

Tours - Reports

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TRANSPORTATION SUB-30-15

INTER OFFICE MEMO

13 June 1945

Our ref.: AO/823/3/Tn 3

SUBJECT: Visit to ANCONA.

TO: Chief Movement Division.

1. I arrived in ANCONA at 2030 hrs. 10 June and visited Lt. Col. Williams at the Q(M) Mess. Spoke of the object of my visit and arranged to call at his office the following morning. Later went to AMG Mess and met Capt. Bent.

2. 16 June: with Capt Bent I called on Capt. Potter, of Truck Operating Co. and Lieut. Griffin and Belmerico of Ports and Warehouses. Visited ANCONA station and saw R.T.O. spoke to checkers (Italian) and truck drivers. Visited warehouse at OSIMO, watched loading and spoke to checkers and drivers. Visited other warehouses in ANCONA. Visited Q(Movements) and discussed situation with Maj. Shannon, Capt. Bridges and Capt. Jones. During the afternoon paid another call to warehouse at OSIMO, watched flow of traffic between warehouse at OSIMO and ANCONA station and again saw loadings at ANCONA station.

(1) Loadings ex warehouses at ANCONA and OSIMO.

11 June 180 tons	no more rail cars available after 1030 hrs.
12 " 302 "	no more rail cars available after 1300 hrs.
13 " 611 "	
14 " 689 "	
15 " 1046 "	

(30 rail cars placed by 0800 hrs, no delay in loading. Another 30 placed by 1400 hrs. 10 x 3 ton trucks loaned by S & T.

(11) In the period 1-10 June the following tonnages were despatched from ANCONA.

a) For TORAL & OSSEWA	(EX ANCONA)
341 rail cars, 5658 tons	whses. incl.
To ships	(OSIMO)
2872 "	

b) Reconsignments

13 rail cars,	227 tons
To rail ex docks	
119 rail cars,	1713 tons.

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1015
Lt. Col. Williams at the ()
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Later went to AEG Mess and met Capt. Bent.

16 June: with Capt Bent I called on Capt. Potter, of Truck Operating Co. and Lieut. Griffin and Delmerice of Forts and Warehouse. Visited ANCONA station and saw M.T.O.; spoke to checkers (Italian) and truck drivers. Visited warehouse at OSIMO, watched loading and spoke to checkers and drivers. Visited other warehouses in ANCONA. Visited (Movements) and discussed situation with Maj. Shannon, Capt. Bridges and Capt. Jones. During the afternoon paid another call to warehouse at OSIMO, watched flow of traffic between warehouse at OSIMO and ANCONA station and again saw loadings at ANCONA station.

(i) Loadings ex warehouses at ANCONA and OSIMO.
11 June 180 tons no more rail cars available after 1530 hrs.
12 " 302 " no more rail cars available after 1800 hrs.
13 " 611 "
14 " 582 "
15 " 1045 "
(30 rail cars placed by 0800 hrs, no delay in loading. Another 30 placed by 1400 hrs. 20 x 3 ton trucks loaned by S & T.

(ii) In the period 1-15 June the following tonnages were despatched from ANCONA.

a) For FORLI & GUSNIA	{ Ex ANCONA	
341 rail cars, 5652 tons	{ whsees. incl.	
To ships	{ OSIMO	
b) Reconsignments		2398
13 rail cars, 297 tons		
To rail ex docks		
113 rail cars, 1713 tons.		

In connection with loading to ships in (ii) (a) above, NO ANCONA transports has been used but S & T transport has had a priority at warehouses. All shipping bids HAVE been met, at the expense of rail tonnages.

4. Placing of wagons. This is dependant on the times at which they are cleared. Notwithstanding the best intentions of the R.T.O. at ANCONA Station, he is unable to place wagons until 8 & T vehicles have cleared them. He endeavours to place them by 0800 hrs. but is sometimes unable to place more than 6-10 by this time; as others become available they are placed. This prevents loading to proceed at the same rate as loaded trucks arrive, with consequent waste of truck time. On 15 June there were 30 rail cars placed by 0800 hrs. and 1046 tons were loaded during the day. On the 16 June there were only 8 rail cars placed by 0800 hrs. and another four were placed by 1100 hrs. By 1400 hrs. a further 7 cars^{were} placed. By 1.00 hrs. 12 rail cars had been loaded. Between 0800 and 11.00 hrs. there were over 20 loaded trucks in the station awaiting discharge. Notwithstanding the morning's delay, the total number of cars loaded on 16 June was 32. (830 tons) S & T provided 10x10 tons vehicles.

On the 17 June the situation was as follows;

1100 hrs. 16 wagons placed.

11 " " loaded, 3 loading.

2 ALCON trucks unloading to wagons.

4 " " waiting in yard under load.

4 S & T 10 ton trucks waiting in yard under load.

R.T.O. expected to be able to provide between 30 & 40 wagons during the day. (Information received this morning is to the effect that a total of 35 were placed and approx 643 tons were loaded).

5.

Factors governing placing of wagons.

(i) Many rail wagons now under load awaiting calling forward to ships. Cannot be touched yet.

(ii) Rate of unloading of wagons with military stores governs availability of wagons for AC stores.

(iii) ANCONA station working to maximum capacity now.

(iv) Approx 100 wagons under load at OSIMO with another 100 south of OSIMO awaiting clearance by S & T.

(Stop now ON). This is causing shortage of wagons for southern AC programme. (Movements) state unlikely more than 50% of programme will be met in period 18-24 June. Representations have been made to Movimento N.E. Italy and 129 Rly. Operating Co.

(v) Wagons required for personnel movements (particularly in period 18-24 June) will seriously affect wagon availability for Maj. Moriarty's programme. 397

6. Truck operating.

cars had been loaded. Between 0800 and 1100 hrs. there were over 20 loaded trucks in the station awaiting discharge. Notwithstanding the morning's delay, the total number of cars loaded on 18 June was 88. (620 tons) S & W provided 10x10 tons vehicles.

On the 17 June the situation was as follows,
1100 hrs. 15 wagons placed.

11 " loaded, 2 loading.
2 ALCOA trucks unloading to wagons.
4 " " waiting in yard under load.
4 S & W 10 ton trucks waiting in yard under load.

A.T.O. expected to be able to provide between 30 & 40 wagons during the day. (Information received this morning is to the effect that a total of 88 were placed and approx 640 tons were loaded).

4.

Factors governing placing of wagons.

- (i) Many rail wagons now under load awaiting calling forward to ships. Cannot be touched yet.
- (ii) Rate of unloading of wagons with military stores governs availability of wagons for AC stores.
- (iii) ANCONA station working to maximum capacity now.
- (iv) Approx 100 wagons under load at QSLMO with another 20 South of QSLMO awaiting clearance by 3 T. (Stop now ON). This is causing shortage of wagons for southern to programme. C (Movements) state unlikely more than 50% of programme will be met in period 13-14 June. Representations have been made to Movements H.C. Italy and 192 Rly. Operating Co. Wagons required for personnel movements (particularly in period 13-14 June) will seriously affect wagon availability for Maj. Moriarty's programme. 397
- (v)

5.

Truck operating.

- (i) It would be wrong to suggest that there is a shortage of trucks in ANCONA to meet rail commitments.
- (ii) The type of truck now being operated by ALCO is most uneconomical. It requires 10 truck loads to load one rail wagon. ONLY ONE truck can be unloaded at a time which results in other trucks being kept waiting under load in the station unless sufficient wagons have already been placed.

(iii) At most warehouses it is possible to load only one truck at a time, some have an outloading capacity of two trucks. This again causes loss of truck time because trucks have to line up waiting to load.

(iv) On one visit to OSIMO warehouse (1445 hrs.) there were 3 trucks loading and 4 waiting to load. Average number of trips made since 0900 hrs. was 4 per vehicle. There were 19 vehicles on this detail and the total hauled up till then was 180 tons. Drivers stated they were continually flagged down by police if they tried to exceed 30 mph. Said they could have done at least one more trip each but for this limitation. (Consider Police action correct and justified). I saw no cases of trucks deviating from their route. Drivers lost no time in positioning their vehicles for loading and unloading as opportunity occurred. Vehicles are checked on arrival and departure at both OSIMO and AKOMA station. After leaving OSIMO I went to AKOMA station, arriving at 1615 and found the following situation, - 7 trucks unloading, and 8 waiting to unload. At 1630 four ten ton trucks arrived, making a total of approx 66 tons under load waiting. This was due to insufficiency of empty rail cars in position.

7. Conclusion. A programme of 800 tons per day to rail is too high bearing in mind the many factors which have to be taken into account. I consider that a programme of an average of 600 tons could be maintained. (Movements) state that on days when additional rail cars could be made available they would be placed and due to the excellent liaison which exists between Lt. Griffin and S & W, it is felt that additional vehicles could be obtained at short notice to meet such commitments. In other words a programme of 600 tons per day would be without prejudice to this being exceeded whenever the combined circumstances made an increase possible.

8. Locations and employment of Truck Coys.

COY.	Location	Employment
9	POLOMBA	Grain.
10	OSIMO	20 at warehouse - 10 on grain
11	OSIMO	Warehouses at AKOMA.

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if they tried to exceed 30 mph. Said they could have done at least one more trip each but for this limitation. (Consider Police action correct and justified). I saw no cases of trucks deviating from their route. Drivers lost no time in positioning their vehicles for loading and unloading as opportunity occurred. Vehicles are checked on arrival and departure at both OLMO and ANCONA stations. After leaving OLMO I went to ANCONA station, arriving at 101 and found the following situation. 7 trucks unloading, and 8 waiting to unload. At 1600 four ten ton trucks arrived, making a total of approx 66 tons under load waiting. This was due to insufficiency of empty rail cars in position.

7. Conclusion. A programme of 800 tons per day to rail is too high bearing in mind the many factors which have to be taken into account. I consider that a programme of an average of 600 tons could be maintained. (Movements) state that on days when additional rail cars could be made available they would be placed and due to the excellent liaison which exists between Lt. Griffin and S & T, it is felt that additional vehicles could be obtained at short notice to meet such commitments. In other words a programme of 600 tons per day would be without prejudice to this being exceeded whenever the combined circumstances made an increase possible.

8. Locations and employment of Truck Coye.

Coy.	Location	Employment
9	POLLINARA	Grain.
10	OLMO	80 at warehouse - 1 on rail
11	OLMO	Warehouses at ANCONA.
12	CHIARAVALLE	21 on grain, 4 on sulphur.
13	P. RUCANATI	Refugee movement.
14	TOLENTINO	Grain.
15	ASCOLI	Grain. Will move to ANCONA
16	POLLINARA	area in a few days.
		Grain to MARANO.

In period 18-24 June additional vehicles will be required to meet the increased sulphur programme. It is intended to use 12 trucks (instead of 4 of No. 12 Coy).

9. Refugees. I had a long interview with Lt. Col. Andrews and the following are the main points of our conversation.

(i) Capt. Potter is under the impression that he may not render any assistance to Lt. Col. Andrews unless he is authorized to do so by this Headquarters. It is not always possible for Lt. Col. Andrews to give sufficient notice of Refugee movements for permission from Rome to be obtained before trucks are procured. Trucks may suddenly be required in the evening owing to the unadvised arrival of a train for example. It would be appreciated by Lt. Col. Andrews if arrangements could be made for him to have Royal call on up to 15 vehicles without reference having to be made to Roads Division. In view of some of the difficulties he mentioned so as I feel that his needs are such as to warrant this delegation of authority to Capt. Potter.

(ii) It is likely that in the near future there will be movement of refugees by sea to ANCONA. It is not possible to say at this stage in what numbers they will arrive. When this movement does begin it will be necessary for the refugees to be moved from the port to the transit camp at FAL/CHIRIA and, 48 hrs. later, from FAL/CHIRIA to the south by rail. (entraining at FABOCCA or LORETO).

(iii) When the above movement begins movement southwards will be of two categories.

a) Italians and certain other nationals, including NON-ROYALIST Yugoslavs who would be proceeding as far as SARAJEVO and TIRANJA.

b) ROYALIST YUGOSLAVS who cannot be sent back to Yugoslavia. These will be sent to a camp at SARAJEVO, where they may remain for a long and indefinite period. At SARAJEVO there will very shortly be accommodation for 5000 and if Major Moriarty does not require the further use of the warehouse after it has been cleared, this can be converted to accommodate a further 5000. If necessary it is proposed to prepare another camp at SARAJEVO (X.0200) with a capacity of 5000 to begin with. Movement to this camp will require it.

(iv) FAL/CHIRIA Camp has a capacity at present of 1500. By the 10 June this should have been increased to 2500. Gradually it will be increased to a total of 4000.

to have LOCAL call on up to 13 vehicles without view of some of the difficulties he mentioned. In me I feel that his needs are such as to warrant this delegation of authority to Capt. Potter.

(ii) It is likely that in the near future there will be movement of refugees by sea to ALGERIA. It is not possible to say at this stage in what numbers they will arrive. When this movement does begin it will be necessary for the refugees to be moved from the port to the transit camp at PAL/OMELIA and, 48 hrs. later, from PAL/OMELIA to the south by rail. (entraining at PAL/OMELIA or LORON/O).

(iii)

When the above movement begins movement southwards will be of two categories,-

a) Italians and certain other nationals, including SON NOVALLIOT Yagoslav who would be proceeding as far as MAR and YAGAVO.

b) NOVALLIOT YAGOSLAVS who cannot be sent back to Yugoslavia. These will be sent to a camp at FEMMO, where they may remain for a long and indefinite period. At FEMMO there will very shortly be accommodation for 3000 and if Major Moriarty does not require the further use of the warehouse after it has been cleared, this can be converted to accommodate a further 3000. If necessary it is proposed to prepare another camp at PAL/OMELIA (X.5007) with a capacity of 3000 to begin with. Movement to this camp will require 22.

(iv) PAL/OMELIA camp has a capacity at present of 1300. By the 30 June this should have been increased to 2500. Gradually it will be increased to 4000. Rate of increase is dependent on a total of of equipment.

(v) Capt. Moreton (late Camp Commandant at PAL/OMELIA) has been replaced by Capt. Gilling.

(vi) Refugees' Message. I asked Lt. Col. Andrews what he could do in connection with reducing the amount which is being carried by refugees. He replied that if

necessary steps would be taken to limit this to whatever is required. I pointed out the difficulties at present being experienced owing to the fact that refugees are requiring transport for large quantities of all types of baggage including perambulators and bicycles. He did not realize the situation. A ruling on this subject is required.

Paul L. Dudley

C. A. WATKINS
Major.

Copy to: Director. Tn 2/3.
Gov(Rail).
Gov(Roads). ✓
Roads Division.
Ports & Warehouse Division.
Food Sub-Commission.

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Transportation Sub-Commission

INTER OFFICE MEMO

CSG/tp file

(27)

Tele. : 478303

Ref. : AG/63/27/123

12 May 1948

SUBJECT : Tour (R. Italy)

TO : Admin. Division, Transportation Sub Comm.

1. It is necessary to send a representative of this Branch to R.I. Italy as soon as possible. It is requested that the required permission be obtained from 15 Army Gp.

2. Reasons for journey:-

- (i) Liaison with Regional Transportation officers.
- (ii) Survey of Movement problem.
- (iii) Movement of Refugees and P.O.W.

3. Application made in respect of:

Major C. J. T. G. G. G.

for Emilia, Lombardy, and Venetia Regions.

4. Request for travel orders and transportation is enclosed.

For the Chief :


C. J. T. G. G. G.
Major,
Roads Branch,
Movements Div.

Tel. 478303 TRANSPORTATION SUB COMMISSION

CWC/lr

INTER OFFICE MEMO

AO/63/25/Tn.3

7 May 1945

SUBJECT : Tours.

TO : Road Division.

1. Enclosed for information and action as you deem necessary, is a copy of report of a tour of N. Italy by Capt. Mansfield. Ref. AO/63/23/Tn.3 dated 3 May 1945.

2. Your attention is especially directed to paras 2 (b) and 3 (b).

It would be appreciated if you would notify this Branch, for information only, the results of any enquiries you may make or have made.

For Chief, Movements Division


C.N. CHRISTENSEN
Lt. Col.

Rele: Ex 241.

Transportation Sub-Commission.
Inter Office Memo.

REPORT ON TOUR OF NORTHAM, TIANX

Ref: AU/63/23/TH3.

3 May 42.

to: G.M.C. (M).

ROADS BRANCH.

MOVEMENTS DIVISION.

1. Commencing on Monday April 25th a tour of North Italy was made which included PLACENZA, LEGNANO, BOLOGNA, VERONA and ANCONA. The following are the principal points which were noted:-

2. LEGNANO.

(a) Major John H. Brick, the supply officer, who is acting Provincial Commissioner, said that the allocation of tyres since the opening of LEGNANO has been negligible, and asked in particular for size 42 x 9 for the Public Utility Company, (the self-Valdarno Electric Coy, LEGNANO Water Coy and LEGNANO Sewer Coy). (Info: Roads Division TH5)

(b) In LEGNANO, the Auto-Transporti do not function; R.A.C.I. (Royal Automobile 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. (Info: Roads Division TH5)

(c) There are also Road Contractors in the LEGNANO 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. (Info: Road Division TH5)

(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. (Info: Roads Division TH5)

PLACENZA.

(a) The Regional Transport Officer, Major Sowers, said that the tyre situation was similar throughout the region of TUSCANA. (Info: Roads Division TH5)

(b) He agreed that there is not much effective control of civilian vehicles in LEGNANO, but stated that Major Brick, who had recently taken over, was bringing the province into line with the other provinces of the region, where Ufficio Transporti are in effective operation. Instead of being in control in the other provinces, R.A.C.I. do not have more than a directorship. (Info: Road Division TH5)

(a) Major Tom H. Frick, the supply officer, who is acting Provincial Commissioner, said that the allocation of types since the opening of Lumbana has been negligible, and asked in particular for size 42 and 49 for the Public Utility Company, (the self-valuable electric Co., Lumbana Water Co. and Lumbana Sewer Co.). (Info: Road Division Tn5)

(b) In Lumbana, the Auto-transporti do not function; R.A.C.I. (Royal Automobile 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. (Info: Road Division Tn5)

(c) There are also Road Contractors in the Lumbana 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. (Info: Road Division Tn5)

(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. (Info: Road Division Tn5)

PLUMBANA.

(a) The Regional Transport Officer, Major Bowers, said that the tyre situation was similar throughout the Region of Lumbana. (Info: Road Division Tn5)

(b) He added that there is not much effective control of civilian vehicles in Lumbana, 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. (Info: Road Division Tn5)

BOLOGNA.

(a) Bologna is well supplied with food, with the exception of fats, milk and (in particular) salt. (Info: Road Division Tn5)

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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 BOLOONA. At the present time there are 500 tons of potatoes at BOLOONA, which are being sent to MORRISON. (50 tons were sent there on April 27)
(Info: movements-roads).

(d) There is a depot containing foodstuffs at MORRISON (approx. 600 tons) which are also being brought in to BOLOONA, where there is warehouse accommodation for 4000 tons. (Info: movements-roads)

(e) In addition to the movement of potatoes from BOLOONA to MORRISON, 10 tons of asparagus are being sent daily to MORRISON, whilst in June there will be 6,000 tons of cherries for export.

5. CIVILIAN ROAD TRANSPORT - BOLOONA.

(a) The Transportation Officer, MALAYA REGION, Major Hughes anticipates that within two or three weeks or even sooner, some 100 civilian vehicles, each with a carrying capacity of not less than two tons, will be available at BOLOONA, 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)

(c) At the moment German work tickets are being used in BOLOONA. (Info: Admin. Division)

6. RAVAMANA.

(a) Lieut. Jander, Assistant Supply Officer BOLOONA said that the Air Commodore Benson AMC 8 Army had decided some six weeks ago that A.C. stores for the NORTH would not be discharged at RAVAMANA.

(Info: movements roads and shipping and Port and Warehouse Division)

(b) Major Hughes said that the tonnage hauled by civilian trucks in the NORTH and RAVAMANA provinces in March is much in excess of his estimate and amounted to 11,500 tons.

(Info: roads Division, movements roads, accounts and statistics branch).

7. SAHARA.

This town holds two months supply of sugar and one month's supply of grain.

(Info: movements-roads)

5.

(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.

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. (Inf: movements-roads)

(b) Major Hughes is of opinion that the availability of civilian trucks will increase as time goes on. (Info; movements-roads)

(c) At the moment German work tickets are being used in BOLOGNA. (Info: Admin. Division)

RAVENNA.

(a) Lieut. Vender, Assistant Supply Officer USMAA said that the Air Commodore Benson AMG 8 Army had decided some six weeks ago that A.C. stores for the NORTH would not be discharged at RAVENNA.

(Inf: movements roads and shipping and Port and Warehouse Division)

6.

(b) Major Hughes said that the tonnage handled by civilian trucks in the FURLI and RAVENNA provinces in March is much in excess of his estimate and amounted to 11,500 tons.

(Inf: roads Division, movements roads, accounts and statistics branch).

7.

FERRARA.

This town holds two months supply of sugar and one month's supply of grain.

(Inf: movements-roads)

8.

MODENA 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

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been transferred to transportation, but who had had no experience of transportation, and who had no wish to be in transportation.

(Inr: Admin. Division)

(c) Major Hughes said the administration of truck tools suffered because lack of civilian tyres prevented the Ufficio Trasporti from visiting the areas for which they are responsible.

(Inr: Road Division In.5.)

(a) Major Hughes has started a movements section in EMILIA REGION. This is the responsibility of Lt. Ash, who deals with bias for movement by sea, rail and road, and also with Ufficio Trasporti.

(Inr: Movements Rail, Roads 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 FORLII as an example of an Ufficio Trasporti which functions as a school when necessary.

(Inr: Road Branch In.5 movements Roads)

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. AMG UMBRIA-MARCHE REGION General Orders No. 9 27 April 1945).

(Inr: Road Division In.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.

(Inr: 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.

(Inr: Admin. Division)

COMMUNICATIONS.

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(Inf: Movements Rail, Roads and Shipping).

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He mentioned FORLI' as an example of an Ufficio Trasporti which functions as a school when necessary.

(Inf: Road Branch In.5 movements Roads)

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(Inf: Admin. Division)

COMMUNICATIONS.

(a) The Railway is open to FAENZA and the AMG Warehouse at CESTNA is rail-served. A subsidence, which 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. (Inr: Movements Roads) Route 67 RAVENNA to FORLI' is a two-way class 40.

(Inr: Port and Warehouse Division and Mov.

Roads and Roads Division In. 5.)

Route 16 RAVENNA to VERRARA is a two-way class 40 road and will become a class 70 road.

(Inr: 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.

(Inr: Movements Roads).

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. (Inr: Road Division In. 5. and Movements Roads).

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. (Inr: All Divisions).

13. M.G. Arrangements for Tour.

(a) A jeep and Italian driver were supplied for the tour. A puncture occurred between BOLOGNA and CESENA. When the spare wheel was utilised. A further puncture occurred near CESENA. The driver having no repair outfit, the services of a REME unit were obtained. At ANCONA a further three punctures were sustained which were repaired at a local garage. Had these punctures occurred between towns wastage of time might have been considerable. (Action: Admin. Division).

(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.

ROVIGO, with a class 40 Pontoon Bailey across the
ADIGE. The road for return traffic in this vicinity
is class 3. Further information is not yet available
owing to communications having ceased between Main and
Rear H.Q. 6 Army.

(Inr: Movements Roads).

11.

1000 and 1004 G.T. GOYS.

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 GUILLANOVA) is not operating. (Inr: Road Division
Tr. 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.

(Inr: All Divisions).

2388

13.

M/4. Arrangements for Tour.

(a) A Jeep and Italian driver were supplied for the
tour. A puncture occurred between BOLOGNA and CESENA.
when the spare wheel was utilised. A further puncture
occurred near CESENA. The driver having no repair outfit,
the services of a REME unit were obtained.

At ANCONA a further three punctures were sustained which
were repaired at a local garage. Had these punctures
occurred between towns wastage of time might have been
considerable. (Action: Admin. Division).

(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)

Hymansfield

H.J. MANSFIELD
Captain.

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub-Commission

21
File
CNC/68

File # 473303

Our Ref: AC/63/21/En.3.

28 April 1945

SUBJECT: - Transportation Records
G-4 (Rv.) - Fire Engines

TO: 1- Major V.R. Bowers
SMA. En. GEXiner
AMC. Naples Commune

1. Ref my visit to your HQ 18 and 21 April 45. When you handed to me letter from this HQ Ref. G-4/TH/103/2 dated 13 April 45 relative Fire Engines.

2. I am returning letter herewith.
You will by now have received copy of Ref. 107/55/En.1.
of 16 April 45 addressed by Col. Thomas to Economic Section.

By Command of Rear Admiral STONE:

[Signature]
G.N. CHRISTENSEN
Lt. Col.

Copy to 1- Major Taylor, AD Encl
Road Division

1 Encl 1- HQ. AD-ENR. G4/TH/103/2 of 13 April 1945.

1034

Declassified E.O. 12356 Section 3.3/NND No. 785021*LT. Col. Lubin*

63/20

[Signature]

Ext. 376 HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

HBT/gb

Our Ref :- 107/55/Tn.1

26 April 1945

SUBJECT :- Transportation Officers

TO :- Economic Section

1. You will be aware that a number of Transportation officers remain at Bari and Naples under the general control of a chief Transportation officer at each place. It is requested that all orders from HQ. AC. should be transmitted to these officers through the Transportation Sub-Commission and not direct from other Sub-Commissions or Branches. For example, G-4, British, under reference G-4/Tn/103/2, dated 13 April 1945, instruct the senior Transportation officer to make fire engines on his charge and to arrange maintenance. It is pointed out that the Transportation officers remaining are primarily for rail and port work and it is felt that they should not be given duties such as these. It is probable that the officers will be withdrawn at no very distant date and requested G-4 British, should make other arrangements for the fire engine; they will, in fact, have to make these arrangements when the officers have been withdrawn.

M.B. THOMAS, Colonel
Deputy Director

cc: G-4 British
Major Bowers, AMG, Naples Commune
Major Taylor, AC, Bari

2386

INTER OFFICE MEMO

CNC/32

03 April 1943

AC/63/12/1000

TO : Chief Movement Division.

SUBJECT : Four Naples and Bari - 13-21 April 1943.

NAPLES

Ref. Bowers Senior to Officer.

1. Transfer of short haul traffic in Naples area from rail to road.

This point originally raised by H. Movement West Italy - see report of Four Southern Italy - (by Lt. Col. Baker, Roy Mail) Ref. 14/16/1000 dated 15 April '43 para 6, (ix). Along with Maj. Bowers interviewed AGES (H) (Rail) New West Italy. The traffic in question is heat from CASTELLANARE and current weeks rail programme is given as example (all from CASTELLANARE):-

TO	Tons	TO	Tons
NOLA	130	St. Fwd.	1700
SAVA	100	CASTELLA	400
COSENZA	200	AVENZA	80
EBOLI	300	CAPIA	100
SALERNO	300	S. MARIA CAUCA	200
CONTORE	50	LITTORIA	50
AVELLINO	400	ROCCAFESCA	50
CANICELLO	100	Total :	2000
		Carr Fwd.	1700

Two points arise i.e.

- Have H&AC vehicles to cope.
 - Difference in freight between Rail and Road.
- Re (b). It is considered that Italian Government might be prepared to subsidize by paying to H&AC the difference in freight thus avoiding an increase in cost of heat to consumer.

Action: Nov. Roads - 12/19/43

Maj. Hower, Senior En. Officer.

1. Transfer of Short Haul Traffic in Naples Area from Rail to Road.

This point originally raised by H. Goveante West Italy - See report of Four Southern Italy - (by Lt. Col. Baker, Nov Rail) Ref. 24/16/TH. Dated 15 April '44 para 5, (ix). Along with Maj. Hower's interview ASD(R) (Rail) Nov West Italy. The traffic in question is wheat from CASTELLANARE and current weekly rail programme is given as example (all from CASTELLANARE):

To	Tons	To	Tons
NOLA	150	Bt. Fwd.	1705
CAVA	100	CASTELLANARE	400
GUERNA	200	AVENZA	80
ESOLI	200	CARUA	100
SALERNO	200	S. MARIA CARUA	100
MONTORO	20	LITIGORIA	80
AVELLINO	400	ROZZANOVOSA	80
CANOCIELLO	100		
		Total :	3300
Carr Fwd.	1705		

Two points arise i.e.

- (a) Have WRAC vehicles to cope.
 - (b) Difference in freight between Rail and Road.
- Re (b). It is considered that Italian Government might be prepared to subsidize by paying to WRAC the difference in freight thus avoiding an increase in cost of wheat to consumer.

Action: Nov. Roads - 24/16/TH/43.
Road Division - 24/16/TH/43

2. Lt. Clark (Roads Naples) has been visited by a Mr. Vittorio Gatta who had in his possession a memo signed by Capt. PARBER for AMO Region VIII. Authorizing this man to transport alcoholic beverages from NAPLES to PISA. He also possessed yellow permit No. 0165 dated 16 Mar 43 (which had expired 30 Apr. 43) authorizing transport of supplies by Civilian Car from NAPLES to PISA. This permit also signed by Capt. PARBER. Both documents taken from the man who had been informed that transport of lines by road was forbidden. Matter to be taken up with ~~the~~.

TOSCANA Region

Action: Nov. Roads - 24/16/TH/43
2385

MARY

Major Taylor, Senior En. Officer.

ONTARIO, Neil Clearance.

Clearance of rail wagons at ONTARIO had been slow - requested mail
ter be taken up with ENAD.

*Action: Rail Taken
Telco's 30.31.25 on Rail Branch 193/103/2
Action: Road Division. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.*

REPLIES and MAIL.

4. Command.

Both Maj. Sowers and Taylor raised the question of command.
They ask, if they are transportation officers should not all
orders from Hq. 43. be transmitted to them through transportation
Sub-Commission.

They are at present receiving orders from various Sub-Commissions
- one example in para 6.

Action - Director.

5. Fire Engines.

Major Sowers and Taylor require guidance concerning attached
letter from G-4 (B) Ref. 3-4/TH/103/2 dated 13 April 45.
The letter deals with two important points i.e.

- (a) Senior En. Officer is instructed to take fire engines on
his charge and
- (b) To arrange maintenance.

6. APR 45 (S. A. T.).

Separate report will be made on this.

W. H. Burton

C. A. CHRISTENSEN
Lt. Col.
Roads Branch.

Copy to : Director - TH S/O.
Road Division.
Gov - Rail.
Gov - Road.

ENCLOSURE AC G-4(B) Ltr G-4/TH/103/2 OF 13 APR 45.

Sub-Commission.
they are at present receiving orders from various Sub-Commissions
- one example in para 5.

Return - Director.

3. Fire Engines.

Major's Powers and Taylor require guidance concerning attached letter from G-4 (H) dat. G-4/TH/103/2 dated 13 April 45.
The letter deals with two important points i.e.

- (a) Senior Co. Officer is instructed to take Fire Engines on his charge and
- (b) To arrange maintenance.

6. APM (S.A.T.).

Separate report will be made on this.

W. H. L. L. L.

U.S. COMMISSION
Lt. Col.
Roads Branch.

Copy to : Director - TH S/O.
Road Division.
Roy - Hall.
Roy - Road.

ENCL: HQ AG G-4 (H) Ltr G-4/TH/103/2 of 13 Apr 45.

2382

CCFV

DHE/and

G4/TN/103/2

AFO 394

OFFICE OF G-4 (B)

Ext 285

13th April, 1945

SUBJECT : Transportation Records

TO : Major V.R. Bowers,
STO, A.C., Naples.
Major G.W.G. Taylor,
STO, A.C., Bari.
Captain E.R. Price,
Tn O., A.C., Chieti.

In view of the closing down of Southern Region, this Branch is informed by Transportation Sub-Commission that addressees are responsible for all transportation problems as follows :

Major Bowers - Naples Area.
Major Taylor - Bari, Foggia and Campobasso Areas.
Captain Price - Chieti and Aquila Areas.

This Branch is concerned with records and supply for all W.D. and vehicles of the Commission, whether used for domestic purposes, civilian supply or fire service. Responsibility for rendering the appropriate casualties and other returns for areas as shown will therefore devolve on addressees. A copy of Annex 'B' to Establishment Memorandum No. 34 is enclosed for guidance.

Addressees will also be responsible for fire service vehicles in their areas, and particulars of location of these vehicles are attached hereto. These vehicles will be taken on charge by the appropriate addressee and included in returns.

Public Safety Sub Commission is being asked to instruct fire brigades to get in touch with addressees in order to obtain any necessary instructions.

S. W. MILLER,
Lieut. Colonel.

G-4 (B)

Copies to: Transportation Sub Commission - Your AC/206/8/Tn 5 of 9th-4-45 refers. No doubt you are giving, or have given, instructions as to maintenance of fire brigade vehicles.

Public Safety Sub Commission - It is requested that appropriate fire brigade officers be

1040

informed by Transportation Sub-Commission that addressees are responsible for all transportation problems as follows :

Major Powers - Naples Area.
Major Taylor - Bari, Foggia and Campobasso Areas.
Captain Price - Chieti and Aquila Areas.

This Branch is concerned with records and supply for all W.D. semi vehicles of the Commission, whether used for domestic purposes, civilian supply or fire service. Responsibility for rendering the appropriate casualties and other returns for areas as shown will therefore devolve on addressees. A copy of Annex 'E' to Establishment Memorandum No. 34 is enclosed for guidance.

Addressees will also be responsible for fire service vehicles in their areas, and particulars of location of these vehicles are attached hereto. These vehicles will be taken on charge by the appropriate addressee and included in returns.

Public Safety Sub Commission is being asked to instruct fire brigades to get in touch with addressees in order to obtain any necessary instructions.

S. W. MILLER,
Lieut. Colonel.

G-4 (E)

Copies to: Transportation Sub Commission - Your AC/206/8/Tn 5 of 9th-4-45 refers. No doubt you are giving, or have given, instructions as to maintenance of fire brigade vehicles.

Public Safety Sub Commission - It is requested that appropriate fire brigade officers be instructed to arrange for maintenance of their vehicles with addressees. 2382

FIRE SERVICE VEHICLES

Major G.W. G. TAYLOR :

BARI.

Forá 3 Ton 4 x 2 G.S. L. 4714851
 Chevrolet 3 Ton 4 x 2 G.S. L. 4724165
 " " L. 5172259 Ordered to Rome for Liguria
 Region

CAMPORASSO.

Chevrolet 3 Ton 4 x 2 G.S. L. 1307421 Ordered to Rome for Liguria
 Region

FOGGIA.

Bedford 3 Ton 4 x 2 G.S. L. 4882709
 Chevrolet " " L. 4518841 Ordered to Rome for Umbria-
 Marche

+++++

R E S T R I C T E D

ANNEX "B" to
 Est. Memo. No. 34, this
 No. dated 19 Dec 44

RESPONSIBILITIES OF G-4 (B)

1. G-4 British will be responsible for records and major items of
 supply.

2. RECORDS.

a. G-4 (B) will keep all records and prepare vehicles census of
 all WD vehicles in use in the Commission.

b. Vehicle Casualties. These will be rendered by G-4 (B) for all
 WD vehicles of the Commission.

c. Vehicle Locations.

(1) Distribution of all vehicles to Regions, AMG Armies will be
 ordered by G-4. For this purpose whenever WD vehicles (other than WE
 vehicles) are moved from one part of the Commission to another, a copy
 of the movement order will be sent to G-4 (B). We and WD vehicles
 used on direction of Public Safety Sub-Commission (Fire Service) will
 not be moved except on the instruction of G-4 Branch.

(2) Whenever any WD vehicles, whether on WE or not, are tran-
 sferred from one part of the Commission to another, transferer and
 transferee will sign and exchange AFs. G.1033 and transferer will
 forward a third copy signed by both to G-4 (B).

3. SUPPLY.

a. Vehicles.

Bedford 3 Ton 4 x 2 G.S. L.4882709
Chevrolet " " L.4518841 Ordered to Rome for Umbria-
Marche

+++++

RESERVED

ANNEX "B" to
Est. Memo. No. 34, this
No. dated 19 Dec 44

RESPONSIBILITIES OF G-4 (B)

1. G-4 British will be responsible for records and major items of supply.

2. RECORDS.

a. G-4 (B) will keep all records and prepare vehicles census of all WD vehicles in use in the Commission.

b. Vehicle Casualties. These will be rendered by G-4 (B) for all WD vehicles of the Commission.

c. Vehicle Locations.

(1) Distribution of all vehicles to Regions, AMG Armies will be ordered by G-4. For this purpose whenever WD vehicles (other than WE vehicles) are moved from one part of the Commission to another, a copy of the movement order will be sent to G-4 (B). We and WD vehicles used on direction of Public Safety Sub-Commission (Fire Service) will not be moved except on the instruction of G-4 Branch.

(2) Whenever any WD vehicles, whether on WE or not, are transferred from one part of the Commission to another, transferer and transferee will sign and exchange AFs. G.1033 and transferer will forward a third copy signed by both to G-4 (B).

3. SUPPLY.

a. Vehicles.

(1) Except as provided in sub-para (a) (2), ²⁰⁸²no vehicle will be drawn by any Region, or other part of the Commission except on the instruction of G-4 Branch.

(2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through Army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.

b. Equipment.

A/ G-4 (B) will set up an MT Spare Parts and Equipment Section

who will have the following duties:-

(1) To indent for all G.1098 MT Equipment and LAD Equipment authorized under Special List 94/1 and to issue same when received in accordance with the request of or approval by Transportation Sub-Commission.

(2) If any garage equipment is required, surplus to LAD scale to endeavor to obtain release on receipt of a special application from Transportation Sub-Commission.

(3) To indent for MT First Aid Sealings for all British WD Vehicles of the Commission and to issue such sealings to Regions etc as Transportation Sub-Comm. may request.

(4) To hold a reserve of MT First Aid kits and to replace any items used by Regions etc, on application from the Region concerned.

(5) To be responsible for all indents for tools, spare parts and other equipment for all British WD vehicles on the Commission.

B/.

(1) Regions etc will make all demands for tools, spare parts and MT Equipment on G-4 (B) MT Spare Parts and Equipment Section and will not make indents on Ordinance.

(2) This does not prevent Transport Officers from using their own initiative to obtain local assistance from salvage etc, where permitted.

(3) AMG 8th Army are authorized to continue to work through Army sources where desirable. Their vehicles are, however, being included in sealings demanded. Any indents by AMG 8th Army will be clearly marked "AMG 8th ARMY" and such expressions as AMGOT will be avoided.

4. In order to carry out the above policy, the returns set out in Appx "B" will be rendered to G-4 Branch by the parties set out in such appendix. All previous instructions as to returns to G-4 Branch are cancelled.

5. Administrative Instructions No. 3 of 18 April 1944 are cancelled and responsibility for vehicles will be as set out in paragraph 7.

6. Returns to be rendered:

TYPE OF RETURN	Rendered by	Rendered to	Date
Vehicle Census Return (VE, Civilian Supply & Miscellaneous vehicles till all be shown but separately)	Responsible Officers named in paragraph 7.	G-4 (B)	21st each month.

Vehicle Casualties. Any vehicle Responsible lost, stolen or otherwise struck. Officers

(5) To be responsible for all indents for tools, spare parts and other equipment for all British WD vehicles on the Commission.

B/.

(1) Regions etc will make all demands for tools, spare parts and MT Equipment on G-4 (E) MT Spare Parts and Equipment Section and will not make indents on Ordnance.

(2) This does not prevent Transport Officers from using their own initiative to obtain local assistance from salvage etc, where permitted.

(3) AMG 8th Army are authorized to continue to work through Army sources where desirable. Their vehicles are, however, being included in scalings demanded. Any indents by AMG 8th Army will be clearly marked "AMG 8th Army" and such expressions as AMGOT will be avoided.

4. In order to carry out the above policy, the returns set out in appx "B" will be rendered to G-4 Branch by the parties set out in such appx. All previous instructions as to returns to G-4 Branch are cancelled.

5. Administrative Instructions No. 3 of 18 April 1944 are cancelled and responsibility for vehicles will be as set out in paragraph 7.

6. Returns to be rendered:

TYPE OF RETURN	Rendered by	Rendered to	Date
Vehicle Census Return (WB, Civilian Supply & Miscellaneous vehicles fill all be shown but separately)	Responsible Officers named in paragraph 7.	G-4 (B)	21st each month.
Vehicle Casualties. Any vehicle lost stolen or otherwise struck off strength (e.g. Fire accident, wear & tear). No particular form is necessary but vehicle must be clearly identified. If BLR, cause must be stated and BLR certificate forwarded as early as possible.		G-4 (E)	2381 within 24 hours

7. Responsibility for recording and returns of all vehicles, whether WB, civilian or otherwise authorized, will be as follows:

= 3 =

Responsible Officer	Vehicles for which Responsible
Headquarters Commandant	1. All British WD vehicles and requisitioned vehicles in Ho Motor Pools or assigned to any official, Sub-Commission, etc., other than Sub-Commissions etc., of which the Director is "Responsible Officer" as set out in this instruction. 2. Vehicles of Liaison Officers in Rome.
SCAO's 5th and 8th Armies	All WE, civilian supply and other vehicles working with respective armies, including vehicles of Displaced Persons & Repatriation Sub-Commission.
Regional Commissioners	1. All WE vehicles on charge to Region Prov. 2. All requisitioned cars requisitioned by or transferred to Region. 3. All civilian supply vehicles allotted to Region. 4. Any other WD vehicles working within the Region on civilian work of which notice is given to Regional Commissioner by G-4 Branch 5. <u>For maintenance only</u>, any vehicle of Displaced Persons & Repatriation Sub-Comm. working within the Region which notice is given to Regional Commissioner by the Sub-Commission.
Displaced Persons & Repatriation Sub-Commission	All own vehicles except those working in Army areas.

When we arrived in Bari. It was stated that thirty more tons could be available in approximately ten days time.

2. General Comments. On 7. 1946 the extracted information re movement of heavy goods transport. There were no complaints from him and now that the goods have been moved, the goods are more to meet his demands quite satisfactorily. He stated that when the first truck ever in England there was a problem for the first in the transportation of this commodity. The goods were given to him suggestion that the truck load vehicles should be sent and to his department.

3. Warehouses. Major Martin, the warehouse man, 678 and 696, who approached after he had spent two days with them. Results that he, were good and warehouse was running by itself as he is dead, a sure sign that our visit was a success. In the past major Martin has never been able to carry on vehicles turning a from road and as trucks were fully loaded from 7.00.00 to 11.00.00. A copy of the findings will be forwarded to Allied Commission as soon as possible. It is probable that most of the 4/4 points have been taken up by the members of the court.

4. Findings. A full report on our inspection of 1.00.00 in the houses at Avellino and Bari areas was given at a meeting. The court of inquiry has been held at the end of the inspection of transportation to be a failure into the administration of the organization in the place and a copy of the findings will be forwarded to Allied Commission as soon as possible. It is probable that most of the 4/4 points have been taken up by the members of the court.

(a) Mr. Pevani, Commercial Director, is twenty six years old and has had no experience of transportation whatsoever. He is weak when dealing with men, has no organizing ability and should never have been given this responsibility.

(b) Central Office of 1.00.00 is not conversant with the operation of its smaller offices. This may be due to the fact that 1.00.00 has only recently taken over, but a complete re-organization seems to be the only answer.

(c) Bills of Lading or Trip Tickets must be signed by the interested parties, otherwise sooner or later 1.00.00 will become involved in a law suit through failure to deliver goods which have been in fact delivered.

(d) There is considerable delay in handing in trip tickets after a job has been completed. The trip tickets are not

being checked with the carbon copy held in the office and come rather surprising results came to light when we looked into a few. In one case even the registration number (license) of the vehicle had been entered on the ticket.

(e) Many vehicles are being given trip tickets but no coupons for petrol, thus encouraging the use of the black market. It can be stated that petrol is so plentiful in the cities black market that the cost is less than if obtained through official sources.

(f) Many petrol distributors are refusing to sell petrol to truckers, in spite of their having the necessary coupons and all papers in order, unless they are well "bribe".

(g) There is no control over rates. Truckers bargain with consignors and often make three and four times more than the reasonable amount.

(h) Cost of spare parts and tyres is not in keeping with the ^{actual situation} market rates.

(i) Records of all vehicles and availability state must be kept up to date. Of approximately 200 vehicles registered with one office in Naples, no more than 60-70 are used. The whereabouts of the remainder are unknown and no check up is made.

(j) Vehicles failing to report for work in the morning must be checked immediately. This will cut down the black market racket by a great deal.

(k) Vehicles from truck pools should be controlled at check posts just the same as civilian trucks. At present it is known that such trucks are carrying "contraband" and there are no means of stopping them.

(l) Any controlled clause should be discouraged from using land transport. To have more restricted trucks for the purpose of hauling wine from Naples to Calabria, one must supply the necessary F.O.B.

(As Liaison Officer)

1. Books of Licenses. Licent. ¹ has stated that loading and unloading ships by land transport was very satisfactory and was working well. Only on one occasion has he been let down slightly and that was in unloading the trucks when civilian transport should have cleared roads but it was cleared only 2400 tons. This was the fifth ship that they had unloaded and they had worked exceptionally hard. Licent. ¹ has no objection but prize for the operators of these trucks. When a ship was due to dock as would put in a request for trucks, to forty vehicles to report for duty until the ship was cleared and he could always rely on his demand being met. The question of tyres for heavy vehicles (10 ton ^{trucks}) was raised and it is obvious that in the very near future a supply of these large tyres will be vitally necessary. The period of three

- (H) ^{and/or indication} the remaining cable should be cut off square ends and tyres is not in keeping with the usual fabric.
- (I) Removal of all vehicles and availability states must be kept up to date. Of approximately 100 vehicles registered with the office in Naples, no more than 50 - 70 are used. The whereabouts of the remainder are unknown and no check up is made.
- (J) Vehicles called on reports for work in the morning must be unaccounted immediately. This will cut down the black market market by a great deal.
- (K) Vehicles from truck pools should be controlled at check points just the same as civilian vehicles. At present it is known that such trucks are carrying "contraband" and there are no means of stopping them.
- (L) Any controlled class should be discouraged from using land transport. Do not have to be used trucks for the purpose of hauling wine from Sicily to Calabria; the army supply the necessary F.O.D.

(for Liaison officer)

1. Docks Clearances. Agent, J'Leary, stated that loading and unloading ships by land transport was very satisfactory and was working well. Only on the occasion had to be used for extra slightly and that was in unloading the cargoes when civilian transport should have cleared the town out in last October only, 1400 tons. This was the fifth ship that they had unloaded and they had warned exceptionally hard. Agent, J'Leary has nothing to say for the operators of these trucks. When a ship has to dock he would put in a request for thirty to forty vehicles to report for duty until the ship is cleared and he could always rely on his command being met. The question of tyres for heavy vehicles (10 ton ~~or more~~) was raised and it is obvious that in the very near future - supply of these large tyres will be vitally necessary. The period of three weeks mentioned in his letter was rather an exaggeration but it can be stated definitely that unless these tyres are produced the majority of the heavy vehicles in the Province of Bari will be off the road within six months. A.D. vehicles clear from docks to a limited extent only (approximately 10 miles). A certain amount of grain and flour is cleared by narrow gauge railway to Matera, and the remainder is cleared by L.A.C. and can be vehicles. At present such trucks are clearing 2000 tons per ship, but Agent, J'Leary reckons to cut this to 1000 tons now that the fine weather has set in and open railway tracks can be utilized for carrying grain and flour.

6. Sud Est Truck Pool. Lieut. Friedman is having a lot of trouble through lack of tyres for the vehicles of this pool and seemed over-joyed when informed that there were 30 tyres awaiting collection at Naples and 30 more promised in the next few days. These trucks are used primarily for dock clearance (especially for night work) and transportation of food supplies. They are dispatched by HQM but this is the only connection that HQM has with them.

7. I.C.H. Eight Bedford 3 tonners and one William Utility are supposed to have been handed over to Allied Commission by MOVHIT last October. Confirmation that this had in fact taken place was requested from Allied Commission on 2 Feb 48 but no answer has yet been received by Major Jeffrey, A.C. En. Sub-commission, Bari. These vehicles are badly in need of repair but no-body seems to know whose the responsibility is. Copies of letters attached at Appendix "A". DAY A

W.L. Ainsworth Capt. R.A.

W.L. AINSWORTH,
Capt. R.A.

APPENDIX 'A'

Transportation Sub Comm (Rail)
Allied Commission
Ref : AC/Tn/BD/S/8/
Date : 2 Feb. 45.

Subject - Military vehicles
in possession of ISR
BARI.

To: Tn. Sub Comm (Rail Section)
c/o Tn. Increment - C.M.F.

1. Reference AC/Z39/Tn dated 17 Jan. 45.
2. Details of above vehicles as follows -

NAME	W.D.No.	CHASSIS No.	CONTRACT No.	Place where normally garaged.
3 Ton. BEDFORD	L. 517811	30756.		FOGGIA ISR.
"	L. 518221	43656.	V. 3960.	BARI ISR.
"	L. 525777	54500.	V. 4155.	BARI ISR.
"	L. 528150		V. 4820.	"
"	L. 4879052	65229.	V. 5004.	"
"	L. 4879073	65297.	V. 5004.	"
"	L. 4879538	66474.	V. 5004.	"
"	L. 4881571	68933.		FOGGIA ISR.
HILLMAN.	4.4776691	1443691.	V. 5014.	BARI LCCO;

3: Reference DTA letter Tn I/16/3 dated 29 Dec. 44 (copy attached) may it be confirmed please that the above vehicles are on AC charge and that maintenance is the responsibility of this Comm as no instructions has been received to this effect.

2378

(signed) W. B. GIFFREY

Major R.E.
AC Tn Sub Comm.

Copy to: AC Southern Region
" BARI Zone.

2. Details of above vehicles as follows -

NAME	W.D.No./	CHASSIS No.	CONTRACT No.	Place where normally garaged.
3 Ton. BEDFORD	L.517811	30756.		FOGGIA ISR.
"	L.518221	43656.	V.3960.	BARI ISR.
"	L.525777	54500.	V.4155.	BARI ISR.
"	L.528150		V.4820.	"
"	L.4879052	65229.	V.5004.	"
"	L.4879073	66297.	V.5004.	"
"	L.4879218	66474.	V.5004	"
"	L.4881571	68923.		FOGGIA ISR.
HILLMAN.	M.4776691	1443691.	V.5014.	BARI LOCO;

34 Reference DTN letter Tn I/16/5 dated 29 Dec.44 (copy attached) may it be confirmed please that the above vehicles are on AC charge and that maintenance is the responsibility of this Comm as no instructions has been received to this effect.

2376

(signed) E. B. GIFFREY

Major R.E.
AC Tn Sub Comm.Copy to: AC Southern Region
" BARI Zone.

APP: A

C O P Y

ALLIED FORCE HEADQUARTERS
TRANSPORTATION (BRITISH) SECTION.

Tn I/16/1.

To : D. Tn.
Transportation Increment.

Subject: AD Vehicle used by I.S.F.

Your Tn.A.I/205 of 24 Dec.

Reply was received by 3 Dist Signal OG 3317
of 14 Nov as follows:-

" OG 3317. RESTRICTED. REF YOUR TnI/16/3 OF
23 OCT. UNDERSTOOD VHS HANDLED OVER BY
MOVING TO AC TRANSPORTATION OFFER BARI AND
TAKEN ON CHARGE BY AC IN OCT. ASSUME THIS
IS SATISFACTORY "

We notified them of agreement on 28 NOV, after
confirming the details given.

It is regretted that you were not informed earlier.
However the handover to AC clears any Tn responsibility
for future maintenance.

(sgd) D.A.F. QUERETT. Major R.E.
D.A.D. Tn.

for Brig. 2375
Director of Transportation (Er).

DAFO/MB.

To : D. Tn.

Transportation Increment.

Subject: D Vehicle used by I.S.R.

Your Tn.A.I/205 of 24 Dec.

Reply was received by 3 Dist signal OG 3317 of 14 Nov as follows:-

" OG 3317. RESTRICTED. REF YOUR TML/16/3 OF 23 OCT. UNDERSTOOD VEHs HANDSD OVER BY MOVEMT TO AC TR NSPORTATION OFFR BARI AND TAKEN ON CHARGE BY AC IN OCT. ASSUME THIS IS SATISFACTORY "

We notified them of agreement on 28 NOV, after confirming the details given.

It is regretted that you were not informed earlier. However the handover to AC clears any Tn responsibility for future maintenance.

(sgd) D.A.F. QUERETT. Major R.F.
D.A.D. Tn.
for Brig. 2375
Director of Transportation (Br).

DAFC/MB.

INTER OFFICE MEMO

CGG/fd

13 file

AG/63/13/Tn 3

2 APRIL 1945

SUBJECT : Travel Orders

TO : Administration Division

1. Travel Orders by M.T. are requested for the following:-

Major H.J. Symons No. 3008
Capt. A.A. Gower (Br) No. 181276
" W.L. Ainsworth (Br) No. 132626

2. In addition to the above there will be also

1 Representative of SWAC (Civilian)
1 Officer of the Carabinieri (Civil Police)
1 Driver - Italian Army

the names of Personnel listed in this Paragraph cannot be supplied until tomorrow.

3. (a) Purpose of journey is to carry out check on movement of road vehicles.
(b) Duration of journey will be 3 days.
(c) Area to be visited is NAPLES and the road NAPLES-FOGGIA
4. Rations for 3 days are required for the above personnel.
5. Date of departure 0900 hrs 4 April 45.

Stallard
for M.J. STAFF, Colonel
Chief, Movements Div.

Copy to : Roads Div. 
Major Symons

2374

WLA/aa

INTER-OFFICE MEMO

22 March 1945

Ref: AG/S/1/Tn.5

SUBJECT: Report on Tour of Florence - Leghorn District.

TO: Transportation Sub-Commission

1. 1st Truck Bn was contacted and all Coys visited (less No 7 Coy at Civitavecchia). Operation of these Coys is controlled by Bn H.Q. at Florence and all despatch orders emanate from this office, except in the case of an emergency request involving a small number of trucks when it is permissible for the Coy concerned to despatch any spare trucks that might be available and advise Bn H.Q. afterwards.

2. Priorities. There seems to be a general lack of concrete information on this subject. Due to there being no written orders it is not quite clear whether the order of priority is 1, AMG 5 Army, 2, Warehouses, 3, Toscana Region or 1, AMG 5 Army, 2, Toscana Region, 3, Warehouses. It is also left to the officers concerned in the three above mentioned units to decide what commodities they consider top priority.

3. Requests for transport by tonnage are submitted to Maj. Merton, C.O. 1st Truck Bn, by Capt. Brown (AMG 5 Army) and Major Sowers (Toscana Region).

4. No payment is made for army vehicles even when hauling for Toscana Region. This is going to lead to dissension when civilian trucks take over.

5. A certain number of trucks available but not used appear on the daily report. As requests for transport for the following day are not received by Bn H.Q. until 1800 hrs it is considered inadvisable to utilize these trucks unless they can be used on purely local hauls, which can be completed within the day.

6. Chief trouble is lack of spare parts. 5 Army, 99th be contacted for 3rd echelon emergency repairs but there are no facilities for issue of spare parts to the Companies' own workshops. One or two Companies, notably No 1 and No 6, are fortunate in that they have made good liaison with nearby Ordnance Coys, but this scrounging cannot be recognised as a regular source of supply.

request involving a small number of trucks when it is permissible for the Coy concerned to despatch any spare trucks that might be available and advise Bn H.Q. afterwards.

2. Priorities. There seems to be a general lack of concrete information on this subject. Due to there being no written orders it is not quite clear whether the order of priority is 1, AMG 5 Army, 2, Warehouses, 3, Toscana Region or 1, AMG 5 Army, 2, Toscana Region, 3, Warehouses. It is also left to the officers concerned in the three above mentioned units to decide what commodities they consider top priority.

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6. Chief trouble is lack of spare parts. 5 Army can be contacted for 3rd echelon emergency repairs but there are no facilities for issue of spare parts to the Companies' own Workshops. One or two Companies, notably No 1 and No 6, are fortunate in that they have made good liaison with nearby Ordnance Coys, but this scrounging cannot be recognised as a regular source of supply.

7. On an average each Coy keeps 33 vehicles on the road daily.

8. Only one Coy, No 5, is having any serious difficulties over discipline. Several M.P. charges have been preferred against Italian personnel of this Coy and there is little the Coy commander can do about it. He has been warned

that he can get himself into very serious trouble through adopting too much of the "strong arm" attitude.

9. During the month of February 1955 5 Army was furnished with 2424 trucks hauling 7245 tons, Toscana Region 974 trucks hauling 3609 tons and Marshouses 1955 trucks hauling 6605 tons.

10. Civilian truck pools of Pistoia and Lucca are well organized and nothing can be added to the monthly report submitted by Capt. J.F. Helstead. His main difficulty is lack of tyres and new materials. Facilities exist in Pistoia and Lucca for retreading tyres but no new materials have been issued.

W.L. Ainsworth Capt. RA.

W.L. AINSWORTH
Capt. R.A.
Roads Division.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

CSG/ml
10

63/10/Tn.2

27 March 1945

SUBJECT : Notes for NAPLES tour.

TO : Chief Movements Div.

1. Present position regarding Hemp.
2. Position regarding SANSA.
3. How closely is Capt. Jefferson liaising with ENAC.
4. Any difficulties experienced in connection with M.F. working at docks.
5. Any instances of wine reported travelling northwards by road from SICILY or South of Italy.
6. Present situation concerning UTO & ENAC.
7. Progress report for ANCONA-FORLI Food haul, grain for ROME and sulphur is attached at Appendix "A" in case subjects should be raised at AFHQ.

Start attached
C.W. CHRISTENSEN, Lt. Col.
Chief Roads Branch
Movements Division.

Encl :
App. "A"

2371

APPENDIX "A"PROGRESS REPORT

(All figures are tons)

Commodity	Target (monthly)	Moved in Feb.	Moved		Moved to date	Daily Average	Target Bal. to be moved
			on	Tons			
Food ANCONA-FORLI 5 Mar?	(Commen. 2400)	NIL	Max. 25 ^k	85	1492	59.76	908
Grain for ROME (ANCONA RRS)	7000	5270	25 ^k	376	6747	269.88	643 153
SULPHUR	2700	1869	25 ^k	138	2021	80.84	676

2370

FILE

CWC/gd

INTER OFFICE MEMO

17 March 1945

OUR REF : 63/9/Tn3

SUBJECT : Visit and Tours
Capt. H.J. Mansfield - H.E. Liberated Italy

TO : Roads Division
Transportation Sub-Commission.

Attached is a copy of the report by Capt. Mansfield
(date 14 March 1945) of his recent visit to H.E. (Liberated)
Italy.

This for your information.


C.H. CHRISTENSEN.
Lt. Colonel
Mov. Div. Roads Branch

2369

HJ/Fd

INTERNAL OFFICE MEMO

Our ref.: AC/63/8/En 3

14 March 1943

SUBJECT: Tour of M.E. Italy by Capt.
H.J. Mansfield, R.E.

TO: 1 MC. AG. (M), Tn. Sub-Comm.
Movements Division - Roads Branch

1. FOOD HAUL - ARCONA TO FORLI'

(a) The haulage of food from ARCONA to FORLI' started on March 5 when 25 vehicles belonging to 1000 O.M. Coy conveyed 70 tons of food. Capt. Bent is aiming at the target of 90 tons a day, and on March 8 11 lorries moved over 90 tons. It will not be possible to do this every day, however.

(b) The first lorry to be loaded leaves ARCONA at 08.00 hours. Subsequent lorries leave as and when loaded and not in convoy.

(c) Capt. Bent has observed a tendency to overload these lorries, and has reduced the vehicle loading time.

(d) Two platoons work every other day, thus allowing adequate time for maintenance.

(e) Route No. 9, between FORLI' and ARCONA is a class 4C road, and can be considered a good road.

(f) The average number of vehicles (excluding conveyors) on Route 9 daily between ARCONA and FORLI' is 3,400, most of which travel during the ten hours between 08.00 and 18.00 hours, so that in normal circumstances the road is very busy without being really difficult. When conveyors of any size are on the road, however, the journey time of the other vehicles must be considerably increased.

(g) It was estimated that the ARCONA - FORLI' food haul would take 40 days, the estimate being based on a daily lift of 70 tons. Since the average daily lift seems likely to work out at 10 tons a day more, the complete movement should be over in correspondingly less time.

1. FOOD HAUL - ANCONA TO FORLI

- (a) The haulage of food from ANCONA to FORLI started on March 5 when 55 vehicles belonging to 1000 G.M. Coy conveyed 75 tons of food. Capt. Bent is aiming at the target of 90 tons a day, and on March 8 31 lorries moved over 10 tons. It will not be possible to do this every day, however.
- (b) The first lorry to be loaded leaves ANCONA at 02.00 hours. Subsequent lorries leave as and when loaded and not in convoy.
- (c) Capt. Bent has stopped a tendency to overload these lorries, and has reduced the vehicle loading time.
- (d) Two platoons work every other day, thus allowing adequate time for maintenance.
- (e) Route No. 8, between FORLI and ANCONA is a class 40 road, and can be considered a good road.
- (f) The average number of vehicles (excluding convoys) on Route 8 daily between ANCONA and FORLI is 2,400, most of which travel during the ten hours between 06.00 and 18.00 hours, so that in normal circumstances the road is very busy without being really difficult. When convoys of any size are on the road, however, the journey time of the other vehicles must be considerably increased.

(g) It was estimated that the ANCONA - FORLI food haul would take 40 days, the estimate being based on a daily lift of 70 tons. Since the average daily lift seems likely to work out at 10 tons a day now, the complete movement should be over in correspondingly less time.

(h) Major Kennedy did not have in his possession the actual capacities of the four warehouses in which the food is being stored at FORLI. (Though accurate figures have been sent Major Klein), but estimated the capacities as follows:-

Warehouse 1	100 ft. x 100 ft.	storage capacity	2,500 tons
"	2 - 100 ft. x 40 ft.	"	2,000 "
"	3 - 100 ft. x 100 ft.	"	2,000 "
"	4 - 100 ft. x 100 ft.	"	800 "

(i) Non-perishable foodstuffs are being stocked in a large area adjoining the warehouses.

(j) In this connection, Major Kennedy has asked Major Klein for cover (tarpaulins) for 8,300 tons of load. The ~~area~~ ^{area} is in drums each weighing 40 lbs, which are stocked in three tiers.

(k) Now that storage accommodation has been secured, Major Kennedy is anxious for food to be sent him as quickly as possible.

2. 1001 O.T. COY.

(a) In the absence of Major Young, the employment of this O.T. Coy was discussed with Lt. Penier.

(b) Particulars of the utilization of the lorries in 1001 O.T. Company on one day (March 24th) are given below:-

5	lorries	RAVENNA working under instructions Lt. Bliss
2	"	workmen and bricks, RIVIGNI
1	"	R.A.M.C., FERRARO to CUSMA
2	"	bricks locally
37	"	food (mainly seed) RIVIGNI area
12	"	grain, RAVENNA area
7	"	rubble, RIVIGNI
5	"	lime and bricks (bridge construction)
2	"	bricks CUSMA
10	"	P.O.L. RIVIGNI to various places
5	"	grain RAVENNA to CUSMA
1	"	construction material
4	"	rubble
4	"	B.R.C. clothing clothing, RIVIGNI
2	"	bricks

99

(c) The other lorries of this Company were on maintenance on this day. All available lorries were employed.

(d) Following the receipt of this H.Q. signal 2346 of March 2, ANG 8 Army are endeavouring to give more work to the Italians, in order to ~~free~~ ^{save} one platoon. The Italians, who are anxious for work, have 500 vehicles in the area. This number includes a large but unknown number of vehicles of less than, 1 ton carrying capacity.

(e) ANG 8 Army anticipate being able to release a platoon without prejudice to their other commitments.

2367

U.S. Coy was discussed with Lt. Fender.

- (b) Particulars of the utilization of the lorries in 1001 G.T. Company on one day (March 5th) are given below:
- | | | |
|----|---------|--|
| 1 | Lorries | RAVENNA working under instructions Lt. Alise |
| 2 | " | Workmen and bricks, RICCIONE |
| 1 | " | H.A.S.O., PESARO to GEMMA |
| 2 | " | bricks locally |
| 27 | " | food (mainly seed) RUBBI' area |
| 12 | " | grain, RAVENNA area |
| 7 | " | Rubbish, RIVINI |
| 3 | " | Lime and bricks (bridge construction) |
| 2 | " | bricks CICCINA |
| 10 | " | H.O.L. RIVINI to various places |
| 8 | " | grain RAVENNA to CICCINA |
| 1 | " | construction material |
| 4 | " | rubble |
| 4 | " | B.H.O. clothing, NORLI |
| 3 | " | bricks |

99

- (c) The other lorries of this Company were on maintenance on this day. All available lorries were employed.
- (d) Following the receipt of this H.Q.s signal 2346 of March 5, AMG 8 Army are endeavouring to give more work to the Italians, in order to ~~save~~ ^{use} one platoon. The Italians, who are anxious for work, have 300 vehicles in the area. This number includes a large but unknown number of vehicles of less than, 1 ton carrying capacity.
- (e) AMG 8 Army anticipate being able to release a platoon without prejudice to their other commitments.
- (f) Their intention is to hand over to the Italians everything except B.H.O., POL and ration, i.e., everything except commodities with a high "black market" value.
- (g) Lt. Fender did not feel able to commit himself as to whether in due course more than one platoon of 1001 G.T. Coy could be released.
- (h) It is suggested that the utilization of 1001 G.T. Coy lorries by AMG 8 Army is reasonable, but that in time probably more than a platoon will be saved by greater employment of Italian vehicles.

(i) Because in the past ANG & Army have not been asked for any information concerning their utilization of the D.T. Coy, some cur-riose was felt when they received an order from this H.Q., concerning the transfer of a platoon. It is considered, however, that the position is now understood by Lt. Pender, whose altitude was entirely helpful.

3. HAULAGE OF SULPHUR

(a) 35 vehicles are allotted to the haulage of sulphur from the CAJINABADI Mine to MONTICARROTO, where the sulphur is stockpiled, and re-forwarded by rail from MOLE station.

(b) Something like 30 lorries operate daily (30 tons was hauled on one day recently). The distance involved is approximately 40 miles.

(c) Owing to the fact that several detours have to be made, that a stream has to be forded and that the roads are narrow, only one round trip can be managed by most of the lorries. Four or five usually manage two round trips.

(d) ~~Due~~ to the re-laying of a bridge between MOLLONO and PARRINO, the road between these points will be broken for four days from March 13-17, which will prevent the sulphur haul from CAJINABADI to MONTICARROTO from taking place.

(e) The possibility of conveying sulphur from PERTICARA to a suitable railhead, say CUNERA or RIVINI was investigated.

(f) It was found that on the main road, Route 71, which brings PERTICARA near to its railhead, the Bailey bridging between MOLLONO and CUNERA is not being maintained, and that it will be removed as soon as certain units now stationed between these points are moved. These units are not expected to remain long in the vicinity.

(g) There is, however, a mountain road between PERTICARA and the main road at CAVIGNANO, on which there are not bridges, which is maintained by the Italians. This road is used by Lt. Pender, who has motored over it, to be in reasonable though not good condition.

(h) The distance between PERTICARA and RIVINI is 38 ~~48~~ miles, and between PERTICARA and CUNERA 42 miles.

(i) It is considered that if sulphur is hauled between PERTICARA and CUNERA (say) the majority of lorries so employed would probably be two.

- (b) something like 30 lorries operate daily (20 tons was hauled on one day recently). The distance involved is approximately 40 miles.
- (c) Owing to the fact that several detours have to be made, that a stream has to be forded and that the roads are narrow, only one round trip can be managed by most of the lorries. Four or five usually manage two round trips.
- (d) ^{Due} to the replacing of a bridge between FOLIGNO and FARRIANO, the road between these points will be broken for four days from March 13-17, which will prevent the sulphur haul from CASSINARI to MONTESCAVATO from taking place.
- (e) The possibility of conveying sulphur from FARRIOLARA to a suitable railhead, say CERVIA or RIMINI was investigated.
- (f) It was found that on the main road, Route 71, which brings FARRIOLARA near to its railhead, the railway bridging between FOLLIGNO and FARRIANO is not being maintained, and that it will be removed as soon as certain units now mentioned between these points are moved. These units are not expected to remain long in the vicinity.
- (g) Where it, however, a mountain road between FARRIOLARA and the main road at FOLLIGNO, on which there are not bridges, which is maintained by the Italian. This road is said by Lt. Pender, who has motored over it, to be in reasonable though not good condition.
- (h) The distance between FARRIOLARA and RIMINI is 28 2/3 miles, and between FARRIOLARA and CERVIA 42 miles.
- (i) It is considered that if sulphur is hauled between FARRIOLARA and CERVIA (say) the majority of lorries so employed would do one round trip some would probably do two.
- (j) 1001 O.T. Coy have no lorries to spare at the moment, nor can any be taken from those of 1004 O.T. Coy now conveying sulphur from the CASSINARI mine, because to do so would not increase the total amount of sulphur brought to railhead. Moreover the drivers of 1004 O.T. Coy working on sulphur know the road between CASSINARI and MONTESCAVATO.
- (k) should, however, altered circumstances and re-organization provide surplus lorries, ^{road} haulage as indicated appears practicable, whilst CERVIA should make a better railhead than RIMINI, since it is handling much less traffic than RIMINI. (This was the view of Major Drew, "Movements RIMINI").

4. EMILIA REGION

(a) Major Hughes said there were 400 vehicles in the Province of FORLI' in the Auto-Transporti. 100 of these are under a ton in carrying capacity and 253 have a carrying capacity of more than a ton. 187 of the 253 vehicles are capable of carrying together more than 400 tons.

(b) In RAVENNA there are 50 vehicles of over a ton carrying capacity and the 107 ~~best~~ can carry 150 tons. (these are a few 2-ton vehicles).

(c) In January the FORLI' Auto Transporti hauled 1400 tons. (The February figures are not yet available).

(d) The haulage is mainly of grain, sulphur for agricultural purposes, and of consignments on rough roads which the 1001 G.M. Coy cannot undertake.

(e) The RAVENNA Auto-Transporti only started in January when 200 tons were hauled.

(f) The Supply Officers at FORLI' and RAVENNA examine the bids made and control the work done. In the West Major Hughes said they were inclined to hold on to their patrol, but that this difficulty has now been overcome.

(g) The E.R.A.C. system of charging for consignments carried by their organization was explained to Major Hughes. He asked if he could have nine (9) copies of the official tariff sent him and suggested that it would be an advantage if the introductory remarks were translated into English.

(h) Major Hughes also asked if he could be supplied with information concerning schooner rates, in case this traffic becomes important again.

5. CAPT. BENT

(a) Capt. Bent has excellent office accommodation consisting of two rooms. He has a telephone with an extension to his second (adjoining) room. His furniture is adequate, but he is anxious to have a British O.N. (clerk), whom he can leave in charge of the office when he is out.

(b) A supply of maps was handed to Capt. Bent.

(c) Capt. Bent is unaware of his official designation. This has not in any way hampered or interfered with his work, but it is conceivable that such might occur with a change of officers.

(d) The haulage is mainly of grain, sulphur for agricultural purposes, and of consignments on rough roads which the 1001 G.T. Coy cannot undertake.

(e) The RAVENNA Auto-Transporti only started in January when 200 tons were hauled.

(f) The Supply Officers at PORI and RAVENNA examine the bids made and control the work done. In the past Major Hughes said they were inclined to hold on to their petrol, but that this difficulty has now been overcome.

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(b) A supply of maps was handed to Capt. Bent.

(c) Capt. Bent is unaware of his official designation. This has not in any way hampered or interfered with his work, but it is conceivable that such might occur with a change of officers. A letter of appointment has not yet been received by him.

6. HAULAGE OF GRAIN - 1004 G.T. COY

(a) An opportunity was taken of attending the weekly Grain Conference at ANCONA, when Major Cardley dealt with any points which the next week's work had brought to light.

(b) These mainly concerned 1004 G.T. Coy and referred to delays

in loading shortage of sacks, occasional overloading, and a complaint by the local Italians that their laborers sometimes had heavy loads to lift.

(c) These were disposed of without delay. In the case of sacks, for example, the civilians were told that they were responsible for producing sacks and that they would produce them. The answer was that the sacks could not be delivered because of an absence of road transport. It was therefore decided that the G.I. Coy would be responsible for delivering sacks.

(d) It was explained that the replacing of a bridge between POLIGNO and MARIANO, between March 13th and 17th, which would cut the road between these points for four days, would not ~~affect~~ affect the wheat programme.

(e) Major Cardley, after the conference, had no points for movements, save that he has 100 tons of salt lying at ANCONA for 6 Army. No difficulty in moving the salt is anticipated.

7. NO. 7 TRUCK POOL

Lt. Vaughan is now responsible for No. 7 Truck Pool, having replaced Capt. Price, and his H.Q. is at OSTIA. It was impossible to telephone Lt. Vaughan from ANCONA, and when OSTIA was visited, he was away.

8. AQUILA

(a) The following information in regard to the composition of the truck pools was obtained from Capt. Richardson's office.

Truck Pool	Where stationed	Composition
3	CHIESI	43 chevrolats
4	AQUILA	8 " over 10 other vehicles
5	ANCONA	25 " (approx)
6	MARIANO	25 "
7	OSTIA	No information yet
8	Will be at PAVARO and will have 15 chevrolats and 10 Dodges.	

(b) Altogether, there are 132 chevrolats, 20 Dodges, and, excluding No. 7, about 40 odd vehicles with a carrying capacity of between 6 - 5 tons.

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(e) Major Berdley, after the conference, had no points for movements, save that he has 300 tons of salt lying at ANCONA for 8 Army. No difficulty in moving the salt is anticipated.

7. NO. 7 TRUCK POOL

Lt. Vaughan is now responsible for No. 7 Truck Pool, having replaced Capt. Price, and his H.Q. is at OSIMO. It was impossible to telephone Lt. Vaughan from ANCONA, and when OSIMO was visited, he was away.

8. AQUILA

(a) The following information in regard to the composition of the truck pools was obtained from Capt. Richardson's office.

Truck Pool	Where stationed	Composition
3	CHIERI	43 chevrolets
4	AQUILA	5 " over 30 other vehicles
5	ASCOLI	25 " (approx)
6	MACERATA	25 "
7	OSIMO	No information yet
8	Will be at FERRARO and will have 15 chevrolets and 10 Dodges.	

(b) Altogether, there are 132 chevrolets, 20 Dodges, and, excluding No. 7, about 40 odd vehicles with a carrying capacity of between 6 - 8 tons. 2362

9. MISSION WITH MOVEMENTS H.Q.

The following Movements' H.Q.s were visited:-
 ANCONA (Lt. Col. Williams)
 RIMINI (Major Drew)
 8th Army Rear (Capt. Walker and Capt. Gray)

10. ACCOMMODATION

There is spare accommodation in the AC Mess at ANGONA, and, there are transit hotels there and CENEMA, where it is advisable to book in advance if possible. There is an officers' club at FORLI' and at RICCIONE a leave hotel where meals can be obtained. At MACERATA there is a transit hotel and a club where transit officers not staying the night have their meals. At AQUILA there is a good A.C. hotel. There are no transit facilities available at PESCARA.

H. J. Marshfield

H. J. MARSHFIELD
Captain, R.E.
Movements Div.
(Roads Br.)

2363

CSG/bm

INTER OFFICE MEMO

16 Feb 1945

AC/63/4/TN.3

TO : Col. M. J. Steff.

SUBJECT: Tour of Northern Territory 6-11 Feb '45. (3)

- Para 1. Letter sent to all concerned.
- " 2. No arrangements have been made yet.
- " 3. Rail Branch have this in hand and await info from MOVEMENT.
- " 4. (a) Non availability of skid chains for more than 4 the number of trucks required resulted in only 4 required haul - i.e. 45 tons in lieu of 90 tons per day. This is now rectified - average for period 7 - 11 Feb. '45 was 70 tons per day. On the 12th Feb no tonnage was loaded to rail. On 13, 14 and 15 Feb loadings were 98 - 73 and 60 tons respectively. For this week tonnage to be railed has been cut to 45 tons per day. (Priorities Board).
- (b) Turn round of 100 miles seems excessive. Enquires in hand.

Para 5. Capt. Bent reported to this office for instructions on 8 Feb and reported to Lt. Col. Fletcher 9 Feb. He has to day reported to AMG ANCONA and was instructed by me to make his number with HQ. Movements. Arranged send him written orders regarding his duties.

Para 6. To avoid these delays Maj. Klein has sent another officer (Capt. Boyd) to ANCONA. It will be his responsibility to ensure that orders for M.T. are ready prior to 1800hrs each day for following days details. 2302

Para 7. In hand.

Para 8. Lt. Col. Bordas investigating locally.

Para 9. Rail Branch rendering report.

Para 11. Rail Branch has this matter in hand. Questions of saving in M.T. lift is being investigated. Decided at this afternoon meeting NOT to proceed with rehabilitation of M.C. 728 at present

ELL
G. STRATHEARNER

" 4.(a) Non availability of skid chains for more than 1 the number of trucks required resulted in only 1 required haul - i.e. 45 tons in lieu of 90 tons per day. This is now rectified - average for period 7 - 11 Feb. '45 was 70 tons per day. On the 12th Feb no tonnage was loaded to rail. On 13, 14 and 15 Feb loadings were 98 - 73 and 60 tons respectively. For this week tonnage to be railed has been cut to 45 tons per day. (Priorities Board).

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Para 6. To avoid these delays Maj. Klein has sent another officer (Capt. Boyd) to ANCONA. It will be his responsibility to ensure that orders for M.I. are ready prior to 1800hrs each day for following days details. 2362

Para 7. In hand.

Para 8. Lt. Col. Bordass investigating locally.

Para 9. Rail Branch rendering report.

Para 11. Rail Branch has this matter in hand. Questions of saving in M.I. lift is being investigated. Decided at this afternoon meeting NOT to proceed with rehabilitation of line 252 at present

CEL
C. STRITZGARDNER
Major,
Movements Division
Roads Branch.

Copy to:- Movements Division, Rail Branch.

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

MJS/MI

CONFIDENTIALREPORT OF TOUR OF NORTHERN TERRITORYFebruary 6 - 11th.ROAD.

1. Action to be taken to ensure that all trucks carry full loads in relation to vehicle capacity and road condition. Trucks examined on road ex Truck Pool apparently light loaded. Discussed with Regional Transport Officer, Abruzzi-Marche Region.

2. Are arrangements in hand for ENAC to carry spare parts for any W.D. vehicles turned over to the Italians?

3. Fabriano station could be developed as a R.H. with a little work to the vehicle standing space by the siding. If this is a really economic haul for the surplus grain, then the work should be put in hand in agreement with M.R.S. and Abruzzi-Marche Region. Mov. Road to examine together with Regional Transportation Officer and take necessary action.

4. Only 45 tons of sulphur per day is being loaded from Montecosrotto. The M.T. turn-round is approx. 400 miles. Now that roads are practically free from snow, the turn round from the other mines originally chosen should be examined and if more economical, this route opened immediately.

5. The forward advance post for controlling demands for transport is most necessary and should be given every assistance. Mov. Road to send a Rep. up shortly after it has been opened to assist it and examine its working. This is to be done in conjunction with Regional Transportation Officer. Rep. Mov. Road to be assured that a proper system has been worked out for submitting demands for road lift to the advance post and for passing on assignments from the advance post to the units concerned.

Action

Mov. Road and Road Div.

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Mov. Road
Mov. Rail
Abruzzi-Marche Region.Abruzzi-Marche
Reg. 2361
Mov. Road

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Mov. Road
Mov. Rail
Abruzzi-Marche Region.

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Abruzzi-Marche
Reg. 2361
Mov. Road

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Mov. Road
Abruzzi-Marche Reg.

6. Delay is occurring in giving daily assignments to M.T. allocated to the Port and Warehouse Division at Ancona. This must stop. Transport details must be worked out in advance.
Mov. Road
Port & Warehouse Div.

7. Regional Commissioner considered that he could house and feed civil trucks sent as a unit to work in his Region. Mov. Road to follow up immediately.
Mov. Road
Mr. Gross
Abruzzi-Marche Reg.

1 - 1 - 1

Action
Mov. Road
Toscana
Reg.

8. The formation of truck pools in the Toscana Region should be investigated immediately.

RAIL.

Mov. Rail
Mov. Road
Lazio-
Umbria Reg.

9. Rail clearance of lignite ex Fanticale is proceeding satisfactorily. All the stockpile has been lifted. An attempt should be made to always have a small stockpile to prevent delays to loading.

Mov. Rail
Lazio-
Umbria
Region.

10. The Provincial Commissioner, Perugia, did not know that the Railway to the Pietrafitta mines is to be reconstructed. Have Lazio-Umbria Region been informed? If not, they should be informed of the plan immediately.

Mov. Road
Lazio -
Umbria Reg.

11. A reconnaissance should be made of the Umbriale Centrale Private Railway, which connects with Civitavecchia. Does the potential traffic justify a reopening of this line? How much M.T. haul would be saved?

Mov. Rail
Port &
Warehouse
Division

12. Arrangements should be made to keep A.C. Warehouse space at Porti full, and Mov. Rail in conjunction with Port and Warehouse Division and, bidding Sub-Commissions should see that necessary bids for rail capacity are made on A.F.H.Q.

Deputy
Director

13. Under the new organization of the Transportation Sub-Commission in the field in which all officers are Transportation Field Officers under Command of the Regional Commissioner, it is not practicable to have certain officers, at present carrying out purely a rail function, attached to M.R.S. This arrangement should be stopped.

Mov. Rail
& Rail Div.

14. Confirm date when rail will be through to Florence, and what capacity will be available for A.C. traffic.

PORT & WAREHOUSE DIVISION

Mov. Shipping

15. Use of Ortona as a schooner port for the

be reconstructed. Have Lazio-Umbria Region been informed? If not, they should be informed of the plan immediately.

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PORT & WAREHOUSE DIVISION

15. Use of Ortona as a schooner port for the Abruzzi-Marche Region, should be examined. With better weather it should be possible to get fair sized schooners into Ortona, but this requires confirmation.

16. It should be possible to obtain the bulk of the Tobacco Warehouse at Ancona. Port and Warehouse Div. to follow up. This Warehouse is useless unless roofing material can be made readily available. It is understood that civilian truck loads are on route from Livorno. Port and Warehouse Division to confirm.

Action
Mov. Rail
& Rail
Division
Port &
Warehouse
Div.

17. The release of the balance of the Warehouse buildings in the accommodation at present held at Forli is being taken up by A.M.G. 15 Army Group and 8 Army. In addition the stove factory on the opposite side of the road will make excellent covered storage accommodation with ample space for any tonnage likely to be held in Forli. 15 Army Group are trying to obtain the release of this building which is at present being used as barracks. Both these groups of buildings have rail sidings, but these require some repair in order to be connected to the main line. Mov. Rail to put this work in hand.

Port and
Warehouse
Division

18. At present stockpiles held at Forli are being supervised by the Railhead detachment. Arrangements should be made to assign Warehouse personnel to Emilia Region to take over when the Road-head detachment moves forward. This should be done now.

GENERAL.

Regional
Transp.
Officers

19. There is a general lack of co-ordination and liaison between Transportation Officers in the field; to a considerable degree, Transportation Officers in the field appear to be working in watertight cells. In towns where there is more than one Transportation Officer stationed, different Transportation Officers should work together in the same building and co-ordinate the work with each other. At present there is wastage of transportation capacity because this is not done.

2360

20. Decisions taken and Headquarters Transportation Sub-Commission are not being passed to personnel on the ground; for example the Provincial Commissioner Perugia did not know that a decision had been made to reconstruct the I.S.R. line in the Perugia neighbourhood and connect it with the Pietrafitta mines. The Provincial Commissioner Ancona had no idea that further Motor Transport Units were being sent into the Ancona area or that an advanced M.T. control post was to be established at Ancona. This lack of knowledge leads to confusion and duplication of work. Movements sections and Headquarters must ensure that any decisions taken at these Headquarters are passed on to the Regions concerned with copy of the relevant documents

All
Movements
Sections.

All
Regional
Tn. Officers

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All
Movements
Sections.

All
Regional
Tn. Officers

24. Care should be taken to follow the procedure laid down in Executive Memorandum No. 77, for Italian Civilians who it is proposed should visit Army Territory; this will avoid unnecessary delay in obtaining necessary authority for their journey.

Action
Movements
Sections

W. J. SIEFF
Colonel R.A.
Chief Mov. Div.

DISTRIBUTION:

Director, Transportation Sub-Commission	
Deputy Director, Transp.	"
Movement Shipping	(2)
Movement Rail	(2)
Mov. Road	(2)
A.M.G. 15th Army Group	(1)
A.M.G. 8th Army	(1)
Abruzzi-Marche Region (for Regional Transportation Officer)	
Tazio-Umbria Region	"
Toscana Region	"
Provincial Commissioner; Ancona	(2)
"	"
Port and Warehouse Division	(1)
Road Division	(1)
Rail Division	(1)

JHB/hl

INTER OFFICE MEMO

Tel: 478303

Our Ref: AC/63/2/Tn.3.

11 February 1945.

SUBJECT: Road Transport Southern Region

TO : Col. M.J. Sieff

1. Attached please find copy of Captain Mansfield's report re his recent visit to Naples.

2. It is unnecessary to comment on the fact that of the three main movements in which we are interested, namely:

(a) Phosphate Rock: No Road Movement is taking place. All is being done by rail.

(b) Hemp - only one vehicle has been made available.

(c) Sanse - 2 vehicles made available.

3. The most amazing para in Capt. Mansfield's report is para 5 - Sanse. This immediately gives one the impression that there is no "tie up" between the Regional Transportation Officer and ENAC and furthermore that all the strain is being put on the Truck pool.

2359

If ENAC can move the Sanse, why not the Hemp and the Phosphate Rock?

4. The list showing how the vehicles in the Truck Pool are used, indicates that they are by no means being employed solely on civil supplies and the purpose for which they were originally allocated.

5. I would suggest that a stranger liaison is made with ENAC and that they be made to shoulder the responsibility, although one can forecast the answer - tyres!

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J.H. BORDASS
Lt. Colonel, RASC.
Road Division

HJM/hl

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

Tel:
Our Ref: AC/

10 February 1945.

SUBJECT: Visit to Naples

TO : A.Q.M.C. (Roads)
Transportation Sub-Commission
Allied Commission

1. In accordance with your instructions, I have visited Naples, and give below certain points concerning road movement in the Southern Region.

2. Vehicle Pool.

(a) There are 133 vehicles operating in this pool. The details attached illustrate how the 133 vehicles are utilized.

(b) If and when vehicles are available for distribution by this H.Q., it is estimated by Capt. J. Jefferson that some 250 would be required in the Southern Region. These would be allocated mainly between Foggia, Naples and Bari. If I.N.T. do not take over Catanzaro, they would be a high priority for vehicles. It is also estimated that a number of the vehicles now in use will need replacement before long.

2358

3. A.C. Stores for Export at Naples.

(a) Civilian stores for export cannot be loaded at Naples, but have to be sent to Torre Annunziata. This involves a round lorry trip of 20 miles. Since not more than one truck a day can be spared from the pool, loading is extremely slow. Rail transport cannot be used for the movement of stores for such a short distance.

(b) In order to eliminate demands for road transport for this purpose, the following alternative suggestions

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- (b) In order to eliminate demands for road transport for this purpose, the following alternative suggestions were made by the Officer i/c Warehouse 676 at Naples:-
 - (i) That a berth be made available for civilian cargo at Naples, or
 - (ii) That an anchorage be provided in the Vigliena basin (near Warehouse 676), where there appears to be the required water space.
- (c) Ships discharging civilian cargo are unloaded at Naples only until their draft is sufficiently low (i.e. 21 feet) to enable them to berth at Torre Annunziata.

4. Heap.

- (a) Although originally it was intended that 9 lorries should be made available for the distribution of heap in its various manufactured states, it has not been possible to allocate anything like this number of lorries to help for a considerable period.
- (b) Capt. Jefferson takes the view that he cannot place more than one lorry at the disposal of the heap industry unless he receives a direct order to divert lorries from the work in which they are now engaged.
- (c) Although those concerned in the heap industry are pressing for more road transport, they refuse to work at night, when additional road transport could be allocated to them.

5. Sense.

- (a) At a meeting with the Director of Sense recently, it was agreed that this traffic should be moved by E.N.A.C.
- (b) Steps have already been taken to avoid the cross-movement of Sense which had been arranged.

6. Phosphate Rock.

Capt. Jefferson states that no lorries have been made available for the movement of Phosphate Rock. There is nothing programmed for Naples in the next three months.

E.N.A.C.

Although E.N.A.C. only started officially on February 1st, it has in practice been in operation in the Southern Region for a longer period. Capt. Jefferson's view is that it is reasonably effective, though abuses are apparent.

It appears, for example, that when an operator is called upon to send his vehicles over difficult roads for a traffic, he does not want to handle, the vehicles conveniently develop mechanical defects.

A small inspecting staff consisting of men with mechanical experience, might keep such irregularities within reasonable bounds.

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- (c) Although those concerned in the hemp industry are pressing for more road transport, they refuse to work at night, when additional road transport could be allocated to them.

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H. Mansfield

Capt. R.E.
Roads Branch
Movements Division

HJM/mi

VEHICLE POOL, NAPLES

There are 133 vehicles (mainly 2 and 3 tonners) in the above pool. Approximately 30 operate within the Commune of Naples viz:-

Hemp	1
wheat	1
food	4
A.C. Warehouse	1
Legal Section (prisoners)	1
Newspaper - Risorgimento (This is only occasional)	1
Flour (between mills)	3
Public safety	1
Exports and Imports	1
P.O. Naples	1
Refugees	2
C.I.P. (petrol distribution)	1
Red Cross (clothing)	2
Consorzio Agrario (Agriculture)	6
Gas Coy	1
F S S (Railways - repairs to the P. way)	1
G I T	1
	29

Some sixty vehicles of the pool are employed outside

Naples, viz:-

Inspection (Maintenance)	4
Medium Repairs) In own Garage	6
Minor "	1
Catanzaro zone	9
I.S.R. Catanzaro zone	3
S.M.E. "	9
Lagonegro coal.	2
R. Poste Italian, Rome-Naples	2
Fish Foggia - Naples	3
S.A.I.M. Benevento	1
R.N.C.G. (Police)	1
F.F.S.S. (Railways)	1
18 Ordnance) Repairs	6
724 Workshops)	10
Stolen	1
Garage	1
Sanse - Benevento	2
	62

2336

13 Vehicles are employed at Salerno, 16 at Benevento and 14 at Avellino, on food distribution and bridge reconstruction. One lorry has been fitted up as a recovery truck and one lorry is kept spare for any emergency which might arise. Above allotment will vary from day to

1 C.I.P. (petrol distribution)
 2 Red Cross (clothing)
 6 Consorzio Agrario (Agriculture)
 1 Gas Coy
 1 F S S (Railways - repairs to the P.Way)
 1 G I T

29

Naples, viz :-
 Some sixty vehicles of the pool are employed outside

4 Inspection (Maintenance)
 6 Medium Repairs)
 1 Minor ") In own Garage
 9 Catanzaro zone
 3 I.S.R. Catanzaro zone
 9 S.M.E. "
 2 Lagonero coal.
 2 R.Poste Italian, Rome-Naples
 3 Fish Foggia - Naples
 1 S.A.I.M. Benevento
 1 R.R.C.C. (Police)
 1 P.F.S.S. (Railways)
 6 38 Ordnance) Repairs
 10 724 Workshops)
 1 Stolen
 1 Garage
 2 Sams - Benevento
62

2306

13 Vehicles are employed at Salerno, 16 at Benevento and 14 at Avellino, on food distribution and bridge reconstruction.
 One lorry has been fitted up as a Recovery truck and one lorry is kept spare for any emergency which might arise.
 Although the above allotment will vary from day to day, the particulars give a clear indication of the employment of the 133 vehicles operating in the Vehicle Pool.
 59 vehicles have been B.I.R. d.

10901