

Wagons - Delays in Unloading

loading

10000/148/1084

June 44

Sept 46

AAG/alg

## TRANSPORTATION &amp; SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 476303

20 November 1945

393/60/Tn 3

SUBJECT : Delay in unloading Foodstuffs

TO : Food &amp; Agriculture Sub-Commission

1. Reference your letter 54-2/77 Food of 16th Nov '45.
2. It cannot be too strongly emphasised that the prompt discharge and turn-round of wagons is of paramount importance to the re-construction program of Italy. Whilst the contents of your letter is appreciated the great shortage of Rolling Stock does not permit of the possibility of delay in discharge of wagons. In most cases consignees would appear only too eager to take delivery of their consignments and it is considered that if a Tally-slip is provided at the sending station for each wagon a representative of respective Provinces could be at the destination point to exercise the necessary control.
3. The alternative would be to consign to warehouses and distribute from there.

For the Director

I.F. CLINGING,  
Captain, R.E.

6741

Ext. 466

KTC/1g

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

51-2/ 77 /Food

16 November 1945.

SUBJECT : Delay in unloading foodstuffs.

TO : HQ. A.C. Tn. &amp; Shipping S/C.

1. Please refer to your letter 393/51/Tn.3 dated 12th September complaining that the Sepral in Naples had issued an order to the I.S.R. that foodstuffs are not to be unloaded from rail cars at destinations until clearing was received from the Sepral.

2. We took up the above matter with the Ministry of Food and have just received their reply reference ANR/V/4489/7 dated 25th October. In their reply the Ministry states that the above instructions were received to place the Uffici Annonari of the commune of Naples and the communes of the province in a position to follow the distribution of foodstuffs, establishing and controlling their prices according to instructions in force. The Ministry states that to date no complaints of inconvenience have been received.

3. Please advise whether anything further is to be done regarding the above matter.

*See Serial 60*

*J. M. Merritt*  
JAMES M. MERRITT,  
Director  
Food & Agriculture S/C.

6710

Distribution

Ministry of Food, (Attn. Sig. Muretto)

Translation

HEADQUARTERS  
VENETIAN REGION  
ALLIED MILITARY GOVERNMENT  
TRANSPORTATION DIVISION  
A.D.O. 394

3 Sept. 1945

TO : CAPO COMPARTIMENTO : VENEZIA - VERONA  
COPY TO : CAMERE DI COMMERCIO : PADOVA NOVISSO  
TRENTO TREVISO  
UDINE VENEZIA  
VICENZA VERONA  
BELLUNO BOLEGNO

393/52

MOVEMENTS, REAR HQ. 13 CORPS.

SUBJECT : Coal waggon unloading on arrival railways stations.

1. In this last times, the coal waggon unloading on arrival stations has had large delays.

This delays give rise to grave entanglements (embarasses) to our coal supplying arrangements.

2. The interested bodies are invited to supply quickly to unload the waggon and do in order that this waggon don't stay more than 24 hours on arrival stations.

3. We beg you to give to this letter th promptest attention.

K.B. COREY  
Major R.C.A.  
Regional Transport Officer

6739

TRIESTE  
UDINE  
VICENZA  
BELLUNO  
TREVISO  
VENEZIA  
VERONA  
BOLZANO

MOVEMENTS, REAR HQ. 13 CORPS.

SUBJECT: Coal wagons unloading on arrival railways stations.

1. In this last time, the coal wagons unloading on arrival stations has had large delays.  
This delays give rise to grave entanglements (entrammes) to our coal supplying arrangements.
2. The interested bodies are invited to supply quickly to unload the wagons and do in order that this wagon don't stay more than 24 hours on arrival stations.
3. We beg you to give to this letter th promptest attention.

E.B. GORDY  
Major E.C.A.  
Regional Transp. Officer

6739

*OK*  
21/9  
521/9.

CRP/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

12 September 1945

393/51/Tn.3.

SUBJECT : Delay in release of cattle and foodstuffs.

TO : Food Sub-Commission

1. Attached is copy of letter received from Senior Transportation Officer, Naples Commune, for your information and immediate action.

For the Director

  
C.R. WORTHINGTON,  
Major, R.E.

6738

SENIOR TRANSPORTATION OFFICER  
TRANSPORTATION SUB COMMISSION  
HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
NAPLES COMUNE

10 September 1945

64/RAIL/392  
Tel: 52030

SUBJECT : Delay in release of cattle and foodstuffs.

TO : Movements Division  
Transportation Sub Commission  
H.Q. A.C.

1. I am astonished to find from I.S.R. that Sepral have issued an order to them that foodstuffs, cattle etc are not to be unloaded on arrival at destination until clearance is obtained from Sepral.

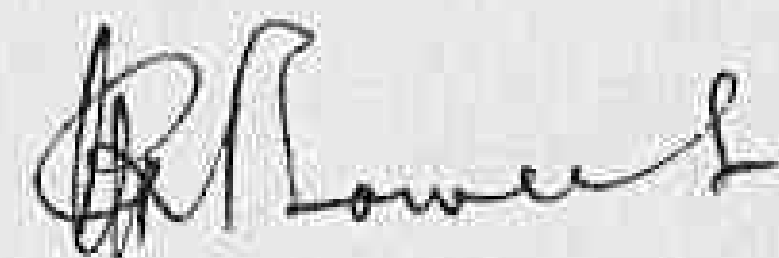
2. Attached is a letter from the Movement Section pointing out the serious consequences of this order, which can be fully appreciated in any case.

3. Would you kindly investigate the matter and have the order withdrawn, in order to effect less delay in emptying cars on arrival.

4. I have asked to be furnished with a copy of the Sepral order, which will be forwarded to you when received.

5. I fail to see what right SEPRAI have to issue any orders to I.S.R. and would be glad if this situation could be clarified to all concerned.

For the Commissioner:



V.R. POWERS

6737

Major

Senior Transportation Offr.

Copy to: Rail Division care In (Br)

FREE TRANSLATION

MINISTRY OF TRANSPORT

MOVEMENT SECTION

NAPLES

Naples, 28 Aug. 45

No. M.2.3.10

(Circulation of vehicles section)

To : Provincial Section Alimentation Naples  
Inf : Major Bowers, Transportation Officer  
A.C. Naples.

This Movement Section issued your instructions to all stations regarding holding of all goods on arrival, for your approval.

This has raised many objections from all stations.

Particularly with regard to cattle. Station masters are being threatened by consigners, because of having to wait 24 hours in , and even 48 hours if a holiday intervenes. This is a serious situation for the animals, being unfed, unwatered, and naturally, quick release is required.

Regarding other non perishable goods, which cannot be released without your office authorization. This impedes the good circulation of cars, and delay in unloading causes the cars to be held several days under load, which we must avoid. In addition the consignee is called upon to pay demurrage which is caused by you and not himself.

This section desires your order to be withdrawn and offers the alternative suggestion that a list be forwarded by sending station giving full detail of contents of each car. These list would come to this office, the goods could be released and the same list forwarded to you.

6736

for Supt Movement Section

(GIORDANO)

IPC/elc

## TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

25 August 1945

Tel : 478704

393/49/TN 3

SUBJECT : Grain at Ceperano

TO : Food Sub-Commission

- folia 44.*
1. Reference your 51-2/134/Food dated 20 August '45.
  2. Wagons bid, destined for Ceperano for the period 20 to 26 August amount to only 27, and for the period 27 August to 2 September a total of 33.
  3. From the above it would appear that the restriction to 8 wagons per day gives an adequate supply. However providing the Consorzi Agrari at Ceperano can guarantee to discharge 25 wagons per day, there is no objection to bids being placed up to this limitation.

For the Director

*[Signature]*  
C.R. WORTHINGTON,  
Major R.E.

6735

Copy to : AC Transportation Officer, Rome  
Rail Division (TN 4)  
AC Wagon Controller c/o D.T.R.S. (Lt. Jefferies)

INTER OFFICE MEMO

KJC/au

Tel : 466

20 August 1945

Ref : 51-2/184/FOOD

SUBJECT : Unloading operations at Ceperano

TO : HQ AC Transportation S/C  
(Attn: Capt. Clinging)

1025/8

393/47

1. Enclosed is translation of letter dated 8 August from the Federazione Italiana dei Consorzi Agrari concerning unloading operations at Ceperano.

2. You will notice that the Federazione claims that the difficulty arose out of the problem of securing lorries and gasoline.

3. In view of the Federazione's assurance that 25 cars per day can be unloaded in the future, we suggest that the limit on bids for wheat to Ceperano set at 8 cars per day be lifted for the future.

*W. J. Hunter, by*  
*W. J. Hunter*  
*and his Ceperano*  
*now!*  
*12/8*

V.R.A. OWPER  
Major

Acting Director, Food Sub-Commission

*Frank Senger*  
*He*

6734

TRANSLATION

Rome, 8 August 1945

FROM : Federazione Italiana dei Consorzi Agrari  
Interregional Office, Rome

TO : Food Sub-Commission

SUBJECT : Unloading of Railroad Cars at Ceprano Station Frosinone

Following a visit made on 4 inst. by one of our officials to C. A. P. Frosinone and particularly to the station of Ceprano, we are in a position to give details in respect of the slowing down of unloading operations of the railway cars at that station.

The principal trouble is due to a breakdown of transport and especially to the lack of availability of road transportation which for various reasons were not able to furnish a regular service.

In addition on 30 and 31 July the trucks remained, for unforeseen reasons, without gasoline and the Consorzio Agrario had only available a few "nafta" vehicles, which

aggravated the already difficult situation

On the afternoon of 4 inst. 57 railroad cars were at the Ceprano station which the above mentioned Federato hopes to release on the 8th next.

We would also point out that of the railway stations in a position to operate only Ceprano has a machine for weighing the cars, while the others have to manage with make-shifts with consequent loss of time which delays the movement of the goods.

Considering all the difficulties encountered, the Consorzio Agrario guarantees us an unloading potential of 25 cars daily at Ceprano station and we shall be ruled accordingly in planning supplies for the province in question.

The ENAC official who accompanied our representative to Ceprano has assured us of their closest collaboration in order to surmount difficulties which will arise in the future.

We assure you that our Federato will continue to take all steps, in spite of the thousand difficulties existing, to facilitate unloading operations and on our part we shall see that the work is done satisfactorily and regularly.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

6733

LEADER COMMISSION  
TRANSPORTATION SUB COMMISSION  
FLORENCE

Ref: TM/FL/ H.50.

Subject: Wagon Delay.

TO: In Sub Commission A.C.

Rail Division c/o TM (RR) Main  
Rome

Tel: 1891 ext. 3  
16 Aug. 45

393/46

1. Acknowledging Major Worthingtons 393/43/TM 3 dated 9 Aug. and Major Pinner A.C./301/TM dated 9 Aug. re delays in offloading wagons.
2. Attached are copies of this office letter to the Capo Compartimento; Florence and his circular to Capi Stations as well as a Notice published in newspapers of Tuscany asking cooperation of all concerned.
3. The matter will be closely watched and offenders promptly penalized.

*W. F. Blair, Major*

W.F. BLAIR Major.  
Senior Tptn Officer  
Florence.

Copy: In Sub Commission A.C.  
Rail (Rev.) Division  
APO 394 Rome.

## ITALIAN STATE RAILWAYS

FLORENCE

I4538/XXI/4

Subject: Wagon Delay.  
To: Major E.F. Blair  
Senior Tptr Officer Florence

I. Reference your letter Tn. Fl. M.50, Subject Wagon Delay,  
I ordered to issue the following Routine-Orders to be dispatched to all our Stations:

" Allied Command complains about serious delays in unloading wagons in all Compartimenti and has estimated that 600 wagons are out of service because of delays of over 48 hours in unloading.  
Not-with-standing my repeated recommendations, the unloading of wagons does not proceed satisfactorily, so that on the 14th August there were in:

Cecina 19 cars standing over 3 days

Napoli 25 cars average unload 6 per day

Castel-Fiorentino 7 cars average unload 1 Per day.

I dispose, that, from now on, the Stations show me each day a written Report about all the wagons which remain over 48 hours-unloading, declaring the causes and informing which precautions have been adopted; The organization service to have the Firms informed about the arrival of cars, should be done with great attention and very carefully.

The Capo Compartimento  
(Eng. Rissone)

6731

COMUNICATO

( fatto pubblicare su diversi giornali della Toscana)

La Direzione Compartmentale delle Ferrovie dello Stato nota che le Ditte non provvedono allo scarico sollecito dei vagoni loro destinati.

Data la limitata disponibilità di carri riservati al traffico civile la maggior sosta dei vagoni sotto scarico ha ovvi riflessi estremamente dannosi per trasporti.

Si fa un pubblico appello a tutti gli interessati, affinché si immedesimino della situazione e tengano presente che la Direzione delle F.S. potrà vedersi costretta a rifiutare vagoni per trasporti indirizzati a ditte che abbiano dimostrato di non sapersi mettere in grado di provvedere allo scarico entro le 48 ore dall'arrivo del ~~carro~~ carro.

TRANSLATION OF THE NOTICE THAT HAS BEEN  
PUBLISHED BY MOST NEWSPAPERS IN TUSCANY

The IRS Direction in Florence Compartimento, remarks that most private Firms do not handle unloading of rail ~~cars~~ cars consigned to them, as quickly as they should.

Owing to shortness of cars the delay in unloading them, greatly affects the questions of transportations.

All concerned are therefore asked to consider the difficulty of present situation and to keep in mind that ISR. may be obliged to refuse spotting of wagons to those Firms that will have proved unable to handle unloading of their cars within 48 hrs. of arrival of the same.

NOT RECORDED - 1960  
JAN 10 1961

by Margaret M. Price

478708

100/40, Ma 3

Supplying us with a copy of your letter - enclosed 1 copy.

Publication : 1996

1. It has been reported by rail division that the passenger car stock standing under lease has increased number of engines standing on engines owned by BOC between July 7 and August 1st when the total was 4000.

2. This waste of capacity is seriously affecting the already unsatisfactory availability position and all transportation officers must maintain a close watch, with a view to speeding up offloading.

1. any serious cases of bad officing will be reported to this HQ as soon as it is clear that legal action has failed to effect the necessary improvement.

by command of your Admiral, Sir.

C. Westinghouse

6528

[illegible]

| Member Transportation Officer, AD Box 1 |    |
|-----------------------------------------|----|
| AD                                      | AD |
| AD                                      | AD |
| AD                                      | AD |
| AD                                      | AD |

0456

SUBJECT: Wagons - Supply and delays in offloading

Distribution: See below

*See in refer*

1. It has been reported by Mail Division that the number of wagons standing under load has increased by 50% between July 7 and August 1st when the total was 4100.
2. This shortage of capacity is seriously affecting the already unsatisfactory availability position and all Transportation Officers must maintain a close watch, with a view to speeding up offloading.
3. Any serious cases of bad offloading will be reported to this HQ as soon as it is clear that local action has failed to effect the necessary improvement.

By Command of Rear Admiral STONE

*Ed Worthington*  
C.R. WORTHINGTON,  
Major

6729

| WORTHINGTON                            |                  |
|----------------------------------------|------------------|
| Senior Transportation Officer, AG Bari |                  |
| " " " " " "                            | AG Reggie        |
| " " " " " "                            | AG Napier Connor |
| " " " " " "                            | AG Ross          |
| " " " " " "                            | AG Florence      |
| " " " " " "                            | AG Ancona        |
| " " " " " "                            | Malta Region     |

*Copy sent to Rail Division (TN 4)*  
*9/8*

RAI/ic

INTER-OFFICE MEMO

Ref. AC/301/Ta 4

SUBJECT : Wagon Supply.TO : Movements  
In Sub-Commission HQ AC

1. Figures have now been received which show that the number of wagons standing under load has increased since July 7th by 50% via July 7th, 2793 August 1st 4263.

2. This progressive wastage of capacity is seriously affecting availability and call for drastic action to speed up offloading, together with an immediate stoppage of loading wagons which cannot be cleared currently.

3. Several cases of serious lag in offloading Allied Commission traffic have been brought to notice this week and action has been taken as per paragraph 2. The general position is now notified in order to emphasize the necessity for a close watch to be maintained by the Movements Officers in each Compartimento.

*at my my*  
for Director

Transportation Sub-Commission (Rails)  
Tel. 343236  
6 August 45.

6728

HEADQUARTERS ALLIED COMMISSION  
APO 894  
ECONOMIC SECTION

*CHD*  
*1946*

**ROUTING AND WORK SHEET**

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT:

*Civilian Rail Freight Traffic*

| No | Date    | To   | REMARKS                                                                                                                              | From                       |
|----|---------|------|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| 1  | 18/6/45 | TASf | for information, in connection with ltr. reference to (M312/13551/2/25, passed to you 31 May 45.<br><i>from necessity 21st 11 46</i> | <i>StHRS</i><br><i>etc</i> |
|    |         |      |                                                                                                                                      | 6727                       |

MINISTERO DEI TRASPORTI  
**MINISTERO DELLE COMUNICAZIONI**  
FERROVIE DELLO STATO - DIREZIONE GENERALE  
(1) .....

Roma, 6 GIU. 1945 194 - A  
N. M.312/14290/2-Ma-19/100A  
Al N. .... del 4948/28

OGGETTO. Traffico ferroviario di  
merci civili.

Quartiere Generale Commissione Alleata  
Sezione Economica  
R O M A

- 3 -

*Lo*  
Si fa seguito alla nostra lettera M.312/13551/2/25 del 29  
scorso mese.

2) Per conoscenza, trasmettessi copia dei telegrammi M.312/153 ri-  
spettivamente dei giorni 11 e 22 maggio u.s. indirizzati ai Capi Com-  
partimenti e Servizi interessati, riguardanti la utilizzazione dei car-  
ri ferroviari, nonché copia della lettera M.312/13857/2 Ma 19 del 1°  
c.m. diretta a tutti i Ministeri ed all'Alto Commissariato per la Si-  
cilia e per l'Alimentazione riguardante lo stesso argomento.

IL DIRETTORE GENERALE

*Ant. Raimondo*

A. P. Servizio.

Stab. Tip. Pucci - Ancona - Ord. 37 - 39.6.42-XX - 1.701.928 1/2

I/S/R/ General Direction

Civilian freight movement

Incl. 3

Rome 16 GIU 1945

M 312/14290/1 Ma -19 /icea 4948/28

Headquarter Allied Commission  
Economical Section

R o m e

1) Further to our note M 312/13551/2/25 dated  
29 May 1945.

2) For information, we send copy of wires m.312/153  
dated 11 and 22 May, addressed to concerned Capi Compartimenti  
and Services, concerning utilization of railway cars. We attach  
also herewith copy of letter M. 312/13857/2 Ma 19 of 1st inst.  
addressed to all Ministries and to the High Commissioner for  
Sicily and for Food, concerning the same matter.

The Director General

6725

Na ng 16/6

*Adm. Ho  
refers*

COPI

L.T.O.

CC Rome D.G. 1/5

CAPIT COMPARTIMENTO BARBANO = SERVIZIO C. + SANI = NAPOLI + ANCONA = ROMA  
 FIRENZE = SERVIZI AMMOVISIONALI = LAVORI + COSTRUZIONI = NUBRO  
 CO. INTO DEL SERVIZIO SERVIZIO 3 TRADIZIONE = CIDE = SERVIZIO PER TALE  
 2 TRADIZIONE FIRENZE = p.m. SERVIZIO MOVIMENTO = LADDE

N. 312/153 Shortage of empty is felt more and more; this was pointed out also by Allied Authorities. It is necessary to arrange, by any means, that as soon as cars have been unloaded, be selected, grouped and sent to collecting points. Capit Compartimento should provide so that such operations be intensified and sped up. Besides I call again the attention to several cars, used on behalf of I.S.S. service, unduly laying owing to delay in unloading and loading. On the yards are laying during many days several cars for loading of refuses, earth, ashes whereas such materials should be first collected on the ground and loaded only when a full-carload is at hand. Often cars loaded with rip-rap, earth, coal and other materials are dispatched to points where they are not needed, or their unloading is not easy and therefore re-expeditions are made, thus causing loss of time. Re-expeditions must be authorized by Movement Service to arrange shunting of cars, in view not to affect the utilization cycle. Please call attention of all your offices so that such carelessness and inconveniences be stopped taking disciplinary action against responsible agents.

Confirma by wire.

sgd Di Geminondo

Invi 15/6

6724

1st June 1945

Ministry of Transports

M 312/13350/2 No 18

~~(amended)~~

Subject: Utilization of railway wagons

RE IGTERO DEGLI INTERNI  
 " DEGLI AFFARI ESTERI  
 " GIUSTIZIA E GIUSTIZIA  
 " DELLE FINANZE  
 " DEL TESORO  
 " DELLA GUERRA  
 " DELLA MARINA  
 " DELL'AERONAUTICA  
 " DELLA PUBBLICA ISTRUZIONE  
 " DEI LAVORI PUBBLICI  
 " DELL'AGRICOLTURA E DELLE FORESTE  
 " DELLE POSTE E TELECOMUNICAZIONI  
 " DELL'INDUSTRIA COMMERCIO E LAVORO

S o m m e

As the reconstruction of railway lines is in progress and the traffic of goods is increasing the requests for wagons allotments for civilian transportations increase too, while the shortening of wagons becomes more and more serious.

This situation would of course not be improved, when, in a next future, the railway system of Northern Italy will be connected with Central Italy railway system; it results already, through the first data we got, that in Northern Italy too the rolling stock conditions is absolutely insufficient to meet the urgent requirements of military transportations for the Allies, the requirements for food supplies, the transportations of refugees or those connected with rehabilitation problems.

6723

It is necessary therefore that all the wagons, made available to civilian transportations, be utilized to the limit of their capacity, that the wagons be loaded on the settled day and that the unloading be also made as speedily as possible, or at least within the period prescribed by the dispositions in force.

It very often happens that Bodies, subordinated to some Ministries ask for the re-expedition of wagons, arrived at the station. By Ministerial Decree n. 2138 dated 7 January 1941, still in force, the reexpeditions of wagons were forbidden; and besides we wish to point out the inconveniences arising from the reexpedition to the rolling stock. The wagon, in fact,

- 2 -

reaching the arrival station, is shunted and headed on the unloading track; if the same wagon has to be forwarded, has to be ~~take~~ shunted again and taken off this track, generally by the end of the day because of service requirements, then shunted again to be coupled to the loading train. These operations generally mean the loss of two days- without reckoning further delays because of accounting matters (withdrawal of the original forwarding, request by wire to the concerned office for the authorization for the reexpedition and its answer, performing of a new forwarding.

Therefore, we instantly beg you to issue, in the interest of our Country, strict disposition to the Bodies under the jurisdiction of each Ministry so that the requests for reexpeditions be entirely avoided that a special care be given to the quick loading and unloading of wagons; it is besides recommended to care that everybody cooperate with the I S R Administration for a better utilization of the wagons.

We are awaiting for your kind answer on this matter.

The Minister  
Sgd Cerabona

pv ng 13/5

6722

COPY

W I R E

DD CC ROME GD 22 May 1945

Capitolo Compartimento Palermo Reggio Cal. Napoli Bari Roma Ancona Firenze  
Stores Services - Works and Constructions Service Traction - Traction  
Service Liaison Nucleus - Florence - Rolling Stock and Traction Service  
Building - Rolling Stock and Traction Service - Florence - Movement  
Service - Building

M 312/153 Following our wire same file dated May 11 and to complete it we recall the attention of the Capi Compartimento on the necessity of having a special care for the loading and unloading of wagons, so that the time required for these operations might be reduced to a minimum; of supplying the wagons, in such a way that the allotted tonnage be always completely utilized; of caring for an immediate forwarding of loaded and empty wagons from the transit stations; of letting the consignor immediately be informed about the allotments granted to them so that the wagons might be loaded on the same day they are ready stop

Please confirm stop.

sgd Di Raimondo

PV NG 15/6

6721

COPIA  
MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO

F I L O

Stazione di

M-108

M-108

MINISTERO  
DELL'E  
COMUNICAZIONI

Ferrovie dello Stato

RICEVUTA  
DEL  
DISPACCIO

## DISPACCIO DI SERVIZIO (in partenza, in arrivo o in transito)

|                                   |                |                  |                |
|-----------------------------------|----------------|------------------|----------------|
| RICEVUTO da                       | il             | TRASMESSO a      | il             |
| per Circuito N.°                  | dall'Impiegato | per Circuito N.° | dall'Impiegato |
| Indicazioni d'urgenza e categoria | DESTINAZIONE   | PROVENIENZA      | NUMERO         |
| DD                                | CC             | ROMA D.C.        | 22/5           |

CARTE COMPARTIMENTO PARRINO = REGGIO CAL. = NAPOLI = BARI  
ROMA = ANCONA = FIRENZE = SERVIZI APPROVVIGIONAMENTI =  
LAVORI E COSTRUZIONI = NUCLEO COLLEGAMENTO SERVIZIO TRAZIONE  
S. E. D. S. = SERVIZIO MATERIALI E TRAZIONE FIRENZE = SERVIZIO  
MOVIMENTI = SEDE =  
M.312/153 = A seguito ed in sumento nostro telegramma  
pari numero giorno 11 corrente richiamasi modo particolare  
attenzione Capi Compartimento su necessità sia praticata  
assidua sorveglianza operazioni carico et scarico carri  
onde ridurre minimo indispensabile tempo richiesto detto  
operazioni; siano forniti carri necessari assicurare che  
tonnellaggio assegnato venga sempre utilizzato completa-

mente, sia provveduto immediato proseguimento carri mate-  
riale carico et vuoto dai transiti; mittenti siano avvertiti  
ti immediatamente delle assegnazioni accordate affinché  
carri siano caricati stesse giorno in cui vengono forniti  
punto Attendesi conferma.

F. DI RAIMONDO

DATA

19

Anno

FIRMA

DATA

19

Anno

6720  
FIRMA

FILO

COPIA

M-100

M-103

MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO

Stazione di

## DISPACCIO DI SERVIZIO (in partenza, in arrivo o in transito)

|                                   |                |                          |                |
|-----------------------------------|----------------|--------------------------|----------------|
| RICEVUTO da                       | li             | TRASMESSO a              | il             |
| per Circuito N.°                  | dell'Impiegato | per Circuito N.°         | dell'Impiegato |
| Indicazioni d'urgenza e categoria | DESTINAZIONE   | PROVENIENZA              | NUMERO         |
|                                   | CC             | ROMA D.C.                | 11/5           |
|                                   |                | DATA DELLA PRESENTAZIONE |                |
|                                   |                | giorno e mese            |                |
|                                   |                | ore e minuti             |                |

MINISTERO  
DELLE  
COMUNICAZIONI

Ferrovie dello Stato

RICEVUTA  
DEL  
DISPACCIO

CAPI COMPARTIMENTO PALERMO = REGGIO = BARI = NAPOLI = ANCONA =  
ROMA = FIRENZE = SERVIZI APPROVVIGIONAMENTI = LAVORI E COSTRU-  
ZIONI = NUCLEO COLLEGAMENTO DEL SERVIZIO MATERIALE E TRAZIONE  
SEDE = SERVIZIO MATERIALE E TRAZIONE FIRENZE = p.n. SERVIZIO  
MOVIMENTO SEDE.

M.312/153 = Materiale da carico difetta sempre più ciò est stato  
rilevato anche da parte Autorità Alleate punto Est necessario  
provvedere con ogni mezzo che materiale suddetto non appena reso  
vuoto sia selezionato raggruppato et inviato località concen-  
tramento Punto Capi Compartimento provvedano perché dette ope-  
razioni siano intensificate et accelerate punto Richiamo inol-  
tre particolare attenzione sui numerosi carri per trasporti ser-

vizio che indebitamente sono impegnati perché non sono sol-  
lecite operazioni di scarico oppure vengono protratte più giorni  
quelle carico Punto Sui piazzali si trovano a disposizione  
più giorni parecchi carri per carico immondizie - terra -  
ceneraccio - mentre devono essere fatti cumuli a terra et  
iniziato carico quando detti materiali sono in quantità tale  
da formare carro Punto Spesso carri carichi terra pietrisco  
carbone et altri materiali vengono spediti ove non occorrono  
oppure si incontrano difficoltà per scarico et quindi si  
ricorre at rispeditizioni operazioni queste che determinano  
inutile perditempo per rispeditizioni stesse che devono essere  
autorizzate Servizio Movimento per manovre messa in partenza

carri peggiorando sensibilmente ciclo utilizzazione Punto  
Interesso richiamare energicamente tutti Uffici dipendenti  
perché dette deficienze et trascuratezze cessino provvedendo  
a carico responsabili punto Conferma filo.

f.to di Raimondo

DATA

R 19

Anno

ore

FIRMA

6719

ROMA, 1 Giugno 1945 -  
M. 319/13357/2 da 12

|           |                                       |
|-----------|---------------------------------------|
| MINISTERO | DELLI MINISTRI                        |
| "         | DELLI AFFARI ESTERI                   |
| "         | DELLA FISCALITÀ E RENDITA             |
| "         | DELLA GIUSTIZIA                       |
| "         | DELLA VITICOLTURA                     |
| "         | DELLA PESCA                           |
| "         | DELLA GUERRA                          |
| "         | DELLA MARINA                          |
| "         | DELLA MANOVABILITÀ                    |
| "         | DELLA PUBBLICA ISTRUZIONE             |
| "         | DELLI LAVORI PUBBLICI                 |
| "         | DELLI AGRICOLTURE E<br>PESCHERIE      |
| "         | DELLI POSTI E TELECOMUNICAZIONI       |
| "         | DELLI TRASPORTE, COMMERCE<br>E LAVORO |

MILANO COMMERCIALI PER L'ALIMENTAZIONE ROMA  
" " " " PER LA SICILIA PALERMO

Con la ricostruzione in corso delle linee ferroviarie e con la conseguente ripresa del traffico merci aumentano, non meno notevole-  
mente le richieste relative alla fornitura di carri per i trasporti conto  
to civili, mentre la disponibilità dei vagoni, già deficiente, va gradua-  
tamente aggravandosi.

Tale situazione non potrà certamente migliorare quando in un prossimo futuro la Rete dell'Italia Settentrionale si allaccia con quella Centrale; infatti dei primi elementi pervenuti risulta che anche nell'Italia Settentrionale il materiale rotabile rimasto efficiente è assolutamente inadeguato per fronteggiare le imprescindibili esigenze dei trasporti militari degli Alleati, quelle relative ai rifornimenti alimentari, ai trasporti dei profughi ed a quelli della ricostru-



2.

loro intera portata o esecuta, che siano sollecitamente caricati nel giorno fissato e che le operazioni di scarico siano pure eseguite con la massima urgenza, o almeno nel termine prescritto dalle vigenti disposizioni.

Spesse da Organi dipendenti di taluni Ministeri vengono chieste ri-  
spedizioni di carri giunti a destinazione. Presso che con D.M. n. 2138  
del 7 gennaio 1941, tutt'ora in vigore, vennero vietate le riaspensioni  
dei carri, preme mettere in particolare rilievo quali danni deriva alla  
buona utilizzazione del materiale da carico per effetto della riaspazio-  
ne. Infatti il carro, che appena giunto nella stazione di arrivo viene  
manovrato e messo nel binario di carico, qualora debba venire poi rispe-  
dito, deve essere tolto, di mattina a fine giornata per varie esigenze  
di servizio, dal suddetto binario e quindi nuovamente manovrato per esse-  
re messo in composizione al treno in partenza. Tali operazioni importa-  
no generalmente la perdita di due giorni, senza contare altri eventuali  
perdiciuti per le pratiche contabili (svincolo delle spedizioni origina-  
rio, richieste telegrafiche all'Ufficio competente dell'autorizzazione al-  
la riaspensione e relativo risposta, effettuazione di una nuova speli-  
zione).

Pertanto si rivolge viva preghiera affinché, nell'interesse del  
Paese, siano impartite tassative disposizioni a li Organi dipendenti da  
ciascun Ministero in modo e e siano particolarmente evitate le richieste  
di riaspensioni, sia in ogni caso curato il sollecito carico e scarico  
dei carri, ed altresì si intervenga efficacemente, per quanto di compe-  
tenza presso il pubblico perché tutti collaborino con l'Amministrazione  
delle Ferrovie dello Stato per la migliore utilizzazione del materiale  
da carico.

Si gradirà un cenno di assicurazione...

loro intera portata o capacità, che siano sollecitamente caricati nel giorno fissato e che le operazioni di sbarco siano pure eseguite con la massima urgenza, o almeno nel termine prescritto dalle vigenti disposizioni.

Spesso da Organi dipendenti di taluni Ministeri vengono chieste rispedizioni di carri giunti a destinazione. Presumo che con D.R. n. 2138 del 7 gennaio 1941, tutt'ora in vigore, vennero vietate le rispedizioni dei carri, preso accorta in particolare rilievo quelli danni derivanti alla buona utilizzazione del matero. Le in carico per effetto della rispedizione. Infatti il carro, che appena giunto nella stazione di arrivo viene manovrato e messo nel binario di scarrico, qualora debba venire poi rispedito, deve essere tolto, di nuovo a fine giornata per varie esigenze di servizio, del suddetto binario e quindi nuovamente rinnovato per essere posto in composizione al treno in partenza. Tali operazioni inevitabilmente generano la perdita di due giorni, senza contare altri eventuali perdite per le pratiche contabili (svincolo della spedizione originaria) richiesta telefonica all'ufficio competente dell'autorizzazione alla rispedizione e relativa risposta, effettuazione di una nuova spedizione).

Per tanto si rivolge viva preghiera affinché, nell'interesse del Paese, siano impartite tangenti disposizioni a li Organi di controllo da ciascun Ministero in modo che e siano particolarmente evitate le richieste di rispedizioni, sia in ogni caso curato il sollecito carico e scarico dei carri, ed altresì si intervenga efficacemente, per quanto di competenza, presso il pubblico perché tutti collaborino con l'Amministrazione delle Ferrovie dello Stato per la migliore utilizzazione del materiale da carico.

Si gradirà un cenno di assicurazione.

IL MINISTRO

*Catellani*

Ministry of Transports  
S.S.R. General Direction

Rome 2<sup>o</sup> MAG. 1945

M.312/13551/2/25 *Summa* 4569/28

Subject:  
Rail civilian freight  
traffic.

Headquarters  
Allied Commission IPO 394  
Economical Section  
Rome

1. Your letter 393/34/Tn.3 dated 12 May refers.
2. The Capi Compartimento have been instructed to arrange a continuous surveillance, in order to get a prompt loading and unloading of cars on account of civilians and a better load utilization of the same wagons.
3. A Ministerial Decree is to be issued to increase deposit fares for bid of freight cars and demurrages, in case of delayed loading or unloading.

Director General  
Signed: Di Raimondo

6717

Ca.29.cb.



MINISTERO DEI TRASPORTI  
MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

Roma, 29 MAG. 1945

104 - A

N. M. 312/13551/2/25/2cc

Al N.

del

4.569/28

OGGETTO. Traffico ferroviario di merci civili.

QUARTIERE GENERALE COMMISSIONE ALLEATA

A PO 394

Sezione Economica

R O M A

- 1)- Si fa riferimento alla lettera 393/34/TN.3 del 12 corrente.
- 2)- Sono state impartite istruzioni ai Capi Compartimento perchè dispon-  
gano una assidua sorveglianza al fine di ottenere il sollecito carico  
e scarico dei carri conto civili ed una migliore utilizzazione nel  
carico dei medesimi.
- 3)- È in corso un Decreto Ministeriale per aumentare il deposito caparra  
per la richiesta dei carri e le tasse di sosta, in caso di ritardato  
carico o scarico dei medesimi.

6716

IL DIRETTORE GENERALE

*Ugo Raimondi*

(1) Servizio

TRANSPORTATION OFFICER

ROME DIVISION

Date 14 May 1945

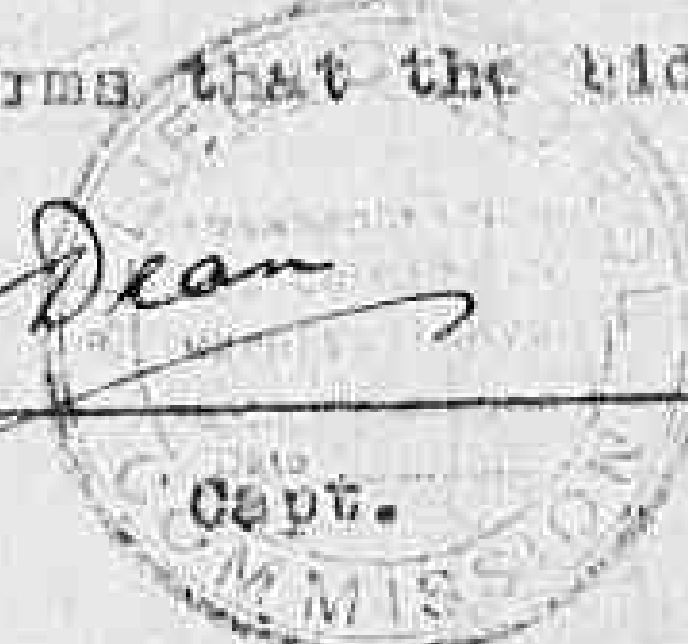
Ref. TFC/RD/4

SUBJECT: Movement of Civilian Freight by RailTO: Capo Compartimento

Rome

1. Attached is a copy of an instruction issued by Headquarters of the Allied Commission pointing out the present serious position with regard to transportation by rail.
2. During this present difficult period it is essential that all railway wagons available for civilian traffic should be used to the fullest capacity, and that the unloading on arrival at destination be carried out without delay.
3. Please take steps to see that this instruction is fully understood by your staff, particularly as regards paragraph 4 (a)(b)&(c).
4. Since the introduction of the XB forms it has been observed that a large number of instances have been noticed where the consignor has made no application for the wagons which have been authorised, thereby causing a waste of tonnage capacity which could have been used for other consignments.
5. Is it clearly understood by your Station Masters that they must notify the consignors on receipt of the XB forms that the bids have been accepted for movement.

Copy to HQ T &amp; S/c

*J. O'Dean*

6715

## INTER OFFICE MEMO

GF/hgd

14 May 1945

AC/100/38/TN.5

SUBJECT : Railhead Clearance - ORTONA.

TO : Movts. Division (Roads Branch).

(Rail)

1. Reference our AC/100/37/TN.5 dated 11 May 1944. - *Info 35 refers*
2. Herewith a further report TAC/27/8 dated 6 May '45 from Capt. Price on the above subject. Please return after perusal.

For the Chief:

6714

*G. F. Humphreys*  
G. FERNYHOUGH,  
Lt. Colonel, R.A.  
Roads Division.

(370)

INTER OFFICE MEMOHEADQUARTERS ALLIED COMMISSION  
Transportation Sub-Commission

GF/ep

Tel. 566

Ref: AC/100/37/Tn5

11 May 1945.

SUBJECT: A.C. Railway Traffic -- Ortona Railhead.

TO : Movements Division (Roads)

1. Reference your 393/31/Tn3 dated 29 April 1945, addressed to G-4, AFHQ, copy to this Division.

2. Attached hereto is a report, 3TP/27/7 dated 3 May 1945, from Captain Price, Transportation Officer at Chieti, together with a report from the RTO at Ortona dated 6 April 1945, addressed to D.A.Q.M.G. (M), HQ Movements, Foggia. You will note that the majority of this traffic was handled in reasonable time except over the Easter week-end.

3. Referring to par. 3 (b) of Captain Price's report and to par. 2 (c) of the RTO's report, it is suggested that Movements at stations of origin should arrange for traffic to arrive at Ortona on an even flow and for Captain Price to be notified in advance of arrivals in exceptional quantities. Beyond this it seems that little can be done other than to increase the small pool of civilian trucks at Ortona. This would, however, involve wastage of truck space except at times of exceptional traffic.

4. Please return the attached letters after perusal.

For the Chief, Roads Division:

*G. FERNYHOUGH*  
G. FERNYHOUGH  
Lt. Colonel, RA

6713

Encl.- Ltr dd 3 May '45 w/encl.

C O N F I D E N T I A L

Tele : 478704

HEADQUARTERS ALLIED COMMISSION  
AFO 394  
ECONOMIC SECTION

JWE/mb

393/34/Tn.3.

12 May 1945

SUBJECT : Movement of Civilian Freight by Rail

TO : See Distribution

1. The re-construction and re-opening of various Railway lines is resulting in not only increased hauls but in considerably increased loadings. This, coupled with delays in loading and unloading of many consignments, is causing a critical wagon position.
2. The cessation of hostilities does not mean that there will be a prime facie reduction in military demands for Rail Movement; very considerable capacity is already required for redeployment of Allied Forces and stores, Movement of freed P.O.W. etc. This is likely to increase. In addition the quantity of rolling stock so far found in the North is not commensurate with the area liberated; therefore, the available supply of rolling stock will have to cover a relatively larger area.

3. It is emphasized that every instance of excessive wagon detention, waiting loading or unloading, means one less wagon in circulation. This not only hinders the overall redeployment plan, but results in there being fewer wagons available for the movement of essential civilian supplies.

4. Addressees are requested to take following action :-

- a - Ensure that all bids for rail movement, so far as it lies within their authority, are carefully screened and **ascertain** that movement is really necessary.
- b - Impress on all concerned the need for constant attention and supervision of the arrangements for loading and unloading Railway wagons, in order to reduce to a minimum the time occupied in these operations.
- c - Impress on all concerned the vital necessity of ensuring that full capacity allocated is always utilised. At the same time care must always be taken to see that wagons are not overloaded, as over-loading only results in damage and delay.

6719

393/24

SUBJECT : Movement of Civilian Freight by Rail

TO : See Distribution

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- c - Impress on all concerned the vital necessity of ensuring that full capacity allocated is always utilised. At the same time care must always be taken to see that wagons are not overloaded, as over-loading only results in damage and delay.

5. Valuable transportation is frequently wasted because consignors are not ready or willing to load when wagons are made available. Such wastage can never be recovered. All consignors must be prepared to load at the time and on the day that wagons are available. Constant liaison with Station Masters at despatching point is essential.

For the Chief Commissioner.

  
E.B. McKINLEY  
Brigadier General U.S.A.  
Deputy Vice President

EXTERNAL

D.C.C.A.O. 15 Army Group  
S.C.A.O. AMG 5 Army  
S.C.A.O. AMG 8 Army

Regional Commissioner, Piemonte Region (10)

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DISTRIBUTION

Venezia Region (18)

Liguria Region (8)

Lombardia Region (12)

Emilia Region (12)

Umbria-Marche Region (10)

Toscana Region (12)

Regional Transportation Officer, Piemonte Region

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For distribution down to  
Provinces

U.N.R.R.A.  
Ports & Warehouse Division  
High Commissioner for Food (100) for distribution to SEPRALS  
Federazione Italiana dei Consorzi Agrari (100) for Distribution to Consorzi  
Agrari Provinciali

Ministry of Communications (3)

Ministry of Industry, Commerce and Labour (3)

Ministry of Agriculture (3)

Monopolio dello Stato (Salt) (3)

Monopolio dello Stato (Tobacco) (3)

Consorzio Industrie Fiammiferi (Matches) (3)

Sotto Segretario Generale Marina (3)

Istituto Nazionale Commercio Estero (25)

E.N.A.C. (25)

Copies to : G-5 AFHQ (2)

G-4 (Mov & Tr) AFHQ (2)

Rail Division (Tr. 4)

for information

INTERNAL

Executive Commissioner

Acting Vice President, Economic Section

Agriculture Sub-Commission (2)

" " " Liguria Region  
 " " " Lombardia Region  
 " " " Emilia Region  
 " " " Umbria-Marche Region  
 " " " Toscana Region  
 AMG Commissioner, Naples Comune  
 AC. Liaison Officer, Bari (Lt. O'Leary)  
 " " " Naples  
 " " " Civitavecchia  
 " " " Fiombino (Lt. Webb)  
 " " " Leghorn (Capt. Ramsey)  
 AC. Transportation Officer, Palermo (Capt. Irvine Lynch)  
 " " " Reggio (Capt. Boddy) (3)  
 " " " Naples (Maj. Bowers) (4)  
 " " " Bari (Maj. Taylor) (3)  
 " " " Rome (Capt. Dean) (2)  
 " " " Aquila (Capt. Price)  
 " " " Ancona (Capt. Smith) (2)  
 " " " Florence (Maj. Blair)  
 U.N.R.R.A.  
 Ports & Warehouse Division  
 High Commissioner for Food (100) for distribution to SEPRALS  
 Federazione Italiana dei Consorzi Agrari (100) for Distribution to Consorzi Agrari Provinciali

Ministry of Communications (3)  
 Ministry of Industry, Commerce and Labour (3)  
 Ministry of Agriculture (3)  
 Monopolio dello Stato (Salt) (3)  
 Monopolio dello Stato (Tobacco) (3)  
 Consorzio Industrie Fiammiferi (Matches) (3)  
 Sotto Segretario Generale Marina (3)  
 Istituto Nazionale Commercio Estero (25)  
 E.N.A.C. (25)

Copies to : G-5 AFHQ (2) }  
 G-4 (Mov & Tr) AFHQ (2) } for information  
 Rail Division (Tn. 4) }

# INTERNAL

Executive Commissioner  
 Acting Vice President, Economic Section  
 Agriculture Sub-Commission (2)  
 Commerce Sub-Commission (2)  
 Finance Sub-Commission (2)  
 Food Sub-Commission (2)  
 Industry Sub-Commission (2)  
 Public Works & Utilities Sub-Commission (2)  
 Civil Affairs Section  
 Displaced Persons & Repatriation Sub-Commission  
 Public Health Sub-Commission  
 Public Safety Sub-Commission  
 Communications Sub-Commission  
 W.M.D. & F.O.W. Sub-Commission

CONFIDENZIALE

Tel: 478704

QUARTIERE GENERALE COMMISSIONE ALLEATA

AFO 394

Sezione Economica

JWE/mb

12 May 1945

Prot.: 393/94/m.3.

OGGETTO : Traffico ferroviario di merci civili.A : Vedi distribuzione.

1. La ricostruzione e la riapertura di parecchie linee ferroviarie ha avuto come conseguenza un aumento non solo dei trasporti, ma anche dei carichi. Ciò, abbinato ai ritardi verificatisi nelle operazioni di carico e di scarico di parecchie spedizioni, ha creato una situazione critica per quanto riguarda i vagoni.

2. La fine delle ostilità non significa una diminuzione delle richieste per trasporti ferroviari militari: una considerevole capacità è già preveduta per il trasferimento delle Forze Alleate e dei magazzini, dei prigionieri di guerra che sono stati liberati ecc. E tutto questo molto probabilmente aumenterà. Inoltre il quantitativo di materiale rotabile che finora è stato trovato nel Nord, non è proporzionato all'area liberata: quindi la disponibilità di materiale rotabile dovrà essere sufficiente per una zona piuttosto vasta.

3. Si fa osservare che ogniqualvolta si trattengono eccessivamente dei vagoni per le operazioni di carico e di scarico, si viene ad avere un vagone di meno in circolazione. Questo non solo impedisce l'esecuzione del piano generale di traffico, ma si concreta in un minor numero di vagoni disponibili per il movimento di merci essenziali ai civili.

4. Tutte le persone cui la presente è rivolta, devono attenersi ai seguenti provvedimenti :-

- a - assicurarsi nei limiti della loro competenza, che tutte le richieste dei trasporti siano attentamente vagliate, ed accertare che il movimento sia effettivamente necessario,
- b - far osservare a tutti gli interessati la necessità di una assidua attenzione e sorveglianza nello scarico e carico dei vagoni in modo da ridurre al minimo il tempo richiesto per queste operazioni,
- c - far rilevare a tutti gli interessati la vitale necessità che tutto il tonnellaggio assegnato sia sempre utilizzato. Nello stesso tempo bisogna fare attenzione a che tutti i vagoni non siano caricati in modo eccessivo, perché il sovraccarico si concreta in danno ed in ritardo.

Spesse volte del traffico prezioso è perso perché i mittenti non sono

4. : Vedi distribuzione.

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3. Si fa osservare che ogniquale si trattano eccessivamente dei vagoni per le operazioni di carico e di scarico, si viene ad avere un vagone di meno in circolazione. Questo non solo impedisce l'esecuzione del piano generale di traffico, ma si concretà in un minor numero di vagoni disponibili per il movimento di merci essenziali ai civili.

4. Tutte le persone cui la presente è rivolta, devono attenersi ai seguenti provvedimenti :-

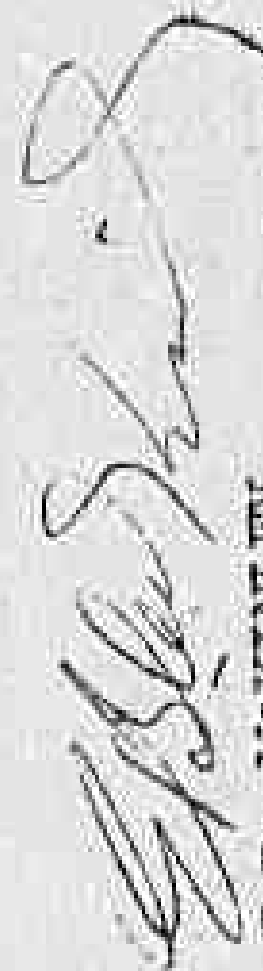
a - assicurarsi nei limiti della loro competenza, che tutte le richieste dei trasporti siano attentamente vagliate, ed accertare che il movimento sia effettivamente necessario.

b - far osservare a tutti gli interessati la necessità di una assidua attenzione e sorveglianza nello scarico e carico dei vagoni in modo da ridurre al minimo il tempo richiesto per queste operazioni.

c - far rilevare a tutti gli interessati la vitale necessità che tutto il temelleggio assegnato sia sempre utilizzato. Nello stesso tempo bisogna fare attenzione a che tutti i vagoni non siano caricati in modo eccessivo, perché il sovraccarico si concretà in danno ed in ritardo.

5. Spesse volte del traffico prezioso è perso perché i mittenti non sono pronti o non vogliono caricare quando i vagoni sono disponibili. Questa perdita non si può mai recuperare. Tutti i mittenti devono essere preparati a caricare per il tempo e per il giorno in cui i vagoni saranno disponibili. È essenziale che ai punti di partenza ci si mantenga in contatto continuo con i Capostazione.

Per il Capo Commissario

  
E.B. McKIMLEY  
Brigadier General U.S.A.  
Deputy Vice President.

DISTRIBUTIONEXTERNAL

D.C.C.A.O. 15 Army Group

S.C.A.O. AMG 5 Army

S.C.A.O. AMG 8 Army

Regional Commissioner,

Piemonte Region (10)  
 Venezia Region (13)  
 Liguria Region (8)  
 Lombardia Region (12)  
 Emilia Region (12)  
 Umbria-Marche Region (10)  
 Toscana Region (12)

For distribution down to  
 Provinces

Regional transportation Officer, Piemonte Region

Regional transportation Officer, Piemonte Region

Venezia Region

Liguria Region

Lombardia Region

Emilia Region

Umbria-Marche Region

Toscana Region

AMG Commissioner, Naples Comune

AC. Liaison Officer, Bari (Lt. O'Leary)

" " Naples

" " Civitavecchia

" " Piombino (Lt. Webb)

" " Leghorn (Capt. Ramsey)

AC. transportation Officer, Palermo (Capt. Irvine Lynch)

" " Reggio (Capt. Boddy) (3)

" " Naples (Maj. Bowers) (4)

" " Bari (Maj. Taylor) (3)

" " Rome (Capt. Dean) (2)

" " Aquila (Capt. Price)

" " Ancona (Capt. Smith) (2)

" " Florence (Maj. Blair)

U.N.R.R.A.

Ports &amp; Warehouse Division

High Commissioner for Food (100) for distribution to SEIRALS

Federazione Italiana dei Consorzi Agrari (100) for Distribution to Consorzi

Agrari Provinciali

Ministry of Communications (3)

Ministry of Industry, Commerce and Labour (3)

Ministry of Agriculture (3)

Monopolio dello Stato (Salt) (3)

Monopolio dello Stato (Tobacco) (3)

Consorzio Industrie Fiammiferi (Matones) (3)

Sotto Segretario Generale Marina (3)

Istituto Nazionale Commercio Estero (25)

E.N.A.C. (25)

Copies to : G-5 AFHQ (2)

G-4 (Mov &amp; Tn) AFHQ (2)

Rail Division (Tn. 4)

for information

INTERNAL

Executive Commissioner

Acting Vice President, Economic Section

Agriculture Sub-Commissioner (2)

Regional Transportation Officer, Piemonte Region  
 " " " " Venezia Region  
 " " " " Liguria Region  
 " " " " Lombardia Region  
 " " " " Emilia Region  
 " " " " Umbria-Marche Region  
 " " " " Toscana Region  
 AMG Commissioner, Naples Commune  
 AC. Liaison Officer, Bari (Lt. O'Leary)  
 " " " " Naples  
 " " " " Civitavecchia  
 " " " " Fiumicino (Lt. Webb)  
 " " " " Leghorn (Capt. Ramsey)  
 AC. Transportation Officer, Palermo (Capt. Irvine Lynch)  
 " " " " Reggio (Capt. Boddy) (3)  
 " " " " Naples (Maj. Bowers) (4)  
 " " " " Bari (Maj. Taylor) (3)  
 " " " " Rome (Capt. Dean) (2)  
 " " " " Aquila (Capt. Price)  
 " " " " Ancona (Capt. Smith) (2)  
 " " " " Florence (Maj. Blair)

U.N.R.R.A.

Ports & Warehouse Division

High Commissioner for Food (100) for distribution to SEPRALS  
 Federazione Italiana dei Consorzi Agrari (100) for Distribution to Consorzi Agrari Provinciali

Ministry of Communications (3)

Ministry of Industry, Commerce and Labour (3)

Ministry of Agriculture (3)

Monopolio dello Stato (Salt) (3)

Monopolio dello Stato (Tobacco) (3)

Consorzio Industrie Fiammiferi (Matches) (3)

Sotto Segretario Generale Marina (3)

Istituto Nazionale Commercio Estero (25)

E.N.A.C. (25)

Copies to : G-5 AFHQ (2)

G-4 (Mov & Tr) AFHQ (2)

Rail Division (In. 4)

for information

# INTERNAL

Executive Commissioner

Acting Vice President, Economic Section

Agriculture Sub-Commission (2)

Commerce Sub-Commission (2)

Finance Sub-Commission (2)

Food Sub-Commission (2)

Industry Sub-Commission (2)

Public Works & Utilities Sub-Commission (2)

Civil Affairs Section

Displaced Persons & Repatriation Sub-Commission

Public Health Sub-Commission

Public Safety Sub-Commission

Communications Sub-Commission

W.M.D. & P.O.W. Sub-Commission

Subject: Turnround of Wagons

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

Mov 3/362/9

29 Apr 45

To : Mov Rom Eighth Army (3)  
Mov Fifth Army (Br Inc) (2)  
Mov Central Italy (6)  
Mov North West Italy (4)  
Mov South Italy (7)

Copy to: Tn (A) (1)  
Tn (B) (1)  
HRS Rome (1)  
Mov LO HRS Rome (1)  
AC Tn Commission Rome (1)

1. Enclosed for your information is copy of an AFHQ instruction which has been issued at the request of this Section, and which is self explanatory.
2. Please circulate to Mov Sub Areas and stress the need for intensification of their present efforts to reduce idle wagon days to a minimum.

*See File 26*  
*W. J. Jagger*  
F.L. JAGGER, Lt. Col.  
for Brigadier,  
DMG (Mov & Tn).

6710

57/3.

**CONFIDENTIAL**CONFIDENTIAL

REB/ab

31

ALLIED FORCE HEADQUARTERS  
APO 512

AP 694

AG 531/121 M &amp; Tn-O

28 April 1945

SUBJECT: Movement of Freight by Rail

TO: All Concerned

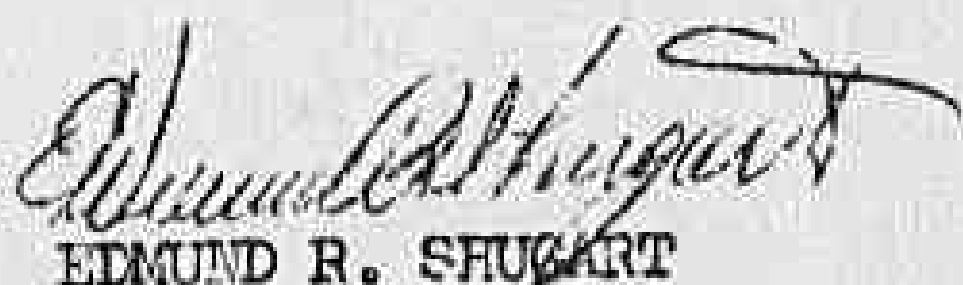
1. The lengthening of the L of C is resulting not only in longer hauls but in considerably increased loadings. This, coupled with delays in loading and unloading of many consignments, is causing a critical wagon position. It is emphasized that every wagon retained waiting loading or underload unnecessarily means one less wagon in circulation. With the present wagon position, this hinders the war effort at a time when the maintenance of the momentum of the offensive is of the utmost importance. Unless the delays in loading and unloading are substantially reduced, it will not be possible to meet essential demands in the near future.

2. Addressees are requested to -

- a. ensure that all demands for movement are carefully examined, to make certain that they are really necessary. This applies particularly to inter Depot movement.
- b. impress once again on officers commanding Depots and others under their command -
  - (1) the need for constant attention and supervision of the arrangements for placing, loading and unloading wagons, so as to reduce to the minimum the time occupied in these processes.
  - (2) that the full carrying capacity of each wagon must be utilised, though care must be taken that the authorised load is not exceeded. The over loading of wagons only results in damage and delay.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

6709

  
EDMUND R. SHUGART  
Colonel, AGD  
Asst Adjutant GeneralDISTRIBUTION:

30 - G-4 (Mov & Tn)  
2 - AG Records

CONFIDENTIAL**CONFIDENTIAL**

CHW/elc

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tel : 478704

29 April 1945

393/31/Tn 3

SUBJECT : Allied Commission Railway Traffic

TO : G-4 (MOV &amp; TR) AFHQ

1. Reference your Nov 3/302/2 dated 20 April '45.

2. The general question of Rail Clearance at Ortona has been taken up with the AC Transportation Officer Chieti, requesting an immediate report on the reasons for the poor Railhead Clearance at Ortona. It is understood however, that a close liaison is being maintained between the Transportation Officer Chieti and the HTO Ortona and that the chief offenders are the miscellaneous civilian consignees, not the Consorzi.

3. With regard to loadings from Poggia it is realised from a close perusal of the KB returns that on occasions loadings have been poor, this has been taken up with Food Sub-Commission who in turn are making vigorous representations to consignors to make certain that all wagons allocated are loaded currently.

For the Chief Commissioner

6708

*J. W. Baker*  
J. W. BAKER, Lt. Col.

TO : C-4 (Nov &amp; Dec) AFHQ

1. Reference your Nov 3/302/2 dated 20 April '45.

2. The general question of Rail Clearance at Ortona has been taken up with the AC Transportation Officer Chieti, requesting an immediate report on the reasons for the poor Railhead Clearance at Ortona. It is understood however, that a close liaison is being maintained between the Transportation Officer Chieti and the AFHQ Ortona and that the chief offenders are the miscellaneous civilian consignees, not the Consorzi.

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6708

For the Chief Commissioner

*J. W. Barker*  
J. W. BARKER, Lt. Col.

Copy to : Roads Division

*Refer 7/20*

FD/mb

22 April 1945

Tele : 478701

TO : Lt. Col. J.W. BAKER

392/29

Reference attached Mov 3/302/2 of 20 April '45.

- I. ORTONA. Situation will be eased when Ortona Ancona line allows stores to be railed to stations nearer their ultimate destination.
- If lack of telephone and road communications continue to result in excessive delays in off-loading special arrangements could be made to off-load into warehouse or to limit traffic to these stations to priority necessities.
- II. FOGGIA. Failures to load will be dealt with as soon as XBs reveal the guilty parties by refusal to grant further empties.
- III. ITALIAN RTOs. The intervention of Italian RTOs only renders our policy, which is to make I.S.R. run their own railway, less easy to effect in that it reduces the responsibility of the railway to deal with loading and off-loading difficulties and other problems, instead of placing the responsibility fair and square where it properly belongs.

*F. Duthie*  
F. Duthie, Major.

6707

Subject: Allied Commission Railway Traffic.

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

Mov 3/302/2

To : A.C. Transportation. ✓

20 Apr 45

393/28

1. The consignees of traffic forwarded by rail to ORTONA are not offloading the traffic expeditiously which is having an adverse effect on wagon turnaround.
2. This appears to be due to a lack of control over rail clearance. This position has recently been aggravated following the withdrawal of the AC officer who formerly maintained liaison with the civilians. It is suggested that closer control might be exercised by the AC Road Truck Pool officer at CHIETI until such time as an Italian RTO is appointed to this area, who it is suggested should be made responsible for wagon clearance of civilian supplies.
3. The recent withdrawal of the AC Provincial Supply officer from FOGGIA has also adversely effected loadings of traffic in this area. Statistics show that in the FOGGIA area loadings are only 20% of programmed tonnages whereas in other areas approximately 80% is loaded.
4. Whilst RTOs do what they can to keep the traffic moving and to see that AC traffic is loaded as programmed it is felt that steps must be taken as a matter of some urgency by the <sup>Italian</sup> authorities to improve the position.
5. Will you please arrange that the necessary action is taken.

*W.B. C. BGSWELL*  
W.B.C. BGSWELL, Major,  
for Brigadier,  
DQMG(Mov & Tn)

6706

*Letter 31 refer*  
*CLD*  
*29/4*

26/3.

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

MJS/vb

393/27

Txt. 318

8th March, 1945.

266/84/Tn.3.

SUBJECT: Clearance of Coal Waggon.

TO : Industry Sub-Commission.

1. The Gas Works in Rome are now the largest single users of rail transport in this area.

2. For an efficient turn-round of waggons it is necessary that all their cranes should be working. When Col. Stoff visited these works recently approximately 100 ~~wagons~~ were awaiting off loading and only two out of their three cranes were functioning. One crane was awaiting spare parts.

3. In view of the shortage of rail transport, the obtaining of spares for these cranes should be given the highest possible priority. If necessary spare parts might be flown out from the United States or England. This Sub-Commission will give any assistance in its power to enable the necessary movements to be made. The importance of a rapid waggon turn-round cannot be over emphasised.

*for* *W. H. Taylor* 6705  
MERITT H. TAYLOR,  
Director,  
Transportation Sub-Commission.

✓ Copy to: File 393/Tn.3.

JWB/elc

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

Tel : 478704

5 February 1945

393/26/Tn 3

SUBJECT : Railway Wagons - Excessive detention

|      |                                        |
|------|----------------------------------------|
| TO : | Regional Commissioner, Southern Region |
| "    | Sicilia Region                         |
| "    | Sardegna Region                        |
| "    | Lezio Umbria Region                    |
| "    | Abruzzi Marche Region                  |
| "    | Toscana Region                         |
| "    | Emilia Region                          |

1. Reports of excessive wagon detention are reaching this Headquarters. These reports are caused by delays in either loading or unloading Railway wagons.

2. The situation in liberated Italy today, is such that it is imperative that every Railway wagon is loaded immediately it is made available at despatching point, or alternatively unloaded as soon as it reaches its destination Station.

3. Only by ensuring the most rapid turn-round of all rolling stock, can it be hoped that all tonnages accepted at AFHQ Priority of Movement Conferences will, in fact, be moved during the specified periods.

4. Delay in loading wagons results in lost line capacity and lost capacity cannot be regained. Delay in unloading wagons can only mean empty wagons are not available at loading points to cover planned movement.

5. It is imperative that all wagons be loaded to capacity and that they be consigned to correct destination Station. It is, for example, insufficient to consign wagons to Rome. Wagons destined for Rome must be consigned to actual station for unloading, i.e. Rome-Ostense, Rome-Tuscolana etc.

6. The importance of this question cannot be over-emphasized and it is desired that all Provincial Headquarters be instructed immediately to maintain greater attention to this problem.

BY Command of Rear Admiral STONE

*Herbert H. Taylor*  
HERBERT H. TAYLOR  
Director  
Transportation Sub-Commission

Copies for information :

TO : Regional Commissioner, Southern Region  
 " " " Sicillia Region  
 " " " Sardegna Region  
 " " " Lazio Umbria Region  
 " " " Abruzzi Marche Region  
 " " " Toscana Region  
 " " " Emilia Region

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BY Command of Rear Admiral STONE

*Herbert H. Taylor*  
 HERBERT H. TAYLOR  
 Director  
 Transportation Sub-Commission

Copies for information :

G-4 (Mov & Tn) A.F.H.Q.  
 G-5 A.F.H.Q.  
 HQ 15 Army Gp. Civil Affairs  
 D.M.R.S. Italy  
 P.B.S.  
 F.B.S. South  
 Chairman, Traffic Sub-Committee,  
 Allied Railway Board, Italy  
 A.M.G. 5 Army  
 A.M.G. 8 Army  
 HQ Movements, East Italy  
 " " Central Italy  
 " " West Italy  
 " " Rome Area

Internal Distribution :

Economic Section  
 Agriculture Sub-Commission  
 Commerce " "  
 Food " "  
 Industry " "  
 Pub. Works & U " "  
 Rail Div. Tn. " "  
 Land Forces " " (MEMIA)

JWB,

## INTER-OFFICE MEMORANDUM

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

Tel : 478704

1 February 1945

393/25/Tn 3

SUBJECT : Railway Wagons - delays

TO : Agriculture Sub-Commission  
Food Sub-Commission

1. The following instances of excessive rail wagon detention have been reported to this HQ :-

"(a) FOSSATO EL VICO - (Line 87)

On 22 Dec, Operating were requested to supply 6 covered empties for the loading of ACC grain. Empties were supplied the same day, but none were loaded until 28 Dec, when 3 of the 6 wagons were loaded. On 31 Dec, the remaining 3 empties were still on hand awaiting loading.

Detention

|                    |                                   |
|--------------------|-----------------------------------|
| 3 wagons (minimum) | 9 days -648 wagon hours (minimum) |
| 3 "                | 5 days -360 wagon hours           |

Total 1008 wagon hours (minimum)

(b) FABRIANO - (Line 87)

On 22 Dec 1 wagon ACC fertiliser placed for offloading 6703

On 23 Dec 3 wagons ACC fertiliser placed for offloading

On 25 Dec 2 wagons ACC fertiliser placed for offloading

These wagons were offloaded as follows :-

1 wagon on 27 Dec  
4 wagons on 28 Dec  
1 wagon on 29 Dec.

Detention

|        |          |   |                |
|--------|----------|---|----------------|
| 23 Dec | 1 wagon  | - | 24 wagon hours |
| 24 Dec | 3 wagons | - | 72 " "         |
| 25 Dec | 4 wagons | - | 96 " "         |
| 26 Dec | 6 wagons | - | 144 " "        |
| 27 Dec | 6 wagons | - | 144 " "        |
| 28 Dec | 5 wagons | - | 120 " "        |
| 29 Dec | 1 wagon  | - | 24 " "         |

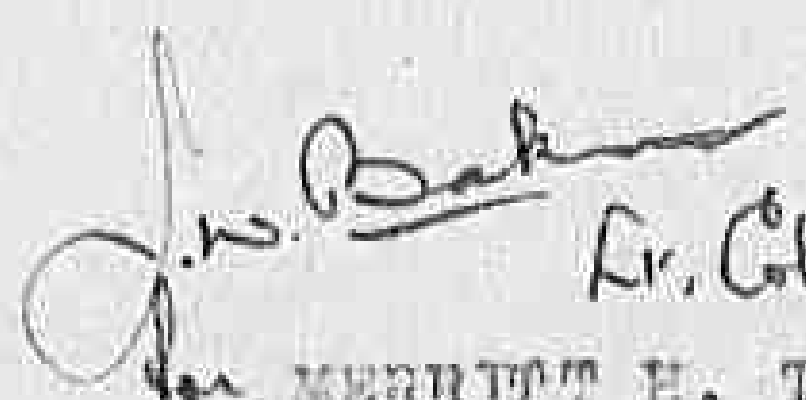
---

Total 624 wagon hours "

---

2. This report has reached this HQ too late for any action in connection with these particular instances, but it is requested that those concerned be instructed as to absolute necessity of prompt loadings at despatching points, and immediate clearance of wagons on arrival at destinations.

3. The general question of wagon detention is being handled with all Regional Commissioners.

  
for MERRITT H. TAYLOR  
Director, Transportation Sub-Commission

6702

JWB/elc

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

Tel : 478704

1 February 1945

393/24/Tn 3

SUBJECT : Railway wagons - Uneconomical user

TO : HQ Movements  
Central Italy

1. Reference your Mov 3/300 dated 25 Jan '45.
2. Your action in bringing these instances of excessive wagon detention to the notice of this HQ, is appreciated.
3. The questions of prompt loadings at despatching points and immediate clearance of wagons on arrival at destinations, are occupying constant attention of the Transportation Sub-Commission. A general instruction on this subject is being issued to all Regional Commissioners.
4. Will you please advise this HQ of any further instances which may be reported to you.

6701

For the Chief Commissioner

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

Subject : Wagon Control - economical user.

To: H.Q., A.C.  
ROME

H.Q., Movements,  
CENTRAL ITALY  
Phone : Perugia 6265  
Nov 3/500  
25 Jan 45.

8803

393/23

1. The following cases of excessive wagon detention have been brought to the notice of this H.Q.

FOSSATO DI VICO - LINE 87

On 22 Dec, Operating were requested to supply 6 covered empties for the loading of AGO grain. Empties were supplied the same day, but none were loaded until 28 Dec, when 3 of the 6 wagons were loaded. On 31 Dec, the remaining 3 empties were still on hand awaiting loading.

Detention

3 wagons (minimum 9 days - 648 wagon hours (minimum)  
3 wagons 5 days - 360 wagon hours

Total 1008 wagon hours (minimum)

FABRIANO - LINE 87

On 22 Dec 1 wagon AGO fertiliser placed for offloading  
On 23 Dec 3 wagons AGO fertiliser placed for offloading  
On 25 Dec 2 wagons AGO fertiliser placed for offloading  
These wagons were offloaded as follows :

1 wagon on 27 Dec  
4 wagons on 28 Dec  
1 wagon on 29 Dec.

Detention.

23 Dec 1 wagon - 24 wagon hours  
24 Dec 3 wagons - 72 " "  
25 Dec 4 wagons - 96 " "  
26 Dec 6 wagons - 144 " "  
27 Dec 6 wagons - 144 " "  
28 Dec 5 wagons - 120 " "  
29 Dec 1 wagon - 24 " "

Total 624 wagon hours

2. Frequent representations were made to Provincial AC Headquarters concerned, and it is understood that Movements Foligno approached your Headquarters with regard to non-loading at Fossato. More recently, failure to load at Fossato resulted in the cancellation of loadings from that point during period 15-21 Jan.

3. Although the a/q instances involved only a small number of wagons, the detention is a serious factor when considered in relation to the acute shortage of rolling stock in this theatre, and it will be appreciated if everything possible be done, in the future, to avoid the holding of wagons for excessive periods.

RSCP/MEH

A. Pithon Maggi  
Colonel  
Col Q(M).

BWB/gfh

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Tele : 475701

11 November 1944

AC TN/RM/138/22

SUBJECT : 32 Rail wagons at Vignale

TO : Ilva Steel Works,  
Piombino.

1. As it is not possible to move these wagons by rail to Piombino and the wagons are required urgently, please note that, if you are unable to move the machinery by road to Piombino, you must unload the machinery at Vignale.

2. If this is not done by Saturday 25 November, steps will be taken by Military Railway Service to offload the machinery on to the ground at Vignale.

*BWB*

for D.S. ADAMS,  
Colonel, C.E.,  
Director, Tptn S.C.

Copy to: M.R.S., Rome (Capt. London)

6699

*file*

3 - NOV 1944

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Deputy Director, Italy

A. P. O. 512

Subject: Release of Rail Equipment

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

ATTENTION: Captain Dean.

1. Reference our conversation today regarding 32 cars loaded with machinery at Vignale.

2. These cars have been on hand at Vignale for nearly 30 days. Considerable investigation has been made to determine disposition, but to date all efforts have been ineffectual. The urgent need for railway equipment now makes it necessary that steps be taken to release the cars at once. If the owner of this machinery cannot be located, it is requested that it be unloaded and placed in storage.

3. Please take suitable action and advise when the cars can be released for general service.

For the Deputy Director:

*S. E. London*

S. E. LONDON

Captain, T.C.

Superintendent Car Service  
Transportation Department

6698

Nov 9  
Machinery does not belong  
to Montecatini, but to the  
Irra Steel Works

*Ex the Report*

Spoke to Messrs Debb  
Capt. Kingdon  
He will phone Montecatini  
to find out if the machinery  
is there.

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Deputy Director, Italy

A. P. O. 512

Subject: Release of Rail Equipment

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

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3. Please take suitable action and advise when the cars can be released for general service.

For the Deputy Director:

S. E. LONDON  
Captain, T.C.  
Superintendent Car Service  
Transportation Department

6697

INCOMING MESSAGE  
HEADQUARTERS ALLIED COMMISSIONOriginator's Reference: MOV 18  
Date/Time of Origin: NOV 281540AMessage Centre No: C/2155  
Date Time Rec'd: NOV 281956A  
Precedence: ROUTINEFROM: MOVWIT  
TO: ACTION: ALCOM TN SC, REP NAPLES, MOV VAIRANO. INFO: RTO TORRE  
ANNUNZIATA, HQ ALCOM FOR TN SC.

## INFO - ACTION

RESTRICTED.

Ref our MOV 1236 of 24 November. Backlog AC grain underload ROCCASECCA reduced to 2 wagons. Traffic may recommence loading to rail from TORRE ANNUNZIATA CASTELLAMARE at rate enable consignees effect unloading all wagons on day received. MOV VAIRANO watch position and report any further difficulties.

## Dist

Info-Action - Tn SC (2)  
Info - Chief Commissioner  
Food SC (2)  
Econ Sec  
File



INFO - ACTION

6696

RESTRICTED

RESTRICTED  
 ALLIED CONTROL COMMISSION  
 INCOMING MESSAGE

TN SC  
1805

TO: ACTION: MAJ BOWERS AC TN SC. INFO: RTO TORRE ANNUNZIATA, MOV VAIRANO,  
 AC MAIN FOR TN SC. SIGNAL MESSAGE CENTER No: 104/24  
 FROM: MOVWIT CLASSIFICATION:  
 REFERENCE No: MOV 1236 PRECEDENCE: ROUTINE  
 DATE AND TIME OF ORIGIN: NOV 24 1645A OFFICE OF ORIGIN: 138/19

RESTRICTED.

There are 22 wagons AC grain under load ROCCASECCA. Request immediate action taken effect release rolling stock, which is urgently required. In meantime stop further loading to rail this destination. MOV VAIRANO report progress and advise when backlog reduced to 5 wagons.

ACTION

Dist

Action - Tn SC (2)  
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 Econ Sec  
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 Float

6695

HEADQUARTERS  
 25 NOV 1944  
 A. C.

RESTRICTED

DATE and Time of RECEIPT NOV 24 1830A

Distribution:

BWB/ML

File 231/

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

15 October 1944

Tel: 478701

Our Ref: ACC.Tn/231/17

TO : Maj. Blair  
Transportation Sub.Comm. Rep.ACC  
Reggio Calabria

SUBJECT: Car demurrage

1. Your REG/1/0/81 of 6 October. Action of Cape Compartimento as per para.5 of your letter is approved.
2. No doubt, in view of scarcity of wagons, you have impressed on Timber Sec.ACC the vital need for quick loading and unloading.



D.S. ADAMS  
Colonel, C.E.  
Director, Tn.Sub.Comm.

6694

TRANSPORT ION SUB=COMMISSION  
ALLIED CONTROL COMMISSION  
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: CAR DEMURRAGE

TO: A.C.C. TN SUB=COMM (RAIL)  
MINISTRY OF COMMUNICATIONS  
R O M E.

REF: REG I/O/81  
REGGIO CAL.  
6 OCT 44

1. A complaint has been received from the Timber Section A.C.C. that not sufficient free time is being allowed for the loading of timber.
2. That Section is pressing their Contractors to load as many cars per day as possible and arrange for the Railroad to place as many as ten cars at one time.
3. Tariff and Conditions No 12 dated 1 st. Sept 1942, page 16, art 32. states that all wagons placed for loading must be loaded within 24 hours but gives authority for Compartimenti to shorten this time to 8 hours if deemed necessary.
4. Reggio Compartimento took advantage of this clause and issued the necessary orders. 6693
5. The Cape Compartimento has agreed to extend the time for A.C.C. sponsored traffic and has been asked to allow 24 hours.
6. May we please have your approval of this matter.

*W. F. Blair*

W.F. BLAIR, MAJOR  
DIV. SUPT. TN SUB=COMM

HEADQUARTERS  
ALLIED CONTROL COMMISSION (REAR)  
(Transportation Sub-Commission)  
C/o Reg. 3  
APO 394

Our reference : ACC Tm /K/1  
Date : 27 July 1944

TO : Director, Transportation Sub-Commission, HQ ACC Main

SUBJECT : Survey of Congestion and Delay in Unloading  
ACC and Civilian Freight in Naples Central and  
San Giovanni Yards.

1. Due to the increasing seriousness of delay in off loading and turnaround of ACC and Civilian Freight cars (a reported 35 to 40 cars per day) consigned to Naples Central and San Giovanni yards, a special meeting was called of Italian railroad officials by the undersigned.

2. Among the facts found responsible for delays in unloading Civilian cars in Naples Central and San Giovanni yards were found to be the following:

a) Until a few days ago advice of arrival of cars was mailed to consignee. With the Italian postal system such as it is, a delay of several days before consignee received advice of arrival is easily understood.

Suggestion was made to Italian railway officials that it would be more expeditious towards the unloading and turn around of these cars if they would set up a system of calling advice of arrival to consignee on phone (where phones are available) with a card to be delivered by special messenger in all cases.

This was agreed upon.

6692

3. Inspections of ACC cars in the yards revealed that many cars arrive without ACC labels. Again in some instances cars had permits but the handwriting (all labels should be printed) was so bad that it was impossible to read. In one case a car of oranges without permit had been standing on siding for 8 days. Judging from the odor the oranges were undoubtedly spoiled. No one claimed them and there was no way to determine to whom they belonged.

It is the opinion of the writer that in such cases as this, as well as another involving a car of potatoes, that after a specified period of time the car and its contents should be confiscated by ACC authorities and sold to prevent this unnecessary wastage.

In checking the question of demurrage charged by the Italians to prevent warehousing in the cars, it was found that their charges of 80 lire for the 1st day, 250 for the second and 400 for the third was apparently too low a charge - judging by the great number of cars remaining unloaded.

Authority was given the Italian Railway Officials in the Naples area to triple these demurrage charges as a means of getting cars unloaded more quickly.

It is not known whether the undersigned had the authority to all

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This was agreed upon.

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In checking the question of demurrage charged by the Italians to prevent warehousing in the cars, it was found that their charges of 30 lire for the 1st day, 250 for the second and 400 for the third was apparently too low a charge - judging by the great number of cars remaining unloaded.

Authority was given the Italian Railway Officials in the Naples area to triple these demurrage charges as a means of getting cars unloaded more quickly.

It is not known whether the undersigned had the authority to all these increased demurrage charges or not. However, the gravity of the situation left no alternative. As a last resort until this situation changes or is cleared up by the Italian Railroad, a time limit of five days was extended - (until for next period are accepted). Thereafter all cars would be unloaded on a 2 time limit basis. If these conditions could not be met and complied with the

- 2 -

Italian Railway officials were told that no more bids involving destination Naples Central or San Giovanni yards would be accepted.

*G. N. Hart*

G. N. HART  
1st Lt QIC  
Rail Transportation S.C.  
A.C.C.

Copies to:

Maj. Richardson ✓  
Maj. Thomas - PBS Rail Div.  
Maj. Taylor - Region 3, ACC  
Capt. Hartzel - DGMRS  
Capt. Baker - RTO Naples Central  
Capt. Boddy - Rail Div ACC  
Capt. Cox - Mov. West Italy.

6691

LITTORIA PROVINCE  
ALLIED CONTROL COMMISSION  
REGION IV  
APO 394

Littoria 16/Sept/1944

SUBJECT : Unloading at Littoria Railroad

Ref : P.S.O./165

TO : R.E.HORN, Major

Director Econ.& Supply Div. Region IV

1. Reference to your letter ES/EO.1377.1 dated 14 Sept:1944  
I submit the following report:

2. In regards to the six car-loads of flour that were not unloaded by noon of 11/9 we want to call your attention to the fact that on two successive days (10 and 11 sept) we had but one 2½ tons. truck available for our use, and therefore it was impossible for us to unload all six cars in so short a time with one truck. As it is this single truck has been unloading over 30 tons. (or two freight car loads) of flour per day.

3. Furthermore, within the last week four of the 2½ tons. (U.S. Army) trucks that were assigned to us for our use were recalled to Rome and we were informed that they will not be sent back to us; instead they will be replaced by Italian trucks which are going to be sent down to us in the near future. 6600

4. We realize, as well, if not more than anyone else, the importance of unloading cars as soon as possible after their arrival at the railroad. But when all but one of our trucks are suddenly pulled away from us leaving us with six freight cars to be unloaded in 48 hours with one 2½ tons. truck, well, as yet, we are not adept in the performance of miracles. And suggest that the Transportation Sub-Commission be reminded of this fact.

*Frank S. Nicossi*

FRANK S. NICOSI  
2nd Lt. Inf.  
P.S.O. LITTORIA

Copies to:  
(3) Major HORN

LITTORIA PROVINCE  
ALLIED TROOP COMMISSION  
REGION IV  
APO 394

Littoria 16/Sept/1944

SUBJECT : Unloading at Littoria Railroad

Ref : P.S.O./165

TO : R.E.HORN, Major

Director Recn. & Supply Div. Region IV

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I submit the following report:

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4. We realize, as well, if not more than anyone else, the importance of unloading cars as soon as possible after their arrival at the railroad. But when all but one of our trucks are suddenly pulled away from us leaving us with six freight cars to be unloaded in 48 hours with one 2½ tons. truck, well, as yet, we are not adept in the performance of miracles. And suggest that the Transportation Sub-Commission be reminded of this fact.

*Frank S. Nicossi*

FRANK S. NICOSI

2nd Lt. Inf.

P.S.O. LITTORIA

Copies to:

(3) Major HORN

(1) [illegible]

1. Reference to your letter ES/MO.1377.1 dated 14 Sept:1944 I submit the following report:

2. In regards to the six car-loads of flour that were not unloaded by noon of 11/9 we want to call your attention to the fact that on two successive days (10 and 11 sept) we had but one 2 1/2 tons. truck available for our use, and therefore it was impossible for us to unload all six cars in so short a time with one truck. As it is this single truck has been unloading over 30 tons. (or two freight car loads) of flour per day.

3. Furthermore, within the last week four of the 2 1/2 tons. (U.S. Army) trucks that were assigned to us for our use were recalled to Rome and we were informed that they will not be sent back to us; instead they will be replaced by Italian trucks which are going to be sent down to us in the near future. 6899

4. We realize, as well, if not more than anyone else, the importance of unloading cars as soon as possible after their arrival at the railhead. But when all but one of our trucks are suddenly pulled away from us leaving us with six freight cars to be unloaded in 48 hours with one 2 1/2 tons. truck, well, as yet, we are not adept in the performance of miracles. And suggest that the Transportation Sub-Commission be reminded of this fact.

*Frank S. Micossi*

FRANK S. MICOSSI  
2nd Lt. Inf.  
P.S.O. LITTEIRA

Copies to:

(3) Major HORN

(1) Recn.& Supply Div. Files

EC AND S DIV.

REGION IV

RECD SEP 19 1944 12 o'clock

10 UGAY HORN

RECEIVED

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

KJC/sl

13 September 1944

Ref: 408

ACC/51-2/FOOD

SUBJECT: Unloading Rail Cars at Littoria

TO : HQ. ACC, Region 4,  
Economics and Supply,  
Provincial Supply Officer, Littoria.

1. We have received a complaint from Transportation that there has been a delay in unloading rail cars at Littoria; three cars arrived on 10 September, 3 on 11 September and at noon on the 11th none of them had been touched.

2. Although above delay may not seem serious, please impress upon the P.S.O. Littoria that the railway can not permit any delays in unloading cars because of the serious shortage in rolling stock.

3. This confirms message left for Major HORN.

BY ORDER OF CAPTAIN STONE: (USNR):

6689

*W. A. Legg*  
W. A. LEGG, Colonel  
Director, Food Sub-Commission

Copy for Info:  
Transportation S/C

TRANSPORTATION SUB COMMISSION  
**ALLIED CONTROL COMMISSION**  
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: RAIL TN

TO:

H.Q. A.C.C.  
TN SUB=COMM  
A.P.O. 324

REF: REG I/O/5I  
REGGIO CAL.  
29 AUG 44

1. Acknowledging your letter ACC TN 23I/8 dated 18 Aug 44 with letter from Ministry Commes att'd.
2. The practice of using "indents for wagons" is one put into effect in Calabria by MOV & TN, Reggio shortly after invasion when wagons were very scarce and military movements were heavy. These two factors no longer exist and the necessity for the continued existence of the system is not apparent.
3. The instructions contained in TN S/C Memorandum 3 have never been followed closely due to MOV & TN being between the TN Sub=Comm and the railway, making it necessary to tie up wagon labels with their indents. Combining the two is a cumbersome operation. The Station Master, the shipper and the R.F.O. very often not getting the necessary blue form, wagon label, yellow form etc at the same time. Delays resulting have often caused a cancellation of the authority and the wagons dispatched to other stations causing an unnecessary movement of empty cars.
4. It is felt that the use of wagons labels alone would achieve the same degree of control without the undesirable features mentioned above. MOV & TN could continue to distribute the labels as long as they remain in the area.
5. The proposed deposit, it is felt, would be much more effective in reducing the overbidding for wagons than the withholding of wagons for a week. It is regretted that the suggestion met with disfavor.

./.

1. Acknowledging your letter AOC TN 231/S dated 18 Aug 44, with letter from Ministry Comme ettd.
2. The practice of using "indents for wagons" is one put into effect in Calabria by MOV & TM, Reggio shortly after invasion when wagons were very scarce and military movements were heavy. These two factors no longer exist and the necessity for the continued existence of the system is not apparent.
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./.

ALLIED CONTROL COMMISSION  
PROVINCE OF REGGIO IN CALABRIA

SUBJECT:  
TO:

REF:

=2=

6. Your fears that the proposal, if accepted, might promote dishonesty by the sale of wagons are not shared by the writer. It is true that accusations are rife on all sides of trafficking in wagons but the accusers are not prepared to take the stand and give evidence. It may be that wagons are dispatched now for one shipper and sold to another but if the first had put up a deposit it is highly improbable that the wagon would be diverted.

*W. F. Blair*  
W. F. BLAIR, MAJOR  
DIV SUPT. TN SUB-COMM.

COPY MOV & TN. REGGIO

6687

Tel: 307

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
ECONOMIC SECTION  
APO 394

JBT/1ab

ES/44A

30 Aug 44.

SUBJECT: Railway Wagons.

TO : Regional Commissioner, Region IV.

1. Yesterday this HQ received a telephone communication from HQ. AAI, which was a strong complaint against ACC for non-clearance of railway wagons situated in the following sidings. The figures given below indicate the lack of clearance on the part of the consignees over a 24-hour period.

Supplies

## OSTIENSE SIDING

6686

| Date    | Time |           | No. of Wagons |
|---------|------|-----------|---------------|
| 27 Aug. | 1800 | on hand   | 25            |
| 28 "    |      | received  | 11            |
| 28 "    |      | cleared   | 9             |
| 28 "    | 1800 | underload | 27            |

## TUSCOLANA SIDING

| Date    | Time |          | No. of Wagons |
|---------|------|----------|---------------|
| 27 Aug. | 1800 | on hand  | 21            |
| 28 "    |      | received | 37            |
| 28 "    |      | cleared  | 9             |
| 28 "    | 1800 | on hand  | 49            |

## TRASTEVERE SIDING

| Date    | Time |          | No. of Wagons |
|---------|------|----------|---------------|
| 27 Aug. | 1800 | on hand  | 15            |
| 28 "    |      | received | 19            |
| 28 "    |      | cleared  | 14            |
| 28 "    | 1800 | on hand  | 20            |

2. HQ. AAI pointed out that additional tonnage had been requested for the conveyance of foodstuffs from Naples to Rome, but if these wagons are not unloaded on arrival at Rome they will be obliged to cut down the tonnage allotment considerably.

- 2 -

3. It is requested therefore that immediate steps be taken to ensure that railway wagons are cleared each night, so that empty stock may be returned for further use. The feeding of Rome depends to a large extent on the provision of railway tonnage by HQ. AAI and if the impression were allowed to grow that the railway wagons are being used as temporary warehouses, our good-will will be seriously prejudiced.

WILLIAM O'DWYER,  
Brig. General, USA.,  
Vice-President,  
Economic Section.

copy - Transportation Sub-Comm.

6685

TIR/AL

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our Ref: ACC/TP/231/IO  
Date : 25 August '44.

TO : Economic Section

SUBJECT: Complaint from HQ.AAI. using Railway Wagons  
on warehousing.

At 12.30 today, I received a telephone communication from HQ.AAI which was a strong complaint against ACC for non-clearance of railway wagons situated in the following sidings. The figures given below indicate the lack of clearance on the part of the consignees.

COAL  
Deliance siding

| Date    | Time | No. of Wagons |
|---------|------|---------------|
| 27 Aug. | 1300 | 109           |
| 28 "    |      | 41            |
| 28 "    |      | 18            |
| 28 "    | 1300 | 132           |

on hand  
received  
cleared  
underloaded

It was pointed out to HQ.AAI that up to the 26 August, only 69 tons had been received over the week and that on the night of the 26 August, 3 trains of coal had arrived and that it was therefore not the fault of the unloading at this end, as it was impossible to clear so many wagons in the one day.

COAL  
Deliance siding

| Date    | Time | No. of Wagons |
|---------|------|---------------|
| 27 Aug. | 1300 | 25            |
| 28 "    |      | 11            |
| 28 "    |      | 9             |
| 28 "    | 1300 | 27            |

on hand  
received  
cleared  
underloaded

6684

TURBOLANA SIDING

Summary Complaint Area HQ.AAI. using Railway Wagons as warehousing.

At 12.30 today, I received a telephone communication from HQ.AAI which was a strong complaint against AAI for non-clearance of railway wagons situated in the following siding. The figures given below indicate the lack of clearance on the part of the consignees.

#### COAL

##### Outstanding

| Date    | Time | No. of Wagons |
|---------|------|---------------|
| 27 Aug. | 1800 | 209           |
| 28 "    |      | 41            |
| 28 "    |      | 18            |
| 28 "    | 1800 | 132           |

on hand  
received  
cleared  
Underload

It was pointed out to HQ.AAI that up to the 26 August, only 69 Wons had been received over the week and that on the night of the 16 August, 1 train of 2001 had arrived and that it was therefore not the fault of the unloading at this end, as it was impossible to clear so many wagons in the one day.

#### Summary

##### Outstanding

| Date    | Time | No. of Wagons |
|---------|------|---------------|
| 27 Aug. | 1800 | 25            |
| 28 "    |      | 11            |
| 28 "    |      | 9             |
| 28 "    | 1800 | 27            |

on hand  
received  
cleared  
Underload

##### Underload

| Date    | Time | No. of Wagons |
|---------|------|---------------|
| 27 Aug. | 1800 | 21            |
| 28 "    |      | 37            |
| 28 "    |      | 3             |
| 28 "    | 1800 | 49            |

on hand  
received  
cleared  
on hand

6884

TRASTEVERE SIDING

| Date    | Time | No. of Wagons |
|---------|------|---------------|
| 27 Aug. | 1800 | 15            |
| 28 "    |      | 19            |
| 28 "    |      | 14            |
| 28 "    | 1800 | 20            |

HQ. A.I. pointed out that we had requested additional tonnage for the conveyance of food stuffs from Naples to Rome, but if we are unable to unload these wagons on arrival at Termini in Rome, they would be obliged to get down our tonnage allotment considerably.

May it be clearly pointed out to whom responsibility rests, that this clearance of these railway wagons must be cleared each night, so that empty stock may be returned for further use.

*Alex*  
 U.S. ARMY  
 Colonel, G.I.  
 Director, Tr. Sub. Comm.

6083

Tel.: 478701

BWD/lr

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our reference: ACC Tn/231/8  
Date : 18 August 1944

TO :Major Blair  
ACC Tn Sub-Comm. Rep.  
o/o Movements - Reggio

SUBJECT :Provision of rail wagons.

1. Reference attached translation of letter from Italian Ministry of Communications (Railways).
2. Although the practice of consignors requesting more wagons than are actually required to convey their goods is highly irregular, the suggestion of enforcing a deposit in respect of each wagon applied for is not favoured.
3. Although the actual additional clerical and accountancy work involved would fall on the I.S.R. Staff, the system would apparently leave a loop hole for the "purchasing" of wagons.
4. It would probably be more effective to keep a list of those merchants who over-estimate their requirements and restrict their supply of wagons.
5. Please give your observation hereon, also in connection with the general system of wagon supply in the Reggio Compartment as outlined in paras 1 and 2 of General di Raimondo's letter.

*for W Dean*  
D.S. ADAMS  
Colonel, C.E.  
Tn Sub-Comm

6682

Ministry of Communications  
State Railways  
The General Director

Rome, 7th August 1944.

No. M. 312/7971/5 M 1.

TO: The Allied Control Commission  
Transportation Sub-Commission, Rome

SUB: Transports on behalf of privates

From the compartmental Chief of Reggio Calabria we are informed that the proceeding followed for the allotments of carts on behalf of privates in that Compartment, is, for the following reasons completely different from that fixed by this Sub-Commission since the 12th of May:

1. for each authorised transport is issued a yellow form entitled "indent for goods wagons", which is sent to the movement control, together with two "Traffic" labels, prescribed by the above proceeding.

2. The movement control office sends directly to the concerned railway stations, those labels and those yellow forms, instead of sending them through the compartmental Chief. Then before the authorised despatchers notify to the station master how many carts they require, the mentioned Office with his R.L.O. Headquarters, sends to the despatching station some empty carts and a blue form, which must be filled by the station with all the dates of the operated transports which must either be filed or sent back to the movement Control if the loading is not accomplished.

The said compartmental Chief in reporting the situation, has observed that the carriers, owing to the stringency with which transports are authorised, often require, authorisation for a number of carts superior to those really necessary. So not all the carts are loaded and it happens for this reason a useless despatching of carts and labels.

In order to avoid all these inconveniences, the compartmental Chief of Reggio Calabria, suggests:

1. that the concession of authorisations be subordinated to the payment of a deposit (for instance, two thousand lire), which will be returned to the carrier if the transport is operated, or which will be lost, as penalty, if the sender does not load.
2. that the despatching of empty carts must be subordinated to the presentation by the sender of a real request of carts after

From the compartmental Chief of Reggio Calabria we are informed that the proceeding followed for the allotments of carts on behalf of privates in that Compartment, is, for the following reasons completely different from that fixed by this Sub-Commission since the 12th of May:

1. for each authorised transport is issued a yellow form entitled "Indent for goods wagons", which is sent to the movement control, together with two "Traffic" labels, prescribed by the above proceeding.
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The said compartmental Chief in reporting the situation, has observed that the carriers, owing to the stringency with which transports are authorised, often require, authorisation for a number of carts superior to those really necessary. So not all the carts are loaded and it happens for this reason a useless despatching of carts and labels.

In order to avoid all these inconveniences, the compartmental Chief of Reggio Calabria, suggests:

1. that the concession of authorisations be subordinated to the payment of a deposit (for instance, two thousand Lire), which will be returned to the carrier if the transport is operated, or which will be lost, as penalty, if the sender does not load.
  2. that the despatching of empty carts must be subordinated to the presentation by the sender of a real request of carts after having obtained the authorisation of loading.
- We would like to know the decision of this Sub-Commission especially about the necessity of having for the compartment of Reggio Calabria, a proceeding completely different from that fixed.

THE DIRECTOR GENERAL  
Sgd. DI RAIMONDO



MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
IL DIRETTORE GENERALE

Roma.

N. M.312/7971/5 M.1

OGGETTO:  
Trasporti conto privati.

ALLA COMMISSIONE ALLEATA DI CONTROLLO  
Sottocommissione Trasporti Interni

R O M A

Dal Capo Compartimento di Reggio Calabria viene segnalato che la procedura seguita per l'assegnazione dei carri per conto privati presso quel Compartimento diversifica da quella stabilita da codesta Sotto Commissione ed in vigore dal 12 maggio, per i seguenti motivi:

1° - Per ogni trasporto autorizzato viene emesso un modulo giallo intestato INDEMT FOR GOODS WAGONS che viene trasmesso all'Ufficio Movement Control di Reggio Calabria unitamente alle due etichette Traffic prescritte dalla procedura di cui sopra;

2° - L'Ufficio Movement Control provvede all'invio alle stazioni interessate, delle etichette e dei moduli gialli suddetti, direttamente, anzichè per il tramite del Capo Compartimento; inoltre, prima ancora che gli speditori dei carri autorizzati abbiano confermato, al Capo Stazione, le richieste dei carri loro necessari, il predetto Ufficio dispone, a mezzo dei propri Comandi R.T.O., l'invio, nella stazione di carico, dei carri vuoti occorrenti nonchè di un modulo, di colore azzurro, che deve essere riempito dalla stazione con tutti gli estremi del trasporto effettuato e trattenuto in atti, oppure restituito al Movement Control in caso di mancato carico.

Il predetto Capo Compartimento nel comunicare quanto sopra ha fatto rilevare che gli speditori, in vista della parsimonia con la quale vengono autorizzati i trasporti, ricorrono spesso all'artificio di richiedere l'autorizzazione per un quantitativo di carri superiore a quello loro effettivamente necessario cosicchè, non ve-

nendo poi caricati tutti i carri autorizzati, si verifica un inutile invio di etichette e soprattutto di carri vuoti.

Per evitare tale inconveniente il Capo Compartimento di Reggio propone:

1° che sia subordinata la concessione dell'autorizzazione al pagamento di un deposito (ad esempio L. 2000) da restituirsi allo speditore dopo effettuato il trasporto oppure da incamerarsi, a titolo di penalità, in caso di mancato carico dovuto a fatto del mittente;

2° che l'invio dei carri vuoti sia subordinato alla presentazione da parte del mittente della effettiva richiesta dei carri dopo ottenutane l'autorizzazione per il carico.

Si gradirà conoscere le decisioni di codesta Sotto Commissione anche in merito alla effettiva necessità di mantenere, per il Compartimento di Reggio C., una procedura, per l'assegnazione dei carri, diversa da quella stabilita.-

IL DIRETTORE GENERALE

*Udi Ramondo*

9386 Transportation

SUBJECT : Unloading of Rail Cars at NAPLES (Central)

TO : R.S.O.  
ACC Region II

Transportation S.C.  
Allied Control Comm.  
c/o Movements E. Italy

Date : 7 Aug. 1944  
Ref : ACC/Tn/BD/X/11

The attached copy of HQ ACC Tn letter  
ACC Tn/R/2 dated 3 August 44, is forwarded to you  
for information and necessary action as it appears  
to be a matter that primarily concerns the P.S.O.  
since they contact the consignors.

*E. R. Jeffrey*  
E. R. Jeffrey  
Captain R.E.

COPY TO : D. ACC Tn S.C.  
P.S.O. Bari  
" Brindisi  
" Lecce  
" Foggia  
" Matera  
" Potenza  
" Taranto

6679

HEADQUARTERS  
 ALLIED CONTROL COMMISSION (REAR)  
 (Transportation sub4 comm.)  
 c/o Region 3  
 APO 994

Our reference : ACCIn/K/2  
 Date : 5 Aug. 44

TO : Tptn S.C. Rep. ACC Bari  
 " " " " Reggio Cal.  
 " " " " Region 3

SUBJECT : Unloading of rail cars at  
 Naples (Central)

I. For many weeks the position in regard to the above had been very unsatisfactory. As many as 40 to 50 cars have been left unloaded day after day.

2. Investigation shows that cars are arriving unlabelled in some cases and in others the handwriting on the ACC labels is so bad as to be illegible.

3. If an improvement in the turn round of these cars does not take place, quickly one or both of two steps will be taken-

- a. demurrage charges will be trebled
- b. Civilian bids to Naples (c) will not be accepted

4. Where you can will you draw the attention of civilian consignors to this important question please? At this end steps have been taken to speed up advices of arrivals of wagons to consignees.

6678

for Captain  
 D.S. ADAMS,  
 Colonel,  
 Director, Transportation Sub-Comm. ACC

HEADQUARTERS

ALLIED CONTROL COMMISSION ( REAR )  
(Transportation Sub-Commission)

C/o Reg. 3

AFO 394

Our reference : ACC Tn /K/1  
Date : 27 July 1944

TO : Director, Transportation Sub-Commission, HQ ACC Main

SUBJECT : Survey of Congestion and Delay in Unloading  
ACC and Civilian Freight in Naples Central and  
San Giovanni yards.

1. Due to the increasing seriousness of delay in off loading and turnaround of ACC and Civilian Freight cars (a reported 35 to 40 cars per day) consigned to Naples Central and San Giovanni yards, a special meeting was called of Italian railroad officials by the undersigned.

2. Among the facts found responsible for delays in unloading Civilian cars in Naples Central and San Giovanni yards were found to be the following:

a) Until a few days ago advice of arrival of cars was mailed to consignee. With the Italian postal system such as it is, a delay of several days before consignee received advice of arrival is easily understood.

Suggestion was made to Italian railway officials that it would be more expeditious towards the unloading and turn around of these cars if they would set up a system of calling advice of arrival to consignee on phone (where phones are available) with a card to be delivered by special messenger in all cases.

This was agreed upon.

3. Inspections of ACC cars in the yards revealed that many cars arrive without ACC labels. Again in some instances cars had permits but the handwriting (all labels should be printed) was so bad that it was impossible to read. In one case a car of oranges without permit had been standing on siding for 8 days. Judging from the odor the oranges were undoubtedly spoiled. No one claimed them and there was no way to determine to whom they belonged. It is the opinion of the writer that in such cases as this, as well as another involving a car of potatoes, that after a specified period of time the car and its contents should be confiscated by ACC authorities and sold to prevent this unnecessary wastage.

In checking the question of demurrage charged by the Italians to prevent warehousing in the cars, it was found that their charges of 80 lire for the 1st day, 250 for the second and 400 for the third was apparently too low a charge - judging by the great number of cars remaining unloaded.

Authority was given the Italian Railway Officials in the Naples area to triple these demurrage charges as a means of getting cars unloaded more quickly.

SUBJECT

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It is not known whether the undersigned had the authority to allow these increased demurrage charges or not. However, the graveness of the situation left no alternative. As a last resort until this situation changes or is cleared up by the Italian Railroad, a time limit of five days was extended - (until bids for next period are accepted). Thereafter all cars would be unloaded on a 24 hours time limit basis. If these conditions could not be met and complied with the

- 2 -

Italian Railway officials were told that no more bids involving destination Naples Central or San Giovanni yards would be accepted.

*Geo. N. Hart*

Geo. N. HART  
1st Lt GMC  
Rail Transportation S.C.  
A.C.C.

Copies to:

Maj. Richardson  
Maj. Thomas - FBS Rail Div.  
Maj. Taylor - Region 3, ACC  
Capt. Hertzell - DGMRS  
Capt. Baker - RTO Naples Central  
Capt. Boddy - Rail Div ACC  
Capt. Cox - Mov. West Italy.

6676

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Food Sub-Commission  
APO 394

HE/mb.

Napoli 27 Giugno 1944

ACC/74-7/FOOD

Oggetto : Tasse di sosta e cisterne d'olio d'oliva

Alla : Sezione Movimento delle FF.SS. - NAPOLI  
e p.s.  
alla S.A. CASLINI - Via Alabardieri - NAPOLI  
e p.c.  
Transportation Sub-Commission - NAPLES

1. Vi preghiamo di ritenere annullato l'addebito di cui ai conti di debito Mod. No. 542 emessi dalla Stazione Napoli Smistamento per il trimestre marzo-maggio per le soste cisterne e vagoni della S.A. Caslini.

Vi rammentiamo che le cisterne o vagoni carichi di olio d'oliva e affini viaggianti per conto dell' A.C.C. (come dal cartellino applicato su ognuno) non sono soggette a tasse di ogni sorta.

Vogliate gradire i nostri saluti.

  
H. J. Loo  
Colonel  
Chief, Food Sub-Commission

6675

HE/LB

Naples, 27th of June 1944

ACC.74-7/Food

Subject : Taxes for demourage of tank-cars of olive oil.

Attention :

Movement Section I.S.R. - Naples  
A.S. Gaslini - Via Alabardieri - Naples  
Tn Sub-Commission - Naples

1. Debits as per bill n.542 compiled by the Naples switching Station for the three-months March - May, for demourage of tank and freight cars of the A.S. Gaslini, are nul.

Remember that the tank-cars loaded by olive oil and similar, operating for the ACC. (as per tickets applied to every one) are not charged with any tax.

W. J. Legg  
Colonel  
Chief Food Sub-Commission

6674

IWB/gfh

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

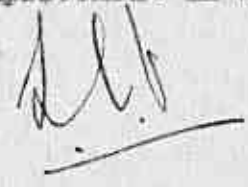
Our Reference : ACC Tn/291/3

Date : 26 June '44

TO : Undersecretary of State for Italian Railways & Highways,  
Naples.

SUBJECT : Unloading of Freight Cars at Team Track, Naples.

1. My attention has been drawn to the considerable delays which are taking place in the unloading of freight cars consigned to Italian civilians. Copy of letter and figures are attached. Throughout May and June to date there are an alarming number of cars daily remaining unloaded.
2. I shall appreciate any steps you can take at once to remedy this.
3. Cars should be unloaded expeditiously always and in any event within twenty four hours after arrival.
4. Difficulties of unloading are appreciated but it will be quite impossible to increase, or even to maintain, present acceptance of Italian civilian bids for movement unless an improvement in unloading takes place.

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

Copy to :- Tn. Officer, Region 3.  
Cape Compartimento - I.M.R. Naples (for immediate action)

6872

6673

BWB/gfh

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

Our Reference : ACC Tn/231/2

Date : 26 June '44

TO : Deputy Chief of Transportation,  
A.A.I. Admin. Echelon.  
O.C.O.T., APO 400.

SUBJECT : Unloading of Cars at Team Track, Naples.

1. Reference yours 21st June, I am taking such action as I can at once to improve unloading of above consigned to Italian civilians.
2. Main difficulties are :-
  - (a) insufficient communications from Cape Compartimento to consignees,
  - and (b) poor transport facilities for off loading of goods from freight cars.  
(Horse carts and handcarts predominate).
3. I will appreciate it if you will explain these difficulties to PBS and assure them we are doing everything possible to improve the position.

*Sa L E v.* L.E. VINING,  
Lieut-Colonel,  
Director, Transportation Sub-Commission, ACC.

6672

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Econ. Sec.  
S/4603

3. It is requested that this matter be taken up with A.C.C. transportation in order to clean up this backlog and secure more prompt unloading.

Tm

For the Commanding General:

*L. F. Nickel*  
L. F. NICKEL  
Lt. Col., A.G.D.  
Adjutant General

1st Ind.  
HEADQUARTERS, AAI, ADMINISTRATIVE ECHELON, OCOT, APO 400, 21 June 1944.  
TO: HQ ACC, Transportation Sub-Committee, APO 394, U.S. Army.

1. Attention invited to basic communication.
2. Request you reduce the number of cars awaiting off-loading at Naples Team tracks.

For the Chief of Transportation:



*Thomas Fuller*  
THOMAS FULLER,  
Colonel, T.C.,  
Deputy Chief of Transportation

6671

23 JUN  
166

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HEADQUARTERS  
PENINSULAR BASE SECTION  
APO 782

45848

AG 531 BPTPN (16 June 1944)

SUBJECT: Unloading of Cars at Team Track, Naples

TO : CAO, AAI (Adm. Ech.), APO 400  
(Att: DCOT)

16 June 1944

2/7/44

Central  
Stn.(Yards  
back of  
Garibaldi  
Stn.)

1. Considerable freight tonnage for Italian civilians is being received at the Naples Team Track. As a general proposition, cars so arriving should be unloaded as expeditiously as possible, but in any event this should be accomplished within 24 hours after arrival. That this is not being done is most obvious from the statement detailed herewith covering the period 24 May to 14 June, inclusive:

| Day | Month | Loads on Hand<br>Unldg Prev Day<br>CarsTons | Lds Recd<br>for Unldg<br>CarsTons | Lds<br>Unloaded<br>CarsTons | Lds on Hand<br>for unloading<br>CarsTons |
|-----|-------|---------------------------------------------|-----------------------------------|-----------------------------|------------------------------------------|
| 24  | May   | 33-387                                      | 10-146                            | 12-144                      | 36-339                                   |
| 25  | "     | 36-389                                      | 4-56                              | 10-138                      | 30-307                                   |
| 26  | "     | 30-307                                      | 9-85                              | 12-140                      | 27-252                                   |
| 27  | "     | 27-252                                      | 2-30                              | 6-72                        | 23-210                                   |
| 28  | "     | 23-210                                      | 6-65                              | 4-50                        | 25-225                                   |
| 29  | "     | 25-225                                      | 8-120                             | 10-105                      | 23-240                                   |
| 30  | "     | 23-240                                      | 13-195                            | 20-210                      | 16-225                                   |
| 31  | "     | 16-225                                      | 10-117                            | 4-51                        | 22-291                                   |
| 1   | June  | 22-241                                      | 15-130                            | 9-108                       | 28-363                                   |
| 2   | "     | 28-363                                      | 15-195                            | 7-54                        | 36-504                                   |
| 3   | "     | 36-504                                      | 12-149                            | 9-90                        | 39-563                                   |
| 4   | "     | 39-563                                      | 12-163                            | 15-172                      | 36-554                                   |
| 5   | "     | 36-554                                      | 18-208                            | 11-441                      | 43-621                                   |
| 6   | "     | 43-621                                      | 24-276                            | 17-210                      | 50-687                                   |
| 7   | "     | 50-687                                      | 17-196                            | 21-263                      | 46-620                                   |
| 8   | "     | 46-620                                      | 16-224                            | 17-241                      | 45-603                                   |
| 9   | "     | 45-603                                      | 3-36                              | 8-46                        | 40-593                                   |
| 10  | "     | 40-593                                      | 10-128                            | 20-300                      | 30-421                                   |
| 11  | "     | 30-421                                      | 12-138                            | 7-91                        | 35-468                                   |
| 12  | "     | 35-468                                      | 10-120                            | 12-136                      | 33-452                                   |
| 13  | "     | 33-452                                      | 4-60                              | 10-110                      | 27-402                                   |
| 14  | "     | 27-402                                      | 17-190                            | 12-130                      | 32-462                                   |

6370

2. It will be observed that the low point in this connection was reached on May 30, when there were 16 cars on hand for unloading. Since that time, however, there has been a noticeable increase, the peak of which was reached on June 6, when there were 50 cars on hand for unloading. As of 1800 hours June 14 there remained 32 cars on hand.

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25 JUN  
1944

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