

Movement of A.C Tonnage By Rail

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

ase By Rail

10000/148/992

Jan '45
1Ver '45

0498

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: **G 38658**

Date/Time of Origin: **171635A**

Message Centre No: **G 3849**

Date Time Rec'd: **180900A**

Precedence: **Routine**

FROM: **ABHQ**

TO: **Alcom ROME Info DMRSI**

Unclassified.

Confirming conversation Clinging - Dempster. Following tonnages allowed for movement of civilian stores period 19-25 Nov Northbound BOLOGNA PIACENZA 2600 TPD PIACENZA MILAN 2367 TPD Southbound MILAN PIACENZA 700 TPD Southbound VERONA BOLOGNA 300 TPD.

Essential these tonnages not exceeded.

AC DIST

Act = Tn S/G 2

Info = C. Comm.
Econ Sect 2
File 2
Fleet

2117

Subject:- Civilian Priorities - Rail Loading.

Senior Tn Officer AC, BARI.
Tel.: 12519,
Ref.: G/16/1037

30 July 1945

To:- BARI Operating Office
(Capt. Asprey).

294/41

Reference telephone conversation herewith
copy of Priority List of Commodities for Rail Movement
as issued to ISK.



Major RA,
(C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

CVGT/GT

2116

PRIORITY TO SUPPLY WAGONS FOR AC
& CIVILIANS.

1. AC Traffic.
2. Wheat, corn and their products, pasta, rice, food for children: powdered or condensed milk, gluten pasta, etc.
3. Fresh fish, fresh meat, fresh poultry meat, milk and fresh cheese.
4. Medicines and sanitary and prophylactic materials.
5. Vegetables, salt-meat, dry cheese, salted fish, marmalades.
6. Cattle.
7. Cereals not included in para 2, dry vegetables, sugar eatable oil.
8. *Anti-mildew waxes for plants*
~~Anti-cryptograms~~ and insecticide products, seeds and fertilisers.
9. Charcoal, coal, lignite and other fuels, carburants.
10. Animals, grease, soap, sansa vergine.
11. Monopoly goods and raw materials for same.
12. Wine, beer, mineral waters.
13. Paper for newspaper, furniture, theatre outfits.
14. Construction materials, for rebuilding.
15. Other commodities.

DAN/610

HEADQUARTERS ARMED COMMISSION
APO 394
Transportation Sub-Commission

8 July 1945

Tel : 478704

DIA/45/Ep 1

SUBJECT : Full wagon movements

TO : Ministry of Transport
S.M.A. General Direction

John 39 refer

1. Reference year 1945/1946/1/ & 11/1946 1946/23
dated 4 July '45.

2. The importance of relieving the rail wagon situation by substituting road movement for short hauls is fully realized and already in the Naples area instructions have been given for movement up to 30 Km to be carried out when possible by road transport. It has also been agreed that general movement of wine for distances up to 30 Km will be made by road transport.

3. In a letter addressed to the Director General Italian State Railways, Rome dated 21 June confirming the hand over arrangements for carrying on the system of control of civilian rail traffic, it is stated in Para 9 that when any ruling has to be given regarding shipment of traffic by alternative means, the matter must be referred to this Headquarters for decision.

2111

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

Copy to : Rail Division (To 4)
Road Branch

Ministry of Transport
I.S.R. General Direction

Rome 4 AUG 1945
D. 512/14885/5.66. II/149328/28

Subject:

Full wagon movements

Allied Commission

Transportation Sub Commission

R o m e

294/29

I. As you are aware, there is a remarkable shortage of freight cars, and, with the rehabilitation of lines at present unoperated and the increasing traffic due to the re-establishment of commercial and industrial lines in the country, such a shortage will be more seriously felt.

2. Among the possible measures that could save loading equipment, it is felt that a considerable improvement could be achieved by preventing the use of railways for the full wagon movements which, without an excessive trouble and with an evident benefit for the national economy, could be carried out on roads, by motor vehicles or horse-drawn vehicles.

3. With the present situation of railway equipment it does not appear to be convenient for the national economy to use a railway car, at least for three days, to cover the distances mentioned above, and to be therefore unable to carry out long distance movements, which cannot be made by horse-drawn vehicles and result much more expensive or carried out by motor vehicles.

4. These full wagon movements are carried out within a radius of 30 Km. on I.S.R. lines, or on bulk service with railways in concession.

It is pointed out that also for these movements

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4. These full wagon movements are carried out within a radius of 30 Km. on I.S.R. lanes, or on bulk service with railways in concession.

5. It is pointed out that also for these movements a car is used at least for three days; one day for loading, one for unloading and, if everything is all right, a third

day for the forwarding, apart from the loss of time often caused by the despatching of the empty car to the loading station.

6. It might sometimes occur that, whilst the railway distance is 30 Km or less, the road distance is considerably longer and uneasier, due to the conditions of the roads (slopes etc.) Such instances are exceptional and don't affect the general measure and they could be examined, each time, so that derogation might be decided, whenever necessary.

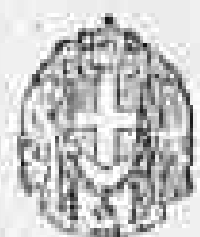
7. The measure should be taken also for all the State Administrations and particularly for the Armed Forces.

8. We are awaiting for your decisions on this matter.

Director General.

Fito DI RAIMONDO

Ca.cb.



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 4.10.1945

1945 - R.

N. M. 312/14689/5 Ma 11/10075212/28

All. (1).

del

Commissione Alleata
Sotto Commissione Trasporti

OGGETTO

Trasporti a carro.

R O M A

ALLEGATO N.

1) = Com'è noto i carri da merci difettano notevolmente e con la riattivazione delle linee ora fuori servizio e con l'intensificazione dei traffici, che vanno a mano a mano aumentando con la ripresa commerciale e industriale del Paese, tale deficienza andrà aggravandosi.

2) = In tale situazione, tra i possibili provvedimenti atti a realizzare un'economia di materiale da carico, si ritiene che possa influire vantaggiosamente, in misura sensibile, il divieto di servirsi delle ferrovie per quei trasporti a carro che, senza eccessivo disagio e con evidente vantaggio dell'economia nazionale, possano essere effettuati su strada ordinaria, con automezzi o con veicoli a trazione animale.

2119

3) = È evidente che nell'attuale situazione del parco ferroviario non conviene, nei riflessi dell'"economia nazionale" impegnare il carro ferroviario, per almeno tre giorni, per effettuare i percorsi suaccennati, e quindi essere costretti a rinunciare alla effettuazione di trasporti a lunghe distanze, che non possono essere fatti a trazione animale e che risultano molto più costosi se effettuati con automezzi.

4) = Tali trasporti a carro sono quelli che si svolgono nel raggio fino a 30km. sulle Ferrovie dello Stato, oppure cumulativamente con le Ferrovie concesse.

5) - Si mette in rilievo che anche per tali trasporti il carro viene impegnato per almeno tre giorni; uno per il carico, uno per lo scarico e, nella migliore delle ipotesi, un terzo giorno per l'invio e vuoto del carro alla stazione di carico.

6) - Potrà presentarsi qualche caso in cui, mentre il percorso per Ferrovia è inferiore o eguale alla distanza di 30 Km. quello su strada ordinaria è, invece, sensibilmente più lungo e disagiata trattandosi di superare dislivelli. Tali casi, che sono eccezionali e non infirmano la logicità del provvedimento d'ordine generale, potranno essere eventualmente esaminati, caso per caso e formare oggetto di deroghe, se fossero ritenute necessarie.

7) - Il provvedimento dovrebbe essere adottato anche per tutte le Amministrazioni dello Stato e particolarmente per quelle delle Forze Armate.

8) Quanto precede si sottopone al benevolo esame di codesta Commissione e si resta in attesa di conoscere le proprie decisioni.

IL DIRETTORE GENERALE

Ugo Reimondo

05071

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Yph v

Originator's Reference: 306/666
Date/Time of Origin: JUNE 21/1200G

Message Centre No: E/6078
Date Time Rec'd: JUNE 21/1600G
Precedence: URGENT

FROM: ROY ANCONA
TO: CAPT BENTLEY IN SUB COMMISSION ANCONA INFO: EASTMOVES, 192 HLT OF COY 1ST
BUILDING, HQ ALCONA HOME FORMOV, RTO ANCONA

CONFIDENTIAL

294/38

73/1

CONFIDENTIAL.

Failure of various civilian consignees to unload wagons fruit causing congestion ANCONA station. Number increasing daily. Understand due to normal trading practice of holding stores while prices fixed. Unless such wagons unloaded promptly on arrival cannot handle in ANCONA as military stores including port working are affected due to limited holding space. Request situation adjusted immediately. Phone conversation refers

INFO - ACTION

DIST

INFO-ACTION : TR SC (2)

INFO : CHIEF COMMISSIONER
ECOW SEC
FILE (2)
FLOAT

2111

*Handed Account
Account 2820h
29/6 nothing
time to report
last of position
last was improved*

*Have talked up with
Major Carson who will
take up with H & J
Food & we will send
and approval equal*

CONFIDENTIAL

HEADQUARTERS
21 JUN 1945
A. C.

*to account station action
Teller
23/6*

IFC/elc

Tonnage moved by Rail during Month
April (Period 2/29 April)

<u>Period</u>	<u>Mainland</u>	<u>Sicily</u>	<u>Sardinia</u>	<u>Total</u>
2/8 April	52584	40534	15000	108118
9/15 "	50308	40908	11637	102853
16/22 "	48726	37890	16251	102867
23/29 "	52519	42747	16669	111935
	<u>204137</u>	<u>162079</u>	<u>59557</u>	<u>425773</u>
	=====	=====	=====	=====

NOTES :

Mainland - obtained from XB Returns

Sicily - " " Sicilian Transportation weekly report

Sardinia - period 2/8 April an estimated figure.
Remaining periods from Sardinian Transportation weekly report.

2111

05091

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

ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

TN 51c

294/36

SUBJECT: Tonnage moved week 28 May to 3 Jun
TO: H. Q., Allied Commission
(For Tptn S. C.)

REF: R 6
10 Jun 45

- 1 Ref. my signal R 675 of 8 Jun (and your letter 294/28/Tn3 of 11 May I regret that owing to an error here the grand total moved quoted in my signal as 11365 tons is not correct.
- 2 I am now unable to give you the correct figures as the Forms XB have now been sent you. Will you please obtain the correct figures from the forms on this occasion?



B. W. Boddy
B. W. BODDY
Captain.
Tptn S. C. Rep. A.C.

2109

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
A.P.O. 394

CSB/17

To : - I.S.R. Direction General.

SUBJECT : - Freight Charges.

32/A/Ta.1.

28th May 1945

1 Ref. your C.211/4405/35/IOGA/4404/5 dated 20th May 1945.

2 In all cases quoted on your list, both consignors and consignees are civilian organisations. The fact that the Allied Authorities may have sponsored the movement does not in any way alter the liability for freight charges on the part of the Civilian Organisations concerned. We suggest that you notify these companies accordingly.

For the Director,

Original signed
by
Col. Thomas.

(M. B. THOMAS) Colonel
Deputy Director

Copy to : - Finance Sub-Commission (attn. Chief Accountant).
Trans. " { " Major Ping
" " { " Major Worthington

2108

TRANSPO 2104 345-000000000 3.3.
ALLIED MILITARY GOVERNMENT
 PROVINCE OF REGGIO IN CALABRIA

SUBJECT: MOVEMENT OF CIVILIAN TRAFFIC BY AIR

REF: A.O.
 20 MAR 49

TO: H.Q. A.O.
 (FROM S.O.)

1. Ref. your 234/20/EN.3 of 11 May, para 2 (b) it will mean a lot of additional clerical work. Can this not be done by statistics staff in Rome please?
2. I assume that my recent visit to you and report left with you covers requirements in para 3 (a).

B.W. Boddy

B. W. BODDY
 CAPTAIN
 CIVIL. PORT. TRANSPO. C.A.O.
 REGGIO CAL.

2107

*Typical reaction of
 an A.C. officer to an HQ
 received from his
 PD.
 30/5*

05121

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

785021

Subject: Civil Tfc by Rail

Allied Forces Headquarters
G-4 (Mov & Tn)
Tel: Freedom 878To : Tn Sub-Commission,
AC Rome

Mov 3/302/6

28 May 45

During POM periods 23 - 29 Apr and 30 Apr - 6 May only 50% of the authorised traffic in the NAPLES division actually passed. Of the traffic not moved some 50% was due to the shortage of wagons but the remainder was due to the failure of bidders to present traffic for conveyance.

Below is a list of items on which large discrepancies are reported:

Commodity	Authorised Tonnes		Actually Despatched	
	23 - 29 Apr	30 Apr - 6 May	23 - 29 Apr	30 Apr - 6 May
Flour, grain etc.	4610	3531	1431	2203
Foodstuffs	1630	1395	958	526
Fruit & Vegetables	2067	2060	1031	841
Machinery	650	340	60	88
Coal, Charcoal etc.	1607	1037	1353	417
Fertilizer	2455	2574	1214	1313
Sulphur	900	1481	385	551
Clothing	393	580	228	140
Hemp, Rope, Cotton etc.	691	328	198	58

Your comments are requested.

has been
W. S. O. BOSWELL, Major,
for Brigadier,
DQMG (Mov & Tn).

2106

513

PD/clo

HEADQUARTERS UNITED NATIONS
 APP. 394
 Transportation Sub-Commission

Tel : 476701

26 May 1945

MA/32/Tn 3

SUBJECT : Movement of civilian traffic by rail

TO : C-4 (by Tn) APP.

1. An estimate of the minimum tonnage requirements for all sponsored and civilian traffic over the lines subject to P.O.S. is given in appendix "A" attached.
2. In compiling these figures it has been assumed that wagon position and other limiting factors will not change very materially in favour of civilian traffic in the immediate future. The tonnages demanded are therefore only slightly increased over the demands made every week at P.O.S. which themselves represent a small proportion of the bids received and screened at this HQ.
3. Nevertheless it must be remembered that there is still a most urgent demand for an increased lift of primary products, especially foodstuffs from Sicily, fertilizers and insecticides, and that many industrial concerns, including lignite mines, cement works and beet sugar factories, are waiting for transportation facilities to restart production, or are in the process of re-activation and will soon be demanding rail transport for fuel and for the distribution of their products.
4. Consideration must also be given to the possible release of certain factories from military control, such as cement and iron and steel works. This would automatically bring a large tonnage now moving as military stores on to the civil loading schedule.
5. In this estimate of tonnage required no account has been taken of :-

W.H.
 27
 28

- (a) present local passenger train services. Long distance passenger trains over P.O.S. lines have been taken at 100 tons nett each, and it is assumed that no additional trains will be required until demand is made for a service from Rome to Milan.
 - (b) coal, which is imported by sea and largely distributed ~~near ports~~ and whose movement is bid for by coal Section P.O.S.S.
 - (c) Books Clearance from military ports. Total tonnage of incoming cargoes programmed for ports in Italian Government territory is shown in Appendix 'B'.
6. Allowance has been made for movement of refugees at the rate of 3 trains weekly from Forlì and Florence to south of Naples and 1 train weekly from Forlì via line 55 to theheel.
 7. On lines in recently liberated territory, from Leghorn to Florence and Florence to Brinnan, it is impossible to foresee traffic requirements and only a minimal tonnage has been put forward. On line 55, section Ancona - Bologna, future requirements cannot be estimated but there will be a large movement from Ancona docks and probably of grain and lignite coming from lines 56 and 57. An approximate figure has been included to cover traffic other than Books Clearance.
 8. As a guide to the local movement within the railway compartments, much of which is not over P.O.S. lines, details are attached in Appendix 'C' of all tonnage recorded as loaded over a period of four weeks ending 2 April '45. The proportion of tonnage moved in May will be definitely higher but the final figures for the whole of Italian Government territory are not yet available.
 9. It is requested that these figures be revised again in two months time, at the end of July.

For the Chief Commissioner

W. S. G. Col.

2104

W. S. G. Col.

Copy to : *W. S. G. Col.*
Planning Staff
Communications
Rail Division (Pa 4)

05151

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

Northbound

IMPOSED DEMAND FOR BLOCK TONNAGES FOR AD & CIVILIAN
RAIL TRAFFIC

		1	2	3	4	5	6	7	8	9	10	11
		Line 66	Line 66	Line 87	Line 87	Line 65	Line 65	Line 50	89/90	Line	Line	Line
		Roggia--Ancona	Ancona	Orte	Florence	Orte	Rome	Rome	Neples	218	219	220
		Ancona	Porti'	Porti'	Bologna	Arezzo	Orte	Laguna	Rome			
Average weekly demand	Daily	120	600	650	-	150	600	850	1,900	100	250	
	Weekly	840	4,200	4,550	-	1,050	4,200	5,950	13,300	700	1,750	
Proposed block tonnages												
General Produce	Daily	500	700 ¹⁾	1,050	250	150	700	1,150	2,500		2,000	
	Weekly	3,500	4,900	7,350	1,750	1,050	5,000	8,000	17,500		14,000	
Passenger trains	Daily	171		111		57	171	171	400		171	
	Weekly	1,200		800		400	1,200	1,200	2,800		1,200	
Refugee trains	Daily											
	Weekly											
Totals	Daily	671	700	1,161	250	207	871	1,321	2,900		2,171	
	Weekly	4,700	4,900	8,150	1,750	1,450	6,250	9,200	20,300		15,200	
Block clearance												
(Pisabino - North)	Daily							1,500				
	Weekly							10,500				
Totals	Daily	671	700	1,161	250	207	871	2,821	2,900		2,171	
	Weekly	4,700	4,900	8,150	1,750	1,450	6,250	19,700	20,300		15,200	

1) Does not include block clearances

2) Subject to the possibility of increase by diversion of traffic from Potenza route.

2103

Appendix 'A' to
394/32/Ta 3 of 26 May 195
Sheet 1

EXPENSE DEMAND FOR BLOCK TONNAGES PER AD & CIVILIAN
RAIL TRAFFIC

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Line 86	Line 86	Line 87	Line 87	Line 65	Line 65	Line 50	89/90	Line	Line	Line 91	Line 94	Line 92	Line 95
Foggia--Ancona	Orte	Florence	Orte	Rome	Rome	Cepes	218	219	8-8 via 3-8 via	8-8 via 3-8 via	8-8 via 3-8 via	8-8 via 3-8 via	8-8 via 3-8 via
Ancona	Porti'	P'ere	Bologna	Arezzo	Orte	Leghona	Rome			8-8 via 3-8 via	8-8 via 3-8 via	8-8 via 3-8 via	8-8 via 3-8 via
120	600	650	-	150	600	850	1,950	100	250	700	650	750	500
840	4,200	4,550	-	1,050	4,200	5,950	13,300	700	1,750	3,500	4,550	5,250	3,500
500	700	1,050	250	350	700	1,150	2,500	2,000	850	650	750	500	500
3,500	4,900	7,250	1,750	1,050	5,000	8,000	17,500	14,000	6,000	4,600	5,250	3,500	3,500
171		114		57	171	171	400	171	400	171	400	400	400
1,200		800		400	1,200	1,200	2,800	1,200	2,800	1,200	2,800	2,800	2,800
671	700	1,164	250	207	871	1,321	2,900	2,171	1,250	821	1,150	500	500
4,700	4,900	8,150	1,750	1,450	6,250	9,200	20,300	15,200	8,800	5,800	8,050	3,500	3,500
						1,500							
						10,500							
671	700	1,164	250	207	871	2,821	2,900	2,171	1,250	821	1,150	500	500
4,700	4,900	8,150	1,750	1,450	6,250	19,700	20,300	15,200	8,800	5,800	8,050	3,500	3,500

of increase by diversion of traffic from Potenza route.

05171

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

Southbound

PROPOSED DEMAND FOR BLOCK TONNAGES PER AD AND CIVIL MAIL TRAINS

		1	2	3	4	5	6	7	8	9
		Line 86 Ancona Rome	Line 86 Perth Ancona	Line 87 P'era Orte	Line 87 Bologna Florence	Line 85 Arezzo Orte	Line 83 Orte Rome	Line 50 Leghara Rome	89/90 Rome Naples	Line 218 P'ente
Average weekly demand	Daily	450	50	250	-	500	1,300	1,100	750	-
	Weekly	3,150	350	1,750	-	3,500	9,100	7,700	5,250	-
Proposed block tonnages	Daily	550	250	1,000	250	1,000	1,800	1,100	1,000	100
General produce	Weekly	3,850	1,750	7,000	1,750	7,000	12,600	7,700	7,000	700
Passenger trains	Daily	171		114		57	171	171	400	
	Weekly	1,200		800		400	1,200	1,200	2,800	
Refugees trains	Daily	114	514	400			400	114	514	
	Weekly	800	3,600	2,800			2,800	800	3,600	
Totals	Daily	835	764	1,514	250	1,057	1,971	1,385	1,914	100
	Weekly	5,850	5,350	10,600	1,750	7,400	13,800	9,700	13,400	700
Block clearance (Civitavecchia-Rome)	Daily	835	764	1,514	250	1,057	1,971	1,385	1,914	100
Totals	Weekly	5,850	5,350	10,600	1,750	7,400	13,800	9,700	13,400	700

2102

Appendix 'A' to
394/32/1a 3 of 26 May '65
Sheet 2

PROPOSED DEMAND FOR BLACK TENDERS TRAILER AND CIVIL RAIL TRAFFIC

	1	2	3	4	5	6	7	8	9	10	11	12	13
	Line 86	Line 86	Line 87	Line 87	Line 85	Line 85	Line 50	59/90	Line	Line	Line 91	Line 94	into
	Ascona	Forlì	Arese	Bologna	Arese	Arese	Arese	Arese	218	219	Arese via Arese	Arese via Arese	Arese
	Arese	Arese	Arese	Arese	Arese	Arese	Arese	Arese	Arese	Arese	Arese	Arese	Arese
ly	450	50	350	-	500	1.300	1.100	750	-	-	350	370	210
ly	3.150	350	5.950	-	3.500	9.100	7.700	5.250	-	-	2.500	2.600	1.500
ly	550	250	1.000	250	1.000	1.400	1.100	1.000	100	100	600	400	300
ly	3.850	1.750	7.000	1.750	7.000	3.800	7.700	7.000	700	700	4.200	2.800	2.100
ly	171		114		57	171	171	400		171	400	171	400
ly	1.200		800		400	1.200	1.200	2.800		1.200	2.800	1.200	2.800
ly	114	514	400			400	114	514		114			514
ly	800	3.600	2.800			2.800	800	3.600		800			3.600
ly	335	764	1.514	250	1.057	1.971	1.335	1.914	100	335	1.000	571	1.214
ly	5.850	5.350	10.600	1.750	7.400	13.800	9.700	13.400	700	2.700	7.000	4.000	8.500
ly							1.750						
ly							13.250						
ly	335	764	1.514	250	1.057	1.971	3.135	1.914	100	335	1.000	571	1.214
ly	5.850	5.350	10.600	1.750	7.400	13.800	21.250	13.400	700	2.700	7.000	4.000	8.500

6115

ANTICIPATED MONTHLY PORT CLEARANCES FOR ALLIED COMMISSION
PERIOD JUNE - SEPTEMBER

Date	Naples & Satellites	Civita- vecchia	Florence	Laghorn	Reggio	Brotone	Heel
June	68.000	31.000	14.000	1.000	10.000	8.000	1
July	65.368	28.116	12.700	19.159	6.100	7.700	2
August	62.214	27.596	8.400	20.368	4.000	5.800	2
September	65.982	17.460	3.318	21.213	5.000	7.000	2
TOTAL	262.164	104.272	38.518	61.740	25.600	28.500	1

NOTE : (1) Large tonnages are also planned for certain North Italian ports.
(2) At Civitavecchia add August : 2.000 cattle - 10.000 sheep
September : 2.000 cattle - 10.000 sheep.

0520

Declassified E.O. 12356 Section 3.3/NND No. 785021Appendix 'B' to
494/32/Tn 3 of 26 May '45ANTICIPATED MONTHLY PORT CLEARANCES FOR ALLIED COMMISSION
PERIOD JUNE - SEPTEMBER

les & lites	Civita- vecchia	Fiombino	Leghorn	Reggio	Otrone	Heel Group	Ancona
1.000	31.000	14.000	1.000	10.000	8.000	34.000	10.000
968	28.116	13.700	19.199	6.109	7.700	27.620	42.085
414	27.696	8.600	20.368	4.500	5.800	25.912	18.453
982	17.460	3.318	21.213	5.000	7.900	28.628	22.913
164	104.272	38.618	61.760	25.600	28.900	116.160	93.451

Large tonnages are also planned for certain North Italian ports.

at Civitavecchia add August : 2.000 cattle - 10.000 sheep
September : 2.000 cattle - 10.000 sheep.

101

Appendix 'C' to
194/34/In 3 of
26 May '49

ANALYSIS OF AUTHORIZED TONNAGE, MOVED AND
NOT MOVED IN RAILWAY COMPARTMENT I
PERIOD 26 MAR - 22 APR.

	Moved Tons	Failed to move Tons	Not accounted for Tons	% moved
Reggio	35.211	16.388	791	67
Bari	35.968	16.483	1.063	74
Ancona	21.757	10.846	3.566	60
Florence	19.085	18.037	3.551	51
Rome	46.611	23.276	3.128	64
Naples	36.836	26.265	5.342	54
Total of Programme	195.468	111.275	23.441	59%

SUBJECT : Movement of Civilian Traffic by Rail.

Senior Tn Officer, AC, BARI.
Tel. 12205.

Ref. RL/1/879

19 May 1945.

TO : HQ Allied Commission, for Tn Sub-Commission.

Reference your 294/28/Tn 3 dated 11 May 1945.

1. Para 3 (a) of a/q letter.
The ISR Officials and the Pedesport Official, who arranges Olive Oil bids for traffic in and from this area, have been contacted on this question and state that they have no knowledge of any such traffic. May further particulars be given please as regards FUGLIE so that further investigations can be made.
2. Para 3 (c) The Port Liaison Officer states that it is impracticable to use normal bidding procedure and XE Forms for Dock Clearance Traffic. It is suggested that the ISR could prepare weekly returns of AC Docks Clearance traffic based on Army Freight Warrants marked "Charges to be levied" as per Tn Memo No 4.
The ISR in this Div are being requested to render such returns and when received these will be forwarded.
3. Para 5 (a). The conditions of Memo No 4 are working satisfactorily in this area with the exception of the lack of loading by Consignors. This matter is being investigated further with the ISR and SER but it is thought that bidders when they are required to make bids so far in advance will continue to bid for traffic in case they need it when the time comes. The position is difficult. SERAL for instance made bids on a large scale for the movement of fresh vegetables and when the time came for movement the crop had failed.

Major, RA,
(C.W.G. TAYLOR),
Senior Tn Officer, AC.

0523

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

INCOMING MESSAGE HEADQUARTERS ALLIED COMMISSION

Originator's Reference: M/26
Date/Time of Origin: MAY 191730

Message Centre No: E/1545
Date/Time Rec'd: MAY 200940
Precedence: ROUTINE

FROM: AICOM BART FROM HALL
TO: HQ AICOM TN SC

294/30

ACTION

IN CLEAR.

Reffective at once all AD ANCOM traffic is to move via FOGGIA-CORTONA-OSIMO ISR
to instruct station masters to show this information on wagon labels

Dist

ACTION TNSC (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE

2098



JMB/mb

TRANSPORTATION SUB-COMMITTEE MEMO

INTER-OFFICE MEMORANDUM

Tele : 478704

19 May 1945

294/29/ma.3.

SUBJECT : Religious Pilgrimage to Divine Amre.TO : Liaison Branch

1. Reference is made to telephone conversation (Arnoldy - Baker) 18 and 19 May '45.
2. The request for 2 trains from Rome to Divine Amre and return on Sundays 20 and 27 May and 3 June has been seriously considered. It has also been discussed with A.F.H.Q.
3. It is regretted, however, that in view of the current situation these trains, which could only be at the expense of food and movement of refugees, cannot be agreed.
4. Rail transportation difficulties have not decreased with the cessation of hostilities, but have become more acute. Allied Forces continue to make heavy demands on rail transportation for maintenance of Armies, re-deployment of forces and movement of large numbers of prisoners of war. In addition to normal demands essential to the economic life of the country, this H.Q. is now faced with another major problem which is that of refugees and displaced persons. It is reliably estimated approximately 1,000,000 people will come under this heading, and as it is not expected that normal transportation will suffice, plans are in hand for roadside camps and organized marches.
5. To run pilgrimage trains in these circumstances is not considered to be in the best interests of the Nation.

For the Director.

M. J. S. S. S.
M.J. S. S. S. Colonel.

1. Reference is made to telephone conversation (Arnoldy - Baker) 18 and 19 May 1945.
2. The request for 2 trains from Rome to Divino Amore and return on Sundays 20 and 27 May and 3 June has been seriously considered. It has also been discussed with A.T.H.Q.
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5. To run pilgrimage trains in these circumstances is not considered to be in the best interests of the Nation.

For the Director.

M. J. S. S. S.
M.J. S. S. S. Colonel.

Copy to : Economic Section.

0526

FD/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478701

11 May 1945

294/25/7n.3.

SUBJECT : Movement of civilian traffic by rail.

TC : See distribution

*Copy on file 330/3.
Any further correspondence under ref 330/3.*

1. Reports on operation of Memorandum No. 4.
Staff Officers from this Sub-Commission, returning from tours in the areas where movement of civilian freight by rail is governed by Memorandum No. 4, report a noticeable difference in the efficiency in operation of the system in the various Compartimenti. In some areas, as a result of energetic co-operation between AC. Transportation Officers and the Italian State Railway, the percentage of traffic moved in each week of operation has steadily risen. In other areas Forms XB are slow in returning and little action appears to have been taken by AC. Transportation Officers to make the new system effective. In these areas there is a little increase in the percentage of traffic lifted, which could have moved after allowance has been made for such factors as availability of rolling stock, etc.

2. Action.
It is essential that the traffic control under Memorandum No. 4 operates in the same way and with equal efficiency, at once, in all Compartimenti, with a view to handing over the whole machinery of bidding and movement of programmed tonnages to the Italian State Railways at an early date. The following arrangements will be put into effect forthwith by all transportation (Rail) Officers if not already in force :-

- (a) Forms XB.
- i Forms XB must be numbered in serial so that it can be known easily when returns for a period are complete. The first and last number for each period will be given to this HQ. in the letter covering the first batch of returns sent in.
 - ii It is the duty of Transportation Officers to scrutinise Forms XB and to take appropriate and vigorous action in cases of failure to load. Forms should be forwarded to this HQ. as they come in and Transportation Officers will ensure that all returns for each period are collected and forwarded without unnecessary delay.

- (b) Returns to HQ.
Transportation Officer in charge of each Compartimento will be responsible for sending the u/m routine signals :-
- i If any cuts are made by AC. Transportation Officers...

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(b) Returns to HQ.

- Transportation Officer in charge of each Compartimento will be responsible for sending the u/m routine signals :-
- i If any cuts are made by AC, Transportation Officer after receiving his allotment of bulk tonnages he will signal HQ. the final tonnage he has allotted on his revised loading programme over each section of line. (This HQ. 382/70/Ta.2. or 22 April refers). Sections of line for which totals are required are those subject to P.O.M.
 - ii As soon as forms XE for a period are completed, AC, Transportation Officer will signal this HQ. the total tonnage actually lifted over each section of line, and the grand total for the Compartimento as shown on Forms XE.

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141 On receipt of any forms XB showing failure to lift any important tonnage under the programme issued by the HQ, a signal giving particulars will be sent to this Office so that proper action can be taken.

3.

Inclusion of all traffic.

40. Transportation Officers must check that all traffic in their areas complies with the conditions outlined in Memorandum No. 4, and that all tonnage moved is covered by Forms XB, unless agreement has been given in writing by this HQ, for exclusion of any traffic from this general rule.

(a) For instance olive oil moving from Puglia and Calabria areas in tank cars is not being reported on Form XB thus creating a gap in the returns prepared in this HQ, for a commodity of first importance.

(b) When authorising movement of emergency bids - such as, cattle from pasta - care must be taken that an emergency bid number is used so that it can be quoted in railway documents and on the wagon label. Emergency bid numbers should be prefixed with the letters EB and the first letter in the name of the Comptimento authorizing the bid.

(c) Movements Sub-Areas often have an allocated tonnage maximum up to which they can rail stores from Dock Areas without reference to higher authority and in a military port it may happen that 40. Civilian stores are cleared from ships or docks, in excess of any tonnage appearing on HQ, or local loading programmes, by movements against this Dock Clearance allowance. If it is not possible, in such cases, to use Forms XB or AC, wagon labels, the matter should be reported to this HQ, so that some alternative method of control may be exercised and the tonnage accounted for in proper statistical form. In the case of large numbers of wagons leaving Docks with the same commodity it is not necessary to quote individual wagons and weights, but only total number of wagons and total tonnage carried.

(d) Wagons were recently noticed at Assisi bearing old type AC labels. These carried programmed traffic from an AC Warehouse. The I.S.R. have shown their willingness to place their employees in any warehouse or docks area so that proper documentation and labelling can be carried out. There is no reason, therefore, why proper arrangements cannot be made at any point to bring all civilian rail traffic within the regulations laid down.

4.

Follow up action.

Officers should appreciate that the proper collation of this information and follow up action is necessary because wagons are still in short supply, and transport will continue to be one of the main limiting factors conditioning the speed with which military redeployment can take place and the necessary Italian economic rehabilitation be carried out.

5.

Conclusion.

(a) Transportation Officers will take steps to ensure that the

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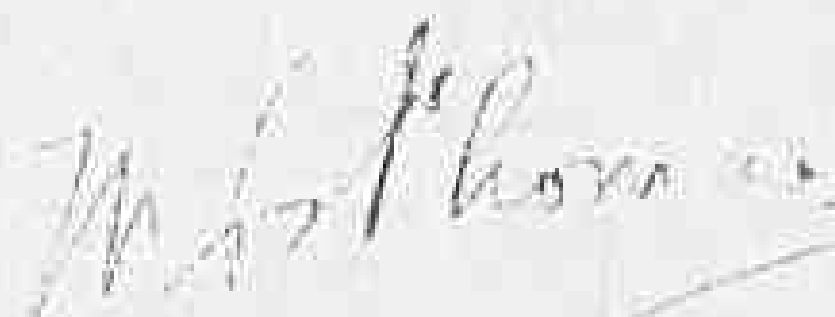
5. Conclusion.

- (a) Transportation Officers will take steps to ensure that the conditions of Memorandum No. 4 are being fulfilled throughout the area under their control and will report to this HQ. before 25th May that the system is working satisfactorily for all traffic in their area or give instances of any traffic not complying with reasons.

- 3 -

- (b) Transportation Officers, who have not already done so, will advance their plans for handing over the bidding for and control of movement of civilian traffic to the I.S.R., so that they may be ready to make a complete handover at a very early date.

By Command of Rear Admiral STONE.



M.B. THOMAS, Colonel,
Deputy Director.

DISTRIBUTION :-

Senior Transportation Officer, Rome	
" " "	Naples
" " "	Bari
" " "	Reggio
" " "	Palermo
" " "	Basilica Region
" " "	Toscana Region
" " "	Umbria-Marche Region
Transportation Officer (Rail), Ancona	
" " "	Florence
Regional Commissioner, Toscana Region	)
" " Umbria-Marche Region	)
" " Basilica Region	)
A.M.G. Commissioner, Naples Command	) for info.
A.C. Liaison Officer, Bari	)
A.C. Liaison Officer, Sicily	)
Rail Division (Pa.4).	

2095

Subject : A.C. Traffic - Movement by Rail.

H.Q., Movements,
Eastern Italy.
Ref : NOV3/1.

To : D.A.Q.M.G.(M).
HQ Movements,
Eastern Italy.

29 March, '45.

Progress Report. Period Jan. - Mar. '45.

1. During the period under review visits have been made to nearly all stations in the Eastern Italy Movements Area. The following are the principal matters of interest in connection with the rail movement of AG traffic as far as Movements are concerned.

2. A.C. Tn. Organisation - Bari Zone.

Close liaison has been maintained with Major TAYLOR, now Senior Tn. Officer A.C. BARI Zone, and his officers with a view to Movements assisting A.C. as much as possible with their rail transport. The A.C. Tn. Officers have given every assistance when suggestions have been made with a view to more economical movement by rail of civil traffic.

3. Revised A.C. Rail Scheme - A.C. Tn. Memorandum No. 4.

The revised A.C. scheme for the movement of civil stores by rail, which came into operation 19 March '45 alters the method by which civilians bid for rail movement of their traffic. Under the revised arrangements a larger degree of control over movement is possible by A.C. Tn. than was previously possible because the screening of food bids is carried out either by the High Commissioner for Food organisation or by the Consorzi in the case of flour, grain, samsa, salt. A.C. Tn. have fewer individuals to deal with. The new A.C. scheme also provides for the rendering of traffic returns by station masters, so that in future definite information will be available as to traffic moved. A.C. Tn. arranged to provide Movements with details of the traffic returns currently.

4. Assistance by Mov Sub Areas and RTOs.

Instructions have now been issued to Mov Sub Areas whereby RTOs assist in the movement of traffic.

0 5 3 2

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4. Assistance by Mov Sub Areas and RTOs.

Instructions have now been issued to Mov Sub Areas whereby RTOs assist in the provision of empty wagons, the movement of loaded traffic and clearance of traffic terminating at their stations. A.C. traffic authorised for movement over PCM lines is included by RTOs in their weekly PCM return of military traffic.

5. Liaison with IOR.

The offices of the Senior A.C. Tn. Officer are adjacent to Bari Joint Operating Office and constant liaison is maintained between A.C. Tn., Bari Operating Office and the IOR and Sud - Est Railways.

(2)

6. Examination of the Movement of Specific Traffic.

Special attention has been and is being paid to the most economical working of specific traffic which normally account for a relatively large proportion of the weekly tonnages authorised. e.g. grain, flour, sansa, salt, wine, tobacco, charcoal, timber as follows:

(a) Grain and Flour. The provision of empty wagons for these traffics has been specially watched by Bari Operating Office.

(b) Sansa. The proposed Italian Ministry of Agriculture programme for the movement of sansa (olive husks for oil extraction) was examined by movements and the amendments suggested by them approved, resulting in a considerable economy in the movement of the traffic.

The movement by rail of sansa after crushing for use as fuel has been specially examined with a view to reducing rail movement to a minimum as supplies of this commodity are normally available in the vicinity of points of consumption.

(c) Salt. Visits have been made to the establishment of the Salt Monopoly at San Margherita di Savoia to investigate

(1) Empty wagon supply.

(ii) Differences in daily rate of loading.

(iii) Shunting engine difficulties.

An average of 20 wagons daily are now being loaded and forwarded from Margherita in place of the erratic loadings previously made. This position is very satisfactory.

A.C. Tr. are endeavouring to assist the Salt Monopoly to obtain accumulators for their electric shunting engine.

In the past the Salt Monopoly have ordered empties, but ISR have been instructed that their station master at Margherita is responsible for stopping the movement of empties from Barletta and Ofantino to his station in the event of the normal number of wagons NOT being loaded daily

(d) Wine. The movement of this traffic is limited at times by limitations in the distribution and turn-round of wine cistern wagons. From spot checks made from time to time, it is felt that both the Italian State and Sud -

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programme for the movement of sassa (olive husks for oil extraction) was examined by Movements and the amendments suggested by them approved, resulting in a considerable economy in the movement of the traffic. The movement by rail of sassa after crushing for use as fuel has been specially examined with a view to reducing rail movement to a minimum as supplies of this commodity are normally available in the vicinity of points of consumption.

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- (a) Wine. The movement of this traffic is limited at times by limitations in the distribution and turn-round of wine cistern wagons. From spot checks made from time to time, it is felt that both the Italian State and Sud - Est Railways could show more initiative in this respect. While the movement of wine in barrels in wagons has been discouraged in the past (except for export and Provida) owing to the general rolling stock situation, with the present improvement it is possible for wagons to be provided for this traffic, but it is still felt that wine should as far as possible move in cistern wagons. A.C. Tn. are investigating the question of the turn-round of wine cistern wagons in Eastern Italy.

(3)

6.

- (e) Tobacco. Movement of this traffic involving short hauls in the Lecce district of the Sud-Est Railway has been investigated and also cross haulage, but allowance has to be made for difference between raw and processed tobacco and traffic for internal consumption and for export. The general question of short haulage is referred to separately below.
- (f) Charcoal and Fuelwood. The greater part of the supplies of this commodity for Eastern Italy comes from the Potenza area and stations served by the Potenza - Rocchetta and Potenza - Grassano lines. Loadings have been erratic until recently, mainly owing to bad weather conditions. Also the placing of empties and the working away of loads is sometimes difficult owing to limited train services.
- Cross haulage of these commodities has been eliminated. There is an A/RFO at Potenza but he is not able to visit wayside stations as these are difficult of access.
- (g) Dried Figs. This traffic originates mainly on the Sud-Est Railway and accounts for quite a fair proportion of that Company's civil forwardings. Cases have been brought to notice of part loads of figs and wine where only figs have been authorized for movement.
- (h) Olive Oil. The movement of this commodity is as authorized and there is no shortage of olive oil tank wagons.
- (j) Miscellaneous traffic. 9690
- (i) Empty wine barrels. In view of the very small volume of wine presently moving in barrels, the movement of empty wine barrels has been discouraged by A.C. Fr.
- (ii) Wine Lees (for manufacture of spirits). Cases have occurred where the movement of this commodity has been authorized and an attempt made to move wine in its place.
- (iii) Salvage Rally Tanks. (Rubber). Moved as Services salvage ex Campomorino and Poggia Areas to Bari, then sold to civilians who wish to send them to Potenza. Stated that this unseasonable movement

supplies of this commodity from the Potenza area and stations served by the Potenza - Rocchetta and Potenza - Gressano Lines. Loadings have been erratic until recently, mainly owing to bad weather conditions. Also the placing of empties and the working away of loads is sometimes difficult owing to limited train services.

Cross haulage of these commodities has been eliminated. There is an A/RTO at Potenza but he is not able to visit outside stations as these are difficult of access.

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(j) Miscellaneous traffics.

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(iii) Salvage Belly Tanks (Rubber) Moved as Services salvage ex Campomarino and Foggia Areas to Bari, then sold to civilians who wish to send them to Ortona. Suggested that this uneconomical movement should be eliminated.

Priorities.

A.C. Tn. are issuing a special instruction to the Italian Railways to ensure that the more important traffics move before less important ones.

(4)

8. Wagon Position.

Wagons are plentiful in Eastern Italy at the present time. The attention of A.C. is now being drawn to cases especially for grain, flour, and vegetables, where more wagons are being programmed than the Italians will normally load in the period.

9. Rail Clearance.

This continues to be watched particularly at Ortona where there are difficulties of an exceptional nature.

10. Short Haul Traffic.

Civilian rail hauls of less than 25 miles are being investigated.

11. Narrow Gauge Lines.

It has been suggested that the maximum use should be made of this form of transport.

12. Improving Traffic.

Instructions have been passed to the Sub-Committee in agreement with A.C. to that traffic for Ortona be watched especially for cases of unauthorized loading.

13. A.C. Traffic for shipment by A.C. Coasters and Schooners.

A command has been put into operation, in conjunction with A.C. and the Liaison, to ensure timely loading to rail for movement to ports of stores for use in A.C. operations and Coasters (Appendix "A" refers).

14. Activities in West Italy.

Notches maintained on bulk traffics moving from stations in West Italy to stations in East Italy e.g. sulphur, fertilizers, but so far no clearance difficulties have arisen.

15. Docks Clearance.

The dock clearance of A.C. Traffic from military power is being watched. A special report is being prepared as regards increasing the volume of short haul rail clearance in the Port of Bari owing to A.C. difficulties with A.C. The question of

291

10. Short Haul Traffic.

Civilian rail hauls of less than 25 miles are being investigated.

11. Narrow Gauge Lines.

It has been suggested that the maximum use should be made of this form of transport.

12. Irregular Traffic.

Instructions have been passed to, by sub-stations in agreement with S.P. En. that traffic for periods be watched specially for cases of unauthorized loading.

13. A.C. Traffic for shipment by A.C. Steamers and Schooners.

A scheme has been put into operation, in conjunction with A.C. En. and the Indian, to ensure to all loading to rail for movement to ports of stores for use and in U.C. Schooners and Coasters (Appendix 10 refers).

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14. Traffic to West India.

Watchers maintained on bulk traffic moving from stations in West India to stations in East India e.g. Sulphur, Fertilizers, but so far no clearance difficulties have arisen.

15. Docks Clearance.

The dock clearance of A.C. Traffic from military ports is being watched. A special report is being prepared as regards increasing the volume of short haul rail clearance in the Port of BANI owing to A.C. Difficulties with A.C. The question of warehouse accommodation is being watched.

16. Local Resources Traffic.

The relation of these traffic to normal civilian ones has been watched and the use of A.C. Local transport of such traffic being handled entirely by Indians is being discussed with and normal civilian labelling and railway documentation is being applied.

(5)

17. Railway Service Traffic.

The use of A.C. Tr. Lias's in respect of train traffic has been stopped. All down civil travelling and communication will henceforth apply.

18. Maximum A.C. tonnage - sections of line.

A constant review is being made of A.C. tonnage being worked over the various sections of line in Eastern Italy and suggestion made as to cases where increases or decreases in traffic are desirable.

19. Reconsigning of A.C. Traffic (unannounced).

A strict watch is kept on the occasion of visits to stations and details passed to A.C. Tr.

20. Withdrawal of A.C. (Excluding Tr. and Port Liaison).

There are now no A.C. Technical Officers (Excluding Tr. and Port Liaison) in Eastern Italy, and their functions have now been taken over by Italian organizations.

21. Civilian Coal Traffic.

At the present time the greater part of the civilian coal imported into South East Italy is via the military ports of Bari and Taranto, the remainder through the civil port of GALLIPOLI. For the present movements are responsible for labelling with M.B. Tr. labels and issuing of freight warrants to facilitate docks clearance, but contact is being maintained with the Coal Section and Signor Acquaviva, representative of the Italian Coal Office, Ministry of Communications in regard to the taking over by Signor Acquaviva of the responsibilities presently covered by the Coal Section as regards civil coal. It is not now anticipated that there will be any changes in this respect until about the middle of the month of April.

22. A.C. L.A. Traffic.

A.C. L.A. is part of the Land Forces Sub-commission. At the present time the procedure in respect of this traffic is that the Liaison Officer in Bari forward his weekly programme to this L.A., who publish it, if agreed, to the railway companies and Nov Sub Areas.

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19. Reconnaissance of A.C. Traffic (unauthorized).
A strict watch is kept on the occasion of visits to stations and details passed to A.C. II.
20. Withdrawal of A.C. (Excluding in and out Liaison).
There are now no A.C. Technical officers (excluding in and out Liaison) in Eastern Italy, and their functions have now been taken over by Italian organizations.

21. Civilian Coal Traffic.
At the present time the greater part of the civilian coal imported into Italy, East Italy is via the military ports of Bari and Taranto, the remainder through the civil port of GALLIPOLI. For the present movements are responsible for labelling with A.C. II. labels and issuing of freight warrants to facilitate dock clearance, but contact is being maintained with the Coal Section and Signor Acquaviva, representative of the Italian Coal Office, Ministry of Communications in regard to the taking over by Signor Acquaviva of the responsibility presently covered by the Coal Section as regards civil coal. It is not now anticipated that there will be any changes in this respect until about the middle of the month of April.

22. A.C. II. Traffic. 27/40

A.C. II. is part of the Land Forces sub-commission. At the present time the procedure in respect of this traffic is that the Liaison Officer in Bari forwards his weekly programme to this A.C. II., who publishes it, if agreed, to the railway companies and to the sub areas.

The attention of A.C. II. I.C. and A.C. II. has been drawn to the present position as regards the movement of wine, fruit and vegetables, where the traffic is moving between Italian contractors to the Italian Army on Italian military wagon labels.

The question of the number of box wagons supplied for the movement of recruits under the Italian Military Mail-up has been watched in view of approx. 50% of the personnel programmed actually being available.

..... Sheet 2.

(6)

A.2. Traffic - Wagon Sealing.

23. The question of civilian sealing box wagons containing their traffic prior to movement in accordance with the current train guard instructions is *no hand with AC*

Average Wagon Loads.

24. A.C. In. have been requested to ensure, as far as possible, the maximum possible wagon loads.

Civil parcels Scheme.

25. This scheme is now in operation but does not affect the working of military traffic.

Civil Passenger Services.

26. The question of the provision of a civil passenger train between Bologna, Ferrara and Genoa is in hand. The differences between the standard civil train services available in different parts of Western Italy is being investigated.

Wagon Loads.

27. The question of the distribution and turn-round of wagon assets for civilian use is being investigated with A.C. In.

W. H. Aspinall Capt R.F.

0542

Subject: - Movement of A.C. Traffic. - Revised Rail Arrangements.

H.C., Movement,
Eastern Italy.
Ref: Mov/309.

15 March '45.

To: Mov Bari.
" Brindisi.
" Barletta.
" Foggia.
" Monopoli.
" Taranto.

RTC Ortona.
Rail Operating Office.
AC/In. Bari Zone.

1. INTENTION.

To actively assist in the movement of A.C. programmed traffic so that the Allied Governments' policy of providing for a basic standard of supply for civilian needs may be carried out.

2. MOVEMENTS INTENDING.

There is now a Movement Intending with AC Main ROME who are responsible for co-ordinating and organising all types of movement of A.C. traffic.

3. AC REVISED RAIL ARRANGEMENTS - MEMORANDUM No 4.

W.a.f. 19 March '45 the revised AC rail scheme as laid down in the a/x memorandum (already circulated) will be brought completely into operation. The following information is forwarded to clarify the position of Movement Sub Areas and RTOs in regard to this scheme.

(a) Scope of scheme.

- (i) The Sud - Est Railway will be included in this scheme which will apply as on the ISR.
- (ii) The ISR station master at SAN SEVERO will issue labels in respect of the PESCHIERE and TORRE MARICORDI FERRIES.
- (iii) Narrow Gauge Railways are not included in this scheme.

(b) Documentation and Freight Charges.

It has now been laid down that Army Form 497a will only be issued in the following cases and on receipt by the RTC of a signed Movement Order.

- (i) Docks Clearance Traffic from military ports.

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1. INTENTION.

To actively assist in the movement of A.C. programmed traffic so that the Allied Governments' policy of providing for a basic standard of supply for civilian needs may be carried out.

2. MOVEMENTS INCURMENT.

There is now a Movement Increment with AC Main HOME who are responsible for co-ordinating and organising all types of movement of A.C. traffic.

3. AC REVISION RAIL ARRANGEMENTS - MEMORANDUM NO 4.

W.e.f. 12 March '45 the revised AC rail scheme as laid down in the a/m memorandum (already circulated) will be brought completely into operation. The following information is forwarded to clarify the position of Movement Sub Areas and RTGs in regard to this scheme.

(a) Scope of scheme.

- (i) The Sud - Est Railway will be included in this scheme which will apply as on the ISR.
- (ii) The ISR station master at SAN SEVERO will issue labels in respect of the PESCHIO and CORRE MAGIORE branchways.
- (iii) Narrow Gauge Railways are not included in this scheme.

(b) Documentation and Freight Charges.

It has now been laid down that Army Form 4974 will only be issued in the following cases and on receipt by the RFO of a signed Movement Order.

- (i) Books Clearance Traffic from military ports.
- (ii) Traffic for 120 5th or 8th Armies.
- (iii) AC Domestic traffic i.e. where both consignor and consignee is the Allied Commission.

(c) Allocation of Tonnages.

Revised details of agreed tonnages are appended hereto:-

- (i) Section of lines SOUTH of WARPS - Appendix "A".
- (ii) Individual station tonnages (excluding food) as allotted to ISR station masters for acceptance of bids for forwarding to AC. Th. for forwarding. - Appendix "B"

...../2.

AC REVISED ARRANGEMENTS - MEMORANDUM No 4. (Contd)

(2)

(d) Allocation of Empty.

(i) At stations where there are RTOs, Cape Stations will advise RTO of total AC requirements for following day to be included as an additional item on his daily wagon indent to Bari Operating Office through Movements Sub Area.

(ii) At stations where there is no RTO, Cape Stations will advise his Cape Reports who in turn will pass this information to Cape Compartments for Bari Operating Office.

Agreed with ISR.

While military and other Service requirements must have priority over AC traffic except in very special cases of which prior advice will be given, Mov. Sub Areas and RTOs must at all times give every possible assistance to the ISR in meeting the AC commitment. Mov Sub Areas and RTOs will not deal with civilians who will be referred to the ISR and AC In. as necessary.

(e) Movement of AC Traffic.

Mov Sub Areas will at 09.00 hours daily report to Bari Operating Office the total number of AC wagons which have been on hand for more than 48 hours awaiting forwarding.

(f) Non loading of AC Traffic Authorised.

AC In. will through the completed forms XB returned to them, be in possession of details of traffic authorised but not loaded and will take these cases in hand with civilians as necessary. However in view of the time lag in the forms reaching In. Mov Sub Areas will report to this HQ currently any cases where more than 5 wagons have been placed for one particular consignee and not loaded.

(g) Rail Clearance of AC Traffic.

Mov Sub Areas will keep a watch on the unloading of AC traffic and report to this HQ currently any cases of consistently bad unloading by any individual consignee, or where the number of wagons involved exceeds 5.

(h) Traffic Returns.

2087

agreed with ISB.

While military and other Service requirements must have priority over AC traffic except in very special cases of which prior advice will be given, Mov. Sub areas and HQs must at all times give every possible assistance to the ISB in meeting the AC commitment. Mov Sub areas and HQs will NOT deal with civilians who will be referred to the ISB and AC In. as necessary.

(e) Movement of AC Traffic.

Mov Sub areas will at 09.00 hours daily report to Port Operating Office the total number of AC wagons which have been on hand for more than 48 hours awaiting forwarding.

(f) Non loading of AC Traffic authorised.

AC In. will through the completed forms XE returned to them, be in possession of details of traffic authorised but not loaded and will take those cases in hand with civilians as necessary. However in view of the time lag in the forms reaching Th. Mov Sub Areas will report to this HQ currently any cases where more than 5 wagons have been placed for one particular consignee and not loaded.

(g) Real Clearance of AC Traffic.

Mov Sub areas will keep a watch on the unloading of AC traffic and report to this HQ currently any cases of consistently bad unloading by any individual consignee, or where the number of wagons involved exceeds 5.

(h) Traffic Returns.

Mov Sub areas will w.o.f. 19 March render on M2 a total figure for all AC traffic loaded and unloaded. Any large items eg. Deck Clearance grain, should be shown separately. Returns will only be required from stations in respect of which returns of military traffic are being regularly rendered.

...../3.

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3. AC REVISED ARRANGEMENTS - MEMORANDUM No 4 (Contd).

(3) AC Traffic for Shipment - Movement by Rail.

Reference the agreed scheme for the movement by rail of AC traffic to ports for shipment. Under the revised AC rail arrangements copies of the forms AB authorising movement will be forwarded to the DLMG (Rail) at port of loading, who will arrange distribution to station masters as necessary.

4. LOCAL RESOURCES TRAFFIC - (WD)

It is not intended that traffic from civilian contractors which is raw material for WD controlled Italian factories for the production of WD stores should be included in the AC agreed tonnages, which are for civilian rehabilitation. This traffic should move on WD labels, but carriage charges will be paid by the contractors. Mov Sub Areas will report any cases of IRC traffic moving on AC labels.

5. ITALIAN MILITARY TRAFFIC.

MMIA is a branch of AC - Land Forces Sub Commission, and Italian Military traffic will be dealt with by AC In. in future. Pending the issue of separate instructions, this traffic will continue to be moved as now programmed and with the special labels provided. A strict watch should however be maintained on this traffic and any cases of unauthorised and/or uncoordinated loading reported to this HQ without delay.

6. PROVIDDA TRAFFIC - ISR CO-OP.

Priority is given to the a/m traffic at the request of DMRS for the benefit of railway operatives. This traffic will continue to be authorised and programmed by AC In. A strict watch should be maintained on this traffic as with MMIA traffic to ensure that only the traffic programmed is loaded.

7. RAILWAY STORES TRAFFIC.

AC In. (Logst. & Stores) Section is expected to close shortly. Revised instructions will be issued later regarding movement of this traffic.

P. J. Spence

Capt. R.A.A.
(R.O. REYNOLDS)

H.Q., Movements, Eastern Italy

It is not intended that traffic from civilian contractors which is raw material for WD controlled Italian factories for the production of WD stores should be included in the AG agreed tonnages, which are for civilian rehabilitation. This traffic should move on WD labels, but embargo charges will be paid by the contractors. Mov Sub Areas will report any cases of IRC traffic moving on AG labels.

There is a branch of AO - Land Forces Sub Commission, and Italian Military traffic will be dealt with by AO Tr. in future. Pending the issue of separate instructions, this traffic will continue to be moved as now programmed and with the special labels provided. A strict watch should however be maintained on this traffic and any cases of unauthorized and/or unaccommoial loading reported to this HQ without delay.

Priority is given to the a/m traffic at the request of DMS for the benefit of railway operatives. This traffic will continue to be authorised and programmed by AC In. A strict watch should be maintained on this traffic as with IMA traffic to ensure that only the traffic programmed is loaded.

shortly. Revised instructions will be issued later regarding movement of this traffic.

H.Q., Movements, Eastern Italy.
 For Col. G.H.M.
 Capt. R.A.M.
 (R.S. HENNING)
 H. H. HENNING.

Capt. R.A.
(R. G. HAYMAN)
Rear Admiral
Rear Admiral G. (R).

STATEMENT OF AGREED NET TONNAGES FOR WEEKLY MOVEMENT OF A.C. TRAFFIC - EASTERN ITALY.
 (As revised and agreed between A.C.Tr. Rep. and Movimento East Italy.)

SECTION OF LINE	TONNAGE	REMARKS	SECTION OF LINE	TONNAGE
1. BARILETTA - BARI	1550		16. GIOIA - SPINAZZOLA	150
2. BARI - BARILETTA	850		17. FOGGIA - MANTREDON I.	700
3. BARILETTA - FOGGIA	1050		18. MANTREDON I. - FOGGIA	200
4. FOGGIA - BARILETTA	1550		19. LUCERA - FOGGIA	700
5. FOGGIA - ORTONA	650		20. FOGGIA - LUCERA	700
6. ORTONA - FOGGIA	800		21. ROCCHETTA - CERVARO	600
7. METAPONTO - TARANTO	1800	700 tons allocated to NAPLES DIV.	22. CERVARO - ROCCHETTA	150
8. TARANTO - METAPONTO	1550		23. SUB-EST RAILWAY	700
9. BARI - TARANTO	750	) To be kept as low as possible at all times.	24. TARANTO - BRINDISI	1400
10. TARANTO - BARI	700		25. BRINDISI - TARANTO	1400
11. BARILETTA - POTENZA via SPINAZZOLA & ROCCHETTA	550		26. BRINDISI - LECCE	700
12. POTENZA - BARILETTA via ROCCHETTA & SPINAZZOLA	540		27. LECCE - BRINDISI	700
13. POTENZA - METAPONTO	1800	700 tons allocated to NAPLES DIV.	28. POTENZA - NAPLES	1350
14. METAPONTO - POTENZA	2275		29. NAPLES - ROME LINES 89/90	220
15. METAPONTO - LECCE	1400		30. EAST - WEST via LENERVENTO	1325
16. SPINAZZOLA - GIOIA	150		31. BARI - BRINDISI	1000
			32. BRINDISI - BARI	925
			33. EAST - WEST via POTENZA	900

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Declassified E.O. 12356 Section 3.3/NND No. 785021APPENDIX "A"

ONPAGES FOR WEEKLY MOVEMENT OF A.C. TRAFFIC - EASTERN ITALY.
 between A.C.Tr Rep. and Movements East Italy.)

TONNAGE REMARKS	SECTION OF LINE	TONNAGE	REMARKS
1550	16. GIORA - SP DIAZZOLA	150	
850	17. FOGGIA - M. NEREDONIA	700	
1050	18. M. NEREDONIA - FOGGIA	200	
1550	19. LECERA - FOGGIA	700	
650	20. FOGGIA - LUCCA	700	
650	21. ROCCHETTA - CERVARO	600	
500	22. CERVARO - ROCCHETTA	150	
1800	23. SUB-EST RAILWAY	700	In each direction.
4550	24. TARANTO - BRINDISI	1400	700 tons allocated to NAPLES DIV.
700	25. BRINDISI - TARANTO	1400	
700	26. BRINDISI - LECCE	700	300 tons allocated to NAPLES DIV.
550	27. LECCE - BRINDISI	700	
540	28. POTENZA - NAPLES	1350	
1800	29. NAPLES - ROME LINES 89/90	220	
2275	30. EAST - WEST via BENEVENTO	1325	
1400	31. BARI - BRINDISI	1000	
150	32. BRINDISI - BARI	925	
	33. EAST - WEST via POTENZA	900	1000 tons to BATTIPAGLIA inclusive.

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

785021

STATEMENT OF TONNAGE ADJUSTED TO U.S.M. STATION 10
 FOR MOVEMENT OF CUMULATIVE TONNAGE DAY BY DAY
 (A similar statement is required for the day of the month)

R.E. FOGGIA Tons		R.E. RIONERO Tons		R.E. BARI Tons		R.E. TARANTO Tons		R.E. BRINDISI Tons	
Lucera	40	Ortona	10	Bari	250	S. Paolo	10	Torre Mare	
Foggia	40	Ascoli S.	30	Bari (Mar)	10	Castellanzola	30	Mola di Bari	
S. Giov. Rot.	10	Canale	10	S. Spirito	10	Palatiana	50	Polignano	
Candelaro	10	Rocchetta S.A.	150	Giovinazzo	10	Palaziano	50	Rosopoli	
Sanfrancesco	30	Melfi	110	Malfetta	90	Rossano	60	Fasano	
Rignano G.	10	Rapolla	70	Bisceglie	90	Taranto	110	Cisternino	
S. Severo	30	Barile	110	Trani	90	Grottaglie	60	Ostuni	
Apricena	30	Rionero	110	Carletta	210	Monteiasi	10	Carovigno	
Poggio Imp.	10	Forenza	260	Ofantino	30	Chistone	10	S. Vito Norm.	
Ripalta	10	C. Iacopasolo	200	Margherita	30	Ginosa	60	Brindisi C.	
Trionfi S.	10	Pietramalla	120	Trinitapoli	30	Metaponto	30	Tuturano	
Campomarino	10	Avigliano	80	Candida	10	Bernalda	40	S. Pietro V.	
Corvino	10	Potenza Sup.	70	S. Maria della Citta	50	Pisticci	40	S. Quinzano	
		S. Nicola M.	60	Orta Nova	50	Ferrandina	50	Trepuzzi	
		Rapolla Lav.	60	Incoronata	10	Balandra	70	Surbo	
		Venosa	30	Modugno	100	Grassano	150	Lecceto	
		Palazzo S.G.	100	Bitetto	40	Calciano	40	Masano	
		Spinazzola	200	Grumo A.	40	Campomaggiore	150	Latiano	
		Poggiorsini	80	Acquaviva	40	Albano Luc.	50	Gria	
		Grovin	110	Cicci C.	80	Trivigno	50	Francavilla F.	
		Altamura	80			Brindisi Mont.	50		
		Casalsabini	30			Vaglio Luc.	50		
		Santeramo	40			Potenza Inf.	100		
		Minervino	80						
		Canosa	200						

2082

Declassified E.O. 12356 Section 3.3/NND

No.

78.5021

ATTEND TO I.S.R. 3589-107... 12, 33, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865

4. $\frac{1}{2} \log \frac{1}{2}$ and $\frac{1}{2} \log \frac{1}{2}$

ARRIVATA NEL 1975, LA SCELTA DI UNO DEI PIÙ FAMOSI ARCHITETTI ITALIANI, IL PROF. G. P. PIRELLA, HA DATO UN'IMPRONTA INCONFONDIBILE ALL'EDIFICIO, IL CUI INTERNO È UNO DEI PIÙ BELLI E MODERNI D'ITALIA.

Report of the Joint Commission on the Organization of the Federal Government, 1947

Tons	R.M. M.B.	Tons	R.M. TARANTO	Tons	R.M. BRINDISI	Tons	R.M. TEGOLI	Tons
10	Bari	250	S. Basilis	10	Torre Mare	10	Montenaro	10
30	Bari (Mar)	10	Castellanata	30	Mola di Bari	40	S. Salvo	10
10	S. Spirito	10	Palagianella	50	Polignano	30	Istonio	30
150	Giovinazzo	10	Palagiano	50	Konopoli	80	Casalbordano	10
110	Melfetta	90	Messafra	60	Fasano	60	Torino di S.	10
70	Bisceglie	90	Taranto	110	Cisternino	30	Tossacesia	10
110	Trani	90	Grottaglie	60	Ostuni	50	S. Vito Luc.	30
110	Barletta	210	Monteiasi	10	Carovigno	50	Ortona	100
260	Grottole	30	Chiatona	10	S. Vito Norm.	30	Termoli	30
200	Margherita	30	Vinosa	60	Brindisi C.	150		
120	Trinitapoli	30	Metaponto	30	Tuturano	30		
80	Candida	10	Bernalda	40	S. Pietro V.	60		
70	Serignola Citta	50	Pisticci	40	Squinzano	50		
60	Orta Nova	50	Ferrandina	50	Trepuzzi	50		
60	Theoronta	10	Salandra	70	Surbo	10		
30	Modugno	100	Grassano	150	Lecco	150		
100	Bitetto	40	Calciano	40	Messine	50		
200	Cirino A.	40	Campomaggiore	150	Latiano	50		
80	Acquviva	40	Albano Luc.	50	Oria	50		
130	Gioia C.	80	Trivigno	50	Francavilla F.	100		
80			Brindisi Mont.	50				
30			Vaglio Luc.	50				
40			Potenza Inf.	100				
80								
200								

200

0552

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

HEADQUARTERS ALLIED COMMISSION
APO 324
Transportation Sub-Commission
(Movements Division - Rail)

Vol : 478704

6 April 1945

Vol 7/20 3

SUBJECT : Line 86 (Central) Ortona - Ancona

TO : G-4 (Mov & Tr) ATTN

1. Reference your Nov 3/44 dated 2 April '45 and phone conversation (Rommel - Worthington) of 5 April '45.
2. An appreciation of the movement by rail of AC sponsored and authorized civilian traffic - line 86 (Ortona - Ancona), and 219 was forwarded to you on 2 April '45. As apparently you have not received this appreciation a further 2 (two) copies are attached herewith.

For the Chief Commissioner

C. R. Worthington
M. D. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

2489

Subject: Line 86 (Central
Ortona/Ancona)

Allied Force Headquarters
G-4 Mov & Tn
Tel: Freedom 320

Mov 3/143

To : AC Tn Sub Commission
Movement Division.

2 Apr 45

~~1408/8~~
294/25

1. May we now have a reply to our letter of 20 Mar 45
under the above reference please.

W.S.C. Boswell

W.S.C. BOSWELL, Major,
for Brigadier.
DQMG(Mov & Tn)

See folio 76

2087

18/4

105/3

0-554

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

CRW/elc

294/24

TO : Rail Movements +
Major Richardson
Planning Division.
To keep

It is rather interesting to note that our estimate
for February from Transportation Officers Returns
Totals 376.093 Nett tons against the Railways
Figures 513.886 Difference of 137.795 Tons

Copy on file 322

19/4
An

2680

9 April 1945

AC 310 Tn 4

PASSENGER TRAFFIC RETURNS ON ISR LINES DURING FEBRUARY 1945

	Number of trains - km operated	number of passengers carried
Mainland (excl. Subway)	230.873	2.268.000
Naples Subway	23.912	881.792
Mainland, Total	254.785	3.149.792
Sicily	103.126	646.758
Sardinia	77.340	207.257
GRAND TOTALS	435.251	4.003.807

0558

TRAFFICO VIAGGIATORI MESE DI FEBBRAIO 1945

	Toni-Km.	Viaggiatori trasportati
SICILIA	103.126	646.758
SARDEGNA	77.340	207.257
CONTINENTE	230.873	2.268.000
METROPOLITANA DI NAPOLI	23.912	881.792

9 April 1945

AC 310 Tn 4

FREIGHT TRAFFIC RETURNS ON ISR LINES DURING FEBRUARY 1945
=====

	NUMBER of trains operated		TRAINS-KM run		TONNAGE carried (gross)	
	Civ.	All.	Civ.	All.	Civ.	All.
Mainland	1.614	9.551	115.561	854.030	579.831	5.411.075
Sicily	1.074	44	89,996	3.419	404.470	16.030
Sardinia	148	79	11.360	5.651	43.476	16.078
TOTALS	2.836	9.674	216.917	863.100	1.027.777	5.443.183

In the Mainland following Compartments are included:
Ancona - Roma - Napoli - Bari - Reggio

The net tonnage carried is abt. the half of the gross tonnage.

Civ. = civilian trains ; All. = trains operated on behalf of the Allies

RIEPILOGO TRENI MERCI EFFETTUATI, Km. PERCORSI E TONNELLAGGIO (LORDO)
 TRASPORTATO NEL MESE DI FEBBRAIO 1945 SULLE LINEE IN ESERCIZIO DEI SOP-
 TENDICATI COMPARTIMENTI.

=====						
Treni effettuati Treni Km.percorsi Tonnellate trasportate						
	Civili	Alleati	Civili	Alleati	Civili	Alleati
Compartimenti di Ancona-Ro- ma-Napoli- Bari-Reggio	1.614	9.551	115.561	854.030	579.831	5.411.075
Compartimento di Palermo	1074	44	89.996	3.419	404.470	16.030
Delegazione Cagliari	148	79	11.360	5.651	43.476	16.078
Totale	2.836	9.674	216.917	863.100	1027.777	5.443.183
=====						

HEADQUARTERS ALLIED COMMISSION

AFO 394

Transportation Sub-Commission
(Movements Division - Rail)

JWB/mb

FILE

Tele : 478704

2 April 1945

294/23/Tn.3.

SUBJECT : Movement by Rail of A.C. Sponsored and authorised
Civilian traffic - Lines 50, 86 (Ortona - Ancona) and 219.TO : G-4 (Mov. & Tn.) AFHQ (2)1. Reference conversation (Boswell - Baker) 13 March and your Mov.3/143,
dated 20 March '45.

2. The following appendices are attached :-

Appendix 'A' - Forecast of weekly tonnages on Line 50

" 'B' - " " " " " " " 219

" 'C' - " " " " " " " 86 (Ortona-Ancona)

3. Every effort has been made to obtain complete details of present and
future traffic over the lines in question, but the figures quoted are
liable to variation as necessitated by rehabilitation programmes.

For the Chief Commissioner.

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

Copy to : G-5 AFHQ (2)

Economic Section

Planning Staff, Transportation Sub-Commission

Rail Division, Transportation Sub-Commission (for information)

Appendix "A"

LINE 50 - Forecast of Weekly Tonnages.

<u>Commodity</u>	<u>Loading Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
Lignite	Giuncarico (Ex Ribolla)	700/1400	1400/2100	Northbound not beyond Rome.
Limestone	S. Vincenzo	3500		For Solvay Plant, R when N. Italy liber
Coal and Coke	Piombino	2600		For Solvay Plant, R t.p.w. when N. Ital
Caustic Soda &c.	Resignano		400	Various destination
Pyrrites	Scarline		750	Not South of Rome.
			500	Bagnoli. Reduced t
				Being bid as per li
		300 (starting May)		Destinations on lin
				in June and 600 t.p
				775 t.p.w. not bey
Cement	Colliere or Guidonia	900		to line 219.
				to line 219.
				To line 218 not be
Raw tobacco	Rome	15		
	Cava dei Tirreni and Lecce	90		
	Grosseto	200	600	
Wheat	Civitavecchia	160	15	of 160 Northbound,
Salt	Civitavecchia	900		
Fruit & Vegetables	South of Rome	420		
Sulphur & Fertiliser	Follonica & Albinia		700	
Charcoal		700	350	
Misc. Traffic				

NOTE : In addition to above weekly tonnages, allowance must be made for port clearance of CIVITAVECCHIA and Rail clearance from CIVITAVECCHIA should average 14,000 tons per week by end April, by which date 14,000 tons per week. The bulk of CIVITAVECCHIA traffic will be Southbound to Rome, but it must be a clearance from PIOMBINO will, in the main, be Northbound.

1271

0561

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

Appendix 'A' to 294/23/11.3.
dated 2 April 1945.

Weekly Tonnages.

	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
Ex Ribolla)	700/1400	1400/2100	Northbound not beyond Leghorn Southbound not beyond Rome.
	3500		For Solway Plant, Rosignano. Rises to 7000 t.p.w. when N. Italy liberated.
	2800		For Solway Plant, Rosignano. Rises to 5600 t.p.w. when N. Italy liberated.
		400	various destinations.
		750	Not South of Rome.
		500	Bagnoli. Reduced to 200 t.p.w. week. May. Being bid as sea lift.
	300 (starting May)		Destinations on line 219, rising to 450 t.p.w. in June and 600 t.p.w. in July.
Guidonia	900		775 t.p.w. not beyond Leghorn and 125 t.p.w. to line 219.
	15		to line 219.
Ortona and Lecce	90		to line 218 not beyond Lucca.
	200	600	
	160	15	of 160 northbound, 70 t.p.w. is for line 219.
	900		
	420		
Albinia		750	
	700	350	

Weekly tonnages, allowance must be made for Port Clearance of CIVITAVECCHIA and PIOMBINO. CIVITAVECCHIA should average 14,000 tons per week by end April, by which date PIOMBINO may average the bulk of CIVITAVECCHIA traffic will be Southbound to Rome, but it must be expected that will, in the main, be Northbound.

Appendix 'B'LINE 219 - Forecast of Weekly Tonnages.

<u>Commodity</u>	<u>Loading Point</u>	<u>Tons</u>	<u>Remarks</u>
Pyrites	Scarline	300 (Starting May)	Rising to 400 t.p.w. July.
Phosphate Rock	Leghorn (possibly Piombino)	600 (Starting May)	Rising to 900 t.p.w. in July.
Cement	Colleferro or Guidonia	125	
Raw Tobacco	Rome	15	
Wheat	Leghorn (possibly Piombino)	1000	
Salt	Civitavecchia	70	
Rationed foods	Leghorn	250	

plus several hundred tons of scrap copper and brass per month for the Superphosphate plants at Espoli, S. Domino and Castelfiorentino, to which points Pyrites and Phosphate Rock will be consigned. Details points &c for scrap material are not yet known.

05631

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

Appendix 'B' to 294/23/Tn.3.
dated 2 April 1945

Weekly Tonnages.

<u>Point</u>	<u>Tons</u>	<u>Remarks</u>
	300 (Starting May)	Rising to 400 t.p.w. in June and 600 t.p.w. in July.
(possibly Piombino)	600 (Starting May)	Rising to 900 t.p.w. in June and 1200 t.p.w. in July.
Porto or Guidonia	125	
	15	
(possibly Piombino)	1000	
Vechia	70	
	250	

of scrap copper and brass per month for the Superphosphate plants at Espoli, Compiobbi, Montino, to which points Pyrites and Phosphate Rock will be consigned. Details of loading material are not yet known.

2172

0564

Declassified E.O. 12356 Section 3.3/NND No. 795021Appendix 'C' to 294/
dated 2LINE 86 - Forecast of Weekly Tonnages - Over Section Ortona to Ancona.

<u>Commodity</u>	<u>Loading Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
Cement	Barlette	400		
Wheat	Various	1200	2000	
Salt	S. Margherita	200		
Rationed Foodstuffs	Various	850		
Olive Oil, Fruit, Vegetables & Wine			550	Future commitment to
Phosphate Rock	Ancona		350	
Misc. Traffic	Various	700		

Summary of overall wheat tonnages, together with loading points, is attached.

NOTE :

In the event of port capacity not being available at Ancona or further north for urgently required civil supplies, the possibility of discharge at Heel ports and onward movement by rail should be considered.

6232

0565

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

Appendix 'C' to 294/23/Tn.3.
dated 2 April 1945.

Weekly Tonnages - Over Section Ortona to Ancona.

<u>Point</u>	<u>Northbound</u>	<u>Southbound</u>	<u>Remarks</u>
	400		
	1200	2000	
Ortona	200		
	850		
		550	
	700	350	Future commitment to Porto Recanati

at tonnages, together with loading points, is attached.

Capacity not being available at Ancona or further north for urgently required civil
supply of discharge at Heel ports and onward movement by rail should be considered.

2070

05661

Summary of over-all wheat tonnages.

<u>Station</u>	<u>Already amassed Tons</u>	<u>Next Season after July Tons.</u>
Osimo	7,500	11,000
Loreto	1,300	2,500
P. Recanati	6,000	9,000
Potenza Picena	1,500	3,200
Civitanova	250	1,300
Civitanova (Ex line 242)	20,900	25,500
S. Elpidio	3,900	6,200
P. S. Giorgio	4,700	8,000
P. S. Giorgio (Ex line P. S. Giorgio - Ancona)	6,180	10,300
Grottemarre	1,350	2,400
Porto Ascoli (Ex line 245)	2,500	9,800
Tortoreto	2,700	5,800
Roseto	2,400	4,700

JWB/alc

INTER-OFFICE MEMORANDUM

File

2 April 1945

Tel : 478704

294/22/Tn 3

SUBJECT : Railway facilities - Empoli to Castelfiorentino
TO : Industry Sub-Commission

1. Reference your AG/5616/IND dated 21 March '45.
2. Line 219 Pisa - Florence, via Empoli, opened for traffic 1 April '45.
3. Line 220, Empoli to Castelfiorentino only, also opened for traffic 1 April '45.

J. W. Bah
Dr. C.

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

Copy to : file 408 Tn 3

2670

24 MAR 1945

LINEE ADRIATICHE DELLE MARCHE

GRANO SPEDIBILE PER FERROVIA

STAZIONE FERROVIARIA	QUANTITA' CONFERITA NEL COMPRESORIO	QUANTITA' ORA ESISTENTE NEL COMPRESORIO
LINEA : <u>ANCONA - ORTONA</u>		
Osimo	110.000	75.000
Loreto	25.000	13.000
P. Recanati	90.000	60.000
Potenza Picena	32.000	15.000
Civitanova	13.000	2.500
S. Elpidio	62.000	39.000
P.S. Giorgio (compr. Fermo)	80.000	47.000
Grottamare	24.000	13.500
P. Ascoli	50.000	27.000
Tortoreto		
Ciulianova	47.000	24.000
Roseto		
LINEA : <u>FABRIANO - P. CIVITANOVA</u>		
Morrovalle	46.000	31.000
Corridonia	49.000	37.000
Macerata	100.000	90.000
Pollenza	15.000	13.000
Tolentino	45.000	38.000
S. Severino	30.000	22.000
Castel Raimondo	65.000	40.000
Matelica	25.000	14.500
LINEA : <u>ASCOLI - S. BENEDETTO</u>		
Ascoli	50.000	9.000
Offida	40.000	16.000
LINEA : <u>PORTO S. GIORGIO - AMANDOLA</u>		
Fermo	71.000	45.500
Montegiorgio	20.000	10.500
Servigliano	12.000	5.800

2069

INTER OFFICE MEMO

KJC/el

22 March 45

Tel: 466

Ref: 51-2/15/FOOD

SUBJECT: Movement by rail of AC sponsored and authorized civilian traffic

TO : Hq. A.C. Transportation Sub-Commission

1. Refer your Ref. 294/8/Tn 3 of 15 March.
2. Enclosed is our estimate of traffic movements which was the best we could do with the very limited time allowed.
3. We have included nothing for port clearance from Piombino or Civitavecchia.
4. We have shown 1000 tons per week wheat from Livorno port to Florence and 250 tons per week of rationed items over the same line. The 250 tons per week about covers current maintenance.

W. J. Legg
W. J. LEGG
Colonel

Director, Food Sub-Commission

Copy for Info to:

Economic Section, Hq. AC
Planning Staff, Tn. S.C.

2-68

0 5 7 0 1

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

2007

ESTIMATED RAIL MOVEMENTS - TONS PER WEEK

COMMODITY	LINE 50 N. Bound	LINE 50 S. Bound	LINE 219 E. Bound	LINE 219 W. Bound	LINE 86 N. Bound	LINE 86 S. Bound
WHEAT	200 ✓	500 ✓	1000 ✓		1200 ✓	2000 ✓
SALT	50 ✓	15 ✓	70 ✓		200 ✓	
RATIONED ITEMS		50 ✓	250 ✓		150 ✓	
OLIVE OIL					100 ✓	
FRUIT & VEG. & WINE	900 ✓				500 ✓	

294/19

INTER OFFICE MEMO

CSG/bm

AC/3/17/TN.3

22 March 1945

SUBJECT : Movement by Rail of AC Sponsored
and authorized civilian traffic.
TO : Movement Division (Rail Branch).

1. Reference is made to your 234/8/Tn.3 dated
13 March '45.

2. LEGHORN - FLORENCE.
Below is a summary of tonnage moved in February
between LEGHORN and FLORENCE, by road.

Dry vegetables	233
Barley	2034
Other foods	660
Salt	140
Misc.	13
	3014

The above is representative of the movement normally taking
place between the two cities mentioned.

3. ORTONA - ANCONA.
Target figure for grain to be moved from MACERATA Area
to the provinces of LECCE, BARI and TARANTO is 13,000 tons by the
31 July, or 4300 tons per month once the line opened.
There is at present a road lift programme from MACERATA to
CHIETI totalling 3,100 tons (by 31 July). It is suggested that
this might be moved by rail. Investigation as to points of
origin and destination now in hand.
In addition there is a total of 1500 tons of grain to be mo-
ved from ANCONA province to BARI-BRINDISI and LECCE.

C.N. CHRISTENSEN
Lt. Col.

Movements Division,
Roads Branch.

2066

Subject: Line 86 (Central)
COTTON/ACORN

Allied Force Headquarters
C-4 (Mov & Tr)
Tel: Freedom 320

Nov 3/143

To : AC Tr Sub Commission
(Movements Division).

20 Mar 45

1. In order that plans may be made for location of power and operating facilities on the above section, details are required of estimated tonnage of civilian traffic likely to originate on or pass over the route.
2. Can a forecast please be made.

[Signature]
F.L. JAGGER, Lt. Col.
for Brigadier,
D-23 (Mov & Tr).

2065

6/3

0573

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

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION
Materials Division

TEL: 478703

CAM/JR/lc

REF: AC.5061/1/Commerce

21 March 1945

SUBJECT: Movement by rail of AC. Sponsored and Authorized
Civilian traffic.

TO : Transportation Sub-Commission.

1. Your confidential inter-office memorandum 294/8/Tn.3
of 15 March refers.

2. Attached is a list showing a forecast for movement
on the rail lines Rome-Leghorn-Florence and Ortona-Ancona
of some commodities handled by this Sub-Commission.

3. It is not possible to forecast at the moment the
amounts of news print and other papers, as well as of goods
destined for exportation. Quantities of raw Tobacco may be moved
on the line Ortona - Ancona - during May, which however can not
be notified prior to the month of April.

For the Chief Commissioner:

W. P. Evans
W. P. EVANS
Colonel
Director
Commerce Sub-Commission.

Encl/ 1 list.

2064

22/3

JR/lc

LINE	PERIOD	COMMODITY	LOADING STATION	AMOUNT	Tons.
Rome-Leghorn	April 1945	Cement	Colliferro or Guidonia	3000	✓
Rome-Leghorn-Florence	"	"	"	500	✓
"	"	Raw tobacco	Roma	50	✓ (5 wagons)
"	"	"	Cava dei Tirreni	12	✓ (2")
"	"	"	Lecce	350	✓ (40")
Rome-Leghorn-Lucca	"	"	"	1500	✓
Ortona - Ancona	May	Cement	Barletta		✓

Subject: MOVEMENT BY RAIL OF AC AND
AUTHORISED CIVILIAN TRAFFIC

RTOs: Benevento
Cancello
Caserta
Capua
Caserta
Castellammare
Eboli
Naples Central

Nola
Pontecagnano
Poggioreale
Salerno
San Giovanni
Torre Annunziata
Br PTO Naples Port

Copy to: Joint Rly Control Naples

In Dir (Rlys) AC Southern Region
AC Tr (Movements Dir) AFO 294
Mov Sub Area Reggio
AC Tr Rep Reggio

less
enclosure

RA Movements
West Italy
CHF

Q(M)R/16
18 March 1945

1. Para 2 of our Q(M)R/16 letter of 14 Mar is cancelled.
2. The necessity for ensuring that AC and civilian tonnages are loaded fully and moved promptly, as programmed, has assumed great importance.
3. A copy of the complete AC loading programme for Naples Compartimento for the current week is therefore enclosed, and subsequent programmes will be similarly distributed.
4. It is appreciated that all dematching points in the programme cannot be covered, but at all points where RTOs are stationed, and at adjacent places where Station Masters can be contacted by PTOs either personally or by phone, a check will be made on the movement of AC and civilian traffic, and reasons for tonnage allocated not being taken up will be ascertained.

5. Please render weekly a statement of number of wagons and tonnage loaded against AC etc loading programmes, along with a summary of military forwardings against ECM programmes for the same period. The summary is required in the following form:-

AC Ref No	No of wagons loaded	Tons loaded
		2662

6. Comments on reasons for non-compliance with programme e.g.-

"Sender unable to load owing to lack of road transport to cart to station" - or

"Wagons not supplied" (with explanation for this) will be given.

7. The return will be rendered weekly beginning with period 19 - 25 Mar

Copy to: Joint Rly Control Naples

In Dir (Rlys) AC Southern Region
AC Tr (Movements Dir) APO 894
Mov Sub Area Regain
AC Tr Reg Regain

less
enclosure

1. Para 2 of our Q(M)R/18 letter of 14 Mar is cancelled.
2. The necessity for ensuring that AC and civilian tonnages are loaded fully and moved promptly, as programmed, has assumed great importance.
3. A copy of the complete AC loading programme for Naples Compartimento for the current week is therefore enclosed, and subsequent programmes will be similarly distributed.
4. It is appreciated that all despatching points in the programme cannot be covered, but at all points where HTOs are stationed, and at adjacent places where Station Masters can be contacted by PTOs either personally or by 'phone, a check will be made on the movement of AC and civilian traffic, and reasons for tonnages allocated not being taken up will be ascertained.
5. Please render weekly a statement of number of wagons and tonnage loaded against AC etc loading programmes, along with a summary of military forwardings against PCN programmes for the same period. The summary is required in the following form:-

AC Ref No	No of wagons loaded	Tons loaded
		2882

6. Comments on reasons for non-compliance with programme e.g.-

"Sender unable to load owing to lack of road transport to cart to station" - or

"Wagons not supplied" (with explanation for this) will be given.

7. The return will be rendered weekly beginning with period 19 - 25 Mar and will be despatched to reach this HQ by the Wednesday following each period.

CA/

to agent
(C. AYERS)
MAJOR.
FOR COM Q(M).

0577

Tel. 543

VD/GP/hb

21 March 1945

Ref. AO/5616/IND.

SUBJECT : Movements by rail in Toscana Region. 294/B/Tn 3.
TO : Transportation Sub-Commission
(Attention Lt. Col. GIZFF) * Industry would like to know if when rail connection will be available.
FROM : Industry Sub-Commission

1. Reference your memorandum 294/B/Tn 3, dated 15 March 1945.
2. The following are the raw materials requirements for the Superphosphate plants in the Florence Region :

Location of plant	Starting	Phosphate Rock	Pyrites
Empoli	April/May	600 tons	300 tons
Compiobbi	May	600 "	300 "
San Donnino (12 Km. W of Florence)	June	540 "	270 "

Depending on RR facilities being opened from Empoli to Castelfiorentino, add :

Castelfiorentino	July	600 tons	300 tons
------------------	------	----------	----------

Depending on RR facilities being opened from Empoli to Siena, add : 2061

Castellina in Chianti	July	600 tons	300 tons
-----------------------	------	----------	----------

21/3

Phosphate rock will have to be moved from Leghorn, and Pyrites from Searline.

3. The total tonnages of the above raw materials to be moved from Leghorn into the Florence region are tabulated in the following tentative schedule, which allows also for a two-months stock to be built up during the first two operational months of each factory :

Month	Phosphate rock	Pyrites
May	2400 ✓	1200 ✓
June	3480 ✓	1740 ✓
July	4680 ✓	2340 ✓

Plus several hundred tons of scrap copper and brass per month.

W. S. Vaughan
W. S. VAUGHAN
Director,
Industry Sub-Commission

Copy to : -
Economic Section

FVB/EP

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

294/14

AGR/ 47

19 March 1945

SUBJECT: Movement by Rail of A C Sponsered and authorized
Civilian traffic.

TO : Transportation Sub-Commission.

1. Ref your 294/8/Tn.3

2. Agriculture Sub-Commission requests, over the
lines mentioned, will be negligible for the month of May
as no major programs are now scheduled.

Leland G. Allbaugh
LELAND G. ALLBAUGH
Director

24/3
Pr

2059

Inter Office Memo
Industry Sub-Commission
Coal Division

CWC/JV

294/13

17 March 1945

Tel: 478489

Ref: AC/IND/CD/44/75

Subject: Movement by rail of AC sponsored and authorized civilian traffic.

To : Industry Sub-Commission, Maj. R.W. Reeve.

1. Reference Transportation S/C Inter Office Memo 294/8/Tn3 dated 15 March 1945, the output and stockpile at Ribolla lignite mine cannot be accurately forecast for the month of May.

2. The amount of lignite in stock at the mine will depend upon the clearance during the next six weeks. At the same time efforts are being made to increase production for daily despatch or stock-piling.

3. Pending upon these factors, our best forecast is as follows:

Line 50	Southbound	2/300 tons daily
	Northbound	1/200 " "

4. At present it is not expected that the Northbound will be required north of Volterra and Solway Works, Rosignano. Quantity for the South will be consumed in the Rome area.

5. Movements of coal on lines 219 and 86 will be port clearance and at present are being calculated by Coal Section AFHQ.

W.S. VAUGHAN
Director,
Industry Sub-Commission.

Copy to: Transportation S/C ←

2058

294/13

0581

Subject: Movement of AC Traffic -
Weekly Returns

Allied Force Headquarters
G-4 (Mov & Tr)
Tel: Freedom 320

Rev 3/459440

17 Mar 45

To : Movements Central Italy
Movements West Italy
Movements East Italy
Movements Rome

244/12

Copy to: AD In Sub Commission

1. In order to provide a check on the movement of AC traffic and ascertain reasons for tonnage allocated not being taken up, it is necessary to have a rapid and independent check on despatches against programme.
2. Please render a statement of number of wagons and tonnage loaded against AC loading programmes along with your summary of military forwardings against POM for the same period.

The summary is required in the following form:-

AC Ref No	No of wagons loaded	Tonnage loaded
-----------	---------------------------	-------------------

3. It is appreciated all despatching points in the programme cannot be covered, but all points where DTH are stationed plus adjacent places where Station Masters can be contacted by telephone, will be included.
4. Comments on reasons for non-compliance with programme, eg sender unable to load or wagons not supplied will be given.
5. The return mentioned in para 2 will be rendered each week commencing with period 19 - 25 Mar.
6. AC please supply this HQ with two copies of each Compartimento programme to enable analysis of results.

R.L. JAGGER, Lt. Col.
for Brigadier,
DPM (Mov & Tr).

all advised

19/3

2657 (7) 21/3

G-4 Mov & Tn,
Allied Force Headquarters,
Tel. No. Freedom 223.

Nov 3/453

14 Mar 45

Subject : Movement of Civil Stores

To : AC Tn Sub Commission
Movements West Italy
Movements East Italy

1. It has become apparent that the whole of the traffic accepted at the POM Conference is not materialising for conveyance. A constant check of British military despatches shows that these tonnages are being taken up, but detailed figures are not available for other traffics.

A rough check has been made of AC traffic, however, on the basis of the number of wagons reaching ROME northbound over lines 89/90. An average load of 12 tons per wagon has been taken, with the following results :-

Period	Tons/day Carried	Tons/day Programmed	Shortfall	
			Tons	%
Mar 5 - 11	521	1551	1030	66
Feb 26 - Mar 4	509	1415	906	64
Feb 19 - 25	533	1361	828	61
Feb 12 - 18	339	1400	1061	75

2. Over the past ten days at least there has been no tonnages of wagons in the south and you are requested to investigate the reasons for the very low tonnages moved.

3. Mov Areas were instructed at the last A.M.C.(M) Conference to do all possible to assist in the supply of wagons for AC traffic. Although no reports of difficulties have reached this HQ, the above results are not at all satisfactory.

4. It is appreciated that certain statistics will eventually become available under the AC scheme for the rendering of returns of traffic loaded by Station Masters, but these are merely likely to confirm and localise the rough figures quoted above. What is required is action now to achieve movement of the programmed tonnages as soon as possible.

R. V. L. Fellowes
R. V. L. FELLOWES, Brigadier,
for
D.O.M.G. (Nov 2 TR)

Copy to : Movements IO DMR.

0583

RE/STAFFERS AND/OR COMMISSIONERS
Transportation Sub-Commission
(Logistics Division)

157/MB

Ref. 13

16th March, 1961

Ref. 294/10/Tn.3.

SUBJECT: Failure to load.

1. Economic action.

17/3
16/3

1. Reference discussion at Economic Staff Conference of 15th Feb.

The attached is a copy of the letter ref. 294/10 of the 16th March, to which reference was made.

2. Unfortunately the detailed information available to this Sub-Commission of the actual tonnage moved by commodity against that programmed is inadequate, and no report of any real value can be made which will show where the major failures to load occurred. Detailed information of actual traffic moved against bids made and accepted with effect from the period 15th to 16th March should arrive approximately the first week in April, and will thereafter continue week by week. At the same time, though failure to move traffic bid and accepted has on many occasions been due to lack of rail wagons, there is little doubt that in many cases it has been due to non-availability of the commodity, even wagons are placed for loading. So far as ship loading is concerned, where details are available of commodity shipped against accepted programmes, several instances have occurred when cargo has not been available or has come forward to the port so slowly, when the ship was placed, that such ship's time has been wasted. This has been taken up with the individual sub-commissions concerned.

3. Once the information on rail movement referred to above becomes available, it will be possible to take up individual failures to load with the individual sub-commissions. In the meantime it should be re-emphasised to all concerned that programmes should be carefully screened to ensure that there is no over bidding with the idea that to get a movement of 10 tons it is necessary to bid 20 tons on the basis that there will be a 75 per cent cut.

4. In connection with this it is pertinent to stress the fact that the main responsibility for seeing that accepted

- 2 -

progresses are loaded, in so far as Italian Government territory is concerned, will not fall on the Transportation Sub-Commission representatives left in this area, since the regional organizations are withdrawn. In view of this, the necessity for Transportation officers in the field to be adequately mobile becomes all the greater. Efficient use of the transportation capacity by rail, road and sea available for civilian traffic will not be made unless it is adequately supervised, and to carry out this supervision it is necessary that the Transportation representatives should visit the main loading and unloading areas in the territory which they cover.

W. H. H. H.

J. **WILLIAM H. TAYLOR,**
Director,
Transportation Sub-Commission.

Copy to:

Food Sub-Commission.
Industry Sub-Commission.
Commerce Sub-Commission.
Agriculture Sub-Commission.
Public Works and Utilities Sub-Commission.

Encl.

2654

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 390
Transportation Sub-Commission
(Movements Division)

LIS/vb

16th March, 1945.

Tel: Txt. 318

394/5/70.7.

SUBJECT: A.C. Tonnages lifted by rail.

TO : AFM, 3-4 (401 Tn).
D.S.P.S. (For Brigadier Baghurst).

1. Reference conversation Brigadier to The Phillips/
Brigadier Baghurst/Maj. Staff of 15th March.

2. Accurate detailed figures of tonnages lifted by rail
on A.C. account are not yet available. Under the new bidding,
screening and programming system, which comes into operation on
16th March, 1945, it will be possible to see the exact quantities
of traffic lifted against A.C. bids and accepted programmes.

3. It is estimated that a little under 50 per cent of
the total tonnage, which it will be necessary to lift by rail
to meet the standard laid down by the Combined Chiefs of Staff
to prevent disease and unrest, is being moved at present. This,
however, represents an overall tonnage for all liberated Italy,
through parts of which there is no rail communication at present.
Of programmes screened and bid by A.C. for movement over military
controlled railways approximately 40 per cent have been accepted
at AFM H.Q.S. though all the tonnage accepted does not move for
a variety of well known reasons. With such information as is
available at present it is estimated that not more than 40 per cent
of the tonnage accepted moves. This means that of the original
programmes bid on existing military lines approximately 65 per cent
is being moved.

4. Non movement of accepted programmes due to the failure
of A.C. consignors to load is being investigated; it will be
possible to follow up such failures more efficiently once the new
system of bidding, etc. is instituted and figures become available
of tonnages actually moved against programmes.

For the Chief Commissioner:

2653

m/lyell wl
Jr JENNETT R. TAYLOR,
Director,
Transportation Sub-Commission.

05861

JWR/mab

CONFIDENTIAL

INTER-OFFICE MEMORANDUM

15 March 1945

Tele: 478704

294/8/Tn.3.

SUBJECT: Movement by rail of AC Sponsored and authorized civilian traffic.

TO: Industry Sub-Commission
Commerce Sub-Commission
Agriculture Sub-Commission
Food Sub-Commission
Ports & Warehouse Division, Tn. Sub-Commission
Movements Division, (Roads Branch), Tn. Sub-Commission
(for special report as to tonnage now lifted by Road which could be transferred from road to rail on opening of Leghorn - Florence line).

1. It is expected that the railway line Leghorn to Florence via Empoli (line 219 from Pisa) will be opened by 1 April and the line Ortona to Ancona (line 86) by end of April 1945.

2. This Sub-Commission has been asked to submit an urgent report to AFHQ of expected future daily rail movements over the lines enumerated below, for consideration by G-4 (Mov. & Tn.): -
Rome - Leghorn (line 50)
Leghorn - Florence (line 50 to Pisa thence line 219)
Ortona - Ancona (line 86)

3. So far as concerns traffic on the line Rome - Leghorn the Pyrites programme, Selway Plant, Rosignano, Port Clearance of Piombino and Civitavecchia, need not be commented upon, as programmes have already been well defined, but report is required regarding distribution of Lignite from Fribolla Mines as from the Month of May and details of all other expected Northbound and Southbound traffic.

4. Full details of expected rail tonnages over the line Leghorn - Florence via Empoli should be stated, by commodities, if possible. The opening of this line will afford the opportunity of transferring to rail all or part of the tonnage now being lifted by road, with consequent release of M.T. for other duties.

5. The reopening of the line Ortona - Ancona will facilitate the removal of grain from the Macerata Area to heel destinations and Northbound traffic, now being cleared from Ortona will be able to be consigned to more suitable destinations.

6. Traffic in each direction should be shown separately.

7. The Transportation Sub-Commission report is to reach AFHQ with least possible delay, to assist in forward planning. Will addressees, therefore, please arrange to forward their reports by 21 March 1945.

2052

be transferred from road to rail on opening of Leghorn - Florence line).

1. It is expected that the railway line Leghorn to Florence via Rapoli (line 219 from Pisa) will be opened by 1 April and the line Ortona to Ancona (line 86) by end of April 1945.
2. This Sub-Commission has been asked to submit an urgent report to AFHQ of expected future daily rail movements over the lines enumerated below, for consideration by G-4 (Mov. & Tr.) :-
 Rome - Leghorn (line 50)
 Leghorn - Florence (line 50 to Pisa thence line 219)
 Ortona - Ancona (line 86)
3. So far as concerns traffic on the line Rome - Leghorn the Tyrites Programme, Solway Plant, Rosignano, Port Clearance of Fiumicino and Civitavecchia, need not be commented upon, as programmes have already been well defined, but report is required regarding distribution of lignite from Ribolla Mines as from the Month of May and details of all other expected Northbound and Southbound traffic.
4. Full details of expected rail tonnages over the line Leghorn - Florence via Rapoli should be stated, by commodities, if possible. The opening of this line will afford the opportunity of transferring to rail all or part of the tonnage now being lifted by road, with consequent release of M.V. for other duties.
5. The reopening of the line Ortona - Ancona will facilitate the removal of grain from the Macerata Area to Reel destinations and Northbound traffic, now being cleared from Ortona will be able to be assigned to more suitable destinations.
6. Traffic in each direction should be shown separately.
7. The Transportation Sub-Commission report is to reach AFHQ with least possible delay, to assist in forward planning. Will addresses, therefore, please arrange to forward their reports by 21 March 1945.

M. J. J.
 HERRITT R. TAYLOR
 Director, Transportation Sub-Commission

Copy to: Economic Section
 Planning Staff, Transportation Sub-Commission.

Subject: Nov. part of A.C. Traffic.

Hq. Movimento Ancona
Hq. Movimento Pesaro
Hq. Movimento Milano

Copy: H. U. A.C. Rome.

H. U. Movimento,
CENTRAL ITALY
Phone: Roma 24 6253
Nov 3/ 300
4 Feb 45.

294/56

1. A.C. loadings from this area are as heavy, if not heavier than from any other area in Italy.
2. Statistics reveal that loadings approximate generally to the accepted bids, but there have been instances of large discrepancies.
3. On certain occasions this has been due to the inability of A.C. to load, and on others wagons have not been available.
4. A.C. bids are only accepted at the A.P.H. P.O.N. Conference after most careful consideration, and it is, therefore, imperative that everything possible be done to ensure that acceptances are met in full.
5. If A.C. loadings fall behind schedule because of inability on the part of the consignee to provide traffic, full particulars will be reported to this Hq. immediately.
Similarly, if wagons are in short supply this Hq. will be informed without delay.
6. All Mov. runs will ensure that RVM are fully aware of the fact that A.C. loadings advised to them are equal in priority to Military traffic acceptances.
Therefore, if there is a wagon shortage, the reduced overall wagon allocation will include a proportionate supply for A.C. traffic.

RMG/RSJ



A. Pittman Major
for Colonel
Col. (H)

A very helpful letter

G2

2/2/45

0589

Tn S/e
G-5 Mov & Tn,
Allied Force Headquarters,
Tel. No. Freedom 443.
294/5
HEADQUARTERS
5 FEB 1945
C.

MOV 3/8 C.

Subject : Movement by rail of Allied Commission Traffic
Lines North of ROME.

To : Tn Sub-Commission. (Mov & Tn Rail)

1. Consideration has been given to the points raised in your letter of 18 January, 1945 regarding future movement of civilian traffic.
2. Whilst as far as can be seen at the present time there are no insuperable difficulties in the movement envisaged, it must be remembered that rail movement within ITALY is largely dependant upon the available wagon supply and on operational movement which takes place from time to time.
3. It is understood that additional railway wagons are being imported into this country which will materially assist movement. It is anticipated that these will have arrived by the time the major demands outlined become effective.
4. Movement from ANCONA to the ROME Area is however difficult at the present time owing to the heavy programme of unloading of military vehicles and stores in progress. This position will however be kept under close review.

R. W. L. Fellowes

R. W. L. FELLOWES, Brigadier,
for
D. C. M. C. (Mov & Tn).

5 Feb 45.

Copy to : - G-5.
DARS.
HQ Allied Commission (For Economic Sec) (3). 2050

4/2

46/3.

CHB/mb

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

Tele : 478704

2 February 1945

294/4/Pn.3.

SUBJECT : Control of AC. Loading and responsible AC. Provincial HQs
within movements Central Italy Area.

TO : Hq., Movements Central Italy.

1. reference your Mov.3/300 dated 24 Jan. '45.
2. The enclosed six sets of Maps are forwarded in order that a copy can be sent to each Movements Hq. under your command.
3. Map E.10 shows all Provincial boundaries, present and future, and the name of the town within the province where AC. Hq. is located.
4. These maps are for AC. and Military use only and are not to be transmitted to the public.

per the Chief Commissioner


MERRITT H. TAYLOR
DIRECTOR
Transportation Sub-Commission

2040

JWB/mc

SECRET

MEMORANDUM FOR THE COMMISSION

AIO 396

Transportation Sub-Commission
(Movements Division - Rail)

10 January 1945

Tels : 478704

294/2/Am.3.

SUBJECT : Movement by rail of Allied Commission Traffic.
Lines North of Rome.

IN : G-4 (Mov. & Tr.) AFHQ.

1. At AFHQ Priority of Movements Conference 3 Jan. '45, covering period 15-21 Jan. '45, Allied Commission bid of 7331 tons, for line 87 Southbound, was cut to 2600 tons. Transportation Sub-Commission immediately pointed out that if such a cut had to be sustained, it would not be possible to maintain it or build up Rome reserves to levels required, nor to move other essential traffic. An additional allocation of 200 tons per day was subsequently made by G-4 (Mov. & Tr.) AFHQ, which then gave a total of 4800 tons for Allied Commission traffic on the line in question. Even with this additional allocation it was necessary to cut traffic bid by 3131 tons over the 7 day period.

2. Consequent upon the development of resources and rehabilitation of mines in Central Italy, the reconstruction of Civitavecchia Port to handle up to 3000 tons per day and the re-opening of Piombino Port to handle up to 1500 tons per day, Allied Commission traffic for movement by rail in Central Italy will be considerably increased.

3. Appendix "A" gives details of average weekly tonnages bid by this HQ during three weeks ending 14 Jan., over lines north of Rome only, excluding port clearance from Civitavecchia. Appendix "B" gives details of other traffic not yet moving, but which will be required to move on completion of rehabilitation and reconstruction schemes.

4. The developments, which are being undertaken, are to enable the essential needs of the civil population to be met and to give the greatest possible assistance to the general Allied war effort. For example, the development of Civitavecchia will mean that the supply of essential stores in the Lazio-Marche region is most economically transported to remaining points, insofar as it is necessary for such stores to be brought in by sea; at present some essential needs are not being met or have to be lifted by rail from Naples, or ports of entry even further distant than Naples. The reactivation of the Piombino mines should increase the lignite production of the country by approximately 1,000 T.P.D., and should enable a reduction in imported coal to be made, or enable important rehabilitation programmes to be undertaken without increasing the demand for imported coal. The redevelopment of the Solway factory at Rosignano, which will be largely supplied through the port of Piombino, will enable considerable increases to be made in the distribution of

1. At 17th Priority of Movements Conference 8 Jan. '45, covering period 15-21 Jan. '45, Allied Commission bid of 7331 tons, for line 27 southbound, was cut to 2500 tons. Transportation Sub-Committee immediately pointed out that if such a cut was to be sustained, it would not be possible to maintain at or build up some reserves to levels required, nor to save other essential traffic. An additional allocation of 500 tons per day was subsequently made by (G-6 (Gen. A. H.)). which then gave a total of 4000 tons for Allied commissariat traffic in the line in question. Even with this additional allocation it was necessary to cut traffic bid by 3131 tons over the 7 day period.

2. Consequent upon the development of resources and rehabilitation of mines in Central Italy; the reconstruction of Civitavecchia port to handle up to 3000 tons per day and the re-opening of Pinocchio port to handle up to 1100 tons per day, Allied Commission traffic for movement by rail in Central Italy will be considerably increased.

3. Appendix "A" gives details of average weekly tonnage bid by rail in during three weeks ending 14 Jan., over lines north of Rome only, excluding port clearance from Civitavecchia. Appendix "B" gives details of other traffic not yet moving, but which will be required to move on completion of rehabilitation and reconstruction schemes.

247

4. The developments, which are being undertaken, are to enable the essential needs of the civil population to be met and to give the greatest possible assistance to the general Allied war effort. For example, the development of Civitavecchia will meet that the supply of essential stores in the Lazio-Umbria region is most economically transported to consuming points. Insofar as it is necessary for such stores to be brought in by sea, at present some essential needs are not being met or have to be lifted by rail from Naples, or ports of entry even further distant than Naples. The reactivation of the Piastrippe mines should increase the lignite production of the country by approximately 1,000 T.P.D., and should ensure a reduction in imported coal to be used, or enable important rehabilitation programmes to be undertaken without increasing the demand for imported coal. The redevelopment of the Solway factory at Rosignano, which will be largely supplied through the port of Pinocchio, will enable considerable increases to be made in the distribution of electricity in Tuscany and the production of acids and bicarbonate of soda to be restarted.

5. All these undertakings once operating, will increase the demand for rolling stock and line capacity for civilian stores, in which we are interested, in Central Italy. It is not possible at this stage to record all the possibilities of the area, but the tonnage outlined in Appendixes "A" and "B" present the major rail movement requirements, present and future, as now seen. Obviously these requirements will to a certain extent be balanced by elimination of other, and less economic, rail hauls elsewhere, but it will represent certain absolute additional requirements.

0594

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

6. This information is being passed to you in case it should prove of assistance in forward planning, and your advice is requested. If you foresee any undertakings which are now being put in hand from which it will not be possible to obtain results because of lack of line capacity or rolling stock.

For Chief Commissioner

Myself W. Col

to

MARGARET M. TAYLOR
STATIONER

copy to:

5-5 APR 66

D.M.3.3.

Locomotive Section AG.

Rail Division TPRS. AG.

Secretariat Priorities Board AG.

2046

Appx 13 1/2 to 294/1/Tn.3.
dated 13 Jan. '45.

AVERAGE WEEKLY ALLIUM COMMISSION TONNAGE FOR RAIL MOVEMENT -
LINES NORTH OF KORE - THREE WEEKS ENDING 14 JAN. '45.

1. UNTERGROUND
(a) Line 50

	Total weekly tonnage	Tonnage per day
Sheet	420	60
Lignite	30	4
Cement	220	32
Gr Leghorn	235	34
Misc	75	11
	<u>980</u>	<u>140</u>

(b) Line 65

Fertilizer	<u>532</u>	<u>76</u>
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(c) Line 87

Fertilizer	<u>924</u>	<u>139</u>
Misc	<u>40</u>	<u>6</u>
	<u>964</u>	<u>145</u>

2. UNTERGROUND
(a) Line 50

Lignite	3836	548
Pyrites	2380	331
Charcoal	700	100
Grain	700	100
Gr Leghorn	<u>328</u>	<u>47</u>
	<u>7856</u>	<u>1126</u>

(b) Line 65

Grain	2700	386
Lignite	470	67
Misc	<u>57</u>	<u>8</u>
	<u>3627</u>	<u>461</u>

(c) Line 87

Fertilizer	1103	158
Sheet & Grain	4975	625
Lignite	2201	319
Misc	<u>469</u>	<u>67</u>
	<u>8748</u>	<u>1169</u>

4
31
34
31
140

72

119
6
125

548
331
100
100
47
1126

2045

356
67
8
431

136
625
319
67
1169

30
220
235
76
981

502

834
40
874

3836
2320
700
700
328
7824

2700
670
57
3227

1103
4375
2231
469
8176

Lignite
Cement
Lx Leghorn
Misc

(b) Line 65

Fertiliser

(c) Line 87

Fertiliser
Misc

2. AMT
(a) Line 12

Lignite
Pyrites
Charcoal
Grain
Lx Leghorn

(b) Line 65

Grain
Lignite
Misc

(c) Line 87

Fertiliser
Wheat & Grain
Lignite
Misc

THANKS FOR CIVILIZATION. FOR CLIMATE NOT INCLUDED.

ADDITIONAL ALLIED COMBUSTION TRAFFIC IN CONNECTION WITH SHIP RECONSTRUCTION PLANS
ARE EITHER IN HAND OR UNDER CONSIDERATION

1. Line 50

	<u>Additional daily</u> <u>ball capacity required.</u>	
(a) Reconstruction of CIVITAVECCHIA PORT to handle up to 3000 tons per day.	2000 tons	By end of balance
(b) Re-opening of FIORENZUOLA PORT to handle approx. 1500 tons per day.	800 tons	500 tons less Port to Yoda to
(c) Reactivation of Solway Plant, Rosignano. Date for completion not yet available.	1000 tons 400 tons	Line 84 Finished
(d) Movement of charcoal from Masso Marittimo. Stocks available 8,000 tons.	100 tons	Depends pollen would be
(e) Olive harvest in Toscana.	See remarks	Up to 5 during in Toscana possible

2. Line 65

(a) Castelmagne Lignite Mine. Stocks available 200,000 tons lignite and 15,000 tons briquettes. (Largest lignite producer in Italy)	See remarks	Long to line 65 of line tion 3. once re
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3. Line 67

(a) Pietrafitta Lignite Mine.	1000/1500 tons	Mine 1 line 2 Bastia Elara Expect
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HIGH TRAFFIC IN CONNECTION WITH BRIDGE RECONSTRUCTION ALONG
SITUATION IN HAND ON UNDER CONSTRUCTION

APPENDIX 'B' TO 294/1/Tn.3, dated 18 Jan. '45.

	<u>Additional daily</u> <u>full capacity required.</u>	<u>Remarks</u>
RAVENNATE PORT to handle up to 3000 tons per day.	2000 tons	By end March '45. Bulk South to Rome, balance Northbound.
PORT to handle approx. 1900 tons per day.	800 tons	500 tons coal Northbound to Rosignano, 300 tons local & Southbound, line from Piacenza Port to Caspiglia opens 15 Feb. and from Vada to Rosignano 28 Feb. '45.
Plant, Rosignano. Date for completion not yet available.	1000 tons 400 tons	Line Stone S. Vincenzo to Rosignano. Finished Products Southbound.
From Massa Marittima. Stocks available 5,000 tons.	100 tons	Dependent on re-opening of Branch line Foligno to Massa Marittima. Traffic would be Southbound.
	See remarks	Up to 5,000 tons Olive Husks for movement during next 3 months to Extraction Plants in Toscana. Lines 50 x 218. Not yet possible to give daily tonnages.
Stocks available 200,000 tons lignite and (Largest lignite producer in Italy)	See remarks	Long term project. Mine rail served from line 65 Arezzo - Florence. Reconstruction of line under consideration. Normal production 3,500 tons per day. Assured production once rail-served 1,100 tons per day.
	1000/1500 tons	Mine is rail served from Elbera Stn. on line 244. Reconstruction of line 244 Bastia-Elbera, together with mineral line Elbera-Pietrafitta Mine, in hand. Expected completion date end April '45.

Line 87 (Continued)

(b) Morgano Lignite Mine.

Additional daily
rail capacity required
350 tons

Present
average
increase
January.

(c) Sulphur mines at Formigeano, Perticara and Cabernardi.

21 90 tons

Already
that loc
S. Quiri
per day
make ava
Stilly.
and Janu

(d) Olive harvest in Marche/Abruzzi.

See remarks

Up to 240
Movement
extractio
Lines 86,
daily ton

ADDITIONAL NOTES.

- (a) Olive Harvest in Lazio/Umbria will involve movement by rail of up to 4,000 tons.
olive husks during next 3 months to extraction plants on lines 65, 87, 89 and 90.
- (b) The transfer of stores, if not by sea, will mean increased demands over line 50
southbound and line 87 northbound (3-5 letter A-13 dated 1 Jan. '45 and this HQ.
or AC.Tr/151/7/45 dated 14 Jan. '45 refer).

Additional daily
total capacity required

30 tons

2043

90 tons

See remarks

Remarks

Present production for all consumers averaging 400 tons per day. Immediate increase to 500 tons per day during January, rising to 750 tons per day.

Already agreed with G-4 (Mov. & Tr.) AFHQ that loading at Cesena, Rimini and Serra S. Guirico will be at rate of 30 tons per day each RH. Essential movement to make available for Export Sulphur from Sicily. Traffic expected to start by end January latest.

Up to 2400 tons Olive Husks for movement during next 3 months to extraction plants in Marche/Abruzzi Lines 86/87. Not yet possible to give daily tonnages.

involve movement by rail of up to 4,000 tons.
extraction plants on lines 65, 87, 89 and 90.

See, will meet increased demands over line 50
(G-5 letter 2-13 dated 1 Jan. '45 and this HQ.
'45 refer).

0601