

Rail - Highways - Coordination

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

MJS/vb

Tel. Ext. 318

8th April, 1945.

811/6/Tn.3.

SUBJECT: Movements.

TO : The Regional Commissioner,
H.Q. Emilia Region.

1. Reference your RIX/TP/7.1, dated 3rd April, a Movements representative qualified to discuss various movements aspects, will be sent to you at the earliest opportunity.

2. There will be a delay of some days as at the present moment a number of Movements' officers are on tour in various parts of Italy, and an officer qualified to discuss all aspects of movements is not available.

3. You were recently visited by Major Worthington and Major McClure, representatives of the Rail Branch and Shipping Branch respectively of the Movements Division, and the information they passed to you on the spot should be of guidance in your movement problems.

By command of Rear Admiral Stone:

M. J. Sieff

M. J. SIEFF, Colonel.
for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

Regional Transportation Officer.

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HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

TN-5/L

REF : RIX/TF/7.1

3 April 1945.

SUBJECT: Movements.

TO : Movements Division, Transportation Sub-Commission, H.Q.
Sub-Commission H.Q. A.C.- APO 394.

1. A Movements Section is being formed at this H.Q. and in order that there may be the best possible co-operation between ourselves & yourselves it is requested that an officer of your Division may be sent to this H.Q. for one or two days to give us advise on all matters in relation to movements.

2. It is further requested that this officer be sent as soon as possible in order that we may start off on the right foot.

For the Regional Commissioner:

HEADQUARTERS

A. C.

A. L. Hughes

A. L. HUGHES
Major, R.A.
Regional Tptn. Offr.

ARM/js

Copy to: O.C. Movements Section H.Q.
Emilia Region.

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ACP/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 843238
Ref. AC/322/Tn 4

20 March 1945

TO : Lieut. Col. Harris, Planning Division, HQ. AC Lu S.C.

SUBJECT : Rail - Highway co-ordination.

1. Reference is to your letter of 24 February 45, and reply of Chief of Movements Division dated 27th February 45 under reference 811/2/Tn 3.
2. The ISR would have no objection to the operation of truck services over selected rail routes, using railway stations premises as central points, but desire to operate such road services themselves.
3. However, before you take further action, it is suggested that consultation should be further had with the Deputy Director, as he has policy correspondence with General di Raimondo on the question of ISR operation of road trucks. General di Raimondo's letter of 6th February, with long report on ISR road services, addressed to Colonel Thomas refers.

O. H. Lindberg - Lt. Col.
O. H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

142/Tn 1
To Lt. Col. Harris 24/3/45

Copy to : Movements Division, Tn Sub-Comm. HQ AC

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ACP/av

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

13 March 1945

Tel. 843238
Ref: 322/Tn 4

TO : I.S.R. General Director

SUBJECT : Railway Lines in Northern Territory.

1. The question has been put that in certain regions where rail lines have been damaged it might be possible and desirable to establish the use of the railway stations and the warehouses attached to them as pick-up points for road trucks, which would haul the traffic to the nearest point for rail, or to destination for delivery if the haul were a short one.

2. The suggestion is that district producers have grown used to the location of the railway station as a means of despatching goods, and would welcome a central despatching point.

3. It is felt that from an I.S.R. angle, this would have the advantage of making use of warehouse space, and employing staff who would otherwise be unused, and would continue to draw traffic to the railway station as the location for despatch of goods.

4. On the other hand, it might be suggested that from a purely railway angle it would be undesirable to use railway stations as clearing house for road traffic, in view of the fact that such means of transport are normally competitive.

5. Your considered opinion of the project is invited, based on the assumption that either the road trucks would be privately owned, and that a sum would have to be paid to I.S.R. for use of warehouses, station facilities, and staff, or that the operation of the road service itself would be ~~in~~ ⁱⁿ I.S.R.

O.H. LINDBERG

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O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

Copy to: Movements Division, Col. Sieff (811/2/Tn.3 refers)

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

MJS/vb

Tel: Ext. 318

5th March, 1945.

756/25/Tn.3.

SUBJECT: Coordination of Movements Division,
Road Section, and Roads Division.

TO : Movements Division, Road Section,
Transportation S/C.

1. The Roads Division has been reconstituted with Mr. J.J. Gross as Chief.
2. An operations section of the Roads Division has been established.
3. The Roads Section of the Movements Division will work in the closest collaboration with the Roads Division, especially the operations section of the Roads Division, in all matters of road movement.
4. The Roads Section will ensure that the Roads Division have copies of all programmes of movement by road. The request for movement by road will be made on the Roads Division by the Movements Road Section, and orders will not be passed direct to operating units. In so far as RNAC is concerned programmes for movement, which must obviously be carried out mainly by vehicles under RNAC control, will be sent to the Roads Division for action, with a copy to RNAC, e.g. movement of tanks, hemp, etc. Other programmes of movement will be sent to the Roads Division but no copies will be despatched to M.T. organisations in the field. Copies of programmes will be sent to the relevant Regional Commissioner in charge of the Regional Transportation Officers, or to the relevant Transportation Officer in the field, in areas in King's Italy from which Regional organisations have been withdrawn but where certain Transportation representatives remain.
5. All failures to carry out programmed movement will be taken up with the Roads Division, and will not be dealt with

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direct with the M.T. unit concerned. However, so long as the Roads Division are kept fully in the picture, the Movements Section will have the right of direct approach to the Movements Section of ENAC, when purely movements matters are being discussed.

MJS
M.J. SIEFF, Colonel,
Chief, Movements Division.

Copy to:

Roads Division Tn. S/C.
Motor Transport Group A.C. (Italian Army Personnel)
Movements Division, Rail Section.
" " Shipping Section.
Deputy Director, Tn. S/C.

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

AC/811/3/Tn.3 3 March 1945

SUBJECT : Transportation Responsibilities.

TO : Regional Commissioner Abruzzi Marche Region.
 (for Regional Transportation Office)

1. It is understood that considerable attention has been given to transportation work at the Ortona railroad by Capt. Shaw-Kennedy of the Economics and Supply Section.

2. When your Regional HQ moves, it is understood Capt. Price will be left temporarily at Chieti. It is believed that so far he has dealt mainly with road transport, it should be made clear that he will then be responsible for the Ortona R.H. and any shipping developments; he should work in close conjunction with Military Movements Ortona.

By Command of Rear Admiral STONE :

W. Taylor
 for MERRITT H. TAYLOR
 Director
 Transportation Sub-Commission

Copy to : Capt. Price,
 No. 7 Truck Pool, Ancona

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

MJS/vb

Tel: Ext. 318

27th February, 1945.

B11/2/Tn.3.

SUBJECT: Rail-Highway Coordination.

TO : Regional Commissioner,
Lombardia Region.
(For Attn. of Lt. Col. C.E. Harris,
Regional Transportation Officer.)

1. Reference your memo dated 24th February, 1945.
2. Although two or three weeks lapse before rail cars, once bid for are actually spotted for loading, programmes are now worked out in advance with a reasonable degree of accuracy. Please see the new bidding procedure for rail movement, which comes into effect on March 19th, reference 385/4/Tn.3, Movements Division Rail Memo No.4, dated 23rd February, 1945. Copies were sent to your Region and a further copy is attached hereto.
3. It is not quite clear from para 2 of your letter what you mean by "Regional Control Officer". If, however, you intend to imply that the Transportation Sub-Commission Officer dealing with road transport and the Transportation Sub-Commission Officer dealing with rail transport - provided that there are separate bodies dealing with each of these functions - should work in the closest cooperation, you are fully in line with present policy. Finally, within the Region it is up to the Chief Transportation Officer to see that road and rail movement is coordinated so that the maximum utilisation be obtained out of whatever capacity is available.
4. Your suggestion regarding a truck pick-up system is agreed to, but you would have to plan it carefully with the other authorities concerned and ascertain that the stations chosen for loading to rail were suitable as rail loading points; You would also have to take care that the stores move in order of priority, and that the truck pick-up service did not become a

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means of assisting the black market.

By command of Rear Admiral Stone:

MERRITT H. TAYLOR
Director
Transportation Sub-Commission.

Encl.

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HEADQUARTERS
TRANSPORTATION DIVISION
LOMBARDIA REGION REAR
ALLIED COMMISSION
APO 394

Memo to Mr. Taylor.

24th. February 1945.

Subject: Rail-Highway Coordination.

1. From past experience it has been found that the coordination of movements between rail and highway has been rather lax. It is apparent that before rail cars can be loaded, a truck movement is generally necessary and another truck lift is usually indicated at the unloading end. Due to the system of bidding for rail cars, a considerable length of time is involved before cars are actually spotted for loading. Lack of warehousing and rail-heads precludes stockpiling of commodities for trans-shipment at all times.

2. As a suggested remedy to overcome these difficulties, it would be advisable to have a regional rail Officer work in close connection with the regional control Officer and have all requests for transportation that involve rail movement funnel through his desk. He would then make out all rail bids from the data on the transportation request and follow these through to allocation of cars. Thereupon, it would devolve upon him to request the proper road transport to meet his rail commitments so that a minimum turnaround delay would occur.

The field details affecting spotting of rail cars and coordinating truck movements to rail would be a function of the provincial transportation Officer, who would receive his orders from the regional rail Officer.

3. Permission is requested to plan for a system of truck pick-up service on a limited scale surrounding Milan and Turin. This type of service was but little used in Italy before the war due to the multitude of railroads and the excellence of their service. It is realized that very few lines will be found in operation in Northern Italy, but shippers are used to bringing their produce to the nearest rail station, therefore it seems logical to presume that rehabilitation of the transportation industry would advance rapidly if the rail terminal facilities and employees could be put to work to receive shipments and a small allocation of local civilian trucks used to replace train service.

Inspection of many small stations in liberated Italy reveals that a suitable freight warehouse can be readily made available using local materials found on the site and local labour. Rail employees are usually available and are familiar with the process of receiving and forwarding shipments. Road connections to the nearest highway are available and inter station communications can be usually established from available wire and instruments.

Traffic embargoes would have to be enforced so as to give highest priorities to foodstuff, fuel, etc. All food shipments could be consigned to SEPRAL for disposal and tariffs established to net truck operators a return similar to the national truck tariff rates. It is felt that local commerce would be materially stimulated by this method of transportation and an efficient means provided for the importation of foodstuff into large cities.

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M. Harris
M. HARRIS
Lt. Col. C.E.

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