

Cased Vehicles for Italy

2154

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

10000/148/949
From: June '42
Mar '45

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
1 June 1944

Subject: Pole Loading

To: Transportation Sub-Commission, A.C.C., APO 394

Attention: Major Richardson

1. Referring to telephone conversation 29th May at which time we advised that 8 40-ton capacity long flat cars had been placed at Lagonegro for the loading of poles destined to Gravina.

2. Have you as yet been able to contact the shippers?

For the Director General:

CHARLES F. DOUGHERTY
Colonel, TC
Assistant General Manager
Transportation Department

MINISTRY OF COMMUNICATIONS

State Railway
Department of Naples

Naples, July the 22nd 1944
No: CC.M.23.26.050.P.G.2.

TO The General Director - Rome

SUBJECT Tomatoes crop during 1944

On the 1st of June, one of our functionary of the local mouvement section, has participated upon invitation of the trader's Union of Naples to a meeting, in order to agree a program for the transports of tomatoes and for the working of this product in the establishment of the preserved tomatoes firms of Nocera Inferiore Pagani, Angri, Scafati, Castellammare di Stabia, Napoli S. Giovanni Barra and Naples.

As despatching stations have been suggested those of Eboli Battipaglia, Montecorvino and Pontecagnano.

At the meeting there were also two Superior Officers of the ACC, who after having participated to the discussion, they accepted to send this Sub-Commission the results, which collected in a special programme have been sent by the President of the trader's Union on the 26th of June.

It was required the total supply of 75 railway-cars in order to use them daily to transport tomatoes and to operate trains necessary between the loading and unloading places during the period from August 9th to September 30.

The above programme had no reply by this Allied Control Sub-Commission.

In the meantime the producers and the traders have urged me for saving the product which is already disposable and which if not worked, will surely be spoiled with serious consequences for alimentation.

Considering this I must urge this General Direction in order to interest this Sub-Commission and obtain as soon as possible, the authorization of transports and of assuring the supply of motor-cars in the proportion at least of fifty a day to operate between the loading and unloading Stations.

The Compartmental Chief

M. Monardi

4341

EWL/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/91/202

Date : 24 June '44

TO : Movements (West Italy)
(attention Capt. Cox).

SUBJECT : Firm of G & A Mastucci-Pompei.

You have already arranged to provide 52 wagons for timber from
Laganagro, Montesano, Padula and Centola to Pompei for contract with F.B.S.
These wagons have been loaded and despatched.

Consignor now requires another 40 wagons from Montesano and 10 from
~~Monte~~one.

As we cannot accommodate this tonnage from our allocation for ACC/
Civil traffic, can you as before put this on as a Military move.

If so, I will arrange for the necessary ACC labels to be supplied as
before.

L. E. Vining
Capt. for
L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

See 91/188

4349

2458

9/17/54

Subject : MOVEMENT INSTRUCTION NH 140
Amendment No. 5.

SECRET Arms Unit in WEST ARMY

UNITED FOR REDCROFTS

G-4 (Mov & In) 5/93/CDM

2 Mar 54

S.S.I. NH 140/15:

ADD -

Mod 705

Blood Transfusion Apparatus;
tubing and bottles

DN 2. 54. 3003 5 2

ITR/SC

DISTRIBUTION:

As for MOVEMENT INSTRUCTION N. 140
dated 2. Feb 54.

(1) ITR/SC
(2) Regadier
(3) LG (10)

4539

Translation

/nf

NATIONAL ASSOCIATION FOR THE
ECONOMIC INSTITUTES OF AGRICULTURE.

SB/cm

Ref. 18169

Rome 4th Nov. 1944
Via XX Settembre n. 15
tel. 43216 - 43757

SUBJECT : No exportation of olives outside the province
D.M. 7th September 1944.

TO : Allied Commission
Transportation sub-Commission
Rome.

The Decree of the Ministry of Agriculture and Forests, concerning the discipline of the production and utilization of the olive-oil during the campaign 1944-45, at the art. 4 forbid the exportation of olives outside the province when they are produced, without previous authorization of the provincial economic and Statistic Office of Agriculture. The office must release these authorizations specifying the name of the concerned people and for each transport.

Therefore in order to assure a strict surveillance of the destination of the olives and of the consignment of oil to the collecting centers, the assignment of rail cars for transport must be subordinated to the said authorization.

It must also be forbidden the loading of olives, even partial on wagons which are for the transports of freights which can be freely exchanged from province to province, without previous presentation from the consigner of the authorization released by the Competent statistic economic office of Agriculture.

We point out what we said to this Transportation Sub-Commission sure that instructions will be sent to the Competent Authorities.

We would appreciate very much an answer

4338

The Commissioner

21601
D.M. 7th September 1944.

TO : Allied Commission
Transportation Sub-Commission
Rome.

The Decree of the Ministry of Agriculture and Forests, concerning the discipline of the production and utilization of the olive-oil during the campaign 1944-45, at the art. 4 forbid the exportation of olives outside the province when they are produced, without previous authorization of the provincial economic and Statistic Office of Agriculture. The office must release these authorizations specifying the name of the concerned people and for each transport.

Therefore in order to assure a strict surveillance of the destination of the olives and of the consignment of oil to the collecting centers, the assignment of rail cars for transport must be subordinated to the said authorization.

It must also be forbidden the loading of olives, even partial on wagons which are for the transports of freights which can be freely exchanged from province to province, without previous presentation from the consigner of the authorization released by the Competent statistic economic office of Agriculture.

We point out what we said to this Transportation Sub-Commission sure that instructions will be sent to the Competent Authorities.

We would appreciate very much an answer

4008

The Commissioner
(sgd. illegible)

21611

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

RESTRICTED

PI 77103
DEC 311726A

1/10/25
JAN 010800A
PRIORITY

AFHQ SIGNED SACKED CITE FROM
DEMI ROBE, HQ ALCON, NOVWIT, NOV ROME, AC SOUTHERN REGION

RESTRICTED.

Arrange move 150 Italian students NAPLES to ROME 2 January
1945 and return 10 January 1945.

*Adm. T.M. L. O.
Wys. Chapman
L.C. to
File*



4387

RESTRICTED

2162

1/14/44

ALCON BARI ALCON BARRIO CALABRIA

ROUTINE

22 DEC 44

8625

CONFIDENTIAL PD

PARA ONE PD ARRANGE MOVE OF ONE ZERO ZERO CARABINIERI BARI RESCUE CAL

FOR FALCONO IN SOLATRY PD

PAREN TO ALCON BARI FOR JEFFREY ABLE CHARLIE IN RHP TO ALCON BARRIO

CAL FOR BLAIR ONE CHARLIE IN RHP FROM ALCON PAREN

CONTACT MAJOR BEVELLY PUBLIC SAFETY BARI PD

COPY TO MAJOR WILSON PUBLIC SAFETY BUS COM

TRANSPORTATION SC

190

NICHOLAS PLOMBINO
CNO. U.S.A.
Asst. Adjutant

4638

NOTE. 9308/P/I/B dated 31 Oct 44.

Please facilitate departure of greatest ~~possible~~ number possible of Cadets ~~from~~ of Agenti Sicurezza from Naples to Rome destined for Technical Police School (.). Please therefore contact Prefecture of the Questura to agree on transport details. Movement is requested ~~from~~ by Ministry of Internal Armed Police Forces.

*The Sub Commissioner (A.C.)
for attention Major Richardson*

Movement to

M.M.I.A.

*3. Nov 44
1035*

DETRAMILES 607	<u>NAPOLI</u> (telescritto)
MOVEMENT M.M.I.A.	<u>ROMA</u> (fono a mano)
GUERRA - GABINETTO	<u>ROMA</u> (fono a mano)
MINISTERO INTERNI - F.F. A. POLIZIA	<u>ROMA</u> (fono a mano)

STATOMAGGIORE TRASPORTI N. 9308/F/I/B ALT DESTINATARIO DETRAMILES 607
NAPOLI ET PER CONOSCENZA MOVEMENT M.M.I.A. ROMA ET GUERRA GABINETTO ROMA
ET MINISTERO INTERNI FORZE ARMATE POLIZIA ROMA ALT FREGASI AGEVOLARE
PARTENZA NAPOLI - ROMA MAGGIORE NUMERO POSSIBILE ASPIRANTI AGENTI
SICUREZZA DESTINATI SCUOLA TECNICA POLIZIA ALT PRENDETE PERTANTO
CONTATTO CON PREFETTURA ET QUESTURA CONCORDANDO TRASPORTO ALT MOVIMENTO
EST RICHIESTO DA MINISTERO INTERNI FORZE ARMATE POLIZIA ALT

STATOMAGGIORE TRASPORTI 0945311044

4531

ACP/Ed

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File

Tele : 478701

2 October 1944

ACC Tn/46/107

SUBJECT : Movement of Carabinieri

TO : M.M.I.A. HQ. ACC.

1. The question of conveyance of Carabinieri by rail was discussed at the meeting of Tn. Committee held on 25 September last, when the following decision was registered:

Minute 102 Movement of Carabinieri

AFHQ said they desired that the responsibility for the movement of Carabinieri be centralised through MMIA organisation

AGREED : MMIA should be so informed

2. Will you please therefore make all future arrangements for such movements direct with AFHQ or AAI according to the territory in which the movement is to take place.

at P. Capt
D.S. ADAMS
Colonel, G.E.,
Director, Tn. S/C.

fwd

Copy. Movement Section

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: T0691
Date/Time of Origin: MAY 181230B

Message Centre No: E/1398
Date/Time Rec'd: MAY 191030B
Precedence: ROUTINE

FROM: TO FOG-IA

TO: (1) MOV ANCONA (2) EASTMOVES (3) ID TN RIYS ANCONA (4) SOUTHMOVES (5) ROO BARI (6) AC TN ROME (7) LKKB INFO (8) AFHQ CITE FHCMM

CONFIDENTIAL ACTION

CONFIDENTIAL.

By train 4284 dep FESCARA 0950 destn OSIMO 10 box and 3 HS G1098. ALCOM
signal reference NG7238 of 10 and SOUTHMOVES signal 75 of 14 PERE.

attached

DIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
File

4532



CONFIDENTIAL

S E C R E T .

SUBJECT: Italian Military Personnel Moves.-

Land Forces Sub Comm. A.C., (MILIA)
Tel.: ROME 478206
Ref.: Nov PL/81.
16 May 1945.

TO : C
A(2)
32.
Medical. } M.M.T.A.

MILIA LO. 5 ARMY.
MILIA LO. 5 ARMY (BR - IRON).
MILIA LO. 3 ARMY.
MILIA LO. PEO.

MILIA LO. 54 AREA.
MILIA LO 1 District.
MILIA LO. 2 District.
MILIA LO. 3 District.
MILIA LO. SICILY.
MILIA LO. NAPLES.
MILIA LO. ITALIAN Rets. Depot ORVINO.
OC. BLU. RTO. IGF.
Brit. Cadre Raviscanina Italian Camp.
SIRE. - (Ufficio Trasporti)
Public Safety Sub Commission A.C.
En. Sub Commission. (2)

Details of personnel movement for period 21 - 27 May 1945
are given below.-

with file
Capt. L.A.
for S/Capt. G(u)
(The Lord Westbury)
Movements Liaison Officer, 31

SCHEDULE OF PERSONNEL MOVEMENT ACCEPTED AT AHS RAIL POL.
COMMENCE FOR PERIOD 21 - 27 May 1945.-

NOTED/BOUND.

(2) Medical.

ITALIA LO. 5 ARMY.
ITALIA LO. 5 ARMY (42 - INCH).
ITALIA LO. 0 ARMY.
ITALIA LO. P23.

ITALIA LO. 54 AREA.
ITALIA LO. 1 District.
ITALIA LO. 2 District.
ITALIA LO. 3 District.
ITALIA LO. SICILY.
ITALIA LO. NAPLES.
ITALIA LO. ITALIAN Rpts. Depot ORVINO.
OC. HLU. PTC. 107.
Brit. Cadre Raviscanina Italian Camp.
SIRE. - (Ufficio Trasporti)
Public Safety Sub Commission A.C.
Tr. Sub Commission (2)

Details of personnel movement for period 21 - 27 May 1945
are given below.

with leave
Capt. R.A.
for S/Capt C(II)
(The Lord Westbury)
Movements Liaison Officer, 31

SCHEDULE OF PERSONNEL MOVEMENT ACCEPTED AT UNO RAIL POM.
CONTINUANCE FOR PERIOD 21 - 27 May 1945.

WORKSHEET.

<u>SERIAL NO.</u>	<u>UNIT.</u>	<u>FROM.</u>	<u>TO.</u>	<u>STRENGTH.</u>	<u>REMARKS.</u>
36/5	BRITISH Rpts	FROSINONE	FLORENCE	106	
36/6	Italian Leave Personnel	NAPLES	ROME	2800	
36/7	"	ROME	REMI	620	
36/8	"	ROME	AREZZO	980	
36/9	"	ROME	FLORENCE	630	
36/13	It Civilian Technicians	BRINDISI	ROME	20	<i>put to</i>

NORTHBOUND.

Sheet/2

SERIAL NO.	UNIT	FROM	TO	STRENGTH	REMARKS
36/10	Italian Leave Personnel	FOGGIA	ANCONA	700	
36/11	Carabinieri	CATANZARO	FLORENCE	5 OFFRS } 500 ORA. } tons.	20
36/12	Civilian Refugees	ROME	FLORENCE	600	
36/14	Gr-III Muleteers	TRANI	PAVO (for Pessobrono)	142	
36/15	Gr-III Labour Bts	VAIRANO	PERLI (for Bologna)	39	
36/16	Gr-III Specialists	ORVETO	PERLI	370	
36/17	Brigade of Cronona Gp Rpts.	ORVETO	PERLI	200	
36/18	240 Italian Div.	ROME	MONTECATINI	200	
36/21	Sardinian Call-up	NAPLES	ORVETO	1000	
36/24	Sardinian Call-up	NAPLES	VAIRANO	2000	
36/25	Italian Leave Personnel	NAPLES	NAPLES	250	

SOUTHBOUND.

36/29	Civilian Refugees	ROME	S. of Naples	2 Trains.	
36/30	"	ARREDO	ROME	1000	
36/31	"	PERLI	ROME	300	
36/32	"	PERLI	ROME	300	
36/33	"	FLORENCE	ROME	300	
36/34	"	PERLI	ROME	300	
36/35	It VII Repatriates	FLORENCE	ROME	1000	
36/37	It Civilian Technicians.	ROME	BRINDISI	20	
36/38	Italian Leave Personnel	ROME	NAPLES	2800	
36/39	"	"	ROME	620	
36/40	"	ANCONA	ROME	770	
36/41	"	PERLI	ROME	630	

36/15	Br-III Labour Rpts	VAREMO	FORLI (for Bologna)	39
36/16	Br-III Specialists	ORZINUOVI	FORLI	370
36/17	Triuli & Cremona Op Rpts.	GERMANO	FORLI	200
36/18	240 Italian Div.	ROST	MONTEDALCINI	200
36/23	Sardinian Call-up	NAPLES	ORZINUOVI	1000
36/24	Sardinian Call-up	NAPLES	VAREMO	2000
36/25	Italian Leave Personnel	ADRIANO	NAPLES	250

SOUTHBURNS.

36/29	Civilian Refugees	ROME	S. of Naples 2 Trains.	
36/30	"	AREZZO	ROME	1000
36/31	"	FORLI	ROME	300
36/32	"	PERINI	ROME	300
36/33	"	MONTEDE	ROME	300
36/34	"	LIDCA	ROME	300
36/35	It Repatriates	FLORENCE	ROME	1000
36/37	It Civilian Technicians.	ROME	ANTIDISI	20
36/38	Italian Leave Personnel	ROME	NAPLES	2800
36/39	"	PERINI	ROME	620
36/40	"	AREZZO	ROME	770
36/41	"	FLORENCE	ROME	630
36/42	"	AREZZO	FOGGIA	700
36/44	240 Italian Div.	MONTEDALCINI	ROME	200
36/50	Italian Leave Personnel	NAPLES	REGGIO	1960

Sheet/5

EASTBOUND.

<u>SERIAL NO.</u>	<u>UNIT.</u>	<u>FROM.</u>	<u>TO.</u>	<u>STRENGTH.</u>	<u>REMARKS.</u>
36/53	Italian Leave Personnel	NAPLES	BARI	1680	via Benevento
36/54	" " "	NAPLES	BARI	1120	via Potenza
36/59	Sicilian Call-up	REGGIO	TRANI	150	

WESTBOUND.

36/60	Italian Leave Personnel	BARI	NAPLES	1680	via Benevento
36/61	" " "	BARI	NAPLES	1120	via Potenza

HEADQUARTERS ALLIED COMMISSION

APC 394

DISPLACE PERSONS AND REHABILITATION SUB-COMMISSION.

DATE: 12/10/44 (YR) Tel: 439082 Ext: 594. 17th January 1945.

SUBJECT: Special trains for refugees.

TO: Movements Centre, FERRUGIA - through
Transportation Sub-Commission, A.C.

1. Authority is requested for evacuation of refugees
by rail as under:-

- a. From VIGNA to ROME for week of 4th - 10th February 1945
two trains of 300 capacity each.
- b. From ARREZZO to ROME for week 4th - 10th February 1945
one train of 600 capacity.
- c. From RICCIONE to ROME for week 4th - 10th February 1945
one train of 600 capacity.

2. In each case refugees are to be detained at Brenestina
Station, Rome.

For the Director:

Handwritten signature

C.A. OLIVER,
Lt. Colonel,
C-1 Italian.

Copy to: C.C., No. 26 AD Evacuation Camp.
C.C., No. 21 AD Evacuation Camp.
C.C., No. 22 AD Evacuation Camp.
D.P. & R.E.S., Representative, C.A. Sec., 15 Army Gr.
Refugees Officer, Lazio Region.
High Commissioner for War Refugees, Italian Government.

1029

HEADQUARTERS REGION 4 MAIN
Allied Military Government
APO 394

TO : MGS, AFHQ, Adv. Adm. Echelon,
Col. Henderson

FROM : Economics & Supply, Reg. 4

SUBJECT: Transportation of Salt

REF : R4/LS/202

DATE : 2 February 1944

1. A copy of my letter to the Internal Transportation Sub-Commission is enclosed.
2. When details on the salt arrive from Sardinia I will appreciate it if you will send them to me so that I can see that the Internal Transportation Sub-Commission and Reg. 3 receive them.

For Director of Economics & Supply.

H J L.

H. J. CURRAN
Capt., Spec. Res.

Copy for Info. to:
Internal Trans. Sub-Com.

Encl. In from Reg III through Major Banoh
what was decided re item 31 of the
minutes of the meeting held 3 Feb
4528
LH 572

HEADQUARTERS REGION 4 MAIN
Allied Military Government
APO 194

TO : Internal Transportation Sub-Commission,
Atl. Mov. & Tr., AFHQ, Adv. Adm. Echelon

FROM : Economics & Supply, Reg. 4

SUBJECT: Transportation of Salt

RSP : R4/ES/202

DATE : ^{FEB} 2 January 1944

1. At the last meeting of the Transportation Committee I was instructed to determine the possibility of importing salt into the Castellammare area from Sardinia.

2. I immediately got a signal off to Sardinia which read as follows:

"ANSA - - - REQUEST: Please inform us whether Naples Region can obtain salt for human consumption from Sardinia. I refer to Regional Civil Affairs Officer, AGO, Sardinia, signed Henderson. Please give full details including amount available monthly production point, port, name address consigners, can consigners arrange transportation docks and loading labor, approximate amount can load per day, maximum size ship can accommodate." "

A reply has been received reading as follows:

"Your Cable of 20 Jan Refers. Salt is available here for export. Full details will follow."

3. The details have not been received but will be turned over to you and AMG Reg. 3 (Maj. Baister) when they arrive.

For Director of Economics & Supply.

W J L
K.J. CURRAN
Capt., Spec. Res.

Copy for Info to:
MGS, AFHQ, Adv. Adm. Echelon

TEL. 478420

KJC/ig

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

24 November 1945.

70-19/FA

SUBJECT : Salt shipments from Margherita di Savoia.
TO : HQ. A.C. Tn. & Shipping S/C., (attn. Capt. Clinging)

1. We have been advised by Margherita di Savoia that for the week 12-18 November bids for 304 rail cars of salt were accepted and 141 cars received.

2. We will appreciate your continued action to see that salt shipments are granted in practice the priority that they have been given in theory. It is more important than ever that we keep the rail movement of salt going because we are faced with a considerable reduction in the movements of salt by sea in Dec. because of the shortage of ships.

J. M. Merritt
JAMES M. MERRITT,
Director

Shirley Gifford

4326

3. 561

34

Declassified E.O. 12356 Section 3.3/NND

No. 785021

[illegible]

2178

MINISTERO delle

Monopoli di
REQUEST No.
FOR THE MONTH OF :

SALT FOR : (a) DOMESTIC USE. (b)

FINANZE

stato

346

June

BREAD-MAKING. (c) INDUST

Compartments of:	Off-loading Station	Name & Address of Consignee Ufficio(U) or Magazzino(M) vendite	population of area	Salt for domestic use and bread-making			Salt for Indust	
				Domestic use at 300 grs.p.p.	Bread making at 100 grs.p. P.	Total Tons.	Sauces industry e. meat vegetale sauce etc	Salt ment item skin ot
- 1 -	- 2 -	- 3 -	- 4 -	- 5 -	- 6 -	- 7 -	- 8 -	-
BARI	FROM MARGHERITA DI SAVOIA							
	Prov.di Bari(Lt.O Leary-Municipio di Bari-Phone N.14-325)							
	BARI	BARI (U)	316.450	95	31	126	10.00	10
	ALTAMURA	ALTAMURA (M)	65.325	14	5	19	0.05	0
	BARLETTA	BARLETTA (M)	192.333	58	19	77	2.00	2
	CORATO	CORATO (M)	70.732	22	7	29	1.50	1
	GIOIA DEL COLLE	GIOIA DEL COLLE(M)	68.904	21	7	28	0.01	0
	LOCOROTONDO	L OCOROTONDO (M)	61.216	19	6	25	0.20	0
	CANOSA DI PUGLIA	MINERVINO (M)	31.812	10	3	13	0.70	0
	MOLA DI BARI	MOLA DI BARI (M)	58.598	18	6	24	0.01	0
	MOLFETTA	MOLFETTA (M)	148.888	45	15	60	0.75	0
	MONOPOLI	MONOPOLI (M)	62.076	19	6	25	0.50	0
	PUTIGNANO	PUTIGNANO (M)	53.010	16	5	21	0.20	0
			1.129.374	337	110	447	15.92	16
	Prov.di Brindisi (Capt. Shaw Kennedy- A.C.C. Brindisi Ph. 17.59)							
	BRINDISI	BRINDISI (U)	110.819	34	11	45	2.00	2
	FRANCAVILLA	FRANCAVILLA (M)	71.772	22	7	29	0.80	0
	OSTUNI	OSTUNI (M)	58.882	18	5	23	1.10	1
			241.473	74	23	97	3.90	4
	Prov. di Lecce (Lt.Roberts A.C.C. -Lecce- Ph.13.01)							
	LECCE	LECCE (U)	228.271	68	23	91	2.25	2
	GALLIPOLI	GALLIPOLI (M)	145.106	44	14	58	0.03	0
	MAGLIE	MAGLIE (M)	76.947	23	7	30	0.18	0
	TRICASE	TRICASE (M)	72.027	22	7	29	0.02	0
			522.351	157	51	208	2.48	2

MINISTERO delle

FINANZE

Monopoli di
REQUEST No.

FOR THE MONTH OF :

June

BREAD-MAKING, (c) INDUSTRIAL USE

OR : (a) DOMESTIC USE, (b)

Salt for domestic use and bread-making			Salt for Industrial use					Grand Total
Domestic use at 300 grs. p.p.	Bread making at 100 grs. p.p.	Total Tons.	Sauces industry e. meat vegetale sauce etc	Salting Treatment of various items i.e. skins soap etc.	Ice making etc	Cattle feeding	Total Tons	7+12 Tons :
- 5 -	- 6 -	- 7 -	- 8 -	- 9 -	-10-	-11-	-12-	-13-
4-325)			10.00	10.00	12.05	0.02	32.07	158.07
95	31	126	0.05	0.05	0.70	0.40	1.20	20.20
14	5	19	2.00	2.00	8.00	2.00	14.00	91.00
58	19	77	1.50	1.50	3.00	0.10	6.10	35.10
22	7	29	0.01	0.01	1.50	0.50	2.02	30.02
21	7	28	0.20	0.20	1.05	0.70	2.15	27.15
19	6	25	0.70	0.60	0.40	0.20	1.90	14.90
10	3	13	0.01	0.02	2.00	2.00	4.03	28.03
18	6	24	0.75	0.80	5.50	0.01	7.06	67.06
45	15	60	0.50	0.55	1.04	0.30	2.39	27.39
19	6	25	0.20	0.30	2.04	0.30	1.84	22.84
16	5	21						
337	110	447	15.92	16.03	36.28	6.53	74.76	521.76
ai Ph. 17.59)			2.00	2.00	3.00	0.20	7.20	52.20
34	11	45	0.80	0.75	1.40	0.50	3.45	32.45
22	7	29	1.10	1.40	0.50	0.05	3.05	26.05
18	5	23						
74	23	97	3.90	4.15	4.90	0.75	13.70	110.70
1)			2.25	2.30	7.00	0.25	11.80	102.80
68	23	91	0.03	0.03	2.40	0.08	2.54	60.54
44	14	58	0.18	0.18	1.02	0.35	1.73	31.73
23	7	30	0.02	0.03	0.24	0.10	0.39	29.39
22	7	29	2.48	2.54	10.66	0.78	16.46	224.46
157	51	208						

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Declassified E.O. 12356 Section 3.3/NND

No. 785021

Prov. di Taranto (Lt. Household A.C.C. Taranto- Ph. 34.55)								
TARANTO	TARANTO (U)	186.655	36	19	75	2.50	2.50	6.00
CASTELLANETA	CASTELLANETA (M)	53.834	16	6	22	0.15	0.10	1.30
MANDURIA	MANDURIA (M)	65.823	20	7	27	0.10	0.10	1.20
		306.322	92	32	124	2.75	2.70	8.50
Prov. di Foggia (Provincial Commissioner Supply Officer AMG.HQ. (Torremaggiore))								
ORTANOVA	FOGGIA (U)	125.964	38	12	50	1.25	1.25	2.00
CERIGNOLA	CERIGNOLA (M)	58.871	18	6	24	0.25	0.25	1.00
LUCERA	LUCERA (M)	73.433	22	7	29	0.01	0.01	0.20
MANFREDONIA	MANFREDONIA (M)	57.616	17	6	23	0.45	0.45	1.00
RODI GARGANICO	RODI GARGANICO (M)	44.919 x	13	4	17	0.05	0.05	0.80
SAN SEVERO	SAN SEVERO (M)	119.528	36	12	48	0.40	0.43	2.50
		480.331	144	47	191	2.41	2.44	7.50
Prov. di Matera								
MATERA	MATERA (M)	65.704	20	7	27	0.20	0.20	0.80
PALAZZO S. GERVASIO	GENZANO (M)	25.362	8	3	11	0.01	0.01	0.20
MONTALBANO	MONTALBANO (M)	25.120	8	3	11	0.02	0.02	0.20
NOVA SIRI	ROTONDELLA (M)	15.779	5	2	7	0.01	0.01	0.20
GRASSANO	S. MAURO FORTE (M)	24.423	8	3	11	0.01	0.01	0.20
		156.398	49	18	67	0.25	0.25	0.80

2181

34.55)				2.50	2.50	5.00	0.35	11.35	102.80
5	36	19	75	0.15	0.10	1.35	0.60	2.20	24.20
4	16	6	22	0.10	0.10	1.20	0.03	1.43	28.43
3	20	7	27						
2	92	32	124	2.75	2.70	8.55	0.98	14.98	138.98
Officer	AMG. H. (Topremaggiore)			1.25	1.25	2.00	1.00	5.50	55.50
4	38	12	50	0.25	0.25	1.00	0.75	2.25	26.25
1	18	6	24	0.01	0.01	0.20	0.40	0.62	29.62
3	22	7	29	0.45	0.45	1.00	0.60	2.50	25.50
6	17	6	23	0.05	0.05	0.80	0.03	0.93	17.93
9 x	13	4	17	0.40	0.43	2.50	0.10	3.43	51.43
8	36	12	48						
1	144	47	191	2.41	2.44	7.50	2.88	15.23	206.23
				0.20	0.20	0.40	0.40	1.20	28.20
	20	7	27	0.01	0.01	0.01	0.10	0.13	11.13
2	8	3	11	0.02	0.02	0.10	0.20	0.34	11.34
0	8	3	11	0.01	0.01	0.01	0.10	0.13	7.13
9	5	2	7	0.01	0.01	0.01	0.01	0.04	11.04
3	8	3	11						
	49	18	67	0.25	0.25	0.53	0.81	1.84	68.84

SALERNO

Prov. di Avellino

FROM CASTELLAMARE DI STABIA

AVELLINO
CONTURSI
ARIANO IRPINO
CALITRI
S.ANGELO LOMBARDI

AVELLINO (M)
CALABRITTO (M)
ARIANO IRPINO (M)
CALITRI (M)
S.ANGELO LOMB. (M)

158.249 48 16 64
23.864 7 2 9
114.747 35 11 46
43.929 13 4 17
85.848 26 9 35

426.737 129 42 171

Prov. di potenza

LAGONEGRO
MURO LUCANO
VIETRI DI POTENZA
AVIGLIANO
LAURENZANA
MELFI
POTENZA
VENOSA
MOLITerno
ROCCANOVA
ROTONDA
SENISE

LAGONEGRO (M)
MURO LUCANO (M)
VIETRI DI POT. (M)
AVIGLIANO (M)
LAURENZANA (M)
MELFI (M)
POTENZA (U)
VENOSA (M)
MOLITerno (M)
ROCCANOVA (M)
ROTONDA (M)
SENISE (M)

24.966 8 3 11
18.158 6 2 8
12.567 4 1 5
17.471 6 2 8
20.064 6 2 8
45.635 14 5 19
76.597 22 8 30
43.748 14 5 19
37.855 12 4 16
17.290 6 2 8
25.688 8 3 11
26.124 8 3 11

365.667 114 40 154

Prov. di Salerno (Major Baista Porzo Balg Phono 53.346)

AGROPOLI
EBOLI
VIETRI SUL MARE
NOCCERA INFERIORE
PISCIOTTA
POLLA
CAPACCIO ROCCADASPIDE
SALA CONSILINA
SALERNO
SAPRI
CASTELNUOVO VALLO

AGROPOLI (M)
EBOLI (M)
~~VIETRI SUL M.~~ (M) MAIORI
NOCCERA INF. (M)
PISCIOTTA (M)
POLLA (M)
ROCCADASPIDE (M)
SALA CONSILINA (M)
SALERNO (U)
SAPRI (M)
CASTELNUOVO VALLO (M)

36.062 11 4 15
56.869 17 6 23
127.947 9 3 12
133.221 40 14 54
11.975 6 2 8
41.534 13 5 18
34.414 11 4 15
52.490 16 5 21
200.186 60 20 80
38.830 12 4 16
50.042 15 5 20

683.772 210 72 282

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1.1

0.3

1

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0.1

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5

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0.2

6.6

1	48	16	64	-	2	1	0.5	3.5	67.5
2	7	2	9	-	-	-	1	1	10
3	33	11	46	-	-	0.2	0.1	0.6	16.6
4	13	4	17	-	-	-	1	1	18
5	26	9	35	0	-	-	-	-	35
6	129	42	171	-	2	1.2	2.9	6.1	177.1
7	8	3	11	-	-	-	1	1	12
8	6	2	8	-	-	-	0.3	0.3	8.3
9	4	1	5	-	-	-	0.1	0.1	5.1
10	6	2	8	-	-	-	-	-	8
11	6	2	8	-	-	-	-	-	8
12	14	5	19	-	-	-	-	-	19
13	22	8	30	-	1	1	0.3	2.3	32.3
14	11	5	19	-	0.1	0.1	0.1	0.3	19.3
15	12	4	16	-	-	-	0.5	0.5	16.5
16	6	2	8	-	-	-	-	-	8
17	8	3	11	-	-	-	0.3	0.3	11.3
18	8	3	11	-	-	-	-	-	11
19	114	40	154	-	1.1	1.1	2.6	4.8	154.8
20	11	4	15	3	0.3	0.1	0.2	0.6	18.6
21	17	6	23	-	1	0.2	1	2.2	25.2
22	9	3	12	-	-	0.5	0.3	0.8	12.8
23	40	14	54	10	-	1.5	-	11.5	65.5
24	6	2	8	1	-	-	-	1.1	9
25	13	5	18	-	0.1	-	1	1.1	19.1
26	11	4	15	-	-	-	0.1	0.1	15.1
27	16	5	21	-	-	0.1	2	1.1	22.1
28	60	20	80	10	5	10	1	26	106
29	12	4	16	5	-	-	0.5	5.5	21.5
30	15	5	20	-	0.2	0.1	1	1.3	21.3
31	210	72	282	29	6.6	12.5	6.1	54.2	336.2

NAPOLI

Prov. di Benevento (Lt. N.J. Barbato - Prefettura Benevento Ph. 17)

BENEVENTO Centrale	BENEVENTO (U)	153.000	46	29	75	35	2.5
idem idem	MONTESARCHIO (M)	68.600	21	14	35	20	1
Via Ordinaria	PIEDIMONTE D'ALIFE	41.200	13	7	20	15	1
PONTE LANDOLFO	PONTE LANDOLFO (M)	47.400	15	10	25	10	0.5
FRASSO DUGENTA	S. AGATA DEI GOTI	26.700	8	7	15	7	0.5
TELESE	TELESE (M)	46.500	14	11	25	15	0.5
		368.400	117	78	195	100	6

Prov. di Napoli (Major Baister, Borsa Bldg Napples Ph. 53326)

CASORIA	AFRAGOLA (M)	145.000	44	26	70	30	2
AVERSA	AVERSA (M)	174.000	53	32	85	20	3
CASERTA	CASERTA (U)	182.000	55	35	90	60	4
CASTELL. STABIA	CASTELL. STAB. (M)	220.000	66	44	110	80	1
Via Mare	ISCHIA (M)	42.000	13	7	20	10	2
NOLA	NOLA (M)	144.000	44	26	70	50	3
PORTICI	PORTICI (M)	202.000	61	39	100	20	1
Via ordinaria	POZZUOLI (M)	57.000	18.00	12	30	15	1
SANTA MARIA C.V.	S. MARIA C.V. (M)	79.000	24	16	40	30	2
CASORIA	SECONDIGLIANO (M)	92.000	28	17	45	20	3
SESSA SUPERIORE	SESSA AURUNCA (M)	65.000	20	15	35	15	1
Via ordinaria	SOMMA VESUVIANA (M)	80.000	24	16	40	10	3
Via ordinaria	SORRENTO (M)	48.000	15	10	25	10	1
TEANO	TEANO (M)	45.000	14	11	25	10	1
NAPOLI CENTRALE	Dep. Sali Napoli (Sez. V)	862.000	259	196	455	70	456
		2.437.000	738	502	1240	1160	484

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Benevent Ph. 17									
0.000	46	29	75	35	2.5	1.5	0.5	39.5	114.5
0.600	21	14	35	20	1	0.5	0.5	22	57
0.200	13	7	20	15	1	0.5	0.5	17	37
0.400	15	10	25	10	0.5	0.2	0.2	10.9	35.9
0.700	8	7	15	7	0.5	0.2	0.2	7.9	22.9
0.500	14	11	25	13	0.5	0.1	0.1	13.7	38.7
0.400	117	78	195	100	6	3	2	111	306
les Ph. 53326									
0.000	44	26	70	30	2	1	0.1	33.1	103.1
0.000	53	32	85	20	3	1	0.1	24.1	109.1
0.000	55	35	90	60	4	1	0.1	65.1	155.1
0.000	66	44	110	80	1	0.5	0.5	82	192
0.000	13	7	20	10	2	0.5	0.1	12.6	32.6
0.000	14	26	70	50	3	0.5	0.1	53.6	123.6
0.000	61	39	100	20	1	0.5	-	21.5	121.5
0.000	18.00	12	30	15	1	0.2	-	16.2	46.2
0.000	24	16	40	30	2	0.2	0.2	32.4	72.4
0.000	28	17	45	20	3	1	-	24	69
0.000	20	15	35	15	1	0.2	0.2	16.4	51.4
0.000	24	16	40	10	3	0.8	-	43.8	83.8
0.000	15	10	25	10	1	0.3	0.3	11.6	36.6
0.000	14	11	25	10	1	0.3	0.3	11.6	36.6
0.000	259	196	455	750	456	9	6	122.2	1676
7.000	738	502	1240	1160	484	17	8	1669	2909

4320

		F R O L L U N G R O			
Cosenza	prov. di Catanzaro				
CATANZARO	CATANZARO (M)	73.610	23	8	3.
CATANZARO M.	CATANZARO M. (M)	59.812	10	6	24
CIRO'	CIRO' (M)	14.047	5	2	7
CROTONE	CROTONE (M)	38.127	12	4	16
NICASTRO	NICASTRO (M)	88.313	27	9	36
PIZZO	PIZZO C. (sez. V.)	98.596	30	10	40
CURIO	S. SEVERINO (M)	29.713	9	3	12
PIZZO	SEMPA S. BRUNO (M)	45.779	14	5	19
SOVERATO	SOVERATO (M)	54.491	18	6	24
STRONGOLI SCALO	STRONGOLI (M)	17.601	6	2	8
TROPEA	TROPEA (M)	33.363	11	4	15
		556.582	173	59	232
Prov. di Cosenza					
AMANTEA	AMANTEA (M)	42.736	13	4	17
AMENDOLARA	AMENDOLARA (M)	24.032	8	3	11
BELVEDERE M.	BELVEDERE (M)	38.158	12	4	16
ACQUA CALIGNANO (Via ordinaria)	ACQUA CALIGNANO (M)	36.292	12	4	16
COSENZA	COSENZA (U)	50.594	16	5	21
LUNGRO	LUNGRO (M)	126.419	38	13	51
MONTALTO ROSE	MONTALTO UFF. (M)	32.586	10	3	13
PAOLA	PAOLA (M)	21.969	7	2	9
ROGLIANO	ROGLIANO (M)	33.264	10	3	13
ROSSANO	ROSSANO (M)	25.805	8	3	11
CROTONE	S. GIOVANNI IN F. (M)	62.500	19	6	25
S. MARCO RAGGIANO	S. NAURO ARG. (M)	25.710	8	3	11
SCALEA	SCALEA (M)	28.182	9	3	12
		22.366	6	2	8
		571.229	176	58	234
Prov. di Reggio Calabria					
REGGIO CALABRIA	REGGIO CAL. (sez.)	150.000	45	15	60
BAGNARA	BAGNARA (M)	62.000	19	6	25
BIANCO	BIANCO (M)	48.000	14	5	19
LOCRI	LOCRI (M)	50.000	15	5	20
MELITO S.	MELITO P.S. (M)	49.000	15	5	20
PALMI	PALMI (M)	51.000	16	5	21
ROCCELLA JONICA	ROCCELLA J. (M)	83.000	25	8	33
ROSARNO	ROSARNO (M)	76.000	23	8	31
TAURIA NOVA	TAURIA NOVA (M)	96.000	29	10	39
		665.000	201	67	268

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

2189

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

281 734 184	1.134 2.042 734	27.71 12.89	28.11 499.70	68.42 34.80	12.73 21.60	13697 184510	1270.97 3887.10 734.00
1199	3.910	10.21	527.81	93.22	34.33	198207	5892.07

4319

CHL/av

INTER-OFFICE MINUTE

Ref. AC/91/Tm 4

260/30

SUBJECT : Cased Vehicles.

TO : Deputy Director,
Transportation Sub-Commission

1. Reference is made to attached Inter Office Memorandum from Major Worthington dated 9th inst.

2. I enclose report from Capt. Dean, A.C. Transportation Officer, Rome; from which the following observations may be made.

(a) GT Group apparently discovered a siding and expected it to be immediately available. They failed to ensure that enquiry was made from an operating angle as to the ability to use the siding and what additional locomotive power might be needed.

(b) There is no evidence to suggest that the I.S.R. did other than they were asked to do.

(c) It appears obvious I.S.R. were asked send these cars to Porta Maggiore, which they did. (Porta Maggiore is the factory for A.T.A.C.).

(d) It might seem desirable to ensure that Tiburtine is a point to which these flats are sent, and that a GT Group representative should be present there to indicate which cars should be sent to Prenestina.

(e) The failure is entirely due to the conducting of this business from HQ, keeping the appointed officer to Rome in the dark, until confusion had occurred. If he had been brought in from the outset, as soon as the GT Group had located a siding, he could have looked at it, made quite sure I.S.R. were aware of it, secured sufficient loco power, and avoided all the pitfalls which await the inexperienced.

M. Lindberg, Lt. Col.
O.H. LINDBERG
Major, R.E.

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A. Lindberg, Lt. Col.

O.H. LINDBERG
Lt. Col. A.C.
Chief, Rail Division

*Have spoken to Lindberg
+ told him that call is now well
No further action to be taken (re: 20/10/64)
Needed*

17/14

TRANSPORTATION OFFICER
ROME DIVISION

11 April 1945

SUBJECT. Cased Vehicles

To Lt. Col. Lindberg
Transportation Sub Com. (Rail)

1. Reference attached papers with regard to the above the following is the report so far as I was concerned.
2. At 12.15 hrs on Saturday, 7 April, information was received from the Movements Section that 21 wagons had been authorized to move the previous day from Rome Prenestina to the Portanaccio Siding for offloading in the ATAG Depot, but that they had not yet been placed. It was not possible at that time to contact the Capo Stazione, but it was ascertained during the afternoon that there were already 21 wagons at Tiburtina, and the Capo Stazione was instructed through the Capo Compartimento to have them placed in the Portanaccio Siding for offloading the following morning.
3. On Sunday morning, with a Representative of the Capo's Staff, I proceeded to Tiburtina and went to the Portanaccio Siding but at that time no wagons had then been placed. An engine was shunting out the tank cars in the C.I.P. Siding which adjoins the ATAG Depot (the 2 depots are connected with the same lead in) and on questioning the Capo Stazione he stated that the wagons of cased vehicles could not be placed until the tank cars had been dealt with. They have only 1 engine for this purpose which works between the hours of 0800 & 1600. Having explained the urgency the Capo guaranteed to have the wagons in position by 1300 hours. When I left at 1200 there was very little indication that this guarantee would be kept. Before leaving Tiburtina the R.T.O. was informed of the position.
4. I returned at 14.30 the same afternoon, and was surprised to find that not only had 10 wagons been placed in the siding but that 5 of them had already been offloaded. The Staff at the ATAG had apparently ceased work for the day, and an Italian Military guard had been placed.
5. With the R.T.O. I located the remaining 12 wagons in Tiburtina Yard and gave instructions that they were to be placed without fail for offloading the following morning.
6. Monday afternoon I again proceeded to Tiburtina and found that the 5 wagons left overnight had been offloaded, all empties removed, and the remaining 12 had been placed, 6 of which had

that they had not yet been placed. It was not possible at that time to contact the Capo Stazione, but it was ascertained during the afternoon that there were already 21 wagons at Tiburtina, and the Capo Stazione was instructed through the Capo Compartimento to have them placed in the Portanaccio Siding for offloading the following morning.

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6. Monday afternoon I again proceeded to Tiburtina and found that the 5 wagons left overnight had been offloaded, all empties removed, and the remaining 12 had been placed, 6 of which had already been offloaded. The Representative in charge at the ATAG Depot hoped that the remainder would be offloaded before evening.

7. As an additional 20 wagons had in the meantime been ordered to move from Prenestina to Tiburtina I proceeded to the former station and found that these 20 wagons were already on their way to Tiburtina. Of the remaining 38, 19 were still at Prenestina and 19 placed in the main ATAG Depot. Calling at the latter depot I located the 19 wagons which were in position, but only 1 of which at that time (1600 hrs) had been offloaded. The work there appears to be slow owing to limited offloading facilities.

8. I would suggest that before the charges made on the "buck slip" are levelled against the I.S.R. that enquiry be made as to exactly what instructions were given to the I.S.R. in connection with the movement of the wagons.

9. As suggested in para 2 (d) of Major Worthington's report the wagons had on 2 occasions been sent to the Porta Maggiore. Surely the I.S.R. would not send them there unless they had been instructed to do so. In this connection I make the following comments :-

(a) Portanaccio being the original name of the station before it was changed to Tiburtina, the I.S.R. would obviously have despatched the wagons there had they been asked to do so, as it would be well known to their Staff under that name (even my taxi-driver did not know Tiburtina but understood when I told him to go to Portanaccio)

(b) I was informed by the Movements Section that the siding was near the "Termini" whereas it is actually part of Tiburtina Sidings

(c) The R.T.O. at Tiburtina had no knowledge of the matter at all until I contacted him on Sunday morning - this was the first he had heard of the move.

10. When the matter had been clarified with the Capo, taking into consideration the difficulty of getting in & out of the AT&S siding and the limited motive power at his disposal, I consider the work was carried out quite satisfactorily.

11. As it is understood that all wagons of cased goods ~~arriving~~ arrive at Tiburtina before being sent on to Prenestina, would it not be more satisfactory to control the allocation between the 2 stations at Tiburtina rather than let them all go forward to Prenestina with a double haul back to Tiburtina?

E. Dean 4346
Captain
A.C. Transportation Officer



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(c) The R.T.O. at Tiburtina had no knowledge of the matter at all until I contacted him on Sunday morning - this was the first he had heard of the move.

10. When the matter had been clarified with the Capo, taking into consideration the difficulty of getting in & out of the AT&B siding and the limited motive power at his disposal, I consider the work was carried out quite satisfactorily.

11. As it is understood that all wagons of cased goods ~~arrived~~ arrive at Tiburtina before being sent on to Prenestina, would it not be more satisfactory to control the allocation between the 2 stations at Tiburtina rather than let them all go forward to Prenestina with a double haul back to Tiburtina?

E. W. Dean 4016
Captain
A.C. Transportation Officer



CWN/mb

INTER OFFICE MEMORANDUM

Tele : 478704

9 April 1945

260/23/Tn.3.

SUBJECT : Cased Vehicles

TO : Col. M.J. SIEFF, O.B.E.

1. The following are briefly the facts regarding the arrival of cased vehicles in Rome.
2. (a) On 6 April '45 at midday it was reported from Hq. Movements Sub-Area, Rome that 64 flats had been on hand for 2 days and 34 had just arrived from Leghorn making a total of ~~98~~ under load.

(b) In view of the number of flats under load it was agreed with AFHQ and MT. Transport Group (I.A.P.) AG. (Lt. Col. Bordass) that a signal would be sent stopping loading from Naples and Leghorn until further notice.

(c) A new siding at Portonaccio was located on 6 April by MT Transport Group (I.A.P.) AG. to speed up the off-loading, and from information received from ISR, through Movements Rome channels, 21 flats were being despatched from Prenestina on 6 April '45.
On (a.m.) 7 April it was ascertained that these flats had not been despatched and necessary contact was made with ISR, through the DMPS and Movements Rome, and Capt. Dean AG. Transportation Officer, Rome.

(d) On 8 April it was reported by Col. Carnes, who had visited the siding, that no wagons had been placed, immediate contact was again made with Hq. Movements Sub-Area, Rome and DMPS, the latter reporting back that through a misunderstanding of the name of the siding, wagons on two occasions had been moved to Porta Maggiore and returned to Prenestina, but that necessary action would be taken immediately to have the wagons placed at the correct siding.

(e) Capt. Dean reported at 1200 hours, 8 April '45 having made a round of the yards, that 21 wagons were in fact at Tiburtina station on 8 April but had not been placed in siding. placing would however, be effected by 1300 hours. In view of the new position movement from Prenestina was reduced to 20 flats, the balance to be called forward when required, and MT. Transport Group (I.A.P.) AC. informed (a.m.) 9 April '45 to call forward to either ATEG or Portonaccio siding through station masters at Prenestina when required. HQ. Movements Sub-Area, Rome and DMRS Capt. Headlee were informed 1500 hrs 8 April '45. Capt. Dean reported 1500 hrs 8 April that 10 wagons had been placed in Portonaccio siding five of which had already been off loaded. 12 other wagons were still in Tiburtina yard to be placed on morning 9 April '45.

3. Advices are received by Road Division (Capt. Peterson) of all despatches from Naples or Leghorn and passed to MT. Transport Group (I.A.P.) AC. In order to facilitate future working, arrangements have been made by Capt. Peterson to place a man at Prenestina to which station all future flats will be consigned. This is being confirmed by Col. Carnes. The reconsigning from Prenestina to ATEG or Portonaccio siding will be carried out under orders of Major Bruce, in charge of the ATEG assembly works, to his representative at Prenestina Station.

4. Arrangements for the receipt of future consignments from Leghorn and/or Naples are set out in accordance with the attached letter to MT. Transport Group (I.A.P.) AC., dated 9 April '45.

5. Major Klein, Ports & Warehouse Division, has been informed.

C.R. Worthington
C.R. Worthington,
Major.

ORW/elc

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission
(Movements Division - Rail)

9 April 1945

Tel: 472704

260/24/Tn 3

SUBJECT : Cased M.T. Naples and/or Leghorn
to Rome for assembly.

TO : M.T. Transport Group (I.A.P.) AC (for Col. Carnes)

1. In order that flats may have a speedy turn-round and to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments :

- (a) All flats to be consigned to Prenestina for regulation to whichever siding can accept.
 - (b) Major Bruce to arrange for a representative to be at Prenestina Station to re-label flats to correct siding and to inform Station Master of the movements required to those sidings.
- As much notice as possible should be given for the movement from Prenestina to sidings.

2. Arrangements are in hand for details of wagons despatched to be telephoned to Major Bruce.

3. D.M.R.S. (Major London) and HQ Movements Sub-Area, Rome have been informed of the drill to be laid down and D.M.R.S. have instructed Station Master at Prenestina accordingly.

4. In view of the awkward position of the sidings at Portofino and to avoid too many of one section of each vehicle being put in at one time this retarding assembly, it is suggested that a representative from Major Bruce is also sent to Tiburtina to liaise with British RTO and ISR.

5. D.M.R.S. have given assurance that every co-operation will be given to facilitate smooth working.

Per the Chief Commissioner

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

Copies to : Roads Division

Port of Warehouse Division

AC Tn. Officer, Rome

AC Tn. Officer, Shipping Branch

4512

- (a) All flats to be consigned to Prenestina for regulation to whichever siding can accept.
- (a) Major Bruce to arrange for a representative to be at Prenestina Station to re-label flats to correct siding and to inform Station Master of the movements required to those sidings.
- As much notice as possible should be given for the movement from Prenestina to sidings.

2. Arrangements are in hand for details of wagons despatched to be telephoned to Major Bruce.

3. D.M.R.S. (Major London) and HQ Movements Sub-Area, Rome have been informed of the drill to be laid down and D.M.R.S. have instructed Station Master at Prenestina accordingly.

4. In view of the awkward position of the sidings at Porto-Raccio and to avoid too many of one section of each vehicle being put in at one time thus retarding assembly, it is suggested that a representative from Major Bruce is also sent to Tivertina to liaise with British RTO and ICR.

5. D.M.R.S. have given assurance that every co-operation will be given to facilitate smooth working.

For the Chief Commissioner

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

Copies to : Roads Division
Porte & Warehouse Division
AC Tptn. Officer, Rome
Movements Division, Shipping Branch
HQ Movements Sub-Area, Rome
D.M.R.S. (Major London)

4812

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION (I.A.P.)
APO 394

260/29

CWAP/eg.

Tel. 886324
Ext. 8

14 April 1945

Ref. AC/TB/103/2

SUBJECT : Assembly of vehicles.

TO : Transportation Sub-Commission H.Q., A.C.

1. Reference to your 260/24/Tn 3 dated 9 April, 1945, paragraphs 1(b) and 4.
2. A civilian has been engaged as liaison officer at Prenestina Station. One has also been engaged for Tiburtina.

Chapman, Maj

JAMES J. CARNES,
Colonel, Infantry,
Commanding,
MOTOR TRANSPORT GROUP.

194

194

*arranged for
transport to the front
area...*

Sgt. Rottwell

*I think this
is a job for the... 15/4*

Please Contact Major

*Brace 7022 each 42 Dials
and American "Wagon of Light"
Vehicles" position. Let me have
It's better without fail by 0900
Per Daily*

*the gasoline
will allow
sign...*

194

2201

260/28

FBS LEIGHORN FOR ALCOM DEPOT 12 L 50 PORT LIAISON OFFICER NAPLES
ANG NAPLES COMMUNE FREEDOM CITE PHGDM PHGEG

5291

13 APRIL 45

OPERATIONAL PRIORITY

RESTRICTED PD

PARA ONE PD SUBJECT CASHED VEHICLES CMA NAPLES AND LEIGHORN TO ROME
FOR ASSEMBLY PD

PAREN TO FBS LEIGHORN FOR ALCOM DEPOT ONE TWO LOVE FIVE ZERO TO PORT
LIAISON OFFICER NAPLES TO ANG NAPLES COMMUNE TO FREEDOM CITE PHGDM
PHGEG FROM HQ ALCOM CITE ACTPT PAREN

PARA TWO PD REFERENCE ALCOM SIGNAL FIVE ONE SEVEN NINE PD APHQ
REQUESTED REDUCTION OF ARRIVALS OF WAGONS ROME FROM FOUR ZERO TO
THREE ZERO WAGONS DAILY PD MOTOR TRANSPORT GROUP AGREE THIS REQUEST
WAGONS TO BE PROPORTIONED TWO ZERO EX LEIGHORN AND ONE ZERO EX NAPLES
PD

COPY TO

HQ MOVEMENTS SUB AREA ROME
DEBS ROME (MAJOR LONDON)
TN S/C ROAD BRANCH

SHIPPING BRANCH
MT GROUP AC (IAP)
PORTS & WHSE DIVISION

TRANSPORTATION SC
390

Ed Woolley

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

4511

260/22 File

PBS LEGHORN FOR ALCOM DEPOT 12 L 50 PORT LIAISON OFFICER NAPLES
 ANG NAPLES COMMUNE AFHQ CITE FUGDE FUGED

5179

11 APR 45

PRIORITY

RESTRICTED PD

PARA ONE PD SUBJECT CAGED VEHICLES NAPLES AND LEGHORN TO ROME FOR
 ASSEMBLY PD

PAREN TO PBS LEGHORN FOR ALCOM DEPOT ONE TWO LOVE FIVE ZERO TO PORT
LIAISON OFFICER NAPLES TO ANG NAPLES COMMUNE FOR BOWERS TO AFHQ CITE
FUGDE FUGED FROM HQ ALCOM CITE ACTPT PAREN

REFERENCE ALCOM SIGNAL FOUR EIGHT EIGHT FIVE DATED SIX APRIL AND
 CONFIRM^{ING} TELEPHONE MESSAGE ONE ONE APRIL WITH ALCOM DEPOT ONE TWO
 LOVE FIVE ZERO LEGHORN CAPT RAMSAY AND ALCOM NAPLES LT STRAND PD
 RECOMMENCE DESPATCHES OF CAGED VEHICLES WITH EFFECT FROM ONE ONE
 APRIL AT RATE TWO ZERO WAGONS DAILY/ FROM NAPLES PD
 CONSIGN TO ROME PRENESTINA FOR REGULATION TO SIDINGS FOR OFFLOADING
 PD AGREED AFHQ MOTOR TRANSPORT GROUP ALCOM PAREN ITEM ABLE PETER
 PAREN AND PORTS AND WAREHOUSE DIVISION PD

COPY TO HQ MOVEMENT SUB AREA ROME
 TN S/G ROAD BRANCH
 MT GROUP A.G.(I.A.F.)

MRS ROME (MAJOR LONDON)
 SHIPPING BRANCH
 PORTS & WARE DIVISION

TRANSPORTATION SC
 390

NICHOLAS PIOMBINO
 CWO U.S.A.
 Asst. Adjutant 4510

Ch. DeB...

19/4

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 56758
Date/Time of Origin: APR 072045E

Message Centre No: 7/7109
Date Time Rec'd: APR 080900E
Precedence: ROUTINE

FROM: ARMY SIGNED SACRED SITE FUELM
TO: NOVIT, NOV LECTORN, INFO NOVONT, ARSON ROUE, LARA ROUE, NOV ROUE

RESTRICTED

RESTRICTED

With immediate effect and until further notice cease all loadings eased vehicles to ROUE on AC account.

ACTION

Dist

Action - Tn 3c (2)
Info - A/President
Chief Commissioner
Hon Sec
File (2)
Float

RESTRICTED



CHW/elo

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
(Movements Division - Rail)

Tel : 472704

2 April 1945

260/24/TN 3

SUBJECT : Cased M.T. Hayles and/or Leghorn
to Rome for assembly.

File

TO : M.T. Transport Group (I.A.P.) AO (for Col. Games)

1. In order that flats may have a speedy turn-round and to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments :

- (a) All flats to be consigned to Premontina for regulation to whichever siding can accept.
 - (b) Major Bruce to arrange for a representative to be at Premontina Station to re-label flats to correct siding and to inform Station Master of the movements required to those sidings.
- As much notice as possible should be given for the movement from Premontina to sidings.

2. Arrangements are in hand for details of wagons despatched to be telephoned to Major Bruce.

3. D.M.A.B. (Major London) and HQ Movements Sub-Area, Rome have been informed of the drill to be laid down and D.M.A.B. have instructed Station Master at Premontina accordingly.

4. In view of the awkward position of the sidings at Portonaccio and to avoid too many of one section of each vehicle being put in at one time thus retarding assembly, it is suggested that a representative from Major Bruce is also sent to Tiburtina to liaise with British RTO and IRI.

5. D.M.A.B. have given assurance that every co-operation will be given to facilitate smooth working.

For the Chief Commissioner

Signed by Col. Staff
M.J. THOMAS, Colonel
Deputy Director

to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments:

- (a) All flats to be consigned to Prenestina for regulation to whichever siding can accept.
- (b) Major Bruce to arrange for a representative to be at Prenestina Station to re-label flats to correct siding and to inform Station Master of the movements required to those sidings. As much notice as possible should be given for the movement from Prenestina to sidings.

Arrangements are in hand for details of wagons despatched to be telephoned to Major Bruce.

D.M.R.S. (Major London) and HQ Movements Sub-Area, Rome have been informed of the drill to be laid down and D.M.R.S. have instructed Station Master at Prenestina accordingly.

In view of the awkward position of the sidings at Portofino and to avoid too many of one section of each vehicle being put in at one time thus retarding assembly, it is suggested that a representative from Major Bruce is also sent to Tiburtina to liaise with British RTO and ISM.

D.M.R.S. have given assurance that every co-operation will be given to facilitate smooth working.

For the Chief Commissioner

Signed by Col. Smith
M.B. THOMAS, Colonel

Deputy Director
Transportation Sub-Commission

Copies to: Roads Division

Ports & Warehouse Division

Adm. & Gen. Officer, Rome

Movements Division, Shipping Branch

HQ Movements Sub-Area, Rome

D.M.R.S. (Major London)

CRW/mb

INTER OFFICE MEMORANDUM

Tele : 478704

9 April 1945

260/23/Tn.3.

SUBJECT : Cased VehiclesTO : Col. M.J. SINFF, O.B.E.

1. The following are briefly the facts regarding the arrival of cased vehicles in Rome.
2.
 - (a) On 6 April '45 at midday it was reported from HQ. Movements Sub-Area, Rome that 64 flats had been on hand for 2 days and 34 had just arrived from Leghorn making a total of 100 under load.
 - (b) In view of the number of flats under load it was agreed with AFHQ and MT. Transport Group (I.A.F.) AG. (Lt. Col. Bordass) that a signal would be sent stopping loading from Naples and Leghorn until further notice.
 - (c) A new siding at Portonaccio was located on 6 April by MT Transport Group (I.A.F.) AG. to speed up the off-loading, and from information received from LSR, through Movements Rome channels, 21 flats were being despatched from Prenestina on 6 April '45.
On (a.m.) 7 April it was ascertained that these flats had not been despatched and necessary contact was made with LSR, through the DMPS and Movements Rome, and Capt. Dean AC. Transportation Officer, Rome.
 - (d) On 8 April it was reported by Col. Carnes, who had visited the siding, that no wagons had been placed, immediate contact was again made with HQ. Movements Sub-Area, Rome and DMPS, the latter reporting back that through a misunderstanding of the name of the siding, wagons on two occasions had been moved to Porte Maggiore and returned to Prenestina, but that necessary action would be taken immediately to have the wagons placed at the correct siding.

4307

(e) Capt. Dean reported at 1200 hours, 8 April '45 having made a round of the yards, that 21 wagons were in fact at Tiburtina station on 8 April but had not been placed in siding, placing would however, be effected by 1300 hours. In view of the new position movement from Prenestina was reduced to 20 flats, the balance to be called forward when required, and MT. Transport Group (I.A.P.) AC. informed (a.m.) 9 April '45 to call forward to either ATES or Portonaccio siding through station masters at Prenestina when required. HQ. Movements Sub-Area, Rome and DMRS Capt. Headlee were informed 1500 hrs 8 April '45. Capt. Dean reported 1500 hrs 8 April that 10 wagons had been placed in Portonaccio siding five of which had already been off loaded. 12 other wagons were still in Tiburtina yard to be placed on morning 9 April '45.

3. Advice are received by Road Division (Capt. Peterson) of all despatches from Naples or Leghorn and passed to MT. Transport Group (I.A.P.) AC. In order to facilitate future working, arrangements have been made by Capt. Peterson to place a man at Prenestina to which station all future flats will be consigned. This is being confirmed by Col. Carnes. The reconsigning from Prenestina to ATES or Portonaccio siding will be carried out under orders of Major Bruce, in charge of the ATES assembly works, to his representative at Prenestina Station.

4. Arrangements for the receipt of future consignments from Leghorn and/or Naples are set out in accordance with the attached letter to MT. Transport Group (I.A.P.) AC., dated 9 April '45. *See file 24*

5. Major Klein, Ports & Warehouse Division, has been informed.

C.R. Worthington
C.R. Worthington,
Major.

4356

2208

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

260/21

FBS LESHORE FOR ALCON DEPOT 44 L 50 PORT LIAISON OFFICER NAPLES
ALCON NAPLES FOR BOWERS AFHQ CITY FROM THREE
4885 6 APRIL 45 PRIORITY

RESTRICTED PD

PARA ONE PD OWING CONGESTION BOMB PD

PARA TWO FBS LESHORE FOR ALCON DEPOT ONE TWO LOVE FIVE ZERO FOR

RANSAX TO PORT LIAISON OFFICER NAPLES TO ALCON NAPLES FOR BOWERS

TO AFHQ CITY FROM THREE FROM HQ ALCON CITY ACCT PARA

STOP ALL RAIL LOADINGS CHARTER VEHICLES UNTIL FURTHER NOTICE PD

COPY TO

NAV BOMB

MRS ROSE (MAJOR LONDON)

TRANSPORTATION B/O ROAD BRANCH

SHIPPING BRANCH

NY GROUP AC (I.A.P.)

PORT & WAREHOUSE DIVISION

19/4

4565

TRANSPORTATION HQ

320

NICHOLAS PIONNINO
CWO U.S.A.
Asst. Adjutant

SECRET

C-30

A.C. Rail Bids

260/20

1. C-5 C-4 4 Apr
(USATN) 1945

Ref AC Rail Loading Programme for period
9-15 April as in AC letter 371/1/Pa3 dated
1 April 1945.

1. It is confirmed that bid No. WS 113 on
behalf of the Transportation Sub-Commission
for 582 tons cased vehicles from Leghorn to
Rome is now cancelled in view of the fact
that the vessel carrying this cargo, the PA106
Andrew Faruseth, has been diverted by Penbase
to Naples. It is requested therefore that
this letter may be taken as constituting a
supplementary bid exactly as above for Lines
89/90 Northbound from Naples to Rome for the
same period. It is understood that it will
be possible to arrange this lift, and it is
required that confirmation of this may be
sent to AC.

2. Also on the Andrew Faruseth is a quantity
of newsprint of which it is desired to move 862
tons to Leghorn and Florence. AC have been
informed that any movement of this tonnage in
the period 9-15 April will have to be made with-
in the tonnage already allotted at the expense
of other bids. They are, however, reviewing
the matter and will submit bids as necessary
for movement in future periods.

For the Assistant Chief of Staff, G-3:

J. G. Carver

J. G. CARVER,
Major, K.S.L.I.,
Economics & Supply.

Copy to:

HQ Allied Commission, APO 394
(for Transportation Sub-Commission)

SECRET

2210

COPIES

/fd

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
ARO 394

KES/edr

Ref: ES/3.11
Ext: 603

30 March 1945

SUBJECT: Priorities - Movements and Ports

26/19

TO: Col. Chief, Transportation & Movements Division.

Reference:

1. Sulphur and Grain Movements Rail Line 87 - Letter ES/7.3 of 28 February and 367/4/Tn 3 of 11 March 1945.
2. Used Vehicles - Tn 2/C to Priorities Board letter 260/17/Tn 3 of 14 March 1945.
3. Road and Transportation for Carabinieri - Letter Economic Section to Executive Commissioner ES/7.08 of 13 March; Executive Commissioner letter 3823/1/908 of 18 February 1945.
4. Port facilities - Letter AC/31.11/Tn 3 of 4 March 1945; APHQ letter C.37 of 26 February 1945, attention Tn 2/C; letter 618/123/Tn 3 of 21 February 1945; letter Tn 2/C to APHQ-AC/618/122/Tn 5; letter Commerce 2/C to Tn 2/C-AC/1527/Commerce.

1. The functions of the Priorities Board is to establish the broad policies under which allocation will be made. The Board is expected to arrive at Policies which will properly consider the needs of all sections of AC and Italian Government. Operations, as in the past, are delegated to Allocating Sub-Commissions so there will be no delay in the day to day interpretation and applications of the Board's directives. Moreover, each Allocating Sub-Commission with respect to its segment of supply or economic activity is regarded as the chief source of data and counsel on which the Board directives will be based.

2. Under the above concept of the respective functions of the Board and the Allocating Sub-Commissions, the Board would be ill-advised to render decisions with respect to single movements problems without having first established a basic policy arrived at after due consideration of the total movement picture.

Reference:

1. Sulphur and Grain Movements Rail Line 87 - Letter 367/3, Tn 3 of 22 February and 367/4/Tn 3 of 11 March 1940.
2. Cased Vehicles - Tn 9/C to - Priorities Board letter 260/17/Tn 3 of 14 March 1940.
3. Road and Transportation for Gasabini - Letter Economic section to Executive Commissioner ES/7.03 of 13 March; Executive Commissioner letter 3823/1/COS of 18 February 1940.
4. Port facilities - Letter AC/31.11/Tn 3 of 4 March 1940; AFHQ letter C-37 of 26 February 1940, attention Tn 9/C; letter 618/123/Tn 3 of 21 February 1940; letter Tn 9/C to AFHQ-AC/618/123/Tn 3; letter Commerce 9/C to Tn 9/C-AC/1027/Commerce.

1. The functions of the -priorities Board is to establish the broad Policies under which allocation will be made. The Board is expected to arrive at Policies which will properly consider the needs of all sections of AC and Italian Government. Operations, as in the past, are delegated to Allocating Sub-Commissions so there will be no delay in the day to day interpretation and application of the Board's directives. Moreover, each Allocating Sub-Commission with respect to its segment of supply or economic activity is regarded as the chief source of data and counsel on which the Board directives will be based.

2. Under the above concept of the reactive functions of the Board and the Allocating Sub-Commissions, the Board would be ill-advised to render decisions with respect to single movements problems without having first established a basic policy arrived at after due consideration of the total movements problem. The Board must rely on the Sub-Commission to collect, interpret and present data which will present the problem in its entirety. Likewise, the Board should receive recommendations from the Sub-Commission as to the basic policies and considerations which should govern the day to day operating decisions of the Sub-Commission as the allocating agency.

It is felt the reference 1, 2 and 3 above deal with individual movements on which the Board should not act prior to the policy discussions indicated in Para 8. The Sub-Commission should continue to decide such issues, as in the past, until a general Board directive can be issued on the basis of facts and recommendations presented by the Sub-Commission.

4. With respect to reference 4 above, Mr Cleveland routed your 4 March letter to me and the other related letters are copies which have been routed to me for information. Mr Cleveland pointed out that the question of allocating port facilities or capacities was closely related to the movements problem and suggested, therefore, that it should be dealt with by Priorities Board as a part of the movements problem. The suggestion that a monthly meeting of the major bidders and an AFHQ representative was regarded as excellent provided forecasted movements could be developed as a basis for AC claims. Appropriate priorities applied to the forecasted movements would naturally become an important factor in supporting the AC claim for port facilities. It is suggested that the material you present to the Board include your recommendations on coordinating the allocation of port facilities with the movements program.

5. It is evident that the Transportation S/C has been delayed in making its first presentation to the Priorities Board by the failure of other Sub-Commissions to observe the reporting and forecasting requirements set forth in Para 8 - a of Procedural Bulletin No. 1. It is suggested that the Board Secretariat and the Transportation S/C collaborate closely between now and April 3 in procuring the records and forecasts required on that date so that the overall movements problem can be presented and discussed in the next regular Board meeting which is scheduled for April 16.

6. As a first step in carrying out the above suggestion, I have sent a letter to each Sub-Commission calling attention to the forecasting requirement and asking for their data on the required date. I am also making a parallel request on the Government through the Institute of Statistics.

S. B. Staffer

Secretary

Priorities Board

2502

22131

JMS/mb

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission
(Movements Division - Rail)

Tele : 473704

14 March 1945

265/17/m.3.

SUBJECT : Movement of Cased Vehicles by Rail.

TO : Secretariat Priorities Board.

1. Cased Vehicles are at present being discharged at the Ports of Naples and Leghorn. Except for the vehicles now at Naples and which are being assembled by R.L.M.S., arrangements made by H.Q. Motor Transport Group AG. (Italian Army Personnel) provide for the assembly of all cased vehicles by A.V.A.O. in Rome. The Military are unable to offer further assistance for the assembly of vehicles at ports.
2. AFHQ have intimated they are unable to allot us increased rail tonnage capacity for the movement of cased vehicles by rail. For economical handling it is essential that traffic moves direct from ships side to assembly area.
3. Efforts are being made to secure necessary cranes to enable as much of this traffic as is possible to be discharged at Civitavecchia, thereby reducing rail haul to a minimum.
4. Until discharge at Civitavecchia is possible, it will mean cased vehicles will compete with other regular rail traffic indicated below :-

Southbound
Leghorn-Rome Line

Grain
Pyrites
Lignite
Charcoal

The clearance of the ports of Civitavecchia and Pionbino cannot be delayed.

Northbound
Naples-Rome Line

Grain & Flour
Fresh fruit & vegetables
Misc. foodstuffs.
Fertiliser & Sulphur
Charcoal

5. It is desired you give an overall priority, indicating which other traffic shall be cut, should our bids for rail movement of cased vehicles not be accepted at AFHQ. Priorities of Movement Conferences.

3501

WFS

HERRITT H. TAYLOR
Director, Transportation Sub-Commission

1. Cased vehicles are at present being discharged at the ports of Naples and Leghorn. Except for the vehicles now at Naples and which are being assembled by H.M.M.E., arrangements made by Hq. Motor Transport Group AC. (Italian Army Personnel) provide for the assembly of all cased vehicles by A.T.A.G. in Rome. The Military are unable to offer further assistance for the assembly of vehicles at ports.
2. AFHQ have intimated they are unable to allot us increased rail tonnage capacity for the movement of cased vehicles by rail. For economical handling it is essential that traffic moves direct from ship side to assembly area.
3. Efforts are being made to secure necessary cranes to enable as much of this traffic as is possible to be discharged at Civitavecchia, thereby reducing rail haul to a minimum.
4. Until discharge at Civitavecchia is possible, it will mean cased vehicles will compete with other regular rail traffic indicated below :-

Southbound
Leghorn-Rome Line

Grain
Pyrites
Lignite
Charcoal

The clearance of the ports of Civitavecchia and Piombino cannot be delayed.

Northbound
Naples-Rome Line

Grain & Flour
Fresh fruit & vegetables
Misc. foodstuffs.
Fertiliser & Sulphur
Charcoal

5. It is desired you give an overall priority, indicating which other traffic shall be cut, should our bids for rail movement of cased vehicles not be accepted at AFHQ. Priorities of Movement Conference.

4501

WFS

for MARSHALL H. TALLER
Director, Transportation Sub-Commission

Copy to:

Hq. Motor Transport Group AC. (Italian Army Personnel)
Food Sub-Commission
Industry Sub-Commission

260/16

FILE

FBS LEBHORN 719 RAILWAY OPERATING GROUP ALCON LEBHORN TPTN DIVISION
TOSCANA REGION AMG LARG MOVEMENTS ROME (ACTION) FREEDOM CITE FREGM FREGG
(INFO)

3427

12 MARCH 45

PRIORITY

SECRET ID

PARA ONE ID SUBJECT MOVEMENT CASED VEHICLES LEBHORN TO ATAG SIDINGS ROME PRENESTINA ID
RAILWAY
FAHIN TO FBS LEBHORN TO SEVEN ONE NINE/OPERATING BN TO ALCON LEBHORN TPTN DIVISION TO
TOSCANA REGION AMG TO LMR3 FOR MAJOR LONDON TO MOVEMENTS ROME FOR ACTION TO FREEDOM
CITE FREGM FREGG FOR INFO FROM ALCON CITE ACTPT FAHIN

ALCON SIGNAL THREE THREE FIVE ZERO DATED ONE ONE MARCH FOUR FIVE AND TPTN
DIVISION TOSCANA REGION AMG SIGNAL LATER ONE ZERO MARCH REFERS ID CASED VEHICLES EX
LAWSON NOW CLEARING BY RAIL TO ROME THREE FOUR NINE TONS FD CUREY AND HOUSTON DUE TO
ARRIVE LEBHORN ONE TWO MARCH ONE FOUR FOUR EIGHT TONS NETT ID ONE FIVE ZERO TONS NET
DAILY AGREED OUT OF FBS TONNAGE LEBHORN TO ROME PERIOD ONE TWO TO ONE EIGHT MARCH
BALANCE OF TONNAGE TO BE MOVED WILL BE ALLOPED IN AC TONNAGE FOR SAME PERIOD ID MATCH
TRUCK GROUP TO SEE THAT CASES ARE PROPERLY OFFLOADED ROME ID

COPIES TO : MOTOR TRUCK GROUP ALCON FOR COL GARNES
PORTS & WAREHOUSE DIVISION
SHIPPING BRANCH
ROAD BRANCH

TRANSMISSION 30

175704

C.R. Woolley to
may

NICHOLAS PICCOLINO
CWO. U.S.A.
Asst. Adjutant

4500

22161

file

PBS-LEGHORN AFHQ SEVEN ONE NINE RLY OPERATING BN

ALCOM LEGHORN MOVCENT

260/15

3350

11 MARCH 45

ROUTINE

RESTRICTED PD

PARA ONE PD ONE TWO ZERO CASHED VEHICLES WEIGHT ~~CX~~ THREE FOUR
NINE TONS ~~EL~~ SUGAR SUGAR LAWSON WILL MOVE BY RAIL LEGHORN ROME
ON PERIOD ONE TWO DASH ONE EIGHT MARCH PD

PAREN TO PBS LEGHORN TO AFHQ TO SEVEN ONE NINE RLY OPERATING
TO MOVCENT
BN TO ALCOM LEGHORN FROM ALCOM CITE ACTPT PAREN

AGREED GEORGE FOUR MOV AND IN AFHQ PD

COPY TO MOTOR TRUCK GROUP ALCOM FOR COL CARNES
DMRS FOR MAJOR LONDON
HQ MOVEMENTS ROME

(1)

.H41MABA V MBWU NR 17

FROM TPTN DIV . TOSCANA REGION AMG
TO ALCOM FOR RAIL MOVEMENTS TPTN S/C ROME
GR38 BT

RESTRICTED . FOURTEEN HUNDRED TONS CRATED ALCOM VEHICLES EXPECTED
LEGHORN APPROXIMATELY MARCH FIFTEEN NECESSARY MOVE BY RAIL
TO ROME FOR ASSEMBLY MUST BE LOADED SHIPSIDE TO WAGONS .
EMERGENCY BID REQUESTED DEFINITE DATE OF ARRIVAL WILL BE SIGNALLED
WHEN KNOWN

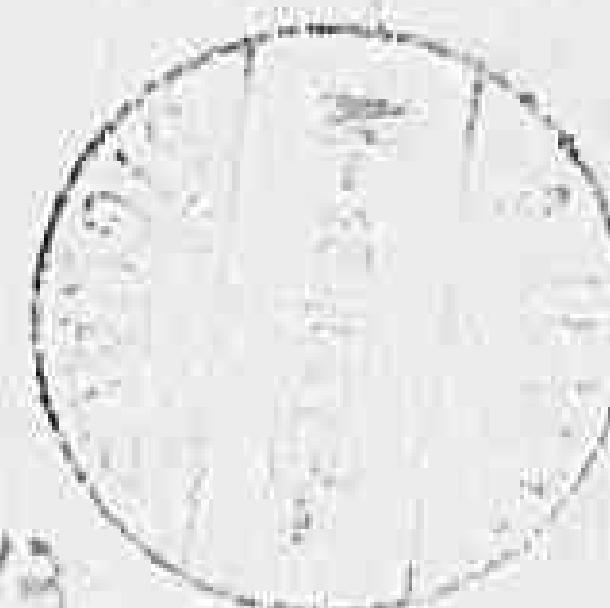
BT THI 101445A

CC WA REQUESTED ~~"DEFINITE"~~

SENT WAD 1450A

187

260/13.



12/13
12/13

4498

JNE/elc

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

260/11

9 March 1945

Tel : 478704

794/9/Tn 3

SUBJECT : Cased Vehicles

TO : HQ Motor Transport Group,
Allied Commission

1. Reference your AC/TG/103/2 dated 5 March '45.

2. It is confirmed it will be no longer necessary for the Motor Transport Group to submit bids for the movement of Cased Vehicles by rail from Ports to Assembly points.

3. Bids for any rail movement necessary, will be submitted to Movements Division - Rail Branch, by Ports and Warehouse Division of this Sub-Commission.

M. J. Sneyd

M. J. SNEYD, Colonel
Chief, Movements Division

Copy to : Ports & Warehouses Division.
File 260/Tn 3 ✓

4197

2 Boring
INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference: F 38020
Date/Time of Origin: MAR 051700

Message Centre No: D/4236
Date/Time Rec'd: MAR 061000
Precedence: PRIORITY

FROM: FREEDOM SIGNED SACRED CITE PHOEG
TO: ALCOM ROME, UNRRA ROME

260/10

SECRET

SECRET.

Disregard FX 36805 of 3 March. Cased vehicles Ex THOMAS TODD will now be assembled
by REME PORTICI

ACTION

DIST
ACTION UNRRA
" TN SC
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECOM SEC
FILE

HEADQUARTERS
6-11-45
A. C.

4496

SECRET

22201

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

HEADQUARTERS ALLIED COMMISSION
AFC 394
Transportation Sub-Commission
(Movements Division)

MJS/vb

260/9

Tel: Ext. 318

5th March, 1945.

794/7/Tn.3.

SUBJECT: Movement of Cased M.T.

TO : Motor Transport Group, A.C.
(Italian Army Personnel).

1. Further to this Division's letter 794/6/Tn.3, dated 28th February, 1945, it should be clearly understood that the movement by rail of cased M.T. from those originally delivered to REAF in the Naples area to the assembly plant in Rome, should be bid by you in the normal manner.

2. This bid should be made on the Movements Division, Rail Section, using the normal pro forms. Arrangements will be made to keep you advised of future shipments, and so far as possible these will be railed direct from ship's side to Rome. You should, however, clearly understand that there is a shortage of both flat rail cars and line capacity from both the north-west and the Naples area to Rome, and the movement of these cased vehicles to Rome will be subject to general priorities. It is obvious that a priority for the movement of these cased vehicles should be established, if possible sufficiently high to ensure their movement at the expense of other traffic. Will you please take the necessary steps.

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

Copy to:

Roads Division.

✓ Movements Division, Rail Section.

PAID
4/3 1195/3

2221

File 200/11.3

260/6

11/13

PRESTON WITS WIGDM

2788

2 MARCH 45

ROUTINE

RESTRICTED PD

PARA ONE PD ALL CHARTER HAVE AVAILABLE RESOURCES AND FACILITIES

AT PRESENT IN HOME ONLY FOR ASSEMBLY CARS VEHICLE PD

THRU TO PRESTON CITY FROM ALON CIV ACCT PAPER

PARA TWO PD ESTIMATED PRESENT BAPS OF ASSEMBLY IN HOME IS

FIVE ZERO PER DAY PD FACILITIES HIGH FOR SOME CHANGES RAIL

WAGONS PD

PARA THREE PD THEREFORE UNLESS ASSISTANCE IN ASSEMBLY CAN BE GIVEN

BY ARMY AT PORT OF DISCHARGE IT WILL BE NECESSARY TO RAIL CARS

VAHIGNS FOR ALL CHARTER TO HOME PD

COPY TO ROADS DIVISION

H.Q. TRUCK BDR (FOR COOL CARNER)
MOVEMENTS DIVISION HEADS SECTION

7/4/92

TRANSPORTATION DC

390

NICHOLAS PIONEER

CED. W. . . .

Asst. Adjutant

HEADQUARTERS
SOUTHERN REGION. ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C. M. F.

260/5

SUBJECT: Shipment Cased Vehicles.

Phone: Naples 50050 Ex. 12
Clerks " Ex. 4
Movements " Ex. 11

TO: Transportation Sub-Commission - Movement Division
Headquarters - A.C. APO 394 - C.M.F.

Headquarters - Southern Region - A.C.
Transportation Division .

Our Ref.: 7 R/244
Date: 19 /2/45

Your Ref.:
Date:

1. The following flat cars were dispatched from 476 Dump siding Aversa Sunday 18 February, destination Rome Prenestina, containing 28 cased vehicles.
2. 476 Dump require signature for these from Capt. Jefferson as soon as possible, please.

Car Nos.

Contents

Boxes

✓ 10 cars 20/2
✓ 10 cars 20/2

77695023 ✓
655900 ✓
575480 ✓
660462 ✓
646881 ✓
650046 ✓
652967 ✓
24805 R ✓
660430 ✓
86122 RS ✓
77643007 ✓
661461 ✓
646770 ✓
601050 ✓
650021 ✓
605104 ✓
7693191 ✓
77693139 ✓
23762 R ✓
623584 ✓

2
2
2
1
1
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2
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1
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1
1
1
2
2
1

4 cabs
4 cabs
4 cabs
2 chassis
2 "
2 "
2 "
4 cabs
4 "
4 cabs, 2 chassis
2 cabs, 2 chassis
2 chassis
2 "
2 cabs
2 chassis
2 chassis
2 "
2 "
2 cabs, 2 chassis
2 chassis.

For the Regional Commissioner :

VB/td.

V.R. Bowers
Major
(V.R. Bowers)

4493

HEADQUARTERS ALLIED COMMISSION
APO 894
Transportation Sub-Commission
(Movements Division)

MHS/vb

Tel: Ext. 318

28th February, 1945.

794/6/Tn.3.

SUBJECT: Erection of Cased M.T.

TO : Road Division
(For Col. Carnes)

1. The undersigned, during a recent visit to AFHQ, made enquiries as to the progress of the erection of the cased M.T. ex the John Hunter, which is in hand with RME.

2. The first information from RME was that the M.T. would be erected at the rate of 10 per week. QAE were informed that this appeared to be an absurdly low rate and was far from satisfactory. The undersigned was informed that no information had been received from A.C. or G-5 as to the urgency of the erection of these vehicles, but as they were apparently required more urgently than had been thought in the first instance, QAE would attempt to have the rate of erection increased. G-5 informed Movements Division verbally this morning that the rate of erection will not be fast and they have obtained an emergency bid from Naples to Rome of rail space for 50 tons per day commencing March 5th.

3. The rate of erection and arrangements made with QAE and RME are primarily a matter for the Roads Division and not for the Movements Division. It would appear necessary for the Roads Division to establish a closer liaison therefore with these authorities, and to submit bids in the normal manner to the Movements Division for any quantities which it is required to bring to Rome.

4. Will you, therefore, take the necessary action.

M. J. Sient

M.J. SIENT, Colonel,
Chief, Movements Division.

Copy to:

Rail Section, Movements Div.

HEADQUARTERS ALLIED COMMISSION
AFU 394
Transportation Sub-Commission
(Movements Division)

5JB/vb

260/3

Tel: Ex. 318

24th February, 1945.

FOU/3/Tn.3.

SUBJECT: Use of Piombino.

TO : AFHQ, G-4 (mov. & Tn.).

1. Reference your G-4/mov 5/36/GDA, dated 20th February, 1945.
2. A number of areas are being examined with a view to the establishment of a V.A.U. for the erection of case vehicles on A.C. account. The areas under examination are Piombino, Rome, and Naples.
3. From reconnaissance made it would appear that, if A.C. are to undertake the erection of these case vehicles with the present A.C. and civilian resources, it will be necessary to carry out this work in Rome. Facilities do not exist at Piombino or Naples, while experiments in erection have already been successfully carried out at an existing Rome plant.
4. In so far therefore as A.C. carries out assembly and it is not undertaken on behalf of A.C. by any existing military units, it will be necessary for the cases once discharged to be railed to Rome. This will necessitate a considerable rail haulage, as Civitavecchia is not yet in a position to handle case vehicles in addition to its coal and fertiliser commitments.
5. Of course any assistance that can be given by military assembly units in the Naples or Leghorn areas will be most welcome, and will obviate rail hauls.
6. Reference para 3 of your letter, attached is the proposed programme for Piombino in the months of April and May, a total of 53,375 tons per month, provided shipping is so loaded that these commodities can be brought to Piombino without wastage of shipping. In so far as the port capacity is concerned, it is considered that

4491

- 2 -

by April it should be possible to handle two or three cased vehicle ships in addition to the above programme, provided rail clearance from the port can be obtained. Agreement has been given that cased vehicles on A.C. account will be bottom stowed, and it was thought that an economic method of handling this cargo might be through Piombino even if it ~~was~~ necessary to rail to Rome, provided that there was a sufficient number of vehicles in the ships to justify a ship which had been discharged at Leghorn, for example, moving to Piombino to complete.

Merritt H. Taylor

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

Copy to:

AFHQ, G-5.

Road Division, Tn. S/C.

✓ Movements Div. Rail, Tn. S/C.

Movements Div. Shipping Tn. S/C.

Encl.

ESTIMATED PROGRAMME FOR PORT OF PIOMBINO FOR APRIL AND MAY (FIGURES ARE MONTHLY) BY COMMODITY

COMMODITY	Apuania	Arezzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Sienna	Orbetello	Ro
Grain (imported)			4500		1200	1800	1500	1000			
Miscellaneous Foodstuffs		100	700	50	200	150	100	150	50		
Medical supplies			75								
Salt			225		60	90	75	50			
Sulphur (Agricultural)	75	145	150	30	55	95	100	75	75		
Phosphate Rock										2500	
Coal											
	75	245	5650	80	1515	2135	1775	1275	125	2500	

22271

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

PORT OF DISCHARGE FOR APRIL AND MAY (FIGURES ARE TONS) BY COMMODITIES AND DESTINATIONS

Arezzo	Firenze	Grosseto	Livorno	Lucca	Pisa	Pistoia	Sienna	Orbetello	Rossi- gnano	Rail- ways	TOTAL
	4500		1200	1800	1500	1000					10,000
100	700	50	200	150	100	150	50				1,500
	75										75
	225		60	90	75	50					500
145	150	30	55	95	100	75	75				800
								2500			2,500
									12000	6000	18,000
245	5650	80	1515	2135	1775	1275	125	2500	12000	6000	33,315

2 2 2 81

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

28 Cases
arriving to
Naples at Rome
from 19th & Aug 20th
for other Pensions
all advised

[Signature]
19/2

2229

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

NJS/vb

260/2

17th February, 1945.

Tel. Kx. 318

794/2/Tn.3.

SUBJECT: Erection of Case Vehicles.

TO : Road Division.
(For Col. Carnes)

1. From the angle of economy of transport capacity it is far preferable that case vehicles should be assembled in the neighbourhood of a port, where they can be discharged, than they should be brought inland for erection.

2. From the discussions that have taken place it is clear that Piombino, under present conditions, is not considered suitable by the Road Division for this work, but it is requested, in view of the long programme, that the possibility of utilising Piombino at a later date be further examined. There is a suitable deep draught alongside berth, and rail connections from ship side to the Ilva Plant will be complete within the next four weeks. Arrangements have been made for case vehicles on A.C. account to be block stowed in ships for last discharge; this would make it extremely easy to handle these ships at Piombino even if the rest of the cargo was required elsewhere on the west coast.

3. It is appreciated that under present conditions Rome is considered the most suitable place for erection from a technical point of view. Under these circumstances it will be necessary to discharge ships containing these vehicles either in the Naples area, or in Leghorn, and rail the cases to Rome. Suitable rail waggons are in short supply and every effort must be made to see that adequate unloading arrangements are available for the cases. Past experience has proved that ~~military units with~~ a lack of adequate craneage has always caused delay which, in turn, has held up rail waggons and finally held up ships. It is estimated that we shall deliver cases to the Rome plant at the rate of 50 per day on an average.

2/26

- 2 -

4. There are two ships in sight, both loaded with case vehicles. Will you please take the necessary steps to ensure that adequate craneage is available to prevent delay.

M. J. Sieff

M. J. SIEFF, Col.
Chief, Movements Division.

Copy to:

✓ Movements - Rail.
" Shipping.

4488

2 2 3 !

INTER OFFICE MEMO

CSG/lr

AG/125/1/Tn.3

16 February 1945

TO : Col. W.J. Sieff.

SUBJECT : Piombino (assembly of vehs).

260/1

1. A recon has been carried out by Capt. Peterson of In. Sub-Comm. Roads (operations) Branch. A summary of his report is given in the following paragraphs. Attached at Appendix A. is a rough sketch of Area (Piombino) under consideration. Date of recon Feb. 12-15 Feb. 45.

2. (a) Only one building available for assembly. This building has no roof. It has no drainage facilities, a mobile crane (minimum 5 tons) would be required. The building is shown on the sketch and marked "A". The building is accessible by rail ONLY unless a track is prepared for road vehicles across the wet work of rly lines.

(b) The electric cranes on quays are unusable. Owing to lack of space on quays it will be necessary to discharge direct on to waiting flats. This can presumably be done by ships derrick. Trains would then be shunted 1 mile to stockpile marked "B" on sketch or approx 2 miles to site "A".

(c) Crane (5 ton) required at site B.

(d) There is no covered accommodation anywhere.

(e) It is anticipated that once site "A" had been prepared and necessary cranes supplied - say 6 wks after date of decision - assembly could be carried out at rate of 3 vehs p. day.

3. Conclusion : That Piombino is not very suitable and that it would be preferable to assemble vehs in ROMA for reasons given below.

4. Assembly in Rome.

(a) On the assumption that vehicles would be discharged direct from ships to waiting flats - trains would be shunted approx 1 mile to main line.

3107

- 2 -

(b) Personnel, weapons and equipment now quite ready in Rome. All facilities available to enable assembly to start at once. To begin with 3 vehicles could be assembled per day. This figure would be increased with more experience and any improvement in assembly organization.

Colt Coburn Major
C. STAFF - GARDNER
Movements Division
Roads Branch

Copy to : Mov. Div. Rail Branch
" " Shipping

T. K.

2-2 3 3

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

Rough Sketch
From B.IND.
(Not to scale)

4185

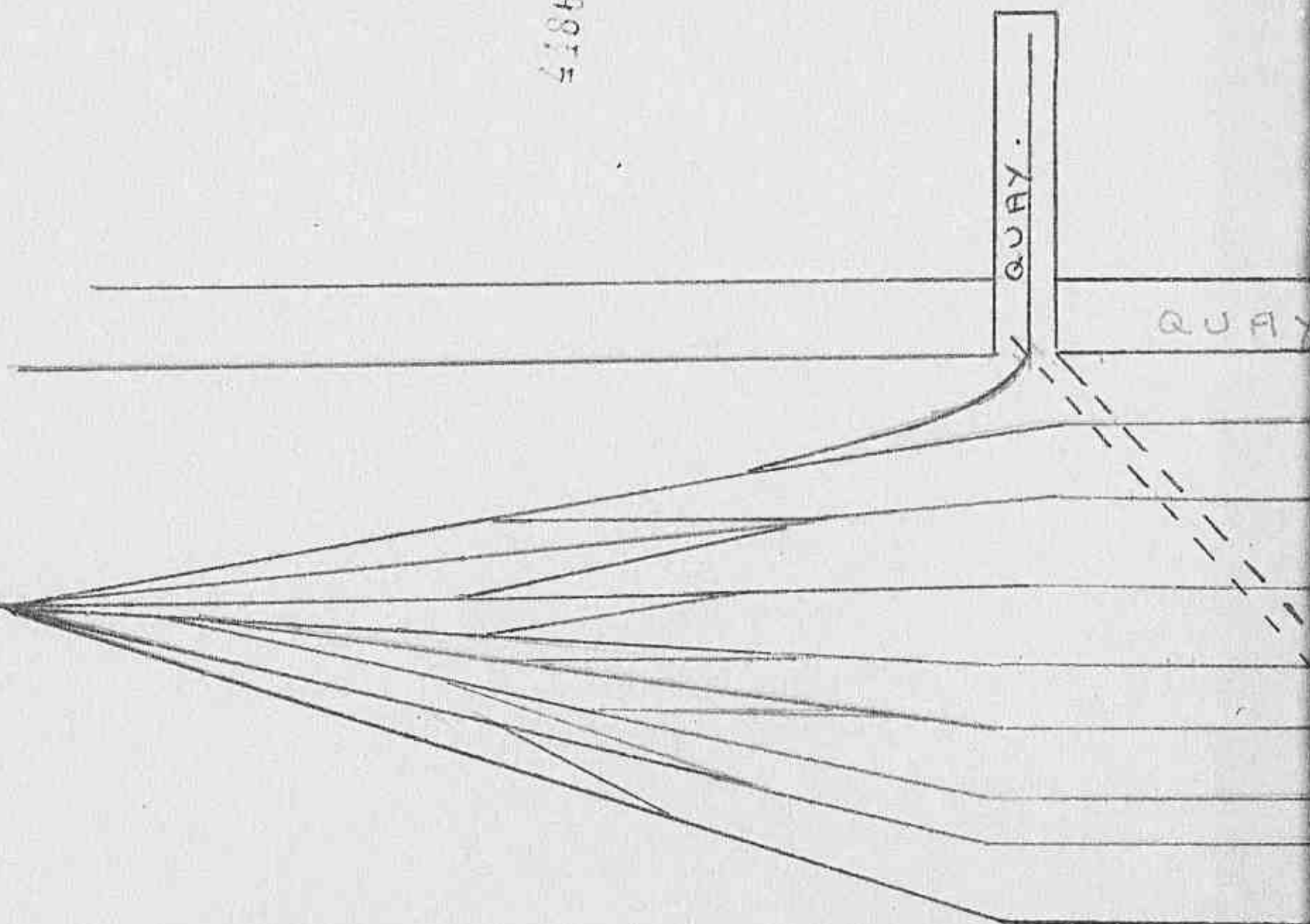
QUAY.

QUAY

MAIN LINE.

B.

Appendix A.



2 2 3 4

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4186

