

INVESTIGATED 8-9-1935 SECTION 3.3/NND No.

785021

Investigation - Trans Rail Situation

10

1000/148/1053

785021

Part 5, section

1000/148/1053

AGB/10

TRANSPORTATION SUPPLY DIVISION, AG
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

AGB 343230
REF. AG/44/xx 4

6 MARCH 1945

RE : Railways Division,
(Rail)

REMARK : Report on state of private railway lines.

1. Reference is your letter 343230 of 3 March.
2. para 1 of my letter to February was written in the past tense, indicating that instructions have already been issued to forward areas in respect of Private Railways.
3. Relevant instructions on the matter are attached hereto for information. AGB : Army sought guidance in respect of the railway at Meesa, and removal of mines from a railway bridge which mine carried the Meesa water supply. It prompted the letter sent out through AG and Air section, although some delay took place between the original draft and the actual date of despatch. The standard instruction in respect of private Railways, which was issued on 1 August 44 will now, of course, mean that both this Division and Rail movements will consult as to the desirability and advisability of opening any particular line.

5371

Wing May
L.W. Hinde
Maj.-Col., R.A.
Chief, Rail Division.

.....exited R.O. 12356 Section 3.3/NNC No.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

ACC TO 44/30

1 August 1944.

SUBJECT: Instructions to Regions in Forward Areas in respect of
Privately owned Standard and Narrow Gauge Railways.

TO : R.C.C.'s Regions IV, V, VIII, IX & X.

1. All privately owned railways are the responsibility of the appropriate section of the Ministry of Communications, who acts in accordance with the desires of the Director General of Military Railway Services.
2. In the forward areas, it may be necessary for the Director General of Military Services to cannibalize stock, track etc., of such lines in order to assist in the speedy rebuilding and operation of main routes, but in consequence the private line will be of no use in that respect, and he will so inform the proprietors.
3. Regions concerned with necessity for restoring such lines to activity, whether cannibalized or unscathed, will submit particulars to the Transportation Sub-Commission, and an expert investigation will then be made. The lines will not be put into operation without ACC assent having been given, as they must be considered jointly in the whole picture, and the obligations as to finance, coal or power consumption, availability of stock, and general usefulness must be assessed.
4. All such privately owned railways incapable of operating, or undertaking any work to put such railways in a condition to operate, will submit their request to the Minister of Communications, who will let the case to Transportation Sub-Commission.
5. Regions will be kept advised as to developments in respect of such railways in their territory.

5/169
NORMAN H. FISKE,
Colonel,
Deputy Executive
Commissioner.

Copy to: R.C.C.'s Fifth & Eighth Areas,
Economic Section (for Transportation
Sub-Commission) (20)
File 437/CA.

785021

5268

10-22-2021, "Investigation Sub-Section 3.C"

by Staff 62

for

1. Reference your 10/13/21 & 10/19/21, (S.A., Tuna).
Please forward to Headquarters, FBI, Washington, D.C.
with copies to Director, FBI, and
all Laboratories.
2. Please forward to Headquarters, FBI, Washington, D.C.
the contents of instructions being sent to the Office of the
President of the United States, and
please advise if there is any information which
will be needed to make the investigation more effective.
3. Please forward to Headquarters, FBI, Washington, D.C.
all information concerning the
present investigation.

cc: 1. Headquarters, FBI, Washington, D.C.
2. Director, FBI, Washington, D.C.

cc: Primary 495

cc: 1. 47000

cc: 2. 3647/2a 3

Reference to Director - (S.A.)
FBI-Baltimore, L.O. 294
10/20/2021, 10:00 AM (EST)
10/20/2021, 10:00 AM (EST)

CCW/495

785021

3358

Mr. Frank J. Murphy
1000 N. Michigan Ave.
Chicago, Ill.

by Staff 66

Revised version of the original letter sent to Mr. Murphy
on March 11, 1945, was sent to him on March 12, 1945, by
the Office of the Secretary of State, Washington, D.C.,
and was forwarded to Mr. Murphy by the Office of the
Secretary of State, Chicago, Ill., on March 13, 1945.

Original version of the letter sent to Mr. Murphy on
March 11, 1945, was sent to him on March 12, 1945,

by

by

by

785021

- * * * There is an undesirable desire to monopolize local railway lines, especially appointed with certain degrees of responsibility. This, through the Government of Concessions, would bring branches of the railway to a standstill. It is necessary to establish new roads for the safe communication through State, provincial and municipal authorities, and are subject to concession to respond to railway lines, either state or private.

2. It would therefore be suggested to the Government to consider the following instructions which would prevent contractors from establishing unnecessary inroads and roads through railway companies and their branches, and it is recommended that all operations be carried out in the name of the railway lines, and private contractors be given the right to do so.
3. Considerable difficulties have been experienced in the past in the operation of railway lines through local government departments of railway lines, and it is recommended that the railway companies be given the right to do so.

SIGNATURE: : Report on State and Private Railways Lines.

To : Mr. Govt-Coin, M.A.

Date : 10/14/76 4

C/o: Transport and Communications
C.L.P.

15 February 77

200/6

RECORDED - COMMUNICATED.

ACD/AO

785021

CHIEF, POLICE DEPARTMENT.

DET. DIVISION

CHARLES G. COOKE

1. SEARCHED SERIALIZED INDEXED FILED NOV 19 1968
13356 Section 3.3/MND No.
4. LEADERSHIP OF THE PARTIES TO THE PROTESTS, DATED ON 11 NOV 1968,
IN AN UNIDENTIFIED SOURCE IN THE PART OF LOUISIANA.

1. SEARCHED SERIALIZED INDEXED FILED NOV 19 1968
13356 Section 3.3/MND No.
2. REPORTS AND INFORMATION CONCERNING THE PROTESTS, DATED NOV 19 1968
IN AN UNIDENTIFIED SOURCE IN THE PART OF LOUISIANA.

1. SEARCHED SERIALIZED INDEXED FILED NOV 19 1968
13356 Section 3.3/MND No.
2. REPORTS AND INFORMATION CONCERNING THE PROTESTS, DATED NOV 19 1968
IN AN UNIDENTIFIED SOURCE IN THE PART OF LOUISIANA.

ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

24/5

SUBJECT

REF ID: A77774

TO:

RECORDED

REGGIO
IN CALABRIA
MAYOR

27 JUN 63

DRY

1. Reference your letter dated 8 of 27 Jun 63 with attached copy of letter of 16 Jun to you. The purpose is reply to the criticism of their report.
In writing to us now, there was a long friendly interview between us on 10 Jun 1963, and no reason has been found for delay.
2. The replies to the points raised in Calabria are written in this office. All are inspected and signed by an officer and some have been discussed. The originals are deposited with the post office.
3. The letter has only been omitted of the necessity to rush perishables.

W. H. Blair, Major

In Attn AC

JUN 27 1963
IV. UPT. TH. 1963/64

Railway

Go to look for information

785021

ALLIED CONTROL COMMISSION
PROVINCE OF PRINCIPALITY OF ALASKA

REPORT - SUBJECTS APPROVED

REC'D BY REC'D TO

Mr. T. C. G. L.

1937-08-06

1. Separate report on Major T. V. McNeely's request dated 21 August
1937 to the Secretary.
2. In response to my request in this office from the L.C.M.
a letter dated 12 August 1937 was received by the L.C.M. dated 14 August
1937, and a copy of the same was sent at my request to Mr.
T. V. McNeely in his capacity as a member of the Alaska State
Legislature.
3. Presenting results of various surveys, topographical maps,
and other information concerning the area around the town
of Nome, Alaska, which were obtained from the U.S. Geological Survey
and the Bureau of Land Management, which information was
used in the preparation of the map of the area around Nome.
4. The results of the survey of the area around Nome, Alaska,
which was conducted by the U.S. Geological Survey, were
used in the preparation of the map of the area around Nome.

Copied, The Alaska Control Commission

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725000

This is a very faint, high-contrast scan of a historical document. At the top left, the file number "5368" is visible. The document features several signatures, including one that appears to be "F. D. ROOSEVELT". There is a prominent "X" mark in the upper right corner. In the lower right corner, there is a circular seal or stamp, though its details are illegible due to the poor condition of the original paper.

- * 1992 年 1 月 1 日起施行的《中华人民共和国刑法》第 125 条规定，犯非法持有、私藏枪支、弹药罪的，处三年以上七年以下有期徒刑；情节较轻的，处三年以下有期徒刑、拘役或者管制。根据该法第 125 条的规定，对非法持有、私藏军用枪支、弹药的，处三年以上七年以下有期徒刑；对非法持有、私藏以火药为动力的其他非军用枪支、弹药的，处三年以下有期徒刑、拘役或者管制。

* 1992 年 1 月 1 日起施行的《中华人民共和国刑法》第 126 条规定，犯非法制造、买卖、运输、邮寄、储存枪支、弹药、爆炸物罪的，处七年以上有期徒刑；情节特别严重的，处无期徒刑或者死刑。根据该法第 126 条的规定，对非法制造、买卖、运输、邮寄、储存军用枪支、弹药、爆炸物的，处七年以上有期徒刑；对非法制造、买卖、运输、邮寄、储存以火药为动力的其他非军用枪支、弹药、爆炸物的，处七年以下有期徒刑。

* 1992 年 1 月 1 日起施行的《中华人民共和国刑法》第 127 条规定，犯非法制造、买卖、运输、邮寄、储存毒害性、放射性、传染病病原体等物质罪的，处七年以上有期徒刑；情节特别严重的，处无期徒刑或者死刑。根据该法第 127 条的规定，对非法制造、买卖、运输、邮寄、储存军用毒害性、放射性、传染病病原体等物质的，处七年以上有期徒刑；对非法制造、买卖、运输、邮寄、储存以火药为动力的其他非军用毒害性、放射性、传染病病原体等物质的，处七年以下有期徒刑。

* 1992 年 1 月 1 日起施行的《中华人民共和国刑法》第 128 条规定，犯失火罪的，处三年以上七年以下有期徒刑；情节较轻的，处三年以下有期徒刑或者拘役。根据该法第 128 条的规定，对失火造成军用设施、交通运输工具发生火灾的，处三年以上七年以下有期徒刑；对失火造成以火药为动力的其他非军用设施、交通运输工具发生火灾的，处三年以下有期徒刑或者拘役。

* 1992 年 1 月 1 日起施行的《中华人民共和国刑法》第 129 条规定，犯失火罪的，处三年以上七年以下有期徒刑；情节较重的，处七年以上有期徒刑。根据该法第 129 条的规定，对失火造成军用设施、交通运输工具发生火灾，造成严重后果的，处七年以上有期徒刑；对失火造成以火药为动力的其他非军用设施、交通运输工具发生火灾，造成严重后果的，处七年以下有期徒刑。

* 1992 年 1 月 1 日起施行的《中华人民共和国刑法》第 130 条规定，犯失火罪的，处三年以上七年以下有期徒刑；情节较重的，处七年以上有期徒刑。根据该法第 130 条的规定，对失火造成军用设施、交通运输工具发生火灾，造成严重后果的，处七年以上有期徒刑；对失火造成以火药为动力的其他非军用设施、交通运输工具发生火灾，造成严重后果的，处七年以下有期徒刑。

SEARCHED AND INDEXED S.O. 12336 Section 3, J/NND No.

1950-1

ALLIED FORCES
MILITARY RAILWAY SERVICE
Office of Director - Italy

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A.P.O. 610
17 January 1848

SUBJECT: Return of Fruits and Vegetables by Rail to New

TO
CO, 721 by Grand Divn, APO 812
CO, 715 by Operating Co, APO 812
APO 710 (O), 814K
Director General, I.B.M., West

1. Enclosed letter from Director, AC Transportation Sub-Commission, regarding slow transit line by rail of fruits and vegetables from Bari and Calabria Divisions to Rome is self-explanatory.
 2. It is most urgent that delay to ships with foodstuffs in fresh fruits and vegetables for civilian consumption be reduced to the minimum.
 3. Dependent upon available capacity after essential military traffic has been given first priority of movement, perishable civilian foodstuffs should receive the next priority of movement and be accorded every possible advantage for expedited transit.
 4. All impervious personnel connected with train movements must be promptly informed of the urgency of this matter and directed to give special attention to the movement of perishable foodstuffs for civilian consumption from the Bari and Calabria Divisions in accordance with provisions as set forth above.

Yan Shu *Dongshi*

S. S. LONDON
Captain, FC
Superintendent Transportation

Colonel L. C. Tracy, Sub-Com
Hell Diver, AC Transp. Sub-Com
Major W. S. Blair, Dm. Sub-Com Rop., AC, Major

785021

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Y

JMB/

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Date:

13 January 1946

Our ref.: AC/Da/109/2/xx

SUBJECT: Movement of Fruit & Vegetables by rail to Rome.

TO : Transportation Sub-Commission (Mail Division)

1. An investigation has been recently carried out in connection with the movement of fruit and vegetables by rail to Rome.

2. The following information has been brought to light:

(a) During period 28 Nov - 2 Dec 44 consignments from Calabria were as long as 14/15 days in transit and decay ranged from 20 to 60%.

(b) Wagons from Calabria frequently arrive without labels or with labels incorrectly completed with illegible writing.

(c) Consignments from Calabria are generally in bulk (not crated) and it is stated 6 days is the maximum transit time for such traffic, if deterioration is to be avoided.

(d) Traffic from Bari Area is taking 7/8 days to reach Rome. An instance of 5 wagons ex Molfetta, conveying cabbage, cauliflower and fennel is quoted. Transit times 7/8 days. Decay 40 to 100%.

(e) Traffic from Naples Area was in general very regular, with freight in good condition.

3. Undue transit times resulting in such high percentages of waste not only means a serious loss of valuable supplies; a loss to the growers and traders, but means also a serious waste of transportation capacity.

4. Will you please handle this question urgently with DMSO and LSH, and give early advice of what arrangements can be made to improve transit times.

C
O
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Y

It is considered that transit times to Rome in normal circumstances should not exceed

ex Calabria	-	6 days
ex Bari Area	-	3 days
ex Naples	-	1½ days

5. For information fruit and vegetables tonnages accepted for movement during period 8 - 14 Jan '45 are as under:-

ex Calabria	to	Rome	-	80 tons per day
ex Calabria	to	Naples	-	80 " " " (Citrus)
ex Bari Zone	to	Rome	-	60 " " "
ex Naples	to	Rome	-	230 " " "

/sgd/ J.W. Baker, Lt.Col.
For Merritt H. Taylor
Director

Copies to : G-4 (Mov & Tr) AFHQ
D.M.R.S., Rome
Food Sub-Comm. (Rome Supply Div.)
Agriculture Sub-Comm.
Major W.F. Blair, Mr. S/C.Sep., AC Reggio

9362

AGB/15

TRANSPORTATION SUB-COMMITTEE, AG.

(RAIL SECTION)

On Transportation Committee
G.A.C.

346/3

Ref: 4323
For Reference: AG/AG/15/1

17 January 1945

1. The Sub-Committee
Rail Section
G.A.C.

2. Payment of fruit & vegetables, by rail to home.

3. Your letter of 13 January 45 AG/AG/15/2/22 is noted.

4. In connection with the re-opening of Isenachie as made by Major General Hart Admired him, plus locality purchased Indian in the
area of Isenachie.5. It is felt that the problem of dairy is one which revolves
in two aspects in the running of scheduled freight trains.
Generally the perishable traffic, and possibly non-dairy could
be removed by trains from Port Said Regio to be linked at Memphis.6. The sub-operating sub-Committee of the Allied Railway Board
would appear to be the best means of discussing the problem at length,
and as soon as the composition of this Committee is known, the item
will be tabled for discussion.

Agmt

18/1

Ref: 4323
J. L. LIBRARY
Lt. Col. R.R.
G.A.C., Rail Section

1850 A.D.

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此等之說，實為過份。蓋吾人所見之「中華民族」，既非「中國人」，亦非「漢族」，而為「中國文化」所生發者。故「中國人」與「漢族」，皆為「中國文化」之一部分，而「中國文化」則為「中華民族」之體現也。

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the first time in the history of the country. The
newspaper was founded by Mr. J. C. H. Tamm, a
native of New York, who had been a member of
the Legislature of Minnesota.

卷之三

其後又復有此。故知其事。而其子之死。則必是也。故知其事。而其子之死。則必是也。

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卷之三

23

• 100% VINTAGE VARIETIES OF WINE ARE
NOT USED IN THE PRODUCTION OF THIS WINE.
THE WINERY IS LOCATED IN THE STATE OF CALIFORNIA.

• 100% CHARDONNAY IS USED AS THE BASE
WINE FOR THIS BOTTLE WITH 10% PINOT NOIR ADDED.
20% SANGIOVESE IS USED FOR THE 10% PINOT NOIR.

• 100% CHARDONNAY IS USED AS THE BASE
WINE FOR THIS BOTTLE.

• 100% CHARDONNAY IS USED AS THE BASE
WINE FOR THIS BOTTLE.

• 100% CHARDONNAY IS USED AS THE BASE
WINE FOR THIS BOTTLE.

• 100% CHARDONNAY IS USED AS THE BASE
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• 100% CHARDONNAY IS USED AS THE BASE
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• 100% CHARDONNAY IS USED AS THE BASE
WINE FOR THIS BOTTLE.

• 100% CHARDONNAY IS USED AS THE BASE
WINE FOR THIS BOTTLE.

Manufactured S.O. 12348 Section 3.3/NND No.

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63

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子之謂也。故曰：「君子之過也，如日月之食焉。」

785021

ADMINISTATIVE MEMO

JMD/sl

Ref: 315

9 January 1945

109/1

Ref: 51-2/46/FOOD

SUBJECT: Rail Movements

FROM : Food Sub-Commission

TO : R.C. AC Transportation Sub-Commission

1. Attached herewith copy of 'Report of Investigation on Transportation Rail Situation'. This report was made at the request of the Rome Supply Division of the Food Sub-Commission, and covers conditions at the Rome Railway Stations.

2. The investigation was made to determine the situation on Rail Cars, unloadings, etc., for Non-Patented Items handled by the Rome Supply Division, but these same conditions apply to all movements of Civilian Items and therefore should be given consideration by the Transportation Sub-Commission.

3. In order to have workable information as to shipments, the proper instructions should be issued so that (i) Report on loadings and disposition of empty cars by Zones is available.

(ii) Cars are properly labeled.

(iii) Cars are properly loaded.
Types of containers to be used.
Methods of stacking.
Labeling when perishables.
Inspection Report.

(iv) Control of cars upon arrival destination.

Delivered to proper station.
Movements Officer at Station.
Notification of Consignee.

(v) An Inspection Division be set up by the Italian Railways under the supervision of AC for the purpose of co-ordinating the necessary inspections.

4. It is recommended that the Italian Railways designate responsible persons at each station in addition to the Station Master to act as an inspector on all freight cars, both inbound and outbound.

J. M. Borodkin
J. M. BORODKIN, Major, AGM

Rome Supply Division

for

S. J. Ladd

Colonel

Director, Food Sub-Commission

DISTRIBUTION:

(See Draft)

785021

Copy for Transposition
Substitution

to 15 days from the trip from the destination area.

5. Five wagons from Volpato arrived at the Federal Market carrying oranges; cauliflower, beans. The waste labelled from 40 to 100% in this shipment. It was taken from 7 to 8 days. These vegetables were subject to bulk and when it arrived, it was ready for the market distribution for human consumption for the next part.

6. Consignment of fruits arrive slightly sealed and the freight house pull all the cars, not knowing the car for unloading. Some actually is evident from the fruit and vegetable in great. Consider it has been to have the least conception of care in handling perishable items. In which arrived from the same area to the same length of time but the freight had been packed in or can showed a possible loss up to 50% while those in bulk showed no more than 40%.

7. Individual shippers who have gotten permission to ship fruits and vegetables are allowed walnuts, figs, and citrus too even though the label on the freight car designated fruits and/or vegetables clearly.

8. There will be general insurance such as "Total Loss" and that may cover a multitude of sins. This is particularly true of corporate made by independent shippers.

9. The Italian Officials and the RCO are dependent on the labels for information concerning the destination, consignee and other vital facts in order to dispatch the freight car to the proper freight yard. There are 20 cars now in Catania station without identification (some are not labeled, some have no information in the label as to the destination) which are awaiting disposition. None of these cars have any Italian documents to aid identification. Some of these cars contain perishable items and by the time they will be properly identified, a great loss in merchandise will have taken place. RCO or Italian railway officials will not move transshipped they have definite information as to the destination of the shipment. This may take many days.

10. In the case of shipments where the label is illegible, it is possible that the shipment may have been made on an old label with the consent of the station master.

There are no cases of calling up because many shipments are not listed in the list of bills accepted by Transportation Sub-Commission.

11. Shipments from Sicily never contain bill numbers and are

signed by us R. H. G. J. A. D.

RECOMMENDATION

1. Particularized direction of labels to include all items specifically demanded. This should be followed uniformly throughout all Italy in the same manner.
2. Removal of crayon or similar pencil in filling out the label so that it can withstand the elements.
3. A circular should be sent to all ports of the country shipping to Rome designating certain stations in Rome to receive certain merchandise. All shippers should be compelled to list a specific station in Rome where the merchandise is to be unloaded to "Particular Station, Rome". This will aid the R.R. as central authority in dispatching the incoming cars to the proper unloading points without delay. Instructions in language in which a car has travelled for three days in Rome itself before arriving at the proper station.
4. The merchandise being shipped should be specifically stated and described on the label. This will eliminate unnecessary merchandise coming into the city in favor of needed products.
5. A closer liaison between the Italian rail officials and the AC should be had with instructions by AC placing the responsibility upon the Station Master to include all the information contained on the label in the Italian Bill of Lading. In the Naples area this practice is being followed in most instances but it should be a uniform regulation.
6. A copy of the label and/or the Bill of Lading should be affixed outside of the railway car in the event of the destruction of the outside label or the late delivery of the Italian Railway cars or planes.
7. The Station Master should have the responsibility to see that the goods loaded are the same (not similar) to the goods ordered by the sender.
8. Instead of applying lines upon the body carriage from mouth, plates (available in Naples area) should be sent to stations and instructions to cut them to size. It has been noted that

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- 4 -

These long distances have been kept down under a bid which
can be beaten and closed.

9. A large conspicuous label in Italian and in English
should be affixed to each car containing perishable items.
In the event a car comes into a station carrying perishable
goods without a label, the RTO will immediately be put on no-
tice that he has to make a ready disposition of that car.
10. Instructions should be issued as to the proper packing
and labeling of perishable items especially if the goods are
to be shipped in bulk.

MICHAEL SULLIVAN
TDC, 32004548

DAVID WILKINSON
TDC, 3211657

5204

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