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Reports of Trans. Sub. Com

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ports to clear congest.

d. The Taviglio in Genoa increased to work to full capacity on 10 December and, if Livorno or Naples can be improved, it is anticipated a daily clearance of 7,000 tons of coal should be attained. The port of Genoa, with the exception of small areas in the harbour, may now be considered clear of mines. Improvements to the wharves and rail facilities are progressing favourably. The grain silos there commenced working on 1st December and, after some set backs, have now reached a daily average clearance of 2,000 tons per day. Fully laden Liberty ships can now berth alongside the quay.

e. Mine sweeping and clearance has continued in La Spezia and Italian coasters and colliers are expected to use this port in the near future. 8 in/ kid nets not yet surveyed as fully laden Liberty ships using the port, but this question will be reviewed when the entrance has been further cleared of wrecks.

f. Leghorn, a military controlled port, has been used to a limited extent for civil ships.

g. Venice and Ancona have been used more during the month and increased sailings are planned, as the capacity is estimated to be 10,000-12,000 tons daily, provided rail and canal clearance can be maintained. The limiting factor in this port, as for the majority of others, is the clearance by rail and other means.

h. SS "Nathaniel Shaw", carrying UNRRA supplies, was mined off Civitavecchia after having partially discharged in Genoa. An Italian tanker (capacity 899 tons), used for carrying bulk wine cargo, was lost off Leghorn on 4 December by mines.

i. The turnround of passenger and freight vessels "Albania" and "Campidoglio" which ply between Naples, Palermo and Cagliari, has been speeded up and from the end of the month vessels will sail every 10 days instead of fortnightly.

j. Arrangements have been completed with United Maritime Authority for 4 voyages of Liberty ships to move coal from Sardinia to the mainland. This will reduce stocks in S. Antioco and permit larger deliveries without affecting other Italian domestic shipments.

PART III - RAIL

1. GENERAL

The result of the handover of traffic control and operation of the railway to the ISR continues to be generally satisfactory.

2. ALLIED RAILWAY BOARD

The twelfth meeting of the Allied Railway Board was held on 20 December 1945. Minutes of the various Sub-Committees were considered. It was decided that the full control of stores and coal would be returned to the ISR in the near future.

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5. TRAFFIC

A mixed military/civilian tri-weekly passenger service has been inaugurated Naples-Villach-Vienna. For the present, the civilian portion consists of three coaches and one baggage/mail van, operating between Naples and Venice only. A sleeping car Rome - Vienna will be added shortly.

Heavy demands for increased passenger service continue throughout Italy, but owing to the coal and stock shortage, very little consideration could be given to the numerous requests for additional passenger trains. Civilian schedules now in effect are being screened, and a reduction in passenger kilometres in many cases has been made by decreasing the number of days per week that trains are effective.

Early in December, a circus train was derailed near Reggio Emilia. Wild animals escaped and four people were eaten. Several others were killed in the accident and many injured.

6. WAGON DISTRIBUTION

General distribution of wagons continues to improve and ISH local distribution has now become more effective and efficient. Offloading time has been reduced with a relative increase in wagon availability. Heavy military traffic in the Naples area created some difficulty during the month, but the situation is now normal.

Civil traffic is moving in steadily increasing tonnages as military traffic becomes less.

PART IV - ROADS -

1. OPERATIONS

a. Uffici Trasporti - With the hand-over of A.M.G. Regions in Northern Italy to the administration of the Italian Government all Uffici Trasporti were transferred to EM.G control w.e.f. 1st. January 1946.

b. Wine Road Movement

(1) The agreement to amend "Movements Division-Roads - Memorandum No. 3. Movements of Wine" to allow trucks fueled by methane and producer gasses to carry wine up to 200 Kms came into effect 15 December 1945 -

(2) On the 18th. December 1945 it was agreed between Movements Division and Roads Division that road trucks carrying grain from Naples to the Northern Provinces may carry wine on the return journey until 15 January 1946 when the matter will be reviewed.

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situation were discussed.

b. Bari - The civil authorities operated better during
with an output of over 10,000 tons for the first 15 days in
December. Mild clear days from the wine have been good, and
it is expected that the output tonnage will increase to
60,000 tons during January.

c. Civita - [illegible] to of launching at the coal-discharg-
ing plant greatly increased during the month of December.
d. Venice - Coal ships are beginning to arrive at
Venice. As for the previous month, there were no bulk wheat
shipments. Work to [illegible] is being dredged to accommodate Liberty
ships.

e. Civitavecchia - The [illegible] "Grace", carrying 5000 tons
of UNRRA [illegible] for discharge at Civitavecchia, struck sever l
mines just outside the harbor. The vessel was [illegible]ched and the
cargo is being salvaged.

f. Bristia - This port is being dredged so as to make
possible partial discharge of colliers.

2. WAREHOUSE STOCKS

a. Naples - There has been very little activity at
Naples. The December issues greatly exceeded the receipts,
increasing the availability of warehouse stocks.

b. Leghorn - Less activity is shown for the port of
Leghorn, with issues slightly greater than receipts. The warehouse
situation at Leghorn is generally favorable.

c. Genoa - Receipts in Genoa dropped off slightly this
month with issues remaining high. There still remains in Genoa
warehouses a large quantity of [illegible], the distribution of which
is the responsibility of ICP. Every effort is being made to move
this stock, but there has been little success to date.

d. Bari - There has been little activity in Bari this
month, with issues greatly exceeding receipts. There is ample
warehouse space for [illegible] operations in the future.
Considerable [illegible] is [illegible]
being made [illegible]

e. Messina - There have been no ocean-going vessels
diverted to Messina [illegible] Issues slightly decreased this
month but far exceeding receipts, thereby reducing the stock in
warehouses.

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NAPLES				
Fed. Cons.	21766	437	8252	13990
I.C.E.	372	—	2	370
Total	2137	437	8214	14360
GENOA				
Fed. Cons.	30589	43834	31431	20986
I.C.E.	44	1268	1288	44
Total	30629	27119	36719	21030
ANCONA				
Fed. Cons.	5280	250	1753	3777
I.C.E.	133	—	1	132
Total	5413	250	1754	3909
VENICE				
Fed. Cons.	4004	5724	5029	4697
I.C.E.	230	—	—	230
Total	4234	5724	5029	4927
LEGHORN				
Fed. Cons.	7869	1300	1615	7553
I.C.E.	408	—	165	243
Total	8277	1300	1780	7796

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NAPLES				
Fed. Cons.	2765	437	8212	12930
I.C.E.	372	—	2	370
Total	3137	437	8214	14360
GENOA				
Fed. Cons.	30569	23841	33131	20386
I.C.E.	44	3218	1256	44
Total	30613	27059	36719	21030
ANCONA				
Fed. Cons.	5240	250	1753	3777
I.C.E.	133	—	1	132
Total	5373	250	1754	3909
VENICE				
Fed. Cons.	4004	5728	3029	4697
I.C.E.	230	—	—	230
Total	4234	5728	3029	4927
LEGHORN				
Fed. Cons.	7869	1300	1615	7553
I.C.E.	408	—	165	243
Total	8277	1300	1780	7796

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Attached herewith as appendices A and B are lists of Transportation Officers at Headquarters and in the field.

PART II - MOVEMENTS

1. GENERAL

a. The present results of the revised bidding system for rail movement of civilian stores, introduced with effect from 15th October, are satisfactory and indicate that the scheme will be successful. During the month there was a marked increase in the overall tonnage moved. Slight difficulties with regard to procedure arose from time to time, but with the help of this office they were smoothed out. They can be regarded as "teething troubles" and will disappear with experience.

b. Movement of refugees further decreased throughout the month.

c. In continuation of the policy of handing over responsibilities to the Italian Government all bids for coastwise shipping are now made by the Italian Ministries to the Ministry of Marine. Shipping is still allocated by United Maritime Authority, and supervised by Transportation Sub-Commission. This arrangement is working successfully.

2. RAIL

a. The general shortage of empty wagons, particularly box wagons, again hampered the movement of essential commodities. The difficulties were partly attributable to faulty local distribution by the I.S.R., and partly to the heavy movement of military traffic into and through Austria from Italy.

b. Owing to flooding of the Ostiglia Bridge over the Po between Bologna and Venice, and to northbound traffic congestion in the Bologna bottleneck, AFHQ ordered complete stop on loadings for destinations beyond Bologna northbound, and beyond Verona and Piacenza southbound, for the period 2-8 November.

c. In spite of the above difficulties, the overall tonnage moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows : -

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c. Owing to [illegible] between the privately-owned Bari tank cars and the Military [illegible] tank cars, and to [illegible] to the Italian Railways to [illegible] Bari to the Italian [illegible] that an agreement [illegible] running of the daily train [illegible] to Brindisi.

d. On [illegible] November, a daily [illegible] from Bari to destinations in the Italian [illegible] Regions, and up to 30 November the movements [illegible] affected by this order.

3. ROADS

a. The few [illegible] received during the month were of an emergency nature and were handled [illegible].

b. ZNAC organization [illegible] and will eventually replace [illegible] representatives were sent [illegible] Office [illegible].

c. Italian [illegible] [illegible] despite [illegible] that [illegible].

d. A request was received from [illegible] restrictions on the movement of mines. It was decided that the regulations as set out in Roads [illegible] force, except that movement up to 200 Km. on [illegible] vehicles operated on [illegible] This concession will operate w.e.f. 15 December.

4. Shipping

a. The total tonnage [illegible] Italian [illegible] Mediterranean shipping during November was 197,150 tons. During the month shipments were completed [illegible] tons of which [illegible] tons were shipped by [illegible] and late fulfillment of the [illegible] deliveries fell [illegible] delivered in full by first 10 days in December.

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Hay	232
Wine	1,633
Food supplies	450
Miscellaneous	5,050
	84,103

c. From extra-Mediterranean sources, the following vessels arrived carrying civil supplies :-

58 ships of which 4 were for UNRRA, 7 carried supplies for Austria and 1 were loaded for Swiss account

44 colliers, 4 of which were for Swiss account.

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d. Heavy rains were experienced and, in Genoa in particular, work was suspended in the port. On 7 November no work was possible, and about 30% of normal working was done on the following 2 days.

e. There were losses to American ships in the Adriatic due to mines, but cargoes were for Army account; in consequence, certain delays were experienced, as vessels were held whilst minesweeping was carried out. Orders have been given for all Italian merchant vessels to be given full protection against mines, which will entail the majority of them being taken off service for a while. This will affect turnaround of shipping for coastwise trade. With C in C Mediterranean's agreement, vessels will be protected when installations and equipment are available to Italian Ministry. At present 6 vessels are protected.

f. An aerial bomb was exploded by Italian Authorities at Civitavecchia and one of the berths sustained damage.

g. Considerable progress has been made in the port of Genoa, and several additional berths have been made available. The repairs to silos are now almost completed. A newly launched 10,000 ton ship has been berthed in the western end of the port for completion.

h. The limiting factor in Genoa is still the availability of wagons : ships carrying Swiss cargoes have been held up owing to insufficient wagons to clear cargoes.

i. Leghorn is expected to be used for about 2 ships probably colliers - each month. The commercial port of La Spezia is now ready to accept Liberty type vessels and coasters, and when naval agreement is granted this port will be used to supply towns in the hinterland.

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1. General :

November was the first month in which the ISR was given duties less limited and in the operation and maintenance of their railways. The change over has proved successful and the ISR official is are demonstrating their ability to accept greater responsibility.

2. Allied Railway Board :

The eleventh meeting of the Allied Railway Board was held on 15 November 1945. It was agreed that the Delegations in the North should be disbanded, and complete control of the ISR should be exercised from HQISR Rome. Minutes of the various Sub-Committees were considered.

International combined Military/Civil passenger trains :

On 2 November a meeting was held in Caserta attended by all concerned to discuss military and civil passenger trains in Italy. It was agreed in principle that combined military and civil passenger trains were now justified and cert in trains would be used to handle international passenger traffic.

3. CIVIL ENGINEERING :

a. Construction :

(1) Financial approval as reported last month is being handed over to the Ministry of Transport. The ISR are now preparing the necessary lists of authorised expenditure w.e.f. 15th November; this is rather a big task, and is not completed to date.

(2) Line 50 - Turin-Genoa - Bridge over the river Po; works suspended owing to floods.

Civi Branch Line - Bridge over the River Scrivia; temporary bridge completed.

Genoa-La Spezia - Viaduct San Michele; temporary repair completed.

Turin-Genoa - Bridge over the river Scrivia at Stazzano : temporary bridge completed.
Bridge at Piano Orizzontale Giovi; permanent reconstruction completed.

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direct line Milan-Genoa.

Cortona - Arezzo - bridge over the river Stezzano Serravalle; temporary repair completed.

Genoa port - two tunnels at S. Nazzaro and Santia completed. The work on the tunnels at Lolo Nuovo and Amoretti should be completed about the middle of 1946.

Genoa-French border - Temporary repairs completed.

(7) LINE 62 & 63 - Formova-Suzzana -Work is proceeding, but it is too early yet to give an estimate of the date of completion.

Parma-Formova - Line 62- Parma-La Spezia-Suzzana-Lonterollo- Line opened during the month.

LINE 63 Milan Genoa -Line opened during the month of November.

(8) LINE 65 - Arezzo-Florence - Section Florence to S.Giovanni for the Lignite mine should be opened in about 2 months. Awaiting release by the RTO of both Wagner Bridging Material; these materials are now in course to be handed over to Section S.Giovanni Arezzo Line which should be completed about April 1946.

(9) LINE 66 - Alessandria-Piacenza - and Line 61-Voghera-Pavia should be opened for traffic about the 7th December 45.

Al essandria Piacenza -Bridge over the river Trebbia near San Nicola: repairs delayed by bad weather; and trains running over diversion.

(10) LINE 101 - Pinerolo-Torretelice - repairs delayed at bridge over the river Chisone owing to floods.

(11) LINE 102 - Savigliano-Saluzzo- Bridge over the river Varaita; work delayed by floods.

(12) LINE 103 - Savona-Carmagnola - Bridge over the river Pesio permanent repairs completed.

(13) LINE 121 - Rovere.-Domodossola- Bridge over the river Lanzo permanent repairs completed.

Canale Montaure bridge over the river Po at Monferrato, bridge over the river Scrivia line 121, bridge at Serravalle and bridge at S. Martino, also the lines Borgata Cavallera Asiore, Alessandria Piacenza, are interrupted.

Traffic over Isengian bridge was suspended due to flood conditions, but no serious damages were sustained.

The flood also caused the suspension of work on the temporary repairs of the main bridge.

(14) LINE 105 -Parma-S.[illegible] over the river Oglio near Cannetto; work delayed by bad weather, but temporary repair should be completed middle of December.

Bridge over the Po at Chiavle Reggiore also delayed by bad weather; should be completed end of February 1946.

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N.E. Lines - One circuit is all complete from Brescanone to Verona, only about 10 km. under repair in the section Borghetto-Sommacampagna. At the crossings of the river Po, works which have been delayed by lack of conductors, and bad weather, are now completed.

Substations - The cable for the mobile substation at Sommacampagna is ready and the one at Cerreto is well in hand. The two mobile substations for those cables are now under repair at Milan: one is expected to be complete within the year, the other within the first months of 1946.

Contact Line - Some time has been lost due to shortage of copper conductors, now almost all the quantity required has been shipped from Milan and works are well in hand.

(2) Piacenza-Bologna (Line 66)

N.E. Line - Rehabilitation is in progress. It is now possible to feed all substations from Adigen System, although high tension 132 line is not complete from Piacenza to Bologna.

Substations - It is estimated that a second rectifier group at Piacenza and another at Fidenza will be ready within the month of December, provided essential spare cocs to hand from Firm as requested. The more badly damaged rectifiers at Parma substation are now at Brown Boveri workshop undergoing inspection. For Modena, owing to the bad conditions of the transformers and rectifiers, the mobile substation will be required.

Contact line - Repair of poles is complete from Bologna to Reggio, and in hand from Reggio to Piacenza. A quantity of copper conductor has arrived; lack of clamps and line accessories are delaying the erection of contact wire.

CENTRAL ITALY

(3) Verona-Florence (Line 65)

On the section Bologna-Verona, electric traction service is operating. In the section Verona-Florence, work is progressing, but, as known, priority on shipment of materials is given to the lines Trento-Verona and Piacenza-Bologna. Anyway, contact line for one track will be completed between Arezzo and Florence by the 15th January 1946.

(4) Rome-Orte (Line 65) -

N.E. Lines - One circuit is now complete between Roma and Orte.

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5 Aversa-S.Maria - One circuit is now complete. The second one is about 10% complete.

Orte-Fiano - Between Orte and Orvieto, both circuits are complete. One is also complete from Orvieto to Filarete; three small sections remain to be completed on the second circuit between Orvieto and Fontecchio for lack of steel towers and insulator assemblies.

Lamezia-Laterina - This line is now complete.

Orte-Terni - One circuit is now complete.

Rome-Spittoni Power Station - One circuit is now complete.

Orte-Minturno - Work is progressing very slowly due to lack of materials. Priority has been given to the Orte-Aquila section (via Capranica-Sezze and Capranica-Fondi) in order to ensure as soon as possible the feeding of Sezze and Fondi substations.

4. MECHANICAL ENGINEERING :

a. Output of Rail Cars from Private Firms.

(1) Cecchetti Works at Civitavecchia, Rome.

Repairs carried during the month were :

Heavy	62
Medium	17
Light	7
Total	86

(2) Bonorini-Peroni-Delfino at Colleferro.

Repairs carried out during the month were :

Heavy	51
Medium	13
Light	6
Total	70

(3) Regens-Litz Rome.

Repairs carried out during the month were :

Medium	2
Light	8
Total	10

b. I.S.E. Milan Sheet Rome Establishment. (+)

Repairs carried out during the month were :

Medium	15
Light	182
Running repa.	173
Total	370

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- [illegible] -

c. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
15 Oct. 45.

[illegible]

[illegible]
[illegible] [illegible]
[illegible] [illegible]

[illegible] [illegible]

[illegible]

[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
(Navy Yard) [illegible]
Total [illegible]
[illegible] [illegible]

d. [illegible]

[illegible] (.)

	[illegible]	[illegible]	[illegible]
[illegible]	-	-	[illegible]
[illegible]	[illegible]	-	[illegible]
[illegible]	-	-	[illegible]
Total	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]	-	-	[illegible]
[illegible]	-	[illegible]	[illegible]
[illegible]	-	[illegible]	[illegible]
[illegible]	-	-	-
Total	[illegible]	[illegible]	[illegible]

e. [illegible] [illegible] - [illegible]

	[illegible]	[illegible]	[illegible]	[illegible]
N Line	[illegible]	[illegible]	[illegible]	[illegible]

Total 27
Narrow Gauge 2

c. Carriage and Wagon repairs Calabria and Sicily Nov.45.

Depots Compartments (.)

	Coaches	Wagons Cars	Wagons
Lifting Shop (Running repairs)	-	-	734
Lifting Shops	22	4	107
Recovered	-	-	9
Total	22	4	850

Palermo Compartments

Running Repairs	-	-	328
Main Shops	14	17	103
Lifting shops(.)	13	9	107
Recovered	-	-	-
Total	27	26	540

d. Locomotive Situation - Compartimento di Reggio on 15 Nov.45

	Service	Under & waiting repair	Scrap	Total
M.Line	57	25	3	83
Shunting	11	5	-	16
Electric	34	5	-	39
Total	102	33	3	138

f. Locomotive situation Compartimento di Palermo on 15 Nov.45

	Service	Under & waiting repair	Scrap	Total
M.Line	154	121	-	275
Shunting	21	21	-	42
Electric	-	-	-	-
Total	175	142	-	317
Narrow Gauge	30	30	-	60

(+) These figures are concerning the month from 1st to 30th October 45.

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and have released 30 cars of lumber to the ISR from their Leghorn stock pile. Zones in Calabria and Northern Italy are still under British Military control. The ISR are faced with a shortage of 13,000 cu meters of timber from December to May 1946. Car repair program and reconstruction of buildings is being seriously delayed for the need of timber.

Effective 1st December 1945, the Supply and Mechanical Engineering Branch of the Rail Division was consolidated under the direction of Major W.S. Barnes (B), Major D.H. Long (A) of the Stores Branch having been relieved from service with the Rail Division for re-deployment.

6. TRAFFIC.

Line 50 is now open to La Spezia, and work beyond is progressing rapidly. The line will be open into March the first part of January, which will enable the ISR to make a big improvement in the handling of North-South traffic.

Heavy rains during the month caused several washouts in North West Italy and traffic was somewhat delayed. The Bologna-Verona line was out of service for several days due to high water endangering the temporary bridge over the Po River at Ostiglia. It was fortunate that this bridge withstood the flood, as its loss would have meant the re-routing of all north traffic via Piacenza and Milan.

International passenger service commenced on 22 November, when a Paris-Milan sleeper was put into service. The price of a berth is L. 3,291 Paris-Milan, and when the service is extended to Rome an additional L. 2,709 will be charged. Wagons Lits will probably handle all bookings.

Coal is now the governing factor in the amount of tonnage that can be moved. The railways on the mainland excluding Venezia Giulia, are permitted to use only 18,800 tons per week for all traffic. Sicily suspended the movement of freight traffic for several days during the month, due to the shortage of coal. A number of new passenger services were authorized during the month but due to the shortage of passenger stock and coal, only those services really essential were authorized.

On Nov. 5, near Aversa, civilian passenger train N° 1911 was stopped by a gang of outlaws. Many passengers were robbed, assaulted and injured. One policeman and one bandit were killed. Allied police arrived on the scene and dispersed the outlaws, arresting 5 members of the gang.

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Detention of cars [illegible] reported by ISB and followed up with corrections.

Inter-Cooperated distribution is being handled satisfactorily by the Logan Committee and local distribution is improving.

PART IV - ROAD

1. SUPPLY

Following is the consolidated report of vehicles received and transferred to the Italian Government to 30 November 1945.

a. Imported vehicles.

(1). 255 Trucks - 10 ton 6x4 cargo(advilion type) ex U.S.
(2). 3290 " - 1½ " " (" ") " "
(3). 194 " - 1½ " " (" ") " Mideast
(4). 242 " - 1/4 " (Jeep) ex U.S.
(5). 200 Motorcycles ex U.S.

b. U.S. and British military vehicles originally placed on loan for civil supply operations and subsequently transferred to the Italian Government.

(1). 888 Trucks - British 3 ton cargo
(2). 747 " - U.S. 2½ ton G.M.C. cargo

c. Surplus vehicle releases ex U.S. Ordnance and Salvage.

(1). 34 Trucks - 6 to 10 ton cap. (incl.)
(2). 6015 " - 1½ " 5 " " (")
(3). 5062 " - 1/4" 1 " " (")
(4). 3285 Trailers-1/4to 4 " " (")
(5). Miscellaneous
(a) 1 - Prime Mover - 40 Ton
(b) 170 - Motorcycles
(c) 15 - Side cars (motorcycle)

Vehicles transferred under para c. were approximately 60% operational as transferred. Balance are to be conditioned for operation or cannibalized for parts.

2. a. 1600 (Approximate figure) captured enemy vehicles of all types.

b. Spare Parts.

(1). Truck - 1½ and 10 ton civilian type cargo - 300 tons ex U.S.

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(3). Miscellaneous items of equipment from both British and U.S. Ordnance have been released to supplement 1 and 2 and enable the Italian Government to operate the necessary maintenance and casualty shops.

2. OPERATIONS

a. A.M.G. 13 Corps.

Bids from A.M.G. 13 Corps for vehicles have been received and screened and requisitions have been passed to AFHQ.

b. Carriage of wine by road.

It has been agreed with Movements Division that, with effect from 15 Dec. 1945, Route Reservation No. 3 shall be revised to allow wine to be hauled up to a distance of 200 kms. by road in lorries operated on methane or producer gases.

PART V - PORT AND WHSE.

799

1. PORTS BRANCH

a. General. With only the ports of La Spezia, Bari, Palermo and a section of Naples not under Italian control, the month of November was relatively quiet.

b. Genoa. The grain elevators were made ready to begin operation on 1st December with an expected rate of discharge of 1,000 tons per 12 hour shift and with a storage capacity of 20,000 tons.

An additional rail served berth with no mechanical shore facilities has been made available for Liberty ships; also another rail served berth with three cranes and warehouse suitable for 600 ton vessels.

A re-organization of the Consorzio Autonomo at Genoa and the Provveditorato at Venice was suggested by the Italian Ministry of Marine to improve administration at both these ports. The Regional Commissioners were advised and to date an order has been approved for release at Genoa.

A meeting was held with the port authorities to discuss the rail car situation. With a weekly supply of 5,000 cars coming in at 800 per day, a daily discharge rate of 12,000 tons could be assured. Efforts are being made to secure tarpaulins so that the available open cars can be utilized. The question of repairing foreign rail cars is also being considered.

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vessels into lighters at Civitavecchia and transported by sea amounted to 10,364 tons, breaking the 9,098 ton record of last month.

Vessels discharged : 33 of which
16 UNRRA
1 British
1 Swedish
15 Italian

Cargo discharged : 39,239 tons of which
3,630 tons - sugar
20,076 " - coal
5,636 " - general merchandise
9,172 " - grain
725 " - salt

11 lots - horses
85 " - oxen
138 " - sheep

Port Clearance:-

Coal	11,055 tons	587	rail cars
Salt	1,417 "	86	" "
Gen.Merchandise	11,786 "	722	" "
Grain	8,576 "	484	" "
Total	32,834 tons	1,879	rail cars.

2. WAREHOUSE BRANCH

a. General

(1) Outturn reports for bulk cargoes were discussed with UNRRA agents at Leghorn, La Spezia, Genoa, Savona and Ancona by Mr. Crooks on his recent trip north. The receivers have been using weights based on unloading figures, loaded rail car figures or barged weight figures for the outturn reports. Since there have been great discrepancies in weights and as no proper weighing facilities exist, it has been suggested that the manifest weight be considered as the only fair weight. This question has been taken up with U.S.A.

(2) A proposal has been presented to Federazione Italiana dei Consorzi Agrari to withdraw all Allied personnel attached to the Federazione warehouses the first part of December. Federazione will then take complete charge of the warehouses. Frequent

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trips to the warehouses will be made by AO officers for any necessary assistance.

(j) The documentation work of the Warehouse Branch has been transferred to the Ships Documents Section of the Requisition Branch.

b. Kobe - For the second consecutive month Kobe ports have exceeded receipts by 2700 tons. Unpiled cargo inventory is significantly higher than the previous month.

c. Yokohama. Activities in Yokohama continued to be slow due to the fact that no cargo-carrying vessels were diverted. There is ample warehouse space available. Although the plans have been ready since last month, no build [illegible] warehouses started as of end of November.

d. Nagoya. The situation at Nagoya has not changed materially from last month, although receipts were greater and there were less vessels at hand [illegible]. Warehouse space is still available and no period is expected.

e. Osaka. Receipts exceeded those of last month. However, as vessels remained very high, the warehouse situation is [illegible]. There are still some old stocks, principally of cargo, which have not been moved from the warehouses. This matter has been taken up repeatedly with [illegible] every effort is being made to expedite distribution.

f. Moji. In spite of this month's receipts now [illegible] to be dealt with, because of excessive receipts, an activity is not expected to increase in the next [illegible] there is ample storage space available.

g. Sasebo. There was also very little activity at Sasebo. Issues have [illegible] receipts, but [illegible] to expected in the near future; hence no difficulty is anticipated.

h. Miri. Even though there was a substantial activity [illegible] issues were greater than receipts and there is still ample warehouse space available. Due to [illegible] personnel, a number of these [illegible] transferred to Miri.

i. Japanese War Liquidation Warehouse. Movement during the month of November.

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November.

c. Naples. The situation at Naples has not changed materially this month. Although receipts were greater and issues were less than those of last month, warehouse space is still available and no crisis is expected.

d. Genoa. Receipts doubled those of last month at Genoa. However, as issues remained very high, the warehouse situation is good. There are still some old items, principally clothing, which have not been moved from the warehouses. This matter has been taken up repeatedly with ICS and every effort is being made to accelerate distribution.

e. Ancona. In Ancona this month, receipts have continued to be small with issues far exceeding receipts. As activity is not expected to increase in the near future, there is ample warehouse space available.

f. Leghorn. There has been very little activity at Leghorn. Issues have doubled receipts. No great increase is expected in the near future; therefore no difficulty is anticipated.

g. Bari. Even though there was considerable activity at Bari, issues were greater than receipts and there is still ample warehouse space available. Due to considerable pilferage at Bari, a member of this Division, and a member of Federazione will proceed to Bari to investigate this situation.

h. Appendix "C" indicates warehouse movement during the month of November.

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F. W Buckman
F.W.BUCKMAN
Colonel
Director

3 Encls.
Appendices "A", "B" and "C".

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ADMINISTRATIVE DIVISION

Chief :

Lt. Col. W.P. Scriggins (A)

Accounts and Statistics Branch

Capt. B. Steinberg (A)

MOVEMENTS DIVISION

Major C.F. Berthon (B)

Rail-Head Branch

Capt. I.B. Clinging (B)

Capt. A... Gower (B)

Shipping Branch

Major N.P. Brennan (B)

Capt. J.R. Hewetson (B)

Capt. ... Peel (I)

R.I.B. DIVISION:

Chief :

Mr. Roy P. Moss (A)

Executive Officer

Major ..C. Pine (B)

Operations Branch

Major F.G. Matson (A)

Capt. E... Jeffreys (B)

Civil Engineering Branch

Lt. Col. ...H. Street (B)

Major E.J.Coyle (LIAP) (B)

Major P.G. Buckley (B)

Capt. L.L. Conway (B)

Mr. E. Richard

(ex merchant) (A)

Lt. W.F. Skeet (B)

Mechanical & Supply Branch

Major C.S. Surtees (B)

Mr. F.S. Franklin (C)

Operations Branch

Capt.J.S.Billinghurst (B)

Mr. R. Santamaria (I)

Maintenance Branch

Major H.M. Dewar

(TD in US) (A)

Supply Branch

Capt. W.G. Peterson (A)

vice Lt. G.E. Darrus (A)

PORT & WAREHOUSE DIVISION

Chief :

Mr. S.C. Cooke (A)

Operations Branch

Mr. U.A. Galbadi (B)

Mr. B. Mc Donnel (NZ)

Port Branch

Mr. A.J. Fogarvil (A)

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EUROPEAN COMMAND TECHNICIANS

Major - Capt. W.C. Wallace (A)
Navy - Capt. R.C. Bell (A)
Army - Lt. Col. E.J. Prince (A)
Chief - Lt. Col. H.F. Lewis (A)
Assistant - Capt. R.E. Woodson (A)
Assistant - Capt. J.C. Dolan (A)
Assistant - Capt. W.C. Hill (A)
Chief Living Zone - 1st Lt. G. Lasker (A)

ENGINEER

Lt. Col. Dillon Merrio (A)
Major U.A. Sperne (A)
Major Donald L. Chapman (A)(TD 1st OS)
Capt. E.J. Woodcock (A)
Capt. W.T. Kann (A)
1st Lt. R.C. O'Donnell (A)

LINGUIST

Capt. J.H. Lloyd Davies (A)

MEDICAL

Capt. T.C. Blackley (A)
Capt. L. Castagnese (A)
1st Lt. A.M. Fenstead (A)

MESS

Capt. Paul E. Hamon (A)

CLERICAL

Lt. J.ASO. Clark (A)

VEHICLE

Major E.E. Cocny (A)
Major E.L.D.Pritchett (A)
Capt. J.M. Bowes (A)
Capt. T.M.C. Osborne (USF)
Lt. R.J.E. Evans (A)

SIGNAL

Major W.T. Larkin (Dept) (A)
Capt. J.L. Coleman (A)
Capt. W.C. Ralyhack (A)
Capt. C.H. Harper (A)
1st Lt. Jordan Kitchell (A)
1st Lt. C.D. Howell (A)
Lt. S.T. Hester (A)
Major W.C. Lovejoy (Dept) (A)
Major R.L. Chapman (A)(TD 1st OS)
Capt. J.L. Woodcock (A)
Capt. W.T. Kann (A)
1st Lt. R.C. O'Donnell (A)
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Assistant - Capt. W.C. Hill (A)
Chief Living Zone - 1st Lt. G. Lasker (A)

EUROPEAN COMMAND TECHNICIANS

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Pub. Gens.	15351	2:286
U.C.M.	530	11
TOTAL	14814	10213
CHECK:		
Sub. Gens.	24534	138 15
U.C.M.	4+	7863
TOTAL	25579	5C 877
(FROM)		
Pub. Gens.	1025	2096
U.C.M.	135	-
TOTAL	3059	296
(TO)		
Pub. Gens.	5353	2605
U.C.M.	232	-
TOTAL	5585	2463
NO ADJUSTS (PLEASE INITIAL)		
EXPLANATION		

	172	372
	7323	22187
	37351	3052B
	7063	44
	44415	31014
	2342	5282
	1	133
	2382	5413
	3765	4703
	2	235
	3760	4234

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEAD QUARTERS
ALC NAPLES COMMAND
APO 394

PEH/ms

30 November 1945

SUBJECT : Monthly Report.

TO : Senior Transportation Officer

1. Civilian supplies imported from Allied Governments were in about the same volume in November as the average of other recent months. Owing to the fact that some ships, mostly British, continued to carry mixed civil and military cargo, it was not practicable to berth all ships in the Italian Section of the port as was contemplated by the recent division of the port.
Following relinquishment of ceiling rates imposed by military authorities on 21st October, negotiations were undertaken for revision of wage scales for stevedore labor to conform with those in effect in other ports entirely under Italian Control. Control and use of stevedore equipment is a problem yet to be settled in this port.

2. Warehouse stocks were larger at the end of the month than at the beginning, reflecting curtailed discharge resulting from a shortage of rail cars. A majority of foodstuffs have been

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TO : Senior Transportation Officer

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Following relinquishment of ceiling rates imposed by military authorities on 21st October, negotiations were undertaken for revision of wage scales for stevedore labor to conform with those in effect in other ports entirely under Italian Control. Control and use of stevedore equipment is a problem yet to be settled in this port.

2. Warehouse stocks were larger at the end of the month than at the beginning, reflecting curtailed distribution resulting from a shortage of rail cars. A majority of foodstuffs have been allocated by Allied Commission for distribution by Italian Government. Proportion of UNRRA supplies increased substantially during the month, and is now 27 percent of the total in local warehouses.

For the Commissioner:

T.E.RAMSEY
Capt. Spec-Res.
Port Liaison Officer

Trans & Shipping SK
HQ, AC

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[redacted]

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MONTHLY REPORT FOR OCTOBER 1945

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

(a) Attached herewith as appendices A and B are lists of Transportation Officers at headquarters and in the field.

(b) Colonel R.D.L. Buchanan was appointed Director, effective 10 October 1945.

PART II - MOVEMENTS

1. GENERAL

(a) The foundations were laid during the month of September for handing over to the Italian Authorities the control of civilian traffic, and transfer was effected during October '45. A priority list has been established, and the I.T.S. are at present carrying out movement strictly in accordance with the priority list.

(b) November saw the end of major Italian refugee movements from countries north of the Brenner including the Russian Zones.

(c) Every consideration has been given to the movement of wine by rail and sea from Apulia to the North, but although a very extensive rail and shipping programme was set up, the suppliers still failed to load up to capacity, due to continued price disputes.

2. RAIL

(a) A revised bidding system for rail movement of civilian stores became operative on 15 October '45, resulting in the I.T.S. becoming directly responsible for the movement of all civilian traffic in Italian Government Territory.

It is too early to comment on the working of the new

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Transportation Officers at Headquarters and in the field.

(b) Colonel F.D.G. Buchanan was appointed Director, effective 10 October 1945.

PART II - MOVEMENTS

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2. RAIL

(a) A revised bidding system for rail movement of civilian stores became operative on 15 October '45, resulting in the I.S.R. becoming directly responsible for the movement of all civilian traffic in Italian Government Territory.

It is too early to comment on the working of the new procedure but it will be noted that tonnage moved during the month of September '45 showed an increase of 10,964 over the previous period.

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(b) Lack of empty wagons continued to hamper the movement of essential foodstuffs, especially in the South, and it became necessary to run special empty trains from Milan, Bologna and Florence to ease the position.

Despite the shortage of wagons, the overall tonnages moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows : -

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to be reactivated, but it is hoped that this programme will be completed by the end of November '45.

(d) Special wine tank car trains from Southern Italy to Leghorn-Modena and Piacenza-Reggio continued to run during the month, although the one train daily which was scheduled was not realised, due to the failure of consignors to load. 15 trains representing 353 tank cars were run during the month, and a further 41 tank cars were attached to ordinary goods trains.

3. ROAD

(a) A total of three M&W were received during the month: all were executed satisfactorily.

Port clearance at Civitavecchia was assisted by a lift of 132 tons of medical supplies to Rome as all available rail space was required for the clearance of grain.

(b) The Truck Pools operating under the Italian Government are working satisfactorily, and no complaints have been received.

(c) Heavy refugee movements resulted again, in a temporary POL shortage at Bologna, the total allocation for the month being consumed by 22 October '45. Steps are being taken to overcome present POL difficulties in this area.

(d) Arrangements are being made by the Truck Battalions to transfer vehicles to Savona and La Spezia, to meet present increased needs. The Liaison Officer Liguria is satisfied that with the additional vehicles the availability of trucks for docks clearance at La Spezia is adequate.

4. SHIPPING

(a) The ports recently handed over to Italian control are working satisfactorily. During the month a larger civilian area was taken over by the Italian port authorities in Naples. Military controlled ports are now only Trieste, Leghorn, Palermo, Bari and Naples and of these Leghorn, due to re-deployment, is the only port in which civilian supplies have not been discharged in large quantities. Improvement and rehabilitation of ports are taking place everywhere in the Country.

(b) Following the sweeping of the channel at La Spezia, schooners and coasters can use the port, and the possibility of sending lightened ocean-going vessels is now being considered.

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(i) The coal strike in the United States reduced the number of colliers which arrived in October.

(j) Italian coast-wise and Intra-Mediterranean shipping has been satisfactorily maintained by schooners and ships allocated by the United Maritime Authority (Zone 3 Committee). This programme for one month totals 80,000 tons plus approximately 25,000 tons lifted by schooners, and wine tankers. The movement of wine, pending the production of the new season's crop, has been on a reduced scale, especially as the producers have been reluctant to ship present stocks.

(k) Tonnages of industrial and edible salt have been higher than usual. The monthly programme of pyrites has been carried out in full. The negotiations between the French and Italian Governments concerning the delivery of phosphates from Tunisia have not yet been settled, but a temporary agreement was reached for initial shipment of 8,000 tons, for which shipping has already been procured.

(l) The movement of cattle from Sardinia was on a restricted level, 341 cows and 72 horses being shipped to Civitavechia. Coal discharges in Genoa amounted to 129,454 tons and 74,065 tons in Savona. The daily discharges by rail from Genoa were excellent and on 4 days a total of 8,000 tons was passed. Unfortunately, Genoa suffered delays on several days due to exceptional heavy rainfall.

Italian Government cargoes of 4,000 tons of copper from Beira arrived in Genoa and over 4,000 tons of bitumen in Naples from Egypt. Amongst the foodstuffs, a complete ship load of sugar from Cuba was discharged in Civitavecchia and Naples. 191

(m) The regular passenger services, despite the need for the 'L. Mocenigo' to undergo an overhaul, were maintained between Sardinia, Sicily and the mainland.

(n) The following commodities and tonnages were shipped in Italian Coast-wise traffic : -

Salt (cattle)	12,750
Salt (industrial)	11,500
Misc. Food	467
Wine	3,547
Hay	282
Coal (Sardinian)	14,600
Slag	500
Tobacco	540
Pyrites	13,220
Pitcrops	1,300
Misc.	5,294
Total	80,000 tons

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Orte-Falconara - One circuit is almost completed, only two small sections between Orvieto and Falconara remain to be reguired The second circuit between Foligno and Terontola is almost completed. lack of angle iron has also delayed this vitally work.

Orte-Civitavecchia - Completed.

Rocca di Papa - Castelforte Power Station- One circuit is practically completed.

Roma-Terni - ork is held up for lack of materials.

(a) Contractor's Staff Loan from Private Firms.

(1) Ceschetti Works, at Civitavecchia Repairs carried out during the month were : -

Heavy	3
Medium	31
Light	12
Total	46

(2) Rocchi-Parodi-Delfino at Colleferro Repairs carried out during the month were:

Heavy	37
Medium	13
Light	1
Total	51

(3) Tarone Ilte Foss

Repairs carried out during the month were:

Medium	1
Light	9
Total	10

(b) I.C.A. Minor Shop at Rome Smistamento (1)

Repairs carried out during the month were :

Medium	15
Light	176
Running repairs	156
Total	347

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(a) Carriage and Wagon Repairs Catholic and Shelly October 45

(b) These figures are concerning the work from 1st to 30th September 45.

Repair Compartments (1)

	COACHES	BOGGIE BARS	WAGONS
Lifting Shops (Running repairs)	-	-	650
Repaired	43	6	233
Total	43	6	883
Palermo Compartments			
Running repairs	-	-	998
Main shops	66	-	24
Lifting shops	34	23	108 (1)
Recovered	-	-	-
Total	100	23	1130

(a) Locomotive Situation, Compartments of Repair as at 15 October 45

	Service	Under & Waiting Repair	Scrap	Total
M. Line	50	67	2	119
Shunting	10	3	1	14
Electric	29	5	-	34
Total	89	83	3	172

(a) Locomotive Situation Compartments of Palermo as at 15 October 45

	Service	Under & Waiting Repair	Scrap	Total
M. Line	153	115	3	271
Shunting	22	20	1	43
Electric	-	-	-	-
Total	175	135	4	314
Narrow Gauge	30	36	-	66

(1) These figures are concerning the month from 1st to 30th Sept. '45

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(b) UNRRA

Inventories for UNRRA increased only slightly during the month, closing inventories for Naples, Leghorn, Ancona and Genoa amounting to 17,405 tons, as compared to opening inventories totalling 16,780 tons. With the exception of Naples, issues exceeded receipts.

(c) Genoa

Genoa activities appear to have been more or less static with closing inventories showing an increase of only 2,220 tons. However, the figures given for Genoa are misleading, inasmuch as they do not include tonnages for cotton warehoused there. Opening figures in metric tons (not included in figures on Genoa movements) are 57,904, with closing figures of 60,124 metric tons.

(d) Leghorn

As anticipated, there was increased activity in Leghorn, receipts of foodstuffs being substantially more than at any time during the last several months. This created no particular problem, as there is ample storage space, and an experienced Allied officer, recently transferred from Venice, in charge of warehouses.

(e) Naples

(1) There was much less activity in Naples than during September, receipts being approximately half those of the previous month. Issues, on the other hand, with the exception of UNRRA supplies, were double those of September, substantially reducing closing inventories.

(2) Rail wagons continued to be in short supply, falling 300 below the number requested for the month.

(f) Venice

(1) Activities in Venice were limited to coastwise and rail shipments, due to the fact that no ocean-going vessels were diverted there. Incoming activity for the month of November is anticipated.

(2) Additional warehouse space has been made available and, should the need arise, other storage space can be provided at short notice. The silos are ready to receive the bulk grain which is expected to arrive early next month.

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Chief, Major F.F. Scopino (A)

Transport Secretariat
Mr. A.G. Lyons (..)

Accounts & Statistics Branch
Capt. E. Steinberg (..)
W.O. ... DiChello (..)

LOVEMENTS DIVISION (Tng)
Lt.Col. G.H. Wortalogten (B)

Rail-Road Branch
Major C.P. Constable (LI.P) (B)
Capt. I.P. Clingine (B)
Capt. ..... Gower (on LIAT) (B)

Shipping Branch
Major N.P. Lareman (B)
Capt. J.H. Hamilton (B)
Capt. .. Tosi (I)

RAIL DIVISION (Trs)
Chief, Mr. Roy P. Moss (..)

Executive Officer
Major ...C. Ping (B)

Operations Branch
Major P.G. Matson (A)
Lt. E.... Jeffreys (B)

Major D.O.Hole (on detachment) (B)
Major P.O. Buckley " (B)
Capt. L... Conway (LI.P) (B)
Mr.E.Richard (on detchmt) (..)
Lt. W.H. Skouse (LI.P) (B)

Technical Engineering Branch
Major S.S. Barnes (B)
Major J.F. Gill (..)

Supply Branch
Major C.M. Long (..)

ROADS DIVISION (Tn 5)
Chief, Mr. D.S.Franklin (C)

Operations Branch
Maj. C.W.I. Taylor (B)
Capt.J.S.Billingshurst(LI.P)(B)
Mr. M. Sant Ilari (I)

Maintenance Branch
Major H.M. Downer (..)

Supply Branch
Capt. T.T. Peterson (..)

PORT & WAREHOUSE DIVISION (Tn6)
Chief, Mr. C.C.Crooks (..)
Mr. R.L. Brazzell (..)

Operations Branch
Mr. U... Chilcott (B)
Mr. B. McDonnell (NZ)

Port Branch
Mr. ..C. Allman (B)
Mr. J.J.Ruggirello (..)

ADVANCED ECHELON -Milan
Lt.Col. M. Harris (..)
Major W.a. Symons (B)
Lt. ...M.F. Webb (B)

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NOVARA-[illegible]TARA Bi- " " " "
VERCELLI-ALESSANDRIA Bi-weekly increased to daily
VERCELLI-CEVA-CARBONARA " " " " "
VARALLO-NOVARA Tri-weekly " " "
BARI-BRINDISI and) Extended as a thru Bari Brindisi service
BRINDISI-OTRANTO)
BOLOGNA-BARI Tri-weekly increased to daily
VERONA-VENEZIA
POTENZA-TARANTO
LECCO-BERGAMO
CASTIGLIONE-DORA-AOSTA
VERONA-MANTOVA
FOSSALTA-VENICE
BRESCIA-VEROLANUOVA
AVELLINO-[illegible]
GENOA-ACQUI
S.[illegible]-CASTAGNOLE
FOSSANO-MONDOVI'
GIULIANOVA-TERAMO
VELLETRI-COLLEFERRO
S.BENEDETTO-ASCOLI PICENO
CIVITANOVA-MACERATA
PARATICO-BRESCIA
[illegible]-CASALMAGGIORE
S.LORENZO-BISIGNANO
RIMINI-ANCONA
VITTORIO VENETO-CONEGLIANO
OSTIGLIA-BOLOGNA
FOGGIA-POTENZA Tri-weekly mixed service changed to daily passenger service
ROVIGO-ADRIA
BARLETTA-SPINAZZOLA Tri-weekly increased to daily
VERONA-OSTIGLIA
CERIGNOLA C. CERIGNOLA
BOLOGNA-PRATO
TARANTO-M.FRANCA
MAGLIE-OTRANTO
PAVIA-ALESSANDRIA Bi-weekly to daily
MILAN-BRESCIA Extended to Verona
MILAN-ALESSANDRIA Bi-weekly to daily
NAPLES-SALERNO Extended to Battipaglia
NAPLES-CASERTA Extended to Sparanise
FLORENCE-PONTEDERA " " Pisa
ROME-COLLEFERRO

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[illegible]	32047	8284	20312	19989
LEGHORN				
Fed. Cons.	5332	8077	3229	10180
I.C.F.	534	-	50	484
Total	5866	8077	3279	10664
ANCONA				
Fed. Cons.	10909	442	2647	7987
I.C.F.	152	-	19	133
Total	11061	442	2666	8120
GENOA				
Fed. Cons.	21086	16061	11612	14545
I.C.F. +	1273	1153	4382	34
Total	22359	17214	15994	14579
VENICE				
Fed. Cons.	3588	4409	2651	5346
I.C.F.	-	296	68	228
Total	3588	4705	2719	5574

Above does not include I.C.F. activity in units.

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Ports and Warehouse Division, to succeed Mr. E. M. Bazzarello, who has requested his return to the United States.

PART II - MOVEMENTS

1. GENERAL

(a) During September the foundations were laid for handing over to the Italian Authorities the control of movement of all civilian traffic. From October 1, Minister of Transport will authorize financial expenditure on all new rail projects, without reference to Allied Commission. From October 15, the ISR will be authorized to move civilian traffic as they desire, subject to meeting first the military requirements stated by Military Railway Service, and movement of essential priority civilian traffic as notified by Allied Commission. It is planned to hand over the bidding for coastwise shipping on 1 November. An Italian Authority to lay down priorities of movement and also to coordinate movement by sea and rail will be established. With the return of Venice, Ancona, Brindisi and Taranto to Italian Administration on 30 September, the only military controlled ports are now Trieste, Leghorn, Naples and Bari and the last two have an Italian operated section dealing with civil cargoes. Federazione Italiana del Comporal Agrari has accepted an increasing share of responsibility for warehouse functions. The transfer of the Truck Pools to the Italian Government has been completed and all are now civilian staffed and operated by the Ministry of Transport.

(b) September saw the end of the major flow of refugees through the Brenner Pass, which was averaging 8,000 people daily at its peak.

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(c) The movement of wine from APULIA to the North presented a problem typical of the conditions now ruling in ITALY. It was decided to requisition all rail tank cars and run a daily wine train; requisitioning proved difficult in many cases and trains ran sporadically. Conditions improved in the latter part of the month, trains were despatched more frequently, and 13 trains were despatched during the month. A lavish shipping programme was set up: although the wines duly arrived at the ports to load, the wine did not, shippers finding the controlled price unattractive compared with what was obtainable both for local consumption and for despatch to the North in illicit road transport for subsequent uncontrolled sale.

2. RAIL

(a) Movements of essential foodstuffs and other commodities were hampered by lack of wagons, particularly in Naples and Bari Compartments; constant representation was made to I.S.R. to remedy what was found to be bad local distribution, but little improvement resulted. A five day block on all traffic for Naples had to be imposed owing to heavy backlog of loaded vehicles. Despite the wagon shortage, overall tonnages showed a substantial increase over the previous month, the comparative figures for the mainland being as follows:

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Miscellaneous food	3,830	tons
Wine	4,249	"
Salt (edible)	10,094	"
Salt (industrial)	8,490	"
Soap	2,830	"
Rubber	2,000	"
Coal (ex Sardinia)	97,400	"
Miscellaneous	5,963	"
Total	133,850	tons

(b) Regular passenger services have been established between Sardinia, Sicily and Italian Mainland. The movement of refugees, ex D.P.'s and displaced persons has continued satisfactorily from various ports by passenger ships and Italian naval vessels. The number of refugees carried are as follows:

From Genoa	3,066
" Piombino	422
" Civitavecchia	3,137
" Naples	1,939

(c) The policy notes above of handing back ports to Italian control has been continued with success. The rehabilitation of ports is progressing and in the ports handed back adequate equipment is being left to cope with anticipated tonnages of civilian supplies in future months.

(d) Genoa is now capable of working 10 ocean going vessels, 2 coasters and 4 tankers (storm on) plus a berth for bunkering. The dry docking area has been cleared of mines and Nos. 2 and 4 dry docks are now working, as are ships repair yards. Progress is also being made on repair of silos. In Venice the silos are now working.

PART III - NAVAL

1. GENERAL

(a) Careful attention has been given during the month to the possibility of reducing the supervisory work of the various Branches. This is difficult because Military Railway Service has necessarily maintained an almost complete control over the Italian State Railways, and the latter are barely prepared to accept major responsibilities. But, as noted above, greater responsibility is being entrusted to the Italian State Railways.

(b) The ninth Meeting of the Allied Railway Board was held on 20 September 1945 when ratification of various decisions of the five working Sub-Commissions was made. Proposals have been submitted to the Chairman of the Board for a re-adjustment of functions to meet the changing conditions.

2. CIVIL ENGINEERING

(a) During the month, additional repair and rehabilitation works, to a total estimated cost of 1,014,153,000 lire have been authorized as follows:

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(b) Line 61 is now complete between Genoa and Ventimiglia, but the connexion to the French frontier is not yet finished.

(c) The bridge over the Piave River on line 161 between Milan and Verona has been finished, leaving the Po River crossing to be completed.

(d) Line 24A and the private link to the Pietrafitta Lignite Mines were completed 15 September 1945.

(e) The following feeder lines to Line 66 (Ancona-Bari) are now in service:

(i) Macerata-Civitanova
(ii) Ascoli Piceno-Porto d'Ascoli
(iii) Teramo-Giulianova

(f) Line 29A is open for traffic between Avellino and Montesarchio (36 Km). But the work of the contractors on this line and on the Montesarchio-Avellino line is so unsatisfactory that the strongest action has been taken with ISR.

(g) Field engineers have continued their work of supervising reconstruction of key lines in the North, but difficulties in cement supply and petrol have again hampered the contractors. The rail-distribution has been subject of correspondence with the Minister.

(h) An inspection of track lay-out in Genoa Port disclosed that 20 km of track were urgently required for improved lay-out in the Campasso Marshalling Yard. The matter is in hand with Military Railway Service, which has wired London for authority to release the track.

(i) Numerous local repairs have been effected and sections of line opened to traffic in the Northern Areas.

3. MECHANICAL ENGINEERING

(a) Operations of Private Workshops follow:

(1) Wagon-Lits - Rome.

Because the Wagon-Lits shop in Rome is performing several heavy repair jobs requiring from 1,000-1,500 man-hours, its output dropped from 7 coaches in August to 5 in September. It is repairing 1 sleeping car and will continue to run 4 sleeping car per month through the shop during the next three months. Several units from a British Ambulance train are awaiting shop. These will be given priority and should all be in service during the next 15 days.

(2) Ansaldi-Fossati-Talfing, Salaforra

The output for the last period was 77 wagons. The output of this shop is entirely war damaged equipment constituting heavy repairs and is, for the most part, new in service equipment when outshopped. An effort has been

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previous repairs is undertaken [illegible] normal and quite successfully extends production.

(4) ISR Station Shop - Rome Salaria St.
Repairs Shops have put out for the period 31 medium and 178 light repairs. This shop is still undergoing a slow rebuilding process. It will be some months before this phase has progressed sufficiently to permit maximum output.

(b) The locomotive and car situation in the Compartimento of Calabria and Sicily are as follows:

(1) Reparto Calabria (Locomotives)

TYPE OF LOCOMOTIVE	IN SERVICE	WAITING REPAIR	UNDER REPAIR	TOTAL
Road Locomotive	47	71	2	120
Switch Locomotive	12	7	1	20
Electric Locomotive	26	4	-	30
Total	85	82	3	170

During the period August 15 to September 15, 1 Electric and 11 Steam locomotives were outshopped in this Compartimento.

(2) Reparto Calabria (Cars)
During the month 45 units of passenger train equipment were given medium or heavy repairs. In addition, 15 units were recovered from previously inaccessible areas and either placed in service or moved to shops for light repairs. In addition to 1,893 running repairs, 84 freight cars were given medium repairs and 1,417, light repairs, during the period.

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(3) Sicily (Locomotives)

TYPE OF LOCOMOTIVE	IN SERVICE	WAITING REPAIR	UNDER REPAIR	TOTAL
Road Locomotive (Standard Gauge)	152	114	3	269
Road Locomotive (Narrow Gauge)	32	22	-	54
Switch Locomotive	25	24	1	50
Total	202	160	4	376

(4) Sicily (Cars)
During this period 62 units of passenger equipment were given light and medium repair and freight equipment received 45 heavy, 48 medium and 690 light repairs. In addition to running repairs given to 1,031 units.

(c) General.
A new private workshop, Officine di Ghezzaltz at Bologna, submitted material requisitions which were handled through the Rail Division Shorea section. This shop is the only one of its kind undamaged in the Bologna area. It is felt that it should be in the same category as Falleferro and Cecchetti for supplies and materials. The 163 Railway Workshop Company (Br) is billeted in

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4. STORES.

(a) The Allied Forces have turned over to the Italian Government many material items, which will be in charge of the Storen Service of the I.S.R. The question of release of War equipment in the North has been pursued with the Disposal Sub-Commission and Allowance Headquarters, in order that I.S.R. may speedily make use of valuable material. /Full authority has already been received for use of captured enemy signal equipment in 2 District.

(b) Inability of I.S.R. to take construction contracts is attributed by failure to move cement. The Director General of State Railways reported to the Allied Railway Board that no bags were available in Italy. Allied Commission located one firm in Rome capable of producing 500,000 bags monthly, and another firm with 200,000 available immediate steps have been taken for I.S.R. to take over the output.

(c) Effective 15 September 1943 Coal Allocation Committee took the allocation of coal and coke for Italy the responsibility of the Italian Ministry of Industry and Commerce. Coal for I.S.R. in Sicily, Sardinia and Naples Compartments is allocated by the Ministry and rest of I.S.R. will still receive its allotment through the Military Railway Service.

(d) The Commerce Sub-Commission is now making a bulk allocation of tires to the Italian Ministry of Industry and Commerce. The Italian State Railways must therefore purchase their tires directly from the Italian Government.

(e) During the month of October the MCS will not, except in case of an extreme emergency, issue any materials to I.S.R. from their In Stores Depots, in order that I.S.R. may demonstrate their ability to produce supplies.

5. TRAFFIC

(a) From the civilian passenger standpoint, the month of September has been the most successful on record.

(b) On suggestion of Allied Commission, Traffic Sub-Committee of Allied Railway Board appointed a Time-Table Committee to deal with applications for additional passenger trains. Of 36 applications at the first meeting, 19 were conceded, and the second meeting was similarly successful.

(c) New passenger services are detailed in Appendix C.

(d) In spite of very short notice, suitable arrangements were made for the conveyance of the Consultors of the Government to and from Rome.

(e) Output of passenger coaching stock in the South has equal the equipment situation somewhat. Now that a fairly satisfactory skeleton service exists throughout Italy, the dominating factor will become availability of coal and fuel oil and reelectrification.

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from, but the immediate meeting of their needs for wine cannot be met. The introduction of a wine train from Puglia to the North has led the Minister to reconsider our recommendation that all wine tankers be requisitioned until the Puglia wine crop has been cleared.

(f) The Wagon Control Committee, of which the chairmanship passed to I.S.C. on 1 October, is working smoothly and with the exception of Naples Compartimento, difficulties are decreasing, and, more important, we are able to ascertain exactly what and where these difficulties are. A frequent cause of difficulty is brought about by instructions from local Military authorities to I.S.C. which are contrary to those of the Wagon Control Committee. This often applies to inter-compartimental moves and loss of civil loadings usually results. This is hardly satisfactory, when Allied Commission has taken every precaution to ensure adequate distribution. One black spot, Warehouses 676 and 696 at Naples, is receiving very special attention, but until I.S.C. can ensure that the local staff act in accordance with instructions from their Headquarters the position will continue to be difficult.

PART IV - ROAD

1. GENERAL

(a) Reduction of military commitments for civilian movement resulted in greater traffic for civilian trucking firms. Effective 17 September military authorities ceased dock clearance of civilian supplies. Arrangements have been made for U.N.R.R.A. to undertake this task, largely with U.S.T.C. trucks at their disposal.

2. OPERATIONS

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(a) Fifty 2-ton trucks have been allotted U.S.T.C. from Livorno for port clearance.

(b) Truck Pool and civilian vehicles will be required to haul an additional 8,000 tons per month in Bari which becomes a "C" port on 1 October.

(c) Thirty military trucks provided by 2 District for long movement are being withdrawn on 15 October. Truck Pool vehicles will take over the operation.

3. MAINTENANCE

(a) The activities of the Maintenance Branch for the month of December were confined to handing over to the Italian Government 1,474 trailers for rebuilding and salvaging operations. These are parts of the 20,000 ton lift authorised by AFHQ/COS, of which 3,473 trucks and trailers have now been transferred.

4. SUPPLY

(a) Fifty trucks, 10 tons, 6x4 and 12 tons, (233 cases) of truck spare parts were received.

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ports have proved more than adequate for the purposes during the month. Work is proceeding on the repair of wharves, while rail clearance facilities at Genoa are being extended and improved.

Port clearance of wrecks, sinkers, etc. is now being undertaken by Italian Naval Authorities. Minesweeping has proceeded in Porto Vecchio and the main channel for repairs have made substantial progress towards expected completion by 15 October 1945. The reported depths at the sills into the two docks are given as 28 feet at Palermo and 26 feet east side.

(2) Livorno - Owing to the non-opening of the Livorno ports, traffic has been light and in view of this fact and the poor shelter afforded to vessels at this port, its use is likely to be still further restricted during the winter months. Therefore, the proposed allocation and setting up of six Bailey bays with construction of railway station therein has been cancelled. The following tonnages were discharged:

2 Liberties	-	5,711 tons wheat
1 Norwegian S/S	-	7,369 tons coal
146 small craft	-	4,359 tons wine, sculin, etc.
Total		17,439 tons

(3) Civitavecchia - The clearance of wrecks and mines has been continued throughout the month. The large ex in the South Mole by Dorado No. 11 has now been completely closed and work has been proceeding on the removal of the large stumps "Sebbie" which partially obstructs the entrance channel. An under-water explosion occured during the month occasioned by a vessel's anchor fouling a mine by Berth No. 2. One loaded barge was sunk and another damaged. The loaded barge has been salvaged and special precautions are being taken to avoid necessity of anchors being used. The port handled the following vessels:

Liberties	-	4
Polish Steamers	-	1
French Steamers	-	1
Italian Coasters	-	12 (Of these 2 represent arrivals of "Maccanic")
Water Schooners	-	25

Tonnage discharged:

General Cargo	-	12,936 tons
Coal	-	7,089 (of this 3,320 tons were discharged into lighters for Piombino/Leno)
Salt	-	2,808
Wine	-	322
Cattle	-	95
Total		25,690

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...the Flaminia Outercd channel was completed early in September and ...ing plant returned up river to the Garigliano Bend where dredging is in progress. The Tiber River remains at its seasonally low level, at places having a depth of only 7'4" and navigation must await a rise in level of at least 3 feet.

(c) General - Transportation (Sp) Mets have prepared, in collaboration with this Division, and submitted to the War Office, London, lists of port equipment of all kinds, including stevedoring gear, cranes, and floating plant, which they consider more than ample to meet requirements of the seven hitherto British controlled ports of Savona, Genoa, Venice, Leghorn, Bari, Brindisi and Taranto. Pending screening and approval of ads by the War Office, the equipment, as listed, is being transferred to the Italian Port Authorities on loan and, as British Military control is withdrawn and this transfer appears to be working smoothly and effectively.

2. WAREHOUSE BRANCH

(a) General - Total warehouse stocks increased during the month, not only for food items, but for miscellaneous items as well, apparently because several Sub-Commissions have not worked out plans for the distribution of expected arrivals of merchandise.

(b) Statistics - Appendix D indicates warehouse movement during the month of September.

(c) Naples - Although the amount of UNRRA merchandise stored in warehouses in Naples, Leghorn, Ancona and Genoa at the beginning of the month was approximately 10,500 tons, and although receipts were only approximately 1,500 tons, closing inventories at the end of the month were about 10,000 tons, indicating a total issue for the month of only 1,500 tons.

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(d) Italian Responsibility - Warehouses in Genoa, Leghorn, Venice and Ancona can function efficiently in the very near future without any Allied Military personnel on duty.

(e) Genoa.

(1) Sufficient storage capacity is either already available or additional space as needed could be obtained with little difficulty. But the lack of distribution plans for large quantities of incoming supplies which could be railed directly from shipside to ultimate destination in the interior could easily cause a warehouse crisis.

(2) Gross figures on receipts and issues are deceiving because they include such items as iron pyrites, wine, and bulk wheat, which are not normally contained in receipts and issues of other warehouses.

(f) Leghorn - Leghorn position continued to be relatively dormant. But, by agreement with the U.S. Army, some ocean going vessels will be accepted at Leghorn during the month of October for discharge. This may increase activity here.

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Appendix A

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR JULY 1945

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

(a) Attached herewith as Appendices A and B are lists of Transportation officers at Headquarters and in the field.

2. ACCOUNTS WORK

(a) Commencing 1 August 1945 the Accounts and Statistics Branch will cease to maintain detailed ledgers in respect of Civil Imported Supplies, with the exception of

(1) Transfers on Loan to AMG Austria
(2) Transfers to AMG Venezia Giulia
(3) Transfers to Airlift.

Duties thus relinquished are being replaced by work taken over from G-5 (APHQ) consequent upon the closing down of its "Movement Station Branch" on July 31st, specifically, the preparation of "Monthly Report - Civil Imports".

PART II - MOVEMENTS

1. GENERAL

(a) Overall movement of Civilian Traffic in Italian Government Territory continues to improve in comparison with past months. Figures for the month of June are now complete and in Italian Government Territory a total of 533,313 tons of Civilian freight traffic was carried by the Railways (Mainland 277,060 tons, Sicily 176,603 tons and Sardinia 77,650 tons). In the month of June Coastwise Shipping and Schooners lifted a total of 80,163 tons in addition to 5,402 head of cattle, sheep and horses. Incomplete Road returns show that 268,102 tons was lifted by organised Road transport in Italian Government Territory on the Mainland. Allowing previous monthly averages for Sicily and Sardinia and for Areas on the Mainland for which returns have not been submitted it is evident that well over 1,000,000 of Civilian traffic is now being conveyed monthly by Rail, Road and Sea in Italian Government Territory.

(b) With the introduction of Phase II on 15 July '45 in North West Italy the movement of Civilian Rail traffic in the Compartments of LIGURIA, PIEMONTE

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(a) Commencing 1 August 1945 the Accounts and Statistics Branch will cease to maintain detailed ledgers in respect of Civil Imported Supplies, with the exception of

(1) Transfers on loan to AMG Austria
(2) Transfers to AMG Venezia Giulia
(3) Transfers to Armies.

Duties thus relinquished are being replaced by work taken over from G-5 (AFHQ) consequent upon the closing down of its "Movement Liaison Branch" on July 31st, specifically, the preparation of "Monthly Report - Civil Imports".

PART II - MOVEMENTS

1. GENERAL

(a) Overall movement of Civilian Traffic in Italian Government Territory continues to improve in comparison with past months. Figures for the month of June are now complete and in Italian Government Territory a total of 533.311 tons of Civilian freight traffic was carried by the Railways (Mainland 277.068 tons, Sicily 178.403 tons and Sardinia 77.840 tons). In the month of June Coastwise Shipping and Schooners lifted a total of 80.163 tons in addition to 5.402 head of cattle, sheep and horses. Incomplete Road returns show that 262.102 tons was lifted by organised Road transport in Italian Government Territory on the Mainland. Allowing previous monthly averages for Sicily and Sardinia and for Areas on the Mainland for which returns have not been submitted it is evident that well over 1,000,000 of Civilian traffic is now being conveyed monthly by Rail, Road and Sea in Italian Government Territory.

(b) With the introduction of Phase II on 15 July '45 in North West Italy the movement of Civilian Rail traffic in the Compartments of LIGURIA, PIEMONTE and LOMBARDIA (less the province of MANTOVA), plus the provinces of PIACENZA and PARMA in the Compartment of EMILIA become the responsibility of the Allied Commission. All demands for Rail movement in this Territory were met.

(c) During the month representatives of A.F.H.Q., Allied Commission and Director of Military Railway Service met to discuss the revision of Rail capacity on the Mainland of Italy south of BOLOGNA. Detailed report follows in Para 2 (b).

(d) The movement of Refugees and Displaced Persons continues according to programme and it was found possible to increase the rate of acceptance into Italy from Northern Europe.

(e) The Port of GENOA opened for 2 ocean-going Ships and 3 coasters on 29 July '45 and discharge over the beaches was discontinued. Conditions also improved in Venice where, after July 24, 2 Liberty type Ships and 1 Tanker were able to use the Lido Channel.

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2. [illegible]

(a) Phase II was introduced on 15 July '45 in two [illegible] under [illegible] and in [illegible] District, namely:

Component of [illegible]
" " [illegible]
" " [illegible] (less province of [illegible])
Province of [illegible] } in the Component of [illegible]
" " [illegible] }

and the movement of civilian traffic in that [illegible] became the responsibility of the Allied Commission. With the improvement of the port situation the Railways were able to meet all demands for [illegible] made upon them. All reports at the end of the month indicated there was a satisfactory [illegible] stocks in North [illegible] to meet the initial demands of the Liberated [illegible] elsewhere and to maintain the [illegible] programme.

(b) A meeting was held in [illegible] on 1 July '45 at which representatives of A.F.H.Q., Allied Commission, [illegible] Chiefs of Italian Railways were present. The purpose of the meeting was to discuss the basis on which Tonnage Figures [illegible] were subject to A.F.H.Q. Priorities of the conformance for the month of August. [illegible] A.F.H.Q. stated that this meeting position shown that tonnages were not [illegible], when translated into [illegible] of wagons indicated that [illegible], the wagons were required daily to meet all needs both for [illegible] movement on the [illegible] of July [illegible] month of August, when in effect only 3,500 wagons were available. The A.F.H.Q. stated that the position could not continue and suggested that both the Allied and Allied Commission should, for [illegible], work on the basis [illegible] 3,500 wagons daily. [illegible] A.F.H.Q. agreed the meeting that [illegible] wagons would be distributed to meet all needs.

As the result of the above meeting held in [illegible] on 21 July '45, it was agreed that commencing with the [illegible] period 30 July '45, 800 wagons daily would be allocated for civilian traffic which would be for clearance at Civitavecchia, [illegible] and all [illegible] ports [illegible] of stock from Corsica to the [illegible]. [illegible] allocation, move out in sections based on [illegible]. It is confidently expected that the new system will result in an overall improvement in Civilian [illegible].

(c) The greater [illegible] for the programming and movement of [illegible] to the U.S.F. commencing 1 July '45 is

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reports at the end of the month indicated there was a surplus of rolling stock in North West Italy to meet the initial demands of the Regional Commissioners and to maintain the Military programme.

(b) A meeting was held in Rome on 18 July '45 at which Representatives of A.F.H.Q., Allied Commission, and Director of Military Railways Serv'ce were present. The purpose of the meeting was to discuss the basic monthly Tonnage figures on all the lines subject to A.F.H.Q. jurisdiction of two rail conferences for the month of August. The D.M.R.S. stated that the existing position showed that tonnages programmed during July, when translated into terms of wagons indicated that some 4,500 wagons were required daily, to meet all needs both for Military and Civilian movement on the mainland of Italy South of BOLOGNA, whereas in effect only 3,500 wagons were available. The D.M.R.S. stated that the position could not continue and requested that both the Military and Allied Commission should, for future planning, work out their movement requirements on a wagon availability basis, the total not to exceed 3,500 wagons daily. On this basis the D.M.R.S. assured the meeting that wagons would be distributed to meet all needs.

As the result of a further meeting held in Rome on 21 July '45, it was agreed that commencing with the movement period 30 July '45, 800 wagons daily would be allocated for Civilian traffic which would include Port clearance at Civitavecchia, Piombino and Naples and all Refugee Trains made up of box car stock from Verona to the South. With the introduction of a wagon allocation, movement is no longer based on line capacity. It is confidently expected that the new system will result in an overall improvement in Civilian movement.

(c) The greater responsibility for the programming and movement of Civilian traffic which was delegated to the I.S.R. commencing 1 July '45 is working smoothly, with Transportation Sub-Commission A.C. continuing to exercise overall supervision only, together with laying down of all priorities for movement.

(d) The controlled Refugee movements from USFET to Italy via the Brenner route which commenced on 1 July '45 together with the movement from Switzerland via Chiasso and Domodossola routes continues to progress smoothly. At the AFHQ/USFET monthly meeting held in Rome on 20 July '45, it was agreed, that subject to the Control at Verona being able to accept, the numbers through the Brenner would be increased from 3,000 to 4,500 per day. At the same time it was agreed that in addition to the 1,000 from Switzerland through Chiasso and the 500 through Domodossola daily, 1,000 additional Refugees could be accepted from Germany, through Switzerland (route Bregenz and Chiasso) to commence immediately the Sides could provide the necessary rolling stock. The 2,500 per day uncontrolled movement from the North East continues unchanged. With the opening of the Bologna-Verona route on the 7 July '45 it was agreed with A.F.H.Q. to work one Refugee Train daily Southbound from Verona instead of from Bologna. No increase in the Allotment of 11 Trains southbound per week has been possible. During July 80 Trains were despatched carrying a total of 78,390 persons. In addition to the Rail Movements 2,759 persons were moved by Road from Verona to Bologna to connect with Southbound trains and 3,834 by Sea from Piombino to Messina. Records show that between cessation of

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to supply M.T. to assist by the discharge of an extra ship. "LANCIA" GROUP - EIAC were called upon to lift 400 tons a day and they carried out this commitment satisfactorily, 3,237 tons being cleared by [illegible] and 1,299 tons by M.T. Transport. Owing to a temporary shortage of rail care road transport was also necessary to assist in clearance of Piombino Port.

3. SHIPPING

(a) After successful mine sweeping operations the situation improved in Genoa and Venice at the end of month, 5 vessels - 2 ocean-going ships and 3 coasters - commenced to discharge in the Port of Genoa on 25 July, as compared with discharge over the benches. Mine sweeping is continuing. In Venice after 24 July 2 liberty type ships drawing 27' and 1 tanker were able to use Lido Channel. The rate of discharge of coal at Taranto has been particularly good; ships have been discharged on average of 1½ days working, the tonnage offloaded on "Swivie" berth being 5000-6000 tons daily. Owing to the heavy re-deployment programme, Leghorn has been used exclusively by Military during July and civil supplies have had to be diverted to alternative ports.

(b) With the cessation of regular convoys, arrangements have been made to obtain information of ship's arrival at Gibraltar and expected time of arrival at ports of discharge in Mediterranean.

(c) Coastwise tonnage lifted by coaster was 54,981 tons and 48,233 tons by schooners making a total of 103,214 tons. The movement of phosphate rock from North Africa for the second semestre of 1945 has been held up owing to negotiation between the French and Italians not having been successfully concluded. The interested parties have been pressed for a speedy decision.

(d) The freight and passenger service between NAPLES/CAGLIARI - NAPLES/PALERMO continues to be maintained by "ARBATAX" and "CASTIGLIO" and the "LANCIA" operated between Olbia and Civitavecchia carrying sheep and cattle.

(e) The recommendations of the "Co ordi" Committee, formed to facilitate the handing over of ports from operation by Military to Italian Authority, are being carried out. Several ports are now working entirely under Italian control and are working efficiently. An increasing responsibility is being given to the Italians in all ports and only few ports are now exclusively Military in operation.

PART III - RAIL

1. RAILWAYS

(a) On 7 July the Po River was crossed at Cattolica, and the first rail link between North and South was established. The crossing is a bottle-neck at the moment, owing to the heavy military traffic, including leave trains, but

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it is hoped progress on a further crossing north of Piacenza will provide an alternative route between Bologna and Milan.

2. ALLIED RAILWAY BOARD

(a) The seventh meeting of the Allied Railway Board was held on 17 July 45, when a further review of the work of the Sub-committees was taken.

(b) Present at the meeting were the following members of European Commission Inland Transport Organisation:

M. Jean LEVY - President
Professor WARTELNIK - Director General
Mr. J. J. CAGNE - Secretary General

(c) Explanation of the intended functions of the organisation and how it would work in relation with Italy was given to the meeting.

3. CIVIL ENGINEERING

(a) Work of reconstruction has continued on the lines shown in Appendix "C" without interruption.

(b) The line CASTELLO-SESTRI was completed on the 7th July.

(c) The difficulty in obtaining stores, except petrol has been overcome.

(d) A meeting in regard to supplying petrol was held with the Under-secretary of State, Ministry of Co-ordination, and it is hoped that difficulties in obtaining petrol will be overcome.

4. MECHANICAL ENGINEERING

(a) Private Firms financial position

The financial position of private firms working for ISR can now be put on a more satisfactory footing. Contract prices have been agreed on and ISR have undertaken to make payments on account of work already done.

(b) Output of Rail Cars from private firms

(1) Ercolettii Works, at Castellanza Varese are still limited by availability of electric supply. It is hoped that the position will have improved by the end of August. Output for month of heavy repairs (83% recovered).

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3. CIVIL ENGINEERING

(a) Work of reconstruction has continued on the lines shown in Appendix "C" without interruption.

(b) The line CANCELLO-BENEVENTO was completed on the 7th July.

(c) The difficulty in obtaining stores, except petrol has been overcome.

(d) A meeting in regard of supplying petrol was held with the Under-secretary of State, Ministry of Commerce, and it is hoped that difficulties in obtaining petrol will be overcome.

4. MECHANICAL ENGINEERING

(a) Private Firms Financial position

The financial position of private firms working for ISR has now been put on a more satisfactory footing. Contract prices have been agreed on and ISR have undertaken to make payments on account of work already done.

(b) Output of Rail Cars from private firms

(1) Cecchetti Works, at Civitanova Marche are still limited by availability of electric supply. It is hoped that the position will have improved by the end of August. Output for month 60 heavy repairs (all recovered).

(2) Romagna-Farodi-Dalfino, at Collefarro are working satisfactorily but hampered by lack of transport, two Italian military trucks having been withdrawn and ISR having sent only one truck of smaller capacity as replacement. This is in hand with ISR.

Output for month 70 heavy repairs (-11 recovered).

This lower figure is accounted for by the exceptionally heavy nature of repairs.

(3) Wagons-Lits, Rome repaired 8 passenger coaches during the month.

ISR Hialgo Shop at Rome Smistamento continues to make progress but structural repairs to shop are not making good headway. In particular roofing requires to be carried out before winter.

Output during month 3 Baggage cars and 66 wagons of which 12 recovered.

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(c) Locomotives Repaired, Salerno & Sicily month ended 15 July 43.

Naples Corps/Advance Loco Depots

Steam 7	
Electric 1	
Total	8

Palermo Corps/Advance Loco Depots

Steam 24	
Main Slopes (Naval Yard)	2
Total	26
Narrow Gauge	3

(d) Operable & Major Repairs Salerno and Sicily June 43.

Naples Corps/Depots:

	Locos	Rolling Stock	Wagons
Lifting Steam (Cranes)			
Repaired	11	17	381
Recovered	—	—	39
Total	11	17	420

Palermo Corps/Depots:

Main Slopes	7	3	83
Lifting Slopes	39	21	715
Recovered	4	2	14
Total	43	26	812

(e) Locomotive situation - Corps/Advance Depots 15 July 43 -

	Serviceable	Under & Waiting Repair	Stored	Grand Total
U. Line	49	47	14	110
Shunting	19	19	7	45
Electric	72	2	—	80
			27	237

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Repair to Locomotives:

	Coaches	Repairs Cars	Wagons
Lifting Shops (Running Repairs)	10	17	381
Recovered	--	—	38
T o t a l	11	17	429
Palermo Compartimento:			
Main Shops	7	9	83
Lifting Shops	30	31	715
Recovered	6	6	12
T o t a l	43	46	810

(e) Locomotive situation - Compartimento of Reggio as at 15 July 45 -

	Service	Under & Waiting Repair	Scrap	T o t a l
M. Line	49	47	14	110
Shunting	19	13	3	35
Electric	26	6	--	32
T o t a l s	94	66	17	177

(f) Locomotive situation Compartimento of Palermo as at July 15th 1945.

	Service	Under & Waiting Repair	Scrap	T o t a l
M. Line	160	101	12	273
Shunting	34	22	—	56
Electric	—	—	--	--
T o t a l s	194	123	12	329
Narrow Gauge	32	32	—	64

(g) The Mechanical Section was handed over to Major G. S. Barnes on 1 August 45.

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5. STORES

(a) A further release of truck tires was received during the month from Commerce Sub-Commission. The next issue will be through the Italian Ministry of Industry and Commerce. This system will facilitate the financial payments but will no doubt complicate the distribution, however, it is intended that the Ministry will be advised of the tires requisitioned by the IRR through Transportation Sub-Commission.

(b) Further copies of requisitions of Materials as ordered by the Transportation Corps for the Italian State Railways Six Months Requirements have been received. It is noted that with the exception of all rails and accessories, tires and inner tubes, and a few relatively unimportant sundries, all the items listed under Caption "A" are now in order.

(c) All timber in the north, except standing timber and timber in logs, is blocked by the 5th Army and P.B.S. for military use. The IRR are making contracts for the purchase of timber. It is hoped that the military requirements will soon be satisfied to permit more freedom in their purchase.

6. TRAFFIC

(a) It has not yet been possible to arrange a through civilian passenger service between South and North, but with the prospect of the alternative route from Bologna mentioned in para 1, and careful adjustment of present rolling stock, we intend to press strongly for a through daily service Rome-Milan, which will include facilities for mail conveyance.

(b) On 30 July the Rome-Florence tri-weekly civilian passenger service was extended to include Bologna. A sleeping car runs in this service as far as Florence, the cost of a berth, in addition to the usual fare, being 1951 lire.

(c) Various local adjustments of services have been made in Battipaglia and Potenza districts, and in the Florence Compartimento IRR workers' trains have been altered to include the conveyance of fare-paying passengers.

(d) The Benevento-Cercola Private Railway being completed, limited service has been introduced thereon. Negotiations are in hand with IRR to permit through working into Naples.

(e) Shortage of freight cars continues to create difficulties, but the allocation of 800 cars daily for civilian usage has enabled this Division to cooperate with Movements Division in the expediting and placing of freight cars

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(8) All timber in the Italian forests is blocked by the 5th Army and F.C.S. for military use. The ISR are making contracts for the purchase of timber. It is hoped that the military requirements will soon be satisfied to permit more freedom in their purchase.

6. TRAFFIC

(a) It has not yet been possible to arrange a through civilian passenger service between South and North, but with the prospect of the alternative route from Bologna mentioned in para 1, and a careful adjustment of present rolling stock, we intend to press strongly for a through daily service Rome-Milan, which will include facilities for mail conveyance.

(b) On 30 July the Rome-Florence tri-weekly civilian passenger service was extended to include Bologna. A sleeping car runs in this service as far as Florence, the cost of a berth, in addition to the usual fare, being 1,511 lire.

(c) Various local adjustments of services have been made in Battipaglia and Potenza districts, and in the Florence Compartimento ISR workers' trains have been altered to include the conveyance of fare-paying passengers.

(d) The Benevento-Cancello Private Railway being completed, limited service has been introduced thereon. Negotiations are in hand with ISR to permit through working into Naples.

(e) Shortage of freight cars continues to create difficulties, but the allocation of 800 cars daily for civilian usage has enabled this Division to cooperate with Movements Division in the obtaining and placing of freight cars to meet in some measure the civilian loading programme.

(f) An Officer has been specially assigned to deal with problems of wagon supply and distribution. By decision of the Allied Railway Board, a wagon control committee has been set up with Military Railway Service, AFHQ (G4 Mov & Tn), Allied Commission and ISR to coordinate demands and to achieve a more equable distribution. Mechanical Engineering Branch are endeavoring to speed up repairs, giving first priority to light repairs, in order to get as many wagons as possible into action. With all our efforts, the position for the next month or so does not look favorable from a civilian angle, and continued pressure will be necessary to ensure civilian needs are maintained.

(g) Movement of refugees is taxing our transportation facilities, requiring five sets of passenger stock of 13 coaches per set, in addition to many freight cars. We feel that if due attention is given to the introduction of suitable fare-paying passenger services, many refugees would prefer such travel, and the ISR would benefit from the payment of fares.

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(c) Approximately 2079 trucks will be handed over to the Italian Government in August as follows:-

Ex A.C. Military Units to civilian Truck Pools in A.M.G. Territory	1549
To I.S.R.	530
Total	2079

(c) In total some 9197 trucks will have been handed over by 31 Aug, provided that the 260 x 10 tons trucks arrive in Italy, according to forward shipment advices. These form part of the balance of 530 trucks to be transferred to I.S.R.

Consand of 1 and 3 Truck Battalions and 222-230 Italian Transport Coys A.C., previously on loan to 15 Army Group, reverted to A.C. on 1 Aug.

(d) By 31 Aug all A.C. Military Transport Units will have been disbanded and A.C. will no longer control or operate any trucks employed on civilian supply. Disbanded units are:- 1,2, and 3 Truck Battalions (U.S.) and 221, 222, 223,224,225,226,227,228,229 and 230 Italian Transport Coys A.C. (Br.).

(e) All trucks transferred to the Italian Government have been handed over to the Minister of Transport and a charge will be drawn against the Italian Government by Finance S/C.

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(f) The Government will take over title to all trucks delivered to civilian Truck Pools in A.M.G. Territory immediately upon arrival. The Minister of Transport has agreed to activate and organize all such new civilian Truck Pools and has sent representatives of the General Inspectorate of Civil Motorization to the North for that purpose. A.M.G. Transportation Officers will act in a supervisory and advisory capacity only in the initial stages.

(g) The Combined Chiefs of Staff have approved the provision from Allied sources of an additional 20,000 tons road lift to meet in full the essential economic transport requirements of Italy. This lift is additional to 15,000 tons already made available to the Italian Government in the transfer of 9197 trucks.

A.F.H.Q. will release to A.C. sufficient "war weary" 2½ and 3 ton trucks to produce 4000 runners after cannibalization and rebuild, in part satisfaction of the 20,000 ton lift. The Minister of Transport has agreed to accept these vehicles and to arrange for re-build by Italian motor engineering firms.

(h) Command of the Truck Operating and Maintenance Groups has now been assigned to Director, Transportation S/C. The former will virtually cease to function on completion of disbandment of its units. In accordance with AFHQ directives all Allied personnel will be withdrawn from the Truck Operations and Maintenance Groups by 1 Oct.

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which have taken place since its inception. The commission has made a report to the Minister, who intends to discuss his plans for the future of EMAC with Transportation S/C.

2. OPERATIONS

(a) The volume of goods moved on priority haulage programmes, initiated by A.C., has materially fallen during the month, particularly in the ANCONA and LEGHORN areas. Contributory causes were the completion of the grain export programme from MARCHE ABRUZZI, the opening of GENOA, SAVONA and VENICE ports and the opening of the rail link BOLOGNA - VERONA - MILAN.

A temporary surplus of trucks exists in the ANCONA area; but this will be taken up when ANCONA becomes a "C" Port in 1 September. A surplus also now exists in LEGHORN and trucks will be withdrawn for use in areas where a deficiency is apparent.

(b) Total tonnage hauled on priority programmes for grain, AMG food., sulphur, flour, cement and hemp in Italian Government Territory was 22,500, a drop of 36 percent on the June figure.

(c) Total tonnage moved in June by road in Italian Government Territory and Emilia Region was 343,000 an increase of 52,000 tons or 20 percent over May. It is estimated that at least a further 50,000 tons was moved in this area by Officio Autotrasporti in TOSCANA, MARCHE, and UMBRIA from whom no returns can be obtained.

Average tonnage moved by EMAC in each 10 day period in June and July was 57,000 against the May average of 51,000.

(d) The distribution and locations of trucks ex A.C. Military Transport Units in civilian Truck Pools in the North is based on lift commitments of Civil Supplies and refugees established by 5 Army in Phase I. Regional Transportation Officers are responsible that existing commitments are met from within the resources of the new Pools.

(e) Due to shortage of rail wagons a large lift of road transport was called upon at short notice to clear the ports of PIOMBINO and CIVITAVECCHIA and to prevent delay in ship discharge. EMAC alone cleared some 6000 tons from CIVITAVECCHIA and the LEGHORN Truck Pool 500 Tons from PIOMBINO.

3. SUPPLIES

(a) Vehicles received to 30 July 1945 were as follows:-

3295 Truck, 1½ ton, 4 x 4 -- 2076 of these were received crated, have been assembled and are now in operation. The balance were imported on wheels and have been conditioned and placed in civil supply service.

47 Trucks, 10 ton 6 x 4 reconditioned. These are the first consignments of large capacity vehicles of which 260 are scheduled for import.

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1. PORTS

(a) Civitavecchia: The port handled a record volume of tonnage, i.e. 50,600 tons of which 26,321 was coal. Of this latter figure, 9,810 tons was discharged into lighters for Piombino/Rome. Large vessels using the port totalled 18, including 5 Liberties.

The floating crane (120 tons sheer-legs) "Trieste" has been actively employed lifting sunken tugs and barges and other wreckage which were obstructing various berths. In particular, berth No. 8 is being rapidly cleared and as soon as the dredger "Delfin", scheduled to arrive within the next fortnight from Leghorn, can dredge the berth to the requisite depth of 25/26 feet, it will be possible to berth another Liberty alongside for discharge. The dredging of this berth will be No. 1 dredging priority at Civitavecchia.

(b) Piombino: This port has functioned well throughout the month. A total of 36,780 tons was discharged consisting mainly of grain, phosphates and wine. On one occasion during this month, 2,000 tons was discharged in 24 hours of which over 1,500 tons was cleared from the port.

All back-piling has been cleared from the stacking ground and discharge is now proceeding directly on to rail. Additional back-piling facilities have been created for approximately 1,500 tons of coal and the port warehouse has been cleared of some heavy machinery, thus affording additional covered space therein for approximately 250 tons of cereal.

In addition to normal port working during this month, it is of interest to record that the American SS "John H. Hammond" which struck a mine off Elba, was towed into Piombino, with holds No. 1, 2 and 3 flooded and with water in No. 4 and 5. The vessel was loaded with 7,700 tons of general cargo and was badly down by the head.

Our Port Liaison Officer, Mr. S. P. France, took prompt and effective measures to deal with this ship, using all available lighters at the port and commandeering the 2,000 ton steamer "Andrea Costarini", at that time loading pyrites at Portiglione, together with all lighters at that port, and using them for lighterage of cargo (some 1,200 tons) from the stricken vessel. Mr. France's prompt and effective use of all the resources available to him, and particularly the commandeering of the "Andrea Costarini", undoubtedly contributed in large measure to the saving of a valuable U. S. Liberty ship.

Mr. France has now succeeded in arranging for carabinieri and other armed units (Italian Government Authority) to guard goods en route from the port to switching point at Campiglia.

(c) Genoa: This port has been open since 20 July 1945 and is receiving Liberty ships of which two can be berthed alongside. There are also berths available for three coasters.

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Mr. C. Crocke has been appointed Port Liaison Officer at this port and has taken up his duties.

2. ROME/FIUMICINO CANAL

(a) Dredging: The dredging work was in progress at Sardegna Bend, Tiber River, had to be suspended on 18 July and the dredging plant transferred to the bar at entrance to Fiumicino where a heavy increase of silting threatened the stoppage of traffic from Civitavecchia. Unfortunately, shortly after completion of this work, rough seas (31 July - 2 August) caused more silting and further dredging of the bar has had to be undertaken. It is expected to complete this about 12 August, when the dredging plant will be returned up river to resume operations at Sardegna Bend. The measures taken have successfully averted any hold-up of traffic to this port.

3. WAREHOUSES

(a) General

(1) For the third consecutive month, it is to be noted that the efforts and efficiency of the work of the Federazione Italiana dei Consorzi Agrari have shown improvement. There is still, however, room for additional improvement. Again for the third consecutive month it must be noted that the same comment does not apply to Instituto Commercio Estero.

(2) Although total tonnages received and issued for the month were approximately 25,000 tons higher than in June, no great difficulty was encountered in handling this additional traffic, principally because the opening of Genoa Port during the month eased general warehouse situations.

(3) Appendix B shows warehouse movement during the month of July.

(b) Genoa:

Genoa Warehouses continued its efficient operation. The number of rail wagons loaded per day ran as high as 250. There was little trouble in securing wagons as needed. The greater part of the 31,500 tons issued in Genoa moved by rail.

With the prospect of continued heavy loadings through Genoa Warehouses, no untoward difficulties are foreseen.

(c) Savona:

The use of Savona for miscellaneous cargo decreased during the month with the opening of Genoa Port.

(d) Leghorn:

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(1) For the third consecutive month, it is to be noted that the efforts and efficiency of the work of the Federazione Italiana dei Consorzi Agrari have shown improvement. There is still, however, room for additional improvement. Again for the third consecutive month it must be noted that the same comment does not apply to Institute Commercio Estero.

(2) Although total tonnages received and issued for the month were approximately 35,000 tons higher than in June, no great difficulty was encountered in handling this additional traffic, principally because the opening of Genoa Port during the month eased general warehouse situations.

(3) Appendix D shows warehouse movement during the month of July.

(b) Genoa:

Genoa Warehouse continued its efficient operation. The number of rail wagons loaded per day was as high as 150. There was little trouble in securing wagons as needed. The greater part of the 31,500 tons issued in Genoa moved by rail.

With the prospect of continual heavy loadings through Genoa Warehouses, no untoward difficulties are foreseen.

(c) Savona:

The use of Savona for miscellaneous cargo decreased during the month with the opening of Genoa Port.

(d) Leghorn:

Leghorn inventory continued to decline, with small receipts and larger issues, including some issues of UNRRA merchandise, which are anticipated to continue well into the month of August.

One of the principal Leghorn warehouses will be de-requisitioned shortly as it will be used by a local industry that will employ large numbers of civilians.

With the heavy army redeployment program continuing it is unlikely that receipts at Leghorn will expand in the near future.

(e) Naples:

(1) Naples warehouse management is unsatisfactory. Strong representations have been made to Federazione Italiana dei Consorzi Agrari to improve the situation. They have promised complete change of principal officials in charge and some improvement has already been noted. Close supervision by the Allied Commission, however, will be necessary for some time to come.

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(2) The repairs on the newly acquired warehouse were not completed as anticipated in July, but it is hoped to open this warehouse early in August.

(3) Failure to receive necessary rail wagons to ship merchandise for which release orders had been given continues to create a problem. It is quite likely that an additional 4/5,000 tons would have been shipped from Naples Warehouse had rail cars been provided. Plans to correct this situation have been made. August should prove whether these will be successful.

(f) Genoa:

Genoa Depot closed during the month after all merchandise on hand had been issued.

(g) Venice:

Problems of Venice warehousing continued to remain somewhat complicated due to the use by the Army of warehouse premises that had originally been allocated for use by the Allied Commission.

(h) Ancona:

Ancona continued heavy shipments in the face of small receipts, thus reducing the warehouse stocks still further.

The program of rail shipping from Ancona to Northwest Italy has almost stopped with the greater use of Genoa. Therefore, the future use of Ancona will be principally for the supply of the adjacent area. Heavy tonnages are not expected to pass through Ancona. Personnel accordingly has been decreased.

Plans are in progress for the establishment of a completely Italian section of the military port, similar to the system now in effect at Naples.

H. B. THORN, Colonel
Deputy Inspector
Transportation Sub-Committee

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(f) Cagena:

Cagena Depots closed during the month after all merchandise on hand had been issued.

(g) Venice:

Problems of Venice warehousing continued to remain somewhat complicated due to the use by the Army of warehouse premises that had originally been allocated for use by the Allied Commission.

(h) Ancona:

Ancona continued heavy shipments in the face of small receipts, thus reducing the warehouse stocks still further.

The program of road shipping from Ancona to Northwest Italy has almost stopped with the greater use of Genoa. Therefore, the future use of Ancona will be principally for the supply of the adjacent area. Heavy tonnages are not expected to pass through Ancona. Personnel accordingly has been decreased.

Plans are in progress for the establishment of a completely Italian section of the military port, similar to the system now in effect at Naples.

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

4 Incls:
Appendices "A", "B", "C", and "D".

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APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JULY 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A - American
B - British

DIRECTOR
Mr. Frank Upham, Jr (A)

DEPUTY DIRECTOR
Colonel M.E. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)
Mr. Nicholas Gallo (A)

Accounts & Statistics Branch
Major C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiNello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie E. Ryan (A)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel F.R.G. Buchanan (B)

Rail-Road Branch
Lt.Col. J.M. Baker (B)
Major C.R. Worthington (B)
Major C.F. Constable (B)
Major R.I.I. Henderson (B)
Capt. L.P. Clinging (B)
Capt. L.A. Gower (B)

Shipping Branch
Major M.P. Lorraman (B)
Capt. D. Sweet (B)
Capt. A. Tosi (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION(Tn 4)
Chief, Mr. Roy F. Moss (A)

Operations Branch
Lt.Col. E. Kemyneugh (B)

Capt. D.R. Richardson(on detch) (A)
Capt. R. Frog (on detch) (B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Deemer (A)
Major D.C. Merle (B)
Mr. C.E. Squire (B)

Supply Branch
Capt. W.F. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bevenella (A)

Operations Branch
Mr. W.A. Chilaril (B)
Mr. J.R. Hurley (A)
Mr. B. McDermot (NZ)
Mr. C.C. Crooks (on detch) (A)

Port Branch
Mr. W.D. Allman (B)
Mr. S.F. Francis (on detch) (A)

Warehouse Branch
Major R.H. Klein (A)

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ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)
Mr. Nicholas Callo (A)

Accounts & Statistics Branch
Major C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie R. Ryan (A)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel P.D.G. Buchanan (B)

Rail-Road Branch
Lt.Col. J.W. Baber (B)
Major C.R. Worthington (B)
Major C.P. Constable (B)
Major B.T.L. Sanderson (B)
Capt. I.F. Clinging (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.P. Laraman (B)
Capt. C. Sweet (B)
Capt. A. Tosi (I)
Lt. J.H. Hazelton (B)

RAIL DIVISION(Tn 4)
Chief, Mr. Roy P. Moss (A)

Operations Branch
Major A.C. Fing (B)
Major P.G. Matson (A)
Lt. E.A. Jeffreys (B)

Civil Engineering Branch
Lt.Col. A.H. Street (B)
Major E.J. Mole (on detchmt) (B)
Major P.G. Buckley(on detchmt) (B)
Capt. L.A. Conway (on detchmt) (B)
Mr. E. Richard (A)
Lt. W.H. Skouse (B)

Mechanical Engineering Branch
Major G.S. Barnes (B)
Major J. W. Gill (A)
Capt. F.C. Philby (A)

Chief, Mr. C.C. Cross (A)
Asst., Mr. C.S. Franklin (C)

Operations Branch
Lt.Col. G. Perryhough (B)

Capt. D.R.Richardson(on detch) (A)
Capt. R. Froy (on detch) (B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Bowmer (A)
Major D.C. Moyle (B)
Mr. C.E. Squire (B)

Supply Branch
Capt. W.C. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. U.A. Chillardi (B)
Mr. J.B. Hurley (A)
Mr. R. McDonnel (NZ)
Mr. C.C. Crocks (on detch) (A)

Port Branch
Mr. A.C. Allman (B)
Mr. S.F. France (on detch.) (A)

Warehouse Branch
Major R.H. Klein (A)

ADVANCED ECHELON
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
Major H.A. Symons (B)
Lt. A.N.F. Webb (B)

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APPENDIX "B"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JULY 1945

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

ITALIAN GOVERNMENT TERRITORY

Reggio -	1st Lt. [illegible] Ash	(A)
Naples -	Major V.R. Bowers	(C)
	Capt. T.E. Ramsey	(A)
Bari -	Major C.W.G. Taylor	(B)
Brindisi -	Lt. R.F. Lewis	(B)
Rome -	Capt. S.C. Hall	(A)
Ancona	Capt. R.L. Bent	(B)
	1st Lt. C.G. Del Marico	(A)
Florence -	Major W.F. Blair	(C)
Leghorn -	Capt. A.C. Ramsey	(A)
Bologna -	Capt. J.O. Dodds	(B)
	Capt. F.H. Bannon	(A)
	Capt. M.C. Polyblank	(B)
	1st Lt. J.D. Howell	(A)

LOMBARDIA REGION

Lt.Col. M. Fitzgerald	(A)
Capt. N.F. Piper	(B)
Capt. R.J. Woodcock	(B)
Capt. W.H. Nunn	(B)
1st Lt. C.W. Houston	(A)
1st Lt. R.T. O'Donnell	(A)
Capt. K. F. Vaughan	(B)
Lt. V.A. Paolino	(A)

LIGURIA REGION

Major E.W. Wickens	(B)
Major W.C. Boyd	(A)
Mr. C.C. Crooks	(A)
Capt. I. Volstad	(A)
Capt. R.K. Harper	(B)
Capt. L. Calvanese	(A)
Capt. F.K. Cobbs (atchd)	(B)
[illegible] A.K. King	(B)
Capt. W. McC. Holmes	(B)
Capt. F.T. Griffin	(B)
Capt. J.H. Lloyd Davies	(B)

PIEMONTE REGION

Major R.W. Saunders	(A)
Capt. J.L. Zerra	(A)
1st Lt. R.F. Johnson	(A)
1st Lt. I. Strand	(A)
Capt. D.A. Dickens	(C)
Capt. Z.M. Bentini	(A)
1st Lt. L.R. Clark	(A)
Lt. A. McD.Clark	(B)
Capt. S.V. Tredinnick	(B)

VENEZIA

Major A.H. Corry	(C)
Major H.G. Jefferson	(B)
Capt. A.T. Irvine-Lynch	(B)
Lt. J.H. Hines-Wragg	(B)
Major W.H.J. Bartell (atcd)	(B)
Major R.G. Fry	(B)
Capt. J.M. Bowes	(B)
1st Lt. F.S. Allen	(A)
Capt. J.W.E. Osborne	(USN)
1st Lt. R.W. Henley	(A)

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Brig. Gen. Hixon
Capt. P.E. Hixon
Capt. M.C. Polyblank
Capt. Howell
1st Lt. J.D.

BISMARCK REGION
Lt.Col. W. Steinkamp
Capt. P.E. Hixon
Capt. M.F. Zinser
Capt. R.J. Woodcock
Capt. W.H. Nunn
1st Lt. C.W. Houston
1st Lt. R.C. Clements
Capt. F. F. Vaughan
Lt. W.A. Frolich

Major S.W. Saunders
Major R.W. Saunders
Capt. J.J. Johnson
1st Lt. R.R. Seward
1st Lt. T. Stephens
Capt. W.W. Smith
Capt. N.W. Clark
1st Lt. L.F. Clark
Lt. W. McC. Chadwick
Capt. S.W. Chadwick

VENEZIA
Major S.E. Cooke
Major R.C. Jefferson
Capt. A.H. Irvine-Lines
Lt. J.H. Hines-Wragg
Major W.J. Cantrell (stcd)
Major H.C. Fox
Capt. W.H. Burns
1st Lt. W.S. Allen
Capt. W.F. Osborne
1st Lt. H.H. Henley
Capt. W. McCullough

VENEZIA (AUG XIII CORPS)
Major H.F. Wright
Capt. D.L. Coleman
Capt. C.A. Mitchell

TRANSPORTATION SUB-COMMISSION, AC
MONTHLY REPORT FOR JULY 1945

APPENDIX "C"

CIVIL ENGINEERING - SUMMARY OF WORKS IN HAND

NORTHERN ITALY

TURIN
Line 50 — Torino - Genova
Torino - Mondovi (with MPC)
Line 52 — Trofarello - Cuneo
Cuneo - Ventimiglia
Line 55 — Savigliano - Alba
Line 110 — Savona - Ceva
Line 113 — Chivasso - Casale
Line 111 — Asti - Chivasso
Line 121 — Chivasso - Aosta
Line 122 — Asti - Casale
Line 127 — Novara - Domodossola

GENOA
Line 59 — Alessandria - Piacenza
Line 61 — Genova - Ventimiglia (with MPC)
Line 129 — Genova - Ovada - Asti
Line 130 — Ovada - Alessandria
Genova Docks

MILAN
Line 53 — Milano - Torino
Line 61 — Milano - Tortona
Line 66 — Bologna - Milan
Line 147 — Milano - Bergamo

SOUTHERN ITALY

L.S.S.
Line 50 — Pisa - La Spezia
Migliarina river bridge
Lucca Depot Locomotive Centrale
Central Station, Civitavecchia
Line 65 — Prato - Bologna, (permanent repairs)
Arezzo - Florence
Orte - Chiusi (permanent reconstruction)
Rio Torto Viaduct
Prato - Vernio
Line 86(N) — Permanent Repairs to 17 bridges
Line 86(S) — Repairs to Orfanto and Biferno bridges
Line 87 — Permanent repairs to 8 bridges
Line 88 — Foggia - Bitetto
Bovino Aqueduct
Bridge, Torre Annunziata - Castellammare

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	Line 121	Chivasso - Aosta
	Line 124	Asti - Casale
	Line 127	Novara - Domodossola
GENOA	Line 59	Alessandria - Piacenza
	Line 61	Genova - Ventimiglia (with MRS)
	Line 129	Genova - Ovada - Asti
	Line 130	Ovada - Alessandria
	Genova Docks	
MILAN	Line 53	Milano - Torino
	Line 61	Milano - Tortona
	Line 65	Bologna - Milan
	Line 147	Milano - Bergamo

SOUTHERN ITALY

I.S.R.	Line 50	Pisa - La Spezia
		Diapensa river bridge
		Loco Depot Leghorn Centrale
		Central Station, Civitavecchia
	Line 65	Prato - Bologna, (permanent repairs)
		Arezzo - Florence
		Orte - Chiusi (permanent reconstruction)
		Rio Torto Viaduct
		Prato - Vernio
	Line 86(N)	Permanent repairs to 17 bridges
	Line 86(S)	Repairs to Crianto and Biferno bridges
	Line 87	Permanent repairs to 2 bridges
	Line 88	Pescara - Chieti
		Rome Avezzano
	Line 92	Bridge, Torre Annunziata - Castellammare
	Line 218	and 224 via Reggio - Pistoia
	Line 219	Pisa - Empoli - Florence (permanent works)
	Line 220	Chiusi - Sinalunga - Empoli
	Line 221	Montepescali - Roccastrada
	Line 242	Albacina - Civitanova
	Line 244	Bastia Ellera
	Line 245	Porto d'Ascoli - Ascoli Piceno
	Line 246	Giulianova - Teramo
	Line 258	Cecchina - Velletri
	Line 260	Rome - Giampino - Albano
	Line 277	Terni - Rieti
		Antrodoco - Aquila
	Line 279	Ferrazzano Tunnel (Campobasso)
	Line 281	Avellino - Benevento
	Line 291	Torre Annunziata - Cancello
	Line 294	Avellino - Rocchetta
	Permanent bridge over river Ostiglia.	

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SOUTHERN ITALY (continued)

PRIVATE LINES: Lucera - Viaduct
Terni - Foli - Perugia
Eliera - Pietrafitta
P.San Giorgio - Avellola
Naples Central - Naples Scalo

VARIOUS WORKS

Workshops at Cagliari
Loco Depot - Roma; Smistamento
Loco Workshops - Roma S.Lorenzo
Workshops, Roma Tiburtina
Yard, Roma Smistamento
Various Buildings, Naples
F.S.T. Offices, Naples.

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ANNEX "D"

	Tested	Inventory 23 June
	6,926	21,996
	509	2,467
	7,435	23,457
	2,333	9,903
	2,760	742
	5,093	10,645
	12,985	4,442
	348	141
	13,003	4,583
	21,439	5,632
	-	1,671
	21,439	7,303
	5,057	-52
	-	-
	5,057	-52
	7,457	4,543
	3,976	2,032
	11,433	6,575
	66,787	49,705
	6,121	3,447
	72,908	53,152

SECRET

UNITED STATES
Cont. Cons.
U.G.S.
Total

UNITED KINGDOM
Fed. Cons.
U.G.S.
Total

AUSTRALIA
Cont. Cons.
U.G.S.
Total

CANADA
Fed. Cons.
U.G.S.
Total

FRANCE
Fed. Cons.
U.G.S.
Total

GERMANY
Fed. Cons.
U.G.S.
Total

ITALY
Cont. Cons.
U.G.S.
Total

JAPAN
Cont. Cons.
U.G.S.
Total

NETHERLANDS
Cont. Cons.
U.G.S.
Total

SWEDEN
Cont. Cons.
U.G.S.
Total

SWITZERLAND
Cont. Cons.
U.G.S.
Total

SECRET

Total				
ANCONA	8,015	9,512	12,885	4,642
Fed. Cons.	259	--	118	141
I.C.E.	8,274	9,512	13,003	4,783
Total				
GENOA	569	36,702	31,639	5,632
Fed. Cons.	--	1,971	--	1,971
I.C.E.	569	38,673	31,639	7,603
Total				
CESENA	5,912	47	5,959	-0-
Fed. Cons.	--	--	--	--
I.C.E.	5,912	47	5,959	-0-
Total				
VENICE	608	13,701	9,857	4,542
Fed. Cons.	--	1,976	1,774	202
I.C.E.	608	15,677	11,631	4,744
Total				
TOTAL WAREHOUSES	52,725	65,969	68,987	49,707
Fed. Cons.	3,012	8,566	6,181	5,397
I.C.E.	55,737	74,535	75,168	55,104
Total				

NOTES

1. UNRRA Stock Movements as follows:

Warehouse	Opening Inventory	Received	Issued	Inventory 31 July
Naples	7,919	1,334	2,590	6,663
Leghorn	3,386	--	524	2,862
Ancona	--	288	33	255
Total	11,305	2,822	3,147	10,380

2. Activity at Bari as follows: (Includes Wheat)

Long Tons	Received	Issued
Food	32,211	13,285
Non-Food	2,301	821
Total	39,512	14,106

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3. (a) Loghorn received:

8 Vehicles on wheels
52 Cases of medical supplies

(b) Loghorn Issued:

65 Vehicles on wheels (57 Inv. 30 June)
59 Cases medical supplies (1 Inv. 30 June)

4. (c) Canol received:

1194 cases clothing
1847 cartons clothing
7177 bales clothing
2838 cases shoes
11976 cartons shoes
1104 bales blankets
926 bales comforters
296 bags auto spare parts

(d) Canol issued:

579 bales blankets

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MBT, LONDON

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

M.T. SUB REPORT FOR JUNE 1945

PART I - GENERAL

1. PERSONNEL

(a) Lists of the operation officers at Headquarters and in the field are attached as Appendices "A" and "B".

PART II - MOVEMENTS

1. GENERAL

(a) The over-all movement picture shows improvement in comparison with past months, and traffic is moving more in accordance with priorities. At the same time, much traffic programmed for rail, and accepted at the AFHQ-PCM conferences, failed to move, partly because wagons were not available, and partly because loads were not available when wagons were placed.

(b) The movement into Northwest Italy was not as planned, owing to the delay in opening Genoa. This meant that the movement of supplies continued along the Ancona - Forli axis, with consequent load on road until the end of the month, when improved rail communications between the south and the north somewhat relieved the strain on available road transport.

(c) An increasing demand on all modes of transport was made to cope with the large number of returning refugees, many of whom had to be moved from the north to areas south of Rome. As usually all demands for movement of returnees were met with little delay, with this force helping in working out a flexible system to meet the emergency demands which occurred throughout the month. Arrangements have now been made with SHAEF, which will result in a reasonably controlled flow of refugees, so that forward progress can be worked out with some degree of accuracy.

(d) In all, 7,000 tons of phosphate rock only were moved during the month which was against an old allocation. No larger movement was able to take place, although shipping was available, as firstly, the price difference between the Italians and the French had not been settled at the beginning of the month, and secondly, the over-all allocation of phosphate rock to Italy was not known until the end of the month.

2. SHIPPING

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(a) Considerable difficulty in arranging forward port programs is being

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By [illegible] NARS, Date 12/22/00

PART II - MOVEMENTS

1. GENERAL

(a) The over-all movement picture shows improvement in comparison with past months, and traffic is moving more in accordance with priorities. At the same time, much traffic programmed for rail, and accepted at the AFHQ-POW conferences, failed to move, partly because wagons were not available, and partly because loads were not available when wagons were placed.

(b) The movement into Northwest Italy was not as planned, owing to the delay in opening Genoa. This necessitated the movement of supplies continuing along the Arezzo - Forli axis, with consequent long road hauls until the end of the month, when improved rail communications between the south and the north somewhat relieved the strain on available road transport.

(c) An increasing demand on all means of transport was made to cope with the large number of returning refugees, many of whom had to be moved from the north to areas south of Rome. Generally all demands for movement of refugees were met with little delay, AFHQ being most helpful in working out a flexible system to meet the emergency demands which occurred throughout the month. Arrangements have now been made with SHAEF, which will result in a reasonably controlled flow of refugees, so that forward programs can be worked out with some degree of accuracy.

(d) 10,814 tons of phosphate rock only were moved during the month which was against an old allocation. No larger movement was able to take place, although shipping was available, as firstly, the price difference between the Italians and the French had not been settled at the beginning of the month, and secondly, the over-all allocation of phosphate rock to Italy was not known until the end of the month.

2. SHIPPING

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(a) Considerable difficulty in arranging forward port programs is being experienced due to the lack, or late arrival, of advices of ships sailing with AC/Italian Government stores from extra-Mediterranean sources. This has been taken up on numerous occasions with AFHQ, but the position has further deteriorated. A request has been made to AFHQ that sailing services and copies of documents relating to AC/Italian Government supplies be repeated direct to this Headquarters from the exporting countries.

(b) The failure to handle any substantial tonnages through a port in the Northwest made it necessary to divert ships to Italian Government territory ports, which resulted in the port capacities being strained to their utmost on occasions. Savona was open at the end of the month, and although this port cannot handle the programs originally set up for Genoa it should do something towards alleviating the present unsatisfactory port situation in the northwest. Increasing tonnages of civil supplies were moved through Venice. So far no serious difficulty has been encountered in clearing them supplies to their destinations.

(c) 80,000 tons of stores were moved coastwise in June, excluding stores lifted by the personnel/cargo ferries operating between Naples, Sardinia and Sicily.

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57% of the accepted programmed traffic on the Milan-Rome, Bologna-Rome and 32% in the previous months. This totalled approximately 220,000 tons. In addition, 61,000 refugees moved by train.

(c) During the month revised capacities for the various lines south of Bologna were worked out, based not only on the physical line capacity, but on an estimate of rolling stock availability. AFHQ have now allocated definite block tonnages on each line for AC/civil traffic, so it will not be necessary to bid for this traffic at the weekly PCM meeting at AFHQ. Detailed work in connection with programming rail movements will be taken over by the Italian State Railways, but AC will retain an over-all supervisory control, and will establish priorities where necessary.

(d) Small stocks of coal in the north made it essential that the strictest control of movement should be exercised over those lines which were dependent on steam running. The position will improve now that coal is being imported through Savona and Venice, but the over-all allocation of coal to Italy is such that strict control of rail movement will be necessary for many months to come.

4. ROAD

(a) Most programs were met in full, though a lack of POL in certain areas and waste of POL in other areas restricted road movement in certain areas. ENAC appeared to exercise a better control of the movement of wine by road, about which definite instructions have been issued, agreed by the Italian authorities.

(b) The lack of discipline among many of the Italian military units operating truck companies on AC behalf in Italian Government territory resulted in certain important programs not being met, especially in the Ancona area. This applied particularly to the movement of wheat, and the slow loading and unloading of rail wagons in this area. Movement of surplus wheat from this area was further aggravated by a shortage of railway wagons. Investigations were made, in conjunction with the other sections of AC, and discipline improved towards the end of the month, together with the percentage of programs met.

(c) Instructions were issued dealing with the method by which stores should move by road from Italian Government territory to AMG territory, and vice versa.

5. CONCLUSIONS

(a) Although the above picture reflects an improvement in the general movement of stores on AC/Italian Government/civil count, there is still much room for further progress; there is still considerable wastage and misuse of movement capacity by sea, rail and road. This has been taken up more vigorously than ever before with the Italian Government authorities concerned. Although it is too early to give a definite opinion, indications are that the present Government is taking the matter more seriously, so that there are hopes that a larger percentage of priority traffic will move. This is essential in view of the forecasts of a below-average wheat harvest in many areas which will necessitate wide distribution of any surplus essential commodities which may be available.

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as from 23.59 hours on 30 June 1945.

(b) Line 84 Rome - Avezzano. Work has progressed well during the month on this line.

(c) Line 244 Bastia - Ettore. The opening of this line will be delayed due to the difficulty in obtaining steel for bridge repairs.

(d) Private Railway Benevento - Casarilo. Line will be open to traffic 4 July 1945. The delay has been caused by bad slips in the tunnel.

(e) Work is actively proceeding on the following works:

Line 242. Albaina - Civitavecchia
Line 245. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo
Permanent repairs to bridges on Line 86 North and Line 87.

(f) Northern Italy. Reconstruction work has progressed well, and it is hoped to have the line Genoa - Ventimiglia opened by the end of July. The Frejus tunnel and two steel bridges on the Turin - Modane line have been taken over by the MRS for completion. Work is proceeding actively on the Genoa - La Spezia line.

(g) General. The supply of cement has now improved, but we are faced with a deterioration in the supply of POL and cutting gascn. Notice has also been received that stores held by MRS cannot be transferred to the ISR without approval of Washington and London.

4. MECHANICAL ENGINEERING

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(a) Recovery and repair of locomotive and rolling stock - Rehabilitation Progress. The following locomotives and rolling stock were put into service during the month, after heavy and medium repairs:

Steam locomotives	59
Electric locomotives	6
Carriages and vans	175
Wagons	2346

(b) Line position for loco and rolling stock. According to latest information available, the position is as follows:

(1) Locomotives:

Available for Service		ISR	WD	USA	TOTAL
Steam	Main Line	1172 /	32	176	1380
	Shunting	528	3	5	536

(/ Includes some German engines.)

Electric	497	--	--	497
Deisel	--	3	80	83

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	MR	ID	WR	TOTAL
Under or Awaiting Repairs (Including 331 beyond repair)				
Steam Main Line	1026	6	57	1089
Shunting	400	3	-	403
Diesel	--	1	36	37
Electric	441	-	-	441
GRAND TOTAL	4061	40	364	4476

(2) Coaching and Wagons

Type	Available for Use	Under and Awaiting Repair	TOTAL
Coaches	1508	1350	2858
Wagons to Tons	789	430	1709
Wagons	50856	10290	61055
TOTAL	53253	11990	65123

(3) Rehabilitation of Workshops and Repair Facilities

Organization to	Shop	Position and Progress
FLORENCE (Porto Ferro)	Locomotive, Carriage and Goods	Good progress, work in hand. Reconstruction. Erecting shop roof 2 forges put to work. Water supply to erecting shop. Reconstruction of boiler tube shop and roof of white metal shop.
(Rorito)	Locomotives	Stores, Messroom. Repairs to 25-ton crane, 5-ton cupola. Boring machine and air compressor. Main steel walls. Installing overhead crane crane and supports. Demolition and reconstruction of walls in motor shop and transformer parts.
	Wagon shop	Walls nearly completed.
LEGHORN	Locomotive	Good progress.
SARDINIA	Locomotive and Wagon	Progress retarded due to shortage of labor. Repairs to machine tools progressing buildings repairs on contract.
SICILY	Locomotives	Repairs to shed roof on contract.
CHIASSI	Locomotives	Repairs to diesel car shed held up for short-

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TOTAL	57822	11900	69123

(3) Rehabilitation of Workshops and Repair Facilities

Compartimento	Shop	Position And Progress
FLORENCE (Porto Prato)	Locomotives Carriage And Wagons	Good progress, work in hand. Reconstruction. Erecting shop roof 2 forges put to work, water supply to carriage shop. Reconstruction of boiler tube shop and roof of white metal shop.
(Romito)	Locomotives	Stores, Mess room. Repairs to 25-ton crane, 5-ton cupola. Boring machine and air compressor. Main shed walls. Travelling overhead crane track and supports. Demolition and reconstruction of walls in motor shop and transformer cabin.
	Wagon shop	Walls nearly completed.
LEGHORN	Locomotive	Good progress.
SARDINIA	Locomotives and Wagons	Progress retarded due to shortage of labor. Repairs to machine tools progressing building repairs on contract.
SICILY	Locomotives	Repairs to shed roof on contract.
CALABRIA	Locomotives	Repairs to diesel car shed held up for shortage of timber.
ANCONA (Foligno)	Locomotives	Reconstruction of roof by contract. Damaged walls nearly completed.
PESCARA	Loco shed	Nearly complete. Machinery installed and loco repair work in progress.
RIMINI	Loco shed	Shed completed.
FOGGIA	Shop works	Machine shop completed. Spring shop now working.
BOLOGNA	Locomotives	Machine shop rehabilitated. Loco shed repaired.
CASERTA	Locomotives	New machinery ready to install.

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the various compartments. No requests for material from Stores Section HQ ISR, Stores Section unless supported by a letter of authority from Stores Section HQ ISR, Stores Section HQ MRS, or R & M Composite Rly. Opr. Coy, SACSI, Milan; Military Railway Service (American) Verona, Bologna and Florence, or DD Tn 8th Army, Venice.

(b) With effect from 1 July, the control of the ISR Depot at Foligno will revert to the HQ of ISR, subject to the same procedure as laid down for the ISR Depots at Tiburtina and Poggiorsolo.

(c) The tire situation was eased somewhat on receipt of tires from Commerce Sub-Commission; but the ISR and train contractors are still short of tires.

6. TRAFFIC.

(a) Demands have been submitted to the Traffic Sub-Committee of the Allied Railway Board for the operation of through passenger trains Rome - Milan and for the existing passenger trains at present operating between Rome and Florence and between Rome and Ancona being extended into Bologna. The demands are still under consideration.

(b) Line 257 from Rome to Viterbo has been extended to Sipicciano, and additional services have been introduced.

(c) Reggio - Salerno local passenger train has been extended to Naples, and this relieves to some extent the congestion on the through Rome - Naples - Reggio train.

(d) New schedules were introduced following the completion of the Petrace bridge in Reggio (Calabria). The ferry service to Sicily has been transferred from Reggio to San Giovanni; this arrangement provides a quicker service across the Straits of Messina to Sicily.

PART IV - HOLD

1. GENERAL

(a) During the month considerable progress has been made in the handover of trucks to the Italian Government. Some 930 x 1½-ton vehicles have been collected by the Italian State Railways. AC Truck Pools at Foggia, Campobasso, Chieti, Aquila and Pesaro have been taken over by the Ministry of Transport. The remaining AC Pools at Ascoli, Macerata, Ancona, Bari, Naples and Siena will be handed over before the end of July.

(b) The disbandment of one Truck Battalion and six recently formed Italian Transport Companies in the Truck Operating Group is planned to take place in July in accordance with an AFHQ directive. Some 1160 trucks of these units will be formed into new civilian Truck Pools in the Leghorn, Florence, Ancona, Bologna, Genoa and Padova areas. A further 100 have been allotted, 50 each, to Bari and Foggia Truck Pools to replace vehicles beyond local repair and to increase lift available for the grain harvest.

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information has been supplied to the Ministry of Commerce and Supplies to the inequitable distribution of POL by the Ministry of Commerce and requesting him to take all possible action within the Italian Ministry to secure a reasonable allotment for commercial transport.

All interested parties have been advised of the present POL allotment by the Ministry of Commerce which is grossly unfair to commercial transport; 10% of all petrol allotted to the Italian Government is reallocated for passenger transport in Rome and only 40% is reallocated to CMAC to supply all commercial vehicles.

This situation, together with the flagrant wastage and misuse of petrol by civilians for pleasure driving is given as a reason why Pet. Sec., AFHQ, will not increase the POL allotment to the Italian Government.

2. OPERATIONS

(a) The blocked tunnel at Osimo near Ancona was opened to through rail traffic on 30 June. This has relieved 2 Truck Battalion of the commitment to cover the gap and released some 60 trucks which have been allotted to augment transport employed in the haulage of grain to railheads in the Ancona-Macerata area.

(b) A meeting is to be held at HQ 5 Army Transportation Section on 11 July to determine road transport commitments in the North, resulting from the opening of the Ostiglia bridge over the PO and to plan the future employment of AC military transport now operating in Army areas. A representative of Road Division, Transportation Sub-Commission, and Regional Transportation Officers will be present.

(c) It has been agreed with Displaced Persons and Repatriation Sub-Commission that 420 trucks will be allotted at collection centers in the North for the movement of refugees. It is intended to employ trucks in AC military transport units now in the North.

(d) A total of 35,000 tons has been moved by road during the month, on priority haulage programs, of grain, flour, AMG food, sulphur, hemp and sauce - an increase of 25% over the May figure. In addition, 12,700 refugees were moved across the Ancona - Loreto rail gap.

(e) Total tonnage moved in May by CMAC, AC/AM Truck Pools and AC Military Transport in Italian Government Territory was 265,000 tons. Totals for the last three months are as follows:

March	241,800 tons
April	295,700 tons
May	265,000 tons

The reduction in May was due to reduction in AC Military Transport operating in Italian Government Territory consequent upon the transfer to 15 Army Group of some 800 trucks in 1 Truck Battalion and 4 C.T. Coys at the end of April. Figures for June are not available due to incomplete returns.

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minor parts.

(3) 100 motorcycles, new, used; it is planned to allocate these to various departments of the Italian Government for inspection and control purposes; since they have only just arrived, no breakdown has yet been made.

(b) Spare parts received to 30 June 1945

(1) Truck spares - Dodge - 6 months scaling for 72 vehicles; Chevrolet and Ford - 120 tons. Some of the spares imported for the latter are not for use on the particular model vehicle received and must be modified or replaced; complete report on this will be filed when parts survey is complete.

(2) Motorcycle spares - 11 tons.

(3) 1/4-ton truck spares -- 9 tons.

The Truck Maintenance Group has established central parts depots for receipt, stockage and controlled issue of these items.

(c) Tires

(1) 1025 tires and tubes have been obtained specifically for equipping the vehicles being transferred to the Italian Government. The majority of imported vehicles arrived without spares and a proportionate release of tires is being made so the trucks may be immediately operational.

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4. MAINTENANCE

(a) A Maintenance Officer of Road Division, Transportation Sub-Commission, visited all Regions in the North to investigate the availability of civilian facilities for the repair of AC vehicles. It was found that in all main centers firms existed capable of performing higher echelon repairs on a contract basis.

(b) The recall of some 110 Italian Military trucks from civilian operators for handover to the Ministry of War has been arranged.

PART V - PORT AND WAREHOUSE

1. PORTS

(a) Civitavecchia. Port clearance continued to improve. During the month of June this port has handled seven Liberties. Coal amounting to 30,079 tons has been discharged, of which 5,642 tons was into lighters for Fiumicino/Rome.

The floating crane (120 tons) "Trieste" has been secured for use at this port and will be utilized in the work of raising a sunken vessel at present obstructing the South Side (North No. 8) Molo Biochieri, with view to obtaining an additional alongside berth for Liberty Ships, i.e., after requisite dredging. The "Trieste" will also be employed in lifting and replacing heavy masonry blocks to close the gap blown in the south entrance mole of the harbor, and for handling heavy lifts in the course of general port operations.

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supplies from the warehouses. Despite their efforts, receipts of UNRRA goods exceeded issues and UNRRA inventory reached a new high level. Part of the reason for lack of additional issues was the shortage of rail wagons, making it impossible to move some foods for which rail bids had been accepted.

Appendix "C" gives details of receipts and issues at warehouses.

(b) Genoa. Although Genoa received and issued large tonnages of merchandise, the main port of Genoa has not yet been opened due to serious difficulties in mine sweeping. Receipts at Genoa were accounted for by trunk shipments from Leghorn and unloading of Liberty Ships across the beach. Both AMG personnel and the Federazione Italiana dei Consorzio Agrario personnel at Genoa are doing good work, and there is every indication that when Genoa Port finally opens, it will be the most efficient civilian supply operation in Italy.

(c) Savona. Because mine clearance in Savona has been more successful than in Genoa, some shipments are being received in this port. The personnel assigned to Genoa will handle both that port and Savona. Most merchandise arriving in Savona will be cleared directly from the port on rail to Genoa and the North.

(d) Leghorn. Receipts were exceedingly small, with heavy issues reducing total inventories considerably. Because this situation is likely to continue, some warehouses have been closed in Leghorn and military personnel reduced.

(e) Naples. The critical warehouse situation in Naples continued with heavy receipt of AC/AMG and UNRRA cargo. Receipts exceeded issues by approximately 5,000 tons. A new warehouse was acquired, which required complete roofing. Work is in progress and warehouse should be opened early in July; unfortunately, it is not rail served. Additional changes in military personnel in Naples warehouses should improve the operation. The principal cause of the large stockpile of foodstuffs in Naples warehouses is the failure of Genoa to open as scheduled. Some relief has been provided by schooners and coasters moving supplies North. Until Genoa opens, the Naples situation is likely to continue critical because direct shipments from U.S. and U.K. will continue to flow into Naples.

(f) Forli. Depot closed on 30 June, all supplies having been issued.

(g) Cesena. After a relatively active month, Cesena Depot is preparing to close. Receipts have stopped and issues have continued. It is planned to close this depot by the middle of July.

(h) Venice. Although receipts and issues have been small, the warehouse situation in Venice remains difficult because the Army has not evacuated AFCOM Venice depots, which they temporarily occupied. This has been caused by the failure of

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Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. McCholls (A)

FINANCIAL STAFF (Th 2)
Mr. Charles H. Ryan (A)
Major P.F. Richardson (E)

MOVEMENTS DIVISION (Th 3)
Chief, Colonel H.J. Starr (H)

Rail Branch
Lt.Col. J.H. Baker (D)
Major C.R. Worthington (H)
Major J.F.H. Duthie (B)
Capt. I.F. Clingley (B)

Road Branch
Major C. Stait-Gardner (B)
Major C.F. Constable (B)
Capt. A.A. Gower (B)

Shipping Branch
Major M.F. Laremont (D)
Major A.H. McClure (B)
Capt. A. Tozi (I)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Th 4)
Chief, Lt.Col. O.M. Lindberg (B)

Operations Branch
Major A.C. Ping (B)
Major P.G. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Molo (on detachment) (B)
Major P.H. Buckley (on detachment) (B)
Capt. M.R.M. Greeny (B)
Capt. L.A. Downey (on detachment) (B)
Mr. E. Richard (A)

Mechanical Engineering Branch
Major S.L. Meister (B)
Capt. F.C. Philby (A)

Operations Branch
Lt.Col. A. Pennyhough (B)
Capt. C.B. Squire (B)
Capt. D.E. Richardson (on detch) (A)
Capt. R. Frey (on detch) (B)
Mr. B. Santa Maria (I)

Maintenance Branch
Major H.H. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & TERMINAL DIVISION (Th 6)
Chief, Mr. R.T. Marsanella (E)

Operations Branch
Mr. J.E. Hurley (A)
Mr. B. McDonnell (WO)
Mr. C.C. Crooks (on detch) (A)

Port Branch
Capt. G.M.B. Morley (B)
Mr. S.P. France (on detch) (A)
Mr. A.C. Allman (B)
Lt. A. Marano (B)

Warehouse Branch
Major R.H. Klein (A)
Mr. U.S. Chilardi (B)

ADVANCED DIVISION
Lt.Col. M. Harris (A)
Major W.C. Talbot (B)

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ANCONA				
Food	19,621.0	5,283.0	16,899.0	8,015.0
Other	377.4	97.0	115.4	259.0
TOTAL	19,998.4	5,390.0	17,014.4	8,274.0
GENOA				
Food	177.5	15,125.4	14,734.0	568.9
Other	--	--	--	--
TOTAL	177.5	15,125.4	14,734.0	568.9
FORLI				
Food	6,319.8	3,048.8	8,368.6	--
Other	--	--	--	--
TOTAL	6,319.8	3,048.8	8,368.6	--
LEGHORN				
Food	6,980.6	9,411.0	10,479.7	5,911.9
Other	--	--	--	--
TOTAL	6,980.6	9,411.0	10,479.7	5,911.9
VENICE				
Food	--	2,087.3	1,364.0	723.0
Other	--	--	--	--
TOTAL	--	2,087.0	1,364.0	723.0
TOTAL WAREHOUSES				
Food	74,065.2	45,590.2	66,906.3	52,749.1
Other	3,780.8	1,521.2	2,269.6	3,012.4
TOTAL	77,846.0	47,111.4	69,195.9	55,761.5

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NOTES:

1) ANCONA
   a) Received: 3,173.0 cases Medical Supplies
   b) Received: 2,891.0 cases Confinement Supplies; and
      Issued : 2,664.0 cases " "
   c) Received: 62.0 cases Drugs

2) LEGHORN

Commodity	Unit	On Hand	Received	Issued	Bal. on Hand
Ration Cards	Pkgs.	1,079.0	1,981.0	2,099.0	954.0
Medical Supplies	Cases	7.0	--	7.0	--
Portable Flour Mills	Cases	36.0	--	--	36.0
Vehicles on Wheels	Each	--	250.0	196.0	54.0
Insul. Tape	Rolls	--	250.0	250.0	--
Insul. Material	Sheets	--	75.0	75.0	--

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MAJOR GODFREY

ITALY QUARTERMASTER COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

57A

MONTHLY REPORT FOR MAY 1945

PART I - GENERAL

1. OCCUPATION OF NORTHERN ITALY

(a) The end of the Italian campaign during the month resulted in the occupation by the Allies of the whole of Northern Italy. Transportation officers for the northern regions went forward with the regional staffs and are now all at their new posts. Operational control of transport work in the north remained under Headquarters 15th Army Group.

(b) First impressions were that the transportation situation in the north was better than had been expected; fuller details will be given in other parts of this and subsequent reports.

2. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS

(a) As a result of finding certain facilities in the north, it will be necessary to revise the import program of transportation requirements already submitted to Washington. Data to support this revision is being collected.

3. PERSONNEL

(a) During the month Mr. Merritt H. Taylor returned to Italy to resume his duties as Director of the Sub-Commission.

(b) Three British officers were released for demobilization; three British civilians (the first in the Sub-Commission) have arrived in Italy for duty.

(c) Lists of transportation officers at Headquarters and in the field are attached as appendices 'A' and 'B'. 7 & 8

4. ACCOUNTS & STATISTICAL

(a) A special report is being submitted this month on the work of the Accounts & Statistics Branch. It is given below.

(b) AC Statistics Accounts Sub-Section

(1) Consequent upon the recent hand-over to Federazione del Consorzi Agrari, Rome, of the stockpiles at Naples, Leghorn and Ancona, it has been possible to release a number of staff for duty in more northernly areas. However, a skeleton accounts

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subsequent reports.

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4. ACCOUNTS & STATISTICS

(a) A special report is being submitted this month on the work of the Accounts & Statistics Branch. It is given below.

(b) AC Stockpile Accounts Sub-Section

(1) Consequent upon the recent hand-over to Federazione dei Consorzi Agrari, Rome, of the stockpiles at Naples, Leghorn and Ancona, it has been possible to release a number of staff for duty in more northernly areas. However, a skeleton accounts staff (and duplicate records) has been maintained in each of these stockpiles, to act in a supervisory capacity, thereby ensuring that Federazione staff operates effectively the existing procedures for the reception of imported supplies and the principles of accounting as between their own Head Office, Finance Sub-Commission and Transportation Sub-Commission. Naples stockpile was the first to be handed over. The Federazione accounts office there is now working sufficiently smoothly and efficiently so that duplicate records have been discontinued as at 31 May.

(2) Following the withdrawal of supervisory A.M.G. staff from the former No. 3 AC/AMG Warehouse at Cesena and the late 8th Army AMG Warehouse at Forli, it has been necessary to install accounts staffs in these Warehouses and also to inaugurate duplicate accounts at this Headquarters.

(3) The liberation of northern Italy has made further demands on our personnel, which is already widely dispersed, by the opening up of stockpiles at Genoa and Venice. At one stage of events it appeared that the Federazione Rome and

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Federazione Milan would enjoy separate existence and that for all purposes of accounting and finance, would have to be treated as separate entities. However, recent developments reveal that it has now been accepted in principle that there is only one Federazione, i.e., the Federazione, Roma, but that firm instructions as to future procedure can only be issued after the appointment by AMG of a Commissario for the Federazione, Milan. This appointment is expected to take place in the very near future, following which it is hoped that instructions will be issued whereby the Accounting of Federazione, Milan, and all Consorzi under its present control will be incorporated in the general scheme as existing in Central and Southern Italy.

(c) Movements Statistic Sub-Section

This Sub-Section was formed early in March with the object of determining exactly what commodities and tonnages are being moved by rail and road; also, for compiling daily Siturep and Daily and Weekly summaries of ports operations throughout Italy. The results are such that for the first time a reasonably accurate picture is now being obtained of what civilian supplies are moving by road, rail and sea.

(1) Shipping

Originally, information was obtained from various branches of "Movements" in Italy, but this is now received from the Italian Mercantile Marine. Experience to date is proving satisfactory.

(2) Rail

In conjunction with Movements Division (Rail) a new system was introduced for handling the movement of civilian supplies. This system is now working successfully; it started rather slowly, however, owing to poor communication in certain areas, making it impossible for this Section to receive information quickly. This is now being remedied. Statistics compiled since the inauguration of the system show that approximately 5/6 of programmed traffic actually moves, whereas a large percentage of the balance is not loaded owing to the fault of the consignor, e.g., bid accepted and supplies not loaded. Suitable remedial action is being taken by Movements Division.

(3) Road

Arrangements have been made with M.L.O., III, all G.T. Coys working on civilian account, military and civilian truck pools, to provide figures showing commodities and tonnage lifted. This will be inevitably expanding as more and more transport organizations enter into M.L.C. control.

PART II - MOVEMENTS

1. GENERAL

(1) Shipping

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(2) Rail

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(3) Road

Arrangements have been made with MLO, ENT, all C.T. Coys working on civilian account, military and civilian truck pools, to provide figures showing commodities and tonnage lifted. This work is inevitably expanding as more and more transport organizations enter into MLO control.

PART II - MOVEMENTS

1. GENERAL

(a) With the complete cessation of hostilities, the movement of refugees and displaced persons became a major problem. The initial flood over the Northern Italian frontiers created acute problems in the Northern evacuation camps and the sudden demands for movement threw a heavy strain on rail, road and shipping transportation. Movement programs were arranged within the capacities available. Increasing demands are being received and AFHQ are making available maximum facilities both by rail and sea.

(b) Information regarding civilian traffic moved by rail continues to improve and returns from Station Masters, through the various Italian State Railways Compartimenti Headquarters, are arriving with less delay. Failure to submit returns for traffic scheduled for movement decreases weekly. Returns for traffic moved by road are still generally late in reaching this Headquarters.

(c) Lack of progress made by ENTC (The Italian National Road Transport Organization) together with poor operating and bad discipline of the recently activated Italian Military M.T. Units adversely affected all movement programs.

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2. SHIPPING

(a) Following the establishment during April of regular sometimes liner sailings under the control of Sociedade Nacional de Navegacao (SONAVE), the former blocking procedure for movement of stores by sea of AMGOT has been discontinued with the exception of bids which cannot be met by sailings under the control of SONAVE. All bids for movement during the month have been met, and the total tonnage lifted accordingly amounted to 56,456 tons, including automobile traffic which carried some 21,617 tons of this total. S.S. 'Langeag' on the Bornholm-Civitavecchia ferry lifted 889 horses and cattle and 420 sheep.

(b) A new service for passengers and freight between Naples - Cagliari - Palermo was started on 15 May with the S.S. 'Ahenaia' and 'Campidoglio' making alternate runs.

(c) During the month a serious situation arose in Sardinia, which, owing to drought and a plague of locusts, there was not sufficient fodder to feed the livestock in the Island. An urgent request was received from the Italian authorities for movement to the Mainland by the end of June of 30,000 head of cattle for immediate slaughter. The regular cattle ferry 'Thalassa' on the service between Olbia and Civitavecchia lacked in capacity, and Military Government was not prepared to increase the movement of these animals. There was to be no lifting of the ban on movement of livestock for breeding purposes, owing to the continued prevalence of foot and mouth disease in the Island.

(d) The Italian cruiser 'Garibaldi' was allocated for shuttle service for refugees and displaced persons between Sicily and Taranto, and completed two voyages during the last week of the month, carrying about 1,000 evacuees from Sicily each time. In addition, two Italian corvettes have been employed on the same run.

(e) Uncertainty of the phosphate rock programme made it difficult to formulate shipping requirements for the period July-September 1943. This uncertainty also affects the programming for movement of persons, as requirements for party are dependent on availability of phosphate rock.

3. Rail

(a) Figures for the Sicily railways given for week ending 22 May 1943 show that 247,990 tons were programmed for movement on the railways of Sicily, including traffic moving from Sicily to the mainland. A breakdown of this tonnage showed:

Tonnage moved [illegible]
" not moved [illegible]
" not accounted for [illegible]
[illegible]

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in the Island. An urgent request has received from the Italian authorities for movement to the Mainland by the end of June of 250,000 sheep, and 10,000 cattle for immediate slaughter. The regular cattle ferry 'Bisagno' is now running between Cagliari and Civitavecchia loaded to capacity, and further arrangements are being made to increase the movement of these animals. There has been no lifting of the ban on movement of livestock for breeding purposes, owing to the continued prevalence of foot and mouth disease in the Island.

(d) The Italian cruiser 'Garibaldi' was allocated to shuttle service for refugees and displaced persons between Piombino and Bastia, and completed two voyages during the last week of the month, carrying about 1,000 repatriates for Sicily each time. In addition, two Italian torpedo boats each carried 100 persons on the same run.

(e) Uncertainty of the phosphate rock program created difficulties in forecasting shipping requirements for the period July-December 1945. This uncertainty also affects the programming for movement of pyrites, as requirements for pyrite are dependent on availability of phosphate rock.

3. Rail

(a) Figures for the latest four-week period for which statistics are available show that 340,996 tons were programmed for movement on the mainland of Italy, including traffic moving from Sicily to the mainland. A breakdown of this tonnage gives:

Tonnage moved		206,961
"	not moved	107,019
"	not accounted for	27,016
	TOTAL	340,996

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Tonnage carried in Sardinia and within the island of Sicily is not included. Of the 27,016 tons not accounted for, it is probable that a large proportion did in fact move, but no Forms XB were received from the stations concerned. It is considered that more than 50% of the tonnage not moved was due to failure of the military service to provide cars, and the balance was due to the unavailability of supplies or stores on dates movement was programmed.

(b) Movement of refugees caused additional strain on the limited railway capacity. The major movements were from Florence and Forli to [illegible] south of Rome. During May, 66 special trains were dispatched [illegible] a total of 45,012 persons.

(c) The end of hostilities in Italy and consequent military re-deployment caused an increase in military tonnage southbound. This, together with movement of prisoners of war and displaced persons, resulted in railway cars for civilian stores on lines 87 and 89/90 and in an acute shortage of box cars, especially in the Naples area during the latter part of the month. Loading of wheat from Castellamare and Torre Annunziata was on a very reduced scale; tonnage out of Naples warehouses was small and loading of foodstuffs generally in the Naples area showed a serious reduction. Efforts were made to counteract this shortage of wagons by using high-sides open wagons, even for pilferable stores, but loading programs had to be very much curtailed.

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(d) Northbound traffic from East Italy to Ancona was routed by Line 86 in spite of delay in opening the tunnel at Varano. The section Osimo - Ancona was operated by a road link. Southbound traffic also moved over this line.

4. ROAD

(a) Lack of discipline of Italian Military personnel of QM and GT Companies seriously affected all movement upon which they were engaged, causing reduction in tonnage lifted below planned levels; the question has been taken up with AMGOT.

(b) The road link on railway line 86 (Osimo - Ancona), by trucks of the 2nd Truck Battalion, conveying stores and refugees, was introduced during the month and is expected to continue until the latter part of June.

(c) On cessation of hostilities every effort was made to obtain road intelligence from Northern Italy and during the early stages road attaps were issued daily. These were of much value to officers of other Sub-Commissions who were travelling north. Roads generally were in good condition all over Northern Italy.

PART III - RAIL

1. RAILHEADS

(a) During the month, Pesaro and Forli were both used as railheads for the 8th Army. Grizzana, Montecatini and Florence were used as railheads for the 5th Army.

2. ALLIED RAILWAY BOARD

(a) The fifth meeting of the Allied Railway Board was held on 17 May 1945, when further review of the work of the Sub-Committees was taken, and decisions given as required.

3. CIVIL ENGINEERING

(a) Line 65. Arezzo - Florence. Work is going according to program.

(b) Line 86. Ortona - Ancona. All work completed except clearing of land slide at Castellano tunnel; it is not expected that this will be cleared before 15 June.

(c) Line 88. Rome - Avezzano. The section Arsoli - Carsoli was handed over for traffic during the month.

(d) Line 92. Fairbank Bridge. Completed and opened to traffic 31 May 1945.

(e) Line 257. Rome - Viterbo. Opened to traffic 7 May 1945.

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PART III- RAIL

1. RAILHEADS

(a) During the month, Faenza and Forli were both used as railheads for the 8th Army. Grizzana, Montecatini and Florence were used as railheads for the 5th Army.

2. ALLIED RAILWAY BOARD

(a) The fifth meeting of the Allied Railway Board was held on 17 May 1945, when further review of the work of the Sub-Committees was taken, and decisions given as required.

3. CIVIL ENGINEERING

(a) Line 65. Arezzo - Florence. Work is going according to program.

(b) Line 86. Ortona - Ancona. All work completed except clearing of land slide at Castellano tunnel; it is not expected that this will be cleared before 15 June.

(c) Line 88. Rome - Avezzano. The section Arsoli - Carsoli was handed over for traffic during the month.

(d) Line 92. Petrace Bridge. Completed and opened to traffic 31 May 1945.

(e) Line 267. Rome - Viterbo. Opened to traffic 7 May 1945.

(f) Line 244. Bastia - Milano. Work on this line is proceeding slowly due to difficulty in obtaining steel.

(g) Line 279. Termoli - Campobasso. Opened to traffic.

(h) Private Railway. Benevento - Cancello. Work has gone well and all difficulties have been overcome; the line will be available for traffic on 7 June 1945.

(i) Work proceeded on the following:

Underbridge at Naples
Permanent repair Riotorto Viaduct
Running shed Leghorn
Various works, Rome
Line 88. Pescara - Chieti
Line 242. Albacina - Civitanova
Line 245. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo

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Line 291. Cancello - Torre Annunziata
Repairs Riforma, Ofanto bridge

(j) During the month, the following tasks were handed over by MRS:

Permanent repair to bridges on Line 50 (north) Messina - Bologna and Line 67 Roma - Palermo.

Difficulty was experienced, and loss of time incurred, due to irregularities in the supply of cement. The whole question is being examined with Industry and Commerce Sub-Commission.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery and Repair

(1) Breda Works at Civitanova Marche have experienced difficulties due to material shortages and lack of finance. Financial aid is being given through Intendenti di Finanza, Macerata and Ancona and supply of materials arranged. Repair work proceeds slowly and final figures for the month are not yet in hand.

(2) Reno Smistamento repaired 71. (Recovered 27.)

(3) Servizi Ferroviari Delfino have improved output to 78 heavy repaired (all recovered).

(4) Wagon Lits, Roma, turned out 2 passenger coaches (all recovered) and 6 freight cars (3 recovered) and are now engaged on reconversion to ordinary passenger stock of 'lying' coaches and Office and Dispensary cars from the ambulance trains now being split up.

(b) Rail Car Reconnaissance

(1) Results of rail car reconnaissance carried out by MRS and ISR have been coordinated up to 20 May and are attached as Appendix 'C'.

5. STORES

(a) With effect from 1 June 1945, the control of all stores at the ISR Stores Depots at Naples and Rome will revert to the Headquarters of the ISR, subject to meeting any MRS requirements. This relaxation of MRS control of ISR stores was made possible by the ending of the European war.

(b) The Ruspino Dressing Plant at Naples will be ready to impregnate ties for the Italian State Railways in about two months. Sufficient space for the storage of ties has been secured and the Tank Company which occupied the plant will withdraw all of their

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(1) Cecchetti Works at Civitanova Marche have experienced difficulties due to material shortages and lack of finance. Financial aid is being given through Intendenti di Finanza, Macerata and fair supply of materials arranged. Repair work proceeds slowly and final figures for the month are not yet in hand.

(2) Rome Smistamento repaired 71. (Recovered 27.)

(3) Sombrini Parodi Delfino have improved output to 78 heavy repaired (all recovered).

(4) Wagon Lits, Rome, turned out 8 passenger coaches (all recovered) and 6 freight cars (3 recovered) and are now engaged on reconversion to ordinary passenger stock of "lying" coaches and Office and Dispensary cars from six ambulance trains now being split up.

(b) Rail Car Reconnaissance

(1) Results of rail car reconnaissance carried out by MRS and ISR have been coordinated up to 25 May and are attached as Appendix "C".

5. STORES

(a) With effect from 1 June 1945, the control of all stores at the ISR Stores Depots at Naples and Rome will revert to the Headquarters of the ISR, subject to meeting any MRS requirements. This relaxation of MRS control of ISR stores was made possible by the ending of the European war.

(b) The Reuping Creosoting Plant at Naples will be ready to impregnate ties for the Italian State Railways in about two months. Sufficient space for tie storage is now assured and the Tank Company which occupied the plant will withdraw all of their property within sixty days. This Sub-Commission has been instrumental in the reactivation of this plant.

(c) The tire situation is still serious. Assistance has been given to ISR and their contractors to help them to obtain salvage tires from Salvage Depots.

(d) The ISR has received 6 trucks from the British Army out of a quota of 40, and 18 from the American Army out of a quota of 40. The remainder of the trucks are expected during June, those from the U.S. Army to be delivered by the 15th of June.

(e) The Terni Steelworks is now under the control of Headquarters Allied Commission. The Italian State Railways will receive the major part of their requirements from this plant, bidding through Transportation Sub-Commission. The contracts and details of requirements will be made directly with the Terni Works by the ISR.

6. TRAFFIC

(a) Wagon loadings are steadily increasing, as will be noted by the following figures which include all loadings in Sicily and the mainland:

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November	1944	73,580
December	1944	85,258
January	1945	88,394
February	1945	85,057
March	1945	90,001
April	1945	1,073,42

April inventory indicates 30,930 freight wagons in service. A wagon in April averaged a load 3.4 times during the month as compared with 2.5 during December 1944.

(b) The tri-weekly passenger train Foggia-Ortona has been extended to include Pescara. Attachment has been granted by AFHQ/MTS/AC to establish passenger service three times per week Rome-Ancona, Rome-Livorno, and Rome-Florence, and it is intended to commence these services on 1 June. Irregular freight service Rome-Fiumicino has been put on a regular schedule operating as a mixed service so as to afford passenger service without increase in train mileage. Mixed train service was established on the Rome-Albano line, and the Terracil-Campobasso line. Additional workers' trains have been reclassified as civilian passenger trains. On the Rome-Viterbo line, tri-weekly service was increased to daily, and extended from Capranica to Viterbo.

(c) The completion of repairs to the Potenza bridge on line 92 was an important event of the month. This enables us to expedite traffic and increase wagon efficiency, save fuel and release badly needed locos and passenger stock. The Rome-Reggio passenger schedule will be reduced by one and one-half hours.

(d) Repairs to the ferry 'Villa' have been completed. And she will run between Messina and San Giovanni, as well as Reggio. The ferry 'Messina' will now be put in dry dock for badly needed repairs, which should be completed in July.

PART IV - ROAD

1. General.

(a) Arrangements have been made to complete the transfer of some 6,000 trucks to the Italian Government. This transfer is to come under the heading of three groups, the first being that captured equipment now being operated in Sicily, the second being those ex Government trucks being operated in truck pools throughout liberated Italy numbering some 1,100, and the third consisting of 2,000 new trucks being shipped from the United States.

(b) The transfer of the first two groups should be completed within one month while the Italian Government will take delivery on the third group at the rate of 200 per week.

(c) A tour of the North, during the month, revealed the following:

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weekly service was increased to daily, and embodied [illegible]

(c) The completion of repairs to the Terrace bridge on line 92 was an important event of the month. This enables us to expedite traffic and increase wagon efficiency, save fuel and release badly needed locos and passenger stock. The Rome-Reggio passenger schedule will be reduced by two and one-half hours.

(d) Repairs to the ferry 'Villa' have been completed, and she will run between Messina and San Giovanni, as well as Reggio. The ferry 'Messina' will now be put in dry dock for badly needed repairs, which should be completed in July.

PART IV - ROAD

1. GENERAL

(a) Arrangements have been made to complete the transfer of some 4,500 trucks to the Italian Government. This transfer is to come under the heading of three groups, the first being that captured equipment now being operated in Sicily, the second being those war department trucks being operated in truck pools throughout liberated Italy numbering some 1,400, and the third consisting of 2,000 new trucks being shipped from the United States.

(b) The transfer of the first two groups should be completed within one month while the Italian Government will take delivery on the third group at the rate of 200 per week.

(c) A tour of the North, during the month, revealed the following:

(1) Passenger Transport. Tram and trolley bus services are operating in Genoa, Turin, Milan, Padova and Bologna. Electricity supply is adequate in all main centers visited.

(2) Civilian Truck Availability. Ufficio Autotrasporti were being organized in all provinces, trucks registered, circulation permits issued and operation commenced under U.A. control with AMG trip tickets. U.D.T., a large trucking organization functioning in Lombardia and Piemonte prior to liberation, was taken over and forms the basis of U.A. in these regions. Civilian trucks are being employed in the internal distribution of civil supplies with the exception of a 400-ton lift provided from U.A. Milan to augment military transport hauling from Forli and Cesena to Cremona railhead for Milan and Turin.

A large number of civilian vehicles were found to be in the hands of the Patriots. Regional Commissioners were taking steps through C.L.N. for all such trucks to be handed over to AMG Truck Pools. Regional Transportation Officers were of the opinion that, when these trucks are operating under U.A. control, sufficient civilian vehicles will be available for internal distribution of supplies, except in

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4,000 unserviceable vehicles are concentrated in parks in Venice area.

No trucks or cars will be handed over to AMG Regions for at least six weeks from 4 June. 15th Army will then determine numbers required for Army usage and report the surplus to AFHQ for allotment to AMG and operation in civilian Truck Pools.

(5) P.O.L. At the outset Army supplies and German stocks were issued to civilian trucks. Pet.Sec. representatives have visited Regions and made allocations covering the current period which are in general adequate to meet existing needs. C.I.P. is functioning and carrying out distribution. A large number of trucks in Lombardia, Venezia and Emilia run on methane. The methane wells in the Lodi, Parma and Piacenza and Rovigo areas are in production and supplies are being obtained for the three above regions. The pipe lines from Parma area to Milan and from Rovigo to Ferrara and Padova are open, but the last named is carrying petrol for 5th Army. Collection for Venezia and Emilia is effected by trucks in cylinders.

(6) Truck Manufacture. Fiat, Turin, are producing 3 trucks and cars per day, but production is limited due to shortage of coal. Lancia, Turin, can commence manufacture in July if coal is supplied. Lancia, Bianchi and Alfa-Romeo at Milan are making cars in very small numbers.

(7) Spare Parts and Tires. Fiat and Lancia at Turin and Fiat, Lancia and Bianchi at Milan are believed to possess good stocks of parts. All large holdings have been frozen by Commerce and Industry Sub-Commissions for listing and release to firms for manufacturing and to civilian trucks through U.A. in each Region. Reports covering the over-all position will be made to Industry and Commerce Sub-Commissions.

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Pirelli, Milan, were producing 1,000 truck and car tires in May and possess materials for an additional unknown quantity. Michelin commenced manufacture of tires for Fiat 626 trucks and cars on 22 May at the rate of 50 per day. Sufficient materials are held for about 3,000 more and production can be stepped up to 750 per day if a further supply of materials is allotted. Pirelli stocks amount to some 8,000-9,000 tires of mixed sizes while Michelin possess very limited numbers. Industry and Commerce Divisions concerned are dealing with the over-all problems of manufacture and distribution of stocks available.

2. OPERATIONS

(a) Haulage Commitments

Liberation of the North has materially increased AMG road haulage commitments in the territory South of the Army areas. Loading and unloading of AMG supplies to and from shipside and warehouse - railhead lifts have increased at Leghorn during the month. In the Ancona area the tonnage of AMG food to move from warehouse to railhead for Forli and Cesena has risen to 3,500 tons per week while grain stockpiling for the North has been stepped up.

The blocked tunnel on the line between Orbino and Ancona resulted in demands for road transport to lift some 2,000 tons per week of AMG supplies and carriage of large numbers of refugees southbound across the gap.

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Local movement of railroads in the Florence and Forli areas absorbed many trucks and it was much necessary to provide 33 trucks of 2½ U.S. Army at Florence for the Forli refugee camp.

2 500 Boys ex 3 Truck Companies have been allotted to Emilia Region for the movement of civil supplies owing to shortage of civilian vehicles.

Grain movements in the Marche-Abruzzi areas have also been increased with the haulage of 3,000 tons per week from warehouses at railhead for rail shipment to the West, and Ortona for Chieti and Aquila provinces.

These increased demands have actually stretched our resources of 4½ Boys, Italian Transport Boys and Truck Parks in the above areas due to the loan of 1,000 trucks to 15th Army Group.

(b) Availability and Location of Military Transport.

Loaned to 15th Army Group - 1 Truck Co. - 920 x 2½-ton trucks
" " " (b) Boys - 240 x 1½-ton trucks
Det-270 I.T.Coys - 180 x ¼-ton trucks
TOTAL 1,340 trucks. Lift-2,076 tons.

Florence Region

Leghorn - 201 U.S. Boy - 135 x 1½-ton trucks
Florence - 1 Pal. 201 I.T. Coy - 90 x 1½-ton trucks
TOTAL 225 trucks. Lift 351 tons.

Emilia Region - 2 Type 3 Truck Co. - 70 x 1½-ton trucks
1 Pal. 201 I.T. Coy - 45 x ¼-ton trucks
TOTAL 115 trucks. Lift 200 tons.

Marche-Abruzzi - 2 Truck Co. - 240 x 1½-ton trucks.
Lift -- 360 tons.

With the loan of 1,340 trucks to 15th Army Group, our lift of all military transport available for AFHQ has dropped from 8,000 tons per April to 3,452 tons at the end of May, although 2 and 3 Truck Co. and 45th and 47th I.T. Coys providing a total lift of 2,076 tons, have been withdrawn overseas.

The over-all picture is such all essential haulage programs in all territory are being executed, except in the Abruzzi area where the shortage of vehicles cannot be met in full.

(c) Tonnage Moved by Road Transport.

On priority haulage programs of grain, MT food, cotton, hemp and sulphur

[illegible] (6) Coys - 288 x 1½-ton trucks
287-330 I.T.Coys - 460 x 3-ton trucks
TOTAL 1,388 trucks. Lift 2,076 tons.

Tsaouna Region

Euphorn - 221 I.T. Coy - 132 x 1½-ton trucks
Florence - 3 Pls 222 I.T. Coy - 96 x 1½-ton trucks
TOTAL 228 trucks. Lift 456 tons.

Hellia Region 2 Coys 3 Truck Sn. - 96 x 1½-ton trucks
1 Pl. 220 I.T. Coy - 33 x 3-ton trucks
TOTAL 129 trucks. Lift 258 tons.

Marche-Abreuvoi 2 Truck Sn. - 384 x 1½-ton trucks.
Lift - 768 tons.

With the loan of 1,098 trucks to 15th Army Group, the lift of AC military transport available for AC use dropped from 2,840 tons on 20 April to 1,482 tons at the end of May, although 2 and 3 Truck Sns. and 221, 222 I.T. Coys providing a total lift of 2,074 tons, have come into service.

The over-all picture is that all essential haulage programs in AC territory are being executed, except in the Ancona area where grain and sulphur movements cannot be met in full.

(c) Tonnage Moved by Road Transport.

On priority haulage programs of grain, AMG food, seeds, hemp and sulphur a total of 27,800 tons was hauled in the month, an increase of 800 tons over April.

Figures of total tonnage moved during the whole of May in AC Territory by AC Military Transport, AC/AMG Truck Pools and ENAI are not yet available. Tonnages hauled in the 30 days ending 10 May are:

11-20 April - 105,000 tons
21-30 April - 98,000 tons
1-10 May - 92,000 tons

Reduction after 20 April is due to the decrease in I.T. and G.M. Coys under AC control.

A total of 295,760 tons was carried in April against 241,500 tons in March.

ENAI continues to haul approximately 10,000 tons every 10 days. Total moved in April was 127,282 tons against 132,336 tons in March. ENAI continues to complain that P.O.L. allotment from the Ministry of Commerce falls short of requirements and that a large number of civilian trucks are unable to operate due to lack of fuel. A

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been refitted in and are being prepared for transfer to the Italian Government. As was the case with the control vehicles, many of these were non-runners when landed, many being minus batteries, bodies and numerous minor parts in addition to having suffered considerable damage en route. They are being overhauled by the Truck Maintenance Group and will be conditioned for operation prior to transfer.

(d) 27 tons of spare parts for imported vehicles have landed and are being stocked at the central warehouse of the Truck Maintenance Group for controlled issue to operating units. The first shipment of parts for Italian civilian vehicles imported from Africa under the control of MAL has been received and with proper distribution should enable many more commercial vehicles to return to the road. Over 1,000 tons of spares are scheduled to arrive from this source.

4. MAINTENANCE.

(a) The activities of this section were confined chiefly to matters pertaining to the transfer of the vehicles of the AMG-operated UNT (Sicily) and Truck Pools to the Italian Government.

(b) In connection with the former, one officer from Transportation Sub-Commission, together with a Finance Officer and members of the Italian Government, are proceeding to Sicily on 11 June 1945 to complete the transfer.

(c) Every effort has been made to make serviceable all the Truck Pool (B) vehicles preparatory to their transfer. Special releases of major assemblies, tires, tubes and other parts of all kinds have been obtained, as a result of which many vehicles previously unserviceable are now road-worthy and fit for transfer.

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PART V - PORT & WAREHOUSE

1. PORTS.

(a) The Port of Civitavecchia was given special attention since this was the first month for its operation as a civilian port under the Italian Government. Towards the end of the month, conditions at Civitavecchia improved greatly, and in particular labor conditions, which resulted in a greater daily discharge of incoming tonnage.

(b) Surveys were made of the ports of Ravenna, Riccione, Rimini, La Spezia, Genoa, Savona and Imperia, in order to ascertain conditions and port gear and equipment available.

2. ROME - FIUMICINO CANAL.

(a) The dredging of the Tiber River which will enable barges to discharge coal and other cargo for Rome at San Paolo, thereby decreasing the need of railroad cars at Fiumicino, was given special attention, and it is expected that this work will be completed about the first half of June.

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3. SHIPPING.

(a) There were 101 cancellations of sailings all stated because bids on cargoes were not available. Dragon fleet effected included citrus fruit, carob beans and wines. This condition is undoubtedly due to the excessive time lag between shippers filing bids and receiving embargo allocations.

(b) It is estimated that no less than 45 embargoes were tied up at one time during the month for lack of fuels, some being out of service for 10 days.

(c) When the Ports of Italy were opened to traffic, many shippers asked for and received permission to change ports of discharge, from the south to Piombino and Leghorn.

(d) Many PLSC embargoes were returned to the [redacted] fleet during May.

4. WAREHOUSING.

(a) Genoa. Excellent warehouse facilities were obtained in Genoa in the port area. Allied military personnel were employed. Capacity is estimated in excess of 50,000 tons, combined inside and open storage. Railcars and trucks may be discharged directly into warehouse. Warehouse crane is knocked down with rail sidings in working condition.

(b) Leghorn. Receipts at Leghorn were very small, due to embargo being placed on receipt of civil supplies in this port. Issues were comparatively heavy, as craft for Genoa loaded at Leghorn. Road and rail shipments continued rather heavy. Relatively large unoccupied capacity now exists at Leghorn.

(c) Naples. Warehouse situation in Naples is critical. Greater tonnages are being received than can be stored within warehouse capacity. This situation was been caused by a combination of circumstances, as follows:

(1) Necessity of Naples to receive all West Coast shipments, due to the failure of Genoa to open as scheduled, and embargo on civil supplies into Leghorn.

(2) Failure of supplies to move from Naples by craft to Genoa as scheduled.

Appendix "D" indicates the great excess of receipts over shipments.

Early in the month, before these difficulties were apparent, all allied military personnel was removed from the warehouses. An Officer-in-Charge was one Non-Com for general supervisory activities remained in Naples, but not an office some distance from the water area. It is hoped that in the near future they may be transferred elsewhere. Allied Port Liaison Officer, with several EM/Offs, will remain on duty in Naples as long as it is a military port.

The prospect of an early opening of Genoa Harbor should relieve the Naples [illegible] first, by reducing the number of additional ships arriving

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(c) Genoa. Excellent warehouse facilities were obtained in Genoa in the port area. Allied military personnel were assigned. Capacity is estimated in excess of 50,000 tons, combined inside and open storage. Schooners and coasters may be discharged directly into warehouse. Warehouse area is honeycombed with rail sidings in working condition.

(b) Leghorn. Receipts at Leghorn were very small, due to embargo being placed on receipt of civil supplies in this port. Issues were comparatively heavy, as craft for Genoa loaded at Leghorn. Road and rail shipments continued reasonably heavy. Relatively large unoccupied capacity now exists at Leghorn.

(c) Naples. Warehouse situation in Naples is critical. Greater tonnages are being received than can be stored within warehouse capacity. This situation has been caused by a combination of circumstances, as follows:

(1) Necessity of Naples to receive all West Coast shipments, due to the failure of Genoa to open as scheduled, and embargo on civil supplies into Leghorn.

(2) Failure of supplies to move from Naples by craft to Genoa as scheduled.

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Early in the month, before these difficulties were apparent, all Allied military personnel was removed from the warehouses. An Officer-in-Charge and one Non-Com for general supervisory activities remained in Naples, but at an office some distance from the warehouses. It is hoped that in the near future they may be transferred elsewhere. Allied Port Liaison Officer, with several EM/ORs, will remain on duty in Naples as long as it is a military port.

The prospect of an early opening of Genoa Harbor should relieve the Naples situation in two ways; first, by reducing the number of additional ships arriving at Naples; second, by permitting the trans-shipment to Genoa of stores presently on hand in Naples. Further, strenuous efforts are being made by the Food Sub-Commission and UNRRA to force the interested Italian Governmental Departments to issue distribution orders. If rail wagons will be available when these orders are issued, movement can be made.

(d) Ancona. Receipts at Ancona continue high, but inventories remained relatively constant because forward movement was maintained at a very high level, rail shipments being made to Genoa and Forli, as well as water shipments for MSB Austria to Venice. Difficulties in securing sufficient AC/AMG motor transport to load railhead and port from warehouse were overcome by excellent cooperation from local British Military, who continuously supplied numerous 10-ton lorries.

(e) Venice. Excellent warehouse facilities, well servedby rail which is in good working order, were obtained in the old city of Venice. Premises are estimated to hold in excess of 50,000 tons. Staff was assigned for duty. Although warehouse facilities are more than adequate and are on quay-side, at present military port

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Capt. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.R. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. Di Cholla (A)

PLANNING STAFF (To 2)
Mr. Charles Pynn (A)
Lt.Col. M. Harris (on detchmt) (A)
Major W.P. Richardson (B)
Major H.C. Talbot (on detchmt) (B)

MOVEMENTS DIVISION (To 3)
Chief, Colonel M.J. Sleeman (B)

Rail Branch
Lt.Col. J.W. Baker (B)
Major C.H. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt.Col. C.W. Christensen (B)
Major C. Strait-Gardiner (B)
Capt. H.J. Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
Major C.B. Godfrey (B)
Major A.M. McClure (B)
Capt. R. Moyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (To 4)
Chief, Lt.Col. C.H. Lindberg (B)

Operations Branch
Major A.C. Ring (B)
Major P.C. Matson (A)

Capt. D.A. Conway (on detchmt) (B)

Mechanical Engineering Branch
Major S.L. Brister (B)
Major E.W.B. Jeffrey (B)
Capt. W.C. Philby (A)
Capt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (To 5)
Chief, Mr. C.G. Gross (A)

Operations Branch
Lt.Col. C. Fernyhough (B)
Capt. C.S. Squire (B)
Capt. W. Ainsworth (B)
Capt. D.R. Richardson (on detchmt) (A)
Capt. H. Fry (on detchmt) (B)

Maintenance Branch
Major H.M. Dowser (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (To 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. C.C. Crooks (on detchmt) (A)
Mr. J.B. Hurley (A)
Mr. U.C. Ghilardi (B)
Mr. E. McDonnel (WA)

Port Branch
Capt. J.W.E. Warley (B)
Mr. S.F. France (on detchmt) (A)
Mr. A.C. Allman (B)

Warehouse Branch
Major N.H. Klein (A)

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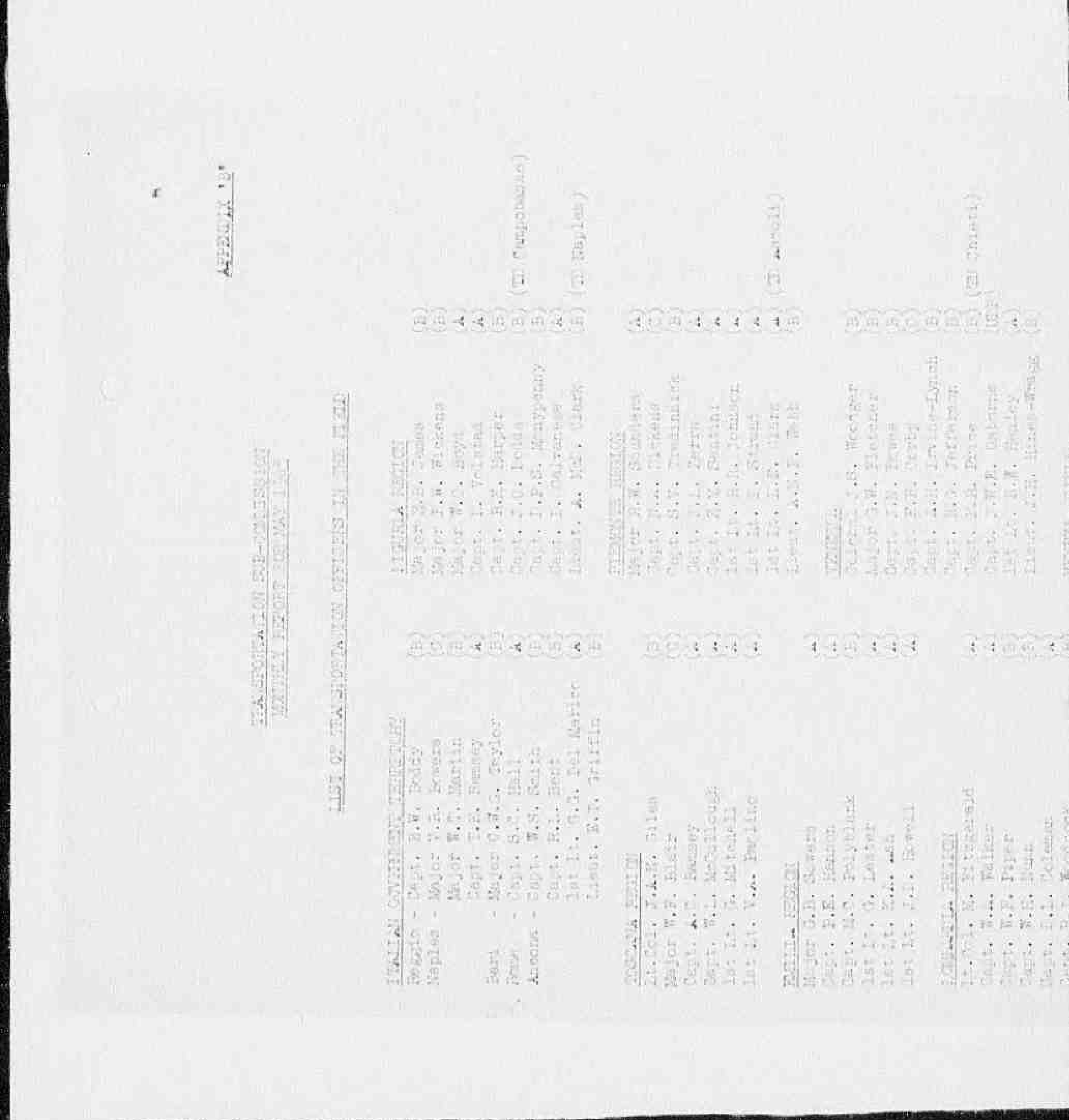
Appendix "B"



Ancona - Capt. W.S. Smith (B)
Capt. R.L. Gant (B)
1st Lt. G.G. Del Merlo (A)
Lieut. E.P. Griffin (B)

TOSCANA REGION
Lt.Col. J.A.N. Gilon (B)
Major W.P. Blair (C)
Capt. A.C. Ramsey (A)
Capt. W.L. McCullough (A)
1st Lt. G. Mitchell (A)
1st Lt. V.A. Dooling (A)

EMILIA REGION
Major G.B. Sowers (A)
Capt. P.E. Harmon (A)
Capt. M.C. Polyblank (B)
1st Lt. C. Lester (A)
1st Lt. K.A. Ash (A)
1st Lt. J.D. Howell (A)

LOMBARDY REGION
Lt.Col. M. Fitzgerald (A)
Capt. W.A. Walker (A)
Capt. W.F. Piper (B)
Capt. W.H. Nunn (B)
Capt. D.L. Coleman (A)
Capt. R.J. Woodcock (B)
1st Lt. C.W. Houston (A)
1st Lt. M.E. Armoff (A)
1st Lt. R.T. O'Donnell (A)
Lieut. K.F. Vaughen (B)

Capt. F.E.S. Honypenny (B)
Capt. I. Calvanese (A)
Lieut. A. McD. Clark (B) (TD Naples)

PIEDMONTH REGION
Major R.W. Saunders (A)
Capt. H.A. Dickens (C)
Capt. S.T. Trediaiock (B)
Capt. E.L. Zerrn (A)
Capt. Z.M. Sautint (A)
1st Lt. H.R. Johnson (A)
1st Lt. I. Strand (A)
1st Lt. L.E. Clark (A) (TD Ancoli)
Lieut. A.H.F. Webb (B)

VENETIA
Colonel J.S. Wcenger (B)
Major G.W. Fletcher (B)
Capt. J.M. Bowes (B)
Capt. H.B. Derby (C)
Capt. A.H. Irvine-Lynch (B)
Capt. B.O. Jefferson (B)
Capt. E.R. Price (B) (TD Chieti)
Capt. J.W.E. Osborne (MIF)
1st Lt. R.W. Hanley (A)
Lieut. J.H. Hines-Wraggs (B)

VENETIA CIVIL
Major R.O. Marco (B)
Capt. J.S. Billinghurst (B) (TD Foggia)

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TRANSPORTATION SUB-COMMISSION

APPENDIX 'C'

MONTHLY REPORT FOR MAY 1945

Estimate figures of Rolling Stock in Northern Italy

(a) Serviceable Stock

HIGH SIDERS	LOW SIDERS	FLATS	TANKS	MISCELLANEOUS	TOTAL
953	125	171	–	–	1787
878	142	308	10*	–	2926
–	–	–	–	2000 +	2000
–	–	–	–	2	1557
885	161	32	23	–	1515
–	–	–	–	1507 +	1309
–	–	–	11	–	1475
639	179	–	–	–	5413
356	300	300	–	723	20961
4008	450	200	393	4230	
8701	1367	1101	516		

(b) Stock Undergoing Repairs and awaiting repairs.

				–	1823
626	101	10	66	933 +	964
–	–	–	–	–	319
–	94	108	3	–	1152
				–	1301
135	100	100	56		
232	200	100	56	933	3559
				5165	26540
993	495	318	181		
9634	1862	1119	600		

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ANCONA :				
FOOD	14,377	23,827	18,583	19,621
OTHER	72	232	28	276
TOTAL	14,449	24,059	18,611	19,897
GENOA :				
FOOD	-	1,871.9	1,694.4	177.5
OTHER	-	-	-	-
TOTAL	-	1,871.9	1,694.4	177.5
FORLI :				
FOOD	12,492	3,829	10,012	6,309
OTHER	-	-	-	-
TOTAL	12,492	3,829	10,012	6,309
CESENA :				
FOOD	6,631.7	11,067.5	10,107.7	7,591.5
OTHER	-	-	-	-
TOTAL	6,631.7	11,067.5	10,107.7	7,591.5
TOTAL WAREHOUSES				
FOOD	85,975	56,519	67,017.5	74,672.5
OTHER	3,234.9	2,756.9	2,217.8	3,774
TOTAL	89,209.9	58,271.9	70,035.3	78,446.5

NOTES :

1. UNRRA GOODS HANDLED AS FOLLOWS:

	RECEIVED	ISSUED
NAPLES	2,919	6,552
LEGHORN	1,404	124
	4,323	6,676

2. LEGHORN RECEIVED :
PORTABLE FLOUR MILLS 36 CASES
YARN WOOLLIEN 193 "

3. LEGHORN RECEIVED: 29,329 CASES OF MEDICAL SUPPLIES AND ISSUED 29,323 CASES

4. LEGHORN RECEIVED AND ISSUED:

JEEPS-(UNCRATED)	111	
VEHICLES (")	50	
" (ON WHEELS)	32	
NEW CLOTHING	3,186	CASES
DISTRIBUTORS	3	"
KETTLES ASPHALT HEATERS	10	"
FINISHER CRAWLERS	4	"
TRACTORS(UNCRATED)	3	"
ROCK,CRUSHING & SCREENING PLANTS	2	BOXES
ROAD GRADERS	4	"

5. FIGURES DO NOT INCLUDE OPERATIONS IN BARI.

6. INTER-WAREHOUSE SHIPMENTS ARE INCLUDED IN ABOVE FIGURES AS RECEIPTS AND ISSUES.

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HAJ. Godfrey

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MAY 1945

AMENDMENT NO. 1

Reference Transportation Sub-Commission Monthly Report for May 1945, Part IV - Road, paragraph 3 (a) Supplies, delete "2001 x 4-ton trucks" and substitute therefor "260 ¼-ton trucks."

W. S. TROAS, Colonel
Deputy Director

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(b) Plots of transportable artisans in the Sub-Commission are attached as Appendices 'A' and 'B'.

(c) During the month a small advanced echelon of the Transportation Sub-Commission was formed ready to go northwards at short notice; its primary function is to act for the Director of the Sub-Commission in N.W. Italy and to coordinate work in the three N.W. Regions of Piedmont, Liguria and Lombardia.

PART II - RAIL

1. RAILWAYS

(a) During the month, the western railhead on line 56 reached Ventimiglia. There was no alteration to the railhead position on the eastern side.

2. ALLIED RAILWAY BOARD

(a) The fourth meeting of the Allied Railway Board took place on 19 April 1945. Upon further review of the work of the Sub-Commission was taken and decisions given as required.

3. CIVIL ENGINEERING

(a) The severe difficulty has been overcome as 8,750 tons have been released for works of non-military priority during May.

(b) A list setting out estimated priority of reconstruction has been produced, and this will be amended monthly to meet any changed demands. Copy of current priority list is shown at Appendix 'C'.

(c) Line 65. Arezzo-Florence. Work has continued on this line in clearing landslides and building of piers.

(d) Line 66. Orte-Ancona. This work has proceeded well and would have been completed by 30 April except there was delay on the Cantiana tunnel due to heavy rain. This slip occurred on 27 April and it is not possible to say when the work will be completed.

(e) Line 80. Terni-Arezzo. Work has proceeded more satisfactorily on this line during the month.

(f) Line 70. Perugia Bridge. This work is now proceeding well, the south span is practically complete and the erection of the centre span commenced. All material is on site, and night work commenced on 25 April with a view to improving on the target date.

(g) Line 219. Pisa-Empoli-Florence. The work on the permanent repairs continued during the month. This work has been delayed due to the necessity for giving priority to opening the line to traffic.

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Permanent repairs Rio Torto Viaduct
Rerailing wagons at Livorno, Roma Smistamento, etc.

(n) The following works have been authorised, and preparation for starting the work are in hand:

Line 88. Pescara - Chieti
Line 220. Chiusi - Empoli
Line 242. Alvesina - Civitanova
Line 243. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo
Line 291. Cancello - Torre Annunziata.
Repairs to Diforno Bridge - Line 86 South
Repairs to Ofanto Bridge - Line 86 South
Various works in Rome

(o) Private Railways. Benevento - Cancello. At the request of AFHQ, work on this reconstruction is being pushed, but it has been found that the report submitted by the private company concerned was entirely inaccurate as to the damage, and there is a good deal of work to be done. Some anticipated difficulty over supply of sleepers has been overcome, and an officer has been detailed to watch the job.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery

Coachetti Works at Civitanova Marche carried on during the month with repairs to cars in their works, and completed 16 in the period.

Roma Smistamento carried out 20 medium and 35 light repairs.

Bombrini Parodi Delfino turned out 71 heavy repairs, including 41 box cars.

Wuron Litz, Rome, had an output of 8 passenger coaches.

Recovery of cars from lines 236 and 237 over the Rome Nord route continued during the month.

(b) Reconnaissance of Rolling Stock Recovery. During the month, reconnaissances were carried out at the Solvay Plant, Rosignano, and over lines 259, 255, and the private line Benevento - Cancello, resulting as under:

	No. of Cars	Serviceable	Heavy Reps.	Light Reps.	Scrap.
* Solvay	56	49	--	1	--
Line 259	14	4	10	--	--
Line 255	17	11	6	--	--
Cancello - Benevento	70	34	33	1	2

* NOTE: All these cars are in use for internal service.

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(b) The directive for issuing of supplies to the Italian State Railways has been published and distributed. This directive defines the responsibilities as between ACC and the Transportation Sub-Commission.

3. Control

(a) Present. Due to (1) military demands and flow of traffic, and (2) some unsatisfactory overlaps by Italian operating personnel, a sudden crisis developed in Foggia, where freight cars were piled in short supply. Prompt and sustained action with Military Railway Service soon checked the difficulty to be overcome. For a period, it became necessary to suspend transfer of freight cars into Sicily, as the allied allowed figures which it was felt were satisfactory for existing commitments. There was a substantial build off in Foggia for the through perishable freight train to Rome, and ISTC were instructed to resume with other commodities.

(b) Passenger. A number of additional local passenger services were achieved without operating increase by converting ISR staff trains into civilian passenger trains with accommodation for ISR staff.

During the month, passenger services between Rome and Frascati have been increased, and additional services introduced between Turnito-Francavilla and Salerno-Battipaglia. Following completion of repairs to track, a service was introduced between Gallaturo and Velletri, and the Rome-Naples service extended to Aversa. Owing to military demands on the tracks, it has not as yet been possible to establish civilian passenger services between Foggia and Lucera, Arezzo and Anghiari, but it is hoped this may be achieved in May.

Appendix "D" is given a revised statement in respect of lines in Southern Italy at present in operation, with particulars of the supervising authority.

Appendix "E" is given information concerning private railways in operation in Southern Italy, all of which are under control of ACC, except the Sud-Est, which has considerable military traffic.

Appendix "F" is given the result of a census of rolling stock taken by the ISR at the request of Military Railway Service.

PART IV - CIVIL MATTERS

1. Ports

(a) Subject to Explosion at Bari. On Monday, 9 April 1945, at about 1200 hours, the ammunition ship "Henderson" exploded while unloading at Berth 14 in the harbour at Bari. Investigation disclosed the following damages to the port and also the supply losses due to this explosion.

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Port Lighting Equipment and Quay

have been made and these two quaysides are now working.

The south end of Berth 13 is under water and the condition is not fully known. The "Brunspeet" which was tied up at the time of the explosion is damaged and still being worked.

Berth 14 is demolished. The hull of the "Henderson" with two hatches loaded with 3 tiers of bombs in each hatch (about 600 tons) is still laying sunk at this berth. No provisions have been made to salvage.

Berth 15 and 16 yards adjoining Berth 14 is damaged.

Berth 16 cracked and slightly forced on surface, also parts of the quay damaged.

Little damage done on Berths 17 and 18, although it is noticeable that these quays have subsided a little.

The unloading target set by AFHQ was 5,000 tons per day and before the explosion this port was averaging 5,700 tons per day. In spite of the damage done, it is the opinion that the unloading target set can be accomplished without any difficulty.

(2) Port Gear:

Three Italian Electric Cranes - completely destroyed.
One Allied Floating Crane - completely destroyed.
Two Allied Cranes - damaged. Possible to salvage and repair one.
One Allied Mobile Crane - completely destroyed.
Three Allied Clark Lift Trucks - completely destroyed.

All present Port Gear is owned by the Allied Forces, and it would be necessary for the Italian Government to submit a full Port Gear Program if it is decided to take all the gear, if and when the Port is turned back to the Italian authorities.

(3) Tugs and Barges:

Five barges - destroyed beyond repair.
Ten barges - damaged - four under repair.
No tugs destroyed or damaged.

(4) Mails:

Fifteen wagons - completely destroyed.
Forty-three wagons - damaged but repairable.

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Of the seven listed ships the "Santarosa" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

(6) Cargo Losses:

50 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 2,500 tons of military supplies, including POL and ammunition, were also lost.

(7) Conclusion:

No Allied Commission personnel were listed among the casualties. The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building in the port area were broken. An estimated 2700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzio Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

The efficient way in which the Allied Military Police and all other Allied Military personnel that assisted in restoring order and caring for the dead and wounded is deserving of the highest praise and commendation.

3. [redacted]

(a) General. Despite continued efforts to pass greater responsibilities for the management of the warehouses and controlling of civilian supplies to Federazione Italiana dei Consorzi Agrari and Institute Commercio Estero, it is still necessary for [redacted] personnel to assist, guide and even lead to a great extent.

All warehouses now hold large tonnages of supplies for North Italy. Warehouse capacities are taxed to the utmost. Until this stockpiling feature is eliminated [redacted] heavy shipments North, warehousing will continue to be most difficult.

Personnel continues to be a most difficult problem, as it is planned to open warehouses shortly in Genoa, Venice and Trieste.

UNRRA supplies are creating a serious problem. When it was agreed several months ago to handle warehousing of UNRRA supplies, it was understood by all concerned that there would be a very rapid turnover of inventory. For various reasons this has not occurred. Receipts continue to exceed issues with resulting increase in inventory.

(b) Naples. Heavy receipts are issues continue. Lack of road transport is frequently hindering fulfillment of shipping orders. Because of managerial difficulties by the Federazione Italiana dei Consorzi Agrari, it was necessary to return to Naples Warehouses 3 [redacted] who had been assigned to Ancona warehouses for duty. See Note 2 on Appendix "C" indicating great excess of tonnage receipt over issue for UNRRA supplies.

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3. SCHOONER OPERATIONS

(a) There were about seventy cancellations of schooner allocations during the month for lack of cargo. There were three reasons for this:

(1) The season fell out of the market on certain beans, and grapes concentrated, without warning.

(2) Many shippers had disposed of the cargoes covered by old bids. These cancellations are not as serious as they appear, as the vessels were reallocated to carry cargoes from the same port they had been originally ordered to.

(3) Word has got around that some vessels are to be returned to free trade, and shippers are waiting for this to happen.

(b) Some schooners were again tied up for lack of fuel.

(c) A plan has been devised to utilize schooners for movement of food supplies from Naples AC Warehouses to South Coast Ports. This will relieve rail traffic, and provide ballast for the downward run for schooners.

(d) It is hoped that use of available schooner tonnage from Piombino to Bastia or Sicily might be used for Pyrites since the schooners must make this run in ballast at present.

PART IV - ROAD

1. GENERAL

(a) During the month representatives of Transportation Sub-Commission, Road Division, carried out an inspection of ENAC (the National Road Transport Organization) installations throughout Italian Government territory and it was found that:

(1) Registration of civilian trucks in ENAC has reached a high percentage of total vehicles available throughout the territory.

(2) The unsatisfactory conditions existing within the ENAC organization are undoubtedly due to lack of experienced personnel.

(3) In most cases provincial branches of ENAC are materially and efficiently assisting in dock clearance of important ports such as Bari, Naples and Civitavecchia.

(4) ENAC's lack of system and control in the distribution of P.O.L. has had an adverse effect on the movement of essential supplies, and has tended to encourage the black market purchases. Steps have recently been taken by ENAC to overcome these conditions and a standard system of petrol accounting is being inaugurated with the minimum of delay.

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1. <u>DETAIL</u>

(a) More accurate estimates are gradually being obtained of the movement of authorised all/Civilian traffic. Complete returns, except those for stores lifted by sea, are still slow in coming to hand; complete Rail and Road returns take some five weeks for their collation. As the Statistical Section speeds up its work, and returns from the field are submitted more expeditiously, this delay should be reduced to about a period of two weeks.

(b) There has been considerable waste of shipping during the month due to a difference of opinion on the freight rates to be charged on Pyrites and a dispute between the French and Italian Governments over the price to be paid by Italians for phosphate rock ex North Africa. Considerable available rail capacity has not been taken up due to the non-availability of programmed stores.

(c) There have been relatively few Transportation Sub-Commission representatives in the field to cover greater areas. This lack of supervision has been the cause of some of the misuse of transport capacity; responsibility is being delegated to the Italian authorities with all possible speed, and although they have made progress in their own organization, they are still not fully competent to accept all the responsibility it is desired to give to them except at a cost of misused transport.

2. <u>SHIPPING</u>

(a) Virtually all shipping bids have been met. Approximately 60,000 tons of stores have been moved by sea; this represents a decline of 12,000 tons compared with March. The figures would have been considerably higher in April, as shipping was stemmed to lift 26,000 tons of Pyrites and phosphate rock, but only 200 tons moved due to the price disputes referred to in paragraph 1 above. Although movement of Pyrites by sea has recommenced, the price dispute on freight rates is not yet finally settled; so far the dispute over the price of phosphate rock has not been solved.

(b) During the month, Mediterranean Shipping Authorities offered a lift of some 20,000 tons against the movement of urgently needed civil supplies. This offer could not be taken up because the supplies could not be made available during the month for which this offer was made.

(c) The Mediterranean Shipping Authorities handed back ten ships to be operated by the Italian Government Shipping Authorities. It is estimated that these ships will lift approximately 25,000 tons; regular coastwise liner sailings are being reinstituted. Between the schooners operated under Italian control and these coasters, it should be possible to lift between 50,000 and 60,000 tons of essential civilian cargo per month. Both the coasters and the schooners remain under the over-all responsibility of the Mediterranean Shipping Authorities who are responsible to the Combined Shipping Adjustment Board for their operation.

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and all Allied offices ashore. Furthermore handled over 50,000 tons of civil supplies in April.

3. Rail

(a) The most important information that has come to hand during the month is that which is revealed by the collation of the "X" forms which show the amount of traffic moved against the amount of traffic programmed and the reason why programmed traffic did not move. These forms show that, though a fair proportion of the traffic which did not move is due to the loss of railway wagons, an even larger proportion is due to the non-availability of programmed traffic when railway wagons are placed. Failures to load are being followed up wherever possible, and the information obtained to hand enabling programs to be better observed and action to be taken more promptly.

(b) It is estimated that the following tonnages were moved by rail during April:

Sardinia - 30,000 tons
Sicily -152,000 "
Mainland -170,000 "

Of the tonnage accepted for movement to the Mainland, it is estimated that at present only 60% moves.

4. Road

(a) The equivalent of 650 x 3-ton trucks were withdrawn from Liberated Italy for work with the 15th Army Group in the North. Increased rail facilities, use of newly activated AMG controlled military units, and better use of civilian transport enabled road movement programs to be carried out without any serious delay despite these withdrawals.

(b) Road Movement Memorandum No. 3 was issued. This has standardized the procedure for bidding for movement by road, and is proving most useful.

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5. Conclusion:

(a) There is no question that improvement has been made in the coordination of the movement of AG/Civilian supplies; there is more flexibility between Road, Rail and Sea Movement. At the same time, information now coming to hand for the first time clearly shows that there is still much room for further improvement, and that the leeway to be taken up is so considerable that it should have a major effect on the Italian economy, once this improvement has been made.

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

7 Incls:
Appendices "A" thru "G"

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ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinbere (A)
W.O. A.A. Di Challo (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt.Col. M. Harris (A)
Major P.P. Fisherdmon (B)
Major H.C. Talbot (on detchmt) (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel M.J. Sherr (B)

Rail Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Dutnie (B)
Capt. L.F. Clinging (B)

Road Branch
Lt.Co.. C.M. Christensen (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
Major G.E. Godfrey (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Mole (on detchmt) (B)
Major P.G. Buckley (on detchmt) (B)
Capt. M.F.M. Creasy (B)
Capt. L.A. Cooney (on detchmt) (B)

Mechanical Engineering Branch
Major J.L. Painter (B)
Major E.H.B. Jaffrey (B)
Capt. R.C. Philly (on detchmt) (B)
Capt. R.G. Bowie (B)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.S. Cross (A)

Operations Branch
Lt.Col. G. Pennycuick (B)
Lt.Col. G.S. Franklin (B)
Capt. W. Ainsworth (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Petersen (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Newcastle (A)

Operations Branch
Mr. C.C. Crooks (on detchmt) (A)
Mr. J.B. Hurley (A)
Mr. B. McDonnel (WB)
Capt. S.H. Smith (B)

Port Branch
Capt. G.W.E. Worley (B)
Lt. ... Marens (L)
Mr. S.E. Prance (on detchmt) (A)

Warehouse Branch
Major R.M. Klein (A)

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1	219	Pisa - Napoli - Florence		
1	65	Orte - Chiusi (perm. restorat.)		30-10-45
1	65	Rio Torto Viaduct		30-8-45
1	65	Giulianova - Teramo		15-8-45
1	216	Alberona - Civitanova		30-6-45
1	242	Porto D'Ascoli - Ascoli Piceno		30-8-45
1	245	Terni - Rieti		30-6-45
1	277	Lucrin Viaduct		---
1	Priv. Rly.	Terni - Todi - Perugia		30-6-45
1	Priv. Rly.	Eboli - Elorn		30-6-45
1	244	Ponnelli - Benevento		30-6-45
1	Priv. Rly.			
2	281	Avellino - Benevento		15-9-45
2	294	Avellino - Rocchetta		30-9-45
2	291	Torre Annunziata - Cancello		15-7-45
2	Viaduct	Ofanto		30-8-45
2	58	Pescara - Chieti		30-7-45
2	Bridge	Biferno		30-7-45
2	Bridge	Napoli Central - Napoli Scala		30-7-45
2	88	Rome - Avezzano		15-7-45
3	W/Shops	Cagliari		30-7-45
3 *	65	Florence - Arezzo		30-4-46
3	260	Rome - Stampino - Albano		15-7-45
3	Loco Depot	Silvema Centrale		30-8-45
3	Loco Depot	Rome Smistamento		30-6-45
3 *	220	Chiusi - Sinalunga - Napoli		30-2-46
3	Electric W/shops & Offices	Ancona		30-6-45
3	Central Station	Civitavecchia		15-9-45
3	Loco Round House	Rome. S. Lorenzo		30-7-45
3	Warehouse	Rome, Tiburtina		30-7-45
3	Yard	Rome Smistamento		30-7-45
3	Priv. Rly.	P. San Giorgio - Avandola		---
3 *	279	Campobasso - Benevento		30-9-45
3	Various Bridges.	Naples		30-6-46
Deferred	Priv. Rly.	Milano - Piotrafitta		---
"	Priv. Rly.	Antrodoco - Aquila		15-11-45

* Line 65 (Florence - Arezzo); Line 220 (Chiusi - Sinalunga - Napoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials became available.

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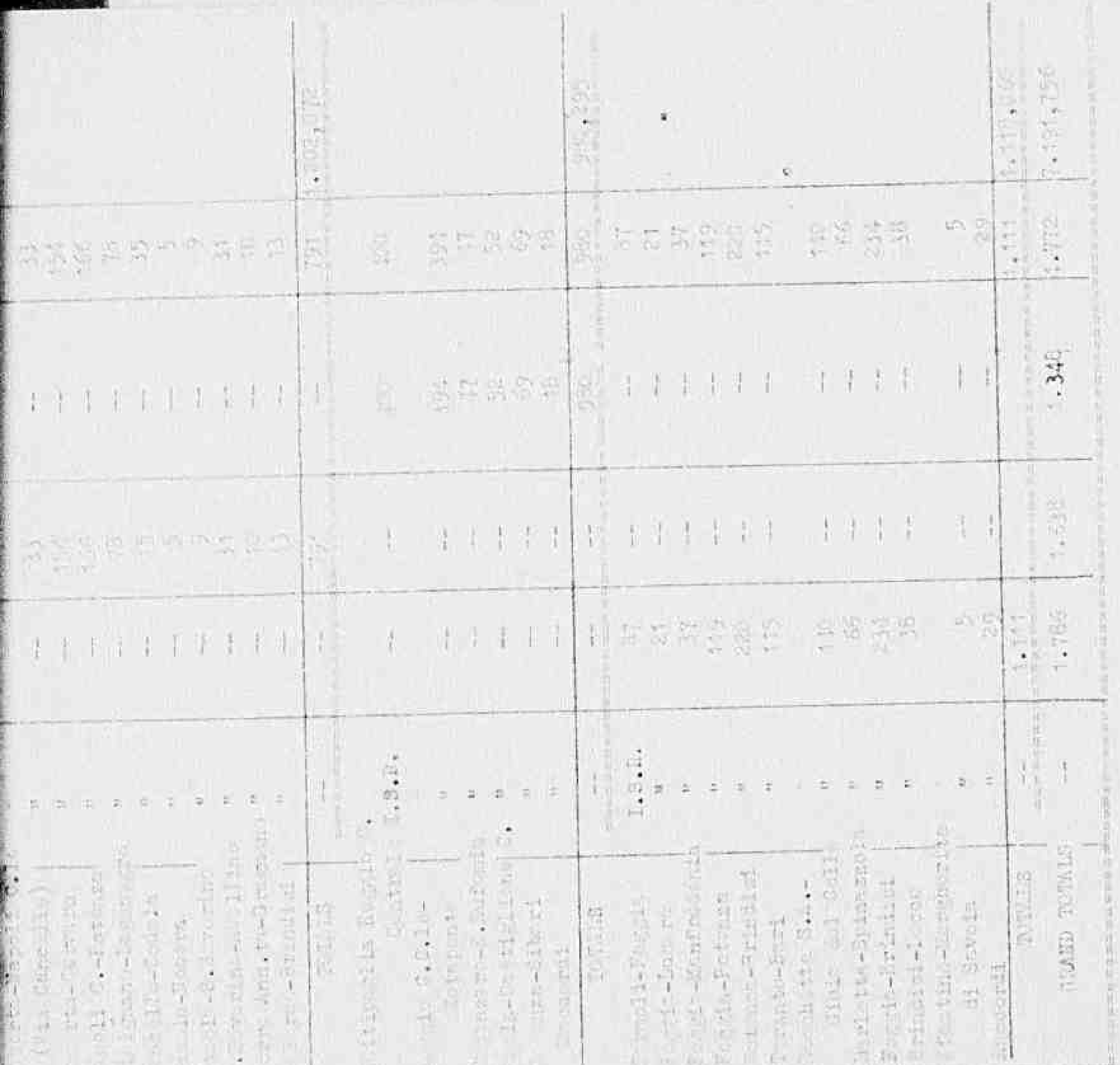

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0653

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0634

Declassified E.O. 12356 Section 3.3/NND No. 985021

LEGHORN				
Food	23,096.6	11,240.9	10,431.1	24,696.4
Other	535.4	5,033.2	744.2	1,824.8
Total	23,632.0	16,274.1	11,175.3	26,521.2
ANCONA				
Food	20,341.7	5,870.7	12,734.0	14,377.6
Other	---	72.0	---	72.0
Total	20,341.7	5,942.6	12,734.0	14,449.6
GENOA				
Food	---	6,364.7	36.0	6,328.7
Other	---	---	---	---
Total	---	6,364.7	36.0	6,328.7
TOTAL WAREHOUSES				
Food	66,866.1	39,485.7	33,171.8	73,380.0
Other	2,185.4	2,017.4	1,290.9	3,234.9
TOTAL	69,051.5	41,503.1	34,462.7	76,611.9

NOTES:

1. Opening Inventories differ from closing inventories of March due to adjustments made in turning over the warehouses to Italian agencies.

2. UNRRA goods handled as follows:

	Received	Issued
Naples	5,168 tons	1065
Leghorn	2,707 "	--
TOTAL	8,868 tons	1065

3. 66 pkgs. of ration cards on hand at Leghorn were issued.

4. Leghorn received and issued 152 boxes of Cots.

5. Leghorn received and issued 458 boxes of Chassis.

6. Leghorn had 4 Road Graders on hand, received 17, and issued all 14.

7. Leghorn received and issued 576 boxes of bodies.

8. Leghorn issued 4 out of 11 Compressor Spares on hand.

9. Leghorn received and issued 25 boxes of Jeeps.

10. Leghorn received 3,664 bales of Wool Blankets.

11. Figures do not include Red Cross Clothing handled at Leghorn and Ancona.

12. Figures do not include operations at Pari and Forli.

13. Intra-warehouse shipments are included in above figures as receipts and issues.

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MEDITERRANEAN SCHOONER CONTROL BOARD,
NAPLES.

95/Shipping/13 30 Apr 45.

SUBJECT : Monthly Report - April 1945.

TO : Shipping Branch,
(Att: Capt R. H. Hoyle),
Transportation Sub-Commission,
H.Q. Allied Commission.

1. At the beginning of April this Board decided to give an opportunity to those shippers who had bids outstanding for many months to ship their cargoes. As a result many of these old bids were shipped. Bids covering cargoes which had been moved by other means, or which were no longer available have been cancelled. Consequently the board considers all bids up to the May programme (X Bids) as complete. There may be some shippers with small balances, and these will be dealt with as their cargoes are reported available.

2. There were about seventy cancellations of schooner allocations during the month for lack of cargo. There were three reasons for this.

(i) The bottom fell out of the market on carrube beans, and grapes concentrated, without warning.

(ii) Many shippers had disposed of the cargoes covered by old bids. These cancellations are not as serious as they appear, as the vessels were re-allocated to carry cargoes from the same port they had been originally ordered to.

(iii) Word has got around that some vessels are to be returned to free trade, and shippers are waiting for this to happen.

3. Schooners were again tied up for lack of fuel. This condition seems absolutely unnecessary when it is born in mind that in every case supplementary allotments of fuel have been made: but only after a delay during which period the schooners are out of service.

service/

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4. A plan has been devised to utilize schooners for movement of food supplies from Naples A.C. Warehouses to South Coast ports. This will relieve Rail traffic, and provide ballast for the downward run for schooners.

5. It is hoped that use of available schooner tonnage from Piombino to Portici or Sicily might be used for Pyrites since the schooners must make this run in ballast at present.

6. Net Tonnage of cargoes moved during April:-

Citrus	-	2,691
General Foods	-	1,675
Sumac	-	185
Carrube	-	3,575
Wine	-	1,508
Salt	-	1,550
Sulphur	-	738
Cotton	-	288
Grape Concentrate	-	229
Misc Cargo	-	808
		13,599
Estimate of cargoes South-bound for which there were no bids		3,000
	Total	16,599

7. The "ABAZZIA" made one Inward Bound voyage, and two Outward Bound voyages during the month particulars as follows :-

INWARD.	Total Cargo	1,030 tons.	Total Passengers	154.
OUTWARD.	"	"	1,504	"	"	"	370.

Copies of Manifests for these voyages have already been sent.

CHARLES C. CROOKS,
Medbo Schooner Control Board,
Naples.

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SICILY/NAPLES
GENERAL CARGO

AC/1334/539	
911/115/45	40
925/131	16
941/145	16
957/175	29
974/147	15
1335/540	20
1358/584	30
1370/599	70
1412/630	50
1413/631	50
1494/670	50
1445/665	30
1102/329	
	457 tons

SICILY/ROME.

1377/614	30 tons

NAPLES/SICILY
Estimated 3,000 tons
Staves, Pit Props,
Charcoal, Oil, Sugar,
Grain and small parcels,
moved Southbound without
bids.

General Cargo.
Sicily/East Coast

1334/539	1
1384/618	160
1387/621	160
Total	321

Grape Concentrate
Sicily/East Coast

1334/539	1
1384/618	160
1387/621	160
	321

Grape Concentrate
Sicily/Naples

1142/362	12

Grape Concentrate.
Sicily/Rome

1144/358	12
1173/399	60
1273/477	40
1290/285	80
1353/577	25
	217 tons

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SICILY/NAPLES
GENERAL CARGO

AC/1334/539	1
911/115/45	40
926/131	15
941/145	15
957/175	29
974/147	15
1335/540	20
1358/584	30
1370/599	70
1412/630	50
1413/631	50
1494/670	50
1445/X55	30
1402/329	
	457 tons

SICILY/ROME.

1377/614	30 tons

NAPLES/SICILY
Estimated 3,000 tons
Staves, Pit Props,
Charcoal, Oil, Sugar,
Grain and small parcels,
moved Southbound without
bids.

General Cargo.

Sicily/East Coast

1334/539	1
1384/618	160
1387/621	160
Total	321

Grape Concentrate
Sicily/East Coast

1334/539	1
1384/618	160
1387/621	160
	321

Grape Concentrate
Sicily/Naples

1142/352	12

Grape Concentrate.

Sicily/Rome

1144/358	12
1173/399	60
1273/477	40
1290/285	80
1353/577	25
	217 tons

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WINE.

Ischia/Rome

1103/328	40 tons
1200/451	220 "
1383/507	50 "
	310 "

Puglia/Naples.

1205/	200
1367/535	300 "
	500

Sicily/Naples

1443/MX63	20
1453/MX37	40
1451/MX23	60
1459/X21	10
1450/X22	60
	190

Sicily/Rome.

1503/MX57	20
1504/MX66	20
1505/MX19	50
1454/MX9	30
1455/MX10	50
1463/MX25	70
1448/MX72	30
1470/MX32	40
1471/MX33	70
1447/MX69	20
1499/MX42	40
1496/X43	60
	500 tons

Salt.

Sicily/West Coast.

1222/505	170
1307/558	200
1308/559	200
1309/590	200
1310/591	100
691	60
	930

Salt

East Coast.

865/73	40
1302/525	200
1304/528	100
1305/529	150
1506/636	40
1507/633	90
	620

Sulphur.

1332/562	40
1378/617	10
1420/629	500
1512/647	110
1513/648	120
	780

Cotton.

963/189	5
1274/486	250
1363/533	30
	285

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Carrubs.

Sicily - Naples.

933/ 138	45 tons
936/ 141	50 "
946/ 150	30 "
1109/ 335	40 "
1111/ 337	120 "
1113/ 340	100 "
1117/ 345	25 "
1149/ 347	250 "
1150/ 380	250 "
1151/ 381	500 "
1154/ 370	80 "
1155/ 371	75 "
1159/ 375	30 "
1225/ 464	60 "
1227/ 465	30 "
1228/ 466	45 "
1231/ 471	20 "
1234/ 467	10 "
1235/ 453	35 "
1236/ 466	200 "
1239/ 452	40 "
1240/ 450	30 "
1243/ 447	30 "
1244/ 446	60 "
1249/ 440	80 "
1250/ 439	80 "
1254/ 430	100 "
1255/ 496	50 "
1277/ 494	50 "
1278/ 493	60 "

c/f

1252/ 500	20 tons
1315/ 587	95 "
1314/ 517	12 "
1321/ 570	20 "
1340/ 555	51 "
1346/ 500	25 "
1316/ 556	80 "
1159/ 395	80 "
	3,040 "

Carrubes - Sicily/Rome.

933/ 138	45 "
944/ 184	40 "
1040/ 258	5 "
1051/ 269	20 "
1052/ 266	15 "
1123/ 351	15 "
1185/ 419	150 "
1223/ 462	55 "
1224/ 463	30 "
1236/ 470	10 "
1276/ 495	100 "
1316/ 586	15 "
1347/ 537	40 "
1432/ 552	80 "
	630 "

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General Food.

Sicily/Naples.

908/110	15 tons
1105/350	40 "
1145/365	40 "
1156/372	20 "
1158/374	10 "
1233/498	35 "
1237/454	50 "
1255/496	5 "
1272/503	30 "
1283/507	60 "
1316/578	40 "
1346/581	45 "
1362/543	30 "
1417/626	30 "
1416/622	25 "
1479/623	15 "
1449/K73	45 "
	566 "

General Cargo.

Sicily/Rome.

908/112	12 "
1016/238	50 "
1045/279	100 "
1291/293	100 "
1355/546	30 "
1359/535	45 "
1495/X15	120 "
1366/600	20 "
	477 "

General Cargo.

East Coast.

943/193	80 tons
1333/544	30 "
1357/1555	75 "
1255/509	200 "
1306/	400 "
1333/544	46 "
	831 "

Summac.

1207/479	75 "
1232/497	70 "
1273/477	70 "
	165 "

Citrus.

Sicily/Naples.

965/208	80 "
991/204	30 "
992/203	20 "
993/202	20 "
1004/227	20 "
1082/313	40 "
1106/332	35 "
1124/343	275 "
1327/551	25 "
1328/552	80 "
1329/553	140 "
1330/554	80 "
1336/541	50 "
1337/542	100 "
1339/557	100 "
1360/559	100 "

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1369/358	100 tons
1433/X17	200 "
1438/X8	30 "
1446/X66	35 "
1450/X74	16 "
1441/X16	50 "
	1620 "

Citrus - Sicily/Rome.

1130/353	50 "
1326/550	50 "
1375/590	30 "
1440/X14	10 "
1441/X15	50 "
	190 "

Citrus - Sicily/Piombino.

1002/225	50 "
1003/226	40 "
1121/349	50 "
1354/560	70 "
1434/X3	50 "
1493/X5	50 "
1436/X6	20 "
1435/X4	80 "
	730 "

Citrus - Sicily/East Coast.

643/26	30 tons
1131/354	110 "
1132/385	40 "
1036/278	40 "
1332/562	65 "
1342/561	60 "
1439/X13	100 "
	445 "

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Lt. Col. J.A. Balfour

(51)

ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MARCH 1945

PART I - GENERAL

1. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS

(a) The Import Program of Italian Transportation Requirements has now been completed and, for the most part, sent to Washington. Mr. Dyson, the Director of the Sub-Commission, is at present in the United States.

2. PERSONNEL

(a) A list of officers in the Sub-Commission is attached as Appendix "A".

3. MOVEMENT FROM ITALIAN CONTINENTAL TERRITORY

(a) During the month officers were withdrawn from Italian Government territory, i.e., all Italy south of the Tuscan and Umbria-Marche Regions, with the exception of certain officers who went to Naples. Transportation were, however, retained for the duration of the month of officers in that territory and the following remained at the end of the month:

Bologna	- 1	Naples	- 4
Rimini and Ravenna	- 2	Civitavecchia	- 2
Rome	- 11	Rome	- 1

In addition, there remain attached Sub-Commissions at Naples, Bologna, Civitavecchia and Taranto (a detachment of officers remain from Leghorn). Four officers remain in the Mediterranean Base Section and work with the New Italian Government.

PART II - OPERATIONS

1. GENERAL

(a) An increasing proportion of rail and road movements are being accomplished by coastal shipping. Despite a general increase in traffic for movement by rail due to unfavorable changes in the railway route positions, such as increased tonnage, compared with previous months, and less rail [illegible]. Figures for exact quantities moved by rail and road movements [illegible] are not available for the whole of March, but the figures [illegible] are becoming available as more [illegible] in operation.

Returns [illegible]

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5. WITHDRAWAL FROM ITALIAN GOVERNMENT TERRITORY

(a) During the month officers were withdrawn from Italian Government territory, i.e., all Italy south of the Tuscan and Umbria-Marche Regions, with the exception of certain special pilots such as Naples. Transportation work, however, entails the retention of a number of officers in this territory and the following remained at the end of the month:

Palermo	- 1	Naples	- 4
Foggia and Catanzaro	- 1	Civitavecchia	- 1
Bari	- 1	Rome	- 1

In addition, there remain three Road Pool officers at Naples, Foggia, Campobasso and Chieti; it is intended to withdraw the latter four officers as soon as the MT vehicles in the truck pools can be handed over to the Italian Government.

Part II - MOVEMENTS

1. GENERAL

(a) An increasing proportion of bids made for movement are being accepted; not all these accepted bids move, especially bids for movement by rail due to unforeseen changes in the rolling stock position, but an increased tonnage, compared with previous months, has been lifted. Figures for exact quantities moved by rail and road against programs set up are not available for the whole of March, but the system whereby this information becomes available is now in operation. Returns commenced as from March 26, and reasonably accurate total figures should be available in the future.

(b) Wine, sulphur, and hemp products were moved in full, and considerably larger quantities of perishable commodities, such as grain, were lifted from growing areas to consumers. Improved weather has enabled substantially larger tonnages to be lifted by road and rail with the capacity available.

(c) A program to cover a six months grain movement for the whole of the liberated mainland area of Italy was prepared for Food Sub-Commission, and is being carried up against anticipated transport availabilities. Programs to cover the movement of fertilizers, pyrites, phosphate rock, sulphur, etc., for periods extending over several months, have been prepared and put into operation.

(d) Cases of misuse and wastage of transport capacity available for AC traffic have occurred. These have been taken up as promptly as possible with those responsible, but the lack of transportation Sub-Commission representatives in the field makes the efficient supervision of the use of transport difficult to carry

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festerily. The S.S. Campidoglio will not commence a ferry service between Sicily and the mainland until the second half of April; arrangements are in hand to convert certain space on this ship to passenger accommodation. By this means it is hoped to increase the passenger accommodation from approximately 60 to 250. The S.S. Lugano commenced as a livestock ferry between Sardinia and the mainland, but could not operate the short ferry from Sicily to Civitavecchia because of an outbreak of foot and mouth disease at Gibio. The usefulness of this ship has temporarily decreased, because an outbreak of foot and mouth disease in other areas in Sardinia has prevented the export of all livestock with the exception of horses.

(c) A commencement has been made with the movement of traffic by water to Rome ex Civitavecchia, and it is planned to move 6,000 to 8,000 tons per month by this means as soon as certain obstructions have been cleared.

(d) The port of Piombino commenced to operate during the month, and a program of approximately 30,000 tons per month has been set up.

(e) Difficulties in connection with freight rates on pyrites, and payment to the French Government for phosphates ex North Africa, have resulted in shipping being wasted, or available shipping not being fully taken up. These problems have been taken up with those concerned, but final decisions, which will enable shipping to be fully utilised in these two major trades, have not yet been made.

3. RAIL

(a) The new procedure for the reception of bids, screening, programming, and moving of AC sponsored and authorised civilian traffic, came into force at the end of March. It is too early to state what traffic has actually moved against tonnage accepted for movement during the first week of the new system, but the information given on the "XI" forms so far received at this Headquarters will make it possible to give in the future exact tonnages moved by rail on the Italian mainland, and the reasons why traffic programmed for movement in certain areas has not been moved. The new system will enable us to take up mistakes more quickly, and to see whether the responsibility for the failure to move lies with AC or the organisations for which it is responsible, or AFHQ and their field units.

(b) The new procedure, under which all movement of non-rationed food stuffs, including wine, is coordinated and organised through the office of the High Commissioner for Food and his local organisations, is working smoothly.

(c) Progress to utilise available capacity on the railway lines now through to Florence, and on the railway line from Ortona to Ancona, have been carried out, freeing motor transport for other high priority hauls.

4. ROAD

(a) There was a general improvement in the carrying out of programs scheduled for movement by road, and greater flexibility has been secured in the movement of

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for grain could not be made available to enable the 300-acre ration to be established.

(d) The implementation of the plan progress by sea, together with the control of road traffic by AMGOT, has considerably reduced major black market traffic. wider and the feeling of wire from the Dead area to Rome. As AMGOT control improves, more and more priority programs will be carried out effectively, and a general decrease in black market activities should follow.

PART III - RAIL

1. RAILHEADS

(a) The standard railhead has reached at Foggia. On the western side, Montecatini continues to be railhead for Fifth Army, but the completion of line 219 from Pisa to Florence at the end of the month permits traffic to be conveyed via Florence to Pistoia, which is operated from Montecatini by change in the Serravalle tunnel, at present under repair by Military Railway Service.

2. ALLIED RAILWAY BOARD

(a) The third meeting of the Allied Railway Board took place on 15 March, when further review was taken of the work of the five sub-committees.

3. CIVIL ENGINEERING

(a) Although handicapped by the severe shortage of cement (only 1,520 tons out of 6,500 tons required being received) every effort has been made to maintain works in hand to comply with programmed target dates.

(b) Line 60 - Rome-Avezzano. Work has re-started, and the section Monterotondo-Arsoli passed for traffic on 31 March.

(c) Line 61 - Avezzano-Sulmona. Clearing of demolition continued, and work of rebuilding piers and girders continued on with use of Roman cement instead of Portland cement, which could not be obtained. Work on numerous small jobs continued as and when cement was available.

(d) Line 62 - Sulmona-Pescara. Work in hand with Military Railway Service. Progress not reported, in spite of shortage of cement. This work should be completed by end of April (30 April).

(e) Line 62 - Pescara Bridge. All masonry work completed and demolition of old opens will be done. Delivery on site of new span has commenced. Target date for completion 30 June.

(f) Line 240 - Empoli-Florence. Opened by MRS on 31 March. Work here commenced on permanent repairs under AC supervision.

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(g) Line 240 - Sesto-Milano-Piacenza (for Direttissima Milano). Contract has been let for this work.

(h) Line 267 - Roma-Viterbo. Work on Depression bridge has continued, but it is anticipated it will not be completed until mid-April.

(i) Line 270 - Terzoli-Orgosolo. Further damage has occurred in the tunnels due to rain and snow, and it is not anticipated the line will be ready for traffic until 30 April.

(j) Line 277 - Domi-Nicoli. Irrigoko has not been fully satisfactory due to poor work and lack of equipment. Difficulty in obtaining oxygen and acetylene caused further delay.

(k) Line 281 - Avellino-Benevento. Contract has been let for this work.

(l) Line 284 - Ashdino-Bonchette. Contract has been let for this work.

(m) Civitavecchia Port. Verbal dialogs were completed in accordance with agreement, and other work put in hand.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery. Ceccherli Works at Civitavecchia Marina have started work on rail cars in their sidings to have already been repaired and on addition of five under repair. This plant may be expected to reach a very useful output after the opening of line to enabling rolling stock to be worked on. Capt Reilly is attached temporarily at Civitavecchia Marina to supervise this work.

The Roma Establishment for repair shop of ASR have been partially re-equipped and the station work, 10 cars having been repaired during March.

Reparti Per-Ma-Delfino at Caltafarro continue to make progress, and turned out 60 heavy repair cars during the month.

Wagon Line, Roma, had an output of 7 passenger coaches and 4 cars.

Recovery of rail cars for ASR from the Roma Nord railway has been completed, and the additional 25 cars from Lines 256 and 257 are in process of recovery, by means of the Roma Nord line.

In conjunction with ASR, arrangements have been made for 10 box cars, held up for heavy repairs in Sicily, to be moved to the Roma Compartimento to be dealt with.

(b) Inspection Trips. In addition to frequent visits to works in the Roma area, the Brake plant at Naples was visited, and as a result it is hoped to obtain for ASR two rail car wheel lathes now in the possession of Breda.

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4. MECHANICAL ENGINEERING

(a) Rail Car Recovery. Cecchetti Works at Civitanova Marche have started work on rail cars in their siding; 15 have already been repaired and an additional 50 are under repair. This plant may be expected to reach a very useful output after the opening of line 86 enabling rolling stock to be worked in. Captain Philby is stationed temporarily at Civitanova Marche to supervise this work.

The Roma Settebagno car repair shop of ISR has been partially re-equipped and has started work; 10 cars having been repaired during March.

Somprini Pergli-Delfino at Colleferro continue to make progress, and turned out 62 heavy repair cars during the month.

Wagon Lits, Rome, had an output of 7 passenger coaches and 4 cars.

Recovery of rail cars for ISR from the Roma Nord railway has been completed, and an additional 119 cars from lines 85b and 257 are in process of recovery, by means of the Roma Nord line.

In conjunction with MCS, arrangements have been made for 15 tank cars, held up for heavy repairs in Sicily, to be moved to the Bari Compartimento to be dealt with.

(b) Inspection Tours. In addition to frequent visits to works in the Roma area, the Breda plant at Naples was visited, and as a result it is hoped to obtain for ISR two rail car wheel lathes now in the possession of Breda.

Cecchetti wagon works at Civitanova Marche and Pescara engine depot were visited with AD Tn 3 (M) of MCS. Very satisfactory progress was noted at both places.

5. STORES

(a) Several changes have been made during the month in the procedure of procuring materials, notably that of cement, which is now all allocated by A.F.L.H.S. There is still a shortage of cement for AC works not sponsored by the military, but it is believed that this will be overcome shortly by increased production and production at plants which at present are idle.

(b) An Economic Section directive, dated 26 March 45, places all non-subsistence controlled materials for civilian needs under the Ministry of Industry, Commerce and Labor. It has been recommended to the Ministry that the Italian State Railways be given a high priority for the obtaining of needed materials, so that the rehabilitation of the transportation system will proceed on schedule.

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San Eufemia to Catanzaro owing to the break at Petrace Bridge, internal operation in Calabria has been satisfactory. It is estimated that 12 locomotives could be made available for other service if the Petrace Bridge were completed and through traffic to Reggio possible.

197 U.S. freight cars have been received in at Reggio from North African and passed into general service. Some have been held for repairs but quickly released.

58 freight cars have been shipped in from Sardinia during the month.

(b) Passenger Services. On 5 March the Naples-Reggio and Rome-Naples train stock was merged to provide a daily through passenger service from Rome to Reggio, traveling three days via Cassino, and four days via Formia, with connections to and from Bari.

A local passenger service, using box cars in the absence of passenger coaches, was also introduced tri-weekly between Rome and Capranica, pending the completion of the damaged viaduct which prevents through service to Viterbo.

A daily service for Roman workers in the Pontine Marsh area and the ports of Anzio and Nettuno was introduced on 17 March.

In view of the considerable wastage in perishable foodstuffs in conveyance from the Puglia and Calabria districts, a daily through perishable freight train to Rome was introduced early in the month. It has brought an average of 70% trains per day without serious deterioration, and has run well to time, bearing in mind operational difficulties.

7. GENERAL

(a) Meetings have been held with interested parties in order to arrive at satisfactory methods for issuing free passes and permits for travel on Italian State Railways to Italian civilians, and to provide a simple scheme for covering the free conveyance of civilian employees working on behalf of the Allies.

(b) Attached hereto at Appendix "B" is an estimated statement of mileage of railway track open for traffic, with an indication as to the supervision of control.

PART IV - ROAD

1. GENERAL

(a) Procedure for the handling of road haulage programs and transport bids received is now working smoothly. A standard system of haulage returns embracing all AC/AMG Truck Pools, ENAC (see d below) and the M.T. Group has been introduced.

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critical rail transport problem, in which civilian truckers were reluctant to serve essential civilian supplies at official tariff rates.

On 1 February 1945 PMAC commenced to function under authority of a second Decree whereby private haulage became illegal. The Ente is required to control all civilian trucks in Italian Government territory, to coordinate movements in the interests of economic operation, and to ensure that all haulage is effected at standard tariff rates prescribed by the Ministry of Transport. It is also responsible for the distribution of fuel, lubricants, tires and spare parts to its members.

EMAC is a non-profit making para-statal organization, financially self-supporting by the addition of a small administrative fee to all charges made. It is controlled by a Government Board of Supervisors and managed by a General Directorate in Rome. Branches are established in the chief center of each Compartimento with sub-branches in the provinces, managed by Camp Trimestral and Provincial Directors.

All tenders for transport apply to branch offices where their bids are screened according to priority and allotted to truckers for execution. EMAC arranges collection of freight charges in advance and payment of truckers after deduction of the administrative fee.

A total of 26,700 trucks were registered with EMAC up to 1 March 1945, of which 21,300 are serviceable and 5,400 are off the road due to lack of tires and spare parts. The problems of tire and spare parts supply is critical and, unless solved shortly, the number of disabled trucks will increase rapidly in the next six months. Steps have been taken to relieve the situation by the procurement from sources external to Italy, but up to date supply has been very limited.

A close liaison is maintained between this Sub-Commission and the General Directorate. Current problems are discussed and advice and assistance given to EMAC in their solution.

2. OPERATIONS

(a) An officer and an Italian civilian are now freely employed in the field on liaison and investigation duties. Visits are made to areas where problems and difficulties have arisen. Advice and assistance is given and reports are made to the Operations Branch. EMAC operating conditions in several provinces have been covered.

(b) The opening of the Leghorn-Florence line on 1 April and the Ortona-Ancona line on 1 May will enable four QM Coys and 2 QT Coys to be released for use in the North.

(c) Progress in priority programs for the haulage of sugar, grain, hemp, sulphur and AM supplies has been satisfactory. Targets have been met except on the grain programs in Marche-Abruzzi, where steps have been taken to offset the deficiency by the movement of No. 7 QM Coy to Macerata and the allotment of 50

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(c) Thirty-two (32) 3-ton British vehicles, which are thirty percent replacement for one hundred four (104) MLR vehicles, were inspected at Ft. Lee VEC and accepted for AC. These vehicles were allocated to Central-Naples Region to assist in the critical civil supply situation existing in that area.

(d) Eleven (11) 30-Cwt Chevrolets have also been allocated to the Naples-Foggia Region. These vehicles are part of the original two hundred (200) 30-Cwt Chevrolets which were assigned to AC, of which one hundred eighty-five (185) were broken up. The remaining four (4) vehicles are being traced by AFHQ.

(e) On request by AFHQ a report is being submitted regarding Allied Commission's overall plan for higher echelon maintenance and repair.

h. SUPPLIES

(a) Standard form tire permits have been issued to all Regions. The replacement of varied types with the standard form is proceeding. All future issues of War Department tires from Regional Transportation Offices to civilian car operators will be made via the new form.

(b) A total of 1,936 civilian load-carrying vehicles of 1½-ton capacity have been received from the U.S.; 416 of these vehicles have been assembled and released to operating units of the Motor Transport Group.

(c) 241 tires and 232 tubes were released to Regions.

(d) 72 tons of spare parts were received and stocked in Central Parts Warehouse, Via Prenestina, Rome.

PART V - PORTS AND WAREHOUSES

1. PORTS

(a) Rome Coal Service. A total of five (5) barges averaging 300/350 tons each are now operating on the Coal Service between Civitavecchia/Fiumicino and Rome.

The dredging of the Tiber River will enable a larger tonnage delivery of coal at San Paolo. Recommendations were made by representatives of the Sub-Commission and two dredging barges were located. The barges are in good working order and are owned by Italian Civil Authorities. These barges are suitable for work on the Tiber River and necessary transfer is being effected. Dredging is expected to start before 15 April.

(b) Civitavecchia. The Italian authorities are making satisfactory progress in reconstruction and salvage work at this port under the supervision of Allied Commission engineers and the Port Italian Officer.

(c) General. Cargo discharge has been satisfactory, and no major problems are being encountered at the other ports in liberated Italy.

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MARCH

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Declassified E.O. 12356 Section 3.3/NNI No. 785031

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STATE OF TRUCK OPNS FOR TRAFFIC

ITALY, SICILY & SARDINIA

OPERATED BY	SUPERVISED BY	TRUCKETERS		TONS
Br. Personnel	British	216		
"	"	329	605	380
ISR	"		1131	770
ISE				
	USA	290		
USA	USA	1057	1347	846
ISR "	USA		978	614
ISE "	AC		98	62
ISR "	AC		8	5
ISR "	AC			
ISR "	AC		40	33
	TOTAL ITALIAN		4507	2942
			1837	1154
ISR "	AC		115	257
ISR "	AC			
	GRAND TOTAL		6454	4053

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TRANSPORTATION SUBSECTION MONTHLY REPORT FOR MARCH 1945 APPENDIX "C"

STATEMENT OF STOCK MOVEMENTS - ALL THEES WHARF 45

S	INBOUND			OUTWARD			TOTAL WAREHOUSE		
TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
1037.5	25431.	357.5	25788.5	4401.		14801	58557.7	2038.4	60596.1
5.903.9	730.5	894.5	7625.4	4472.6		11775.0	23235.5	1142.0	24377.5
5.018.0	14640.3	413.1	15053.4	5520.0		5520.0	29067.3	1987.1	29054.4
5.033.0	23005.0	545.3	23549.3	25441.0		25441.0	68211.9	2293.3	70505.2

Inventory for food items is 75 tons less than the closing inventory for Feb. while ... is increased by the same amount. Next report a food item of 75 tons had been ...-found.

... handled for month as follows: Kipling-area was 1311 tons-issued 1250 tons. ... not include Red Cross clothing handled at Lichorn and Queens.

... Lachoud also handled the following:

	Rec'd	Landed	On hand
...erds	20 Cases	20	20 Cases
	356 Each	356	-
	340 "	340	-
	157 "	157	-
...or Spruce	11 "	-	11
...ching and ... Plants	10 "	6	5

/lr

HEADQUARTERS
ALLIED COMMISSION FOR SARDINIA
TRADE & INDUSTRY DIVISION

27 MARCH 45

Ref: IC/1836

Subject : Activities and Movements Report
for the month of March, 1945.

To: Commerce S/Commission, H.Q.AC,
Foreign Trade Section.
Industry S/Commission, H.Q.AC.
→ Transportation S/Commission, H.Q.AC.

1. EXPORTS TO NON ITALIAN TERRITORIES.

A) Exports to U.K. On authority from Foreign Trade Section, Commerce S/Commission, H.Q.AC, 100 tons nett of cassiterite have been shipped on 10.3/45 to Naples for transhipment to U.K.C.C.-Ministry of Supply-London; the value of this shipment is 10.000.000 Lire.

B) Exports to U.S.A. 37 tons of block talc in 111 drums are
i) ready at the port of Cagliari for shipment to U.S.C.C.-
Foreign Trade Section, Washington 25, D.C.
In view of the closing down of this H.Q. on the 31st March, 1945, the loading instructions from Transportation S/Commission, H.Q.AC, are urgently required.

ii) Salt. The recommendation made by this Division Ref. IC/1805 dated 9.3/45 to Foreign Trade Section, H.Q.AC, that salt be used for ballasting the ships returning empty from Cagliari to U.S.A. or to England, has now been accepted by the United States War Shipping Administration.
A Representative of the U.S. [illegible] called at this Office and explained that a regular program has been drawn up for Refrigerator Ships on the outward journey to be ballasted with salt at Cagliari ex-stocks at Pitta Conti-Vecchi. In execution of

Declassified E.O. 12356 Section 3.3/NN0 No. 1

→ Transportation S/Commission, M.A.C.

A.

1. EXPORTS TO NON ITALIAN TERRITORIES.

A) Exports to U.K. On authority from Foreign Trade Section, Commerce S/Commission, MQ.AC, 100 tons nett of cassiterite have been shipped on 12.3/45 to Naples for transhipment to U.K.C.O.-Ministry of Supply-London; the value of this shipment is 10.000.000 Lire.

B) Exports to U.S.A. 37 tons of block talc in 111 drums are
i) ready at the port of Cagliari for shipment to U.S.C.O.- Foreign Trade Section, Washington 25, D.C.
In view of the closing down of this MQ. on the 31st March, 1945, the loading instructions from Transportation S/Commission, MQ.AC, are urgently required.

ii) Salt. The recommendation made by this Division Ref.IC/1805 dated 9.3/45 to Foreign Trade Section, MQ.AC, that salt be used for ballasting the ships returning empty from Cagliari to U.S.A. or to England, has now been accepted by the United States War Shipping Administration.
A Representative of the U.S.W.S.A. called at this Office and explained that a regular program has been drawn up for Refrigerator Ships on the outward journey to be ballasted with salt at Cagliari ex-stocks at Ditta Conti-Vecchi. In execution of the above program the first ship, s/s FORT ROYAL, was ballasted with 600 tons salt on the 21st March 1945. A second ship, s/s HELEN, is expected to arrive at the end of March.
28.500 sand bags, 8.000 sugar bags and 25.400 grain bags as well as the necessary string and needles were delivered by U.S.W.S.A. to Ditta Conti-Vecchi, Cagliari, ex stocks in Naples.
Ditta Enrico Pernis of Cagliari were appointed to be Shipping Agents of the U.S.W.S.A. in charge of loading of the Refrigerator Ships.

2. TRADE WITH THE MAINLAND.

a) The discharge of 3278 tons of phosphates ex s/s TRICOLITA was completed on the 25th March 1945.

/ETC

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/Cont. Para 2.

b) Two ships loaded 2750 tons of pyrites on the Mainland for Sardinia:

(i) s/s PELAGOSA - 800 tons at Civitavecchia, due to arrive shortly, and

(ii) s/s PERUGIA - 1950 tons at Piombino, which started unloading on 20/3/45.

Of the total amount 1800 tons is being moved by rail to Oschiri plant of Società Elettrica Sarda, and the balance retained at Cagliari for use at the local Montecatini plant.

The necessary arrangements have been made with the High Commissioner'Office for transportation of pyrites by rail from Cagliari to Oschiri.

c) No information is available, as yet, regarding the shipping bid submitted by Public Works & Utilities S/Commission in respect of import into Sardinia of 177 drums of Tri-Sodium Phosphates for Santa Caterina Power Plant, Cagliari.

d) In terms of SACMED signal FX 49830 dated 25/3/45, 250 tons of lead are called for export ex-stocks of Marini Smelter, S.Gavino, Montevecchio, and to be loaded in the s/s MILAZZO ROMAN I. due to arrive at Cagliari on/or about the 4th April, 1945, for Naples discharge. In addition, 50 tons of lead will have be forwarded to the British Ordnance, AFHQ, in execution of Release Order N° 1992 dated 19/3/45.
The above shipment will be arranged by the Mining Division, Carbonia, and the local representative of I.C.E., as soon as present availability of lead is known.

e) Arrangements are being made by Industry S/Commission through Transportation S/Commission to ship per s/s PELAGOSA 16,000 special "Radex" bricks and 20 tons spare parts, from "Italcement" Civitavecchia, to "Italcementi" Cagliari, for a new rotary furnace. When the new furnace is put into commission the output of cement will be very considerably increased, and the demand for a large quantity of cement for Elmas Airport will be fully met.

f) Export of salt to the Mainland.
(i) [illegible] AFHQ cable FX 45397 dated 19/3/45, s/s PELAGOSA

Declassified E.O. 12356 Section 3.3/NN [illegible]

ri to Oschiri.

c) No information is available, as yet, regarding the shipping bid submitted by Public Works & Utilities S/Commission in respect of import into Sardinia of 177 drums of Tri-Sodium Phosphates for Santa Caterina Power Plant, Cagliari.

d) In terms of SACMED signal FX 49830 dated 25/3/45, 250 tons of lead are called for export ex-stocks of Marini Smelter, S.Gavino, Montevecchio, and to be loaded in the s/s MILDUR ROMAN I. due to arrive at Cagliari on/or about the 4th April, 1945, for Naples discharge. In addition, 50 tons of lead will have be forwarded to the British Ordnance, AFHQ, in execution of Release Order N° 1992 dated 10/3/45.
The above shipment will be arranged by the Mining Division, Carbonia, and the local representative of I.C.S., as soon as present availability of lead is known.

e) Arrangements are being made by Industry S/Commission through Transportation S/Commission to ship per s/s PELAGOSA 16,000 special "Radex" bricks and 20 tons spare parts, from "Italcementi" Civitavecchia, to "Italcementi" Cagliari, for a new rotary furnace. When the new furnace is put into commission the output of cement will be very considerably increased, and the demand for a large quantity of cement for Elmas Airport will be fully met.

f) Export of salt to the Mainland.
(i) In terms of AFHQ cable FX 45397 dated 19/3/45, s/s PELAGOSA will load 800 tons sacked salt from Monopolio dello Stato of Cagliari for LEGHORN.- 20.000 sacks are being forwarded by Food S/Commission, HQ.AC, for this purpose.
(ii) In terms of AFHQ signal FX 42380 dated 12/3/45, s/s PERTUSOLA will lift 2000 tons salt in bulk ex-stocks of Monopolio dello State of Cagliari for Civitavecchia.
It will be noted that Food S/Commission, HQ.AC, present schedule for the importation of salt into West Coast Mainland ports calls already for about 4500 tons per month. The liberation of additional Italian territory will serve to increase considerably salt exports from Sardinia.

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Declassified E.O. 12356 Section 3.3/NND No. 745021

/Cont. Para 2.

g) Negotiations are in progress regarding shipment of 50 tons of white ground, ventilated talc suitable for use in tyre production to Tire Division, Industry S/Commission, N.A.C. No agreement has been reached, as yet, with regard to prices quoted by Ditta Guiso Gallisai of Nuoro. Should it not be possible to export the above quantity of talc before the 31st March, 1945, the matter will be handed over to the Mining Division, Carbonia, and the local Representative of I.C.S.

h) A Representative of British Ordnance, Naples, called at this H.Q. and pointed out the necessity to increase the export of paint pigments for British Ordnance to at least 500 tons per month. Attached is a statement showing export of paint pigments to the Mainland for the Quarter ending 31/3/45. The necessary arrangements have been made to increase production of paint pigments to a higher level.

i) Regarding the livestock export program calling for export to the Mainland before the 1st July 1945, of 4000 cattle, 1500 horses, and 60.000 sheep, the following livestock were exported as at the 31st March 1945:

Cattle	126
Horses, mules, donkeys	761
Sheep	4134
	6121

It is pointed out that, unless a special sheep carrier is chartered, s/s LAMONE on ferry service between Cagliari and Civitavecchia, will not be able to carry out the above export program.

k) As from the 1st April 1945 all outstanding and future mineral shipments will be handed over to Major Hatch, at the Mining Division-Carbonia (to whom all the relevant cables should be addressed) in conjunction with the local Representative of I.C.S.

l) All future imports of miscellaneous supplies (other than foodstuffs, medical supplies, coal and agricultural supplies) will be forwarded, received, handed and accounted for by the Local Representative of the Istituto Nazionale per il Commercio Estero (I.C.E.)

Declassified E.O. 12356 Section 3.4/NN [illegible]

Attached is a statement showing export of paint pigments to the Mainland for the Quarter ending 31/3/45. The necessary arrangements have been made to increase production of paint pigments to a higher level.

i) Regarding the livestock export program calling for export to the Mainland before the 1st July 1945, of 4000 cattle, 1500 horses, and 60.000 sheep, the following livestock were exported as at the 31st March 1945:

Cattle	1206
Horses, mules, donkeys	761
Sheep	4134
	6121

It is pointed out that, unless a special sheep carrier is chartered, s/s LANGANO on ferry service between Cagliari and Civitavecchia, will not be able to carry out the above export program.

k) As from the 1st April 1945 all outstanding and future mineral shipments will be handed over to Major Match, at the Mining Division-Carbonia (to whom all the relevant cables should be addressed) in conjunction with the local Representative of I.C.E.

l) All future imports of miscellaneous supplies (other than foodstuffs, medical supplies, coal and agricultural supplies) will be forwarded, received, handed and accounted for by the local Representative of the Istituto Nazionale per il Commercio Estero (I.C.E.) in conjunction with Movements Division of Transportation S/Commission, MQ.AC.
In terms of instructions received from the Finance S/Commission, MQ.AC, Mr. Tiana, the local representative of I.C.E., has been interviewed and has expressed his willingness to undertake the above work. No instructions, as yet, have been received by Mr. Tiana from I.C.E. of Rome in connection with this matter. Until such instructions are received, Mr. Tiana is not willing to take up residence in Cagliari.

b) Trade with Sicily.

a) 23 tons of carbon bisulphide ex stocks at Spero "L'Insulare", Catania, have now been delivered per Italian Naval Vessel "GEN. MARGENTO". The remaining balance of 52 tons will also be brought by "GEN.MARGENTO" in due course.

/ETC

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

/Cont. Para 3.

b) Industry S/Commission shipment bid for 1222 tons of sulphur from Sicily has not yet been executed.
The sulphur is badly needed in Sardinia for this season's grape crop.

4. Total Sardinian Imports and Exports for the month of March, 1945, were as follows:

IMPORTS

Phosphates	2500	Tons
Pyrites	1930	"
Coal for British Navy	2600	"
Food for MMIA	590	"
Clothing for MMIA	29.9	"
Various cargo for Allied Forces	920	"
Food for AC Sardinia	10	"
Sulphur	501.5	"
Calcium carbide	30.6	"
Tobacco	39.7	"
Fruits	63.7	"
Matches	17	"
Misc. cargo	214.1	"
	9866.5	Tons

EXPORTS

Coal	34116	Tons
Gasoline	1384.2	"
Salt	2264	"
Misc.cargo for Italian Army	1719	"
RAF spare parts	50	"
Paint pigments for Br.Ordnance	250	"
Rail trucks	144	"
Cargo for MMIA	2403	"
Cassiterite for U.K.	100	"
	295.8	"

Declassified E.O. 12356 Section 3.3/NND [illegible]

Pyrites	1950	"
Coal for British Navy	2600	"
Food for MMIA	590	"
Clothing for MMIA	29.9	"
Various cargo for Allied Forces	920	"
Food for AC Sardinia	10	"
Sulphur	501.5	"
Calcium carbide	30.6	"
Tobacco	39.7	"
Fruits	63.7	"
Matches	17	"
Misc. cargo	214.1	"
	9866.5	Tons

EXPORTS

Coal	34116	Tons
Gasoline	13842	"
Salt	2264	"
Misc.cargo for Italian Army	1719	"
RAF spare parts	50	"
Paint pigments for Br.Ordnance	250	"
Rail trucks	144	"
Cargo for MMIA	2403	"
Cassiterite for U.K.	100	"
Zinc	295.8	"
Cork	86.5	"
Fibre	82	"
Colouring Earth	89	"
Refractories	125	"
Magnesium Sulphate	37.4	"
Berium Sulphate	75.5	"
Skins	68.4	"
Talc	40.2	"
Misc. cargo	199.6	"
	55987.4	Tons
Cattle	455	Heads
Horses	160	"
Donkeys	11	"
Sheep	839	"
	1465	Heads

729

/PTO

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5. NEW EXPORTS PROCEDURE.

In terms of Foreign Trade Section, HQ. AC, letter AC/51?7/A/Comm. dated 23/3/45 all shipping for exports from Sardinia will from now on be carried out by I.C.E. through their local Representative, to whom Trade, Industry & Export Officer has been instructed to hand over all exports matters.
In view of the fact, however, that Mr.Tiana, the local Representative of I.C.E., does not speak English and lacks the necessary shipping experience, it is understood that strong representations have been made to I.C.E., Rome, by the High Commissioner for Sardinia to the effect that Mr.Mario Lorenzi - at present employed as Secretary-Accountant to Trade & Industry Division at this HQ. - be appointed as I.C.E. Representative for Sardinia.
As Mr.Lorenzi Mario speaks English and has given Trade & Industry Division every satisfaction in his work, the recommendation made by the High Commissioner for Sardinia is upheld by this Division.

For the Regional Commissioner

B. Rockcliff Lt.

B.ROCKCLIFF LIEUT.
COM/IND. & EXPORT OFFIC.

Declassified E.O. 12356 section 3.3/NND 985252 #1

As Mr.Lorussi Mario speaks English and [illegible]
Division every satisfaction in his work, the recommendation made
by the High Commissioner for Sardinia is upheld by this Division.

B. Kochleff Lt.

For the Regional Commissioner

B.KOCHLEFF LIEUT.
JOINT/IND. & EXPORT OFFIC.

Mario Lorussi [illegible]

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SECRET

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

39359

25 MARCH 55 SENIOR COAL

54987.4
1000
55987.4

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25 MARCH	S/S [illegible]:		
	Coal	4000	"
26 MARCH	S/S [illegible]:		
	[illegible] Salvage	2.4	"
	Textile	230	" (Cotton)
	Rubber	30	" }
	Footwear	8	" } 431
	Cordage	13	" }
	Sundry	170	" }
27 MARCH	S/S [illegible]:		
	Coal	3850	Tons
27 MARCH	S/S ARGASTA:		
	Salt	252	"
	Sundry	38.4	"
	Textile	40.2	"
	Paint	140.8	"
	Glass	75	"
	Refrigerators	35.3	"
	Rubber Soling	34.5	"
	Cycle	34.5	"
	Miscellaneous	95.6	"
28 MARCH	S/S SENID - COAL	54987.4 Tons	
		1000 "	
		55987.4 "	

3. DISTRIBUTION. The following addressees are requested to distribute this as indicated and as present laying idle:

"Scrabster" }
"Rosslyn Castle" } Destination Area ECA.
"Queen Antoinette" } 2135/1502/3 dated 20 March 1947.
"Orsino" }

B. K. Smith, Lt.

For the Regional Coordinator

Copy to: Embassy S/Comm., Foreign
Trade Section.
Industry S/Commission.
Transportation of Coal, Economic Section.

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

List of shipments of Sulphate Ammonia, Red Lead, Colouring Earth and Zinc White from Svedala to the Mainland during 1945.

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23/1	Siderurgica Comm.	the same	12	ARGENTIA
"	Banco S.S.	"	6	"
"	"	George Firm	9	"
"	"	"	4	"
11/2			6	"
"	Siderurgica Comm.	the same		"
25/2	Brasunto S.	Militerni Firm	5	"
13/3	Banco S.S.	Elia Antonio	2	"
"	Siderurgica Comm.	Greco S.	3	"
27/3	Banco F.	Ferreri & Cugenata	44.7	

14/1	Miglievacca Mire	the same	14	ARGENTIA
23/1	Siderurgica Comm.	"	1.9	"
11/2	Soc.Ital.Commerc.	"	15.2	"
"	Siderurgica Comm.	"	1.9	"
"	Norfe Siderurgia	House Enrie	45	"
"	Banco S.S.	Greco Ernesto	50	"
25/2	Siderurgica Comm.	the same	33	"
"	S.S.I.A.Cribboni	Elia Antonio	45	"
12/3	Banco S.S.	the same	.5	"
"	Patrizio Pasquale	Militerni Firm	8.2	"
"	Miglievacca Mire	the same	1.4	"
"	Norfe Siderurgia	Grassi Vincenzo	10	"
"	Rarcoglieno Pasquale	the same	13	"
"	Coop.Imp. Export.	Greco Ernesto	5.9	"
27/3	Siderurgica Comm.		207	

14/1	Greeco Angelo	Del Fico S.	5	ARGENTIA
23/1	Siderurgica Comm.	the same	9	"
"	Banco S.	Decroce Firm	3	"
"	Impresa Cornelli	the same	2	"
25/2	Brasunto S.	Militerni Firm	4	"
27/3	Banco F.	Ferreri & Cugenata	6	"
			29	

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TN. SUB COMMISSION
H.Q.SOUTHERN REGION

March 31st. 1945

To H.Q. TN SUB COMMISSION
SHIPPING

SUBJECT: MONTHLY REPORT

Herewith Monthly Report for March.

Captain R.E.

510

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C. H.Q.

March, 31st. 1945

SUBJECT : MONTHLY REPORT OF SCHOONER AND COASTER SHIPMENT - March.

1. Motor Vessels. Delay has again occurred to schooner movements due to lack of fuel oil. Full details of allocations of oil are now given to the P.O.L. Division and it is hoped that adeguate supplies will be available next month.

2. Naples Bay - Cagliari. S.S."ABBAZIA",continues regular bi-monthly voyages and has had increased outward cargoes.

3. Naples Bay - Palermo. It is expected to commence a regular line with the S.S."CAMPIDOGLIO" about the middle of April. As soon as the date become definite,cargo & passengers can be booked.

4. Cattle - sheep. The S.S."LANGANO",specially fitted out as a cattle boat to ply between Olbia and the mainland,commenced a regular run this month,but owing to an outbreak of foot and month disease,Olbia could not be used,and the service has been instituted from Cagliari to Civitavecchia. Quick voyages have been made,with full cargoes on the first two runs.(The ship carries about 250 cattle or horses and 500 sheep). On the last run,although 230 cattle and 88 horses were carried,there was a falling off in the number of sheep,only 173 being available. As it is not desirable to have any waste space,it is hoped that the numbers of sheep carried can again be brought to the maximum.

5. The following goods have been carried during the month:-

TIMBER

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2. Naples Bay - Cagliari. S.S."ABBAZIA",continues regular bi-monthly voyages and has had increased outward cargoes.

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5. The following goods have been carried during the month:-

TIMBER	Vibo/Palermo	650 tons
FOOD	Sicily/Naples	2602
	" /Anzio or Civitavecc.	2474
CARRUBEANS	Sicily/Naples	2622
	" /Anzio or Civitavecc.	506
	" /Bari	96
LEMONS & ORANGES.	Sicily/Naples	2136
	" /Piombino	115
	" /Anzio or Civitavecc.	746
	" /Malta	497
CHARCOAL		248

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SALT	Augusta/Reggio	300	tons
	" /Vibo	300	
	Margherita/Adriatic	1200	
	Trapani/Pizzo	99	
	" /Salerno	452	
COAL	Gaeta/Fiumicino	1000	
COTTON	Gela/Salerno	890	
TOBACCO	Gallipoly/Sicily	100	
LUBRICATING OIL.	Naples/Sicily	172	
CORK			
CORK.	Oltis/Anzio	25	
SUMPHUR	Crotone/Elba	170	
ROCK SALT	Sicily/Naples	80	
GRAIN	Adriatic	560	
SUMAC	Sicily/Naples	128	
	" /Salerno	378	
	" /Anzio	142	
PUMICE		117	
NAVAL STORES	Ischia/Malta	96	
MISCELLANEOUS		3378	
ISLAND TRAFFIC		2760	
	Cogena Schoon.	25039	25039

NAPLES BAY to SARDINIA.

Per S.S.Abbazia. General cargo 363 tons
Sulphur 500 863 tons

Passengers numbered 500

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CORK CORK.	Olbia/Anzio	25	
SULPHUR	Crotone/Elba	170	
ROCK SALT	Sicily/Naples	80	
GRAIN	Adriatic	560	
SUMAC	Sicily/Naples	128	
	" /Salerno	378	
	" /Anzio	142	
PUMICE		117	
NAVAL STORES	Ischia/Malta	96	
MISCELLANEOUS		3378	
ISLAND TRAFFIC		2760	
	Cogena Schoon.	25039	25039

NAPLES BAY to SARDINIA.

Per S.S.Abbazia.	General cargo	363 tons		
	Sulphur	500	863 tons	
Passengers numbered 500				
(Received from Sardinia-Passengers 500).	cargo Salt 950 generals 1425		2375	3238

A.C. CARGOES by RASC Schooners.

Salt	1450 tons		
Flour	793		
Wheat	366		
Generals	402		
	3011	3011	3011

COASTERS - LIBERTY SHIPS.

"Costantino G."	Sicily/Civitavecchia	400 tons 1221	Generals Citrus fruits.
"Imperatore"	" " "	1100	Wine
"K.Hadgepateras"	Sfax/Sicily	5000	Phosphates
"Pelagosa"	Cagliari/Civitavecchia	770	Salt.
	" " "	770	Salt.
	" " "	800	Pyrites.

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"Tunisino"	Brindisi/Civitavecchia	1000 tons	Wine	
"Wisla"	Sicily/Civitavecchia	1500	"	
		1500	Citrus F.	14061
				45349

F.H.SMITH,
Captain.R.E.
Tn.Sub Commission
Southern Region

Declassified E.O. 12356 section 3.3/NND No. 455021

0710

Declassified E.O. 12356 Section 3.3/NND No. 785621

HEADQUARTERS ALLIED COMMISSION
AFO 394
Liaison, Shipping Sub-Commission

(47)

Tel: 478

15 March 1945.

Subject: Commerce Sub-Commission
Monthly Report for February,1945.

To: Transportation Sub-Commission
Movements Division (Tn 3)

Date: 15th.March,1945.

I have just had a sight of Commerce Sub-Commission Monthly Report for February,1945, reference AC/5130 Commerce dated 9th.March.

2. The attention of Transportation Sub-Commission is drawn to Section IV of the report made by the Materials Division with particular reference to the first sentence of the last paragraph. Of no doubt a bid for movement by sea of the 150 tons of raw tobacco was made, but on the other hand, should this not be the case the impression given by the statement should be corrected. It is factual that all AC bids for sea transportation have been and are being met. There appears to be a mistaken conception that cargoes moving coastwise in Italy must be carried in Italian vessels when such is not the case.

3. Referring to Foreign Trade Division para 7, it should be noted that the Malta representative arranged with MEDBO that the "FELAGOSA" should be allocated to the Malta/Sicily trade.

C.A.Bell
Liaison, Shipping Sub-Commission

HEADQUARTERS ALLIED COMMISSION
COMMERCE SUBCOMMISSION
APO 394

JC/ods

Ref. AC/5130/Commerce

9 March 1945

MONTHLY REPORT, FEBRUARY 1945.

MATERIALS DIVISION:

1. In anticipation of the increasing work to be dealt with as more consumer goods become available for distribution from rehabilitated local industries, a reorganisation within the Subcommission was carried out during the month whereby Demands and Releases, Special Materials, and Availability Sections were grouped together under the title of Materials Division. By doing this, it is felt that the personnel available are brought into closer touch with each other's particular tasks, and possible over-lapping of functions leading to either duplications or omissions, will be avoided.

2. Releases of controlled materials on a satisfactory scale were again obtained at the monthly meeting of the Engineering Materials Committee of AFHQ(I)B. The cement situation has eased sensibly due to the increase of output from factories released from military control and now entirely available for civilian needs, which has made possible regular monthly allocations to Italian State Railways, Public Works and Utilities Subcommission, etc., so that the programmes of reconstruction work may be carried on uninterruptedly as far as cement supplies are concerned. This has called for cooperation on the part of the Ministry of Industry, Commerce and Labour, which was readily given, as was also the case in instances of a similar nature, both on the part of this Subcommission and the Ministry, emphasising the spirit of goodwill and mutual trust which has been a feature of the relationship existing from the days of earliest contacts between both parties.

3. Availability Section:

I. Availability enquiries for February:-

a) AC/AMG Enquiries:

93	Electric refrigerators	Available
94	Incorrodible steel plates	In course
95	Generator & Centrifugal Pump	" "
96	Lathe apparatus complete	" "
97	Wool lead	" "

Declassified E.O. 12356 Section 3.3/NNE No. 785521

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95	Generator & Centifrugal Pump	" "
96	Lathe apparatus complete	" "
97	Wool lead	" "
98	2000 metres thin steel piping	Available
99	Nitro-cellulose paints	"

b) APLRS Enquiries:

314	Scales	Available
315	Baling Cloth	in course
316	Packing Case Strapping and Seals	Available
317	Paper Products	"
318	Lignum Vitae	Not Available
319	Manufacture of Labels	In course
320	Soft Drawn Enamelled Copper Wire	Available
321	Aluminium Purifier	In course
322	Ferrodo Brake Lining Material	Available
323	Phosphour Bronze Scrap and Lacquered Blackplate	- in course
324	Industrial Machinery	in course
325	Electric Motor	" "
326	Stearic Acid	" "
327	Phosphor Bronze Scrap	" "
328	Sodium & Potassium Nitrate	Available
329	Paint Material	in course

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

330 Cutlery Steel	Available
331 Steam Piping	"
332 Hydrated lime	"
333 Acetone	In course
337 Cast Bronze & Brass Rod	" "
338 Agricultural Machinery	" "

II. Availabilities submitted to AFHQ:

Pig Iron	8720 Qls.
Copper	73 "
Lead	21 "
Solder	7 "
Linseed	69 "
Caustic Soda	2033 "
Cables & Wires	
Electric Light Fittings	

III. Matches:

The Perugia Match Plant has finally been given power during the day. But the output of the factory is still a reduced one because, owing to lack of stearine and cotton thread, the machinery is now being transformed - the same applies at the Naples Plant - for the manufacture of cerini matches with the use of paraffin and cardboard. It is believed that normal production may be resumed during the month of March.

For the reconstruction of the plant of Putignano Pisano, cement and some electrical material has been allocated. The factory is expected to start production during April next.

AFHQ asked whether Italy could supply 370,000,000 matches to Greece during May, June, July 1945. Although at this moment it is not possible to meet this request, it is possible that the supply might be feasible after the expected reactivation of the Putignano Pisano and Fucecchio Plants, and when normal production at the Naples, Perugia and Jesi Plants is resumed.

IV. Tobacco:

The manufacture of cigarettes, hampered owing to lack of cigarette paper, has been resumed, after a short interruption, thanks to the arrival of a small amount of this item from abroad sufficient for about a month.

A large number of rail-trucks is needed at present for the movement of raw tobacco for the supply of the factories located in various parts of liberated Italy. From South Italy, which in part is supplying

Declassified E.O. 12356 Section 3.3/NND No. 775531

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A large number of rail-trucks is needed at present for the movement of raw tobacco for the supply of the factories located in various parts of liberated Italy. From South Italy, which in part is supplying also the factories in Central Italy, raw tobacco is being moved on rail to Pisa for the factories at Florence and Lucca. The transportation from Pisa to these factories is being carried out on trucks supplied by AAI 5th Army.

Owing to the shortage of schooners it was necessary to make special bids for allocation of rail-wagons for the transport of 150 tons of raw tobacco from Gallipoli to the factories of Palermo and Catania, which are urgently wanting this material. Furthermore the allotment of a ship having a loading capacity of 400-500 tons of raw tobacco has been obtained for the route Gallipoli - Catania - Palermo with a view to constituting an adequate reserve at the factories. The ship will be ready to load between 27 March - 5 April 1945.

V. Leather:

Considerable quantities of all types of skins and hides - processed and unprocessed - together with tanning materials have been reported from forward areas. Necessary action has been taken with the Italian Ministry and with the competent authorities in the Army Areas.

It is still too early to comment on progress made in the new Italian Government leather programme.

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4. Special Material Section:

I. Newsprint:-

a) As was predicted in January the supply of newsprint was practically exhausted during the month and the condition was critical especially in the city of Naples. In fact, in the latter city the newspapers were forced to suspend publication for two days. In the last two weeks the Naples papers have had reduced circulations and it is hoped they will not be forced to once again suspend publication.

b) The shortage of newsprint was due to two factors: the lack of imported supplies and the indiscriminate authorization of publications by the Italian Press Commission. The latter has however had the results of its action forcibly brought to its attention and today is following a more reasonable policy.

c) In conjunction with A.F.H.Q., stocks of newsprint have been obtained from different sources which it is hoped will be sufficient to meet requirements until American newsprint is once more available. Included among these borrowed stocks are: 300 tons from the French Government in Algiers; 100 tons from the Balkans; 40 tons from "Union Jack".

d) A.F.H.Q. has also brought pressure to bear in order to have American supplies shipped into Italy as soon as possible, and relief from the present critical situation is expected in the month of April.

e) Meanwhile, in conjunction with the Allied Publications Board, a plan is being prepared which will assign a fair quantity of newsprint stocks to the Italian Press Commission and which, at the same time, will cover Allied needs, particularly for future Northern operations.

f) The paper industry remains in a confused condition. The Ministry of Industry, Commerce and Labor and the Italian Press Commission are both attempting to deal with the situation but nothing definite is being accomplished. Meanwhile the price of scrap paper which is the basis of present newsprint production has risen from 7½ lire per kilo to 22 lire per kilo officially, with black market quotations as high as 40 lire per kilo; and the price of newsprint has jumped from 2½ lire per kilo to 60 lire per kilo or six-hundred dollars per ton in contrast to a landed cost of one-hundred seventy-five dollars per ton for the American newsprint. A price rise for the Rome papers which use locally-produced paper exclusively would appear imminent.

II. Clothing and Shoes:-

a) The repossessing of seized clothing and shoes

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

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II. Clothing and shoes:-

a) The reprocessing of salvaged clothing carried on by the Commerce Sub-Division in Naples has more than met expectations; it has proved to be a marked success. The entire operation was inspected by officers of A.F.H.Q. and great admiration was expressed in regard to the work being done.

b) Large quantities of garments were made available by MMLA for reprocessing, including 300 tons of clothing shipped from North Africa. The condition of the latter necessitated the setting up of laundries and disinfestation plants which involved considerable difficulties. However, the hurdle was jumped, and at present two large plants in Naples are laundering and disinfesting approximately 40,000 garments per week.

c) On the other hand, the reprocessing of army shoes under the supervision of the Ufficio Provinciale del Commercio e dell'Industria proved to be a disappointment in contrast with the clothing program. Constant efforts were exerted by this office and the Commerce Sub-Division in Naples to stimulate production, and promises have been given by the U.P.I.C. that the month of March will show a marked increase in repaired shoes availability. At the end of February approximately 76,000 prs. of shoes were available for repair, and R.E.M.E., which is manufacturing rubber soles and heels in a most satisfactory manner, had available approximately 75,000 prs. of each of these items ready for delivery.

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d) Actual deliveries of items of clothing to agencies which had received releases was delayed slightly due to the fact that the policy of cash on delivery proved to be an impossible burden when sums of several million lire were involved. Arrangements were worked out with the Finance Sub-Commission, however, whereby an Allied Agency could receive its allotments on the basis of a purely accounting transaction - no cash involved - and deliveries are expected soon to move at an increased pace.

e) The following quantities of clothing and shoes were allocated during the month of February:

B.D. Blouses	10,084
B.D. Trousers	28,091
Shirts, wool	7,489
Mackinaws	830
Overcoats	9,289
Field Jackets	12,980
Undershirts, wool	10,340
Undershirts, cotton	7,749
Drawers, wool	20,319
Drawers, cotton	2,128
Blankets	289
Socks	8,598 prs.
Pajamas	100
Gloves, wool	5,130 prs
Gloves, leather	2,580 prs.
Caps	3,450
Total	129,346 garments
Shoes	17,727 prs.

III. Textiles:-

a) A visit to AMG - 5th Army by the director of this Sub-Commission during the month revealed that the textiles and clothing factories of this area were in production once again. Considerable quantities of clothing, textiles and blankets were being produced and distributed. This Sub-Commission requested and received approval of the Economic Section for a project whereby this office would maintain contact with AMG of 5th and 8th Armies and all clothing, textiles and blankets surplus to Army-area needs would be declared to it. This Sub-Commission would correlate all such availabilities with demands and allocate such items under terms of a schedule laid down by the Priorities Board.

Declassified E.O. 12356 Section 3.3/NN [illegible]

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FOREIGN TRADE DIVISION:

1. February has been a month of great activity in the export field. Combined Chiefs of Staff communicated to AFHQ in January their agreement to direct communication between AC and Washington and London on routine export matters. The CCA/MOC and PAT/TAP cable series were designated for this purpose and over one hundred outgoing cables alone have already been despatched. A strong impetus and general speeding up of export trade matters has been the inevitable result of direct communication, and to this must be added the tremendous increase of interest shown by other Allied Nations, particularly France, and the receipt of TAM 456 setting out new principles for the regulation of Italian Export Trade. This new policy is now in the process of interpretation and implementation, but the main change is the division of export commodities into two categories: (A) those in short supply and necessary to the Allies for the War Effort, and (B) all others. Logically, the control over (A) remains strict, but liberty of action will be given to the Italian Government in respect of (B) Commodities.

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2. In keeping with the changing functions of AC and the additional responsibility which the Italians are required to exercise in foreign trade matters, the Ministry of Industry, Commerce and Labour is taking steps to issue decrees empowering the Istituto per il Commercio Estero to take on the new duties now required of it. These will include the Istitute's relations with the exporters as contracting agent for the Government and also its relations with the Treasury with regard to export prices. The decrees are promised within March.

3. Trade With France

Directions have been received from COS as to the manner of regulating Franco-Italian trade and a memorandum on the subject has been presented to the Italian Prime Minister by the Chief Commissioner. Meanwhile the French Embassy in Rome has been commissioned by the French Government to discuss trade matters with AC and discussions have been held with officers of Finance Subcommission and Foreign Trade Division. Current routine matters concerning commodities for export to France have been also dealt with direct between Foreign Trade Division and the French Commercial Attaché.

4. Commodities

Total exports during the month amounted to over 12,450 tons gross representing a value of approximately 140 million lire. Goods exported were as follows:

LEMONS	7,978	tons to U.K.
BITTER ORANGES	1,313	" " U.K.
ORANGES	358	" " Malta
OTHER FRUITS	150	" " Malta
WINE	430	" " Malta
WINE	270	" " U.K.
CREAM	500	" " Corsica
SALT	150	" " Malta
VEGETABLE SEEDS (Mainly Broad Bean)	240	" " Greece
COTTON SEED	211	" " Malta
OLIVES	16	" " Malta
CHESTNUTS	211	" " Malta
WALNUTS	90	" " Malta
ALMONDS	20	" " Malta
HAZEL NUTS	100	" " Malta
ARGOLS	50	" " U.S.A.
TARTARIC ACID	124	" " U.K.
CITRIC ACID	34	" " U.K.

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WALNUTS	90	"	" Malta
ALMONDS	20	"	" Malta
HAZEL NUTS	100	"	" Malta
ARGOLS	60	"	" U.S.A.
TARTARIC ACID	154	"	" U.K.
CITRIC ACID	34	"	" U.K.
HEMP	44	"	" U.K.
PLASTIC CHALK	15	"	" Malta
BASKETS	46	"	" Malta

Shipments already scheduled to take place during March represent a value of over 200 million lire.

Negotiations are in progress for the export of surplus minerals, such as Pyrites, Bauxite, Zinc Blend, etc.

Rare Essences have been offered and contracts have been placed for 150 kilos Jasmine Concrete.

The USA have bought 100,000 lbs Bergamot Oil and it is hoped to cover 46,000 lbs for France also. Negotiations were still in progress at the end of the month for covering 500 quintals Lemon Oil 1943/44 production required by the USA. Stockpiles of Vegetable Seeds purchased for Liberated Areas were reduced by only 4 tons during the month. Meetings have been held with groups of manufacturers and Exporters of artisan products regarding the reorganisation of export trade in gloves, ceramics, marble and alabaster work.

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The USA have enquired stocks, availabilities and production possibilities of accordions, and an offer of 25 million lire worth of straw braids and straw hats has been made to the U.K.

The USA is also showing interest in human hair.

5. Silk:

During the month visits have been made to the silk producing areas of Tuscany, where it was found that demolitions in the filatures had been as thorough as in the Marche Region. There are however a couple of filatures in Arezzo Province, which had been overlooked, and it is being arranged to work in these what stocks of cocoons still exist.

In the Ancona Province production should begin immediately, as coal has now been laid on and electric power has been promised.

By the time of the new crop many filatures should be back in production in Central Italy.

27 tons of Persian cocoons have been imported for the Italian reelers and these are being distributed among the filatures in Calabria.

6. Packing Materials

Timber Section, Reggio Calabria, closed down on the 26th February. The long outstanding problem of timber sea freight rates was at last settled - too late to be of any material assistance, although claims have been made by the AC timber agent for refund of the excess charges.

7. Trade with Malta

February was a heavy month, so far as the volume of shipments to Malta is concerned. No new demands were received. As a result of the visit of Malta's representative to W.S.A. the S/S PELAGOSA of 770 tons D.W. was allocated to the Malta-Sicily trade.

At the end of the month, orders were received from C.C.S. to suspend all further shipments of nuts and cotton seed, pending the justification of the existence of exportable surpluses of these items. This suspension was put into effect forthwith.

8. Mr. Graham of the Ministry of Food, London, returned to U.K. for consultation with his Ministry. After the end of the month, Mr. Southern of the Ministry of Food arrived to investigate the nut position.

Declassified E.O. 12356 Section 3.4(b) NND 760021

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7. Trade with Malta

February was a heavy month, so far as the volume of shipments to Malta is concerned. No new demands were received. As a result of the visit of Malta's representative to W.S.A. the S/S PELAGOSA of 770 tons D.W. was allocated to the Malta-Sicily trade.

At the end of the month, orders were received from C.C.S. to suspend all further shipments of nuts and cotton seed, pending the justification of the existence of exportable surpluses of these items. This suspension was put into effect forthwith.

8. Mr. Graham of the Ministry of Food, London, returned to U.K. for consultation with his Ministry. After the end of the month, Mr. Southern of the Ministry of Food arrived to investigate the nut position.

P.O.L. DIVISION:

1. The Council of Ministers approved the decree legalizing CIP's position on 7 February 1945, but, being still unpublished, it is not yet actually in effect. Last-minute alterations by the Italian Government were withdrawn and the decree as agreed is considered satisfactory.

2. The Italian Government assumed responsibility for all civilian allocations of Petroleum in Lazio and Abruzzi Compartimenti w.e.f. 1 March 1945.

3. Negotiations are still in progress between the Italian Petroleum Committee and EHAC concerning supplies for the latter.

W. P. EVANS
Colonel
Director
Commerce Subcommission

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

Lt. Col. Bagfam

(45)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MONTHLY REPORT FOR FEBRUARY 1945

PART I GENERAL

1. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS.

(a) During February all Divisions worked on the preparation of the Import Program of Italian Transportation Requirements. This program was concerned with two phases:

'a' - An immediate program of six months minimum requirements for the prevention of disease and unrest, and it is hoped that this material should arrive mainly in the second half of 1945.

'b' - A more comprehensive program covering the requirements of industry, including transportation, for a 12 month period necessary for the development of the primary economic life of the country.

Both programs will be sent to Washington during March, and the Director of the Transportation Sub-Commission is returning to the United States to assist in their presentation to the various authorities concerned.

Further information will be given in the March monthly report.

2. PERSONNEL.

(a) Colonel J. J. Gannon (A) has relinquished the post of Chief of the Road Division to take charge of the A.C. Motor Transport Units referred to in Part IV of this report. His place has been taken by Mr. G. G. Gross (A).

(b) Mr. R. Bezzanella (A) has taken charge of the Port and Warehouse Division.

(c) A list of officers in the Sub-Commission is attached as Appendix A.

3. WITHDRAWAL FROM ITALIAN GOVERNMENT RAILWAYS.

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'A' - An immediate program of six months minimum requirements for the prevention of disease and unrest, and it is hoped that this material should arrive mainly in the second half of 1945.

'B' - A more comprehensive program covering the requirements of industry, including transportation, for a 12 month period necessary for the development of the primary economic life of the country.

Both programs will be sent to Washington during March, and the Director of the Transportation Sub-Commission is returning to the United States to assist in their presentation to the various authorities concerned.

Further information will be given in the March monthly report.

2. PERSONNEL.

(a) Colonel J. J. Carnes (A) has relinquished the post of Chief of the Road Division to take charge of the A.C. Motor Transport Units referred to in Part IV of this report. His place has been taken by Mr. G. G. Gross (A).

(b) Mr. R. Bazzanella (A) has taken charge of the Port and Warehouse Division.

(c) A list of officers in the Sub-Commission is attached as Appendix A.

3. WITHDRAWAL FROM ITALIAN GOVERNMENT TERRITORY.

(a) During February announcement was made publicly of the proposals to withdrew A. C. supervision from "King's Italy." Transportation work is perhaps in a special position in that it is so closely bound up with military transportation; the effect of the proposals on military movements was studied during the month.

PART II MOVEMENTS

1. GENERAL.

(a) The demand for movement capacity continued greatly to exceed supply.

(b) It was considered impracticable, from a movements angle, to withdraw all Transportation Sub-Commission personnel from those areas in "King's Italy" from which regional and provincial organizations are being withdrawn. A request

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was made to higher authority for permission to retain 25 Transportation Sub-Commission Transportation on the basis in these areas. It is thought that the Italians are not yet sufficiently organized to take over movement control duties without a waste of shipping, rail and road capacity. Every effort is being made to train Italian civil and commercial organizations so that they will be in a position to take over this movement control work.

(c) In addition to the retention of the 25 officers, a scheme has been put forward for the use of Italian military personnel to carry out movement control work. This scheme has been submitted to M.M.I.A. and discussed with AFHQ; the number of personnel requested at present comes within the M.M.I.A. ceiling for the Italian Army movement control establishment.

(d) Progress has been made in closer coordination with G-4 (Mov & Tn.) AFHQ and with the Transportation Corps(Overseas) and British Movement Control areas in the field. Considerable assistance has been received from both AFHQ and its field organizations, which has resulted in a better use of such transport capacity as is available.

2. SHIPPING.

(a) Bids made on AFHQ for movement by sea were accepted, but due to operational factors certain ships fell back and so stores did not move in the period for which they were hired. The cancellation of certain bids by the bidders, and the inability to provide cargo in certain cases after shipping had been set up, notably phosphate rock and chrome, caused a waste and delay to shipping. Failure to meet bids in the period mainly affected the movement of wine and salt, but most of the heavy should be made up during March.

(b) Improved information from the ports as a result of Shipping Instruction No. 5 resulted in much better daily information being received at this Headquarters. This has enabled prompter action to be taken when poor ship working was seen, and has resulted in certain recommendations being put forward to AFHQ, which will result in considerable saving of shipping in the Sardinian coal trade. The working of the ex-ports of Civitavecchia and Allied control is improving, especially the 2 ports mentioned formerly black spot heretofore. The Civitavecchia progress has been especially marked and this port is now capable of handling an average of 1,500 tons per day. A commencement has been made in the movement of coal from Civitavecchia to Piombino. The quantities moved have exceeded expectations, but this is because the craft employed on this movement are being run under normal commercial practice and not under the COCONA time charter scheme. As soon as the depth of the river permits it is hoped that the majority of this coal will be brought direct to Rome, thus saving any rail haul.

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and with the transportation (American) and British Movement Control Staffs in the field. Considerable assistance has been received from both AFHQ and its field organisations, which has resulted in a better use of such transport capacity as is available.

2. SHIPPING.

(a) Bids made on AFHQ for movement by sea were accepted, but due to operational factors certain ships fell back and so stores did not move in the period for which they were bid. The cancellation of certain bids by the bidders, and the inability to provide cargo in certain cases after shipping had been set up, notably phosphate rock and charcoal, caused a waste and delay to shipping. Failure to meet bids in the period mainly affected the movement of wine and salt, but most of the leeway should be made up during March.

(b) Improved information from the ports as a result of Shipping Instruction No. 5 resulted in much better daily information being received at this Headquarters. This has enabled prompter action to be taken when poor ship working was seen, and has resulted in certain recommendations being put forward to AFHQ, which will result in considerable saving of shipping in the Sardinian coal trade. The working of the majority of ports under Allied control is improving, especially the Naples satellite ports, a black spot heretofore. The Civitavecchia program has been expeditiously handled and this port is now capable of handling an average of 1,750 tons per day. A commencement has been made in the movement of coal from Civitavecchia to Fiumicino. The quantities moved have exceeded expectations, but this is because the craft engaged on this movement are being run under normal commercial practice and not under the COSIMA time charter scheme. As soon as the depth of the Tiber permits it is hoped that the majority of this coal will be brought direct to Rome, thus saving any rail haul.

(c) The 'Lagrano' has been converted to carry livestock, and will shortly be put on an Olbia-Civitavecchia ferry. The 'Campidoglio' has been assigned to run on a ferry between Sicily and the mainland. It is hoped that this ferry will commence in March.

(d) The tonnages lifted by sea during February, against bids, are shown in Appendix 'B'.

3. RAIL:

(a) The bids made on AFHQ for movement of A.C. traffic on military control lines were accepted up to 8 percent, the majority of these bids were moved, but full details of actual movement will not be available until the second half of March. 50 emergency bids totalling 2,731 tons were made during the period under review; all were accepted and moved.

(b) Further revision is necessary of the basic tonnages which can be moved on lines which have been returned to the Italian authorities.

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(c) A successful start was made with the movement of sulphur from the mines in north liberated Italy to plants on the mainland. This movement has enabled sulphur ex Sicily to be freed for export to countries other than Italy. Considerable progress has been made in the south with the movement of sugar by rail; the detailed program worked out two months ago has been largely carried out.

(d) The unfavorable wagon position in Calabria has been righted, and at last the boxed wagon movement between Sicily and the mainland has begin to move in favor of Sicily. Loss of boxed wagons from Sicily has been so considerable that essential programs could not be met. In addition to the favorable movement across the ferry, a request has been made to AFHQ to permit L.S.T's. returning from Reggio to be used as an additional wagon ferry to Catania.

(e) A new procedure has been established for the reception of bids, and screening and movement of A.C. and civilian freight traffic on the Italian mainland. This has been agreed with the I.S.R., G-4 (Mov & Tn) AFHQ, and the Allied Railway Board. The revised procedure will come into force with effect from the 7th March, 1945, for the movement period 19 to 25 March, 1945. The main changes of the revised system are:

(1) Decentralization of work at present carried out at Allied Commission Headquarters.

(2) Placing the maximum responsibility on the I.S.R., making them use their normal methods for movement of freight.

(3) The establishment of a method whereby it will be possible to ascertain the amount of traffic moved against accepted programmed bids.

4. ROAD

(a) ENAC came into being on the 1st of February 1945. It was agreed with the Minister of Communications to establish a movements section of ENAC, to which copies of all movement programs in which road transport is concerned are sent. This section is proving most useful and is working closely with the Road Branch of the Movements Division.

(b) A central M.T. office has been established at Ancona to canalize bids for movement by road in that area and to allocate the bids to the various M.T. units, which are stationed around Ancona. This office has already proved its usefulness, and it is anticipated that considerable economy will result in the use of available transport.

(c) The move of 1000 G.T. Company from the Leghorn-Florence area to the

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Railway Board. The revised procedure [illegible] 7th March, 1945, for the movement period 19 to 25 March, 1945. The main changes of the revised system are:

(1) Decentralization of work at present carried out at Allied Commission Headquarters.

(2) Placing the maximum responsibility on the I.S.R., making them use their normal methods for movement of freight.

(3) The establishment of a method whereby it will be possible to ascertain the amount of traffic moved against accepted programmed bids.

A. ROAD

(a) ENAC came into being on the 1st of February 1945. It was agreed with the Minister of Communications to establish a movements section of ENAC, to which copies of all movement programs in which road transport is concerned are sent. This section is proving most useful and is working closely with the Road Branch of the Movements Division.

(b) A central M.T. office has been established at Ancona to canalize bids for movement by road in that area and to allocate the bids to the various M.T. units, which are stationed around Ancona. This office has already proved its usefulness, and it is anticipated that considerable economy will result in the use of available transport.

(c) The move of 1000 G.T. Company from the Leghorn-Florence area to the Ancona area during the month enabled the movement of sulphur to rail head, and other high priority road movements to be made without interfering with the movement of grain for Rome to rail head.

(d) Future operations will necessitate the withdrawal of certain A.C. controlled M.T. units at present working in northwest and northeast liberated Italy. Regional Commissioners and Army authorities have been warned of this and have been requested to put in hand the taking over of civilian commitments, at present lifted by this A.C. military M.T., by civilian vehicles wherever possible. This is being done in certain areas in conjunction with ENAC, where ENAC is established; by this means it is hoped that when it will become necessary to withdraw these units there will be a minimum dislocation of the road movement of priority programs.

PART III RAIL

1. RAILHEADS.

(a) There has been no alteration of railheads during the month; they remain at Montecatini on the West side, and Forli on the East.

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2. ALLIED RAILWAY BOARD.

(a) The second meeting of the Allied Railway Board took place on 15 February 1945 when a review was taken of the work of the five Sub-Committees; each Sub-Committee had met once during the month. The Allied Railway Board, with its Sub-Committees, is established a most useful channel for the discussion of the many railway problems that generally concern all the members of the Board.

3. CIVIL ENGINEERING.

(a) As an indication of the magnitude of the construction work in hand, it is recorded that work under A.C. supervision at the moment totals 1,285,725,000 lire; further requests have been received for consideration totaling 814,500,000 lire. Such work is additional to any undertaken by Military Railway Service as No. 1 military priority.

(b) Work has continued on all engineering projects, but it is anticipated that future new works will have to be restricted owing to the shortage of cement.

(c) On line 219 (Pisa-Empoli-Florence), started as an A.C. commitment, the Military Railway Service has completely taken over. This was caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.

(d) On line 40 (Ortona-Ancona), although of high military priority, shortage of cement and bridges has caused some difficulty. MPSS are assisting on this work.

(e) Bad weather has handicapped work on line 68 (Avezzano-Rome), and the contractor on the Rocca-Rieti line (line 277) has made a slow start.

(f) Line 729, linking the port of Piombino with line 50 at Campiglia, was completed on 28 February 1945.

(g) On line 65 (Florence-Arezzo-Rome), by decision of the Allied Railway Board, the work is divided into two sections - first, the clearance of the tracks, and second, the reconstruction works. The second section will be dependant on the availability of materials.

4. MECHANICAL ENGINEERING.

(a) Sicily and Calabria. Locomotive and rolling stock repairs proceeding normally. Shortage of lumber still restricts heavy repairs.

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(b) Work has continued on all engineering projects, but it is anticipated that future new works will have to be restricted owing to the shortage of cement.

(c) On line 219 (Pisa-Empoli-Florence), started as an A.C. commitment, the Military Railway Service has completely taken over. This was caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.

(d) On line 96 (Ortona-Ancona), although of high military priority, shortage of cement and bricks has caused some difficulty. MTC are assisting on this work.

(e) Bad weather has handicapped work on line 88 (Avezzano-Rome), and the contractor on the Terni-Rieti line (Line 277) has made a slow start.

(f) Line 329, linking the port of Piombino with line 50 at Campiglia, was completed on 28 February 1945.

(g) On line 65 (Florence-Arezzo-Rome), by decision of the Allied Railway Board, the work is divided into two sections - first, the clearance of the tracks, and second, the reconstruction work. The second section will be dependent on the availability of materials.

4. MECHANICAL ENGINEERING.

(a) Sicily and Calabria. Locomotive and rolling stock repairs proceeded normally. Shortage of timber still restricts heavy repairs.

(b) Repairs to damaged boilers for use as spares. The first boiler for repair as a spare was received at Tosi works, Taranto. ISR have not yet dispatched boilers from Calabria to the US Navy Yard at Palermo for this purpose, and are being urged to speed up this work.

(c) Carriage and Wagon Recovery. Wagon Lits, Rome, recovered four bogie passenger vehicles and four rail cars, all heavy repairs during the month. Bombrini-Parodi-Delfino at Colleferro recovered 4 freight cars, all heavy repairs, and work at this plant is proceeding satisfactorily. Cockette Works at Civitenova Marone have already started work with their plant, and arrangements have been made for an officer of Rail Division to be posted there temporarily to assist in the work of reactivation.

(d) Rolling stock recovery. In conjunction with MTC, surveys of rolling stock were completed under:

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5. Stores.

(a) During February 45 tires were received for the ISR, and were immediately put into service on supervisory cars in branches of the service sorely in need of transportation.

(b) The Italian Ministry of Industry, Commerce and Labour are now responsible for the assembling and screening of requests for materials from the ISR, and other organizations, before forwarding them to AC. AC will present the consolidated requests to the Engineering Materials Committee for an allocation from the civilian allowance of steel, tools, etc. (See also Part I of this report.)

6. Shipping.

(a) Freight car position. The freight car position in Sicily and Reggio continued to receive attention, and at the end of the month an improvement in Sicily was noted. MRS has been feeding Calabria through Bettipaglia, and bad tracks and faulty power caused difficulty in clearance and distribution of empties. Arrangements are in hand for the input to be transferred to Metaponto, where haulage is only difficult over Nova Siri repair section. The matter is continually watched in conjunction with MRS.

(b) Passenger Services. The duration of the journey on the Rome-Naples service was reduced from 12 hours to 10 hours on 5 February 1944. A new tri-weekly train Naples-Bari via Foggia was introduced on 12 February, offering connection at Caserta with the service from Rome. Local daily passenger service was introduced between Foggia and Lucera, and local mixed services were introduced between Rome-Tivoli-Avezzano and Rome-Frascati.

(c) Plans were developed for the through operation of the Rome-Naples service to Reggio and the provision of a perishable freight train from Reggio to Rome.

(d) Various adjustments have been made in the postal facilities north of Rome during the month, to the satisfaction of the Sub-Commission concerned.

(e) A sudden shortage of coal in Sicily at the end of the month necessitated the withdrawal of a number of passenger services. The cause was the absence of a stock pile, due to the cut in monthly supplies, and a dockers' strike early in the month, when a coal boat left Palermo without discharging.

PART IV R&D

1. General

(a) During the month a start was made with the formation of a Motor Transport Group, Allied Commission (Italian Army Personnel). A copy is given in Appendix C of the Establishment Memorandum setting up the organization.

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2. OPERATIONS.

(a) NAAC (The National Road Transport Organisation) was activated in Naples Italy on 1 February 1945, and it is too early to endeavor to determine the effectiveness of this organisation. In many cases, however, it has shown signs of functioning, and the cooperation of the NAAC officers has been good so far as this Headquarters has been concerned. A fuller report on NAAC will be made in the March report.

(b) Q.M. Truck Coys and Gen. Tpt. Coys.

Gen. Tpt. Coys (Italian) are now situated as follows:

1000 Gen. Tpt. Coy - 2 Platoons and Hqs. at San Vincenzo, employed on forward haul Arezzo-Forli.
2 Platoons at Potenza, employed on wheat lift in Abruzzo Province for rail southwards.

1001 Gen. Tpt. Coy - Located at Caserta and employed solely by AMG 5th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ancoli and Teramo Provinces and back haul of rationed goods from Gaeta railhead.

1004 Gen. Tpt. Coy - 2 Platoons and Hqs. at Genzano, employed on warehousing and wheat haul.
2 Platoons at Chiaravalle employed on sulphur haul.

Q.M. Truck Coys - Seven of the eight Companies of the First Q.M. Truck Gp. are now activated and are located as follows:

3 Coys in Florence
2 Coys at Leghorn
1 Coy in Novacchia
1 Coy in Lucca

These Seven Coys. are employed on hauling for (1) AMG 5th Army and (2) Tuscan Region.
The eighth Company will be available by 14 March.

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2 Platoons at Potenza, employed on wheat lift in Macerata Province for rail southwards.

1001 Gen. Tpt. Coy - Located at Cesena and employed solely by AMG 8th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of retioned goods from Ortona railhead.

1004 Gen. Tpt. Coy - 2 Platoons and Hqs. at Osimo, employed on warehousing and wheat haul.
2 Platoons at Chiaravalle employed on sulphur haul.

Q.M. Truck Coys - Seven of the eight Companies of the first Q.M. Truck Bn. are now activated and are located as follows:

3 Coys in Florence
2 Coys in Leghorn
1 Coy in Novacchia
1 Coy in Lucca

These seven Companies are employed on hauling for (1) AMG 5th Army and (2) Tuscany Region.
The eighth Company will be available by 14 March.

Exact figures are not available at the moment, but approximate figures show that the truck Coys hauled 2,494 tons per Coy during February and the Gen. Tpt. Coys 4,200 tons per Coy. These figures will be considerably improved upon as weather conditions get better. With the formation of the Motor Transport Group exact haulage figures will be available for the month of March, as far as the Gen. Tpt. Coys and Hq. Coys are concerned.

3. MAINTENANCE.

(a) Activities of Road Division were largely confined to inspection of vehicles, Truck Pool organization, etc. Visits were paid to the Super Garage at this Headquarters, Displaced Persons and Repatriation Sub-Commission's Garage at Cinecitta, Garages and Truck Pools in Tuscany and Emilia Regions. Some improvement is shown in the general standard of maintenance and, so far as the British vehicles are concerned, the establishment of the central spare parts Store under G-4 (B) of this Headquarters has been a contributory factor. The 10-day system of maintenance as set out in this Headquarter's Vehicles Maintenance Instruction No. 1 is not, however, being strictly followed in all cases and here the standard of maintenance as a result was found to be unsatisfactory.

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4. SUPPLY.

(a) Plant for the assembly of imported civilian trucks has been placed in operation using shop facilities and personnel of ATAC, Rome. Assembly capacity can be developed up to 50 per day.

(b) A central parts warehouse is being organized at 45 Via Pronestina, Rome, to accommodate spares received for the operation of civilian supply vehicles now on hand and on requisition.

(c) Operation of both (a) and (b) is under the M.T. Group, A.C.

(d) 360 civilian load-carrying vehicles, 1½-ton capacity, have been received. Assembly is proceeding at ATAC plant, Rome, and JEEP shops, Naples. These are to be released to the M.T. Group, AC, for operation.

(e) The first consignment (8 tons) of spare parts for the above-mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Pronestina, Rome.

(f) The control vehicle situation should improve in the near future. 295 ¼-ton Jeeps and 200 motorcycles have been made available and shipping dates requested.

(g) Plans are underway, in cooperation with Public Safety Sub-Commission and PACI, to standardize permits for use of AC tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permits and issue standard forms.

(h) 1856 tires and 2191 tubes were released through Regional Transport Officers and Headquarters.

PART V. PORTS AND SHIPPING

1. SCHOONERS.

(a) Special attention was given to the question of distribution and allotment of P.O.L. to schooner traffic. It was agreed by representatives of Commerce Sub-Commission, Italian Government, C.I.I., and Port and Warehouse Division that P.O.L. be distributed to various ports by C.I.I. and the actual allotment per schooner to sail by the Schooner Sub-Committee. This agreement has been put before the Petroleum Section of AFHQ by Commerce Sub-Commission for their approval.

Declassified E.O. 12356 Section 3.3/NND [illegible]

(e) The first consignment (8 tons) of spare parts for the above-mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Prenestina, Rome.

(f) The control vehicle situation should improve in the near future. 295 ¼-ton jeeps and 200 motorcycles have been made available and shipping dates requested.

(g) Plans are under way, in cooperation with Public Safety Sub-Commission and PACI, to standardize permits for use of WT tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permits and issue standard forms.

(h) 1856 tires and 2146 tubes were released through Regional Transport Officers and Headquarters.

PART V PORT AND WAREHOUSE

1. SCHOONERS.

(a) Special attention was given to the question of distribution and allotment of P.O.L. to schooner traffic. It was agreed by representatives of Commerce Sub-Commission, Italian Government, C.I.P., and Port and Warehouse Division that P.O.L. be distributed to various ports by C.I.P. and the actual allotment per schooner be made by the Schooner Sub-Committee. This agreement has been put before the Petroleum Section of AFHQ by Commerce Sub-Commission for their approval.

2. FREIGHT RATES.

(a) All MEDBO controlled vessels and COGENA controlled schooners are now operating on approved Allied Commission tariff rates. These new rates became effective 11 February 1945. COGENA has been authorized to adjust rates applied by MEDBO between 12 December 1944 and 11 February 1945.

3. FIUMICINO-ROME CANAL.

(a) This service has been allocated 4 tugs and 6 barges which are being operated by Italian Enterprise in close liaison with Port and Warehouse Division.

4. PORTOLIONE.

(a) Lack of current is the only obstacle to bringing additional pyrites from the mines to the loading station. The specially constructed pier and plant are now

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in working order. Public Works and Utilities have this matter in hand. Loading equipment now on hand can handle 100/150 tons per hour.

5. SARDINIAN PORTS.

(a) During the month a complete survey was made of the ports in Sardinia. A number of difficulties were brought to light and are now being followed up with those concerned.

6. WAREHOUSES.

(a) Naples. Necessary activities were objected to the impending turn-over of management to the Federazione Italiana dei Consorzi Agrari on 1 March 1945. Excess Allied Military personnel will be transferred to Ancona. A small warehouse (1254) was requisitioned, one other (1270), which had been loaned to UNRRA for several months, was formally permanently transferred to them. Plans were made to close No. 602. Receipts exceed shipments, and stockpiles increase. Losses between shipside and warehouse continue to be a problem.

(b) Leghorn. Receipts still continue to decline, while shipments continue to hold up, thus further reducing inventory. A second warehouse has been closed, and some small out-lying buildings of another warehouse have also been closed. As less Allied military personnel have been needed, the surplus has been transferred to Ancona.

(c) Ancona. Sufficient accommodation will be available (after completion of current building repair work) for anticipated imports. Accommodation will be approximately 22,000 tons covered and 5,000 tons open storage, plus 8,000 tons covered storage available only in case of emergency. Increased Allied military personnel has functioned smoothly to produce marked improvement in the general situation, although much has yet to be done, especially to complete repairs in progress and improve security.

(d) Forli. Stockpile at Forli has not increased as rapidly as planned due to:

(1) inadequate transport from Ancona, and

(2) insufficient accommodation at Forli.

Although the former difficulty has been considerably remedied, the latter has only been relieved by the promise of military units to completely vacate the premises of [illegible] Bids for additional space

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Excess Allied military personnel will be transferred to [illegible]

(1254) was dereguisitioned, and other (1270), which had been loaned to UNRRA for several months, was formally permanently transferred to them. Plans were made to close No. 662. Receipts exceed shipments, and stockpiles increase. Losses between shipside and warehouse continue to be a problem.

(b) Leghorn. Receipts still continue to decline, while shipments continue to hold up, thus further reducing inventory. A second warehouse has been closed, and some small out-lying buildings of another warehouse have also been closed. As less Allied military personnel have been needed, the surplus has been transferred to Ancona.

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(d) Forli. Stockpile at Forli has not increased as rapidly as planned due to:

(1) inadequate transport from Ancona, and

(2) insufficient accommodation at Forli.

Although the former difficulty has been considerably remedied, the latter has only been relived by the promise of military units to completely vacate the premises of the Consorzio Agrario in which the AC depot is located. Plans for additional space have been rejected.

(e) Red Cross. All Red Cross relief supplies previously stored at Naples were removed to Ancona.

(f) Appendix "F" indicates stock movements for the month of February.

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

4 Incls:
Appendices A, B, C and D

Declassified E.O. 12356 Section 3.3/NND No. 765021

APPENDIX "B"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR FEBRUARY 1945

1. Summary of Bids and Shipments during February 1945 (excluding MEDBO Schooners).

Commodity	Bid	Tons Lifted	Tonnage Outstanding	Tons in Excess	Remarks
Charcoal	1,000	--	--	--	Shipping set up but bids cancelled on account of non-availability.
Citrus Fruit	2,400	1,643	757	--	--
Olive Oil	575	100	475	--	Balance not available for shipment.
Phosphate Rock	10,000	14,621	--	4,621	--
Rations and Foodstuffs	5,742	4,654	1,088	--	--
Salt	5,633	2,667	2,966	--	Balance being lifted beginning March.
Wine	4,500	2,123	2,377	--	--
Wheat	1,000	165	835	--	--
TOTAL	30,867	25,973	8,515	4,621	

The following livestock was lifted during the month:

41 horses
132 cattle
1,261 sheep

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					account of non-availability.
Citrus Fruit	2,400	1,643	757	--	--
Olive Oil	575	100	475	--	Balance not available for shipment.
Phosphate Rock	10,000	14,621	--	4,621	--
Rations and Foodstuffs	5,742	4,654	1,088	--	--
Salt	5,650	2,667	2,983	--	Balance being lifted beginning March.
Wine	4,500	2,123	2,377	--	--
Wheat	1,000	165	835	--	--
TOTAL	30,867	25,973	8,515	4,621	

The following livestock was lifted during the month:

41 horses
132 cattle
1,261 sheep

2. Tonnages lifted by MEDBO Schooners during February 1945.

Timber	930	
Food	3,200	
Carrubeans	2,575	
Citrus Fruit	820	
Charcoal	195	
Salt	1,990	
Coal	2,000	
Cotton	520	
Tobacco	335	
Lubricating Oil	120	
Cork	100	
Isl. Traffic	1,800	
Miscellaneous	1,900	
	16,395 Tons	
	25,973 "	(lifted by ships other than MEDBO Schooners)
TOTAL LIFTED	42,368 Tons	

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APPENDIX "C"

RESTRICTED

HEADQUARTERS
ALLIED COMMISSION
APO 394

ESTABLISHMENT MEMORANDUM)
NUMBER 2)

3 March 1945

ESTABLISHMENT OF MOTOR TRANSPORT GROUP
ALLIED COMMISSION (ITALIAN ARMY PERSONNEL)

1. Pending approval of a definitive organization, there is established this date, Motor Transport Group, Allied Commission (Italian Army Personnel), for the purpose of operation and supervision of maintenance of the motor transport units allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 4 00/454 D-C, Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 267th Regiment, Allied Control Commission (Cvld)".

(b) Reference Letter, Hq and, dated 30 Oct 44, to Army Subformation, Allied Control Commission, subject: "1st Truck Battalion, 267th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 2n, Hq Allied Commission, 13 Oct 44, subject: "Organization of 1st Truck Battalion."

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 381.(11)/ [illegible] D-C, Hq NTOUSA, to CG PBS, dated 7 Feb 45, subject: "Supply of US-ITI Personnel and Equipment for Allied Comm Zone Truck Battalions".

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allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 430/454 D-O, Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 2675th Regiment, Allied Control Commission (Ovhd)".

(b) Reference letter, Hq AAI, dated 30 Oct 44, to Army Sub-Commission, Allied Control Commission, subject: "1st Truck Battalion, 2675th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion."

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.711/294 D-O, Hq MTOUSA, to CG PBS, dated 7 Feb 45, subject: "Supply of US-ITI Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/14" O-O, Hq MTOUSA, to CG PBS, dated 18 Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Ovhd)".

(a) Reference G-5: 322-60 AFHQ to Hq AICOM, dated 19 Feb 45, subject same as b (1) (a) above.

(d) Reference AG 427/368 D-O, Hq MTOUSA to Deputy President AICOM, dated 19 Feb 45, subject: "Tools and Equipment for Additional Civil Truck Companies".

(2) Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel) will assist Establishment Section, Hq AICOM and the 2675th Regiment, whose function and responsibility it is to complete the activation of the 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel).

-1-

RESTRICTED

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Declassified E.O. 12356 Section 3.3/NN0 No. 18SC 21

Establishment Memo #1, Hqs Br, MTG, _____ dtd _____ (Cont'd.):

C. Functions and Responsibilities of the Motor Transport Group, Allied Commission (Italian Army Personnel).

1. The Motor Transport Group, Allied Commission (Italian Army Personnel) is a field activity of the Allied Commission. Its Commanding Officer will report to the Chief Commissioner of the Allied Commission in a status comparable to that of a Regional Commissioner Allied Commission for Allied Military Government. The following offices of the Allied Commission will perform for the Chief Commissioner the following listed staff functions in connection with the administration and operation of the Motor Transport Group, Allied Commission (Italian Army Personnel).

(1) Transportation Subcommission.

(a) Designation of kinds of vehicles.

(b) Procurement of civilian supply and agency, for other than WD vehicles.

(c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 367th Regiment, Allied Commission (CMAC).

(a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

(a) Discipline and administration of British Army Personnel.

(4) G-4 American.

(a) American supplies and WD materiel and spares.

(5) G-4 British.

(a) British supplies and WD materiel and spares.

2. Designation of Subordinate Personnel of the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. Colonel J. J. [illegible] (O-[illegible]), U.S. Cav., is hereby designated Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel).

WD vehicles.

(c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 2675th Regiment, Allied Commission (Ovnd).

(a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

(a) Discipline and administration of British Army Personnel.

(4) G-4 American.

(a) American supplies and WD material and spares.

(5) G-4 British.

(a) British supplies and WD material and spares.

3. Designation of Headquarters Personnel for the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. Colonel J. J. CARNES (0-15940), Inf, USA, is hereby assigned as Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel).

4. Relationship of Motor Transport Group, Allied Commission (Italian Army Personnel) with Allied Commission Regions and Armies.

a. Units based in an Army Zone.

(1) Truck units of the Motor Transport Group, Allied Commission (Italian Army Personnel) when based in an Army Zone will be attached to the Army under G-3 control.

b. Units based in Allied Commission/Allied Military Government Regions.

(1) Requests for loads to be carried for regions will be made by Regions to the Motor Transport Group, Allied Commission (Italian Army Personnel) Liaison Officer, who will process such requests as directed by the Transportation Sub-Commission, HQ Allied Commission.

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

Establishment Memo #2, this Hq, dtd 5 March 45 (Cont'd.)

c. General.

(1) Units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will conform with disciplinary and administrative orders of the areas in which they operate.

(2) Accommodations for units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will be arranged for by the Commanding Officer through G-5 Section of the Army Headquarters or through Regional Commissioners concerned.

BY COMMAND OF REAR ADMIRAL STONE:

NORMAN E. FISKE
Colonel
Deputy Executive Commissioner

OFFICIAL:

(Sgd.)

C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

DISTRIBUTION:
"A"
Including Cp III
Less Serial 64.

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

NORMAN E. FISKE
Colonel
Deputy Executive Commissioner

OFFICIAL:

(Sgd.)

C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

DISTRIBUTION:
"A"
Including Gp III
Less Serial 84.

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0749

Declassified E.O. 12356 Section 3.3/NN[illegible] No. 785001

TRANSPORTATION AND DISTRIBUTION - MONTHLY REPORT FOR FEBRUARY 1945

STATEMENT OF STORES UNLOADED AND DISCHARGED - FEBRUARY 1945

	NAPLES			LEGHORN			
1945	FOOD	GENERAL MDSE.	TOTAL	FOOD	GENERAL MDSE.	TOTAL	GRAND TOTAL
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTES:-

1. Food items include coal
2. Leghorn received and issued 109 tonnes of relief supplies
3. Approximately 240 tons of UNRRA commodities received at Naples
   Approximately 24 tons issued
4. Approximately 20 tons of UNRRA commodities received at Ancona
5. The following was issued directly to consignee and are not includ
   at Naples : Flour 1148 tons
   " " Evap.Milk 5 "
   at Leghorn: Flour 1149 "
   " " Barley 2140 "
   at Ancona : Flour 987 "
6. Tonnages of Red Cross Clothing on hand in Depots under our contr
   NOT included in above tools.

0750

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

APPENDIX "D"

MISSION - MONTHLY REPORT FOR FEBRUARY 1945

K MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945 (All figures in Metric tons)

LEGHORN				ANCONA			TOTAL WAREHOUSES		
.1	FOOD	OTHERS	TOTAL	FOOD	ET IERS	TOTAL	FOOD	OTHERS	TOTAL
82.2	10527.8	392.0	10919.8	5444.0	=	6604.0	27557.3	1392.0	58846.3
46.0	3191.1	540.4	3729.5	9679.0	=	9679.0	23196.6	1757.9	25154.5
91.8	7271.2	560.5	7831.7	1122.8	=	1122.8	12200.2	1184.5	13464.7
37.5	26437.7	359.9	26797.6	14801.0	=	14801.0	65073.7	1962.4	70636.1

e soap

and issued 107 cases of Medical Supplies

tons of UNRRA commodities received at Naples

tons issued

tons of UNRRA commodities received at Ancona

issued directly to consignee and are not included in above table

1348 tons

Milk 5 "

1149 "

ey 2140 "

r 981 "

Cross Clothing on hand in Depots under our control at Leghorn and Ancona

above table.

0751

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1st/Feb. SS ALVIS :
Fish Range 15.035 Pieces

1st/Feb. SS SALSBURIAN:
Timber, mixed for Admty Purposes 254 Tons

1st/Feb. SS ATHELA:
Generic goods 33 Tons
Livestock 16.0 "
Sugar 87 "
Textiles 15.3 "
Rope 10 "
Books 4.3 "
Miscellaneous 127.5 "

2nd/Feb. SS CHARLES DUBAL:
Wheat 5515 Tons

13th/Feb. SS ATHELA:
Books 10.8 Tons
Tobacco 34.5 "
Cord 3.5 " "
Dried Fruits 6.5 " "
Books,copy books 25.9 " "
Miscellaneous 95.3 "

2. S A F E G U A R D S

698

4th/Feb. SS CARLTON:
MIA Goods 1357.5 Tons

5th/Feb. SS ZOMBA:
Coal 7500 Tons

1st/Feb. SS ATHELA IN TOW:
Horses 45 Heads
Donkey 1 "
Cattle 47 "
Sheep 526 "

/etc

2 10/11?

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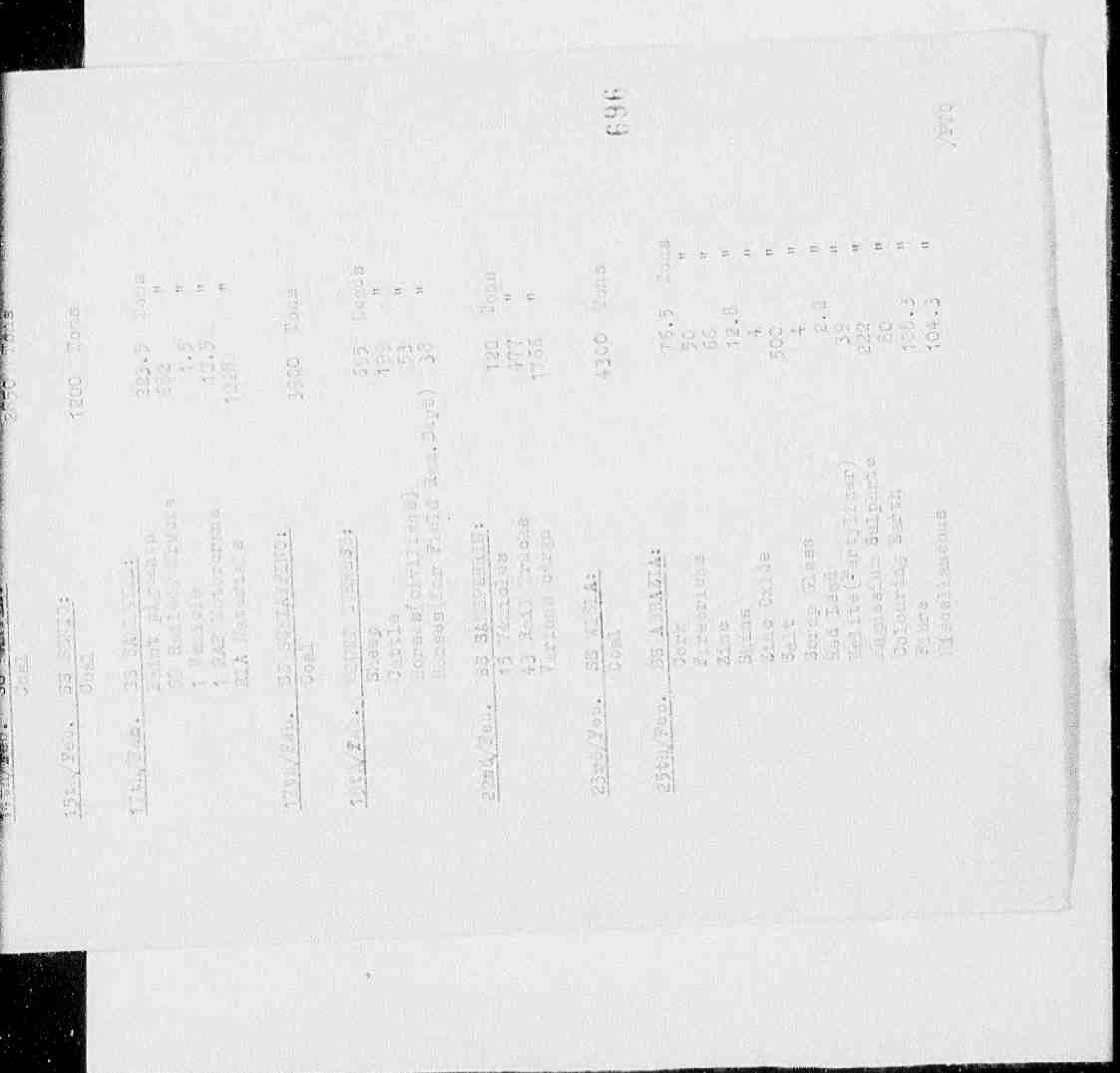
Declassified E.O. 12356 Section 3.3/NNB No. 785031

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



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For the Regional Commissioner

B. Kortschoff, Lt.
Civil Affairs Officer

Copy to: Industry S/Commission/.
Commerce S/commission/, Foreign Trade Section.
Press, Irtation Officer,
Bavaria Region.

695

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

0757

Declassified E.O. 12356 Section 3.3/NN[illegible] No. 785021

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AMcC/bm

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

File No. AG/510/4/Tn.)

6 March 1945

SUBJECT : Monthly Report for February.

TO : Regional Commissioner,
Southern Region
for Transportation Sub-Commission : Capt. Smith.

Receipt is acknowledged of your AG/TP/9/1n4 , dated 3 March '45, and your explanation is noted. Your enclosure is returned herewith.

By Command of Rear Admiral STONE:

MERRITT P. TAYLOR
Director

0756

Declassified E.O. 12356 Section 3.3/NND No. 785031

(40)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C. H.Q.

March, 3rd. 1945

Reference : AC/Tn/G/164 Your Ref. AC/510/37/Tn 3

SUBJECT : MONTHLY REPORT FOR FEBRUARY.

(37)

In reply to your letter of 28th. Feb., the monthly report was written on 24th. Feb., in accordance with request from the Regional Commissioner, as per enclosure (which kindly return).

Captain. R.E.
Tn. Sub Commission
Southern Region

693

0759

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HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/O Southern Region

TO : TN SUB COMMISSION
A.C. H.Q.
(for attention of Colonel M.H.THOMAS)

February, 28th. 1945

Reference : AC/TN/G/152

SUBJECT : MONTHLY REPORT.

Attached is monthly report for February.

Captain.R.E.
Th. Sub Commission
Southern Region

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(38)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
AC. HQ.

February, 28th. 1945

SUBJECT : MONTHLY REPORT OF SCHOONER AND COASTER SHIPMENTS-February.

1. Motor Vessels. Improved weather conditions resulted in more movement of motor vessels, but unfortunately this was considerably off-set by the shortage of fuel oil. Although C.I.P. held sufficient stocks here, release orders could not be obtained from Rome. This resulted in many vessels being held up for periods varying from one to two weeks. It is hoped that the competent POL authority in Rome will see that this state of affairs is rectified.

2. Naples Bay - Cagliari. S.S."ABBAZIA" is now running to schedule, two round voyages per month. Space is available for more cargo from here to Sardinia.

3. Naples Bay - Palermo. S.S."CAMPADOGLIO" passenger and cargo steamer has been promised, to inaugurate a regular service between the mainland and Sicily. This will fill a long felt need for better, and regular, means of transport and travel facilities.

4. The following goods have been moved during the month:

TIMBER	Vibo/Palermo	930	tons
FOOD	Sicily/Naples	1800	"
	" /Anzio & Civitav.	1400	"
CARRUBEANS	Sicily/Naples	2130	"
	" /Anzio & Civitavecc.	445	"

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held up for periods varying [illegible]. It is hoped that the competent POL authority in Rome will see that this state of affairs is rectified.

2. Naples Bay - Cagliari. S.S."ABBAZIA" is now running to schedule, two round voyages per month. Space is available for more cargo from here to Sardinia.

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FOOD	Sicily/Naples	1800	"
	" /Anzio & Civitav.	1400	"
CARRUBEANS	Sicily/Naples	2130	"
	" /Anzio & Civitavecc.	445	"
LEMONS & ORANGES	Sicily/Naples	365	"
	" /Bari	455	"
CHARCOAL		105	"
SALT	Augusta/Reggio	300	"
	" /Vibo	300	"
	Margherita/Adriatic	1000	"
	Trapani/Malta	250	"
	" /Salerno	140	"
COAL	Gaeta/Fiumicino Estimated	2000	"
COTTON	Gela/Salerno	460	(cubic tons)
	Palermo/Naples	60	" "
TOBACCO	Gallipoli/Sicily	335	" "

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3518

LUBRICATING OIL	Naples/Palermo	120 tons
CORK	Naples/Bari	100 cubic tons
ISLAND TRAFFIC		1800 tons
MISCELLANEOUS		1900 "
		16395 tons

NAPLES BAY to SARDINIA

Per S.S.Abbazia General cargo	613	"
Passengers numbered 500		
(Received from Sardinia - Cargo	898	"
Passengers 500)		

A.C. CARGOES by R.A.S.C. SCHOONERS

SALT Barletta/Ancona	720	"
ROCK SALT P.Empedocle/Civitavecchia	130	"

COASTERS . LIBERTY SHIPS.

"Andrea Caterina"	Catania/Naples	620	"	Oranges
	" /Civitavec.	470	"	Citrus fruits
"Arsia"	Sfax/P.Empedocle	1100	"	Phosphates
	P.Empedocle/Palermo	430	"	Salted goods & Canned Supplies
"CHATEAU LATOUR"	Cagliari/Civitavec.			Animals No. 165
"Par"	Sfax/Crotone	3300	tons	Phosphates
"Lake"	Brindisi/Civitavec.	2000	"	Wine
"Tunisino"	Catania/Civitavec.	618	"	"
"Imperatore"	Trapani/Civitavec.	1000	"	"
"Motia"	Brindisi/Ancona	1530	"	Flour
"Pelagosa"	Messina/Bastia	500	"	Cement

Declassified E.O. 12356 Section 3.3/NND No. 765001

Passengers numbered 500

(Received from Sardinia - Cargo 898 "

Passengers 500)

A.C. CARGOES by R.A.S.C. SCHOONERS

SALT	Barletta/Ancona	720	"	
ROCK SALT	P.Empedocle/Civitavecchia	130	"	

COASTERS . LIBERTY SHIPS.

"Andrea Caterina"	Catania/Naples	620	"	Oranges
	" /Civitavec.	470	"	Citrus fruits
"Arsia"	Sfax/P.Empedocle	1100	"	Phosphates
	P.Empedocle/Palermo	430	"	Salted goods & Cased Supplies
"CHATEAU LATOUR"	Cagliari/Civitavec.		Animals	No. 165
"Far"	Sfax/Crotone	3300	tons	Phosphates
"Loke"	Brindisi/Civitevec.	2000	"	Wine
"Tunisinc"	Catania/Civitavec.	618	"	"
"Imperatore"	Trapani/Civitavec.	1000	"	"
"Motia"	Brindisi/Ancona	1530	"	Flour
"Pelagosa"	Messina/Bastia	500	"	Cement
	Cagliari/Civitavec.	770	"	Salt.
"Pentusala"	Cagliari/Civitavec.	1000	"	"
	" /Piombino	1000	"	"
"Penshurst"	Sfax/P.Empedocle	2000	"	Posphates
X "P.L.M. 13"	Sfax/T.Annunziata	5000	"	Phosphate X
"Santa Chiara"	Catania/Civitavec.	900	"	Citrus fruits.
	" /Naples	600	"	Oranges
"Samota"	Naples/Ancona	534	"	Lard
"Andrea"	Sfax/Barletta	1489	"	Phosphate
		43617	tons	

Captain.R.E.
Tn.Sub Commission
Southern Region

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

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

CAPTAIN R. HOYLE

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[illegible] COMMISSION
[illegible]
Transportation Sub-Commission

[illegible] REPORT FOR [illegible] 1945.

[illegible]

1. [illegible] SUB-COMMISSION.

(a) During January [illegible] of the Transportation Sub-Commission was carried out, [illegible], under the general direction of the Director and Deputy Director, [illegible]:-

[illegible]
[illegible] Division
[illegible] Division
[illegible] Division
[illegible] Division
[illegible] Division

Appendix "A" sets out in detail the responsibilities of each Division.

(b) At the [illegible] transportation officers in the field were placed on the staff of the [illegible] Commissioners and were not regarded as officers of the Transportation Sub-Commission on detachment, (there remain one or two minor exceptions to this arrangement).

(c) A list of officers in the Sub-Commission as at 31st January, 1945, is attached at Appendix [illegible].

2. ARRANGEMENT OF [illegible] REPORT.

(a) In future the Monthly Report of this Sub-Commission will be arranged in five parts as follows:-

Part I. [illegible]
Part II. [illegible]
Part III. [illegible]
Part IV. Road.
Part V. Port and Warehouse.

Part I will include [illegible] matters affecting the Sub-Commission as a whole, or [illegible].

Movements Division
Administration Division
Rail Division
Road Division
Port and Warehouse Division

Appendix 'A' sets out in detail the responsibilities of each Division.

(b) At the same time all the transportation officers in the field were placed on the staff of the Regional Commissioners and were not regarded as officers of the Transportation Sub-Commission on detachment, (there remain now or two minor exceptions to this arrangement).

(c) A list of officers in the Sub-Commission as at 31st January, 1945, is attached at Appendix 'B'.

2. ARRANGEMENT OF FUTURE REPORTS.

(a) In future the Monthly Report of this Sub-Commission will be arranged in five parts as follows:-

Part I. General.
Part II. Movements.
Part III. Rail.
Part IV. Road.
Part V. Port and Warehouse.

Part I will include general matters affecting the Sub-Commission as a whole, or administrative items.

The other parts will correspond to the Divisions shown in para 1 above.

PART II. MOVEMENTS

1. GENERAL.

(a) The organization of the Movements Division of the Transportation Sub-Commission at HQ, AFHQ, continued during January. HQ Rail and Shipping Sections are now adequately organised, and have sufficient strength to deal with present and foreseen problems. The Road Section is not yet fully organised. Steps are in hand to bring this Section on to a level with the other two, so that it can adequately carry out its assigned functions.

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(b) A much closer liaison is being established with G-4 (Mov & Tn), A.F.H.Q., and programmed traffic is generally moving to time. Considerable assistance has been received from A.F.H.Q. in this respect.

(c) Steps have been taken to provide promptly the statistical information required to check actual movement against programmed movement, to enable daily ship, rail, and road movement to be followed up. It is not anticipated that this information will be fully available till mid-March, but sufficient information is now being passed to enable the programmes by sea and rail of major commodities to be checked. Except in the case of Civitavecchia information on ship working in ports handed back to the Italian Government is woefully inadequate and delayed, and much ships' time wastage is resulting. The necessary information should become available during February.

2. SHIPPING.

(a) In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "D" shows tonnages lifted. The Sardinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ships' turn-round has improved.

3. RAIL.

(a) As stated in para 1 (c) above, statistical information is inadequate fully to check movement against programmes, but tonnages - considerably increased over previous months - of cereals, coal, lignite, and pyrites on civil account have been moved. Rail clearance of Civitavecchia has been good and no delays to ships have occurred. The loss of boxed wagons out of Sicily has been so heavy that programmed movement has not been carried out; steps have been taken in agreement with A.F.H.Q. to move by sea as high a proportion as possible of traffic moving out of the island on military account.

(b) A.F.H.Q. have been given details of major foreseen future movements in central Italy and major rehabilitation projects, which will entail an increased demand for rail capacity. They have been requested to advise the Transportation Sub-Commission whether any of the projects are likely to be largely valueless because the rail capacity will not be forthcoming; so far no reply has been received.

4. ROAD.

(a) Adequate road movement programmes are not yet being issued. Progress has been made in linking road and rail movement programmes in an attempt to increase the efficient use of road transport. Demands for road transport everywhere greatly exceeded the supply; the establishment of the Priorities Board should enable much clearer direction to be given to the Road Division and Regional Commissioners on overall priorities. It will be the Regional Commissioner's

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2. SHIPPING.

(a) In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "D" shows tonnages lifted. The Sardinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ships' turn-round has improved.

3. RAIL.

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PART III. RAIL.

1. RAILHEADS.

(a) During the month repairs to line 86 have been completed as far north as Forli, and on the west side, repairs to line 50 have reached Pisa; repairs are now in progress towards Prato on line 218, reaching a new railhead at Montecatini; unfortunately, difficulties have arisen which have prevented this line reaching Florence as originally planned.

2. ALLIED RAILWAY BOARD.

(a) Under the chairmanship of DQMG (M.& Tn) A.F.H.Q., the first meeting of the Allied Railway Board met on 18th January, 1945. The Chairman stated its

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functions were to establish machinery to assist the Italian State Railways in greater measure, to meet distribution requirements, to cover the urgency for rehabilitation, and to deal with day to day problems. The Board appointed five Sub-Committees, with power of action and decision, as follows:

Traffic Sub-Committee
Construction Sub-Committee
Equipment Sub-Committee
Stores Sub-Committee
Finance Sub-Committee.

The general procedure will be for the Board to review the Minutes of the Sub-Committees, and take action where the Committees have been unable to reach a satisfactory settlement on any particular problem.

(b) With the formation of the Board the Railway Rehabilitation Committee, with its subsidiary New Works and Contracts Sub-Committee, ceased to operate.

3. CIVIL ENGINEERING.

(a) During the month work continued on all engineering projects set out in the December Report, and work on the Termoli-Campobasso project was almost completed.

(b) Contracts have been let for the rehabilitation of line 219 Pisa-Empoli-Florence. It is hoped to have this in operation by 30th May.

(c) Tenders for the reconstruction of line 65 Arezzo-Florence have been called for and work should be started during February. This line has low military priority, and it is expected it will take 12 months to complete.

(d) The washout on line 95 between Turbi and Nova Siri was repaired under MRS supervision and traffic restored on 20th January

(e) All engineering projects have been delayed due to the severe weather, in some cases the roads being impassable due to snow.

(f) Repairs to railway facilities in the port of Civitavecchia to enable the port to handle 3,000 tons daily are well in hand. It is hoped to complete this work by the end of February.

4. MECHANICAL ENGINEERING.

(a) Bari: Major Jeffrey has now handed over all duties in connection with traffic and movement matters, and is solely engaged on mechanical and stores

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(d) The washout on line 95 between Tursi and Nova Siri was repaired under MRS supervision and traffic resumed on 26th January

(e) All engineering projects have been delayed due to the severe weather, in some cases the roads being impassable due to snow.

(f) Repairs to railway facilities in the port of Civitavecchia to enable the port to handle 3,000 tons daily are well in hand. It is hoped to complete this work by the end of February.

4. MECHANICAL ENGINEERING.

(a) Bari: Major Jeffrey has now handed over all duties in connection with traffic and movement matters, and is solely engaged on mechancial and stores matters.

(b) Sicily: Arrangements are in hand with U.S. Navy Yard, Palermo, for the repair of boilers from the mainland, in addition to boiler repair work for the Palermo Compartimento.

(c) Reggio: Exchange of electric locomotives, 626 class, from Calabria with 428 class from Foligno, is proceeding. Additional steam power was badly needed in Reggio during the month and this was met with the transfer of four 625 class engines from Sicily, and two from MRS sources at Naples.

(d) Car Repairs: Timber released for this work has been loaded and despatched from Civella under arrangements made by the Mechanical Engineering Branch with MRS and Road Division.

(e) Bombrini-Parodi-Delfino at Colleferro: Excellent progress in the conversion of these shops for wagon repairs has been made. Light repairs to 20 freight cars were effected during the month.

(f) Car Reconnaissance: Reconnaissance was made on the rail lines Rome-Mandela and Rome-Frascati in conjunction with MRS. Some 150 rail cars were found between Rome and Mandela, many requiring only light repairs. Recovery of these cars is now proceeding. Other cars in running order have been transferred to the State Railway system. No cars of any kind were found on the Rome-Frascati line.

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5. STORES.

(a) Stores Officer attended a conference of Supply Officers C-4 MTOUSA. Information was received as to the allocation of tyres to A.C. It is not expected that sufficient tyres will be received at once to meet ICR needs, but, over a period of time, there will be sufficient released to relieve the critical situation of the shortages. The releases will cover only standard sizes which constitutes about 5% of the requests. The odd sizes used by Italian cars and trucks will be supplied if practicable to do so.

(b) Justification for six months supply of materials for the ICR has been furnished to the Zone Ic Section, who have the requests in requisition form.

6. TRAFFIC.

(a) The continuation of the embargo at Rome Sidi on the Metaponto Crotone line undoubtedly contributed to the difficulties in our supply to Sicily. Cars were standing under load at Naples due for the south, and at Reggio for the north, and even with additional locomotive traction, clearance could not be effected with resultant difficulties in meeting the demands of Sicily for freight cars. The matter is under constant review, and a day to day check on freight cars into Reggio is being maintained. It is hoped that the completion of repairs to the washout (as mentioned in the Engineer's report), will facilitate the flow of traffic.

(b) On the passenger side the event of the month was the first civilian passenger train between Rome and Naples since Allied occupation of the Capital. The first train, which left Rome on 22nd January, with a 12 hours schedule, ran via Formia owing to track repairs on the route via Cassino, and control of traffic has been excellent. The Minister of Communications travelled on the first train and was warmly welcomed en route and upon arrival at Naples. Since starting the train has already been much strengthened, when it conveyed a number of delegates to the first Italian Free Trade Union Conference in Naples.

(c) The shortage of passenger rolling stock is preventing further expansion of passenger services. The many attempts to board military freight trains will be overcome as soon as it is possible to offer even a skeleton service to areas which in the past have enjoyed normal communications with the Capital. The absence of electric power is a further factor which restricts train operation. An extension of the system whereby civilian passengers travel by ICR workers' trains has also been introduced, and Caserta and Naples are thereby linked with a fairly satisfactory morning and evening service.

(d) Continued liaison has been maintained with the Movements Division in order to ensure that full interchange of views and traffic needs are sustained, but freight services still fail to reach the requirements for the accomplishment of the Movements programme.

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(d) Continued liaison has been maintained with the Movements Division in order to ensure that full interchange of views and traffic needs are sustained, but freight services still fail to reach the requirements for the accomplishment of the Movements programme.

PART IV. ROAD

1. GENERAL.

(a) A.F.H.Q., G-5, before giving consideration to A.C's request for Italian personnel to form additional G.T. and Q.M. Coys., requested that full plans should be submitted to, and agreed by, 15th Army Group. This agreement was obtained and the plans were forwarded to A.F.H.Q., G-5.

(b) Subsequent discussions with A.F.H.Q. have now resulted in 5,000 additional Italian personnel being made available to A.C. in the near future; 2,500 to be trained and equipped by A.F.H.Q. to form G.T. Coys., and 2,500 to be trained by A.C. to form Q.M. Truck Coys..

(c) A scheme has been evolved whereby those 5,000 Italians, plus those already employed in G.T. Coys. and Q.M. Truck Coys. working for A.C., shall be formed into a Motor Transport Brigade. This Brigade, if finally approved, will operate and be responsible for all A.C. transport organized on military lines and distributing essential civilian supplies.

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2. [illegible].

(a) On the 29th January a meeting was held in the Roads Division which was attended by all officers commanding British Groups of General Transport Cos.. It was decided to transfer the 1000 G.T. Coy. from the West side of Italy to the East side as soon as possible. This decision was made in view of the fact that it was generally considered more advantageous to have all G.T. Companies working on one side of Italy and all U.S. Truck Companies working on the other side. In order that a central operational control could be maintained for the G.T. Companies on the East side, such as is already in existence for the Q.M. Truck Companies on the West side, Lt. Col. Fletcher, OBE,SO kindly offered to instruct a British officer in the necessary duties. Lt. Canty, an officer of the Abruzzi-Marche Region, is now working with Lt. Col. Fletcher to this end.

3. MAINTENANCE.

(a) All units of the 1st Truck Battalion working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army. Such units have been assigned to specific Ordnance Companies.

(b) Reports indicate that the new 2½ ton system of preventive maintenance is proving successful. This is particularly so in the Truck Battalion. A favourable report on the subject of maintenance has been received this month from the A.F.H.Q. Inspection Team in respect of Armoured-Cars vehicles.

(c) Efforts to make use of civilian firms for higher echelons of maintenance have not yet proved successful. The capabilities of one such firm in Naples were tested during the month, but many difficulties were found, such as non-availability of metals, fuels, into a transport, etc.. Subject to the approval of higher authority it is however, hoped to establish a W.D. higher echelon unit, Ordnance Shop, with its attendant W.D. owned departments in Rome at the factory of A.I...C. (a former city omnibus and tramway repair factory), and it is hoped by this means to break away, at least to some extent, from the Army from the point of view of higher echelon repair and thus avoid the E.D.R. of vehicles for which replacements are so difficult to obtain.

4. SUPPLIES.

(a) The balance of W.D. trucks to complete the load carrying vehicles for the 1st Truck Battalion have been received. 72 civilian load carrying vehicles, (1½ ton 6x4's without bodies) ultimately to form part of the above mentioned Truck Brigade, have been received. These have had 2½ ton GMC bodies fitted. Arrangements have been made for handling the balance that is being received without bodies, and it has been decided to use 2½ ton bodies in all cases.

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(a) All units of the 1st Truck Battalion working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army. Such units have been assigned to specific Ordnance Companies.

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4. SUPPLIES.

(a) The balance of W.D. trucks to complete the load carrying vehicles for the 1st Truck Battalion have been received. 72 civilian load carrying vehicles, (1½ ton Dodge without bodies) ultimately to form part of the above mentioned Truck Brigade, have been received. Seven have had 2½ ton GMC bodies fitted. Arrangements have been made for handling the balance that is being received without bodies, and it has been decided to use 2½ ton bodies in all cases.

PART V. PORT AND WAREHOUSE.

1. LEGHORN.

(a) Receipts have continued to decline while shipments have not fallen off proportionally. The reduction in inventory carried allowed the closing of one warehouse, and it is expected another will be closed soon. This, plus the improvement of the facilities at another warehouse in Leghorn has provided a more efficient operation, decreasing the need for a portion of the military personnel. These will presently be transferred to Ancona. (Warehouses closed are being retained as the future programme is too uncertain).

2. ANCONA.

(a) Efforts have continued to increase the warehouse capacity at Ancona. Partial success has been achieved so that present closed capacity is now about 18,000 tons and open capacity over 5,000 tons, compared to 10,000 and 5,000 tons a month ago. Receipts have continued to increase. The month showed the highest inventory since opening these depots, but expected arrivals will soon quadruple this figure. Plans were made in conjunction with the Red Cross to ship all their relief clothing supplies from Naples to Ancona. This movement will take place early in February.

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3. FORLI.

(a) Although warehouses in Forli come under the control of 8th Army AMG, they were inspected during the month and a unified programme agreed with Major Young, Economic and Supply Officer of 8th Army AMG. Every effort will be made to increase the lift from Ancona to Forli, and to increase the capacity at Forli. Assistance from 15th Army Group is needed and has recently been requested.

4. NAPLES.

(a) Very little change has occurred in the Naples situation. Magazzini Generali e Frigoriferi have agreed to reduce their schedule of management charges, but this solution is only temporary. (See para 5 below).

(b) UNRRA receipts were less than expected, and offered no particular problems.

5. GENERAL.

(a) Plans are in the making for turning over to Federazione Consorzi Agrari the operation of the warehouses at Ancona, Leghorn, and Naples.

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

Declassified E.O. 12356 Section 3.3/NND 987078 By NARS, Date 12/28/98

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APPENDIX "A".

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

REORGANISATION OF TRANSPORTATION SUB-COMMISSION, A.C.

1. With effect from the date of this Memorandum, the Transportation Sub-Commission, A.C., will be composed of a Director, Deputy Director, Planning Staff, and five Divisions - Administration, Movements, Rail, Road, and Port and Warehouse. Their duties are set out in the following paragraphs. It is emphasised, however, that the duties now in all cases within the general framework of the Transportation Sub-Commission's responsibility and subject to any change of policy that may be laid down by higher authority.

2. The Planning Staff will be responsible for all forward planning on transportation questions. It will advise and work closely with the Priorities Board (see Executive Order No. 4) and with the Movements Division.

3. The Administration Division will cover all internal administration, keeping of personnel records, assignments and transfers of personnel and control of secret postal work. Its Accounting Branch will be responsible for accounting for all stores handled at A.C. warehouses, keeping records, etc.. Its Statistical Branch will keep records of all movements by rail, road, sea and other means.

4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out. It will determine, in accordance with the bids made to it, what traffic is to be carried by rail, road, sea, including coastal, inland water transport, or other means, and how best this work can be coordinated with military movements; for this purpose it will have Rail, Road and Shipping Branches. The Movements Division will make out and circulate programmes and be responsible for seeing that they are fulfilled or for notifying those concerned of changes of programme. The Movements Division will not, however, be responsible for the technical aspect of the carrying agency's work which is the concern of the Rail, Road, and Port and Warehouse Divisions referred to below, and of the Shipping Sub-Commission.

5. The Rail Division will be responsible for the technical aspect of the Italian Railways' work, for advising the Movements Division what can be carried by rail, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and reconstruction of all rail facilities including track, locomotives, rolling stock, stations, buildings, etc.. It will work in close contact with the G.O.C. and the Italian State Railways.

The Planning Staff will be responsible for all forward planning on transportation questions; it will advise and work closely with the Priorities Board (see Executive Order No. 4) and with the Movements Division.

3. The Administration Division will cover all internal administration, keeping of personnel records, assignments and transfers of personnel, and central secretarial work. Its Accounting Branch will be responsible for accounting for all stores handled at A.C. warehouses, keeping records, etc.. Its Statistical Branch will keep records of all movements by rail, road, sea and other means.

4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out; it will determine, in accordance with the bids made to it, what traffic is to be carried by rail, road, sea, including coastal, inland water transport, or other means, and how best this work can be coordinated with military movements; for this purpose it will have Rail, Road and Shipping Branches. The Movements Division will make out and circulate programmes and be responsible for seeing that they are fulfilled or for notifying those concerned of changes of programme. The Movements Division will not, however, be responsible for the technical aspect of the carrying agency's work which is the concern of the Rail, Road, and Port and Warehouse Divisions referred to below, and of the Shipping Sub-Commission.

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6. The Road Division will be responsible for technical questions on all operations by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and provision of road vehicles. It will be responsible for the raising of new road transport units. It will assist and render technical advice to the Italian road organisations.

7. The Port and Warehouse Division will be responsible for the technical aspect of port, warehouse and inland and coastal water transport work, and for seeing that all installations are worked in the best way possible. Its responsibilities for warehouses will extend only to those warehouses which are used as incidental to transportation, e.g., at ports and at certain limited points in the interior. The Port and Warehouse Division will advise the Movements Division of port capacities for loading and discharging ships, and of any changes in capacity. It will plan and assist with the repair and construction of all facilities at ports, warehouses, and in connection with coastal and inland water transport. The Division will work in close contact with the Shipping Sub-Commission.

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recently been reorganized and details will be issued by the Director for the information of all concerned.

2. The main function of the Transportation Sub-Commission is to act through the Economic Section as the Headquarters staff branch of the Chief Commissioner on all transportation and movements questions.

3. All transportation and movements questions in the field will be dealt with by the Regional Commissioner. (An exception will be made in the case of military truck units, about which separate instructions will be issued.)

4. Each Regional Commissioner will have a Chief Transportation Officer and other transportation officers on his staff, and it is desirable that their organization should accord generally with the principles adopted for the Transportation Sub-Commission at Headquarters AG. Regional Transportation Officers will be responsible to and under the command of their Regional Commissioners; they will receive technical instructions from the Transportation Sub-Commission, AG, through Regional Commissioners. As such officers will be under the control of Regional Commissioners, it follows that regional headquarters will deal with the question of administration, promotion and discipline.

5. Transfers of transportation officers from one region to another will be made by Establishments Section in the normal manner.

By command of Rear-Admiral Stone:

(Sgd.) M.S. LUSH

BRIG.DIER
Chief of Staff

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Olive Oil	315	230	165	7,260	
Phosphates	9,300	16,566	-	579	
Food-stuffs	1,527	2,104	-	-	Part of balance lifted by MEDBO Schooners
Salt	6,900	6,946	1,954	-	
Wine	6,000	3,191	2,809	-	
Wheat	1,000	2,192	-	192	
	29,042	31,203	5,670	8,031	

Livestock: 300 horses 40 260
400 cattle 247 283
2000 sheep 1432 568

Other Civil Supplies lifted during January (Sicily to Terra Annunziata)

	Tons
Wine	2970
Food Stuffs	860
Cotton	132
	3962

II. TONNAGES LIFTED BY MEDBO SCHOONERS DURING JANUARY.

Timber	650 tons
Food	3,372 "
Carmoberns	580 "
Stores	113 "
Wheat	452 "
Charcoal	960 "
Sugar	1,025 "
Chestnuts	350 "
Miscellaneous	1,254 "
Island Traffic	4,800 "
Tobacco	72 "
Coal	2,000 "
Cotton	436 "
Flour	200 "
Salt	2,265 "
Total	19,166 Tons

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Appendix D

...PORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES JAN 1945
(All figures in metric tons)

	LEGHORN			ANCONA			TOTAL - WAREHOUSES		
TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
20711.0	14230.4	354.6	14593.+	4604.0	1.0	4605.0	18833.3	1273.1	59308.+
6077.0	4088.3	495.5	4583.8	3868.0	--	3868.0	12930.8	1292.0	14222.8
5199.+	1709.3	458.1	8257.+	1128.0	1.0	1129.0	13412.8	1373.1	14585.9
21582.5	30527.8	392.0	30919.8	6144.0	--	6144.0	57757.3	1389.0	58946.3

..., which last month was with non-food.
... of medical supplies which were on hand 1 Jan.
... UNRRA commodities received at Naples.
...nd 1551 tons of sugar issued directly from shipside to consignee at Naples not
...e.
...on hand in Red Cross Depots under our control at Leghorn and Naples NOT included in

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HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C. H.Q.

February, 1st. 1945

Reference: Tn/G/13.1

SUBJECT : MONTHLY REPORT.

Herewith please find monthly report for January.

Captain.
Tn. Sub Commission
Southern Region

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HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C. HQ.

February, 1st. 1945

SUBJECT : MONTHLY REPORT OF SCHOONER AND COASTER SHIPMENTS-January.

January has been marked by long period of wind and rain, which seriously affected ship movements.

The following goods have been carried during the month by vessels allocated by Medbo Schooner Control Board:

TIMBER	Vibo / Catania	Tons	70
	-"- / Palermo	"	580
FOOD	Sicily / Naples	"	1624
	-"- / Anzio	"	1308
	Miscellaneous	"	320
	Sicily / Malta	"	120
CARRUBEANS	Sicily / Anzio	"	45
	-"- / Naples	"	535
STORES	Naples / Malta	"	110
WHEAT	Ancona / Barletta	"	330
	Crotone / Vibo	"	132
CHARCOAL	Calabria / Palermo	"	560
SUGAR	Naples / T.Annunziata for Pallade	"	700
	for Abbazia	"	325
	T.Annunziata/Catania	"	700

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FOOD	Sicily / Naples	"	1624
	-"- / Anzio	"	1308
	Miscellaneous	"	320
	Sicily / Malta	"	120
CARRUBEANS	Sicily / Anzio	"	45
	-"- / Naples	"	535
STORES	Naples / Malta	"	110
WHEAT	Ancona / Barletta	"	330
	Crotone / Vibo	"	132
CHARCOAL	Calabria / Palermo	"	560
SUGAR	Naples / T.Annunziata for Pallade	"	700
	for Abbazia	"	325
	T.Annunziata/Catania	"	700
CHESTNUTS	Naples / T.Annunziata		350
	T.Annunziata/Catania	"	350
MISCELLANOEUS		"	1254
		Tons.	9413
ISLAND TRAFFIC			1800
TOBACCO	Gallipoli/Palermo		72
COAL	Gaeta/Fiumicino 24 vessels total 835 tons Dw.in consec. voyages.Estimated shipments		2000
COTTON	Gela / Salerno		196
	Trapani / Salerno		240

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FLOUR	Naples / Palermo	Tons	200
SALT	Trapani / Reggio	"	400
	-"- / Vibo	"	115
	Augusta / Reggio	"	300
	-"- / Vibo	"	300
	-"- / Malta	"	140
	Margherita/A.Ports	"	1000
	Cagliari / Castellam.	"	4190 (by Coaster)
S.S. GAETA	discharged at T.Annunziata		
	from Sfax,Phosfate		2650
	from Palermo wine		2970
	cotton		132
	Food		888
		Tons	27006

A regular cargo and passenger service was commenced in January between Torre Annunziata and Cagliari, Sardegna.

Two voyages have been completed this month; 440 tons of general cargo has been exported to Sardegna and 1400 tons imported into T.Annunziata. 500 passengers have been carried each way, totally 1000.

Steamers of 1000 to 8000 tons have been dealt with, not affecting this Region.

F.H. SMITH
Capt. R.E.

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Tons 27006

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F.H. SMITH
Capt. R.E.

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0794

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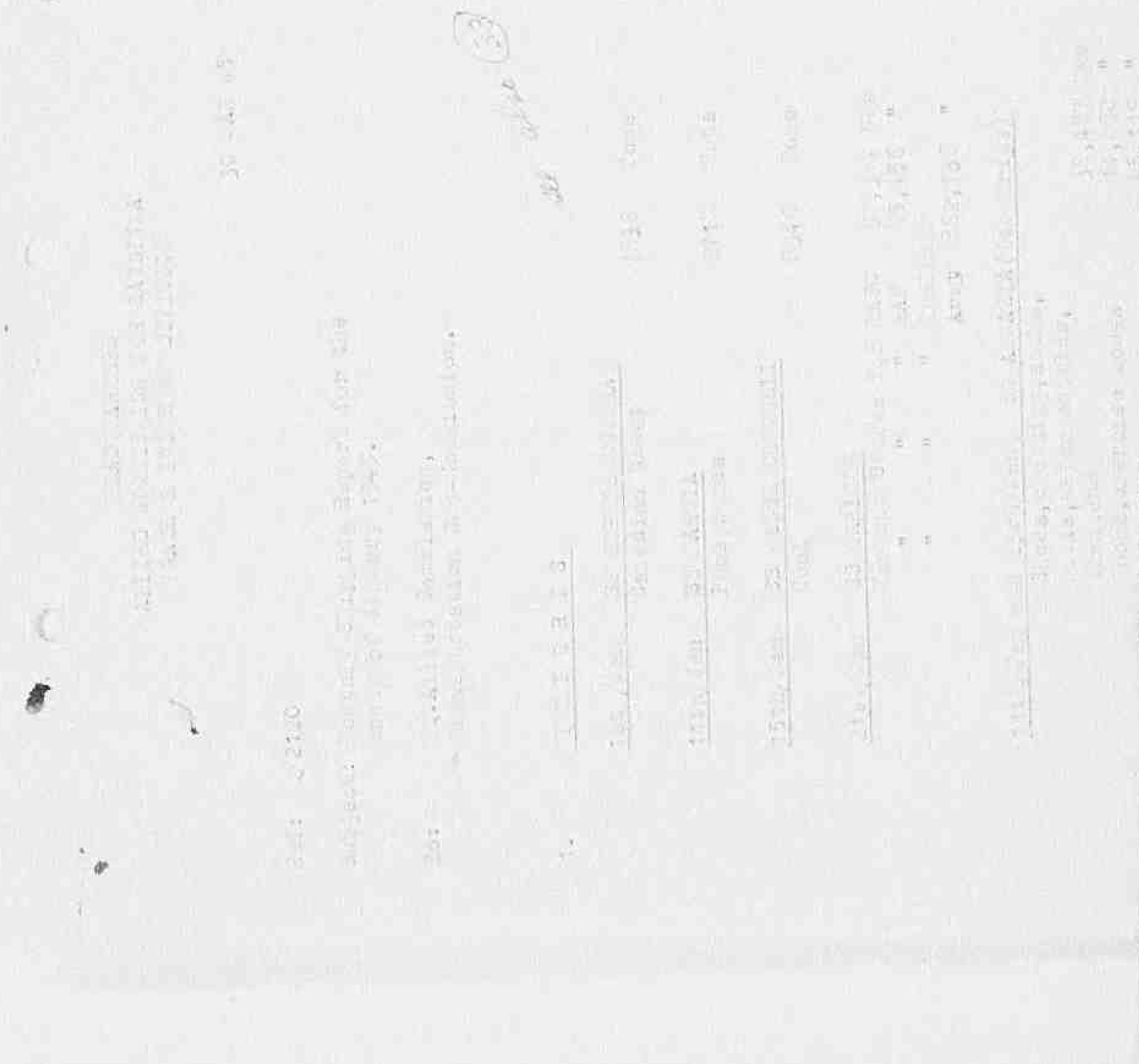

1. I M P O R T S

1st/Jan SS AMERICO VESPUCCI
Canadian Wheat 7836 Tons

11th/Jan SS ANDREA
Phosphates 2718 Tons

15th/Jan SS ROSA CAMPANILE
Coal 8346 Tons

21st/Jan SS CANITON
Various Stores for BASC 57,364 lbs
" " " RAF 85,456 "
" " " Italian Army 862,736 "

11th/Jan and 23rd/Jan SS ANDREA(Two Trips)
Shoes,clothing,socks,
Soap,water bottles,
blankets 38,487 Kgs
Books,exercise books 14,559 " "
Newsprint 45,119 " "
Sugar 215,764 " "
Forms,spare parts 5,280 " "
Blasting Gear 4,222 " "
Tobacco 10,347 " "
1 Car 1,500 "

675

2. E X P O R T S

6th/Jan SS MOUNT EVEREST
Horses 336
Mules 18
Cattles 75

6th/Jan SS SAVOYE
Paint Pigments 59 Tons

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Sheep	1153	
Salt	500	Tons
Cork	41	"

14th/15th Jan SS ACACIA (Two Trips)

Salt	1,200,450	Kgs
Zinc	80,500	"
Cork	93,720	"
Synthetic Coffee	5,000	"
Soda Sulphate	2,000	"
Colouring Earth	16,[illegible]2	"
Red Lead	23,000	"
Skins	112,[illegible]45	"
Zinc Oxide	17,030	"
Magnesium Sulphate	20,[illegible]48	"
Wool	20,103	"
Lime	40,386	"
Legs Shoes	5,500	"
Kelite(kerbyliners)	113,047	"
Sardinian Baskets	100	"
Fireclay	20,000	"
Bricks(1,100 piec.)	3,000	"
Willows	7,350	"

3. SS " ACACIA " Ferry Service.

Bi-monthly ferry service between Cagliari and Naples(Torre Annunziata)is working at Cagliari quite satisfactory.Arrangements are being made to improve furtherthe steady flow of goods to the Port of Cagliari from the Northern part of the Island.A bi-monthly "Acacia Train Service" from Sassari to Cagliari is being projected to commence in the near future.The volume of goods shipped from Naples to Cagliari is,however,exceedingly small.A letter has been written to the High Commissioner recommending that the Consorzi dei Comuni should be advised to send over to the Mainland energetic buyers to purchase the necessary goods and to see them loaded on the ACACIA.

4. SCHOONERS

Unless the weight of goods for export to the Mainland is greater than the carrying capacity of the SS ACACIA,it is felt that the return to Sardinia of 40 Schooners at present operating between the Mainland Ports would not be justified.

B. Kouchleff Lieut.

For the Regional Commissioner

B.KOUCHLEFF LIEUT.
TRADE & INDUSTRY OFFICER

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0798

Declassified E.O. 12356 Section 3.3/NND No. 985021

forward echelons, and to [illegible] on the fronts.
[illegible] forward airfield of Pisa to receive its transport and plan is
naturally the resumption of [illegible] to the east coast ports. MRS has
overland work on line 519 [illegible] from Rimini to
Florence, and it is hoped that full [illegible] will be possible in
Florence by the end of August.

2. RECONSTRUCTION AND REHABILITATION.

The Movements and Transport Committee, formed jointly of MRS, AC and ASR has met regularly during the month, and a number of [illegible] arising from reconstructional problems and matters of supplies have been dealt with. Financial procedure has been definitely settled by action by Allied Commission representative on the Commission. The Chief Engineer is now actively engaged in engineering work on the following lines:-

Line 50 between Rimini and Rodigano
[illegible] Pisa-Empoli, reconstruction of track
Line 65 Empoli-Florence, reconstruction of line
Line 66 Rome-Avezzano, reconstruction of line
Line 267 Rimini-Ancona, rebuilding [illegible] bridges
277 Rimini-Pesaro, reconstruction of line
278 [illegible], reconstruction of line
283 Ferrara-Codigoro, reconstruction of line.

On line 50, between Meleto and Chiusure, a washout of the track caused considerable difficulty in supplying freight cars to Rimini and the contractor's repair work for which two bulldozers and 250 men were employed.

On line 66, Florence-Arezzo, Sub-Commission engineer has let all contracts and has found it necessary to reside on the side, thus leaving only one engineer at headquarters to superintend all other works in hand.

Line 267, Ancona - Rimini, has been entirely repaired by "Drivator" - a voluntary organisation of railwaymen anxious to assist in the rehabilitation of the railways within the limits of their abilities and facilities as they at present.

3. SECURITY OF FREIGHT CARS.

So far as areas controlled by AC are concerned, this has been carefully watched and in spite of the washout blocking traffic to and from Rimini (on the Adriatic line) daily, MRS has managed to ensure a steady flow of wagons into the south from territories

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

0807

Declassified E.O. 12356 Section 3.3/NNI No. 785091

(21A)

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(1) [illegible]

Serial	Rejected	Accepted	Pour-dates	Steel	Bridges	Misc.	TOTAL
2078	115	1018	87263	13850	14303	25301	159922

(14) SECRETARY BIDS

84	-	84	6810	600	470	3498	11248

Total (1) and (14) 167170 tons.

7. TRANSPORTATION AND TRAFFIC MEETING.

At the Transport Sub-Committee meeting held on 30 October,44 the Chairman,Brigadier A.T.Dale Phillips,announced that this would be the last meeting of its kind,as in the new year an Allied Railway Board would be formed, which would deal with all issues of civilian railway needs,through sub-committees such as the existing Rolling Stock and Contracts Committee. The meeting,nevertheless,successfully reviewed the data for the first trial-only train for civilians between Naples and Rome due to start early 45;arranged relief stores arrangements for convoying of civilian mails between Rome and Arezzo,Ancona and Bologna,and dealt with other matters requiring attention.

8. STAFF CHANGES.

A change of policy has led to great changes,with the result that at Headquarters,it is intended to centralise to a greater extent Civil Engineering,Mechanical Engineering,Stores and Traffic matters,and staff adjustments have been made to meet the changed conditions. The changes are still incomplete,being based on the needs for additional staff to cover future commitments,but preliminary

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Declassified E.O. 12356 Section 3.3/NSC No. 485021

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

Declassified E.O. 12356 Section 3.3/NND No. 785031

Declassified E.O. 12356 Section 3.3/NND No. 985021

0812

Declassified E.O. 12356 Section 3.3/NSC No. 928501

(21p)

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Declassified E.O. 12356 Section 3.3/NNI No. 785031

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TRANSPORTATION SUB-COMMISSION
STATEMENT OF STORE MOVEMENTS
ALL WAREHOUSES NORTH OF SEC 164A
(ALL MOVEMENTS IN SHORT TONS)

	ECONOMY			ARMORA			TOTAL WAREHOUSES		
TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL	FOOD	OTHER	TOTAL
3028.	2137.	1041.	3178.	206.	39.	245.	33294.	1771.	35013.
4035.	2837.	1397.	4234.	92.	17.	109.	40067.	2160.	42243.
2747.	1913.	834.	2747.	204.	18.	222.	31511.	2236.	33747.
2711.	1878.	833.	2711.	210.	22.	232.	32716.	1303.	34020.

Shipments to Trieste from Trieste, under port control at Leghorn and Naples, not
shown above.

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25A

1. TRAFFIC

FOLLOWING TONNAGES [illegible]:

	BID	MOVED
MILITARY	32,720	15,380
A.C.	15,4[illegible]	2,[illegible]70
CIVIL	50,4[illegible]0	1,000

See Appendix "C"

The low tonnage moved was due to scarcity of wagons. The civilian movement consisted of wine in [illegible] and charcoal and furniture within the Division. The wagon situation during the month was the worst since invasion days. Not sufficient empty wagons were returned from the northern Divisions to fill the military loading programme. Grain distribution suffered resulting in complaints from all quarters. Requests are [illegible] for an allotment of wagons for [illegible] movement. It has been impossible to [illegible] the interchange with Sicily. Severe criticism is falling upon this office as a result and it is the subject of a separate report to Hq. [illegible] AC-COMM.

2. SHIPPING.

a. During the month of December 1944, [illegible] tons of bagged wheat and [illegible] tons of coal were [illegible] in the Port of Reggio. The wheat was [illegible] and loaded into covered wagons for distribution in the Province of Reggio. Due to shortage of rolling stock the coal [illegible] to S.S.R. was discharged onto the quay. Five hundred and thirty tons of [illegible] and [illegible] were exported during the month.

b. Particulars of traffic moving in and out of the Port of Reggio are as follows:

(i) "[illegible]" arrived 1 Dec 44 - cargo 1522 tons bagged wheat. Discharged 1522 tons, departed [illegible] Dec 44 - cargo none.

(ii) "[illegible]" arrived [illegible] Dec 44 - cargo [illegible] tons coal. Discharged [illegible] tons, departed [illegible] Dec 44 - cargo nil.

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(111) "EL PASO" Arrived 20 Dec 44 - Sailed 4 Jan 45, Loaded 930 tons bombs and rockets timber. Imported 7 Jan 45.

(IV) "GILBERT PEALE" Arrived 22 Dec 44 - Sailed 28 Dec 44, Loaded 1,000 tons bombs, rockets, ammunition and timber. Imported 30 Dec 44 under PASS [illegible] Naval Degree Basis.

[illegible]
[illegible]

0820

Declassified E.O. 12356 Section 3.3/NN No. 1/850021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

12 January 1945

MEMORANDUM

To : Movements Division
Ports and Warehouse Division.

1. Your monthly report for December due on 5 Jan.1945, has not yet been received.

2. May we have your report as soon as possible,please.

For the Director:

WALTER T. DOUGLAS
Lt.Colonel, A.M.C.
Admin.Officer

0821

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INTRA OFFICE MEMO RG/lr

31 December 1944

SUBJECT : Monthly Report and Abridged Report for month of December 1944.

TO : All Divisions, Transportation Sub-Commission.

Heads of Divisions of Transportation Sub-Commission are reminded that Monthly Reports and Abridged Reports for the month of December 1944 are due in the Office of the Chief Clerk by 1400 hours, Monday 8th January 1945.

Division heads will see to it that reports are no longer than three (3) pages.

For the Admin. Officer :

T/4 R. GIARDINO,
Chief Clerk.

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Col. Scully

Lt

Military railheads have continued almost the same as in October. Line 50 reached Pisa on 8 November, Line 65 reached Santena on 21 November, and Cerbara on 1 December. Line 66 has not proceeded further than Arezzo, and Line 214 still continues west of Perugia, the railhead being at Sarteano.

The month of November has been much rain, with adverse effects on temporary rail structures, and consequent movement of AC supplies.

Line 50 was out of action south of Pisa throughout the greater part of the month, and this seriously hampered the movement of supplies from the Albella mine to Rome. Line 65/67 suffered breaks which caused difficulty in the movement of stores to Rome. Other temporary breaks in the lines between Naples and Rome brought difficulties in Rome feeding, but it can be recorded with satisfaction that a small stock will be present was available when the month closed. Florence (by repairs) is related so far as rail service is concerned, but the line 65, which will turn south at Prato will be made available it is hoped in the near future, and a separate station will be set aside in Florence for Medical and AC supplies.

At the close of the month difficulties arose through adverse weather conditions, in the Calabria Division, and these are reported upon in the Engineering Section.

There have been difficulties in regard to ensuring that authorised movement has taken place, due to failure in routing rail cars, and for this purpose ten temporary officers have been attached to the Sub-Commission to be placed at points where loading has been most difficult, and towards the end of the month a notable improvement was made.

(b) Reconstruction and Rehabilitation

The Director of Military Railway Services, Brigadier R.D. Waghorn, called a meeting on 22 November '44 to discuss and agree upon a procedure to be adopted in regard to the rehabilitation of the Italian railways, and to decide upon priorities and responsibilities.

The work of reconstruction was broadly divided into three standards of priority, as under:-

Priority I - to cover the work essential to opening of the line to traffic to cover immediate military needs at the earliest possible date.

Priority II - to cover work required to improve existing facilities but based on essential military needs.

Priority III - to cover works required for rehabilitation and to improve the economic life of the country, but not of military importance.

S/20.

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[illegible] would remove the responsibility of MRS except in such cases as the Director Railway Service had decided to hand over complete control to AC, as in Sicily, Calabria.

Maintenance of Equipment - Diesel Five and Ambulance Stock

Owing to the shortage of equipment available, the maintenance of all locomotive and railway stock will be vested in the MRS, except in such territory as the Director decides that it is practicable to hand over control to AC.

Provision was made for a regular - weekly meeting, and is a subsidiary sub-committee to be appointed representing MRS, AC and ISC to review progress in repairs, and to deal in greater detail with decisions required by the Monthly Meeting.

Stores

A procedure was decided upon in regard to obtaining stores, summarised as under:-

A project would be put to AC and ISC who would both attempt to obtain all possible materials AC would peruse the joint results and submit to MRS demands for such stores as were otherwise unobtainable. The Amended list submitted by AC would fall under two heads:-

Stores for works of military priority

Stores for works of civil priority

As this meeting is of considerable import to AC in its work of restoring the economic life of the country, the decisions reached have been summarised at [illegible]. They form the basis of all future railroad rehabilitation.

(c) Short [illegible] of Rolling Stock

The shortage of rolling stock, recorded in the October report, a little artificial in character owing to the sending up of certain lines owing to incidents on the tracks, righted itself in some measure during the month. Unfortunately, the trend of traffic continues to be from the South, and new difficulties arose at one time in Sicily owing to the loss of rolling stock to the mainland. Arrangements have been made with ISC for a satisfactory supply in the future to be passed into the Calabria Division, distribution as between Calabria and Sicily to be arranged jointly between AC officers concerned.

(d) Engineering

The following is list of work in hand and programmed as at 30 November, '44.

(i) Cinquarbie (Line 60)

Rebuilding of railway bridge on private line leading from Ribolla lignite mines in hand. All materials on site. This work is being carried out by the owners of the line "Montecatini"

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Reconstruction approved and work in progress. Line has been opened for traffic to Montebello. Work in connection in hand. Other are holding up work on two viaducts, matter in hand with Railway Commissioner, Lazio-Umbria Region.

Sarteano-Chiusi Centrale Power Station (Line 88)

An estimate for the repair of this power station has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 30,000,000 lire, time 6 months.

(v)Pescaia Bridge (Line 95)

Work in hand. Reconstruction of brickwork of the two demolished arches well advanced. Eleven piles for temporary wood towers 10% completed.

(vi)Chiusi-Florence (Line 220)

An estimate for the section Chiusi-Stazione of this line has been prepared, but the putting of the work in hand has been deferred, pending report on the section Stazione-Empoli. Estimated cost of former section 38,000,000 lire, time three months.

(vii)Pisa-Empoli-Florence (Line 213)

Preparation of estimate in in hand.

(viii)Viterbo-Capranica (Line 229)

Work on the repair of this line has commenced, no steelwork is required. Cost 3,400,000 lire, the project being likely to be finished before end of January '45.

(ix)Rome-Viterbo (State Railway) (Line 257)

Reconstruction approved. Contract let, work to commence first week in December '44.

(x)Terni-Rieti (Line 277)

Section of line reported upon with recommendation for repairs. No authority as yet to proceed with the work.

(xi)Termoli-Campobasso (Line 279)

Work well in hand. 35% completed. Work on Biferno bridge is to be finished first week in January when line can be opened.

(xii)Avellino-Benevento (Line 261)

Section of line reported with recommendations for repairs. No authority to proceed with work.

(xiii)Avellino-Ponchetta (Line 264)

Section of line reported upon, with recommendation as to reconstruction. No authority to carry out work.

(xiv)New Sidings at Chiusi Station (Line 65)

Points and crossings were put in at Chiusi Station to meet needs of Commerce Sub-Commission.

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28 Dec '44 Hugo

On 5 November '44, a derailment occurred in the fire [illegible]
line of the Ferrovia Centrale. Six wagons, the [illegible] and
engine were derailed. The engine fell on its side and [illegible]
badly damaged. Accident was caused by a wash-out [illegible]. Investigation
was made by the Rail Coal Planning and the representatives of
Transportation (Ex-Germans).

During the month, considerable activity continued in the port
of Ancona, putting unexpected burden on the Ferrovia dello Stato and
caused them to exceed their coal allotment. The following are some of
the movements concerned:-

1,000 tons S.I.L. Distilled for export
600 tons Cheese for export
1,000 tons Tripoli for export.

Considerable wrecking is also necessary for the furnishing
by the railways of 300 to 600 tons of water in tank cars to the ships
in the port.

At the beginning of the month, only nine of the twenty-one
Sulcis coal-burning locos were in service. By the end of the month
thirteen were in operation. It is hoped, subject to a supply of carbide
to get all the twenty-one Sulcis coal-burning locos on the road by the
middle of January '45.

(c) BARI DIVISION

All lines in Bari Communicate. both Standard and Narrow
Gauge are open for traffic. East Coast traffic to Adriatic Departments
is open for AC and Civilian movement to Ortona.

Shortage of wagons has been a constant feature of the month
and a large number of idle accepted within the tonnage allotment have not
moved on this account.

Traffic Movement

Due to shortage of wagons, grain loading results have been
very poor. Only 60% of the wagons requested being supplied, and a further
6% of those not being loaded.

Movement of salt traffic also suffered by the water shortage.
Of 543 wagons requested, 299 were supplied and only 220 loaded.

No statistics are available of the wine traffic actually
loaded, but bids were accepted for 5880 tons, including 1490 to Naples
and 3570 tons to Ortona.

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Declassified E.O. 12356 Section 3.3/NN No. 1850 21

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

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Declassified E.O. 12356 Section 3.3/NR: No. 255031

Bari, Via Benevento.

Theatrical party - Palace to Apollo.
Theatrical party - Bari to Taranto.

Arrivals and Departures

and that AOC will submit reports returns from
effective 1 December '44, as all AC and civil
ally moved. Endeavours have been made to ascerta
the Italian machinery is slow to start.

Unloading at Ronnaccio.

of grain at Ronnaccio was been affected lately
cars daily, while 18 more were awaiting
Italian have been asked to speed up facilities
time, more than can be dealt with are not

Allied Passenger Train. Naples-Rocco

ment, the start of Sorties rants at 0010 hours.
Allied passenger train Naples-Rocco is cancelled
ober '44. Information requested by the AOC at that
planning basis of the difference taking place there.

Allied Supervision

Question

type of wagons re to be
Reason suitable

DEPARTS

	Total	Daily average
Military	2771	80
AC	1218	35
Civilian	4564	131
	9213	266

These figures do not inc

Screening of Civilian Ei

In view of the question, nd out
down to the lowest possible, elimination 1 be
observed from the above figures that on eally
have been available for civilian traffic

AC Traffic

Total number of wagons lo ors,
giving an average per week of 342.

- 3 -

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0847

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

0248

Declassified E.O. 12356 Section 3.3/NS No. 785031

0849

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

0850

Declassified E.O. 12356 Section 3.3/NN... No. 1850 21

0851

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

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Declassified E.O. 12356 Section 3.3/NN No. 785041

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be fitted to them.

Tan Belt

They now have a new type of belt in the Tan market in Rome. I took one new one and one which had been in use for salvage to the Pirelli. They stated they thought they could manufacture some kind of substitute belt but as for their report we not been received. The importation of suitable cheap fan belts from U.S. should be considered.

Differentials Housing for Fiat 1500

Considerable number of these have broken due to wheels of original design and metal. No replacement are available from that source and Pirelli have made cast brass or nickel bronze housing as substitute. These however, are completely unreliable in actual use. A firm has been found in Rome who will turn out these housing in mild steel at a reasonable price which will serve until we find good stock.

While at Terni I found they could turn in the alloy steel required at billets roughly dressed to the final housing reducing thereby holding to reduce the amount of machinery required. The most satisfactory method of course would be to have these housing stamped and enquiries are now proceeding in Rome or to another firm in northern

Lancia Dorate

(a) Repairs

The following number of cars were dealt with.

Brought for repair	150
Been road	148
Awaiting repairs to parts	18
(b) Demobilisation cars	
Awaiting turning-up spare parts and tyres	9
Cars ready for registration numbers	4
Fiats 500 awaiting wheels and tyres, cars	7
Some trucks	651
Cars sent to the Super-Garage for allocation during the month	5

(c) General

(16' wheels)

During the month the following numbers of old jeeps wheels were collected:

For conversion to fit Fiat 1100 and 1500, for Lancia Aprilia	43
From Anzio Dumps	12
From Local Dumps	26
Actually converted and fitted	

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Declassified E.O. 12356 Section 3.3/NN. No. 785[illegible]

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

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Declassified E.O. 12356 Section 3.3/NSC Ltr 12-85

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Appendix A

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By far the largest weight of WHEAT and BARLEY which has arrived in Sardinia in any one month since the Armistice, was unloaded during the first ten days of December 44. 9800 tons of Wheat on SS PRIDE SQUIRE and 7200 tons of Barley on SS [illegible].

In addition, 750 tons of Phosphates arrived on SS SS.ASCIA from Sfax and on SS JOHN A.GRIGG, Bizerta for A.M.G.A. Africa for Italian D.I.D. and S.F.I., 2 months supply of Tobacco for Tobacco Monopoly.

OUTGOING.

For Armed Forces.

Joint Shipment.
December 4th SS KENONG 500 Tons
" 5th SS ARKANSAS 50 "
" 11th SS [illegible] 152 Tons

Anti-aircraft Equipment
December 4th. SS KENONG 50 Tons

S.F.I.
December 5th SS ARKASIA 40 Tons

SS JOHN A.GRIGG
26.000 Empty Drums and 50 Unserviceable R.A.F. Tenticles.

CIVILIAN.

Sylene. SS KENONG 105 Tons
SS ARKASIA 65 "

Cheese. SS RINDOI 680 Tons

Perfume Substance. MV ADRIATIC 15 Tons

Antimony. SS RINDOI 10 Tons

Cork. SS RINDOI 12 Tons
SS KENONG 100 "
SS ARKASIA 81 "

Hides. MV ADRIATIC 9 Tons

Magnesium Sulphate. SS ARKASIA 500 Tons

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Zinc Oxide. SS [illegible] 2 Tons

For Allied Commission.
For NAPLES December 4th SS HERON - Binder Twine 152 Tons
For CIVITAVECCHIA " 5th SS RINUCCI - Tinned Meat 90 "

2. TRANSPORTATION.

During the month of December the Port of Cagliari was thrown into confusion when the 120 Vehicles were suddenly withdrawn from the Port. By using A.M.G method, Civilian Transport including a considerable number of Donkey Carts were forced to tackle this large import and export programme. It should be recorded that they tackled this commitment very well.

3. A satisfactory agreement has now been made between the Port Commander and the High Commissioner on the problem of Port Transport. The Port is obtaining 4/5 Vehicles for the permanent use on the Port. When any big ship arrive in which a large number of vehicles are required, the Port Commander can obtain any number from the High Commissioner if he given 12 hours notice of his requirements. The number has not been notified but it is anticipated that up to 40 vehicles can be drawn upon.

4. SCHOONERS.

The Schooner Problem in Sardinia has been a difficult one. When in September of last year we were ordered to send over 32 Schooners it was not anticipated that we should have so much trouble. The S.T.C. Officer Lieut. DAVIES was posted away and the whole of the work had to be done by Allied Commission. Most of the Schooners are privately owned and most of the owners has his pet customers and was very desireous of perticipation in the black market trade. When instructed to load Salt, numerous complaints were made about freight charges and the suitability of the Schooners to take the Salt. In some cases the crews refused to sail. COGENA was not satisfactory and was never available when the schooners were due to sail, so the supplying of fuel etc., had to be attended to by Allied Personnel. It is pleasing to report that COGENA is now much more satisfactory and also to report that approx. 40 Schooners over 35 Tons have been transferred from Sardinia to the Mainland for service between the Mainland Ports.

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MMIA. Considerable number of MMIA Vehicles and Stores are being shipped from Cagliari. We are not reporting this in our report as it is understood that MMIA make their own report.

For the Regional Commissioner

J.A.B.TURNER CAPT. Reg.Comm.Offic.

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(22)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C HQ.

January, 5th. 1945

SUBJECT: MONTHLY REPORT - December.

The following goods have been carried during the month of December by Motor Vessels (or coaster when indicated), allocated by Medbo Schooner Control Board.

Bad weather has considerably hampered the movement of vessels during this period.

TIMBER	Vibo/Palermo	500	by Coaster
	Reggio/Catania	2000	- --
FOOD	Castellammare/Gaeta	307	
	----- /Anzio	46	
	Sicily/Naples	2065	
	--- /Anzio	832	
SALT	Augusta/Vibo	360	
	Trapani/Reggio	20	
	---- /Vibo	40	
	Trapani/Castellamm.	300	
	Margherita/N.Adriatic	410	
CARRUBEANS	Sicily/Anzio	135	
	-- /Naples	120	
LEMONS	Sicily/Anzio	540	
MEDICAL & ALCOHOL	Sicily/Naples	135	
	-- /Anzio	200	
	Naples/Civita	60	
WHEAT	N.Adriatic/Barletta	200	
SUGAR	Naples/T.Annunziata	325	

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Bad weather has considerably hampered the movement of vessels during this period.

TIMBER	Vibo/Palermo	500	by Coaster
	Reggio/Catania	2000	- --
FOOD	Castellammare/Gaeta	307	
	----- /Anzio	46	
	Sicily/Naples	2065	
	--- /Anzio	832	3250
SALT	Augusta/Vibo	360	
	Trapani/Reggio	20	
	---- /Vibo	40	
	Trapani/Castellamm.	300	
	Margherita/N.Adriatic	410	1130
CARRUBEANS	Sicily/Anzio	135	
	-- /Naples	120	255
LEMONS	Sicily/Anzio	540	
MEDICAL & ALCOHOL	Sicily/Naples	135	
	-- /Anzio	200	
	Naples/Civita	60	395
WHEAT	N.Adriatic/Barletta	200	
SUGAR	Naples/T.Annunziata	325	
CHARCOAL	Crotone/Palermo	240	
			645
MISCELLANEOUS		2040	
ISLAND TRAFFIC		1800	
		~~9975~~ (by Schooners)	2500 (by coaster)

10,175

Captain.
Tn. Sub Commission
Southern Region

5/20

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Declassified E.O. 12356 Section 3.3/NN No. 485021

1. RAILWAYS

(a) General

Military movements have continued almost the same as in October. Line 50 reached Pisa on 5 November, Line 66 reached Savigno on 21 November, and Cesena on 1 December. Line 65 has not proceeded further than Arezzo, and line 614 still continues short of Perugia, the railhead being at Bastia.

The month of November has seen much rain, with adverse effects on temporary rail structures, and consequent movement of AC supplies.

Line 50 was out of action north of Civitavecchia for most of the month, and this seriously handicapped the movement of ingots from the Rabolla mine to Rome. Line 65/67 suffered breaks which caused difficulty in the movement of grain to Rome. Other temporary breaks in the lines between Naples and Rome brought difficulties in Rome feeding, but it can be recorded with satisfaction that a small stock pile of wheat was available when the month closed. Florence has remained isolated so far as rail service is concerned, but the line 215, which will turn south at Prato will be made available it is hoped in the near future, and a separate station will be set aside in Florence for Medical and AC supplies.

At the close of the month difficulties arose through adverse weather conditions, in the Calabria Division, and these are reported upon in the Engineering Section.

There have been difficulties in regard to ensuring that authorised movement has taken place, due to failure in spotting rail cars, and for this purpose ten temporary officers have been attached to the Sub-Commission to be placed at points where loading has been most difficult, and towards the end of the month a noted improvement was made.

(b) Reconstruction and Rehabilitation

The Director of Military Railway Services, Brigadier E.D. Wagborn, called a meeting on 22 November '44 to discuss and agree upon a procedure to be adopted in regard to the rehabilitation of the Italian railways, and to decide upon priorities and responsibilities.

The work of reconstruction was broadly divided into three standards of priority, as under:-

Priority I - to cover the work essential to opening of the line to traffic to cover immediate military needs at the earliest possible date.

Priority II - to cover work required to improve existing facilities but based on essential military needs.

Priority III - to cover works required for rehabilitation and to improve the economic life of the country, but not of military importance.

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Civilian work to tenders. Tenders to be called [illegible]
and fourth sections. Civil engineering and drawings complete. Tenders will be called for in few days.

(iv) Rome-Velletri (Line 85)

Reconstruction approved and work commenced. Line has been opened for traffic from Cecchignola. Work on remainder in hand. Plans are holding up work on bridges, matter in hands with Road and Communications Board-Umbria Region.

Sant'Arcangelo Electric Power Station (Line 88)

An estimate for the repair of this power station has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 20,000,000 lire, time 6 months.

(v) Perugia Bridge (Line 90)

Work in hand. Reconstruction of brickwork in shallow demolished arches well advanced. Timber piling for temporary steel towers 10% completed.

(vi) Chiusi-Florence (Line 220)

An estimate for the section Chiusi-Sinalunga of this line has been prepared, but the putting of the work in hand has been deferred pending report on the section Sinalunga-Empoli. Estimated cost of former section 32,000,000 lire, time three months.

(vii) Pisa-Empoli-Florence (Line 219)

Preparation of estimate in hand.

(viii) Piombino-Campiglia (Line 222)

Work on the repair of this line has commenced, no steelwork is required. Cost 9,400,000 lire, the project being likely to be finished before end of January '45.

(ix) Rome-Viterbo (State Railway) (Line 25)

Reconstruction approved. Contract let, work to commence first week in December '44.

(x) Terni-Rieti (Line 277)

Section of line reported upon with recommendation for repair. No authority as yet to proceed with the work.

(xi) Formoli-Camobbio (Line 273)

Work well in hand, 30% completed. Work on Biforo bridge to be finished first week in January when line can be opened.

(xii) Avellino-Benevento (Line 281)

Section of line reported with recommendations for repairs. No authority to proceed with work.

(xiii) Avellino-Rocchetta (Line 284)

Section of line reported upon, with recommendation as to reconstruction. No authority to carry out work.

(xiv) New Sidings at Chiusi Station (Line 65)

Points and crossings were out in at Chiusi Station to meet needs of Commerce Sub-Commission.

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Sybrechtien-Lens (line 32)

Between Sybrechtien and Lens, a bridge collapsed, due to flood.

Between S.Polgate and S.Victor bridge, rolling mill washed away.

Repairs already effected.

Between Poligate and S.Gerard, bridge entirely destroyed.

Repairs expected to take four days.

Rouen-Serquex (line 5)

Between Serre Corderies and Beaumont, track washed away.

Repairs expected to take six days.

Between Sirl and Turon, rail on intermediate. Bridge over river Sirl possibly damaged. Inward of time for repairs not yet available. Repair work being hastened.

Traffic for the north route using route Rouen-Sirl-Corderies-Paris-Bittrapolis.

S.Eufemia-Catanzaro (line 304)

Locomotive derailed and overturned. Ire the rerum 1 Dec 14.

(c) Traffic

No important movement has taken place in passenger facilities during the month. Stock has not been available for the introduction of the proposed service Naples-Rome van Zagria.

The absence of any rail service linking Rome with the territory it governs is fully appreciated by Transportation Sub-Commission, and every effort is being made to endeavour to obtain some service to enable at least Government officials to proceed to and from the capital. The essential difficulties are two. Firstly the acute shortage of passenger stock, even for military needs, and secondly the capacity of the two lines between Naples and Rome. At the moment it is a question of finding Rome or allowing civilians to travel by train to and from the City, and at all times the answer must be the maintenance of sufficient food supplies. The matter is carefully watched, and as soon as facilities are available, a passenger service between Rome and Naples will take precedence over any other demand.

The weekly wine train failed to operate between Lecce and Naples on the first Wednesday in November, due to a misunderstanding, whereby the ISS had returned all wine tankers to private owners, and the latter were demanding exhibitant prices for the hire of such vehicles. The matter has been put right, and the train of 30 wine tankers has operated for the last three weeks of November.

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(f) Safety

Transportation Officer is giving favorable attention to the point of view that all shipments forwarded by rail, AC and civilian, should be used for as nearly complete carloads as possible, except for traffic to the forward Areas for distribution to newly formed Companies. This follows the policy in respect to road transport. Another effort is to be made to endeavor to introduce a scheme in the new year whereby no traffic other than that destined to or will travel on the troop trains system.

The decision to increase rail rates and fares 100% over the June 1942 figures has become law.

In Sardinia, the representative of the Rail Section has put everything in order for an improvement of Italian operation.

The question of free conveyance of civilians working for the Allies or whatever is fully appreciated by the Allies now been further discussed as a policy matter with Alexander and Lieut Gen Devers.

Public Safety Sub-Committee has reported the continuation of a Railway Police Organization, and in the meantime railway employees will be temporarily retained in service where necessary.

(g) Transportation Committee Meeting

This meeting was held on 27 December 1944, when the following items put forward were discussed:-

Re-deployment contracted service for Courts.
Government Officials, etc.
Movement to Seattle (MTSO traffic).
Use of 4 set of Divisvecons.
Extension of Services, Lines 50, 60 and 65/BT.
Shortage of freight wagons to fulfil approved movements.
Unauthorised travel of civilians by rail in Army area.
Diversion of railway traffic.
Port at Genoa.
Stockholding at Ancona.

(h) Defaulters

The necessary correspondence and meetings have been maintained.

ITEMS OF INTEREST FOR INCLUSION IN DIVISIONAL RECORDS

(a) SICILY DIVISION

The above situation is still acute. Position at 2350 hours 31 Dec. was as follows:-

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Declassified E.O. 12356 Section 3.3/NS [illegible]

Allied Forces	AC	British Forces	RAF	TOTAL
Bitz	758	304	23154	21035

MOVES PORTS AND MOVING STOCK DETAIL

Stocking Depot	England	Iraq	S. Africa	Total	Others
(a) Locomotives	84	46	21	151	12
(b) Cars	28	11	1	38	--
(c) Locating light repairs	68	28	10	94	6
(d) Locating heavy repairs	2	10	10	22	21
	182	95	50	325	43

TARGET (Depot Locomotive will receive)

	Attached	Base	Total
(a) Locomotives	13	10	23
(b) Cars	24	--	12
(c) Locating light repairs	7	2	9
(d) Locating heavy repairs	6	12	21
	50	24	65

NUMBER OF CARS SENT TO DEPOT FOR REPAIRS DURING

	JAN.	MAR	MAY	JULY	OTHERS	TOTAL
Heavy repairs	385	336	205	94	0	935
Light repairs	75	14	13	90	12	204
Rehabilitation	405	625	432	--	9	1563
	865	975	678	184	21	2764

LOCOMOTIVES AND ROLLING STOCK REPAIRED AND SENT FOR REPAIR

Type	Repairs completed	Entered Shops
T/O	--	1
Tenders	198	208
Coaches	7	2

MOVEMENT OF RAILWAY LOCOS SHEET OF DEPOTS

Balance - 120

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Port, via Tamsevarde.

Thereafter party - Haslev to Stadil
Thereafter party - Haslev to Tarnow.

Arrangements for the return

It is hoped that this will permit accurate returns from all leading stations. Effective 1 December '44, of all AC and civil authorised traffic actually moved. Endeavours have been made to secure them for some time, but the Danish machinery is slow to start.

Delay on unloading at Roeskilde

Unloading at grain at Roeskilde has been affected lately at the rate of about two cars daily, while 18 cars were awaiting unloading. Food Su[illegible] have been asked to speed up facilities for unloading, and [illegible] more than can be dealt with are not being fed forward.

Early train Copenhagen-Train, Haslev-Ringsted

By agreement, the 0700 Copenhagen-Haslev train at 0810 hours, of the regular daily service between Haslev-Ringsted is cancelled with effect from 4 December '44. This was requested by the NTO at that point as a means of [illegible] some of the pilferage taking place there.

(c) [illegible] Division

Wagon situation

The situation of wagons in this division continues to be acute. The following figures [illegible] the position:-

	Total	Daily average	Total	Daily average	KOVNO Total	Daily average
	Total:		2850		19	
Military	2707	80	1717	58	6	
AC	1918	58	184	6	137	
Civilian	4884	151	4756	165		
	9509	289				

These figures do not include Docks clearance.

Forwarding of civilian bids

In view of the situation, bids have been screened and cut down to the lowest possible, eliminating overbids entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

AC Traffic

Total number of wagons loaded for the month were 1363, giving an average per week of 340.

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

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

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Declassified E.O. 12356 Section 3.3/NN No. 785[illegible]

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Appendix B

HEADQUARTERS
ALLIED COMMISSION FOR SARDINIA
TRADE & INDUSTRY DIVISION

Ref: TI/2730 1 Dec 44

Subject: Monthly Shipping Report

To: G2.AC Transportation Sub-Commission

1. The month of November has been the most active month of the whole year.A considerable weight of ACS, CMIA and Civilian Cargos has been shipped.In addition a large weight of Coal,Grain,Barley,and Fertilizers have arrived in Cagliari.

2. The Allied Garrison moved out of Sardinia on November 14th and handed over the Running of the Port to the Italian Naval Authorities.The ACS left behind 1400 Tons of bombs,100 RAF Vehicles,a considerable weight of Ammunitions,Food,Stores and a very small [redacted] Navy Party to supervise.

3. CMIA are moving to the Mainland 1000 Vehicles as well as Italian Military Stores.Before the Port was handed over,a request was made to AC. AC for the retention of 6 Vehicles Slings.A further signal was sent asking for this request to be increased to 12 Vehicles Slings.AFHQ replied by ordering 2 Slings to remain.This is inadequate and has caused delay.

4. The Transportation Situation is very serious. 2 Companies of 265 Division comprising of 120 Vehicles were working for ACS. 2 Companies were withdrawn on November 20th and shipped to the Mainland on the S/S POST TRANS.The remaining Company has now been withdrawn from the Port and is being shipped to the Mainland on the S/S POST TRANSPORT. Cables and letters have been sent to AFHQ asking for 120 Vehicles to be withdrawn from CMIA Sardinia to replace the 120 Vehicles which have been shipped.This request was reduced from 120 to 70 as all Military Equipment has been shipped.So far no reply has been received.Unless

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1. The month of November has been the most active month of the whole year.A considereable weight of AGS,MMIA and Civilian Cargoe has been shipped.In addition a large weight of Coal,Grain,Barley,and Fertilyzers have arrived in Cagliari.

2. The Allied Garrison moved out of Sardinia on November 14th and hande= ed over the Running of the Port to the Italian Naval Authorities.The AGS left behind 1400 Tons of Bombs,200 RAF Vehicles,a considerable weight of Ammunitions,Food,Stores and a very small [redacted] Rear Party to supervise.

3. MMIA are moving to the Mainland 1800 Vehicles as well as Italian Military Stores.Before the Port was handed over,a request was made to HQ. AC for the retention of 6 Vehicles Slings.A further signal was sent asking for this request to be increased to 12 Vehicles Slings.AFHQ reo plied by ordering 2 Slings to remain.This is inadequate and has caused delay.

4. The Transportation Situation is very serious. 3 Companies of 205 Di= vision comprising of 120 Vehicles were working for AGS. 2 Companies were withdrawn on November 20th and shipped to the Mainland on the S/S FORT GRAHAM.The remaining Company has now been withdrawn from the Port and is being shipped to the Mainland on the S/S FORT LAWRENCE. Cables and letters have been sent to AFHQ asking for 120 Vehicles to be withdrawn from MMIA Sardinia to replace the 120 Vehicles which have been shipped.This request was reduced from 120 to 50 as all Military Equipment has been shipped.So far no reply has been received.Unless some Military Vehicles are left at the disposal of the Port Commander, considerable delay in the Turn Round of Ships in Cagliari will take place.The local civilian transport cannot cope with the situation.

5. Shipment of Civilian Cargo has been very good as will be seen from the enclosed list.Schooners have sailed in large number and SOCENA has been working more satisfactory.

631

For the Regional Commissioner

G.R.B.TURNER CAPTAIN
TRADE & INDUSTRY OFFICER

Attached:Enclos.N°1
" N°2

5/20

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Allegato N° 1

E X P O R T S

CIVILIAN

SHIP	COMMODITY	WEIGHT TONS	DESTINATION
M/V LIBIA RUGGERO	Salt	34	Civitavecchia
" [illegible]	"	55	"
" [illegible]	"	45	"
" [illegible]	"	51	"
" [illegible]	"	40	"
" [illegible]	"	30	"
" [illegible]	"	25	"
" [illegible]	"	35	"
" [illegible]	"	73	"
" [illegible]	"	75	Castellamare
" [illegible]	"	40	"
" [illegible]	Cheese	65	Trapani
" [illegible]	"	5	"
" [illegible]	"	4	"
" [illegible]	Cheese	2.7	Trapani
" [illegible]	"	1.3	"
" [illegible]	"	5	"
" [illegible]	"	75	"
S/S [illegible]	"	200	"
" [illegible]	Salt	700	Civitavecchia
" [illegible]	Portland Cement	715	Genoa, Oil
" "	Carbonic Anhydride	25	"
" [illegible]	Cork	50	Naples
" "	Tale	10	"
M/V [illegible]	"	2.5	"
" "	Pitch	5.5	"
" [illegible]	Zinc Oxide	7.1	"

MIXED CARGO

S/S [illegible]	Paint Pigment	3.1	Naples and Leghorn
" [illegible]	" "	600	" " "
" " "	Parcels	40	" " "
" " "	Mail	500	" " "
" " "	Baggage & Effects	200	" " "
" " "	Passengers	26	" " "

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"	ANNUNZIATA MURRA	"	50	"	
"	SAN ANTONIO	"	75	"	
"	ANTONIO & MARIA	"	40	Castellamare	
"	NUOVA MARIA DELLA CITARA	Salt	186	"	
"	ROSA R.	Hides	65	Palermo	
"	I FRATELLI	"	14	"	
"	CARMINO	"	14	"	
"	IRENE	Skins	8,7	Naples	
"	MORO	"	3,7	"	
"	GIOVANNI PAOLO	"	14	"	
"	CASTORIO	"	19,2	"	
S/S	PERONG	"	120	"	
"	MINUCCI	Salt	700	Civitavecchia	
"	S FRANCO C.	Fertilizers	730	Gallipoli	
"	"	Magnesium Sulphate	50	"	
"	PERONG	Cork	100	Naples	
"	"	Talc	30	"	
M/V	OLGA	"	3,5	"	
"	"	Flour	5,2	"	
"	ALASKIA MARIETTA	Zinc Oxide	37,5	"	

ARMED FORCES

S/S	ORPHEUS	Paint Pigment	371	British Ord.Naples	
"	PERONG	" "	600	" "	"
"	MOUNT OLYMPUS	Fireclay	402	U.S.A.A.I.	"
"	" "	Kaolin	188	"	"
"	" "	Refractory Cement	200	G Cmdo	"
"	" " 23050	Firebricks	96	"	"
"	" " 27570	"	96	U & T(British)	"
"	D 28130	Fireclay	3	U.S.N. .S. Palermo	
"	" 10000	Firebricks	50	"	"
"	"	Magnesium Sulphate	5	403 Base Veterinary Stores A300 G0R395	

SUMMARY:- Total Civilian Exports Tons 2435,3
Total Armed Forces Exports Tons 1941.-
Tons 4376,3.-

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

0918

Declassified E.O. 12356 Section 3.3/NNO No. 785621

I M P O R T S

SHIP	COMMODITY	VALUE (000)
M/S Nathoo	Shoe Laces	300
M/S Nasir	Olive Oil Tankers	
	Medical Supplies	
	Hand Carts	
	Cosmetics	
	Oriental Food	
M/S [illegible]	Drugs	
M/S [illegible]	[illegible]	

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(1)

AFHQ/f4

SUMMARY OF REPORT FOR

NOVEMBER 1944

Shipment, Port and Warehousing Division

Bad weather has continued to cause serious delays in schooner traffic during the month. The small vessels which are operating are confined to port whenever weather conditions are unfavourable. Many of them are under repair and winter conditions generally reduce the available tonnage. During the month of November goods amounting to 8946 tons were lifted by schooner and 3250 tons by coaster.

All bids submitted to AFHQ during the month have been accepted with the exception of 8600 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with AFHQ and will start on December 25th. The SS Abbazia has been selected for this ferry service and will do two round trips per month. Her capacity will be about 200 personnel and 1000 tons cargo.

Castellammare, Civitavecchia, Salerno and Crotone all worked satisfactorily.

On 01 November 1944, by HQ AC Executive Order No.15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt. R. C. Marks and 7 W.A./C.W.'s) were not transferred until 28 November 1944 HQ AC Special Order No.301, only preliminary plans were made, for accepting responsibility for the operation of the two depots involved, viz., Naples No. 682, and Leghorn 19153.

Declassified E.O. 12356 Section 3.3/NND 760181 By NARS, Date 12/28/82

schooner traffic during the month. The small vessels which are operating are confined to port whenever weather conditions are unfavourable. Many of them are under repair and winter conditions generally reduce the available tonnage. During the month of November goods amounting to 8946 tons were lifted by schooner and 3950 tons by coaster.

All bids submitted to AFHQ during the month have been accepted with the exception of 8600 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with AFHQ and will start on December 25th. The SS Abbazia has been selected for this ferry service and will do two round trips per month. Her capacity will be about 250 personnel and 1000 tons cargo.

Castellammare, Civitavecchia, Salerno and Crotone all worked satisfactorily.

On 21 November 1944, by HQ AC Executive Order No.15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt. R. G. Marks and 7 W./O.R.'s) were not transferred until 28 November 1944 HQ AC Special Order No.301, only preliminary plans were made, for accepting responsibility for the operation of the two depots involved, viz., Naples No. 632, and Leghorn 12153.

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CHARLES, C. CROOKS

Chief, Shipment, Warehouse & Ports Div.

Declassified E.O. 12356 Section 3.3/NN No. 78-56

ASHC/nf

REPORT FOR NOVEMBER 1944

Shipment, Ports and Warehousing Division.

SHIPMENT

Bad weather has continued to cause serious delays in schooner traffic during the month. The small vessels which are operating are confined to port whenever weather conditions are unfavorable. Many of them are under repair and winter conditions generally reduce the available tonnage. During the month of November goods amounting to 8945 tons were lifted by schooner and 1950 tons by coaster.

All bids submitted to AFHQ during the month have been accepted with the exception of 5000 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with AFHQ and will start on December 25th. The SS Abbazia has been selected for this ferry service and will do two round trips per month. Her capacity will be about 250 personnel and 1000 tons cargo. This should go a very long way to solving the cargo problem between Sardinia and the Mainland.

Considerable difficulty has been experienced in planning ahead for port acceptances owing to late and irregular advices of cereal ship arrivals. A vigorous protest has been launched with AFHQ and it is hoped that this difficulty will disappear.

Sardinia Region has been requested to keep this Sub-Commission informed daily of the exact position of all ships loading, discharging or awaiting discharge in Sardinian ports as this is the only channel of information available either to AC or AFHQ on the position of shipping in the island. By far the greatest number of bids are received from AC Sicily Region practically none from Southern Region, a few from Regions IV and V and the remainder from the Sub-Commissions. During the latter half of November a new and comprehensive directive on bidding procedure was drawn up and a revised bid form (SB-2) was printed. The directive is being distributed widely all over Italian territory, to regional headquarters, zone supply officers, provincial commissioners, all Sub-Commissions, all chambers of commerce in the liberated areas and all banks in ports and commercial centers. This should have the effect of clearing up all the confusion which

Declassified E.O. 12356 Section 3.3/NN... No. ... By ... NARS, Date ...

accepted with the exception of 3600 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with APHQ and will start on December 25th. The SS Abbazia has been selected for this ferry service and will do two round trips per month. Her capacity will be about 250 personnel and 1000 tons cargo. This should go a very long way to solving the cargo problem between Sardinia and the Mainland.

Considerable difficulty has been experienced in planning ahead for port acceptances owing to late and irregular advices of cereal ship arrivals. A vigorous protest has been launched with APHQ and it is hoped that this difficulty will disappear.

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PORTS

Civitavecchia

During November the port received its first ships, as a civil port, the EMPIRE SUMMER with 4500 tons wine, the JOHN HATHORN with 3953 tons of barley and the OMEGA with 4500 tons of coal. The HATHORN took 12 days to discharge at an average of 250 tons per day. This figure cannot be taken as a fair indication of the normal rate

Declassified E.O. 12356 Section 3.3/NND No. 450021

Declassified E.O. 12356 Section 3.3/NN, NLR, 7/25/5

of discharge for the port as conditions were abnormal in that the port was only just re-opened, the labour for the most part was new to the job and took a certain amount of time to get organized, and there were no facilities for working in wet weather. In the latter connection, approximately 500 partly used gun capes were drawn from a British Ordinance dump in Rome and delivered to the port where it is hoped they will facilitate the discharge of cargo on rainy days.

Similarly there was some delay in the discharge of the ONEIDA due mainly to the non completion of the wharf at the time of her arrival and to the impossibility of night work until catwalks under construction had been completed. In addition to the above-mentioned vessels, five salt schooners were also discharged during the last week of November.

Castellammare

This port is still short of considerable amount of port equipment. Only four of the barges supplied to the port are of any use but six more are being sent over on the instructions of APHQ (G-4 Movements & Transportation). During the month the following ships discharged:-

FRANCIS WARREN	7706	tons bulk wheat
LOBSTONE	6291	" " "
J. MANSFIELD	7732	" " "
IONIAN	7468	" Bagged Barley

The barley ship, Ionian, arrived during the last days of the month but the discharge is causing considerable difficulty owing to the bad and dusty state of the barley as it is impossible to discharge by elevator as the dust makes working conditions impossible and the machinery gets quickly clogged. The discharge will therefore take place by lighter and the cargo bagged.

Crotone

During the month discharged.

J. HATHORN	2902	tons Barley
GASTA	5000	" Phosphate Rock

Castellammare

This port is still short of considerable amount of port equipment. Only four of the barges supplied to the port are of any use but six more are being sent over on the instructions of AFHQ (G-4 Movements & Transportation). During the month the following ships discharged:-

FRANCIS WARREN	7766	tons bulk wheat
LORESTONE	6291	" " "
J. MANSFIELD	7732	" " "
IONIAN	7468	" Bagged Barley

The barley ship, Ionian, arrived during the last days of the month but the discharge is causing considerable difficulty owing to the bad and dusty state of the barley as it is impossible to discharge by elevator as the dust makes working conditions impossible and the machinery gets quickly clogged. The discharge will therefore take place by lighter and the cargo backpiled.

Crotone

During the month discharged.

J. HATBORN	2902	tons Barley
GAETA	6000	" Phosphate Rock

G26

Salerno

Salerno came into operation as a civil port during the last week of November and has started off well. The first ship to discharge there was the Benmuta with 4083 tons bagged wheat. This is unloaded at an average rate of 583 tons per day which is considerably in excess of the rate we had guaranteed, namely, 400 tons per day.

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

WAREHOUSING

Further expansion in warehouse accommodation in Leghorn resulted from additional allocations by PBS Real Estate Dept., after further pressure had been exerted in our demands. Space allotted was, for the most part, without roofing. Repairs are in progress but it is again stated that this organization has no recognized source of supply for needed materials and tools for such reconstruction. Various military formations of PBS have been helpful as a matter of kindness rather than a matter of responsibility. Practically all materials were "scrounged". Despite efforts of Public Works & Utilities S/C to be of assistance, their aid has been negligible.

The termination of the present contract with the Magazzini Generali for the operation of our Naples depots has been under discussion for weeks. If policy could be established by competent authority, it would be of great assistance in adjusting a very inequitable situation, that is costing the Allied Commission an excessive amount of money.

AFHQ has stated that greater shipments of AC civil supplies have not been made to Ancona due to insufficient warehouse accommodation. This Section takes great exception to this statement. Warehouse accommodation is planned on best estimates of expected arrivals. Food S/C which is responsible for most of the Ancona tonnage has closely coordinated with this Section at all times. Since AFHQ has now instructed that greater port acceptance is possible for AC cargos at Ancona, expansion of warehouse accommodation is under way. This Section prides itself on a record of having accepted ANY tonnage ever offered in ANY port where it has operated.

Indications are current that AC depots in Naples will be used for stock piling of foodstuffs for Northern Italy. There should be no difficulty of handling such a commitment.

On 21 November 1944, by HQ AC Executive Order No. 15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt. R.C. Marks and 7 E.M./C.A.'s) were not transferred until 28 November 1944 HQ AC Special Order n. 301, only preliminary steps were made for accepting responsibility for

Declassified E.O. 12356 Section 3.3/NND No. 775520 21

General for the operation of our Naples depots has been under discussion for weeks. If policy could be established by competent authority, it would be of great assistance in adjusting a very inequitable situation, that is costing the Allied Commission an excessive amount of money.

AFHQ has stated that greater shipments of AC civil supplies have not been made to Ancona due to insufficient warehouse accommodation. This Section takes great exception to this statement. Warehouse accommodation is planned on best estimates of expected arrivals. Food S/C which is responsible for most of the Ancona tonnage has closely coordinated with this Section at all times. Since AFHQ has now indicated that greater port acceptance is possible for AC cargos at Ancona, expansion of warehouse accommodation is under way. This Section prides itself on a record of having accepted ANY tonnage ever offered in ANY port where it has operated.

Indications are current that AC depots in Naples will be used for stock piling of foodstuffs for Northern Italy. There should be no difficulty of handling such a commitment.

On 21 November 1944, by HQ AC Executive Order No. 15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt. H.C. Marks and 7 E.M./O.R's) were not transferred until 28 November 1944 HQ AC Special Order n. 301, only preliminary plans were made, for accepting responsibility for the operation of the two depots involved, viz., Naples No. 662, and Leghorn 1253.

Tonnages handled for the month of November are indicated on Appendix "A".

STAFF

On 2 November 1944 Major A.C. McClure (Br.) was assigned to Transportation Sub-Commission, Shipping, Ports & Warehousing Division, as SO-2 (CA). On 11 November 1944 Mr. Charles Crooks took over from Lt. Col. F.H.A. Glanville, RE, as Chief, Shipping Ports & Warehousing Division.

CHARLES CROOKS

Chief, Shipment, Warehouse & Ports Div.

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

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

STATEMENT OF STOCK ADVISED
TRANSPORTATION OFFICER-QUARTERMASTER CORPS,
NOV 1921

	RATIONS			SUBSISTENCE			ARIZONA	
	Food	Not Food	Total	Food	Not Food	Total	Food	Not Food
Inventory Beg. Month	7053.0	642.0	7695.0	6306.5	54.3	6360.8	3439.0	-
Receipts	3507.0	111.5	3618.5	13952.5	1170.0	20522.5	600.0	1.0
Issues	3334.5	294.0	3628.5	3179.0	499.8	3678.8	1936.0	-
Balance end of month	9225.5	459.5	9685.0	17080.0	1022.5	23224.5	2103.0	1.0

Notes:

1. Soap is included with food items
2. Empty sacks figure is not included
3. Medical supplies handled in Depot by cases as follows:

On hand 1 Nov	-0-
Received	3753
Issued	3638
Balance 30 Nov 1921	115

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

STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMITTEE MEETS.
NOV 1944

LOCATION	ANCONA			TOTAL WAREHOUSES		
Total	Food	Non Food	Total	Food	Non Food	Total
7695.0	6388.5	52.3	6960.8	3439.0	- 3439.0	16,620.5 694.3 17314.8
5618.5	19052.5	1170.0	20522.5	600.0	1.0 601.0	25,199.5 1582.5 26782.0
3628.5	3179.0	499.8	3678.8	1936.0	- 1936.0	8,149.5 793.8 9243.3
9605.0	22202.0	1022.5	23224.5	2103.0	1.0 2104.0	33,530.5 1483.0 35013.5

ded
ceipts by ocean as follows:
hand 1 Nov 3753
eived 3638
ued 115
lance 30 Nov 1944

INTER OFFICE MEMO

RHK/er

Phone : 478700

Ref: 12/99/TN/W.

6 Dec 44

SUBJECT : Monthly Report (November) Warehouse Section Shipment, Port & Warehouse Division

FROM : Warehouse Section, Shipment, Port & Whse.Division

TO : Director, Transportation Sub-Commission.

1. The following changes in officer personnel were made during the month : Capt. Thos. Aidala was assigned as Warehouse Officer, Leghorn. After a few days it became apparent he was not mentally suited for the position, and he was consequently relieved.

2. Further expansion in warehouse accommodation in Leghorn resulted from additional allocations by PBS Real Estate Dept., after further pressure had been exerted in our demands. Space allotted was, for the most part, without roofing. Repairs are in progress but it is again stated that this organization has no recognized source of supply for needed materials and tools for such reconstruction. Various military formations of PBS have been helpful as a matter of kindness rather than a matter of responsibility. Practically all materials were "scrounged". Despite efforts of Public Works & Utilities S/C to be of assistance, their aid has been negligible.

3. The termination of the present contract with the Magazzini Generali for the operation of our Naples depots has been under discussion for weeks. If policy could be established by competent authority, it would be of great assistance in adjusting a very inequitable situation, that is costing the Allied Commission an excessive amount of

Declassified E.O. 12356 Section 3.3/NND No. 770052

To : Director, Transportation Sub-Commission.

1. The following changes in officer personnel were made during the month : Capt. Thos. Aidala was assigned as Warehouse Officer, Leghorn. After a few days it became apparent he was not mentally suited for the position, and he was consequently relieved.

2. Further expansion in warehouse accommodation in Leghorn resulted from additional allocations by PBS Real Estate Dept., after further pressure had been exerted in our demands. Space allotted was, for the most part, without roofing. Repairs are in progress but it is again stated that this organization has no recognized source of supply for needed materials and tools for such reconstruction. Various military formations of PBS have been helpful as a matter of kindness rather than a matter of responsibility. Practically all materials were "scrounged". Despite efforts of Public Works & Utilities S/C to be of assistance, their aid has been negligible.

3. The termination of the present contract with the Magazzini Generali for the operation of our Naples depots has been under discussion for weeks. If policy could be established by competent authority, it would be of great assistance in adjusting a very inequitable situation, that is costing the Allied Commission an excessive amount of money.

4. AFHQ has stated that greater shipments of AC civil supplies have not been made to Ancona due to insufficient warehouse accommodation. This Section takes great exception to this statement. Warehouse accommodation is planned on best estimates of expected arrivals. Food S/C which is responsible for most of the Ancona tonnage has closely coordinated with this Section at all times. Since AFHQ has now indicated that greater port acceptance is possible for AC cargos at Ancona, expansion of warehouse accommodation is under way. This Section prides itself on a record of having accepted ANY tonnage ever offered in ANY port where it has operated.

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5. Indications are current that AC depots in Naples will be used for stock piling of foodstuffs for Northern Italy. There should be no difficulty of handling such a commitment.

6. On 21 Nov 44, by HQ AC Exec.Order Nº 15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt. R.C. Marks & 7 E.M./C.R's) were not transferred until 28 Nov 44 by HQ AC Spec.Order Nº301, only preliminary plans were made, for accepting responsibility for the operation of the twp depots involved, viz., Naples Nº 682, and Leghorn 12153.

7. Tonnages handled for the month of November are indicates on Appendix "A".

Robert H. Klein
ROBERT H. KLEIN
Capt. M.A.C.
Whse.Sect. S.P.& W.Div.

Declassified E.O. 12356 Section 3.3/NND No. 765521

ity for the operation of the twp depots involved, viz., Naples Nº 682, and Leghorn 12453.

7. Tonnages handled for the month of November are indicates on Appendix "A".

ROBERT H. KLEIN
Capt. M.A.C.
Whse.Sect. S.P.& W.Div.

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Declassified E.O. 12356 Section 3.3/NN No. 785031

STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMISSION WHSES.
NOV 1944

	NAPLES			LEGHORN			ANCON	
	Food	Non Food	Total	Food	Non-Food	Total	Food	Non-
Inventory Beg.Month	7053.0	642.0	7695.0	6328.5	52.3	6380.8	3439.0	
Receipts	5507.0	111.5	5618.5	19052.5	1470.0	20522.5	600.0	
Issues	3334.5	294.0	3628.5	3179.0	499.8	3678.8	1936.0	
Balance end of month	9225.5	459.5	9685.0	22202.0	1022.5	23224.5	2103.0	

NOTES:

1. Soap is included with food items
2. Empty sacks figure is not included
3. Medical supplies handled in Leghorn by cases as follows:

On hand 1 Nov	- 0 -
Received	3753
Issued	3638
Balance 30 Nov 44	115

0934

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

STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMISSION WHSES.
NOV 1944

NAPLES		LEGHORN			ANCONA			TOTAL WAREHOUSES		
Non Food	Total	Food	Non-Food	Total	Food	Non-Food	Total	Food	Non-Food	Total
642.0	7695.0	6328.5	52.3	6380.8	3439.0	=	3439.0	16,820.5	694.3	17514.8
111.5	5618.5	19052.5	1470.0	20522.5	600.0	1.0	601.0	25,159.5	1582.5	26742.0
294.0	3628.5	3179.0	499.8	3678.8	1936.0	=	1936.0	8,449.5	793.8	924333
459.5	9685.0	22202.0	1022.5	23224.5	2103.0	1.0	2104.0	33,530.5	1483.0	35013.5

h food items
s not included
dled in Leghorn by cases as follows:

	- 0 -
On hand 1 Nov	3753
Received	3638
Issued	115
Balance 30 Nov 44	

ALLIED COMMISSION HEADQUARTERS
C/o Southern Region
TRANSPORTATION SUB COMMISSION

TO : TN SUB COMMISSION
A.C. H.Q.

December, 2nd. 1944

SUBJECT : MONTHLY REPORT - November.

The following goods have been carried during the month of November by Motor Vessels (or coasters where indicated) allocated by the Medbo Schooner Control Board.(approximate deadweight of goods).

TIMBER	Vibo/Palermo	750	by Coaster
	Reggio/Catania	2000	- --
	Crotone/Licata	1200	- --
WOOD.	Castellammare/Anzio	500	(20 m/v employed)
	---- /Gaeta	1000	(60 m/v ---)
	Sicily/Naples-Anzio	1520	
SALT.	Augusta/Reggio	250	
	-- /Castellam.	370	
	Margherita/N.Adriat.	375	
CARRUBEANS.	Sicily/Naples	190	
LEMONS.	Sicily/Naples-Anzio	640	
	Reggio/Taranto	75	
MEDICAL.	Naples/Palermo	200	(Cubic)
WHEAT.	N.Adriatic/Barletta	435	
CHARCOAL.	Reggio/Crotone & Palermo	230	
MISCELLANEOUS.		1037	
COTTON.	Gela/Salerno	300	(Cubic)
ISLANDS TRAFFIC.		710	
COTTON SEED.	Sicily/Coastwise	80	
	-- /N.Adriatic	90	

Declassified E.O. 12356 Section 3.3/NND No. 765521

TIMBER	Vibo/Palermo	750	by Coaster
	Reggio/Catania	2000	- --
	Crotone/Licata	1200	- --
FOOD.	Castellammare/Anzio	500	(20 m/v employed)
	---- /Gaeta	1000	(60 m/v ---)
	Sicily/Naples-Anzio	1520	
SALT.	Augusta/Reggio	280	
	— /Castellam.	370	
	Margherita/N.Adriat.	375	
CARRUBEANS.	Sicily/Naples	190	
LEMONS.	Sicily/Naples-Anzio	640	
	Reggio/Taranto	75	
MEDICAL.	Naples/Palermo	200	(Cubic)
WHEAT.	N.Adriatic/Barletta	435	
CHARCOAL.	Reggio/Crotone & Palermo	230	
MISCELLANEOUS.		1637	
COTTON.	Gela/Salerno	300	(Cubic)
ISLANDS TRAFFIC.		710	
COTTON SEED.	Sicily/Coastwise	80	
ALCOHOL.	Sicily/N.Adriatic	90	
GRASS SEEDS.	Palermo/Anzio	100	
FOUNDRY SAND.	Ponza/Naples	100	
MATCHES.	Naples/Sicily	24	
BROOMS.	Gela/Naples	90	
		8945 (by Schooner)	3950 (by Coaster)

Bad weather has caused serious delays, as the small vessels operating are confined to port when weather conditions are unfavourable.

Many of them are under repair and winter conditions generally reduce the available tonnage.

Captain.
for D.S.ADAMS,
Colonel,
Director, Transportation SubCommission.

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

0940

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

0941

Declassified E.O. 12356 Section 3.3/NN No. 1850031

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

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Declassified E.O. 12356 Section 3.3/NND No. 955021

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

Declassified E.O. 12356 Section 3.3/NNU No: 785031

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

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

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and Naval

(e) Refugees.

Certain of the matters have been attended, and the necessary correspondence and procedure established on this subject.

(f) Transportation Committee meeting.

A meeting was held on 25 October and a number of items, mainly on subsidiaries made by or on behalf of the Italian railways for improved services were discussed.

A Sub-committee was held on the following day, and approved the introduction of the additional services referred to under the heading of Traffic.

Items of interest to U.S. Military Divisional officers.

(a) Sicily Division.

During the month of October the consumption of oil was kept under strict observation. On review at the month it was found that consumption had been kept within necessary bounds.

Movement of POL from [illegible] to itineraries on behalf of the Military authorities have [illegible] connected in the consumption of such. 90 wagons were moved in 2 special trains, and required for their transportation and approx. [illegible] July 35 tons.

Allied Commission [illegible] connected [illegible] the carriage of large quantities of wine to Salerno and Taranto for export to U.K. and U.S.A., [illegible] Bari, [illegible] Catania. Investigation into the whole question of the [illegible] traffic to Ireland is being instituted, detailed statement of tonnages and commodities required for consideration by Sub-Comm. representatives Allied Commission and Sicily Division, and if necessary the High Commissioner, with a view to making the best possible use of the limited services available.

For Allied Commission traffic, A.C. Officers and Italian employees of Allied Commission have requested the allotment of freight cars direct from the Cape Station concerned. The necessity for careful control supervision of all freight traffic, and the need for ensuring that all traffic is routed AC. traffic entails that all such requests should be passed through the representative of Transportation Sub-Commission or Dr. Tucci of the I.C.A.

[illegible]

0951

Declassified E.O. 12356 Section 3.3/NN[illegible] No. 785021

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

0953

Declassified E.O. 12356 Section 3.3/NND No. 785031

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

0955

Declassified E.O. 12356 Section 3.3/NW No. 1850021

0956

Declassified E.O. 12356 Section 3.3/NND No. 985021

0957

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

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- 150 "
- 162 "
- 175 "

Ferry Working.

	Tonnage	Cars
West-bound	566	575
East-bound	169	570

The ferry boat was out of service 3 or 4 days 10-15 Oct. inclusive. L.C.T.s were used for military and N.A.B. vehicles and schooners for civil passengers.

Operating

At 2150 hrs 14 Oct. W&WR control passed from MCV & CN to I.S.R. The railway have a good setup to handle the distribution but scarcity of wagons is complicating the matter. The Division is divided into three areas for purposes of distribution with centres at Poole, Drayton and Reigh.

Each area reports to the Area Section Movements at Reigh who directs the distribution of car surplus at CK and another's priority movement protected. Each centre is given a loading table for movement following week from which they must distribute in within their areas.

Repairs Shops

Reports of loco and wagon repair have been forwarded to Major Baister at Perl.

Roadbed

Work train was introduced on Section Poole - Cranbrook where roadbed had been washed by rains. Train is still in operation.

Diesel Engine Repairs from Mid-East Division Overseas:

Major S.C. Winter, (Mechanical Engineer).

The accounting of the 1 quarterly at the demand received from the I.S.R. was completed at the beginning of the month and the demand returned to the Q.M.G. Department for transmission to the Ministry of Communications but up to the present time no release orders for material have been received by Transportation Stores R.E. except in respect of lubricating oils.

The position with regard to the privately owned railways is

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TYPE	T/E	RATIO OF VEH.	DUE	PRO	SOURCE	TECH
Truck 2½T 6x6 Cargo	401	288	1	148	160	188
Truck 5/4T 4x4 GMC	0	0	0	2	0	0
Truck 1/4T 4x4	141	0	0	0	0	0
Motorcycles	36	26	2	0	0	0

The above vehicle have not been shipped to this overseas station (188).
The (26) twenty Motorcycles now on hand are of United make and are not suitable for combat duty.

The 2½T truck listed as due outside the U.S. is for [illegible] (1) delivered.

B. General Equipment.

Since General Inventories of Organizational Clothing and Individual Equipment were ordered as indicated on T/A AC. and shall record as follows:

1001 G.T. Co. 2nd Sig. Army
1002 G.T. Co. 1st Cavalry Div. Trp. Area
1004 G.T. Co. attached to the Office C/S Headquarters 1st Armored and all other Units not specifically mentioned.

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the Italian Government (Ministry of Communications) and the ticket is in the process of being printed. The Italian Government are responsible for the printing of the tickets, which will be used by the [illegible] organisation in that part of the country handed back to the Italian Government and the Commissioner for Communications is responsible for the ticket which will be issued to the A.M.G. Sections. In the course of the next few weeks this standard rate ticket should be in operation throughout the whole of Italy.

The railway bridges which have been opened and they should be operated by the Italian Government in the very near future. As soon as this has been done they will be put into force in all AMG territory.

Despite repeated requests to the various sections, we are not yet receiving details of the tonnage carried by road in the various provinces and a final request has been sent out pointing out that such a return is essential and every effort must be made to see that it is received by this Headquarters. We have asked for a monthly return to be submitted by the 15th of the succeeding month.

The control of Civil Air Transport in Rome itself still leaves a great deal to be desired but is improving.

The potatoes haul from Avezzano has been the source of continual brokerages. The right type of trucks have not been sent to cope with this haul and it is only after very strong representation has been made to Regional Headquarters, that an improvement would appear to be taking place. At the present moment approximately 120 tons of potatoes are coming into Rome from Avezzano daily, but the figure aimed at is 250 tons.

III MAINTENANCE

A. Maintenance instructions have been published setting out a combined system of Maintenance to be applied to all vehicles. These instructions have been disseminated to all Regions and the system is now being put into effect.

B. A combined Maintenance Team consisting of two British and American Officers from AFHQ. are now in the process of making a survey of all existing garages and workshop facilities.

Upon completion of this study courses will be set up and the necessary equipment requisitioned to maintain all vehicles in the Allied Commission on all Echelons of Maintenance.

C. The respective G-4's have taken over the responsibility of supplying spares for all W.D. vehicles. A warehouse is now being set up to receive and distribute spares. Civilian cranes are still under Capt. Hay's control and all requests for same will be made on Capt. Hay.

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Re) Wheels.

Thank you for your enquiry for wheels of all models of FIAT and LANCIA. The question of wheels is somewhat difficult to understand as they are not formally [illegible] here. I understand however that in a large number of cases, the farmers did not bother to dismount tyres when requisitioning [illegible] and all. The main demand for wheels, however, is due, to the fact that civilian tyres are unprocurable (except in the 6.00 x 16 Pneumo - 16 x 400 tire sells for £.300 and a 16 x 6 for £ 800). As the only available rim tyre is the jeep tyre 600 x 16. As all FIAT are fitted with 15" wheels, the problem has been to fit wheels to take 16" jeep tires. This has been done up to the present by welding an additional 1" to the rim of FIAT 15" wheels thereby enabling 16" jeep tires to be fitted. This system is, however, to my mind unsatisfactory as the shoulder on which the tire rests is still only 15" and I am certain that when the wheel turns, and the weight of the vehicle comes on the tire destroying it in short time. Besides that part of the tire will be pushed back on to the shoulder and so cause continual rubbing of the edge of the tire. This can only be remedied by welding a full inch fillet to the shoulder, a laborious and difficult process.

To get over this, I have been pressing for the manufacture in ROME of pressed steel wheels, with bosses to fit FIAT or any other hub and with 16" jeep wheel sections. Owing to limitations of the size of hydraulic presses available, I am getting out a design for a wheel in three parts but for which only two dies are required. One part is the central steel disc and boss, the other part is a complete half section to take a jeep tire. Two of these rivetted to the central disc will give a wheel of the requisite diameter and tire section, the holes for the holding on bolts and the central hub being either stamped out after manufacture or drilled by means of a jig on which there is sufficient demand for the type of hub to justify the construction of a special die.

The present position is that I have found a press in ROME capable of making these wheels, the CENTO Co. are also the necessary dies also purely steel plates of the required thickness and quality.

I am at present getting full size drawings made of wheel sections based on FIAT and LANCIA outlines but with a jeep wheel tire section. As soon as this is approved, estimates for dies will be called for and it is hoped that, in 4 to 5 weeks time, these wheels will be available for all ones to test jeep tires can be fitted to practically any FIAT or car.

An alternative suggestion, to clear jeep wheels by cutting out the bosses and welding in bosses of FIAT LANCIA, etc. wheels is also being investigated. From preliminary drawings, this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance, which at present seems doubtful.

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ALLIED COMMISSION HEADQUARTERS
C/o Southern Region
TRANSPORTATION SUB-COMMISSION

TO : Colonel GLANVILLE M.C. November, 4th. 1944
Tn Sub-Comm. HQ.,A.C.

The following goods have been moved during the month of Octob. by Motor Vessels (or coasters when indicated), allocated by the Schoo. Sub-Commettee. (Approximate weights, not schooner deadweight).

TIMBER.	Vibo-Palermo	300	By Coaster
	Reggio-Catania	2000	" "
FOOD.	Naples-Anzio	420	
	Naples-Gaeta	1200	
	Catania-Anzio	50	
	Marsala-Naples	35	
	Palermo-Anzio	200	
	Palermo-Bari	52	
	Bari-Anzio	90	
	Palermo-Naples	30	
CEMENT.	Barletta-Castellam.	80	
SALT.	Augusta-Reggio	60	
	Trapani-C'mare	290	
	Margherita-N.Adriatic	420	
CARRUBBANS.	Sicily-Naples	46	
LEMONS.	Sicily-Anzio	130	
	Sicily-Naples	26	
PAPER.	Naples-Catania	72	
MEDICAL.	Naples-Catania	50	
CHEMICALS.	Catania-Palermo	27	
	Siracusa-Malta	41	
WHEAT.	Manfredonia-Gallipoli		1500 tons by coaster
	Ancona-Gallipoli	150	

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FOOD.	Naples-Anzio	420	
	Naples-Gaeta	1200	
	Catania-Anzio	50	
	Marsala-Naples	35	
	Palermo-Anzio	200	
	Palermo-Bari	52	
	Bari-Anzio	90	
	Palermo-Naples	30	
CEMENT.	Barletta-Castellam.	80	
SALT.	Augusta-Reggio	50	
	Trapani-C'mare	290	
	Margherita-M.Adriatic	420	
CARROBEANS.	Sicily-Naples	45	
LEMONS.	Sicily-Anzio	130	
	Sicily-Naples	26	
PAPER.	Naples-Catania	72	
MEDICAL.	Naples-Catania	50	
CHEMICALS.	Catania-Siderno	27	
	Siracusa-Malta	41	
WHEAT.	Manfredonia-Gallipoli		1500 tons by coaster
	Ancona-Gallipoli	150	
CHARCOAL.	Vibo-Trapani	35	
	Crotone-Palermo	150	
	Vibo-Bacoli	30	
MISCELLANEOUS		432	
COTTON.	Gela-Salerno	190	
	Palermo-Naples	50	
ISLANDS TRAFFIC		580	
		4944	by schooners 3800 by coaster

As the winter advances, the available tonnage is drastically reduced, to such an extent that it is now totally inadequate to deal with the cargoes to be carried.

A large proportion of the motor vessels are less than 50 tons deadweight and these are held up in port whenever the weather is at all rough. When they are on the move, the length of time occupied

over

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over a voyage is increased further by the short winter days, as they cannot run at night.

Many are being repaired;and all these factors make the actual available tonnage very small indeed.

If we are to move the cargoes now to be carried it is absolutely essential that a number of larger vessels be handed over to us.

Captain.
For D.S.ADAMS,
Colonel,
Director,Transportation Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 785611

(1)

INTER OFFICE MEMO RHT/er

Phone : 178700 13 Nov 44.

SUBJECT : Monthly Report (October) Warehouse Section (Shipment, Port & Warehouse Division)

FROM : Shipment, Port & Warehouse Division

TO : Director, Transportation Sub-Commission

1. As of 1 Oct 44, the Warehousing & Forwarding Division of the Food S/C became the Warehouse Section of the Shipment, Port & Warehouse Division of the Transportation S/C.

2. The following were the principle changes made during the month :

a) AC Depot No. 43 in Siena was turned over to Teseina Region for operation. Lt. Demerico and the EM/OR's under his command were transferred to Leghorn, under Capt. Boyd.

b) AC Leghorn accommodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This change was made necessary to accomodate the increase in Food Sub-Commission stock piling activities. Further expansion is contemplated to bring capacity up to 70,000 tons.

c) Lt. Ramsey was transferred from AC Naples depots to Leghorn, as Port Liason Officer.

d) Maj. Artin assumed duties of all AC Naples depots.

e) Lt. Geo Mitchell was assigned to the Transportation S/C and placed on duty as a Warehouse Officer

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2. The following were the principle changes made during the month :

a) AC Depot No. 49 in Siena was turned over to Toscane Region for operation. Lt. Delmerico and the EM/OR's under his command were transferred to Leghorn, under Capt. Boyd.

b) AC Leghorn accomodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This change was made necessary to accommodate the increase in Food Sub-Commission stock piling activities. Further expansion is contemplated to bring capacity up to 70,000 tons.

c) Lt. Ramsey was transferred from AC Naples depots to Leghorn, as Port Liason Officer.

d) Maj. Martin assumed charge of all AC Naples depots.

e) Lt. Geo Mitchell was assigned to the Transportation S/C and placed on duty as a Warehouse Officer under Capt. Boyd at Leghorn.

3. Severe difficulties were encountered in attempting to secure the necessary warehouse space in Leghorn, due in the main to lack of cooperation by P.B.S. Real Estate Dept. Further, since the Warehouse Section has no authority to draw supplies and materials from Army sources, rehabilitation work was unusually difficult due to lack of such basic materials as tools, cement, lumber, nails, roofing etc. Capt. Boyd, officer in charge AC Depots in Leghorn deserves much credit for the obstacles he overcame in performing his duties.

S/20.

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1. It is to be hoped that a T/O, and a T/E can be made with specific authority, in addition, to draw on military formations for necessary supplies. This is the procedure followed by U.S. Army Railhead Units.

Robert A. Ellison
Major, [illegible]
Dept. [illegible]
Chairman, Ports & Transportation.

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Declassified E.O. 12356 Section 3.3/NNI No. 178503

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

13 November 1944.

Tel: 475704
Our Ref: AC.Sy/S/70

TO : S.H.A.E.F. Staff.

SUBJECT: Sardinia Region and Corsica Report, Cat.44.

The following extract from the above mentioned report is passed to you for information:-

The representative of ogpu has not been very satisfactory and a complaint has been made to the High Commissioner. The departure of assembling personnel on time for convoy sailing with the necessary cargo and fuel has not been fully grasped. Long week-ends, holidays from Friday to Monday, have received greater consideration from ogpu than the assembling of the personnel. It is suggested that a visit be made from the Mainland of some Senior Ogpu officials to Sardinia to give help and advice in the chartering of the tonnage and the collection of freight and payment for fuel.

[illegible]
U.S. [illegible]
Colonel, U.S.A.
Director, Trans.Sub-Comm.

[illegible]

APPENDIX "A"

HEADQUARTERS
ALLIED COMMISSION
ARGENTA SECTOR
[illegible]

Reference : Nil/1000.

Subject : Mining and Explosive Report - Argenta Area.

To : Headquarters, Allied Commission, Demarcation Sub Commission.

1. The following mines were cleared from ARGENTA during the month of October 1945 with safe consumable. The following 1/2 pounds from ARGENTA :

Mine	Condition	Where	Destination.
ZANTI	Coloured Paper	50 Tons	Palermo
CARTA MISTIANTICA	Wires	20 Tons	"
LIBIANA	Mines	10 Tons	"
COLOMPIA MINE	"	10 Tons	Naples
ASSICURA DI PIEGO	"	5 Tons	"
MIC A		20 Tons	"
PORTO CANICO	Yellow	5 Tons	"
SA TO PIANO	Grey	10 Tons	Castellammare
ISOLINA	Identification Buttons	20 Tons	"
ROSETTO	Cast	20 Tons	Palermo
SAN SILVERIA	"	10 Tons	Castellammare
SUMMARIA	"	20 Tons	"
VITARA	"	20 Tons	"
	"	20 Tons	"
	"	10 Tons	"

2. Schedule B/S for the month of October have been submitted to [illegible] Headquarters as follows :

250 Tons of Coal.	150 Tons of Coke
1000 " " Salt	100 " " Salt
750 " " Coloured Paper	500 " " Flour

3. The S/S 2000 Tons called up between the 21st :

2000 Tons of Assorted Stores. 250 Tons of Coke.

2000 Tons of Salt.

4. The following emergency stocks for the Armed Forces have been made [illegible] Command :

Flour - 250 Tons and Salt - 250 Tons of S/S Stay behind.

Approximately 800 Tons of Kieselgur and Kaolin, 600 Tons of Pa[illegible]

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COLETTINA ANNE	"	6 Tons	Naples
ASSUNTA IN CIELO	"	6 Tons	"
PIO X	Willows	5½ Tons	"
PUBLIO CAMILLO	Salt	8 Tons	Castellamare
SANTO PADRE	Magnesium Sulphate	50 Tons	"
ISOLINA	Salt	52 Tons	Palermo
DOMENICO	"	187 Tons	Castellamare
SAN SILVERIO	"	64 Tons	"
BENEDARDO	"	40 Tons	"
I.PARA	"	65 Tons	"
		85 Tons	"

3. Shipping Bids for the month of November have been submitted to H.Q. Allied Commission as follows :

200 Tons of Cork.		120 Tons of Skins	
4000 " " Salt		40 " " Wool	
200 " " Coloured Earth		100 " " Fibre	

5. The S/S CAPO [illegible] sailed on October 21st with :

499 Tons of Magnesium Sulphate, 25 Tons of Cork,

1200 Tons of Salt.

4. The following shipments of Goods for the Armed Forces has been made during October :

Fireclay - 654 Tons and Kaolin - 390 Tons on S/S BRACONSFIELD.

Approximately 800 Tons of Fireclay and Kaolin, 200 Tons of Refractory Cement and 22,000 Firebricks will be shipped on the S/S [illegible]RIO.

5. It has been suggested by this Headquarters that when the Cruiser Service between Cagliari and Naples ceases on approximately the end of November, that a weekly service of a passenger-cargo steamer from Cagliari to Naples and a passenger-cargo M/Schooner service from Cagliari to Palermo is run. It is understood that this request is receiving consideration. 621

6. AFS will be leaving SARDINIA on approximately November 10th. At the time of writing this Report it has not yet been decided who is to be responsible for the running of the port of Cagliari. As the majority of the cargo to be handled at the port will be civilian cargo, this Headquarters has recommended that the Italian Authorities should be responsible. Lt. W.G.B.WARLEY, of H.Q. Allied Commission has reported that except for a few small items, the Italian Port Installations will be capable of dealing with all civilian cargo.

/Continued ... 7.

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FRAG/hl

REPORT FOR NOVEMBER 1944.

Shipment, Ports and Warehousing Division.

SHIPMENT.

Schooner traffic has been severely curtailed by the weather during the month. Schooners allotted to civil trade are the smallest type which are most effected by weather conditions, being constantly forced into Port and remaining there for days. This state will get worse during the winter and most civil bids have to be carried on other ships set up by AFHQ. The setting up of ships in this way and arrangements for goods and loading are much more difficult to make than for the ordinary schooners. It is not considered that the position will be in any way satisfactory until larger size schooners with a larger aggregate tonnage are allotted to carry civil supplies.

This position has been made clear at MEDSO meetings this month, by the Transportation Sub-Commission representative acting for AC. It has also now been minuted officially that 19000 tons DW. of schooners are all that have been allocated for civil supplies and not 27000 tons as was stated in the C. in C. MED. Memo.

There is therefore a considerable back-log with the goods arranged for moving by schooners allotted to civil trade, as distinct from which AFHQ set up ships.

All bids, (excluding largest wine bids), which were submitted to AFHQ. were all accepted, ships set up including 6000 tons of wine in addition to the 4200 set up in September which arrived at Civitavecchia this month.

For the coast-wise trade ships of approximately

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remaining there for days. This state will get worse during the winter and most civil bids have to be carried on other ships set up by AFHQ. The setting up of ships in this way and arrangements for goods and loading are much more difficult to make than for the ordinary schooners. It is not considered that the position will be in any way satisfactory until larger size schooners with a larger aggregate tonnage are allotted to carry civil supplies.

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All bids, (excluding largest wine bids) which were submitted to AFHQ. were all accepted, ships set up including 6000 tons of wine in addition to the 4200 set up in September which arrived at Civitavecchia this month.

For the coast-wise trade ships of approximately 18000 tons DW. were nominated and carried 13000 DW. tons of goods and from Sardinia 2400 tons. Ships nominated for carrying other goods from Sardinia were held up, as in the last weeks of the month owing to the evacuation of American installations, port acceptance could not be given.

12 of the schooners nominated for return to the mainland pool, were moved.

A recommendation was obtained from the Regional Commissioner of his requirements, if MEDBO would sanction a coastal pool. These requirements are all schooners under 36 tons and certain sailing ships at present in Sardinia,

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and it is understood that AMGOT will agree to leave them for a coastal pool, and that arrangements with regard to goods to be carried on coastal pool will be set up by Regional Commissioner and implemented by COSICA.

Sardinian pool will not be used for trade from Sardinia to Sicily and the mainland, which will have to be sid through AFHQ for carrying by the main pool.

A considerable number of bids for movement of food stuffs are now being received from Sicily Region and shipping is being set up.

Few bids are received from Southern Region, although schooners have often to run from Naples in ballast.

PORTS.

CIVITAVECCHIA.

Port Committee is now set up and an AD Port liaison officer appointed to ensure the smooth turn-over of the port to civil uses. The Rail served berth being constructed by the U.S.E.S. is not yet complete, but with the arrival of further materials, its completion is expected shortly.

The laying of rail under the supervision of Transportation Sub-Commission Rail Section to Berth 4, is being proceeded with, also the construction of a 1500 ton warehouse.

A Liberty type ship carrying wine has been discharged in two days short of the allotted period.

CASTELLAMMARE.

To enable a discharge of a top-loading of bag grain, lighters and tugs have been obtained for the use of the civil contractors operating these ships, but bad weather has prevented this discharge.

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PORTS.

CIVITAVECCHIA.

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The laying of rail under the supervision of Transportation Sub-Commission Rail Section to Berth 4, is being proceeded with, also the construction of a 1000 ton warehouse.

A Liberty type ship carrying wine has been discharged in two days short of the allotted period.

CASTELLAMARE.

To enable a discharge of a top-loading of bag grain, lighters and tugs have been obtained for the use of the civil contractors operating these ships, but bad weather has prevented this discharge.

It is understood that the question of safety of tying up to the mole to enable lighter discharge, is not yet settled. The alternative is discharging the top-loading of bagged grain at Naples. The back-log of shipping there is so great that very long delays may be expected in the arrival of the ships at Castellamare for bulk discharge. The gravity of this position has been made clear to AFHQ.

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SALERNO.

An inspection has been made of the port. It is likely that it may require to be used for final discharge of ships with civil supplies, in order to avoid the rail congestion round Naples.

The port is capable of taking ships alongside quay with the draught up to 21 ft.

Warehouse accomodation is being repaired and all necessary arrangements made for accepting a ship with 4000 Ton of Cargo.

WAREHOUSES.

As of 1st October 1944, the Warehousing and Forwarding Division of the Food Sub-Commission became the Warehouse Section of the Shipment, Port and Warehouse Division of the Transportation Sub-Commission.

The following were the principle changes made during the month:

a) AC Depot No.43 in Siena was turned over to Pisa-Ma docks for operation. Lt.Delmotte and the M/CR's under his command were transferred to Leghorn, under Capt.Hoyt.

b) AC Leghorn accomodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This change was made necessary to accomodate the increase in Food-Sub-Commission stock piling activities. Further expansion is contemplated to bring capacity up to 70,000 tons.

c) Lt. Ramsey was transferred from AC Naples depots to Leghorn, as Port Liaison officer.

d) Maj.Martin assumed charge of all AC Naples depots.

Severe difficulties were encountered in attempting to secure the necessary warehouse space in Leghorn, due in the main [illegible] cooperation by A.F.H.Q. Real Estate Dept. Further, dire

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d) Maj.Martin assumed charge of all AC Naples depots.

Severe difficulties were encountered in attempting to secure the necessary warehouse space in Leghorn, due in the main to lack of cooperation by P.B.S. Real Estate Dept. Further, since the Warehouse Section has no authority to draw supplies and materials from Army sources, rehabilitation work was unusually difficult due to lack of such basic materials as tools, cement, lumber, nails, roofing etc. Capt.Boyd, officer in charge AC Depots in Leghorn deserves much credit for the obstacles he overcame in performing his duties.

It is to be hoped that A T/O, and a T/E can be made with specific authority, in addition, to draw on military formations for necessary supplies. This is the procedure followed by U.S. Army Railhead Dumps.

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STAFF.

Capt.Hoyle who had been on loan from AFHQ Movements returned to duty there on 31st October.

Lieut. G.W.E.Warley was posted to this Division on October 6th.

J/Comdr.E.Pearnsides previously on loan from G-5 is now posted to AC and remains with this division.

Lt.Geo.Mitchell was assigned to the Transportation S/C and placed on duty as a Warehouse Officer under Capt.Hoyd at Leghorn.

F.R.A. GLANVILLE
Lt.Colonel
Shipping, Ports &
Warehouse Division
Tn.Sub.Comm.

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AGF/G-3

(1)

HEADQUARTERS
ALLIED FORCES, SOUTHERN FRANCE
Headquarters Sub-Commission
APO 512

October 1944

MONTHLY REPORT OF ACTIVITIES, OPERATION DRAGOON
G-3 SECTION, SUB-COMMISSION, A.F.S.F.

1. BATTLE
(a) General.

September has been another month which has enabled military commanders to develop system nearer to the fighting troops, owing to the limited advances which have been made. Route 50, the coastal route from Nice north via Cannes and Fréjus has now reached Toulon, by an inland diversion just south of Hyères due to conditions on the coastal section. Route 87, Digne-Nancon is open for the improved Dakota, and arrangements are in hand for the modification of the Digne-Nancon section, Route 85, the route Gap-Florence, has not yet reached north from Veynes, owing to the demolitions, and it is more likely that communications with Grenoble will be by the most direct route via Lyon, involving a subsequent reconstruction beyond that 200 miles.

The section Nice-Menton on the Nice-Cuneo route is the busiest property, and here all vehicles are being concentrated to save delay of northbound traffic into Ligurian. On the west coast, line of communication has been opened as far as Ventimiglia. In the main, railroads continue to be a liaison for the Army and Navy and Army for Army. Since 6th Army took up the use of Dakota and Cannes, although a railhead of its own, and in the reverse direction, from which has been loaded and shipped down to Rome-Civ Depots and ammunition in considerable quantities. The back movement of all traffic from the forward country and the Ligurian ports has been a feature of the month, and this form of traffic is most economical in use of rolling stock and locomotives to maximum capacity.

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1. RAILWAYS

(a) General.

September has been another month which has enabled railway construction units to develop tracks nearer to the fighting troops, owing to the limited advances which have been made. Route 50, the coastal route from Rome north via Civitavecchia has now reached Leghorn, by an inland diversion just south of Leghorn due to demolitions on the coastal section. Route 67, Rome-Ancona is open for the throughout journey, and arrangements are in hand, for the electrification of the Orte-Ancona section. Route 65, the route Rome-Florence, has not gone further north than Ponte, owing to the demolitions, and it is more likely that communications with Florence will be by the west coast route via Pisa, leaving a subsequent reconstruction headache for ACC engineers.

The section Pisa-Empoli on the Pisa-Leghorn route 210 has urgent priority, and line 227 Vada-Pisa is being constructed to give entry of northbound traffic into Leghorn. On the east coast, line 86 Ancona-Bologna has been opened as far as Bettolino. In the main, railheads continue to be at Leghorn for 8th Army and Ponte and Arezzo for 5th Army. Since 5th Army gave up the use of Bastia and Ancona, ACC has had a railhead of its own, but in the reverse direction, for wheat has been loaded and shipped down to Rome from Bastia and Ancona in considerable quantities. The back movement of ACC traffic from the fertile wheat country and the lignite mines has been a feature of the month, and this form of backloading is the most economical means of using freight cars and locomotives to maximum capacity.

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A combination of ACC road and rail activities is well illustrated by the collection of wheat and potatoes in the Umbrian area, where it is trucked to Jesi, and railed for Rome on empties returning from Ancona. At Albacina, paper is picked up for the Finance Sub-Commission and brought to Rome; at Foleto large movements of lignite from the Norcia mines are being loaded to Rome; at Terni and Narni seed wheat and fertiliser is put on rail for Rome, Naples and the South, the total tonnage being in the nature of 1500 tons per day. All this back loading takes place on one line only, that between Ancona and Rome. Line 90 has a similar back movement. Lignite from the Ribolla Mine, joining the main track at Giuncarico; Pyrites from Scarlino, wheat from Grosseto and Jenerisi, Montalto and Tarquinia, and salt also from the latter point, to a daily tonnage average of 1400 tons per day, destined for Rome and the South.

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section in Italy [illegible] have re-established communications almost at pre-war level.

It would perhaps be an illuminating picture if a statement were made of the condition of rolling stock and tracks as compared with the normal conditions. Even then, the very heavy demands for freight over which our supplies entail on a peninsular fed entirely by sea, would perhaps give a false picture of those available for purely civilian movement.

Transportation Sub-Commission is fully alive to the fact that part of its function is to rehabilitate within the fighting zone left as much of the railroad system as possible, and has therefore directed an objective communication to the Minister of Communications, based broadly on a system of priorities to be decided by the Minister himself. There will be brought into existence a shadow time-table for freight and passenger trains, with marked priorities, and as and when circumstances permit, train after train will be brought into circulation in accordance with the priorities decided. Similarly, short and long term repair plans will be designated, based on the economic-priority of reconstruction required for the benefit of the community as a whole, and every effort will be made to meet these requirements. The Italians are asked to examine fully their existing stocks, to set about building and rebuilding rolling stock and to submit plans and estimates in order that the priorities can be stepped up. It is fully appreciated that as the fighting line progresses, more lines will come into the picture, and a revision of the shadow time-tables and reconstruction plans will have to be made. But at least a workable basis is established whereby both the Government and the ACC have a unified plan for future development.

There are many problems to be decided. Double tracks will increase the working capacity of rolling stock, but where double tracks cannot be installed owing to immediate shortage of materials, increased production of repaired rolling stock, and suitable ballasting and servicing of existing tracks must be carried out to ensure the maximum number of trains. The Italian Engineer is a capable person, and in the Bari Railway Division his time-keeping has caused satisfactory comment to be made by the Military Authorities, yet his upkeep of the tracks between Naples and Rome has left much to be desired, notwithstanding the constant Governmental request for

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shunting service.

w about them (41 Diesel and 40 steam) the Italian locomotives would
provide only 20% of the existing needs. In part, this is due to the
fact that 12 locomotives have been sent to operate in the forward
area. But it is also partly due to the fact that 41 heavily damaged
locomotives are in the San Lorenzo yards awaiting parts for repairs.
Italian train crews are operating all diesel locomotives, and the
crews are being trained to operate US. oil burning locomotives.

A careful examination has been made of wagon repair shops
in Rome, Leghorn and Pisa, in order that ACC shall fully understand
the position in which they stand. Whilst repairs of various kinds
are being carried out in the Italian Yards, it will be a long time
before Leghorn is able to function, as the main store received a
direct hit from a heavy bomb. At Pisa, although considerable
damage has taken place, there were large quantities of stores avail-
able, but a careful check would be needed to ascertain the use to
which they could be put. The factory itself is of no possible use.

Italian personnel are being employed as much as possible in
yards, engine houses and shops, and thus the training of the personnel
will have taken place in the main before ACC control becomes fully
operative.

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The Decree to allow an increase of 100% in rail rates and
fares has reached a further stage by the careful examination of the
draft Decree by Transportation Sub-Commission, in conjunction with
Legal Sub-Commission's Legal Sub-Commission's guidance sought certain
clarifications which have now been forthcoming, and it is hoped that
in the near future this long delayed Decree - it was first put forward
by the Government in December, 43, but deferred by ACC - will be
implemented. A problem arising from this Decree has been the position
of inter-urban tramways, a hybrid form of transport which is neither
part of the internal network of the larger cities, nor a railway in
the fully accepted sense. Italy has developed a system of tramways
which cover long country lanes and across fields at varying speeds
to a greater extent than any other European country, with the possible
exception of Belgium. The cheapness of electric power has enabled
such roadside trams to spring up, and their effectiveness has

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preferential treatment in that respect. Many officers are ready to talk confidentially on their rights to forestall other traffic stoppel to enable their own trade to be passed. Individualism is the keynote, and transportation officers in the forward [illegible] for the offer of a professor of Rome University to give free service and advice, based on his knowledge of transport, agriculture, animal [illegible] tion and steam traction, to the Government [illegible] A.M.G., as and when required.

* * * * * * * * * * *

Transportation Sub-Commission officers have been scouring the countryside noting what rolling stock is available, and helping to ensure that the [illegible] number of locomotives and trucks are brought into service. The vast organisation of the Director General of Military Railways Services was considerably depleted during the Polish swing to transfer to other theatres of operation, and in spite of very limited staff, AMG was happy to be able to render this small measure of assistance to the hard-pressed officers left behind.

* * * * * * * * * * *

At Bari, arrangements have been made for the supply of materials and stores to the State and privately owned railways concerned through an officer of Transportation Sub-Commission. The general principle is satisfactory, although it is felt that special arrangements should be made for private railways against the [illegible] to obtain such materials as they need when it proves necessary to secure a satisfactory arrangement can be achieved, which will establish a standard for all divisions in which Transportation Sub-Commission officers take over control.

* * * * * * * * * * *

The question of the free conveyance of AMG traffic has been brought to a further stage by a comprehensive submission to the Economic Section for policy guidance.

* * * * * * * * * * *

The conveyance by rail of civilian personnel working on behalf of the Allied Forces, and contractors to the Allied Forces by a system of free pass, in substitution of previous road transport had reached a stage

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Tonnages, and tonnage of bids for month of September were as follows:

(i) Normal bids:

BIDS			TONNAGES				
Rec'd	Rejected	Accepted	Food - stuffs	Fuel & Petrol	Seeds Fertilizer	Misc.	TOTAL
2143	375	1768	84,273	21311	5035	11,022	123,691

Included in the above figures are 7442 tons of wine accepted for shipment during the period. In addition, 72 empty wine vats were authorised to return to Puglie.

(ii) Emergency Bids:

BIDS			TONNAGES				
Rec'd	Rejected	Accepted	Food-stuffs	Fuel & Petrol	Seeds Fertilizer	Misc.	TOTAL
56	-	56	3515	15	-	1119	4649

Total (a) and (b) 128,240 tons

Tonnage as above	128,240 tons	593
Local Civilian traffic within BAT Div.	76,070 tons	
Local Civilian traffic within NEGPIO Div.	50,812 tons	
Total ACC tonnage accepted	255,122 tons	

(c) Engineering.

In the southern area, the ACC Engineer has inspected the work on the Ciolo Tauro bridge, the completion of which is essential to enable direct connection by the west coast main line via Reggio to Sicily. Work continues on the Termoli - Campobasso line, and the Trajo bridge on the Rome-Viterbo private railway has had temporary repairs completed, a test train proving the line could be used for through services. It is hoped to make the maximum use of this line for freight and postal traffic.

Recommendations have been submitted to Economic Section for the repair of the Avezzano-Rieti line at a cost of 65 million lire, and for repairs to the Rome-Viterbo State Railway at a cost of 12 million lire. Both of these lines serve fertile areas capable of bringing produce to

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main maximum knowledge before full responsibility of supervision is placed upon that. On the other side, it has been possible to arrange for a further co-ordination of effort between road, water and rail, to achieve the very best results, and this co-ordination is likely to be developed to the utmost.

On the side of rehabilitation, the detailed plan outlined in the general statement, to permit the standard to be followed by the Ministry of Communications.

(e) Relations with Ministry of Communications.

Continued effort has been maintained with the various Departments of the Ministry concerned with both State and Private Railways, and considerable work-problems ensue on a multitude of topics and problems. It is generally found that enthusiasm for the speedy development of a particular railway line is out of all proportion to the real importance of the line, and the sense of values is not as highly developed as might be desired. If carte blanche permission for reconstruction were given, it is doubted whether the priority scheme would be one based on satisfactory economic needs, and a careful and watchful guidance has to be maintained to avoid enthusiasm over-stressing particular needs. There is also a tendency to bring forth previous submissions without any further investigation to bring the latter up to date, and to re-submit the application in exactly the same form. These are all small matters, but once having comprehended the system, little difficulty is experienced in diverting thought into the right channels.

(f) Defascism.

A careful watch has been maintained on the Defascistisation proceedings, and connection made with the court officials.

(g) Transportation Committee Meeting.

The Meeting of the Transportation Committee held on 25 September was the first to include representatives of AFHQ, MMT and WCA. The Chairman, Brigadier A.T. Rhè Philips expressed the desire of all concerned to render all assistance to AFC in the movement of supplies and the rehabilitation of the Italian Railways. Careful consideration was given to a number of requests by AFC on behalf of the Italian State Railways for improved rail services, and the very co-operative attitude was indicative of the expressed desire to help as much as possible. Moreover, it was established that items which could be acted upon by agreement with parties concerned in the interim between meetings need not be referred for official sanction at the meeting.

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It was stated that an increase plant at All Marians had been completely overhauled and would shortly be in production. What the quantity of production would be was not known, but it was expected to be possible to supply the Railways with all they would require, provided that the Railways could supply the necessary raw materials. The possibilities of furnishing such materials is being investigated.

On the subject of the supply of copper to the I.S.F. the Naval authorities were visited. [illegible] concerned stated that more than [illegible] plotted 60 cylinders per month could normally be supplied to the I.S.F. Subject to the [illegible] of the Navy, efforts would be made to meet all requirements of the I.S.F.

The Second Air Force, responsible for the Divisional Supply Interdict, was asked to transfer [illegible] military personnel, some of whom were stretcher cases from Palermo to Catania.

Inspections were carried out on installations and bridge repairs at Iraperi, Termoli, Rocca and Castelvetrano.

Owing to the reduction in coal allotment, new schedules have to be prepared of the rail services in Sicily. The services will have to be reduced in order to save 2000 tons of coal per month as compared with present consumption.

The reduction will be as follows:

On Passenger services	[illegible] tons per month
On Goods & services	400 tons per month
On Special Trains	300 tons per month
Total	2000 tons per month

A notice to [illegible] was prepared for publication in the Sicilian newspapers, announcing the forthcoming changes in the passenger schedules and the reason for same, viz. the intended 100% increase in fares should have the effect of curbing the Passenger travel, though reports of passengers trying to travel on freight trains have been entertained.

The conversion of locomotives from coal to oil-burning having become a more important at this time, the question of requirements and facilities have been taken up with the representative of the U.S.S.R.

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of the position as a whole and the number of locomotives in daily number in service, spare reserve also, and the minimum number required for the working of the system in Sicily has already been prepared.
(The Lovemobile situation is given in Appendix "A" to this report).

Dept.Long as the transportation Superintendent in Sicily expected to arrive on visit to Naval Dockyard (Navy).

It was brought to the Commandant of the U.S.Navy Yard that the I.S.R. Railway, apart from its limited capacity between the I.S.R. officials and the workshops works of great assistance to the Railway.

During the month several visits were made to the Naval Yard in connection with the working repairs for the Messina Ferry. Despite obstacles, two were completed, one was found to have been worn with the valve seating holes cast too large. A further four are in the process of being made, fitting holes of the correct size.

Tonnages dealt during the month of September is given below:

Allied Forces	I.S.R.	Italian Forces	Civil	Total
4057	---	81	2417	2026
320	10	10	7224	27540
3260	850	27	26310	30700
3410	530	27	25930	30796
3801	23	14	27309	31434
15417	1713	363	134130	151287

Marine Fleet and Rolling Stock Position

Standard gauge

	Ent.	Pass.	Motor	Total	Total
(a) in service	102	50	25	176	15
(b) spare	22	3	6	33	--
(c) awaiting light repairs	55	23	3	82	5
(d) awaiting heavy repairs	45	17	3	65	25
Totals	225	93	50	368	48

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Heavy repairs	[illegible]	329	[illegible]	24	335
Light repairs		14		70	166
Rebuild		625	[illegible]	—	1953
Total	[illegible]	967	[illegible]	164	2714

(13) Canada, Victoria

The Road situation has not appreciably since the survey was made (contained in Chief Engr's Report). The control is still in the hands of D.T. & C. Coal supply is very good. Recent movement of troops and equipment has been handled successfully by the State Railways.

Troops moved during the month is shown hereunder:

Military	Naval	Total
3557	[illegible]	16518
158	[illegible]	20768
671	[illegible]	19319
3054	[illegible]	19538
15415	[illegible]	76154

(14) Eritrea
Capt. C.F. Hall

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The operation and storage part of the Red Sea and State Railways were returned to the Italian personnel of these railways to operate on 12 Sept. 43, with the exception of one operating officer and Mov. Cont Italy, under the supervision of one AFC representative at Asmara.

Military requirements on the Asmara division are still very heavy and the civilian requests also continue to be very great. In view of these demands, the water situation is very bad and at present only about 50% of the indent for civil wagons are filled. A recent trip to Berlenti and Mergherita at Dekemhare, it was observed that the indent for coal was approximately 30 wagons per week of which only 45 were given by Mov. Cont Italy, on account of no wagons being available.

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well, but on account of derailments and washout between Naples and Rome, and general shortage of box cars in this area, all civilian loadings were prohibited in the last week of the month, together with some of the ACC traffic loadings. Only high-priority shipments, such as food for Rome were allowed.

Of the large quantity of wine traffic arriving in Naples, considerable delay has arisen in the unloading. The Depot Commandant has been instructed to give the matter earnest attention. He has agreed that action is very necessary and it is hoped that improvement will result.

The Depot Stations at Salerno was detected in authorising the movement of a car load of baskets without labels. The traffic was authorised irregularly under facilities offered for L.C.L.C.L. (Small parcels) traffic. Action has been taken against the Depot Stations concerned.

(v) Bengasi Division

Traffic forwarded during the month:

Military	ACC	Civil
4200	3600	4050

Interchange of traffic with Sicily:

	London	Section
Forwarded	397	---
Received	826	240

Due to an exceptionally heavy military movement from Sicily to northern Italy, civil traffic had to be restricted to Naples area for a period of one week.

Wagon situation has improved considerably in previous month. 280 more wagons were received than forwarded. Open wagons for military timber were plentiful for the first half of the month, but the flow from the north slackened and the situation is now more acute. L.R.S. has been requested to accelerate the supply. High-sided condemn received from Sicily are being held at Reggio to cover an expected coal ship.

A request was made to L.R.S. to have wagons delivered at Pietrapento rather than Agricoli as an operating difficulty is presented in working cars without brakes over the hill from Agricoli to Potenza. Recently, 50 empties of this type were at Pholi and most of them had to be moved via Sant'Eufemia - Catanzaro - Crotone. The suggestion to deliver at Pietrapento was not accepted.

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on the following schedule:

Messina		Reggio	
Dep.	07.00	Arr.	09.00
Arr.	09.30	Dep.	09.30
Dep.	11.00	Arr.	12.00
Arr.	13.30	Dep.	13.30
Dep.	15.00	Arr.	16.00
Arr.	17.15	Dep.	16.15

The noon trip operates only when required for military movement.

Traffic handled in transfer to Sicily:

Vehicles 103 Tarons 208

Sicily to Italy:

Vehicles 761 Tarons (Loaded) 560
Tarons (Empty) 251

(vi) ANCONA DIVISION

The first through train to Ancona arrived on 5 Sept. 1944. The train was one of Transportation Stores.

There is every indication that:

(a) It is not proposed to use rail facilities from Ancona to the north to any great extend for some time. With the exception of 5,000 ton of coal which is expected shortly for Transportation, and which will be cleared by rail, all clearances from the port will be effected by road.

(b) Falconara, 3 Kilometres N.E., and at junction of East coast line with the line from Fabriano is to be the Base Marshalling Yard and the centre of all railway activities in this district.

(c) Movement Control traffic office is being transferred to Falconara.

On Sept. 16 Capt.E.S. Smith of the Tn.S/C. was posted to the Ancona Division of I.S.R. He found considerable work waiting to be done in this new territory and immediately became immersed in the rehabilitation and welfare of I.S.R. employees in the Division. Among the problems involved were question of housing, food, clothing, permits, M.T. and petrol. These were, perhaps, not the usual type of work expected by Mvl.Reps. but they were matters urgently requiring someone's attention.

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from Jan. to Rome.

Close contact has been kept since arrival in accordance with D.D.Tn. Mov. Anecom, Area H.Q. and local R.T.O. Officers, with all of whom Tn. Rep. reports "very good relations".

1(b) MISCELLANEOUS MATTERS ARISING OUT OF INSPECTION OF UNITS:

(i) MAJOR A.C. BAINES (Civilian Engineer). HARLES:

During the first week of the month, workmanship and Garden Houses under the direction of D.G.M.E.S. in the Naples area were visited, including the iron foundry at Granili works.

BARI DIVISION, I.S.R.

In accordance with instructions, I moved to Bari on 8 Sept. 44, and took over from DDTn. (Sys) matters relating to the supply of stores to the Italian State and Privately Owned Railways in the Bari Division, in accordance with instructions laid down.

D.D.Tn (Sys) left a Stores Officer for one week to assist during the take-over period, and S.O. R.A. M.S Tn. Stores Group R.E. remains at Bari with one Staff Captain (Stores) in charge.

No.325(I.T.E. Transportation Stores Depot)remains at Modugno, and 163 Railway Workshops Company, R.E., at Foggia, though the latter has detachments outside the Bari Division.

In order to clarify the situation and discuss details a meeting was held on 16 Sept.44 with the A.D.Tn.(Stores) of the Transportation Directorate (Lieut.Col.B.S.Goward R.E.) and the C.O. No.3 Transportation Stores Group R.E. (Lieut.Col.W.G.Lake R.E.), and the Capo Compartimento, I.S.R., at which Capt.Gorman, Capt.Robson, and myself were present, together with representatives of the various sections of the I.S.R. concerned. At this meeting, the methods to be adopted by the I.S.R. and Privately Owned Railways in putting forward their 3 monthly requirements were laid down, it being explained that the requests of the privately owned railways would be collected and co-ordinated by the Capo Compartimento before being submitted, together with those of the I.S.R. to the ACC Transportation Sub-Commission representatives.

A meeting called by the Capo Compartimento on the 18 September 44, of representatives of Privately Owned Railways was attended, when the position as regards these railways was explained, and the methods to be adopted in putting forward these requirements

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being used for Anzio and Leghorn. These will remain supply ports for a very long time. This means we are faced with long hauls and our present establishment is insufficient to meet the requirements.

Further, 250 British vehicles and 250 American vehicles have been promised and, in order to be in a better position to cope with forward hauls, it has been decided to organize them on the basis of 2 G.T. Cos. and 5 Q.M. Cos.

AFHQ have agreed to furnish the 2 G.T. Cos. (Italian) complete, but the first one will not be available before the 15th of October.

As regards the Q.M. Cos., it is proposed to form a Q.M. Truck Battalion of eight companies, these eight companies being formed from the 1024-1025 companies (already working) and the 250 vehicles being made available by AFHQ. American Officers and ORs are being made available for the formation of this battalion as well as Italian military personnel.

B. Present employment of G.T. Cos. and Q.M. Truck Cos.:

1001 G.T. Co. with AAI 8th Army.
1000 G.T. Co. with AAI 5th Army.
1024/1025-Q.M. Truck Cos. working in rear of 5th Army and working in conjunction with AAI 5th Army and representatives of the Food Sub-Commission.

Their main duties at present are clearing the Railhead at Leghorn and moving flour and food stuffs from Leghorn to Florence.

C. Civilian Transport:

1. Italian Government:

S.M.T.C. is now in full operation, some of the delay being in getting out various forms required for all the provinces. New tariff rates are under discussion and should be agreed within the next week. A standard work ticket or delivery note is being drawn by ourselves and the Italian Government. This should be ready very soon.

2. AAI Territory:

The method of organizing civil transport as adopted in Florence is proving very satisfactory and in some cases the provinces have sufficient transport to look after their own needs, but what they cannot do is to provide trucks for special loads, such as wheat to Railheads, etc.

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to this HQ by two Senior Officers of AMG charged with the task of investigating the existing maintenance facilities.

The present inadequacy of both personnel and equipment is fully appreciated by these officers and it is hoped that the position in this respect will be improved as a result of their visit.

Steps have already been taken to distribute the available personnel and equipment equitably throughout the Theater and a Maintenance Instruction will be published shortly setting out a combined system of maintenance to be applied to all vehicles. (Now in course of preparation).

This provides for the pooling of all the resources in the form of personnel, equipment, and parts within the Region.

The problem of spare parts, tires, etc. is still acute, but bulk supplies in the form of Unit and Kit sets in process of being collected from the various Ordnance Depots throughout the Theater, sorted and prepared for issue to regions.

IV. SALIENT ACTIVITIES:

a. Bengasi Area:

1. During the month 91 cars and 5 trucks were repaired or reconditioned and put on the road. 19 cars were requisitioned from various Italian services.

2. The number of civilians was increased from 75 to 83. Difficulty is found in procuring good mechanics and the proportion of learners to qualified technics is already too high. Steps to recruit further technics have been taken.

3. The supply of current for power during the month has been satisfactory but failure of the light in underground accommodation has made work difficult. In view of the winter months ahead, it has been decided to recondition a German 5 KW. portable plant and transformer so that light can be kept going, even if the main supply is cut off. This should assist the output.

4. At the end of the month the director, Eng.Greco, of Lancia Company was called up and informed that the output was unsatisfactory. He was given six week to show an improvement; that he would be replaced if he

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7. With the increased state of readiness, closer supervision and more system, more work can be undertaken in the near future.

8. Our [illegible] have been given every opportunity to show initiative [illegible] number of them. The present system of working, however, as [illegible], as provides for the handing over of the works to the [illegible] a [illegible] pattern. Provided the [illegible] are told what [illegible] to do it, the results are as good as, if not better than, [illegible] control.

b. Super Servicing.

1. 16 Civilian vehicles have been delivered during the month of September to various [illegible].

2. New [illegible] procedure for Royal and Civilian cars has been received.

3. Liaison has been established with the London Garage and third and fourth echelon work diverted in such a way that it is now possible to accept and clear through [illegible], only that require miscellaneous repairs. Deadline on vehicles [illegible] necessary required for transportation is therefore low.

c. Workshops and Establishments:

The total number of vehicles that passed thro the ASMO for repairs during the month of September were 541, this included only W.D. vehicles. Out of this number 98 jobs were performed in the Paint Shop, 59 in the Battery Shop, 10[illegible] the Welding Shop, 134 in the Tire Shop, 156 in the Lubrication Racks, [illegible] 203 jobs were performed in the machine shop in the various shops. Besides the above mentioned jobs, 11 vehicles were sent to IBD Ordnance for repairs which were beyond the capabilities of this [illegible].

In addition, the following information are available:

Work orders issued last month	1270
Civil M vehicles in for monthly or 1000 mile check	58[illegible]4
W.D. vehicles in for monthly or 1000 mile check	841
Trains [illegible] daily service	82

d. British Motor Pool.

1. Generals

September has been rather [illegible] month for the MPP [illegible] to:

a) [illegible] of many W.D. parts.
b) [illegible] to British drivers.
c) The [illegible] of two vehicles in a Southern regions to be [illegible] or transfer to Northern regions.

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ex[illegible]ted.

3. Remarks:

During the month a total of [illegible] workshop repairs were carried out, the majority of these being the equivalent to S.E.M.E. or Medium Maintenance Vehicle Repairs.

The majority of the workshop staff now being Italian working under British supervision and guidance.

4. Change of Personnel:

During this month there has taken place a complete change over from British drivers to Italians with the exception, for security reasons, of driver drivers and senior officer drivers.

This system is now working well thru the co-operation of an English-speaking Italian driver mechanic with whom co-operation we have completely Italianised the British Maintenance System (translation of vehicle documents, etc.).

5. Reconditioning of vehicles:

A number of vehicles returned to HQ for onward transfer have been reconditioned in our workshops and subsequently transferred.

In many cases they have been taken in as Class V and turned out as Class II vehicles.

Present strength of Italian vehicles	69
A.S.C.	25
Present strength of Admin. and Supervisory staff	16
Italian Drivers and Mechanics (This includes drivers of Colo. and executive officers, reserve drivers for forward area trips).	67

6. P.O.L.

Under the British administration is the control, distribution, and accounting of petrol, oil, and lubricants.

During the month, the following issues were made:

Petrol	55,460	Gallons
Oil	812 ½	Gallons
Lubricants	320	Gallons

V SPARE PARTS:

1. During September, 205 orders for release of spare parts have

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5. During the month 8[illegible] drill[illegible] and 1[illegible] Bini were sent off by air to Naples (SBT A.S.C.). Tents [illegible] (1 Sub Dept), and Meri (300 A.C.L.) to find [illegible] the latest [illegible] of bridge spare parts. As a result 8 [illegible] of Chevrolet [illegible] are now in Eritrea and have been dispatched by rail to Asmara. It was [illegible] that, in the future, all stores arriving at Beni will [illegible] forwarded to ADSS Depot, Asmara, by rail.

6. No. 1 Sub Depot [illegible] re-inventorying [illegible] Agordat, Keren, Decamere and Barentu areas and will send certificates as soon as [illegible] collect them.

7. [illegible] for the rebuilding [illegible] batteries, supposedly 12 v., have been [illegible] but all batteries [illegible] being collected for rebuilding.

8. Pirelli have re-opened with rubber [illegible] 300 SILENTBLOCS and no difficulty is [illegible] in filling all [illegible].

9. Pirelli have also been asked to start the manufacture of 3 rubber [illegible] for [illegible] Asmara. This has been put in hand.

10. All [illegible] spare parts for reconditioned cars have been set during the month, but [illegible] will not last forever unless all the [illegible] and worn [illegible] are [illegible] in the north. Steps for the manufacture of [illegible] parts should be taken at once.

VI. TIRES:

1. 239 tires have been received [illegible] B.S.D.L.S.

2. 781 of the 2[illegible] tires [illegible] up from PBS stocks have been rejected by B.S.D.L.S. as [illegible] to repair. These are being held for the tire [illegible] at Pirelli plant awaiting [illegible] of our letter to ADQ requesting allocation [illegible] A.C.C. for [illegible] of the plant. The tires are now being inspected by Pirelli inspectors. 586

3. Cards have been set [illegible] tires and bills are being sent to those who have already [illegible] A.C.C. stocks. In addition, records are being established [illegible] stocks, records, receipting and [illegible] proper accountability.

4. Pirelli [illegible] has been instructed to build itself in readiness for [illegible] tires.

5. A shipment at Naples awaited [illegible] arrival at Castelletzare and all tires taken to [illegible] B.S.D. [illegible] later rejected this shipment and

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[illegible] resulted in the allotment of tonnage for all but a [illegible] bids for September.

A 5,000 ton ship was allotted to move wine from Sicily into Rome. Unfortunately barrels were not available to move the huge quantities of wine in Sicily. It is doubtful if a ship of more than 3000 tons a month can be filled.

Now that AFHQ are prepared to agree to movement of all personal civil bids, the difficulty of fulfilling their instruction that ACC HQ should collect all bids centrally is receding fast.

Bids for non-movement from Sicily are almost non-existent, except where promoted by this headquarters, and few bids are received from Southern Region.

This does not mean that traffic is not passing, but that existing instructions as to submission of all bids to HQ are not followed.

Possibly this is due to the reduction of ACC personnel in these Sections, thus producing unsatisfactory timing to link up smoothly with headquarters.

It appears that the taking over of authority by the Italian Government, Southern and Sicily Sections, needs a fresh conception in regard to passing and particularly screening of bids.

During the month, 10,000 DW tons of schooners were allotted for 240 voyages carrying 6,000 tons, the largest item being food. Quarries carrying 3,500 tons of food and wood were also allotted.

The schooners allotted to civil movement still do not exceed a total of 15,000 tons DW and they are almost entirely under 100 tons DW, thus making the work far more difficult. However, although there is some backlog in September movements, the arrangements at the AFHQ, P.O.M. has been adhered to, namely, that all bids passed by P.O.M. are being moved by schooner or other craft.

Schooner coastal traffic in Sardinia for September was 2,200 tons DW. Owing to the continuance of the stoppage of inter-island and mainland schooner movement, 32 schooners total approximately 1,600 DW, are being transferred to the mainland; they will carry certain of salt and other goods.

Ports.

The port of Civitavecchia has now been handed over by the Military for civil use. An arrangement has been made, applicable to all similar ports,

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APPENDIX 'A'

AIRCRAFT SITUATION IN MALTA
as at September '42

TOTAL (c)	SERVICEABLE (d)	NOT SERVICEABLE Light Repairs (e)	NOT SERVICEABLE Heavy Repairs (f)	REQUIRED IN THE ISLAND (g)	SPAREABLE (h)
				20	–
25		3	2	8	4
12		3			
			1	5	–
7	2	1		6	14
20	20	4	1	20	12
			2	–	–
–	–	2	2	6	–
6	6	1	1	–	3
3	3	1	3	3	–
5	5	–	–	–	1
1	1	5	3	12	4
19	19	2	–	7	–
7	7	–	2	3	–
3	3	–	4	–	5
6	6	–	2	8	1
14	9	3	2	59	45
307	209	91	67		

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	Pineroine	15	3	
	Palazzo	51	22	
	Spinazzola	150	116	
	Castelnuovo	5	—	
	total	316	205	
FOGGIA	Accadi S.	31	25	
	Chieti	28	37	
	Candela	18	53	
	Foggia	414	135	
	Lucera	—	5	
	Poggio Imp.	39	29	
	Ortanova	76	33	
	Rignano	—	9	
	Rignalta	26	22	
	S.Severo	85	101	
	total	718	500	
MATERA	Ferrandina	91	3	
	Grassano	167	63	
	Petaponto	230	81	
	Pisticci	237	81	
	Salandra			
	Grottole	83	10	
	total	828	238	
POTENZA	Melfi	12	8	
	Potenza	15	3	
	Rapolla-Ter	178	20	
	Rionero	10	8	N.B. 1 wagon = 15 tons
	S.Fiorle R.	63	29	
	Venosa	30	50	
	total	308	118	
	GRAND TOTAL	2171	1062	
	Wagons			
	tons	3256	623	

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

FRAC/elc

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Tel:478704
Our Ref : ACC/TS/S/20/6

14 October 1944

TO : Col. D.S. Adams
Director, Tn.Sub.Comm.

SUBJECT : Report on Shipments, Ports and Warehouse Section for September.

SHIPMENT.

The new system of making a forecast of shipping requirements has resulted in the allotment of tonnage for all our available bids for September.

A 5000 ton ship was set up to move wine from Puglia into Rome. This has shown that barrels are not available to move the huge quantities of wine available in Puglia. It appears in fact doubtful if a ship more than 500 tons a month can be filled.

Now that it is AFHQ policy to move all screened Civil bids, the handicap of their instruction that we shall collect all bids centrally for implementing is becoming clear.

Bids for sea movement from Sicily are almost non existant, except those set up from this Headquarters; and from Southern Region are very few.

This shortage of bids coincides with the reduction of ACC personnel in these Regions and consequent unsatisfactory chain by which bids can be passed to this Headquarters.

It appears that the taking over of authority by the

Declassified E.O. 12356 Section 3.3/NND No. 775525

requirements has resulted in the allotment of tonnage for all our available bids for September.

A 9000 ton ship was set up to move wine from Puglia into Rome. This has shown that barrels are not available to move the huge quantities of wine available in Puglia. It appears in fact doubtful if a ship more than 300 tons a month can be filled.

Now that it is AFHQ policy to move all screened civil bids, the handicap of their instruction that we shall collect all bids centrally for implementing is becoming clear.

Bids for sea movement from Sicily are almost non existant, except those set up from this Headquarters; and from Southern Region are very few.

This shortage of bids coincides with the reduction of ACC personnel in these Regions and consequent unsatisfactory chain by which bids can be passed to this Headquarters.

It appears that the taking over of authority by the Italian Government, Southern and Sicily Regions, needs a fresh conception in regard to passing and particulary screening of bids.

During the month, 10,000 DW tons of schooners were allotted for 240 voyages carrying 6000 tons the largest item being food. Coasters carrying 3500 tons of food and wood were also allotted.

The schooners allotted to civil movement still do not exceed a total of 1500 tons DW and they are almost entirely under 100 tons DW, thus making the work far more difficult. However, although there is some back-log in September movements, the arrangements at the AFHQ, P.C.M. has been adhered to, namely, that all bids passed by P.C.M. are being moved by schooner or other craft.

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Schooner coastal traffic in Sardinia for September was 2200 tons DW. Owing to the continuance of the stoppage of inter island and main-land schooner movement, 32 schooners total approximately DW 4000 tons are being transferred to the main-land; they will carry cargoes of salt and other goods.

PORTS.

The Port of Civitavecchia has now been handed over by the Military for civil use. An arrangement has been made, applicable to all similar Ports, by which the P.O.W.E. and W.S.A. undertake the discharge of goods over ship's rail, the clearing from quays being the responsibility of the consignees.

In order to ensure quick turn-round of ships, loan is being obtained by P.O.W.E. and W.S.A. from Army Transportation sources of gear for discharge and from Army Transportation sources through the Requisition Section of gear for quay clearance. This Port presents a similar problem to others eventually to be handed over and it appears that the present emergency method cannot continue for long and that arrangements for taking over, upkeeping and loading out of this gear to stevedores will require to be made with some authority nominated by the Italian Government.

For Civitavecchia the Ministry of Mercantile Marine is preparing the Government's proposals for the long term plan of rehabilitation.

R.R.I. SLANVILLE
Lt.Colonel
Shipment, Ports &
Warehousing Section

Declassified E.O. 12356 Section 3.3/NN [illegible]

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V.R.A. SEAGRIM
Lt.Colonel
Shipment, Ports &
Warehousing Section

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.478704

ACC/Tn/
Date: 12 Sept.'44.

TO : Col. D.S.ADAMS
Director,Tn.Sub.Comm.

SUBJECT: Shipping Section, Report for August

The movement for ACC goods by sea is now being incorporated in the overhaul ARMG commitments and not merely limited to what can be moved by schooners. Forecasts are required for movement a month ahead and if accepted in principle by ARMG, means are found to move the goods.

This is done firstly by the use of a standing allotment of schooner tonnage to ACC, at present set at 27000 tons D.W. and then by the additional allotment of further schooner or coaster space or when suitable space on larger ships.

For August the ACC forecast of goods to be carried in categories 1 - 10, was 45 000 D.W. plus 45 000 tons, category 11, wine.

It was agreed by ARMG to accept bids for the 45 000 in categories 1 - 10 and arrangements made for carrying these by schooners, coasters and liberal ships.

The new system for movement of goods by schooner under which all bids are required to come to ACC Headquarters, is not sufficiently established to give a criterion of its operation. It was not possible owing to the lack of communications and reductions of ACC personnel in Regions to give it immediate effect.

[illegible] whether this system will

Declassified E.O. 12356 Sec. 3.3(b)

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The new system for movement of goods by schooner under which all bids are required to come to ACC Headquarters, is not sufficiently established to give a criterion of its operation. It was not possible owing to the lack of communications and reductions of ACC personnel in Regions to give it immediate effect.

It is still not clear whether this system will work in practice, but that part of the new system by which allotment of schooner for voyages are made at a daily meeting by the ACC. representatives,

Capt.Smith, ACC
Mr.Williams of "Redbo" and
Dr.Sarnella of COCSNA,

has many advantages.

Schooners can be made to run as ordered and can be disciplined. Such manoeuvres as jettysoning cargo and going off for a spell on the "black market" before returning to carry the original cargo and many similar devices are being reduced to a minimum.

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Declassified E.O. 12356 Section 3.3/NN [illegible]

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Owing to the change of system it is not possible to give figures for the amount of goods carried in Caput, but from August 17 - 31, 3,120 tons were carried using schooners on D.E. tonnage of 5900 tons in all.

The ban on movement of schooners from Sardinia to the main land and Sicily is still in force and approx. 30 schooners are being convoyed from Sardinia to the main land as there is insufficient coastal traffic in Sardinia.

F.H.A. CLARVILLE
Lt.Colonel R.E.
Shipping Section

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

J.R. Blanville Received

P.R.A.CLANVILLE
Lt.Colonel: R.E.
Shipping Section

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

HEADQUARTERS
ALLIED CONTROL COMMISSION FOR
SARDINIA
TRADE & INDUSTRY DIVISION

29th September 1944

SUBJECT: Monthly Shipping Report.

1. Cargo shipped by ACC from Sardinia to the mainland has increased during the month of September It consists of Fireclay, Kaolin, Yellow Ochre, Refractory Cement, Barium, Pigment Paint and Antimony and amounts to 2,110 tons. The whole of this weight is for the Allies on the Mainland.

2. The new procedure in submitting Shipping Bids is not working successfully. A.C.C. - 3/4 Transportation are not receiving any authority to load cargo, which has been approved by A.C., A.C.C. This has resulted in the loading of Salt on the S/S CAPO MELE and the loading of Hides and Salt on schooners being held up for 2/3 weeks

3. Schooners: 32 Schooners are to be sent over to the Mainland from Sardinia to be used for coastal traffic on the Mainland because they cannot be usefully employed on Coastal Traffic around Sardinia and Corsica. When Schooner Traffic is resumed between Sardinia and the Mainland, these Schooners will be returned to Sardinia.

A certain amount of difficulty is being experienced in persuading the Captains and the Crews of these schooners to sail. If Black Marketing traffic was permitted, they would go with enthusiasm, but the ordinary Coastal Trade on the Mainland and scheduled rates of pay is not very popular. If in certain cases refusals are made, Italian Naval Personnel will temporarily take charge.

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3. The new procedure in submitting Shipping Bids is not working successfully. A.C.S. - G/4 Transportation are not receiving any authority to load cargo, which has been approved by H.Q., A.C.C. This has resulted in the loading of Salt on the S/S CAPO MELE and the loading of Hides and Salt on schooners being held up for 2/3 weeks.

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J. R. B. TURNER.
Captain.
Trade & Industry Officer.

Lt. Col. Glanville.

5/20

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HEADQUARTERS ACE/CHS.
ALLIED CONTROL COMMISSION
Transportation Sub-Commission.
APO 394.

August, 1944.

MONTHLY REPORT OF ACTIVITIES, JULY 1944.
TRANSPORTATION SUB-COMMISSION, A.C.C.

1. RAILWAYS.

(a) General.

As in June, the month of July has seen considerable changes in the railway map. June 30, the 4ft 8½ins route between Naples and Rome was tested for operation on 2 July and opened on 4 July, by the Director General Military Railway Services, who was on the engine of the first train, conveying 400 tons of coal, into Rome.

The Anzio - Rome line, which conveyed a considerable tonnage at the beginning of the month, fell into disuse at the end of the month on the closing of Anzio as a port. Line 89, the coastal route from Naples to Rome was opened for traffic towards the end of July, but the section Campoleone - Rome was not the original track, but the section of the Anzio - Rome line to which a link was built at Campoleone. This line has a limited tonnage and not until the old original route is re-constructed, will the tonnage be able to step up.

The line to Civitavecchia from Rome was completed, and ACC used this port to the full, rail traffic from there to Rome being considered as port clearance. The line north of Civitavecchia has almost reached Grosseto.

An indication of the changing railway position is that in a very short time the 8th Army railhead moved forward fromRoccasecca to Civitacastellana, a distance of 140 miles, and yet the swiftness of the advance brought considerable difficulty in getting AMG 8th Army supplies to their forward points.

Line 87 has been completed north of Rome to Bastia, and that point is now being used, with Assisi, as a limited railhead for 8th Army, the bulk of heavy traffic still using Civitacastellana.

On the east coast, the line was extended to Orbona, at which point it will stay in view of the development of Ancona

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On the east coast, the line was extended to Orbona, at which point it will stay in view of the development of Ancona as a port.

Every tribute is due to the railway construction companies who have so remarkably bridged the gap between the source of supplies and the advancing armies. But from the standpoint of ACC, every step forward brings added problems. In fulfilment of the essential task of winning the war, the railway engineers put in temporary bridges, single track lines, and pluck from all side lines of not immediate military importance, the valuable sleepers, ties and rails. Thus, the military demands are met, but the railways have sprung up over a number of years to meet the economic demands of a nation's distribution scheme, and that distribution scheme is essential for the rehabilitation of the life of the people.

ACC is therefore, concerned with the necessity of re-building the railway tracks to their original plan. Double tracking, electric transmission to save valuable coal, are some of the considerations ACC must give to the railway needs of the community.

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1. RAILWAYS (Contd).

(b) ENGINEERING.

The railway map of Italy has been divided into two areas, roughly on a line Grosseto - Rimini, and two experienced civil engineers have been given a territory each, to survey. They are at present attached to the organisation of the Director General of Military Railway Services to understudy his methods of working with the Italians, but at the same time are carefully examining territory which is of no military value but of use for the distribution of food and materials. Unfortunately, supplies are very inadequate to enable them to start a full drive in repairing all railways, but immediate essentials, like the linking of the gap in the railway Palermo - Messina, the gap which links Reggio and Naples at Gioia, and the Termoli - Campobasso line, feeding the east coast route with the fertile inner land, are already being supervised. New and pressing demands are now upon them in the recently released territory, where lignite mines offer means of supplying fuel to Rome. Links and bridges have been surveyed, estimates prepared, and plans drawn up for the re-building of parts of the lines which will enable much useful traffic to be moved.

(c) PRIVATE RAILWAYS.

During the month a directive was issued to forward regions in respect of private railways. There is a natural desire on the part of such railways to resume traffic at an early date, and in some cases they have actually re-started with stocks of German coal. Unfortunately, at the present moment, such stocks cannot be replaced without a proof being available that the rail way is either fulfilling a very useful service to the war effort, or is moving supplies of produce and food in sufficient quantities to assist measurably the life of the people. Around Rome, several light railways have been most anxious to resume. The line running north to Viterbo was partly available for traffic, and Rome region were able to offer electric power which would otherwise be wasted between 2400 and 0500 hours daily. The track is standard gauge, electrically operated, and the ACC Engineer is examining the route to ascertain the feasibility of getting the full line in order for the conveyance of vegetable produce lying in the Viterbo area.

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already being supervised. New and pressing demands are now upon them in the recently released territory, where lignite mines offer means of supplying fuel to Rome. Links and bridges have been surveyed, estimates prepared, and plans drawn up for the re-building of parts of the lines which will enable much useful traffic to be moved.

(c) PRIVATE RAILWAYS.

During the month a directive was issued to forward regions in respect of private railways. There is a natural desire on the part of such railways to resume traffic at an early date, and in some cases they have actually re-started with stocks of German coal. Unfortunately, at the present moment, such stocks cannot be replaced without a proof being available that the rail way is either fulfilling a very useful service to the war effort, or is moving supplies of produce and food in sufficient quantities to assist measurably the life of the people. Around Rome, several light railways have been most anxious to resume. The line running north to Viterbo was partly available for traffic, and Rome region were able to offer electric power which would otherwise be wasted between 2400 and 0500 hours daily. The track is standard gauge, electrically operated, and the ACC Engineer is examining the route to ascertain the feasibility of getting the full line in order for the conveyance of vegetable produce lying in the Viterbo area. The once popular line from Rome to the Lido commenced operations on the remnants of German coal available, to Acilia, but beyond that point the track is in need of repair, and the power station at Orte is out of commission. The coal situation, coupled with a careful review of the economic factors existing, made it necessary for ACC to terminate the service owing to lack of coal. No justification for the lines, on grounds of military usage or movement of essential food supplies could be advanced, and for the time being, such requirements are paramount.

The light railway from Spoleto to Norcia, electrically operated, and narrow gauge, is in course of inspection, but in view of the very heavy gradients and the damage suspected, the re-opening as a first priority is not likely to ensue.

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1. RAILWAYS (Contd).

(c) PRIVATE RAILWAYS (Contd).

A further light railway is operating from Rome to Palestrina on electric power. An inspection will be made of the line, and its immediate use as a means of moving food supplies assessed. If engineering work is required, this will be considered. (It is generally found the private railways are most anxious to resume, are concerned with the lives of their employees, and in many cases have material for reconstruction.) It is not ACC policy to stop such repairs as can be carried out, unless the materials can be used immediately for the repair of a line with a number one priority. These light railways played a most important part in the ordinary life of the people, both for the movement of stores and for people, and in normal times, with electric current, their cost of operation was quite low.

It is, however, essential to watch the movement of traffic, for the black market can be easily fed. Regions are continually asked to ensure that a careful check is kept on the movement of supplies that all civil traffic by the main I.S.R. routes, or the private railways, is sanctioned by the Supply Officers, and ACC freight car labels supplied as a means of enabling the immediate detection of traffic passing illicitly.

(d) POLICY.

On the trend of general policy, the Director General of Military Railways has made it quite clear that he is prepared to relinquish territory for ACC supervision of Italian railway operation as soon as circumstances permit, and to this end, officers have been attached to his organisation to understudy the methods of working with Italian personnel. Railway Divisions do not tie up with ACC Regional boundaries, and therefore, the Transportation Sub-Commission Divisional Superintendents overlap a little in the administration of the railways. The swiftness of our recent advances was followed by the further nomination of selected officers to study for the post of supervisory divisional superintendent in railway divisions north of Rome, in order that continuity of control be maintained, and in order that they shall be fully acquainted with the territory and personnel with whom they will expect to work.

The monthly meeting of the Transportation Committee, [illegible] of all military personnel interested

Declassified E.O. 12356 Section 3.3/NN No. 77-[illegible]

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The monthly meeting of the Transportation Committee, comprising representatives of all military personnel interested in the railways, led to additional facilities becoming available for the movement of civilians between Bari and Naples.

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(e) DIRECTIVE.

At the beginning of the month, a directive was issued to ACC Railway Divisional Superintendent at Reggio, who had just assumed control of the Reggio railway division from the DG.M.R. It defined fully his supervisory functions, and was based on the paramount ACC axiom for the territories now freed - that the maximum amount of work should be undertaken by the Italians themselves, and that ACC should be there in an advisory and supervisory capacity.

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1. RAILWAYS (Contd).

(f) RELATIONS WITH MINISTRY OF COMMUNICATIONS.

Our relations with the Ministry of Communications have continued in a satisfactory manner, and it is pleasing to note a considerable increase in the carefully thought out demands being put for improved railway facilities. Each demand is carefully considered on the merits of actual application, but always the fuel consumption is a determining factor. For men who are trained railmen, it is always regrettable that services have to be cancelled, when the demand for their use is there.

(g) MOVEMENTS.

The month has seen a decided step in getting the Italians to undertake considerably more work in connection with the bidding system. Traffic is sic for, and Supply officers submit their requests for movement, indicating a degree of priority. In the southern provinces, local autonomy has been granted to the ACC Divisional Superintendents, and after all inter-regional traffic has been covered by a weekly meeting at the Naples office, other local tonnage available is allocated by the local officers at Bari and Reggio. The system is working satisfactorily, and it is hoped to extend the local system to the Naples area shortly, upon the transfer of the headquarters (rear) to Rome. For areas north of Naples, the heavy military requirements have limited ACC traffic considerably, but, throughout the country, our relations with Army Movements is such that they will assist to the utmost any civil traffic demand and make available their military trains when capacity is available.

Plans are in hand to bring Regions IV, V, and VIII into the "bidding" system, for movement of traffic, in view of the heavy demands and the extension of the Regional territory. Surplus foodstuffs are being found in the forward areas, and heavy demands for rail transport is being met by this Sub-Commission to assist southbound movement in the feeding of Rome, with full co-operation of the military forces who are authorising the use of freight cars returning from railheads.

Tonnages and numbers of Bid Traffic are given below:

TONNAGE MOVED.

Declassified E.O. 12356, section 3.4(b)

The month has been a decided step forward in getting the Italians to undertake considerably more work in connection with the bidding system. Traffic is bid for, and Supply Officers submit their requests for movement, indicating a degree of priority. In the southern provinces, local autonomy has been granted to the ACC Divisional Superintendents, and after all inter-regional traffic has been covered by a weekly meeting at the Naples office, other local tonnage available is allocated by the local officers at Bari and Reggio. The system is working satisfactorily, and it is hoped to extend the local system to the Naples area shortly, upon the transfer of the headquarters (rear) to Rome. The areas north of Naples, the heavy military requirements have limited ACC traffic considerably, but, throughout the country, our relations with Army Movements is such that they will assist to the utmost any urgent traffic demand and make available their military trains when capacity is available.

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Tonnages and numbers of Bid Traffic are given below:

No. of Bids Received	No. of Bids Rejected	No. of Bids Accepted	TONNAGE MOVED.
920	324	596	80,000
EMERGENCY BIDS.			
47	-	47	5,022
Local Civilian traffic within BARI Division			52,800
RECGIO Division			32,500
TOTAL OF ALL TONNAGES			170,322

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ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION.

R.T.O. office of the Island Base Section at Palermo was withdrawn at the beginning of the month, and under AMG Tn. representatives' supervision, similar type of office was set up with English-speaking Italian personnel, to be run by the railway.

Repairs to the Simeto bridge were inspected, and it was found that on completion of the most difficult part of the work, the materials were all on hand and hopes entertained of speeding up towards completion.

An exceptionally heavy mov was handled during the month from Trapani - Palermo - Rome, over the Palermo - Messina line. Approximately 150 car loads of materials were moved without difficulty.

On 19 July, the line was opened from Piumefreddo to Taormina - a distance of 9 Kms. Train services to Taormina being extended w.e.f. 22 July 44. Further extension to Scaletta a distance of 21 Kms, should be in operation about 30 Sept. 44.

The following equipment is in process of being moved from Sicily to the mainland:-

Deisel Car Rocket No 404
Deisel Car Rocket No 401
Deisel Car Union Jack
Deisel Car equipped as kitchen car companion car for the Union Jack.
75 Tank Cars suitable for Petrol
50 Various types of German and U.S. World War I cars
60 Refrigerators
80 Flats
50 Low-sided Gondolas
50 High-sided Gondolas
50 Box cars

Further equipment to be moved awaits sea transport.

The Bailey bridge at Tusa has been removed by the Royal Engineers, and the newly constructed bridge is in operation.

It is anticipated that the Simeto bridge will be ready for service on or about 20 Aug 44.

Lines Marsala - Castelvetrano are due for completion by 30 Aug 44, and the Messina - Palermo line should be ready for service by 5 Sept 44, and Catania - Messina line by 20 Sept.44.

Tonnages moved during the month ending 30 July 44

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to Taormina - a distance of 9 Kms. Train services to Taormina being extended w.e.f. 22 July 44. Further extension to Scaletta a distance of 21 Kms. should be in operation about 30 Sept. 44.

The following equipment is in process of being moved from Sicily to the mainland:-

Deisel Car Rocket No 404
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80 Flats
50 Low-sided Gondolas
50 High-sided Gondolas
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Lines Marsala - Castelvetrano are due for completion by 30 Aug 44, and the Messina - Palermo line should be ready for service by 5 Sept 44, and Catania - Messina line by 20 Sept.44.

Tonnages moved during the month ending 30 July 44 are given below:-

ALLIED FORCES	ACC	ITALIAN FORCES	CIVIL	TOTAL
12045	207	473	19380	32105
4396	280	317	18471	23464
2614	258	345	20523	23740
3170	246	260	20630	24306
22225	991	1395	79004	103615

All sections of the line in Sicily are now in operation with the exception of the following:-

BROAD GAUGE:

Messina-Catania-Taormina-Scaletta	Bridge construction in progress.
Palermo-Messina-S.Agata-S.Stefano	Bridge construction in progress.
Palermo-Catania via Simeto, at Simeto	Bridge construction in progress.
Trapani-Marsala-Castelvetrano lines	
Marsala-Nicola di Mazara	Bridge construction in progress.

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ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION (contd).

NARROW GAUGE:

Castelvetrano-Agrigento-Lercara	Damaged bridges being repaired and lack of fuel.
Agrigento-Canicatti-Licata	Lack of fuel
Dittania-Leonforte	Lack of fuel

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES:

	Frt.	Pass.	Switch	TOTAL	DIESEL
(a) In service	114	36	25	172	18
(b) Spare	36	7	3	50	-
(c) awaiting heavy repairs	73	9	20	102	1
(d) rebuilding	44	10	-	54	-
TOTAL	267	62	49	378	19

NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Rack	TOTAL
(a) In service	14	7	21
(b) Spare	9	4	13
(c) Awaiting heavy repairs	8	2	10
(d) Rebuilding	7	11	18
TOTAL	38	24	62

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY:

	BOX	CON.	FLAT	TANK	OTHERS	TOTAL
Heavy repairs:	482	590	377	40	10	1496
Light repairs:	816	423	54	164	19	1469
TOTAL	1298	1013	431	164	29	2965

(b) SARDINIA DIVISION.

Tonnage conveyed in Sardinia is divided between four different railway organisations. Total tonnages for the month of July are as under:

FERROVIE STATO:

Military	Civil	TOTAL
13015	12274	25289

FERROVIE COMPLIMENTARI:

Military	Civil	TOTAL
771	3178	3949

FERROVIE MERIDIONALE SARDE:

STRADE FERRATE SARDE:

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NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Rack	TOTAL
(a) In service	14	7	21
(b) Spare	3	4	13
(c) Awaiting heavy repairs	8	2	10
(d) Rebuilding	7	11	18
TOTAL	38	24	61

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY:

	BOX	GON.	FLAT	TANK	OTHERS	TOTAL
Heavy repairs:	482	590	377	46	10	1499
Light repairs:	816	423	54	154	19	1466
TOTAL	1298	1013	431	164	29	2965

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Military	Civil	TOTAL
13015	12274	25289

FERROVIE COMPLIMENTARI:

Military	Civil	TOTAL
771	3178	3949

FERROVIE MERIDIONALE SARDE:

Military	Civil	TOTAL
105	27478	27583

STRADE FERRATE SARDE:

Military	Civil	TOTAL
4313	1364	5727

The civilian tonnage is made up of foodstuffs, coal, and articles of manufacture.

(c) BARI DIVISION.

Under the system of bidding for tonnage, the bids are received from the Regional and Provincial Supply Officers, and the I.S.R. and S.E.R., and are collated and discussed at a meeting each Monday morning with the Chief Supply Officer, Region II, and screened for movement the following week. Any applications for movement to stations outside the Bari Division, received from the railways, are forwarded to Transportation Sub-Commission Headquarters. Accepted bids are made into a stencilled programme and distributed to all concerned. On Fridays, an Emergency Bid programme is similarly made out.

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(c) BARI DIVISION (contd.)

This system is now working fairly well, but a "tight rein" is necessarily kept on emergency bids, and on bids received from the Railways. Respecting the latter, at the request of the Regional Supply Officer, these bids are being forwarded by the Railways to the Consiglio del Economia first of all for screening, after which they are given next priority to bids made to the Supply Officers, when the tonnage screening takes place.

Additional unnecessary work is still being caused by Provincial Supply Officers not submitting their bids at the proper time, or on the proper forms and the latter numbered. The attention of the Regional Supply Officer has been drawn to this matter.

Irregularities in the correct use of ACC wagon labels have been noted during visits made to marshalling yards and stations in the Division.

(i) Labels not dated.
(ii) Signatures being illegible due to use of rubber stamps instead of a proper signature.
(iii) Labels detached in transit from wagons.
(iv) Old labels not removed from wagons or properly cancelled.
(v) Labels not in possession of Station staff when wagons loaded and ready for despatch, authority for loading having been signalled to Depo Stations by I.S.S. Bari on authority of loading programme.

Those concerned with the above have been notified.

On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

BARI DIVISION to MATERA
BARI to GIOIA DEL COLLE
MANFREDONIA to BARI.

On these sections it has not been possible to accept any tonnage not placed through ACC channels. Owing to the Regional ban on the movement of wine between Provinces, there has been a big drop in the tonnage bids from stations on the Sud Est to Bari. The movement of grain and flour has caused an increase in the tonnage on the Taranto-Bari line, due to the traffic coming into Gioia del Colle from the Roccaotta line. Military requirements during the period 10 - 16 July 44 resulted in a "stop" on all civil and ACC traffic during this week.

Grain Traffic:

Movement of grain from Matera, Potenza and Bari Provinces 575

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Division.

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(v) Labels not in possession of Station staff when wagons loaded and ready for despatch, authority for loading having been signalled to Capo Stazione by I.S.S. Bari or authority of loading programme.

These concerned with the above have been notified.

On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

BARI DIVISION to NAPLES
BARI to BARLETTA
BARLETTA to BARI.

On these sections it has not been possible to accept any tonnage not placed through ACC channels. Owing to the Regional ban on the movement of wine between Provinces, there has been a big drop in the tonnage bids from stations on the Sud Est to Bari. The movement of grain and flour has caused an increase in the tonnage on the Taranto-Bari line, due to the traffic coming into Gioia del Colle from the Rocchetta line. Military requirements during the period 10 - 16 July 44 resulted in a "stop" on all Civil and ACC traffic during this week.

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Grain Traffic:

Movement of Grain from Matera, Potenza and Bari Provinces started early in the month. The total figure of tonnage accepted for rail movement during the month was 8387 tons, of which 2700 tons were for Calabria.

As far as this Sub-Commission is concerned, no difficulty was encountered, complications that have arisen, from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way. The procedure laid down in ACC Tn. Memorandum No. 3 was rather ignored in this respect, resulting in some delay to the movement. Bidding for grain movement is now taking place in the proper way and has passed the "nine days wonder" stage.

Civilian Traffic Irregularities.

Few irregularities other than those mentioned respecting labels have come to notice during the month. A number of labels have been returned, in cases where the consignors had not used the wagons placed for them. P.S.Os have been asked to restrict future issues of labels to the firms concerned and not to accept their bids, on account of the waste of war effort involved.

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(d) MARINE DIVISION:

Total tonnage of A.C. bids for the month amounted to 28,870 tons, of this figure, approximately 4,000 tons were cancelled [illegible] July by the Priority of Movements Conference. Bids in respect of this tonnage have however, been repeated. During the early part of the month a glut of potatoes, resulting in a large tonnage of both A.C. & Civilian bids was handled. Subsequently, at the request of the Agricultural Section, Region 1, bids for movement of potatoes from Region 3, except the province of Salerno, were cancelled for very short notice. A small number of Emergency bids were handled, including the movement of accumulators for I.E.C., bid for by the Civil Commissioner, Naples. Empty Clive oil Tankers on an urgent basis bid from Bizerte to Salerno Coastline were moved. A large number of Civilian bids were handled, and these amounted to a tonnage mostly in excess of what could be carried. They were reduced accordingly.

(e) MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

Lt.Col. C.O. BROWN.

Activities of Lt.Col. C.O. Brown, attached to D.R.T. [illegible] organisation include the operation of the Caserta - Rome line during the absence through sickness of Lt.Col. Crymes, of 715th Railway Operating Battalion. Lt.Colonel Brown also took part in the transfer to the mainland of freight cars from Sicily Region, being responsible for securing L.C.Ts. and finally handing over the cars to 760 Railway Shop Battalion, of the U.S.A.

Major W.S. WALKER.

Major Walker, who has also been attached to the D.R.T. [illegible] organisation for the purpose and with the function of co-ordinating demands for railway stores and supplies by the I.S.C., has been operating with that organisation co-ordinating demands for the future operations of the I.S.C.

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2. ROADS

Considerable expansion of the Roads Section has taken place during the month of July 1944. A list of the present functions of this Section is as follows:

General Administration
Accountancy
Spare Parts
Tyres
Operations
Maintenance

General administration is self-explanatory, but information in respect of the other duties is set out below.

(a) Accountancy.

Under this heading falls the work done in connection with the satisfactory supervision of the various sums of money paid in to ACC accounts by the civilian firms operating military vehicles on our behalf.

(b) Spare Parts

This constitutes the control and proper distribution in order of urgency of those spare parts necessary to maintain non - military transport on the roads. Spare parts in Rome area are gradually being frozen, control of them being assumed by this Section.

(c) Tyres.

This forms one of our greatest problems at the moment and it is not easy to see how satisfaction can be given to all concerned. A tyre plant for the repair of such is being opened at Bari, and it is hoped that the number of repaired tyres (C-1 types [illegible] (TNS) will be available in the near future. Unfortunately, these will be only of limited size, but should cover a fair percentage of current demands. In addition, a number of repair plants in Naples and Rome are being organised to carry out such like of repairs as their machines are capable of executing.

(d) Operations.

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[illegible] work is being handled by an Italian civilian, whose

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(b) Accountancy.

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(d) Operations.

This work is being handled by an Italian civilian, whose main objective is to co-ordinate all movements of vehicles, both military and civilian, engaged in the transport of supplies. Sufficiency of such a system naturally takes time, but it is hoped that the result will be a considerable saving of wastage which occurs at present in the shape of vehicles transporting supplies in one direction fully loaded, and returning practically empty or only partially full.

(e) Maintenance:

The general transport situation as usual is strained. A certain relief was obtained by the recent arrival of a total of 158 30 cwt Chevrolet trucks from Mideast, and a further 42 are expected in the near future.

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2 ROADS (continued)

Authority has now been received for the permanent allocation to AMG of 100 x 3 ton trucks which were previously on loan. About 40 of these are of little further use, and it has been agreed that they shall be replaced by serviceable vehicles.
20 vehicles have been transferred from Region III to meet the needs of a rapidly expanding Region VIII. 7 more 3 tons vehicles have been taken in charge by Region II under instructions from AAI. These vehicles are employed on the special job of street cleaning in Bari.

STATISTICS

Current statistics are as follows:-

Region II - 117 x 3-ton plus 28 on loan from the Army
Region III - 137 x 3 ton and 60 x 2 1/2 ton
Region IV - 72 x 2 1/2 ton.
Region V - 120 x 3 ton, 118 x 2 1/2 ton, 100 x 1 ton trailers
+ on loan, 17 x 10 ton.
Region VII - 8 x 3 ton, and 10 x 1 1/2 ton.
Region VIII - 40 x 3 ton.
Displaced Persons Sub Commission - 16 x 3 ton.
Food Sub Commission - 5 x 3 ton.
In addition to these vehicles there are the following:-

With AMG 5th Army - 548 C.T.Co. (120 x 3 ton) on loan and about to be withdrawn and replaced by civilian lorries and drivers. 1024/5 Italian Truck Co. consisting of 163 x 2 1/2 ton at present transporting supplies from Civitavecchia to Siena.

With AMG 8th Army - 1001st C.T. Co. (120 x 3 ton) on loan.
Operating on the Isle of Elba - 4 x 2 1/2 ton.

This makes a total of 918 vehicles, plus those on loan only.

+ 100 miscellaneous vehicles of those with Region V have been transferred to the new Reggio Province. Exact details will be given in August Report.

ITEMS OF INTEREST FROM REGIONAL REPORTS.

REGION I - SICILY

Declassified per 1250 Section 3.3(b)(1)

Region II - 117 x 3-ton plus 28 on loan from the Army
Region III - 137 x 3 ton and 60 x 2 1/2 ton
Region IV - 72 x 2 1/2 ton.
Region V - 120 x 3 ton, 148 x 1 1/2 ton, 100 x 1 ton trailers + on loan, 17 x 10 ton.
Region VII - 9 x 3 ton. and 10 x 1 1/2 ton.
Region VIII- 40 x 3 ton.
Displaced Persons Sub Commission - 16 x 3 ton.
Food Sub Commission - 5 x 3 ton.
In addition to these vehicles there are the following:-

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With AMG 8th Army - 1001st G.T. Co. (120 x 3 ton) on loan.
Operating on the Isle of Elba - 4 x 2 1/2 ton.

This makes a total of 918 vehicles, plus those on loan only.

+ 100 miscellaneous vehicles of those with Region V have been transferred to the new Foggia Province. Exact details will be given in August Report.

ITEMS OF INTEREST FROM REGIONAL REPORTS.

REGION 1 - SICILY

There has been adequate transportation for the "Granai del Popolo" in Region I, generally speaking for the month of July. INT, along with some privately owned trucks, have managed thus far satisfactorily, and unless the rate of demand for transport increases sharply this Region will have reached stabilisation period in August and September.

In July INT was authorised to spend for tyres in the "open market". over one million lire, and it has maintained its operations close to the six hundred trucks mark of all-load carrying capacity with tyres none too road worthy.

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ROADS -(continued)

Minor problems needing continuous connection, intervention and controlling are as below:

(a) Eighteen trucks for ore'n collection ordered by Consorzio not utilised for several days until INT referred matter to ACC, when they were immediately transferred to another location where they were needed for goods movement.

(b) Supervision over contracts whereby individual business men or firms agree to put in running order one of ACC's inefficient trucks which would otherwise not be prepared due to lack of parts and tyres more easily found by interested parties than INT costs prices - terms must be strictly controlled.

(c) Minor claims on ACC resulting from confusion created by the selling of Allied property (trucks-motors-parts-tyres) by Allied Officers in the past with reclaiming policy adopted by this region for same with re-imbursement.

These are the continuous and routine problems coming to light more in July which Generale di Divisione Lodovico Consorti (retired) with honesty, will, and competence, advisor to this office, despatched with fairness and efficiency.

INT in July prepared a new and complete report on [illegible] property of the Allied Governments, condition, type, etc, a financial report, report on the expansion of INT since AMG/ACC re-organised the concern.

Arrangements were made with Dr Dolce, representative of the Ministero delle Comunicazioni in Sicily for assistance and supervision of ENAC.

REGION III

Centralisation of Road[illegible] bidding in the Consor[illegible] factory, and was moved back to this Office.

change in the Directors of the Ufficio took place, Sig Pinzone being removed, and Sig. Mosca being nominated Administrative Director. Collection of Accounts due has continued slowly, and pressure is now very strong with reasonable results. The CIP Agency has been helpful with an extended credit, which has now

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(c) Minor claims on ACC resulting from confusion created by the selling of Allied property (trucks-motors-pertinences) by Allied Officers in the past with reclaiming policy adopted by this region for same with re-imbursement.

These are the continuous and routine problems coming to light more in July which Generale di Divisione Lodovico Consorto (retired) with honesty, will, and competence, advisor to this office, despatched with fairness and efficiency.

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been reduced.

Practically all the grade III and IV trucks have been put through REME workshops, and replacement vouchers for upwards of 40 have been submitted. 20 British 3 tonners were handed over to Region VIII and utilised on northward journey to carry refugees to Frosinone area. Another drive against haulage delinquents has begun, with the co-operation of the Questore, and a special squad under the direction of V.Comm Agresti is in charge of the investigations and prosecutions. The immediate effect of this was to raise the number of casual trucks available to the Consorzio from 40 to 110. In spite of this additional fleet the Consorzio by utilising the daily petrol distributing system has kept up the required increase of load carrying and has done the work with a saving of approx. 20,000 litres under the allotted quota for the month. Four vehicles were involved in fatal accidents, with a casualty list of 11 dead and 17 injured, but all our drivers have been completely exonerated.

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ROADS - (continued.)

.. new permanent depot of 20 vehicles has been opened at Salerno, and temporary depots at Scafati and Calvi Risorta are now available to meet heavy rail loading programmes, the vehicles being withdrawn after completion of each bulk movement.
Increased nightloading, and the change from Grade II to Grade III and IV trucks has caused a heavy drain on gasoline, but this will be ameliorated on receipt of the promised supplement.

A passenger bus service between Naples and Rome was inaugurated on 17 of the month, carrying 50 each way daily and this is being implemented. All Rome vehicles impounded for various delinquencies have now been released, except for a few private cars.

REGION IV (covering two months).

On 6 June 44 an office was established for the registration, licensing and requisiting of civilian vehicles in the Commune of Rome, with a staff of 18 civilians. On 30 June the licensing and registering of vehicles was taken over by the Ispettorato Motorizzazione, and although by this time the civilian personnel had increased to 40, it was reduced to 12. During the period to 30 June 5690 circulating permits had been issued, and 375 vehicles requisitioned. From 30 June to 31 July the office dealt with 214 requisitioned cars and issued 228 circulating permits.
Work started in the petrol section on 30 June 44. The first week was spent in investigating the situation, which was obscure owing to lack of records. An allocation of POL was received for July which included 326 tons Petrol and 518 tons Diesel oil, this to supply Rome Province and Rome Region combined. A slightly higher allocation was agreed to at a subsequent meeting.
A careful watch had to be kept on all allocations, as there was a tendency to exceed the allocation, and this was further complicated in a breakdown of supplies from Naples about mid-month. The condition to 31 July brought about a tightening of the control, and this was greatly helped by the formation of Trasporti di Roma to handle the civilian truck transport.

REGION VIII

Declassified E.O. 12356 Sec. 3.3/NN...

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REGION VIII

At Grosseto a civilian manager, staff and offices have been obtained for the Road Haulage Consorzio. Commencing August 1, Road Haulage Work tickets and Freight Returns will be substituted for the Agrario delivery notes and used on all the civilian road haulage vehicles. 12 x 7 1/2 ton, 2 x 6 1/2 ton, 2 x 3 1/2 ton, 2 x 3 ton and 2 x 1 ton vehicles are registered with the Consorzio and approximately 75% are roadworthy. In addition 3 civilian vehicles are located at Masamrita and 10 at Acidonn which, in the near future, will be under control of the Grosseto organisation. The manager of the Consorzio has been instructed to obtain tyre sizes and types of batteries of all vehicles under his control. One central garage has been taken over for vehicle maintenance i.e. Regional and WD Road Haulage vehicles. Civilian mechanics

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(31)

ROADS (continued).

work under the supervision of a British OR. The road vehicles are maintained on the 10 day maintenance check system and the Regions vehicles as laid down in Establishment Memo No. 5.
At Siena, 10 WD vehicles have been allocated to the Province and are at present being operated from Region HQ. The formation of a Road Haulage Consorzio is in hand and the CERRAI Company is being used on a basis. CERRAI vehicles are already being used for food distribution but they are at present only allowed to operate in certain areas.
REGION HEADQUARTERS 31 WD vehicles (including 10 allocated to Siena) are now located at Region HQ. These vehicles are being allocated to Livorno, Arezzo, Florence and Pisa. It is expected that other Provinces will also be requiring vehicles in the near future of the next few weeks. The present drivers are being replaced locally owing to the difficulty of civilian drivers subsisting on the food ration when away from their homes. These vehicles have been used for transporting flour, refugees, and coal - a total weight of 135 tons. When the civilian Consorzii are organised, and every use is made of civilian vehicles, it is intended to keep a pool of WD Road Haulage vehicles at Region Headquarters, or near a port or railhead, which may be switched to any one Province on long haule.
As only 40 WD vehicles are available, an allocation adequate to all Provinces is not possible, but with the WD vehicles stationed as stated, supplies can be moved from dumps to Provinces for Provincial distribution by Consorzio civilian vehicles.

The maintenance of all WD vehicles will be carried out at one central garage in each Province. When Region VIII Headquarters move to Florence, the large Garage will be taken over for the maintenance and repair of Headquarters and WD vehicles employed on Road Haulage and requisitioned cars. By centralising the maintenance and repair work, every possible use can be made of the limited Allied Supervisory staff available and American and British equipment. The British LAD equipment, when issued, will be allocated at that workshop, where, if civilian equipment has not been sabotaged, heavy repairs to vehicles in the Region will be executed. In order to standardise vehicle maintenance, it is suggested that the 10 day

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At the time this report was written, the Region VIII Transport Officer was standing ready to proceed to Florence in connection with the inauguration of the Road Haulage scheme in the city. A Public Safety Officer from the Region, aided by the Provincial Supply and MT Officers were ready to assist in that work, to be fulfilled under the command of the SCAO AMG 8th Army and the Provincial Commissioner.

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3. SCHOONERS

The system started in June of operating 50 ton schooners by COGENA under the supervision of this Sub Commission for ACC was showing a satisfactory increase in Movement. However, at a meeting of MEDBO on 18 July, it was decided to cancel this arrangement, and revert to a system of bids to be collected through ACC Transportation Sub Commission at Headquarters, and submit collated requests to the weekly Schooner Board Meeting. It proved impossible to implement this system on short notice, and it was subsequently decided that a view of the whole picture was essential to proper planning and therefore estimates must be got from the Services and ACC of the amount of goods required to be carried during September, and that then a sub allotment of tonnage according to need would be made.

In the meantime, schooners were allotted to COGENA of 12640 d.w. tons (including 1550 d.w. tons of under 20 tons schooners) for ACC and civil requirements. Although it is specifically stated that there is objection to ACC supervising the operations of COGENA, it is assumed that during August, as far as possible, the method laid down in ACC Transportation Shipping Memo No 1 will continue to operate. The allotting of schooners to COGENA in irregular tonnage instead of in set tonnage scales of say 50 or 100 tons, does, however, make the scheme difficult to operate, as COGENA agents do not know which are the schooners for which they have to get cargoes lined up and which are the Service ones.

During the month urgently needed supplies of food and salt and oil for light plants of approximately 2000 tons have been delivered to Rome. Large salt deliveries have been made by schooner to Castellammare from Trepani, and by coaster from Caglari. Coasters were also arranged for delivery of 1000 tons of pit props from Crotone to Licata, and 800 tons of sulphur from Sicily to Cagliari. Considerable deliveries have been made of boxwood to Sicily for export purposes, and 2000 tons of wheat were moved from Castellamare to Reggio and Crotone.

Various smaller moves have been made round the East and West coast of Italy, and round from Sicily, including small quantities of wine from Puglie and Sicily.

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During the month urgently needed supplies of food and salt and oil for light plants of approximately 2000 tons have been delivered to Rome. Large salt deliveries have been made by schooner to Castellammare from Trapani, and by coaster from Caglari. Coasters were also arranged for delivery of 1000 tons of pit props from Crotone to Licata, and 800 tons of sulphur from Sicily to Cagliari. Considerable deliveries have been made of boxwood to Sicily for export purposes, and 2000 tons of wheat were moved from Castellamare to Reggio and Crotone.

Various smaller moves have been made round the East and West coast of Italy, and round from Sicily, including small quantities of wine from Puglie and Sicily.

Total figures of deliveries made by schooner are not available. COGENA has not been able to dissect it from their information and only a few ACC Provincial Supply Officers' figures have so far been received.

Shipping Figures for Sardinia during the month of July are recorded as under:

Military	39830	
Civil	2388	
	42218	tons

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4. COAL DIVISION.

One feature of the month has been the amount of unsolicited interest taken by numerous departments in Coal. The meaning of the hackneyed phrase "Black Diamonds" is now fully appreciated tho the scarcity of the commodity is not apparently understood. The Coal Division though small, is a very soft hearted body, and it was indeed with great sorrow that it had mildly to discourage schemes for present and future developments which would have gladdened the heart of the pre-war coal merchant.

A great deal of valuable time would be saved if applicants would adhere to the rules laid down when applying for coal, and give in the first instance the full details which practise has shown are absolutely necessary before any application can be approved and forwarded.

The month opened - and closed - with the problem of the lights of Rome and the transport of the coal necessary to produce them, coupled with a keen desire of the Armies to "hand this one", also a stockpile of German coal at Gaeta, on to the Coal Division ACC. A meeting at Headquarters divided the responsibilities, leaving the chores to the Coal Division and the doubtful credit others. Much work by Rome Region to transfer the Gaeta coal to the main line has still not produced the necessary rail wagons to complete the transfer. The Power stations however continued to run, thanks to combined efforts of both rail and road. Once supplies - and stock- are assured, it is proposed to start feeding the Gas Works but only, let it be said, to stockpile for FUTURE use.

A proposal to bring coal supplies to Piumbino was examined and inspection of the port made. The port lighters and rail are expected to be repaired, and ships and schooners from Sardinia are expected to be provided, assembled and moving early in September. A plan by the Armies to repair and allocate a berth at Civitavecchia for ACC coal is expected to be completed by the end of September. Its completion would relieve considerably the "Chores" of para 1.

Plans for the repair of rail connections to Ribolla and Pietrafitta lignite mines north of Rome are under way. Stocks of over 100 thousand tons of lignite are waiting to be lifted from these mines to the Electric stations who in return have promised a little power to be allocated to the said mines.

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A proposal to bring coal supplies to Fiumicino was examined and inspection of the port made. The port lighters and rail are expected to be repaired, and ships and schooners from Sardinia are expected to be provided, assembled and moving early in September. A plan by the Armies to repair and allocate a berth at Civitavecchia for ACC coal is expected to be completed by the end of September. Its completion would relieve considerably the "Chores" of para 1.

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It will be interesting to see from which of the above, North East or West the first supplies arrive. Lignite seems a likely winner at the moment.

Numerous conferences with members of the Italian Government State Railways, on the take over, discharge, handling and distribution of coal in parts of Italy and the Islands have brought the plans within view of the printers. Mid August should see the beginning of the progressive take over. The Government are actively considering prices of imported and local coal and coke: it is hoped to publish them simultaneously with the scheme.

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5. VITAL:

(a) Defascistication.

In spite of struggling with the portmanteau nature of the word itself, the appropriate action has been taken with the Minister of Communications, and the matter is, and will be, carefully pursued.

(b) Staff Movements.

Staff movements during the month have been slightly above usual, due to the re-organisation of the Sub-Commission following arrival at Rome, and to the considerable development of the newer Regions.

(c) Report Distribution.

This Report is being sent, in addition to the usual channels, to Transportation Sub-Commission Officers in the Field, who are in many cases cut off from contact with other Regions. It is felt they will learn much from it, and will appreciate more fully the vast area which falls upon the Sub-Commission. Moreover, helpful hints have been included which may assist Regional Officers in covering local difficulties in their own part of the territory. It is intended to make this monthly report as representative as possible, and in future, all Transportation Sub-Commission Officers in the Field, Rail, Road and Water, will be expected to remit to Headquarters not later than the 5th day of the proxime month, a full report, with statistics, stating their progress. It is not intended to issue any reminder of this requirement.

(d) Change of Direction.

On and from 15 July, 44 Colonel R.S. Adams, C.B.E., was appointed Director of this Sub-Commission, and Lieut-Colonel L.E. Vining, M.B.E., was appointed Deputy Director.

(e) Advancement of Officers.

During the month, Lieut-Colonel J.J. Carnes, Chief of Road Section, was promoted to be Full Colonel.

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

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HEADQUARTERS
Allied Force Headquarters
Transportation Sub Commission
APO 394

Zeli:470/04

Ref:ACC.Tn/52

16 August 1944

REPORT OF SCHOONER MOVEMENTS FOR JULY

The system started in June of operating 30 ton schooners by convoy under the supervision of this Sub Committee for A.C.C. was showing a satisfactory increase of movement. However, at a meeting of MAASO on 10 July it was decided to cancel this arrangement and revert to a system of bids to be collected through the A.C.C. Tn. Sub. Com. at Headquarters, and submit it weekly to the schooner board meeting. It proved impossible to implement this system at such short notice. It was subsequently decided that in view of the whole picture was essential to proper planning, and therefore estimates must be got from the Services and A.C.C. of the amount of goods required to be carried during September, and that then a sub allotment of tonnage according to need would be made.

In the meantime schooners were allocated to CORSICA of 110,0 d.w. tons (including 1,500 d.w.tons of under 20 tons schooners) for A.C.C. and civil requirements. Although it is specifically stated that there is objection to A.C.C. supervision the operations of CORSICA, it is assumed that during August, as far as possible, the method laid down in A.C.C. Transportation Shipping Memo. No.1 will continue to operate the allotting of schooners to CORSICA, not the whole clear up to some certain figure of say 50 or 100 tons does, however, make the scheme difficult to operate, as CORSICA agents do not know which are the schooners for which they have to get cargoes direct and which are the Service ones.

During the month urgently needed supplies of food and anti-mal oil for light planes of approximately 1000 tons have been delivered to Rome. Large and deliveries have been made back by schooner to Castellammare from Trapani, and by schooner from Cagliari. Coasters were also arranged for delivery of 1000 tons of pit props from Crotone to Monte, and 500 tons of sulphur from Sicily to Cagliari. Considerable deliveries have been made of bagged to Naples for [illegible]

Declassified E.O. 12356 Section 3.3/NN [illegible]

collected through the A.C.C. Tn. Sub. Con. at Headquarters and submit it weekly to the Schooner Board meeting. It proved impossible to implement this system at such short notice. It was subsequently decided that a view of the whole picture was essential to proper planning, and therefore estimates must be got from the Services and A.C.C. of the amount of goods required to be carried during September, and that then a sub allotment of tonnage according to need would be made.

In the meantime schooners were allotted to COSIMA of [illegible] d.w. tons (including 1550 d.w.tons of under 20 tons schooners) for A.M.G. and civil requirements. Although it is specifically stated that there is objection to A.C.C. supervising the operations of COSIMA, it is assumed that during August, as far as possible, the method laid down in A.C.C. Transportation Shipping Memo. No.1 will continue to operate the allotting of schooners to COSIMA, not the whole class up to some certain figure of say 50 or 100 tons does, however, make the scheme difficult to operate, as COSIMA agents do not know which are the schooners for which they have to get cargoes lined up, and which are the service ones.

During the month urgently needed supplies of food and salt and oil for light planes of approximately 3000 tons have been delivered to Rome. Large salt deliveries have been made both by schooner to Castellammare from Trapani, and by coaster from Cagliari. Coasters were also arranged for delivery of 1000 tons of pit props from Crotone to Licata, and 800 tons of sulphur from Sicily to Cagliari. Considerable deliveries have been made of boxwood to Sicily for export purposes, and 2000 tons of which were moved from Castellammare to Reggio and Crotone.

Various smaller moves have been made round the East and West coast of Italy and round and from Sicily, including small quantities of wine from Puglia and Sicily.

Total figures of deliveries made by schooner are not available. COSIMA has not been able to dissect it from their information, and only a few A.C.C. Provincial Supply Officers' figures have been received.

[illegible]

[illegible].A.,Glenville
Lt.Colonel,[illegible]
Tn.Sub Con.

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HEADQUARTERS ALLIED CONTROL COMMISSION
TRANSPORTATION SUB COMMISSION.(SHIPPING.)

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MONTHLY REPORT . JULY 31ST. 1944 .

5,724 deadweight is the total schooner tonnage utilised in addition to
3,300 tons of goods carried by Coasters during the past month.

This includes the following commodities:-

SALT About 700 tons by Schooners from Trapani to Castellamare di Stabia plus an additional 1500 tons by Coaster from Cagliari, Sardinia. Also 400 tons by Schooner from Trapani, Sicily to Anzio for Rome.
It is anticipated that no Coasters nor large schooners will be available during the ensuing month and we shall have to depend entirely on such smaller craft as are at our disposal.

FUEL OIL As difficulty was experienced by Region 4 AMG 5th Army in getting supplies up to Rome by road, we arranged with Captain Webb, to forward the traffic by sea from Naples to Anzio and have been able during the month to deliver a sufficient supply to relieve them of the necessity of transporting by road.

FOOD We were asked by the Food Sub-Commission to provide for the movement by sea of from 150 to 300 tons per day of food from Castellamare to Anzio for Rome. This required the concentration of large numbers of small craft, larger ones not being available, which after considerable difficulty we were able to achieve. After loading a few of the vessels at Castellamare the Shippers found it necessary to discontinue loading there and asked us to divert tonnage to Naples. For a short time this change over interrupted the business, but soon we were able to send a steady supply of vessels to Citrio Wharf and ST berth Naples and continued delivery to Anzio.
Altogether about 7000 tons of food were delivered during the month.

PITPROPS. A Coaster was chartered to carry # 10.0 tons of Pitprops from Crotone to Licata.

SULPHUR A Coaster was chartered to carry 800 tons of Sulphur from Sicily to Cagliari, Sardinia.

WINE Arrangement were made in the previous month to ship a few cargoes of Wine from Region 1 and Region 2 to Naples and these cargoes were shipped and delivered during July.

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FUEL OIL As difficulty was experienced by Region 4 AMG 5th Army in getting supplies up to Rome by road,we arranged with Captain Webb,to forward the traffic by sea from Naples to Anzio and have been able during the month to deliver a sufficient supply to relieve them of the necessity of transporting by road.

FOOD We were asked by the Food Sub-Commission to provide for the movement by sea of from 160 to 300 tons per day of food from Castellamare to Anzio for Rome. This required the concentration of large numbers of small craft,larger ones not being available,which after considerable difficulty we were able to achieve. After loading a few of the vessels at Castellamare the Shippers found it necessary to discontinue loading there and asked us to divert tonnage to Naples. For a short time this change over interrupted the business, but soon we were able to send a steady supply of vessels to Cirio Wharf and 57 berth Naples and continued delivery to Anzio.
Altogether about 1000 tons of food were delivered during the month.

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WINE Arrangements were made in the previous month to ship a few cargoes of Wine from Region 1 and Region 2 to Naples and these cargoes were shipped and delivered during July.
It becomes increasingly evident,as our Troops advance and new territories have to be fed,that more of the few schooners available to A.C.C. will have to be employed on essential foodstuffs and high priority cargoes,and therefore less tonnage will be at liberty for low priority cargoes such as Wine.

WHEAT 2400 tons were moved by large Schooners from Castellamare to Reggio and Crotone.

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TIMBER Whenever opportunity has occurred, small vessels have loaded Timber at Vibo Valentia, Scalea or Reggio for Sicily, but it has not been found possible to find tonnage for the large quantities still to be moved.

POTATOES A few small shipments were made from Naples district to Calabria, until export was stopped by Region 3.

EXPORTS TO SARDINIA No shipping space in Scastern or Liberty ships has been available for the bids outstanding, but early movement is now promised.

GENERAL REMARKS The lack of loading berths in Naples Port, Portici, Torre Annunziatta and Castellamare is a very serious obstacle to quick movement, but the best possible use is made of those available.

Road transport difficulties would appear to put the small port of BAIA out of consideration, otherwise it would make a useful Schooner port.

Poor communications and lack of Other Ranks personnel at the Docks and Ports, cause delays which might otherwise be avoided.

CO-OP-NA This Firm of Italian Shipping Management has appointed Agents in most of the used Ports, and give their full cooperation. Constant liasion with the Head Office of this Firm is for the time being absolutely essential. Unforeseen difficulties are continually arising, which require our assistance to ensure the uninterrupted working of schooner transport.

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F. L. Smith

Captain.

Transportation Sub Commission
(Shipping)

Lifts from both ports w/e

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