

Part of Naples & District



0015  
Declassified E.O. 12356 Section 3.3/NND No. 785021

# 10000 / 148 / 901



## TRANSPORTATION Sub-Commission

## INTER-OFFICE MEMO

CHC/ga

Tele :- 478393

Our Ref:- AG/55/18/Tn.1.

28 April 1945

SUBJECT:- Port Clearance - CASTELLANOS

TO :- Mr Shipping  
Mr Rail

1. Ref AG/510/55/Tn.1. of 24 Apr. 45 and 272/51/Tn.1. of 25 Apr 45 also by AG/59/10/Tn. 1. of 26 Apr. 45 (to Mr Rail only).

2. I am informed by Food Sub-Commission (Maj. Sinclair) the balance of wheat receipts are at CASTELLANOS after "GRAN VARNANT" (now received) up to and including "WILLIAM JERMAIN" (1391 MT) total 17,000 Tons. Warehouse capacity is 20,000 Tons. Present rate of dispatch from Warehouse is 700 Tons per day so that there is therefore no problem.

For the Chief Movements Division:

*[Signature]*  
G.H. SMITHSON  
Lt. Col.

Copy to :- Food Sub-Commission  
Port & Warehouse Division



TRANSPORTATION SUB-COMMISSION

CNC/GS

(16)

INTER OFFICE MEMO

Tele :- 478303

26 April 1945

Our Ref :- AC/89/16/Tn.3.

SUBJECT : Port Clearance CASTELLANMARE

TO : Mr. Rail

(14)

1. Ref. your 272/21/Tn.3. of 25 April and AC/518/55/Tn.3. of 24 April. In addition to destinations we must have tonnages for each destination.

2. Confirming conversation (Christensen- Worthington) 25 April 45. It is suggested that the only way to plan for the provision of additional warehouse space for 8145 Tons, is for a complete programme to be drawn up from to-day until after arrival and discharge of UGS 57 (including disposal of cargoes in U.S.S. 34-85-86) giving tonnages by destinations and then for Mr Rail and Road to determine who shall be responsible for the various tonnages.

3. It is pointed out that one of the limiting factors with Road tpt is POL. Probably to avoid delay to shipping an application for an increase of POL might be granted by AFMA. Such an application can only be determined by programme referred to in para 2.

4. If you agree please will you arrange accordingly with Food S/C.

For the Chief, Movements Division.

*[Signature]*

C.M. CHRISTENSEN  
Lt. Col. R.E.



TO : NOV. Mail

1. Ref. your 272/21/Mn.3. of 25 April and AO/518/55/Mn.3. of 24 April. In addition to destinations we must have tonnages for each destination.

2. Confirming conversation (Christensen- Worthington) 25 April 45. It is suggested that the only way to plan for the provision of additional warehouse space for 8145 tons, is for a complete programme to be drawn up from to-day until after arrival and discharge of UGS 87 (including disposal of cargoes in U.S.S. 84-85-86) giving tonnages by destinations and then for Gov Rail and Road to determine who shall be responsible for the various tonnages.

3. It is pointed out that one of the limiting factors with Road tpt is POL. Probably to avoid delay to shipping an application for an increase of POL might be granted by AFMA. Such an application can only be determined by programme referred to in para 2.

4. If you agree please will you arrange accordingly with Food S/C.

For the Chief, Movements Division.

  
C.H. CHRISTENSEN  
Lt. Col. R.E.

2915



HEADQUARTERS ALLIED COMMISSION

APR 1945

Transportation Sub-Commission

CNC/GE

INTER OFFICE MEMO

24 April 1945

Tele 1- 475303  
Cur Ref 1- AC/59/12/Tn.3.

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

TO 1- Road Division

1. Ref para 1 of my AC/53/19/Tn.3. of 22 April '45.
2. Following upon conversation (Christensen-Jerry-Hough) the question has been discussed with Gov-Rail and it has been agreed, that to ease the Rail situation, wheat from CHRISTENSEN shall be diverted from Rail to Road for destinations within a 20 mile radius (as now flies).
3. I have spoken to Road Sub-Commission regarding the question of increased freight rates and Lt. Col. Imrie states that a certain amount has already been moving by Road and that any adjustment of rate would be a matter for local agreement.
4. Please will you issue the necessary orders to Senior Tn. Officer, Naples and to N.R.A.C., supplying copies to this Branch.

For the Chief.

*C.H.*  
C.H. CHRISTENSEN  
Lt. Col.  
Movement Division



0021

SUBJECT: Transfer of Short Haul Traffic in  
Naples Area from Rail to Road

TO: Road Division

1. Ref para 1 of my AG/63/19/Tn.3. of 22 April '45.
2. Following upon conversation (Christensen-Ferny-hough) the question has been discussed with Mov-Rail and it has been agreed, that to ease the Rail situation, wheat from CASSELLA and shall be diverted from Rail to Road for destinations within a 20 mile radius (as crow flies).
3. I have spoken to Food Sub-Commission regarding the question of increased freight rates and Lt. Col. Imrie states that a certain amount has already been moving by Road and that any adjustment of rate would be a matter for local agreement.
4. Please will you issue the necessary orders to Senior Tn. Officer, Naples and to E.N.A.C., supplying copies to this Branch.

For the Chief.

*C. M. Christensen*  
C.M. CHRISTENSEN  
Lt. Col.  
Movement Division

Copy to 1- HQ Mov West Italy  
Food Sub-Commission  
Mov. Rail  
Senior Tn. Officer Naples

2947



0022

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

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

CAG/rd 89-9

(9)

2 March 1945

Tele : 478303

Our ref.: AC/89/9/Tn 3

SUBJECT : Loading of Ships

TO : Comm. Paolo Bonnard  
c/o HQ. E.N.A.C.

With reference to conversation Comm. Bonnard/Major Stait-Gardner this morning concerning inefficient loading of the S.S. SANOTA recently, attached are copies of letters relative to this subject.

Due to difficulties encountered with haulage and vehicle operating generally, a loss of approx. 2,500 tons of shipping space allotted for civil supplies has been sustained.

In view of the serious effects, this matter is brought to your notice in the hope that arrangements may be made to avoid recurrence.

*[Signature]*  
MERITT H. TAYLOR  
DIRECTOR

Encl.: Copies of letters

4913



INTER OFFICE MEMO

/gd

Tele:- 478303

Cor Ref :- AC/89/8/Tn.3.

SUBJECT :- Loading Ships Ex Warehouse.

FROM :- Transportation Sub-Commission

TO :- Food Sub-Commission  
(attn. Lt. Col. J. Imrie)

(5A)

1. Your 15-7/8 Food dated 24 Feb. is acknowledged.

2. It is agreed that the tonnage loaded in the S.S. SAMOTA was very unsatisfactory. This was due to inefficient haulage by civilian vehicles. It was necessary to use these vehicles owing to lack of W.D. Transport.

3. This matter has been taken up with ENAC with a view to ensuring better working in future.

*W. H. Taylor*  
 W. H. TAYLOR  
 Director

Copy to:  
 HQ. AC. Tn S/C, Major Klein.



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TO :- Food Sub-Commission  
(attn. Lt. Col. J. Imrie)

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*W. L. Taylor*  
WERNITT H. TAYLOR  
Director

Copy to:  
HQ. AC. Tr S/C, Major Klein.



CSG/mi

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Tele : 478303

27 February 1945

Our ref : AC/89/7/Tn.3

SUBJECT : Short-haul movement of A.C. Traffic.

TO : G-4 (Mov & Tn) AFHQ.

1. In reply to your Mov 3/23 C. dated 22 Feb 45 the question of reducing short-haul rail movement by transferring such stores to road transport has been the subject of considerable study.

2. There is an acute shortage of vehicles and, in the NAPLES area particularly, commodities programmed to move by road on high priority have frequently not been moved. An example of this is Hemp.

3. ENAC, the official body appointed by the Italian Government for the control of civilian load carrying vehicles has not yet attained sufficient power to effect any real control and, in fact, meeting considerable opposition in some quarters.

4. The road haulage rates are very much higher than railway rates. In the case of many commodities which are sold at controlled prices, based on rail transportation, road haulage rates cannot be paid.

5. This Sub-Commission is making every effort to reduce uneconomical rail hauls, particularly in the Naples area. With this end in view, frequent consultations are held with ENAC and it is hoped that as their control over civilian vehicles increases a marked improvement in road haulage will result.

For the Chief Commissioner :

MERRITT H. TAYLOR  
Director



1. In reply to your Nov 3/23 G. dated 22 Feb 45 the question of reducing short-haul rail movement by transferring such stores to road transport has been the subject of considerable study.

2. There is an acute shortage of vehicles and, in the NAPLES area particularly, commodities programmed to move by road on high priority have frequently not been moved. An example of this is Hemp.

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For the Chief Commissioner :

  
MERRITT H. TAYLOR  
Director

2811



G-4 Mov & Tn  
Allied Force Headquarters,  
Tel. No. Freedom 320

Mov 3/230

Subject : Short-Haul Rail Movement of A.C. Traffic  
To : H.Q. Allied Commission.

1. Will you please say if it is possible to increase the amount of road transport available in the NAPLES Area for the short-haul of A.C. traffic arriving at NAPLES and the Satellite Ports.

2. At the present time there is a considerable amount of short-haul movement by rail which is considered to be <sup>un</sup>economical and could best be dealt with by use of road transport and thus release the wagons for long-haul movement.

22 045.

*W. S. G. Boswell*  
W. S. G. BOSWELL, Major  
for Brigadier,  
D.Q.M.G. (MOV & TN)

HEADQUARTERS

2 FEB -

C



INTER OFFICE MEMO

24 February 1945

Tele : 478303

Our ref.: AC/89/5/Tn 3

SUBJECT : Loading of Foodstuffs - NAPLES  
from Warehouse 576 Feb 15-16-17-18.

TO : Colonel M.J. Sieff, O.B.E.

1. Reference attached copy of a letter from office i/c Warehouse 576 to Food S/C.

2. Capt. Jefferson gave the following figures over the telephone this morning of lorries supplied:-

| Date   | ENAC | UTC | supplied | 4 lorries | in the afternoon |
|--------|------|-----|----------|-----------|------------------|
| Feb 15 | ENAC | UTC | 6        | "         | during the night |
| " 16   | ENAC | UTC | 15       | "         | during the day   |
| " 17   | ENAC | UTC | 6        | "         | during the night |
| " 18   | ENAC | UTC | 15       | "         | during the day   |
| " 18   | ENAC | UTC | 3        | "         | during the night |
| " 18   | ENAC | UTC | 6        | "         | during the day   |
| " 18   | ENAC | UTC | 3        | "         | during the night |

3. The ENAC lorry service was extremely poor. The lorries arrived very unpunctually worked badly and left early, so that their number bears little relation to the volume of work performed.

4. Capt. Jefferson had advised the Zone Transportation Officer of the importance of this particular job.

5. Capt. Jefferson is sending a full report to this Headquarters. *On receipt of this information I will take up matter with ENAC.*

*W. A. Gardner*  
C. STAFF-GARDNER  
Major,  
Movement Division,  
Roads Branch.



513  
1. Reference attached copy of a letter from office i/c Warehouse 676 to Food S/C.

2. Cant. Jefferson gave the following figures over the telephone this morning of lorries supplied:-

| Date   | Time | ENAC | supplied | lorries | in the afternoon |
|--------|------|------|----------|---------|------------------|
| Feb 15 | UTC  | "    | 6        | "       | during the night |
| " 16   | ENAC | "    | 15       | "       | during the day   |
| " 16   | UTC  | "    | 5        | "       | during the night |
| " 17   | ENAC | "    | 10       | "       | during the day   |
| " 17   | UTC  | "    | 3        | "       | during the night |
| " 18   | ENAC | "    | 6        | "       | during the day   |
| " 18   | UTC  | "    | 3        | "       | during the night |

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*C. Stait-Gardner*  
C. STAIT-GARDNER  
Major,  
Movement Division,  
Roads Branch.

2370



~~SECRET~~

INTER OFFICE MEMO

KJC/sl

Tel: 466

24 February 45

Ref: 51-7/100/FOOD

SUBJECT: Loading Ships ex Warehouse

FROM : Food Sub-Commission

TO : Hq. AC Transportation Sub-Commission  
(Attn: Colonel SIEFF)

1. Enclosed is copy of a letter received from Officer in charge of Warehouse 676, Naples, summarizing his experiences in loading the S/S SAMOTA. The Samota was scheduled to load from 2500 to 3500 tons AC supplies but was taken away on 18 February after loading 538 tons. The Samota is to be replaced by the S/S FARR, ETA 26 February, which will load the balance.

2. You will note that 538 tons was loaded in about 3 days, or about 180 tons per 24 hour day. On that basis it would have taken about two weeks to have loaded 2500 tons.

3. Presumably the same problems will be faced by the warehouse in loading the S/S Farr.

*W. J. Legg*  
for  
W. J. LEGG

Colonel

Director, Food Sub-Commission

Copy to:

Hq. AC Tn S/C, Major Klein

SECRET

2939



JHB/h:

INTER OFFICE MEMO

Tel: 478303  
Our Ref: AG/89/4/Tn.3.  
13 February 1945

SUBJECT: Loading Ships ex Naples Warehouse

TO : Food Sub-Commission

1. Reference your 51-7/127/Food dated 2 February.
2. This matter has been taken up with the Regional Transportation Officer, Southern Region, and he has been instructed to give this movement No.1 Priority.
3. It is essential that the Officer i/c 676 Warehouse, Naples, maintains close liaison with the Regional Transportation Officer in order that the necessary transport can be ordered as far in advance as possible.
4. It is definite that ENAC will be called upon to supply some of the lift, if not all, and any failure on the part of ENAC to co-operate should be reported immediately to this HQ. with details.

*J.H. Bordas*  
J.H. BORDAS  
Lt. Colonel, RASC.  
Roads Division



1. Reference your 51-7/127/Good dated 2 February.

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*J.H. BORDASS*  
J.H. BORDASS  
Lt. Colonel, RASC.  
Roads Division

2938



JHB/hl

INTER OFFICE MEMO

Tel: 478303

Our Ref: AC/89/2/Tn.3.

10 February 1945.

SUBJECT: Loading Ship ex Naples Warehouse

TO : Colonel M.J. Sieff, R.A.

1. Reference Food Sub-Commissions's inter-office Memo 51-7/127/Food dated 2nd February attached.

2. Whereas it is fully appreciated that the ideal solution is a large and reliable source of lorries be made available, it is not practicable because at the present time there are no lorries.

3. As I understand it, the policy is, that the 1700 X 1 1/2 ton vehicles expected to arrive in this country in the next two months, will be used to form up Gen.Tpt.Coys and Q.M. Coys.

4. It may well be that when these Gen.Tpt.Coys. and Q.M. Truck Coys. are formed, some allocation could be made for the Port of Naples. This can only be decided having regard to the overall picture when the Coys. are available.

5. The W.D. trucks already operating in the pool in Naples are in poor condition, having done a very high mileage. The lack of tyres is also causing trucks to go off the road.

6. At the moment the only solution would appear to be: that EMAC be instructed to give the loading and unloading of ships in Naples first priority. Should they fail to do so, immediate action should be taken direct with the Minister of Transport. Should this prove of no avail, then action direct with the Prime Minister.

7. I understand from the Movements Division (Shipping) that an application has been made for the removal of a wreck which is at present lying near the schooner berth at the Warehouse. The removal of this wreck would help matters considerably.



1. Reference Food Sub-Commissions's inter-office Memo 51-7/127/Food dated 2nd February attached.

2. Whereas it is fully appreciated that the ideal solution is a large and reliable source of lorries be made available, it is not practicable because at the present time there are no lorries.

3. As I understand it, the policy is, that the 1700 X 14 ton vehicles expected to arrive in this country in the next two months, will be used to form up Gen.Tpt.Coys and Q.M. Coys.

4. It may well be that when these Gen.Tpt.Coys, and Q.M. Truck Coys, are formed, some allocation could be made for the Port of Naples. This can only be decided having regard to the overall picture when the Coys. are available.

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*J.H. BORDASS*  
J.H. BORDASS  
Lt.Colonel, RASC.  
Roads Branch

Enclosure Memo 51-7/127/Food

2333

INTER OFFICE MEMO

89/1  
KJC/s1

Tel: 466

2 February 1945

Ref: 51-7/127/FOOD

SUBJECT: Loading Ships ex Naples Warehouse

FROM : Food Sub-Commission

TO : Transportation Sub-Commission

1. The S/S PALLADE arrived in Naples and was ready for loading on or before 26 January. On the afternoon of 2 February a total of 53 tons of sugar had been put aboard out of a total of 700 tons.

2. The experience with the Pallade is the result of the inability of Warehouse 676 to secure transportation with which to load the ship. Warehouse 676 reports that it was unable to secure more than a very few decrepit lorries from the Ufficio Trasporti, Naples and permission was refused the Warehouse to move the sugar by rail to Torre Annunziata where the ship was berthed. As a result an attempt has been made to load the Pallade by schooner direct from the Warehouse, 53 tons being loaded in a week.

3. It may be expected that the above experience will be repeated any time a ship is loaded in the future unless a large and reliable source of lorries is made available upon which the warehouse can draw upon very short notice when a ship appears. Unless such a source of lorries is made available water movements ex Naples will be impossible.

4. Please take up the matter of transportation warehouse to ship with Southern Region and request that they suggest a solution.

*W. J. Legg*

W. J. LEGG  
Colonel  
Director, Food Sub-Commission

Copies to:

Hq. AC Tn S/C, Major KLEIN  
AC Warehouse 676, Naples

293E



0036