. Herbert
John M. Morehead
Theodore Foster

Carl Zachary Webb
Jeb Stuart
Joseph Hayes

Mayo Brothers

Peter Donahue

R.M. Williamson

NAPLES to berth or for on routing to LEGHORN---A. Frank Lever
Joseph GaleHenry Jocelyn
Victor HerbertJohn La Farge
Walter ForwardBARI---

Joseph Alston

Robert Trimble

Vessels carrying other than U.S. Army controlled cargo will discharge as follows:

Ameriki
Collin McKinney
Edward N. Hinton
Edwin G. Need
Edwin W. More
Fred E. Joyce
Fort Alexandria
Harriot Tubman
Henry Matterson
Hubert Horo Bancroft
Jasper F. Cropsey
John W. Davis
Tomas Guardia
Westmount Park
William A. Dobson
Yanaska Park
DelmerNaples/Civitavecchia
Naples
S. France
Bizerte
S. France
Casablanca/Alexandria
Naples/Castellammare
Hool/Ancora
Cagliari
S. France
Oran/Algiers
Naples/Civitavecchia
Naples/Civitavecchia
Naples
Oran
Gibraltar for orders
Piraeus to load deck cargo
for Constanza discharge
Odessa

Philip H. Sheridan

DIVERSION OF CONVOY UGS-87SOUTHERN FRANCE---Amar J. Pothier
Grant Wood
John Chandler
Robert Rogers
William Dean HowellsBrockholst Livingston
Hilary A. Herbert
John M. Morehead
Theodore FosterCarl Zachary Webb
Job Stuart
Joseph HayesSOUTHERN FRANCE and LEGHORN---

Abangarez (roofer)

3960

NAPLES to berth or for on routing to LEGHORN---Alfred I DuPont
Walter Tellman

George M. Bibb

James Duncan

BARI---Cornelius Harnett
Smith Thompson

George H. Dern

Henry W. Grady

AZORES---

Gatun

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(Continued on Page 6)

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PORT SITUATION--NAPLES AREA

Mo.	Veh	General Cargo		Discharged		Location
		*U.S.	Erit. Total	Naples	Salerno	All Ports
Apr. 18	70	2275	4534	6809	0	1512
Apr. 19	27	5533	4067	9560	40	1902
Apr. 20	40	4446	3509	7955	30	1505
Apr. 21	42	4590	2708	7398	10	1255
Apr. 22	6	4557	1766	6323	10	358
Apr. 23	0	3655	1971	5626	10	1048
Apr. 24	0	2613	1823	4436	10	2098
Total	187	29069	20378	49447	110	10858
Daily Av	27	4153	2911	7064	16	1531

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION--LICHORN

No.	Veh	Discharged		Loaded
		*U.S.	Erit. Total	
Apr. 18	34	6768	324	469
Apr. 19	58	6176	271	0
Apr. 20	90	6053	0	157
Apr. 21	192	5010	0	571
Apr. 22	98	5400	0	480
Apr. 23	30	3856	0	340
Apr. 24	8	3161	0	156
Total	510	37424	595	2173
Daily Av	73	5346	85	310

*Includes all cargo other than British cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION--ANCONA

No.	Veh	Discharged		Loaded
		*U.S.	Erit. Total	
Apr. 15	0	0	2557	209
Apr. 16	0	426	2665	358
Apr. 17	0	672	2933	302
Apr. 18	0	222	2689	222
Apr. 19	16	0	1624	95
Apr. 20	16	679	3127	58
Apr. 21	0	628	2720	110
Total	32	2637	18315	1345
Daily Av	5	377	2616	192

*Includes all cargo other than U.S. Ground Forces cargo.
Weight of wheeled vehicles and bulk POL not included in totals.

Loaded

PORT SITUATION--LACHORN

PORT SITUATION	Discharged			
	No.	*U.S.	General Cargo	Total
	Veh			
Apr. 18	34	6768	324	7092
Apr. 19	58	6176	271	6447
Apr. 20	90	6053	0	6053
Apr. 21	192	6010	0	6010
Apr. 22	98	5400	0	5400
Apr. 23	30	3856	0	3856
Apr. 24	8	3161	0	3161
Total	510	27424	595	38019
Daily Av	73	5346	85	5431

*Includes all cargo other than British cargo.

*Includes all cargo other than British cargo.

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION--LACHORN

Loaded

Discharged				
		General Cargo		Total
No.		U.S.	*Brit.	
	Veh			
Apr. 15	0	0	2557	2557
Apr. 16	0	426	2665	3091
Apr. 17	0	672	2933	3605
Apr. 18	0	222	2689	2911
Apr. 19	16	0	1624	1624
Apr. 20	16	679	3127	3806
Apr. 21	0	638	2720	3358
Total	32	2637	18315	20952
			2616	2993

*Includes all cargo other than U.S. Ground Forces cargo.

*Includes all cargo other than U.S. Ground Forces cargo.

Weight of wheeled vehicles and bulk POL not included in totals.

PORT SITUATION--FARI

Loaded

		Discharged		Total
		General Cargo		
	No.	U.S.	*Brit.	
	Veh			
Apr. 15	19	1750	1742	3492
Apr. 16	0	1580	1711	3291
Apr. 17	0	758	1651	2409
Apr. 18	0	0	1615	1615
Apr. 19	0	0	2590	2590
Apr. 20	0	120	2857	2977
Apr. 21	13	1360	3262	4622
Total	32	5568	15428	20996
				2999

*Includes all cargo other than U.S. cargo.

*Includes all cargo other than U.S. cargo.

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STATUS OF SHIPS IN MAJOR PORTS

NAPLES as of 29 April

Discharging

Cape Trafalgar 29
Touissant Louverture 30
Joseph LeConte 30
Ocean Vagrant 1
Boryslaw 1
Cape Corwin 2
Fort Pamure 2
Joshua Lippincott 2
Charles Content 3
Walter Fleming 5
Fort Marin 6
Langlecrag 6
Alex Mitchell 14
Trevanion 14

Discharged, Awaiting
Convoy or Orders

Carlton
Rufus Peckham

Loading

Samtay
Theodoro Parker
George Marr
Samuel Shroovo
Virginian
Touissant Louverture
Cape Trafalgar

Loaded, Awaiting
Convoy or Orders

Abigail Gibbons

LECHORN as of 29 April

Discharging

George Vickers
C.H.M. Jones
Samcrest
Elihu Root
James Monroe
Cranston Victory
Nathan Hale
Thomas Robinson
James Barbour

S. FRANCE as of 29 April

Discharging

Felipe Deloche 29
Raymond Clapper 29
William Yancey 29
James Caldwell 29
Joseph Lee 29
John Fiske 2
Chapel Hill Victory 3
Hamlin Garland 3
Cape Diamond 2
Sidney Sherman 4
Richard Alvey 2
Robert Lewis 2
Moses Austin
Robert Ingersoll 3
Paul Euryan 2
Richard Hobson 2
Henry Foote 4
Marina Raskova 4
Pete Marquette 4
J.H.Drummond 4
Benjamin Franklin 29
Robert Lovett 29
Thomas Hyde 4
Onaida Victory 4
Nicholas Gilman 29
R.J.F. Reynolds 29

Discharged, Awaiting
Convoy or Orders

George Vickers

O. A. Jones
 Samerost
 Elihu Root
 James Monroe
 Cranston Victory
 Nathan Halo
 Thomas Robinson
 James Earlbour

Joseph LeConte 30
Ocean Vagrant 1
Boryslaw 1
Cape Corwin 2
Fort Panmure 2
Joshua Lippincott 2
Charles Coutant 3
Walter Fleming 5
Fort Marin 6
Langloecrag 6
Alex Mitchell 14
Trevanion 14

Discharged, Awaiting
Convey or Orders

Carlton
Rufus Peckham

Loading

Samtøy
Theodore Parker
George Marr
Samuel Shroove
Virginian
Touissant Louverture
Capo Trafalgar

Loaded, Awaiting
Convoy or Orders

Abigail Gibbons

Raymond Clapper 27
William Yancey 29
James Caldwell 29
Joseph Lee 29
John Fiske 2
Chapel Hill Victory 3
Hamlin Garland 3
Cape Diamond 2
Sidney Shorman 4
Richard Alvey 2
Robert Lewis 2
Moses Austin
Robert Ingersoll 3
Paul Bunyan 2
Richard Hobson 2
Henry Foote 4
Marina Raskova 4
Pero Marquette 4
J.H.Drummond 4
Benjamin Franklin 29
Robert Lovett 29
Thomas Hyde 4
Onaida Victory 4
Nicholas Gilman 29
R.J.F. Reynolds 29

Discharged, Awaiting
Convey or Orders

George Vickers

NOTE: Figures after names of vessels indicate estimated date of completion - 93359

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LETTER

30 April, 1945

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DISTRIBUTION:

INTOUSA

CG(Attn: Aide-de-camp)

ATHQ

G-4 (M & Tn) Br
G-4 Log Plans

5-

MRS Rod

APB Notes

PSTO (Attn: SOFO)

Pat. Sec.

USA

四、

41-60

COT ASF WD

DCTR, Lyons

CG, Deltabase

CG, Conrad

CG, Penbase

CG, MAHF

CG, AAFSC/ITO

CG, 15th Army Group (Attn: G-4)

CG, TYPE Overseas Supply Ltd. Broomfield, Essex

COT, ETOUSA

COM, Eighth Fleet:

3G, Pembark

ROME Italy. Rome

ODDERS Italy, Rome

10, Norbase

10. Adriatic Base Command

Penbase South

10. Perpage South (Attn: Bill McNeely)

10th Party

O. 8th Post.

8th Port (Attn: T & F Ops)

Don O. Deltaghese

on 0. United

0. Parhase

Penhase South

pn 0. Fifth Army

Adriatic Race (Common)

4. Fifth Avenue

ATS. Martes

100-101 CG, AP & SC (Attn: G-4 Sect) APO 455, c/o per San Francisco

4 G-1
 5 G-2
 6 G-3
 7 G-4 Plans
 8-9 G-4
 10 G-4 S & R
 11 CM
 12 Sig O
 13 Surg
 14 CWS
 15 Engr
 16 Ord
 17-31 Tpn

41-60 COT ASF WD
 61 DCTR, Lyons
 62 CG, Deltabase
 63 CG, Conad
 64 CG, Penbase
 65 CG, MAF
 66-68 CG, AAFSC/ATO
 69 CG, 15th Army Group (Attn: G-4)
 70-71 CG, NYPE (Attn: Overseas Supply Div, Brooklyn)
 72-76 COT, ETOUSA
 77-78 COM, Eighth Fleet
 79 CG, Pembark
 80 DTRS Italy, Rome
 81 DTRS Italy, Rome
 82 CO, Forbase
 83 CO, Adriatic Base Command
 84 CO, Penbase South
 85 CO, Penbase South (Attn: Rail Tpn Officer)

86-87 CO, 10th Port
 88-89 CO, 8th Port
 90 CO, 8th Port (Attn: I & E Officer)
 91 Tpn O, Deltabase
 92 Tpn O, Conad
 93 Tpn O, Penbase
 94 Tpn O, Penbase South
 95 Tpn O, Fifth Army
 96 Tpn O, Adriatic Base Command
 97 G-4, Fifth Army

98-99 IATS, Naples
 100-101 CG, AP & SC (Attn: G-4 Sect) APO 455, c/o pm San Francisco
 102-103 Chief, Trans Service, SOS, USAF, IET, APO 885, c/o pm New York
 104-105 Department COT, Panama Canal Dept., APO 830, c/o pm, New Orleans
 106-107 Tpn O, ADET, APO 787, c/o pm, New York
 108-109 Port Bn O, PGC, APO 795, c/o pm, New York
 110-111 Theater Tpn O, USAFSA, APO 676, c/o pm, Miami
 112-113 Chief Tpn O, USAFSA, APO 707, c/o pm, San Francisco
 114-115 Tpn O, Alaskan Department, APO 942, c/o pm, Seattle
 116-117 Allied Commission, Rome, (Attn: Tpn Sub om)
 118-119 753 Ry Shop "n, APO 512
 120 Joint Railway Control Board, PBS, Naples
 121 Movsouth, CMS, (Attn: Mov 3)
 122 Army-Navy Staff College, New War Dept. Building, Washington, D.C.
 (Attn: Col. KHR)

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CONFIDENTIAL

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HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
Ordnance Section
United States Army
APO 512

GHH/FR

Subject: Publications for Allied Commission Central Reference Library

To: Mr. Charlie Ryan
Headquarters, Allied Commission
Transportation Sub-Commission
APO 394, U. S. Army

1. Reference your letter of 5 April 1945, File 210/1/TM.2, the following publications are recommended for use by the Allied Commission Central Reference Library:

American Publications

- a. Army Service Forces Catalog ORD 2 (Ordnance Supply Catalog dated 1 March 1945).
- b. Field Manual 21-6 (List of Publications for Training), dated 20 February 1945.
- c. War Department Supply Bulletin 9-1 (Ordnance Major Items and Combinations, and Pertinent Publications) dated 1 February 1945.

British Publications

- a. Vocabulary of Army Ordnance Stores.
- b. Various AF Parts List (Proprietary makes).
- c. Identification Lists for Artillery & Machine Guns.

2. A complete American Ordnance Library is relatively large and it would be impossible for this office to select the appropriate publications for the Allied Commission Central Reference Library. However, the three (3) American Ordnance publications listed above will be of use in the preparation of requisitions for other Ordnance publications that may be desired by the Allied Commission.

3. The procurement of above listed publications (American and British) and the requisitioning of other publications can be accomplished through supply channels.

For the Chief Ordnance Officer:


H. S. DORSEY
Lt. Colonel, Ord. Dept.
Asst. Executive

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CONFIDENTIAL

0514/461

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 210/1/Tn.2

5 April 1945

TO : Maj. Goodspeed
G-4 (A) - A.F.H.Q.

Dear Goodspeed,

We have been asked by the Information Division of Allied Commission Central Reference Library to suggest any text books or material which might be of value to us in present and future work.

Can you suggest the books which would enable such of our planning as will eventually screen through your office to be in language most acceptable to you? At the same time will you pass this request along to Maj. Evans with our regards.

Hope you enjoyed your T D in the Middle East and that we can get together soon to discuss it.

Sincerely

CHARLIE RYAN
Planning Staff
Transportation Sub-Commission

CONFIDENTIAL

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8519/461

INTERMINISTERIAL COMMITTEE FOR THE RECONSTRUCTION

In relation to what has been discussed at the meeting on January 4-th, 1945 between the representatives of this Committee and of A.C. it is stated :

1. - The freight traffic carried out on the railway system of the liberated territory during the month of October 1944, (the last month for which information was received) is shown in the attachment n.1.
2. - The following data have been collected with regard to the lignite necessary for the rehabilitation of industries producing essential goods (such as glass and cement factories, etc. etc.)

a) - Stock of lignite :

Morgnano Mines	Tons	700
Pietrafitta Mines	"	3.000
Ribolla Mines	"	23.000
Total :		26.700

b) - Daily production :

Morgnano Mines	Tons	500
Pietrafitta Mines	"	200
Ribolla Mines	"	400
Total :		1.100
=====		

c) - Railway Junctions:

Branch lines connect the Morgnano and Ribolla plants with the main railway.

These branch lines are functioning.

the information received (the last month for which information was received) is shown in the attachment n.l.

2. - The following data have been collected with regard to the lignite necessary for the rehabilitation of industries producing essential goods (such as glass and cement factories, etc. etc.)

a) - Stock of lignite :

Morgneno Mines	Tons	700
Pietrafitta Mines	"	3.000
Ribolla Mines	"	23.000
Total :		26.700

b) - Daily production :

Morgneno Mines	Tons	500
Pietrafitta Mines	"	200
Ribolla Mines	"	400
Total :		1.100

=====

c) - Railway Junctions:

Branch lines connect the Morgneno and Ribolla plants with the main railway.

These branch lines are functioning.

The Pietrafitta Mine junction is not functioning. The Society provides for the transportation from the plants to the loading station with trucks.

d) Requirements for trucks:

For the transportation Southwards of the above mentioned stock and production of lignite, the loading and movement of a great number of trucks must be authorized by the Allied Commission. -

MINISTRY OF TRANSPORT

(Railway General Direction)

3355

5

SUMMARY OF FREIGHT TRAINS OPERATED. KMS COVERED. TONNAGE (GROSS) TRANSPORTED
DURING THE MONTH OF OCTOBER 1944.

	Trains operated		Kms covered		Tonnage transported	
	Civilian	Allied	Civilian	Allied	Civilian	Allied
Continental Lines :	1.590	6.330	120.120	546.348	715.050	3.230.350
Sicilian Lines :	914	124	85.810	9.457	305.760	14.820
Sardinia Lines :	270	11	25.020	898	67.530	2.460
Total :	2.774	6.465	230.950	556.703	1088.340	3.247.630

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HEADQUARTERS ALLIED COMMISSION
ARO 394
Office of the Chief of Staff

Tel. 451

Ref. 548/18/COS

4 January 1945

SUBJECT: Territorial Boundaries - Travel Requests.
TO : Economic Section.

1. In regard to requests for permits to circulate, your attention is drawn to the revised boundaries regarding forward areas Ref. AC/14030/7/PS of 31 Dec 44 this subject.

2. Confusion and delay in granting travel permits has been caused by not forwarding applications to the correct responsible authority. Applications for passes to travel into AMG 5 Army areas (Florence, Pistoia, Lucca and Apunia Provinces) and AMG 8 Army areas (Forli and Ravenna Provinces) will be forwarded to the DCCAO at HQ 15 Army Group whereas applications for passes to travel into the below listed provinces will be sent direct to the Regional Commissioner concerned.

Territory under the jurisdiction of AMG (Regional Commissioners):

TOSCANA

LIVORNO
PISA
AREZZO
SIENA
GROSSETO

ABRUZZI-MARCHE

PESARO
ANCONA
MERCARATA
ASCOLI

LAZIO-UMBRIA

PERUGIA
TERNI

3. You are requested to make certain that your Sub Commissions are informed of this current procedure.

/s/ Joseph C. Rively, Maj.
Chief Staff Officer
To the Chief of Staff

3954

4

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
AGRICULTURE SUB-COMMISSION

AGR/ 235.33
Tel. 478707

4 January 1949

SUBJECT: Fertilizer Prices.

TO : Economic Section, Attn. Price Committee.

1. Reference is made to the attached correspondence, requesting increased prices for nitrogen fertilizers. It is requested that consideration be given to the following phases which directly affect the production and use of fertilizers, both superphosphate and nitrogen.

a. Manufacturers here in Italy want to increase selling prices, using whichever of the following bases is greater:

- (a) as fast as prices in general increase.
- (b) as fast as the price of wheat increases.
- (c) as fast as production costs increase.

b. The Italian Government wants the price of bread controlled and are prepared to pay subsidies to achieve the desired price.

- (a) at levels correlated with pre-war conditions.
- (b) at levels lower than less essential items.

c. The potential production of fertilizer is much too small to fertilize the wheat crop, but if the price of fertilizer goes up, the price of wheat will have to be raised to get it produced and unused.

2. We have imported nitrogen at a price much higher than is customary here, and the price of rock phosphate is several times greater than normal. Regardless of the details of the costs involved, the major items are definitely increased enough to warrant the manufacturers asking increased selling prices.

3953

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3. Before the prices can be considered specifically, and recommendations made by this Sub-Commission, it is requested that a decision be made on the following points:

a. Is the price to be set on a cost-plus basis, and the subsidy on wheat increased proportionately when 1945 prices are established, or

b. Is the probable increased subsidy required to produce and collect the wheat so large as to warrant a lesser subsidy on fertilizer production and rock phosphate imports.

4. If it is considered to let fertilizer prices go up, without subsidy, then it is recommended that the control be in the form of a maximum profit margin rather than a set selling price, in order to encourage the production, plant rehabilitation, etc., in accordance with the situation in the various areas. A "free" market will permit any factory to include all the rehabilitation charges the consumers will stand, or to sell at a lower price when they are in a favorable position.

5. However, as to the subsidy, the farmers will base their wheat price demands upon their cash expenditures, and as the fertilizer price increases, they will insist on the normal relation of price of fertilizers to price of wheat, whether or not they used it. Fertilizer will be available for only about 20% of the crop, hence the subsidy is, in effect, multiplied 5 times if paid on wheat than if paid on fertilizer.

6. Fertilizer production is starting, and is greatly handicapped by the absence of a decision as to prices for the immediate and future program. Details of small items are easily settled, once this general point of a high or low price, subsidized or not, has been settled. Hence early action is requested.

Leland T. Allbaugh
LELAND T. ALLEBAUGH
Director

Distribution:

Food S/C
Finance S/C
Transportation S/C
File

Enclosure:

Ltr 878/D.R. (Sec. Terri) (with the original)

3952

AFHQ - G-5 Section

AG-MTC-61-45

7 December 1944

SPECIAL

DUKO - Ship to AG Transportation Sub-Commission

ROBERT A. MARTINO
Lt. Colonel, S. B.
Chief, Requisition Division

A. G. ANTOLINI
Acting Deputy, Chief of Staff
Economic Section

None SEALS, doorlock, railroad,
standard American type, 100.

EA.

75,000

//////////////////////END OF ITEMS////////////////////////////////////

DELIVERY: Ship to DUKO as indicated above, on or about 15 February 1945.

REASON: (1) Item on this requisition represents six-month supply and is needed for purpose indicated below.

(2) One of the great problems confronting railway officials charged with movement of goods is the excessive pilferage of railway freight cars.

(3) Although it is recognized that seals of the type requested to not provide full security, they do provide two most useful purposes:

(a) Their "official" appearance may deter would-be thieves from breaking into cars, and

(b) They would provide a foolproof means of indicating pilferage, which means that it will no longer be possible for shippers to claim cars arrived in pilfered condition (if seals are intact) when in fact cars were short loaded.

(4) It is requested that seals be stamped with letters AC followed by a serial number, all seals being numbered consecutively. However, in order to expedite delivery, if it is found that delay will occur because of need to make necessary dies for impressing seals "AC", it is suggested that seals with consecutive numbers only, or seals with consecutive numbers and initials of some U. S. railroad (e.g. B & O, N. Y. C. R.R., etc.) would serve the purpose equally as well.

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AC-MISC-61-45

2

(5) It is believed that the use of our seals, will have a tendency to reduce pilferage to some extent. The situation at present is bad, so it has become necessary to employ some methods which may serve as a deterrent.

Rating: III

//////////////////////////////////////END OF REQUISITION//////////////////////////////////////

3950

2

TRANSLATIONMEMORANDUMPROGRAM FOR THE REHABILITATION OF PRIVATE TRANSPORTATION SERVICES

In view of the fact that it will be necessary to evolve a rational plan and establish a priority of requirements for the rehabilitation of all communication lines (railways, urban and rural tram-lines, motor-lines, etc.) operated by private industry, four technical officials of the Inspectorate of Civil Motorization and Transport in Concession will be appointed to follow the Allied Command in Northern Italy. They will assist the Allied technicians in performing the following duties:

1. investigate:

- a) the damages suffered by railway and tram lines as far as track and fixed installations are concerned: i.e. road bed, bridges, tunnels, buildings, fixed electric installations (power plants and substations) overhead electric lines and poles;
- b) damage and removals of rolling stock;
- c) damage and removals of motor-equipment used to operate the motor-lines, as well as damage suffered by fixed installations (garages, workshops, etc.).

2. estimate the requirements of materials needed to repair and rehabilitate the lines;

3. establish the priority of repairs and rehabilitations according to the importance of each line.

The above investigations will be made with the assistance of representatives of the firms which operate the lines.

Rome, November 1944

14 1
Tr. RB/rb
Vice H.

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Rome, November 1944

3949

