

Rail Trans.-Potatoes

0224

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

10000/148 / 970
Feb '45

0.222

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

IFC/elo

TRANSPORTATION SUB COMMISSION

IRISH OFFICE MEMORANDUM

Tel : 478701

6 November 1945

274/13/Tn 3

SUBJECT : Transportation of 12,000 quintals of Seed
Potatoes from Holland to Italy

TO : Rail Division (Tn 4)

1. Reference year AG/91/Tn 4 dated 29 October '45.
2. It is agreed with AFHQ that wagons will be supplied from Italy for this movement providing their absence will in no way impede Military movement.
3. Please make all necessary arrangements afterwards, advising this office, in order that the necessary advice can be sent by AFHQ to the countries through which these wagons will pass.

R.H.
C.R. BORTHINGTON,
Lt. Colonel R.E.

Copy to : G-4 - Nov 3, AFHQ (confirming conversation Capt. Dempster -
Capt. Clinging today)
Agriculture Sub-Commission
Food Sub-Commission

6265

ACP/ar

TRANSPORTATION SUB-COMMISSION AC.,
(RAIL DIVISION)
C/o transportation (or) Main.
C.M.R.

60 6/11

29 October 1945.

Tel.: 043230

Ref.: AC/91/In.4

SUBJECT: Potato traffic from Holland.

/TO : Movements Division,
(Rail branch).

1. Attached hereto is a communication from I.S.R. respecting the movement of potatoes by rail from Holland to Italy. It has been held a day or so here because I.S.R. were hoping to advise us on the possibility of using Swiss freight cars, but this has not so far materialised.

2. From our point of view, there is no operation difficulty, but with the European coal shortage, unnecessary empty haulage of freight cars must be considered, and in the interests of existing perishable traffic, the loss of 214 box cars for any length of time would be serious.

3. The normal routing of this traffic would be Cologne-Bonn-Hassel-Chiasse or Cologne-Frankfurt-Munich-Brenner, the former for preference. It is necessary that these accepted routes be followed, as they form the basis of international settlement agreements. Whether M.C.I.R.O. would be the clearing house for international payment of freight rates is not clear at the moment, and it is doubtful if other machinery exists as it did in pre-war times. For a complete car-load, the price per ton for potatoes was 15.75 marks up to the time German-Italian traffic ceased, and the current rate through Switzerland is 14.07 Swiss francs.

4. It is felt that at this time, and until international freight traffic can be properly re-instituted, sea transport would be preferable. Unnatural empty freight car movement is not a desirable way of re-establishing international traffic.

R. P. J. Moss

Chief,
Rail Division,

NO : Movements Division,
(Rail branch).

1. Attached hereto is a communication from I.S.R. respecting the movement of potatoes by rail from Holland to Italy. It has been held a day or so here because I.S.R. were hoping to advise us on the possibility of using Swiss freight cars, but this has not so far materialised.
2. From our point of view, there is no operation difficulty, but with the European coal shortage, unnecessary empty haulage of freight cars must be considered, and in the interests of existing perishable traffic, the loss of 214 box cars for any length of time would be serious.
3. The normal routing of this traffic would be Cologne-Mainz-Basle-Chiasso or Cologne-Frankfurt-Munich-Brenner, the former for preference. It is necessary that these accepted routes be followed, as they form the basis of international settlement agreements. Whether E.C.I.R.O. would be the clearing house for international payment of freight rates is not clear at the moment, and it is doubtful if other machinery exists as it did in pre-war times. For a complete car-load, the price per ton for potatoes was 15.70 marks up to the time German-Italian traffic ceased, and the current rate through Switzerland is 14.00 Swiss francs.
4. It is felt that at this time, and until international freight traffic can be properly re-instituted, sea transport would be preferable. Unnatural empty freight car movement is not a desirable way of re-establishing international traffic.

R. P. J. Moss

Chief,
Rail Division.

6264

Rome, 17 Oct. 1945
N.M. 312/20858/22/1

MINISTRY OF TRANSPORTS
I.S.R. MOVEMENT SERVICE.

SUBJECT: Importation of potatoes for sow.

TO: : Major Ping
In. Sub-Commission A.C.
ELIA

1. The Federazione Italiana dei Consorzi Agrari (Rome Direction) inform to have stipulated a contract with Hollander Government Representatives, for importation of 22,000 quintals of potatoes for sow and said transport should be made within 31 December 1945.

2. For such importation above Federazione has foreseen its forwarding by rail either by sea, but considering the difficulty to get tonnage availability, the greater transport will be done by rail.

3. The Hollander delegates would have reported that Holland is unable to supply the necessary cars, therefore should be sent by I.S.R. through request of the interested.

4. For it, mentioned Federazione has requested this Administration if possible to have a supply for cars for immediate forwarding in Holland of 64,000 empty bags, and later forwarding di 214 box cars for 32,000 quintals of potatoes considered that available coal for each car will be of quintals 150.

5. That, for your information with beg to let us know if said transports are effectuable and under which rules they must be done.

5263

The Chief Mov. Service.
SGA. B I O N D I

1. The Federazione Italiana dei Consorzi Agrari (Rome Direction) inform to have stipulated a contract with Hollander Government Representatives, for transportation of 32,000 quintals of potatoes for coal and said transport should be made within 31 December 1945.
2. For such importation above Federazione has foreseen its forwarding by rail either by sea, but considering the difficulty to get tonnage availability, the greater transport will be done by rail.
3. The Hollander delegates would have reported that Holland is unable to supply the necessary cars, therefore should be sent by I.S.R. through request of the interested.
4. For it, mentioned Federazione has requested this Administration if possible to have a supply for cars for immediate forwarding in Holland of 64,000 empty bags, and later forwarding of 214 box cars for 32,000 quintals of potatoes considered that available coal for each car will be of quintals 150.
5. That, for your information with beg to let us know if said transports are effectuable and under which rules they must be done.

6263

The Chief Mov. Service.
Sgd. B I O N D I

CTW/mb

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

4 September 1945

Tele : 475704

Z/h/10/Tn.3.

SUBJECT : Military Potato loadings from Avenzo

TO : Rail Division (Tn.4.)

1. Reference to your AG 91/Tn.4. dated 20 August '45 to W.B.S., copy to Movements Division.
2. In reply to para 5 of your letter it is now understood from Food Sub-Commission that approx 500 tons per week will be required to move by rail from Avenzo Area to Rome. The actual date of commencement for movement has not yet been given but will be supplied as soon as known.

For the Chief Commissioner


 C. H. CUNNINGHAM,
 Major A.S.

Copy to : W.B. Movements Rome Area

6262

Subject: Movement of potatoes from AVERMANS

To : AG, T.M. Sub-Commission
Rail Division (for Major PING)

RE: AVERMANS
RICH ARMA
NOV 239

29 Aug 45

1. Confirming phase conversation (Capt. HHS BAKER - Major PING) Local Resources Depot at AVERMANS will load 100 tons of potatoes daily at AVERMANS commencing 1 Sept.
2. Will you please arrange for a daily supply of 10 empty box wagons at AVERMANS Station. It is noted that you will also arrange a daily special train to bring these wagons into RMH leaving AVERMANS at 1800 hrs each night. Loading must be completed by approx: 1700.
3. The Local Resources Depot will be responsible for securing and labelling wagons. It is only possible to load about 10/12 tons of potatoes for wagon, as space must be allowed in the wagon for air to circulate round the potatoes to prevent decay.

4. The programme submitted by S & T RANC is as follows:

1 & 2 Sept. 100 tons per day to RMH
Period 3 - 9 Sept (Inc.).

RMH 125 tons
LICHEN 10 "
CAZORIA 565 "

at 100 tons per day in above order.

All wagons for RMH will go to Tuscolana Station.

Signed: H.H.S. BAKER
S/Capt C (M)

Copy to: Joint Railway Control RMH (Vermin.)

TADMET RANC

Local Resources Depot AVERMANS

RTO RMH (Tuscolana)

RTO RMH (Tuscolana)

RTO RMH (Tuscolana)

Traffic Office

6261

0229

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

274/8

MOV-IT MOV-IT MOV-IT PREVIOUS SITE FIGURE ALONG SOUTHERN REGION
ALONG BARI ONE ALONG TARRANTO TOWN ALONG BARRON

1130

6 FEB 45

PRIORITY

RESTRICTED TO

PARA ONE TO INTERVIEW ALONG SIGNAL ONE ONE FOUR TWO OF FIVE FEB PD
DUE TO LOADING DIFFICULTIES THREE EIGHT THREE TONS DRY POTATOES WILL
NOT BEV FROM HOME TRAS TO LAGHORN PERIOD FIVE TO ONE ONE FEBRUARY PD
PARAN TO MOV-IT MOV-IT MOV-IT HPT MOV-IT FOR JEF RAYS PREVIOUS SITE
FIGURE ALONG SOUTHERN REGION FOR AGRIC SUB SECTION HPT ALONG SOUTHERN REG
REGION FOR BARRON ALONG BARI ONE FOR SUPPLY OFFICER ALONG TARRANTO TOWN
FOR SUPPLY OFFICER ALONG BARRON FOR HPT FROM ALONG BARRON
TARRANTO WILL BE BEV FOR IS NORMAL MAY BEV CANCELLED TO INTERVIEW THREE
MOV-IT AND PERIOD ONE FIVE TO ONE FIVE FEB PD DRY POTATOES FROM BARRON
WILL MOVE TO INTERVIEW IS SIGNAL ONE ONE FOUR TWO PD

COPY TO 1 AGRIC SUB SECTION (MAJOR - BARRON)
FOR BARRON
LARGE TARRANTO REGION FOR AGRIC SUB SECTION

TRANSPORTATION EC

190

NICHOLAS P. BROWN
CWO U.S.A.
Asst Adjutant 6260

BEST COPY POSSIBLE

File please
JMM/KP
24/7

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

AGR/72.1
Tel. 478797

27 November 1944

SUBJECT: Loading Fruits & Vegetables from the Naples
Area.

TO : Transportation Sub-Commission, Att. Capt. Boudy.

1. Reference is made to your letter AC /Tn/24/5/RM,
subject as above, in connection with the request by the
Naples office to have the loadings from there bid for as
from "Naples area" instead of specific stations.

2. That system was used to eliminate firm committ-
ments to load at stations where it was expected, but not cer-
tain, that vegetables were to be available. Without action
on my part, the system has gradually changed to bidding for
certain stations, with consequent difficulty in arranging for
the unavoidable changes that arise.

3. It is believed that the best solution is a com-
promise, and accordingly we have arranged for the bids to re-
mote stations, or new stations for this type of traffic, to be
entered against the specific station - but the remainder that
have proved to be easily supplied with wagons will be bid for
as "Naples Area", the firm stations to be developed with your
Naples Office, as before.

James M. Merritt
JAMES M. MERRITT
Major Cavalry
Officer Agriculture
Supply Section.

Distribution:
Fedexport
Capt Bergersen

6258

DATE

24/6

2/10	Serino	7790043	Potatoes	10 T
3/10	"	129015	"	10 T
4/10	Montoro	1024013	"	15 3/4
7/10	Serino	780110	"	14
7/10	"	129015	"	11 1/2
8/10	"	314740	"	15
8/10	"	181472	"	15
8/10	"	115535	"	15
9/10	"	118184	"	15
10/10	"	8302	"	22 7/8
12/10	"	1118075	"	16 1/2
12/10	"	154040	"	15
12/10	S.O. n Feduccia	1028080	Verona	12 1/2
8/10	Pontecagnano	1025752	Pears	14 1/2
10/10	Battipaglia	122535	Pots	4 1/2
11/10	Serino	2715	Potatoes	15
13/10	"	1129795	"	15

BWB/gfh

HEADQUARTERS UNITED COMMISSION
APO 394
Transportation Sub-Commission

File

Tele : 478701

24 November 1944

AC In/24/3/R

SUBJECT : Fruit & Vegetables - Naples Area to Rome.

TO : Major Merritt,
Agriculture Sub-Commission,
AC Main.

1. Following is copy of report from Major Bowers, Tptn S.C.
Rep., Naples, dated 18 November '44.

" BIDS FOR FRUIT & VEG FOR ROME

Bids are put in by Consorzio Agrario here, for the general terms "NAPLES AREA" but Major Merritt of Agriculture apparently has been specifying certain loading points the last two weeks, when the Consorzio is ready to load, he finds that certain changes have to be made and this is very unsatisfactory from my point of view, after the loading programmes have been issued by Movvit. It means ISK have to be notified of the changes and they have to withdraw previously issued labels and issue new ones and notify different station masters, and on the movements side a similar condition applies. I have asked him to request Major Merritt to leave it to him to arrange his loading points by using the same term again, "NAPLES AREA" because he cannot always accurately estimate what the situation will be two weeks hence when the loading programme becomes effective.

2. Can you help please?

BWB

For S.B. ADAMS,
Colonel, U.S.,
Director, Tptn S.C.

6256

Extract from Weekly report No. 14, Ref. AC Tn/Na 5/184, dated 18 Nov. 1944 of HQ
701st RAILWAY GRAND DIVISION - Military Railway Service, Naples :-

6. TRAFFIC.

Charcoal

We are not getting many cars for the Lagonegro line and it now appears that I.S.R. are responsible for providing them on the requests of R.T.O.'s. They do not meet these requests in most cases and it appears that certain Capo Stazioni manage to grab some and dispose of them to the highest bidder. 701st Ry. Grd. Div. (Maj. Brazzel Car Supt) informs me that I.S.R. only take orders from 701st, so there is nothing I can do about it with I.S.R.

Extract from weekly report No. 14 Ref. AC Tn/Na 5/184, dated 18 Nov. 1944 of HQ.
701st RAILWAY GRAND DIVISION - Military Railway Service, Naples :-

9. BIDS FOR FRUIT AND VEG. FOR ROME

Bids are put in by Consorzio Agrario here, for the general terms "NAPLES AREA" but Major Merrit of Agriculture apparently has been specifying certain loading points the last two weeks. When the Consorzio is ready to load, he finds that certain changes have to be made and this is very unsatisfactory from my point of view, after the loading programmes have been issued by Movvit. It means I.S.R. have to be notified of the changes and they have to withdraw previously issued labels and issue new ones and notify different station-masters, and on the Movements side a similar condition applies. I have asked him to request Major Merrit to leave it to him to arrange his loading points by using the same term again, "NAPLES AREA" because he cannot always accurately estimate what the situation will be two weeks hence when the loading programme becomes effective.

BWB/el

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478701

20 November 1944

AC TH/24/3/RM

SUBJECT : Rail car 1022215

TO : Federazione Italiana
dei Consorzi Agrari.

1. Reference your letter 7 Nov. please note I have received the following report:-

"Reference your ACTn/194 dated 8 Nov. 44, wagon 1022215 arrived at Rome Tuscolana on October 30th without labels or any indication of consignee. Attempts to ascertain the consignor and obtain particulars proved fruitless, and the wagon was offered to 92 D.I.D. who of-loaded it on 31 October, to avoid losing the potatoes which were then showing signs of deterioration.

It is suggested you may be able to make some arrangements with 92 D.I.D. for the issue of an equivalent quantity of potatoes."

BWB
for D.S. ADAMS
Colonel C.E.
Director Tptn.S.O.

0237

Declassified E.O. 12356 Section 3.3/NND No. 785021Subject : Mail Car 1022215.1. Sub-Commission /
A.C.I.Movements
H.Q. Home Area
Nov 3/63

19 Nov 63

Reference your ACPH/194 dated 8 Nov 63, wagon 1022215 arrived at Rome Tuscany on October 30th without labels or any indication of consignor. Attempts to ascertain the consignor and obtain particulars proved fruitless, and the wagon was offered to 92 D.I.D. who off-loaded it on 31 October, to avoid losing the potatoes which were then showing signs of deterioration.

It is suggested you may be able to make some arrangement with 92 D.I.D. for the issue of an equivalent quantity of potatoes. XX

At Black left

Lt. Col.
A.C.I.D. (M)Copy to :
92 D.I.D.

6253

0 2 3 9 |