

Tomase Allotments A.C.
(Core I)

A. C.

10000/148/1456
DPC 44

MINISTRY OF TRANSPORTATION
I. S. R.

Rome, 2 August 1945
M.312/15983/2/25.384

To: (for action) E. N. A. C. - Rome
(for info) Tn Sub Commission - Rome

SUBJECT: Transportation from Civitavecchia to Rome.

With reference to what stated in our letter 3 M/11/569/15598 dated 19 July, about increasing transportation with rail cars of goods for Rome in arrival at Civitavecchia by sea, we beg to inform that the furnishing of cars to said Port is done by Allied Authorities and therefore this Direction can not intervene with direct instructions.

THE CHIEF OF TRANSPORTATION DEPT.
Sgd. Biondi

1251

MINISTERO DEI TRASPORTI
DIREZIONE GENERALE
FERROVIE DELLO STATO

Roma, 11

M.312/15983/2/25.384

ENTE NAZIONALE AUTOTRASPORTI COSE
E.N.A.C.

ROMA

p.e. SOTTOCOMMISSIONE TRASPORTI

ROMA

MINISTERO DELL'ALIMENTAZIONE

ROMA

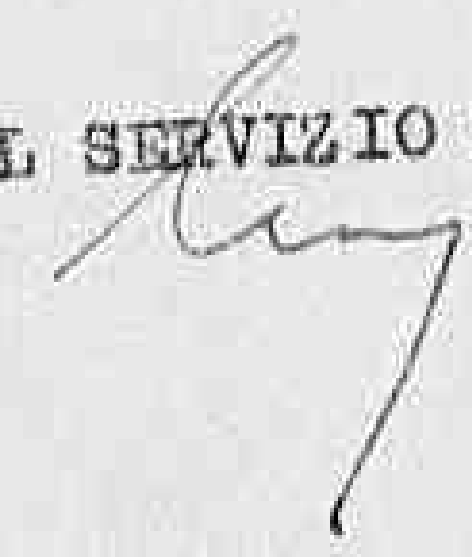
OGGETTO
Trasporti da Civita-
vecchia a Roma.

ISPETTORATO GENERALE MOTORIZZAZIONE CIVILE
E TRASPORTI IN CONCESSIONE

ROMA

In relazione a quanto segnalato con la lettera 3 M/11/569/15598 del 19 corr., circa l'opportunità di intensificare il trasporto con carri ferroviari delle merci per Roma in arrivo con i piroscafi a Civitavecchia, si fa presente che la fornitura dei carri a quel Porto viene fatta dalle Autorità Alleate e pertanto questa Sede non può intervenire con dirette disposizioni.

IL CAPO DEL SERVIZIO MOVIMENTO



1250

SIGNAL MESSAGE OUT

FROM TH (BR) MAIN 02 1245
 TO FREEDOM CITY FRODO

791 TH.A.S(O) (.) RESTRICTED (.) SERIOUSLY CONCERNED
 LARGE INCREASE IN BUSES WAITING OFF-LOADING PARTICULARLY
 LEONORE - FIANCEE - HARLES ALIAS (.) REVIEW OF OPERATING STATISTICS
 FOR JULY REVEALS AVERAGE BUSES WAITING OFF-LOADING INCREASED
 FROM 2708 DAILY WEEK ENDING 7 JULY TO 3884 DAILY W.E. 28 JULY (.)
 POSITION 1200 HOURS 1 AND 4200 (.) ALL ABOVE EXHAUSTED BUS-AST (.)
 POSITION IS PROGRESSIVELY WORSENING UNLESS DRASTIC ACTION TAKEN
 TO ENSURE SUFFICIENT BUSES CURRENTLY THERE WILL BE NO POSSIBILITY
 OF 3500 BUSES DAILY BEING AVAILABLE FOR LOADING (.) BUS SHORTAGE
 ALREADY BECOMING SERIOUS

As Written.....

Degree Of Priority.
 IMPORTANT.

Copies to : A.S. Th. Sub-commission (Mail)
 D.M.R.S.
 D.D.M.R.S.

For Info.....
 By hand.

1249

89/15
 3/8

ACP/1c

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

2 August 45

Tel. 843238
Ref. AC/301/Tn 4

SUBJECT : Allocation of wagons for Allied Commission.

TO : Capt. GRAY
AFHQ Liaison Officer c/o MRS

1. Further to my letter 31 July 45 on this subject.
2. Attached is a copy of reply received by our Movements Division from AFHQ.
3. It is highly unsatisfactory. The complaint of our Officer is that he does note the wagons required by AC, but apparently military organisation does not cover their needs, with result that they take all available wagons leaving AC stranded.
4. This Division does not agree that all military traffic takes priority over AC, especially when we arrange rolling stock to meet our needs, but that question is really outside our province and is for our Movements Division to settle with AFHQ.
5. We require a guarantee that the wagons we spot under our new wagon allocation are for AC use, and that military will ensure from their wagon pool sufficient wagons are sent to meet military needs at Cosenza.

For the Chief Commissioner:

A.C. PINE
A.C. PINE, Major

Copy to: Mov (Rail) Tn S/C
Major Boddy c/o Capo Compartimento Reggio Calabria
MRS -

12/8

EXTRACT

2. " The protection of wagon supply for AC requirements is primarily a domestic matter between MRS and AC, in this case through the medium of your Tn representative in CALABRIA. The movement of Military traffic must still take priority over civilian requirements. The attention of Movements NAPLES has however been called to the situation at COSENZA and Movements REGGIO Sub Area will be instructed to investigate."
3. From the attached copy of letter addressed to 'Q' Movements Reggio Calabria, by the A.C. Transportation Officer Reggio Calabria, it would appear that difficulties are still being experienced regarding wagon allocation for A.C. and Military needs at Cosenza.
4. Please bring this matter to the attention of the Joint Wagon Control to ensure that in the future wagons allocated for A.C. Traffic are not taken for Military loadings.

For Chief Movements Division.

C.R. WORTHINGTON,
Major.

Copy

*Capt Gray
AFHQ Liaison Officer*

40 MRS.

as per phone Rg-Gray.

CRA/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

30 July 1945

399/69/Tn.3.

SUBJECT : Allocation Wagons, Reggio Calabria

TO : Rail Division (Tn.4.) ✓

1. Reference Movements Division letter 399/54/Tn.3. dated 14 July '45 to B-4 (Mov & Tn) copy to you.
2. G-4 (Mov & Tn) AFHQ now reply as follows :-

"The protection of wagon supply for AC requirements is primarily a domestic matter between MRS and AC, in this case through the medium of your Tn representative in CALABRIA.

The movement of Military traffic must still take priority over civilian requirements.

The attention of Movements NARLES has however been called to the situation at COSENZA and Movements REGGIO Sub Area will be instructed to investigate."
3. From the attached copy of letter addressed to 'G' Movements Reggio Calabria, by the A.C. Transportation Officer Reggio Calabria, it would appear that difficulties are still being experienced regarding wagon allocation for A.C. and Military needs at Cosenza.
4. Please bring this matter to the attention of the Joint Wagon Control to ensure that in the future wagons allocated for A.C. Traffic are not taken for Military loadings.

For Chief Movements Division

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

Copy to : AC. Transportation Officer, Reggio Calabria

1246

TRANSPORTATION AND COMMISSION
AFFIDAVIT COMMISSION
RUE TO CALABRIA

RUE: R 22A
23 Jul 45

399/68

SUBJECT: Civilian rail loadings at
Cassano week 2-12 July

TO : 3 Movements

Rue to Calabria

(Copy: R.C. A.C. for Apin S.C.) ✓

1. Reference Cassano Movements letter 121.1.2225 of 19 July to this office and you I have instructed I.S.M. here to tell Cargo Stations at Cassano that he must not take orders from the SOB U.S. Forestry Unit there as to which civilians are to be allotted rail wagons.
2. Allotment of wagons to civilians is, of course, governed by the forms A B to station masters.
3. The report that the U.S. Forestry unit ordered Capo Sta Ione Cassano to supply, 2 rail wagons to Mr. Pellegrini on 13 July, is correct, is very disturbing, and I will be glad if instructions may be given for this practice to cease at once.
4. During the week in question 9 wagons were authorized for carbene vegetables and 14 for timber from Cassano for civilians. Carbone veg. has a higher priority than timber for civilians loadings. I claim that no wagons were allotted for carbene veg. and only 3 for timber, due to wagon shortage. 2 of the 3 were allotted to Pellegrini. As a result, an important move of 1 wagon timber to Cassano for urgent required to the port there did not move and sleepers, urgently required by I.S.M. Rome, did not move.

Bo Boddy

B. : 200M, C.M.
M.M. : 200M, C.M.
RUE TO CAL. DIV. 12.15

1. Reference Baglione's letter 121.1.2225 of 19 July to this office and you I have instructed L.S.M. here to tell Cargo Stations at Cosenza that he must not take orders from the SGO L.S. Forestry Unit there as to which civilians are to be allotted rail wagons.
2. Allotment of wagons to civilians is, of course, governed by the Norms X B to station masters.
3. The report that the U.S. Forestry Unit ordered Cargo Station Cosenza to supply 2 rail wagons to M. P. L. L. L. on 13 July, if correct, is very disturbing, and I will be glad if instructions may be given for this practice to cease at once.
4. During the week in question 3 wagons were authorized for carbon vegetable and 14 for direct from Cosenza for civilians. Carbon veg. has a higher priority than timber for civilian loadings. I find that no wagons were allotted for carbon veg. and only 3 for timber, out of 30 wagon shortage. 2 of the 3 were allotted to P. L. L. L. As a result, an important move of 1 wagon timber to Messina for urgent repairs to the port there did not move and sleepers, urgently required by L.S.M. Rome, did not move.

Bo Boddy

B.
 121.1.2225
 121.1.2225

*attach the letter to
 the Cargo Station*

ACE/10

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

31 July 45

Tel. 843238
Ref. AC/304/Tn 4

SUBJECT : Allocation of wagons at Cosenza.

TO : Col. Mov & Tn AFHQ Liaison Officer
c/o M.R.S.

1. Attached is copy of a letter from our officer at Reggio, from which it appears that American RTO at Cosenza is not prepared to observe the AFHQ instruction that where shortage of wagons occurs in Calabria, a two thirds only allocation should be made for military needs.

2. Please take matter up in order that the RTO is definitely advised that he must not take all wagons which arrive, but must ensure that civil traffic receives a proportion in fulfillment of the agreed division.

For the Chief Commissioner:

A.C. Ping
A.C. PING, Major

1244

TRANSPORTATION SUB-COMMISSION
ALLIED COMMISSION
MORGIO CALABRIA

REF: R 60
20 Jul 45

SUBJECT: Allocation of wagons--Reggio Cal.

TO : H.Q. A.C.
(Tptn S.C.)

(Copy : Q Movements, Reggio)

1. Ref. your 329/54/In.3 of 14 Jul to 3-4 (Mov & In) A P H Q, para 4, I have excellent cooperation with Movimento Reggio who are doing their utmost to ensure fair wagon distribution at Cosenza, but it is not easy from this distance.
2. I spoke to the American H.Q.C. at Cosenza by phone yesterday repeating the instruction to him that, of every 3 wagons available at Cosenza, 2 were for him and 1 for civilian loading. He tells me that unfortunately the station is piled high with timber due to the acute shortage of wagons in recent weeks hence the reason they (the U.S. Unit) take every wagon they can get hold of.
3. For the week 23/29 Jul F.O.M. have agreed to 30 wagons daily from Cosenza for Military timber. There is not a hope of these wagons being available and I fear the same story again of the few wagons that are available all being loaded with this military timber and none being available for civil loadings. Our civil prog. week 23/29 July calls for the following wagons from Cosenza:--

Flour	15
Timber	13
Carbonic veg.	5
Telephone poles	8
Barrels	4
General	3
4. Civil timber loading shut out recently by U.S. timber loading at Cosenza has included urgent requirements for (a) reconstruction of Port of Messina (b) necessary work on ferry dock at Villa S.G. and (c) sleepers required by I.S.M. Road.
5. While present wagon shortage continues may I suggest that the Military Unit Cosenza be instructed that it is only to load 2 of every 3 wagons available and that Capo Stazione, Cosenza be instructed similarly? At present the Capo Stazione seems powerless to interfere.

B.W. BODDY, CAPT.

/ole

Part 4, I have excellent cooperation with Movementa Reggio who are doing their utmost to ensure fair wagon distribution at Cosenza, but it is not easy from this distance.

2. I spoke to the American M.C.C. at Cosenza by phone yesterday repeating the instruction to him that, of every 3 wagons available at Cosenza, 2 were for him and 1 for civilian loading. He tells me that unfortunate ly the station is piled high with timber due to the acute shortage of wagons in recent weeks hence the reason they (the U.S. Unit) take every wagon they can get hold of.

3. For the week 23/29 Jul P.O.M. have agreed to 30 wagons daily from Cosenza for Military timber. There is not a hope of those wagons being available and I fear the same story again of the few wagons that are available all being loaded with this military timber and none being available for civil loading. Our civil prog. week 23/29 July calls for the following wagons from Cosenza:-

Flour	15
Timber	13
Carbone veg.	5
Telephone poles	8
Barrels	4
Cement	3

4. Civil timber loading shut out recently by U.S. timber loading at Cosenza has included urgent requirements for (a) reconstruction of Port of Messina (b) necessary work on ferry dock at Villa S.G. and (c) sleepers required by I.S.R. Rome.

5. While present wagon shortage continues may I suggest that the Military Unit Cosenza be instructed that it is only to load 2 of every 3 wagons available and that Capo Stazione, Cosenza be instructed similarly? At present the Capo Stazione seems powerless to interfere.

D.W. BONDY, CAPT.
 MPIM, OFFIC. A.S.
 REGGIO CALABRIA DEPT. ISS.

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

26 July 1945

399/66/Tn 3

SUBJECT : Allocation of wagons - Reggio Calabria

TO : Rail Division (Tn 4) ✓

1. Reference this HQ letter 399/54/Tn 3 dated 14 July to G-4 (Mov & Tn) AFHQ regarding the unsatisfactory wagon allocation in Calabria.
2. The attached copy of report received from the AC Transportation Officer Reggio Calabria, is forwarded for your information and necessary action.
3. Whilst the revised procedure for allocating a given number of wagons for the loading of civilian traffic in Italian Government Territory should provide for all needs, the suggestion as set out in para 5 of the attached letter might be considered as a safeguard against any possible failure in wagon distribution.

For Chief Movements Division

C.R. Worthington
C.R. WORTHINGTON
Major 12/2

Copy to : Economic Section
Food Sub-Commission
AC Transportation Officer, Reggio Calabria

C O P Y

TRANSPORTATION SUB-COMMISSION
ALLIED COMMISSION
REGGIO CALABRIA

/elo

REF: R 80
20 Jul 45

SUBJECT : Allocation of wagons-Reggio Cal.

TO : H.Q. A.C.
(Tptn S.C.)

(Copy : Q Movements, Reggio)

1. Ref. your 399/54/Tn 3 of 14 Jul to G-4 (Mov & Tn) A F H Q, para 4, I have excellent cooperation with Movements Reggio who are doing their utmost to ensure fair wagon distribution at Cosenza, but it is not easy from this distance.
2. I spoke to the American M.C.O. at Cosenza by phone yesterday repeating the instruction to him that, of every 3 wagons available at Cosenza, 2 were for him and 1 for civilian loading. He tells me that unfortunately the station is piled high with timber due to the acute shortage of wagons in recent weeks hence the reason they (the U.S. Unit) take every wagon they can get hold of.
3. For the week 23/29 Jul P.O.M. have agreed to 30 wagons daily from Cosenza for Military timber. There is not a hope of these wagons being available and I fear the same story again of the few wagons that are available all being loaded with this military timber and none being available for civil loadings. Our civil prog. week 23/29 July calls for the following wagons from Cosenza :-

Flour	15
Timber	13
Carbone veg.	5
Telephone poles	8
Barrels	4
Sepral	3
4. Civil timber loading shut out recently by U.S. timber loading at Cosenza has included urgent requirements for (a) reconstruction of Port of Messina (b) necessary work on ferry dock at Villa S.G. and (c) sleepers required by I.S.R. Rome.

1211
5. While present wagon shortage continues may I suggest that the Military Unit Cosenza be instructed that it is only to load 2 of every 3 wagons available and that Capo Stazione, Cosenza

who are doing their utmost to ensure fair wagon distribution at Cosenza, but it is not easy from this distance.

- 2.. I spoke to the American N.C.O. at Cosenza by phone yesterday repeating the instruction to him that, of every 3 wagons available at Cosenza, 2 were for him and 1 for civilian loading. He tells me that unfortunately the station is piled high with timber due to the acute shortage of wagons in recent weeks hence the reason they (the U.S. Unit) take every wagon they can get hold of.
3. For the week 23/29 Jul P.O.M. have agreed to 30 wagons daily from Cosenza for Military timber. There is not a hope of these wagons being available and I fear the same story again of the few wagons that are available all being loaded with this military timber and none being available for civil loadings. Our civil prog. week 23/29 July calls for the following wagons from Cosenza :-
- | | |
|-----------------|----|
| Flour | 15 |
| Timber | 13 |
| Carbone veg. | 5 |
| Telephone poles | 8 |
| Barrels | 4 |
| Sepral | 3 |
- 12/1
4. Civil timber loading shut out recently by U.S. timber loading at Cosenza has included urgent requirements for (a) reconstruction of Port of Messina (b) necessary work on ferry dock at Villa S.G. and (c) sleepers required by I.S.R. Rome.
5. While present wagon shortage continues may I suggest that the Military Unit Cosenza be instructed that it is only to load 2 of every 3 wagons available and that Capo Stazione, Cosenza be instructed similarly? At present the Capo Stazione seems powerless to interfere.

B.W. BODDY, CAPT.
TPTN. OFFR. A.C.
REGGIO CALABRIA DIVN. ISR.

Wagon Supply

DAILY OPERATION REPORTS

1. With the object of standardising information collected daily in respect of the operation of the I.S.R., it has been decided that, from a date to be advised later, daily statistics will be colated on a Compartimento basis under the following headings:-

- (1) Daily Freight Stock Position
- (2) Daily Situation at Stations
- (3) Daily Train Operation & Car Interchange Report
- (4) Special Return of ~~Wagons~~
- (5) ~~Special Return of Passenger Equipment~~

The above information will be collected and summarised in the following manner

2. Daily Freight Stock Position

Each station will compile the "Station Daily Freight Stock Report" (Form 1) in accordance with the instructions attached thereto. On completion the information thereon will be transmitted by the most expeditious means to the Compartimento H.Q. in accordance with instructions issued by the Capo Compartimento.

"Compartimento Summary of Daily Freight Stock Reports" (Form 2)

On receipt of the station's reports the appointed Section in the office of the Capo Compartimento will summarise the information onto the above form sectionised in accordance with the instructions laid down in Appendix 'A' hereto. A copy of this summary will then be passed to the M.R.S. Traffic Office in the Compartimento.

3. Daily Situation at Stations

Each station will submit daily to the Compartimento H.Q. by most expeditious means a Statement in accordance with the headings of Form 3 - "Daily Situation Report".

On receipt of this information from Stations in the Comparti-

1914

- (4) Special Return of Manifests
- (5) ~~Special Return of Passenger Equipment~~

The above information will be collected and summarised in the following manner

2. Daily Freight Stock Position

Each station will compile the "Station Daily Freight Stock Report" (Form 1) in accordance with the instructions attached thereto. On completion the information thereon will be transmitted by the most expeditious means to the Compartimento H.Q. in accordance with instructions issued by the Cape Compartimento.

"Compartimento Summary of Daily Freight Stock Reports" (Form 2)

On receipt of the station's reports the appointed Section in the office of the Cape Compartimento will summarise the information onto the above form sectionised in accordance with the instructions laid down in Appendix 'A' hereto. A copy of this summary will then be passed to the M.R.S. Traffic Office in the Compartimento.

3. Daily Situation at Stations

Each station will submit daily to the Compartimento H.Q. by most expeditious means a Statement in accordance with the headings of Form 3 - "Daily Situation Report".

On receipt of this information from Stations in the Comparti-
mento it will be summarised in accordance with instructions in Appendix 'A' and a copy of the completed form will be passed to the M.R.S. Office in the Compartimento, and

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/4. iii.....

4. Daily Train Operation and Car Interchange Report (Form 4)

This return will show the total number of trains, cars, etc., sub-divided as shown which have operated over each route as indicated in Appendix 'B'.

The Car Interchange Report will be maintained at all points where equipment is passed from one Compartimento to another and will include all passenger and freight equipment passing in each direction between the two Compartimenti either loaded or empty.

All passenger equipment will be included in one total i.e. "passenger cars", freight equipment however will be sectionised by types as indicated. (Capo Compartimento will issue necessary instructions for the collection and transmission of this information to his H.Q.

On completion by the Compartimento the return will be passed to the M.R.S. Compartimento Office.

5. Daily Return of Warflats and Daily Return of Passenger Equipment.

These returns will be compiled daily as shown on Forms 5 & 6 respectively being passed to the M.R.S. Office on completion.

6. M.R.S. Compartimento Offices.

These Offices will be responsible for seeing that orders respecting the movement of Military Traffic (including the distribution of Rolling Stock) within the respective Compartimento areas, are carried out in an efficient and expeditious manner.

The Officer i/c each Office will be responsible for scrutinising the above mentioned returns and for taking necessary action in respect of any irregularities or inefficient operation which may be revealed thereby.

M.R.S. Compartimento Office will be responsible for passing on to M.R.S. H.Q. Rome nightly the various returns specified in Para 1, received from the Capo Compartimento, except in the case of the "Summary of Freight Rolling Stock" in respect of which Columns

L. E. R. only, for each type of equipment will be 1230.

1916

"passenger cars", freight equipment however will be sectionised by types as indicated. (Capo Compartimento will issue necessary instructions for the collection and transmission of this information to his H.Q.

On completion by the Compartimento the return will be passed to the M.R.S. Compartimento Office.

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The Officer i/o each Office will be responsible for scrutinising the above mentioned returns and for taking necessary action in respect of any irregularities or inefficient operation which may be revealed thereby.

M.R.S. Compartimento Office will be responsible for passing on to M.R.S. H.Q. Rome nightly the various returns specified in Para 1, received from the Capo Compartimento, except in the case of the "Summary of Freight Rolling Stock" in respect of which Columns L, E, R, X only, for each type of equipment, will be passed to this H.Q.

7. Introduction of new Standard Returns.

It is of the utmost importance that the information contained in these returns is accurate and current, and this result cannot be achieved without the full interest and co-operation of the various Capi di Compartimenti and their subordinate assistants who will be responsible for instructing the Station and Compartimenti Staff as /to the.....

-3-

to the correct method of compilation and also for laying down the proper channels of transmission.

It is essential therefore that the various M.R.S. Compartiments Officers maintain the closest liaison with the Capi Compartimenti regarding the introduction of these returns and give all assistance and advise possible.

1238

STATION DAILY FREIGHT STOCK REPORT Form I

Type of Stock.	Loads		Empties		Required for next day loadings		Additional - at Required		Surplus		Bad Order	
	L		E		R		W		S		X	
Box Cars												
High Side												
Low & Flats (4 wheel)												
Bogie Flats												
Refrig Cars												
Cisterns												
Others.												
GRAND TOTAL												

METHOD OF COMPILING STATION RETURN.

Each Station will submit to the Compartimento HQ, particulars of all stock on hand in yards or sidings at the appointed time, sectionised as shown above, the various columns of which will include the following :-

- | Type of Stock. | Self explanatory. |
|---|---|
| Col. L. Loads | To include all loaded or partly loaded cars on hand, whether for offloading or despatch. (excluding bad order cars) |
| Col. E. Empties. | To include all empty cars on hand. (excluding bad order cars) |
| Col. R. Required for next days loading. | To include all known demands for cars for loading following day, i.e. Military, A.C., Civil. |
| Col. W. Additional Wanted. | Represents the difference between Cols. 3 and 4, when 4 is the greater. |
| Col. S. Surplus. | Represents the difference between Cols. 3 and 4, when 3 is the greater. |
| Col. X. Bad Order. | Represents all cars, loaded or empty, |

Refugees
Civilians
Others

Grand Total

METHOD OF COMPELLING STATION RETURN.

Each Station will submit to the Compartimento HQ, particulars of all stock on hand in yards or sidings at the appointed time, sectionised as shown above, the various columns of which will include the following :-

<u>Type of Stock.</u>		Self explanatory.
<u>Col. L.</u>	<u>Loads</u>	To include all loaded or partly loaded cars on hand, whether for offloading or despatch. (excluding bad order cars)
<u>Col. E.</u>	<u>Empties.</u>	To include all empty cars on hand. (excluding bad order cars)
<u>Col. R.</u>	<u>Required for next days loading.</u>	To include all known demands for cars for loading following day, i.e. Military, A.C., Civil.
<u>Col. W.</u>	<u>Additional wanted.</u>	Represents the difference between Cols. 3 and 4, when 4 is ^{3 is} the greater.
<u>Col. S.</u>	<u>Surplus.</u>	Represents the difference between Cols. 3 and 4, when 3 is the greater.
<u>Col. X.</u>	<u>Bad Order.</u>	Represents all cars, loaded or empty, which have previously been in service in yards and stations, which are stopped for repairs or which are labelled for shops when empty. All cars shown in this column will be <u>excluded</u> from other columns on this return.

1920

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

18 00 HRS - - - - - 194 - -

NOTE. Cols W & S will
not be forwarded to
MRS H. B. Rome.

FORM 2

best

COMPARTIMIENTO.

STATION SITUATION REPORT 18.00 HRS. --- 19.---

[illegible]

1923

GRAND TOTAL

CARS OF TROOPS
KILLED IN ABUSE

SPECIAL OCCURRENCES

1235

COMPTON

18.00 HRS - - - - - 19

TRAIN OPERATION

MILITARY	TROOP & POW	PASSENGER	CIVILIAN
MILITARY - CIVIL- FREIGHT	TRAIN'S Freight Equip.	HOSPITAL TRAINS. Pass. Equip	FREIGHT
	TRAIN'S CARS	TRAIN'S CARS	TRAIN CARS.
	GROSS TONS		
	NET TONS		
THREE THOUS FIFTY			

INTERCHANGE OF CARS

[illegible]

[illegible]

Appendix A.

In connection with the compilation of the "Daily Freight Stock Position" and "Daily Station Situation Report" the information in respect of each Compartimento will be summarised as shown below:-

BARI Compartimento.

TARANTO Ripartimento (excl)	TARANTO Docks).
BRINDISI "	(" BRINDISI ")
BARI "	(" BARI ")
FOGGIA "	
TARANTO Docks.	
BARI "	
BRINDISI "	
SUD - EST System.	

ANCONA Compartimento.

FOLIGNO Ripartimento.	
ANCONA "	(excl. Docks).
PESCARA "	
ANCONA Docks.	

NAPLES Compartimento.

<u>NAPLES Area:</u>	
<u>NAPLES Port Area.</u>	
SAN GIOVANNI (incl)	to AVERSA (excl).
SAN GIOVANNI (excl)	to VILLA LITerno (excl).
<u>SALERNO Area:</u>	
SAN GIOVANNI (excl)	to POTENZA (excl).
<u>CANCELLO Area:</u>	
NAPLES SUSTAINMENT Yard (excl)	to CASERTA (excl).
CANCELLO (incl)	to NOCERA (excl).
<u>AVERSA Area:</u>	
AVERSA (incl)	to CASERTA (excl).
AVERSA (excl)	to FORNIA (excl).
<u>CASERTA Area:</u>	
CASERTA (incl)	to CASSINO (excl).
CASERTA (excl)	to CERVARO (excl).

ROME Compartimento.

<u>ROME Area:</u>	
<u>Line 50 - ROME to BRASIMARONE (incl)</u>	

POGGIA
TARANTO Docks.
BARI
BRINDISI
SUD - EST System.

ANCONA Compartimento.

FOLIGNO Ripartimento.
ANCONA " (excl. Docks).
PESCARA "
ANCONA Docks.

NAPLES Compartimento.

NAPLES Area:
NAPLES Port Area.
SAN GIOVANNI (incl) to AVERSA (excl).
SAN GIOVANNI (excl) to VILLA LIVERNO (excl).
SALERNO Area:
SAN GIOVANNI (excl) to PENNZA (excl).
CANICELLO Area:
NAPLES SMISTAMENTO Yard (excl) to CASERTA (excl).
CANICELLO (incl) to NOCERA (excl).
AVERSA Area:
AVERSA (incl) to CASERTA (excl).
AVERSA (excl) to FORMIA (excl).
CASERTA Area:
CASERTA (incl) to CASSINO (excl).
CASERTA (excl) to CERVARO (excl).

ROME Compartimento.

ROME Area:
Line 50, ROME to TRASTEVERE (incl).
Line 65, ROME to SMISTAMENTO (incl).
Line 88, ROME to TOR SAPIENZA (incl).
Lines 89 & 90, ROME to CASALINA (incl).
Line 50 Area:
TRASTEVERE (excl) to GROSSETO (excl), including
Line 263, PONTE GALERIA to FIUMICINO.
Line 65 Area:
SMISTAMENTO (excl) to AREZZO (incl).
Line 88 Area:
TOR SAPIENZA (excl) to CAROLI (incl).

Appendix A. Cont.ROME Compartimento Cont.

Line 89 Area:
CASALINA (excl) to FORMIA (incl), including
 Line 264, CANTO LEONE to MERVINO.
 Line 90 Area:
CASALINA (excl) to ROCCASECCA (incl), including
 Line 239, COLLINFERO SENEI to VILLETTRI,
 and Line 265, CIAMPINO to FRASCATI.
 Line 257 Area:
TRA TEVERE (excl) to ATTIGLIANO (excl).

FLORENCE Compartimento.

Line 50 Area:
GROSSETO (incl) to ROSIGNANO (incl).
 Line 227, VADA to PISA (excl).
 Line 228, COLLE SALVETTI to LEGHORN (excl).
LEGHORN Area:
LEGHORN Yard.
 Line 50, LEGHORN to PISA (incl).
 Line 428, LEGHORN to BOCCA d' ARNO (incl).
 Line 219 Area:
PISA to FLORENCE (excl).
 Line 219 Area:
PISA (excl) to PRATO (excl).
 Line 65 Area:
FLORENCE Yard to PRATO (incl).

BOLOGNA Compartimento.

Line 65 Area (South):
PRATO (excl) to BOLOGNA (incl).
 Line 65 Area (North):
BOLOGNA (excl) to PIACENZA (incl).
 Line 63 Area:
BOLOGNA (excl) to OSTIGLIA (excl).
 Line 83 Area:
BOLOGNA (excl) to PADUA (excl).

VERONA Compartimento.

VERONA Area:
 Line 59 - OSTIGLIA (incl) to VERONA (excl).
 Line 183 - MANTOVA (incl) to MONGELISTO (incl).
 Line 202 - VERONA (excl) to BORGOFORTE (incl).
 Line 186 - DOSSOBUONO to ROVIGO (incl).

Line 237 Area:
TRA TREVISE (excl) to ATTIGLIANO (excl).

FLORENCE Compartimento.

Line 30 Area:
GROSSETO (incl) to ROSIGNANO (incl).
Line 227, VADA to PISA (excl).
Line 228, COLLE SALVETTI to LEGHORN (excl).
LEGHORN Area:
LEGHORN Yard.
Line 50, LEGHORN to PISA (incl).
Line 428, LEGHORN to BOCCA D' ARNO (incl).
Line 219 Area:
PISA to FLORENCE (excl).
Line 218 Area:
PISA (excl) to PRATO (excl).
Line 65 Area:
FLORENCE Yard to PRATO (incl).

BOLOGNA Compartimento.

Line 65 Area (South):
PRATO (excl) to BOLOGNA (incl).
Line 65 Area (North):
BOLOGNA (excl) to PIACENZA (incl).
Line 69 Area:
BOLOGNA (excl) to OSTIGLIA (excl).
Line 85 Area:
BOLOGNA (excl) to PADUA (excl).

VERONA Compartimento.

VERONA Area:
Line 69 - OSTIGLIA (incl) to VERONA (excl).
Line 163 - MANTOVA (incl) to MORSILICE (incl). 1294
Line 202 - VERONA (excl) to BORGOFORTE (incl).
Line 166 - DOSSOBUONO to ROVIGO (incl).
VERONA Area:
Line 53 - BRESCIA (incl) to VICENZA (incl) including
VERONA Yard.
Line 179 - VICENZA to SCHIO.
Line 69 - VERONA to TRENTO (incl).
Line 173 - TRENTO to PRINOLANO (incl).
BOLZANO Area:
Line 69 - TRENTO (excl) to BRENNERO (incl).
Line 70 - BOLZANO (excl) to MALLS (incl).
Line 68 - CHIUSA (excl) to PLAN VIL GARDENA (incl).
Line 66 - TORTEZZA (excl) to SAN CANDIDO (incl).
Line 67 - BRUNICO (excl) to CAMPO TURRES (incl).

Appendix A. Cont.

The break down of the following Compartimenti will be decided upon locally by the Capo Compartimenti and the local MRS. Officers

VENICE

MILAN

GENOA

TRIESTE

TURIN

1223

APPENDIX B

In connection with the compilation of the Daily Train Operation report the operation of trains will be shown in each direction separately over each of the routes indicated.

ROME AREA
Rome - Roccasessa
Rome - Formia
Tuscolana - Civitavecchia
Civitavecchia - Grosseto
Rome - Orte
Orte - Arezzo
Rome Nettunia

NAPLES
Naples - Aversa
Aversa - Formia
Naples - Caserta (via Cancelllo)
Caserta - Roccasessa
Caserta - Capua
Aversa - Caserta
Caserta - Foggia
S. Giovanni - Salerno
Salerno - Battipaglia
Battipaglia - Potenza
Nocera - Avellino
Salerno - Cancelllo
C. Flegrei - V. Lirerno

FLORENCE
Grosseto - Leshorn
Leshorn - Pisa
Pisa - Pistoia
Pistoia - Prato
Prato - Florence
Florence - Pisa

BOLOGNA
Prato - Bologna
Bologna - Castel Maggiore
Bologna - Rimini
Bologna - Ostiglia
Bologna - Piacenza

VERONA
Verona - Ostiglia
Verona - Brescia
Verona - Vicenza
Verona - Trento
Trento - Bolzano
Bolzano - Brenner
Fortezza - Brunico
Bolzano - Merano
Verona - San Antonio
Verona - Rovigo

ROUTES IN THE FOLLOWING
COMPARTMENTS TO BE AGREED LOCALLY
VENICE TRIESTE MILAN TURIN GENOA
=====

BARI
Ternoli - Foggia
Foggia - Bari
Foggia Branches
Bari - Taranto
Bari - Brindisi
Brindisi - Taranto
Taranto - Metaponto
Metaponto - Potenza

ANCONA
Orte - Jesi
Ancona Area
Nondolio - Rimini
Ancona - Pescara
Pescara - Ternoli

FLORENCE

Crosseto - Leghorn
Leghorn - Pisa
Pisa - Pistoia
Pistoia - Prato
Prato - Florence
Florence - Pisa

BOLAGNA

Prato - Bologna
Bologna - Castel Maggiore
Bologna - Rimini
Bologna - Ostiglia
Bologna - Piacenza

ROUTES IN THE FOLLOWING
COMPARTMENT TO BE AGREED LOCALLY

VENICE TRIESTE MILAN TURIN GENOA
=====

BARI

Termoli - Foggia
Foggia - Bari
Foggia Branches
Bari - Taranto
Bari - Brindisi
Brindisi - Taranto
Taranto - Metaponto
Metaponto - Potenza

ANCONA

Orte - Jesi
Ancona Area
Mondolfo - Rimini
Ancona - Pescara
Pescara - Termoli

1222

The interchange of cars record in each direction seperately will be maintained at the points specified, and will be submitted by the Compartimento responsible for the operation of the station concerned.

CAR INTERCHANGE POINTS

BARI AREA

Metaponto - Calabria Division
Potenza - Naples
Cervaro - Naples
Termoli - Ancona

NAPLES

Battipaglia - Calabria Div.

ROME

Roccasecca - Naples Division
Formia - Naples
Orte - Ancona

FLORENCE

Grasseto - Rome Division
Prato - Bologna Division

BOLOGNA

Rimini - Ancona
Piacenza - Milan
Rovigo - Verona

VERONA

Brescia - Milan
Vicenza - Venice
Ostiglia - Bologna
Brenner - Austria
Brunico - Austria

VENICE

Tarvisio - Austria
Udine - Trieste
Padua Bologna

Interchange points in the following Compartimenti to be fixed locally :-

TRIESTE
MILAN
TURIN
GENOA

REGGIO

~~NETAPOLITO~~
~~BATTIPAGLIA~~
S. GIOVANNI (per S. Lucia)
REGGIO (when opening)

EAS/1c

TRANSPORTATION SUB-COMMISSION, AO
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

2 August 45

Ref. 843238
Ref. 20/504/In 4

SUBJECT : Wagon supply.

TO : Ing. di Reimondo
Director General ICR

1. I have received a report from Capt. E.H. Bent, Ancona of serious delays in unloading civilian supplies at that station.
2. Wagons have been held by consignees waiting for favourable market and other convenience.
3. It is important that this sort of delays shall be prevented in view of wagon shortage, and every possible means, including the strict imposition of demurrage charges, must be used.
4. In my letter dated July 3, (para 6) the responsibility of the Capt in regard to the supply and use of wagons is emphasized, as well as the importance of liaison with the local Military Officer in each Command.
5. Will you please instruct the Capt at Ancona to institute a strict supervision of wagon placing, supply, and unloading and to consult with Capt Bent without delay when any difficulty arises or can be foreseen.

L. Aubrey
Director

This copy to:- File

*(Loris Cass Bent
A7HQ (Mora L))*

1230

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
A N C O N A

Subject : Wagon Supply

To : Transportation Sub-Commission -
Rail Division - (Attention Major A.C. Ping)

From : Senior Transportation Officer - Ancona
Ref. : AC/Pn 12/290 Anc.

July 26th/1945.

1. Reference your letter 501/Pn 4/AC dated 11 July 1945.
2. I have brought the contents of that letter, and enclosures, to the notice of Capo Compartimento, Ancona, and wagon supply has worked comparatively smoothly lately in this compartimento.

3. But during the current week a certain amount of difficulty has arisen regarding the adequate supply of covered empties to complete the grain and flour programme.

4. On the 24 July, only one wagon was placed for loading at Fabriano, and only one at the beginning of 25 July, though more became available during the day.

5. I estimate that as from 25 July, 58 wagons at Fabriano and 10 at Chiaravalle will be needed to complete the current week's grain and flour programme.

6. I have pointed ^{the} out strongly to Capo Compartimento, and it is anticipated that the necessary wagons will be forthcoming.

7. He states that the difficulty lies in the non-receipt of sufficient covered empties from TERNI and BARI. He has now taken the matter up with his Circolo Ripartizione, pointing out the importance of the provision of these wagons, and has also written on the subject to his Directorate-General in Rome, with a copy to 192 Rly Operating Coy. R.R.

8. But the point is that Capo did not inform me of any difficulty in obtaining empties. A similar case, to a smaller extent, arose last week at Montecarotto, but was overcome locally.

9. In spite of the fact that I have emphasised more than once the terms of your letter mentioned in para 1 of this letter, it would seem that it was not until I brought to his notice the shortage of wagons in question, that he began to take the requisite action in the matter.

10. You will appreciate that unless Capo informs me of any difficulties, I am unable to inform you, so that the matter may be straightened out. It so happens that I usually know almost at once when

1. reference your letter 201/Tn 4/AC dated 11 July 1945.
2. I have brought the contents of that letter, and enclosures, to the notice of Capo Compartimento, Ancona, and wagon supply has worked comparatively smoothly lately in this compartimento.

3. But during the current week a certain amount of difficulty has arisen regarding the adequate supply of covered empties to complete the grain and flour programme.

4. On the 24 July, only one wagon was placed for loading at Fabriano, and only one at the beginning of 25 July, though more became available during the day.

5. I estimate that as from 25 July, 28 wagons at Fabriano and 10 at Chiaravalle will be needed to complete the current week's grain and flour programme.

6. I have pointed out strongly to Capo Compartimento, and it is anticipated that the necessary wagons will be forthcoming.

7. He states that the difficulty lies in the non-receipt of sufficient covered empties from TERNI and BARI. He has now taken the matter up with his Circolo Ripartizione, pointing out the importance of the provision of these wagons, and has also written on the subject to his Directorate-General in Rome, with a copy to 192 kly Operating Coy. R.E.

8. But the point is that Capo did not inform me of any difficulty in obtaining empties. A similar case, to a smaller extent, arose last week at Montecarotto, but was overcome locally.

9. In spite of the fact that I have emphasised more than once the terms of your letter mentioned in para 1 of this letter, it would seem that it was not until I brought to his notice the shortage of wagons in question, that he began to take the requisite action in the matter.

10. You will appreciate that unless Capo informs me ¹²²⁹ of any difficulties, I am unable to inform you, so that the matter may be straightened out. It so happens that I usually know almost at once when wagon shortages exist, but hitherto I have not been informed of this by Capo, but by other sources. In the cases referred to above, it was I who took the matter up with him.

11. I would very much appreciate, therefore, if a gentle reminder could be sent to Capo, Ancona, in general terms, through I.S.K. Central Office.

HLS/of

R. L. BENT
Capt. R.A.S.C.
R.L. BENT

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
A N C O N A

27 July 45.

Ref: I3/I2

Subject : Wagon Supply

To : Tptn Sub-Commission
Rail Division (Attention Major A.C.Ping)

From : Senior Tptn Officer ANCONA.

1. The following points are brought to your notice for information and any action that may be considered necessary.

2. This morning there were 39 wagons of civilians' supplies (various) in Ancona Station awaiting unloading. This is obviously undesirable from the point of view of Mov, and also hinders the availability of empties for reloading.

3. This has, of course, happened in the past, and I have taken the matter up with the local Chamber of Commerce and consignees etc, who have usually effected speedy unloading when the matter has been brought to their notice forcibly.

4. Delay in unloading is due to various causes, in some cases, especially where market produce is concerned, unloading is delayed by civilians with the object of waiting until a more favourable market-price prevails. This would seem inexcusable from our point of view, and I have in the past taken strong measures to have the wagons unloaded.

5. In the case referred to in para 2 above, I have taken the necessary steps with Capo to have the wagons unloaded without further delay, but such occurrences are becoming more frequent, and become more serious as they effect the availability of empties for Grain and Flour programmes etc.

6. I feel also, whether rightly or wrongly, that it should not be necessary every time for me to have to bring this and similar matters to Capo's notice. He has never yet approached me on the subject of any kind of difficulty whatsoever, either as regards unloading or availability of rolling-stock, and it would therefore be logical to assume that no such difficulties exist. But such is not always the case.

7. In consultation with HQ MOV Ancona, it would seem that the wagons sometimes arrive in too large numbers for them to be dealt with expeditiously by the civilians concerned. In this connection, I have requested Capo to take any necessary steps to slow down arrival of wagons or to space their arrival more evenly if possible, as at least a temporary measure.

8. It is obviously an argument against an increase of civilian

2. This morning there were 29 wagons of civilian supplies (various) in Ancona Station awaiting unloading. This is obviously undesirable from the point of view of MOV, and also hinders the availability of empties for reloading.
3. This has, of course, happened in the past, and I have taken the matter up with the local Chamber of Commerce and consignees etc, who have usually effected speedy unloading when the matter has been brought to their notice forcibly.
4. Delay in unloading is due to various causes, in some cases, especially where market produce is concerned, unloading is delayed by civilians with the object of waiting until a more favourable market-price prevails. This would seem inexcusable from our point of view, and I have in the past taken strong measures to have the wagons unloaded.
5. In the case referred to in para 2 above, I have taken the necessary steps with Capo to have the wagons unloaded without further delay, but such occurrences are becoming ~~more frequent~~ more frequent, and become more serious as they effect the availability of empties for Grain and Flour programmes etc.
6. I feel also, whether rightly or wrongly, that it should not be necessary every time for me to have to bring this and similar matters to Capo's notice. He has never yet approached me on the subject of any kind of difficulty whatsoever, either as regards unloading or availability of rolling-stock, and it would therefore be logical to assume that no such difficulties exist. But such is not always the case.
7. In consultation with HQ MOV Ancona, it would seem that the wagons sometimes arrive in too large numbers for them to be dealt with expeditiously by the civilians concerned. In this connection, I have requested Capo to take any necessary steps to slow down arrival of wagons or to space their arrival more evenly if possible, as at least a temporary measure.
8. It is obviously an argument against an increase of civilian tonnage in this Compartimento if the tonnage they have cannot be handled expeditiously. Also, it would seem that consignees cannot be in very urgent need of the merchandise concerned if they are content to allow wagons to accumulate without taking steps to unload at once.

R.L. Bent
 Capt. R.L. BENT
 Senior Tptn Officer Ancona.

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-commission

JWB/bjs

INTER OFFICE MEMO

468/39/Tn.3
Tel. Ext 318

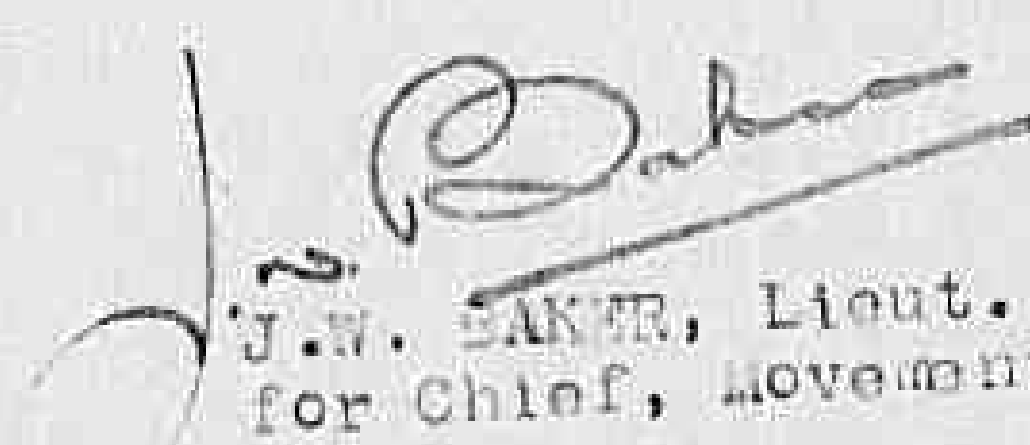
26th July 1945

SUBJECT. Block tonnage for civilian traffic by rail

TO. Rail Division (Tn.4)

1. The attached copy of memorandum 468/Tn.3 dated 23rd July 1945 and prepared by Major J.F. Duthie is forwarded for information, and such action as you may think necessary.

2. Under the existing allocation of 800 wagons per day, to include one refugee train per day we should have a net availability of 765 wagons for civilian stores. An average loading of 15 tons per wagon will produce approximately 90,000 tons per week. However, to take advantage of any non-common user wagons which may be available and to make provision for the traffic which will not be ready for loading on dates scheduled, it is our intention to programme between 110,000 and 120,000 tons per week. This cannot be considered as over-bidding or over-programming, but is merely to provide a certain latitude within the various Compartimenti to meet any unexpected surplus of wagons in one area, when a definite shortage exists in another.


J.W. BAKER, Lieut. Colonel
for Chief, Movements Division.

COPY

RT/elc

TRANSPORTATION SUB-COMMISSION

INNER OFFICE MEMORANDUM

Tele : 478704

468/Tn.2.

23 July 1945

SUBJECT : Block Tonnes

TO : Lt. Col. J.W. BAKER

1. Reference the new method of allotting tonnage for military and civil traffic, the following points occur to me :-

- (a) Military traffic is inflexible and probably largely unbalanced at all times and especially so when formations are moving or special convoys loading. This unbalanced is probably causing a good deal of special running of trains of empties.
- (b) AC traffic is to some degree flexible and can be planned to balance up military loads, so giving improved wagon user i.e. larger tonnage per wagon kilometer, which the military are apt to call, mistakenly, longer turnaround.

2. (a) M.R.S. efforts to correct wagon distribution by running of empty specials, (a waste of wagons in any case) will probably not be successful in keeping wagon supply equal to demand in every locality.

- (b) In the past this has not been very important to AC since, an extreme shortage of empties in one place was certain to be balanced by high percentage of loadings elsewhere.

- (c) If, however, programmes are budgeted exactly to overall available lift there is a danger that, following a period of unusual military movement, there might be more wagons in a locality than there were orders for loading of civil freight. In other words had loading in Naples would not, as it is now, be compensated by higher than usual loadings in Reggio or Bari and empties would not be utilised.

- (d) It therefore seems essential :-

- (i) That M.R.S. gives AC a forecast of wagon supply in each compartment to for each 7 day period, after studying the military programme, so that, so far as possible, civil programmes can be adjusted to avoid large movements of empty stock.

- (ii) That AC continues to programme 15% in excess of total wagons allotted so, as to ensure taking up any unexpected surplus wagons in any one area, and again avoid last minute adjustments of wagon position by empty running.

- (e) It must be remembered that military and civil programmes, unlike peacetime civil traffic, change completely at 2400 hrs every Sunday - a wagon situation which may be suitable for the end of week loading on Saturday

1. Reference the new method of allotting tonnage for military and civil traffic, the following points occur to me :-

- (a) Military traffic is inflexible and probably largely unbalanced at all times and especially so when formations are moving or special convoys loading. This unbalanced is probably causing a good deal of special running of trains of empties.
- (b) AC traffic is to some degree flexible and can be planned to balance up military loads, so giving improved wagon user i.e. larger tonnage per wagon kilometer, which the military are apt to call, mistakenly, longer turnaround.

- (a) M.R.S. efforts to correct wagon distribution by running of empty specials, (a waste of wagons in any case) will probably not be successful in keeping wagon supply equal to demand in every locality.
- (b) In the past this has not been very important to AC since, an extreme shortage of empties in one place was certain to be balanced by high percentage of loadings elsewhere.
- (c) If, however, programmes are budgetted exactly to overall available lift there is a danger that, following a period of unusual military movement, there might be more wagons in a locality than there were orders for loading of civil freight. In other words bad loading in Naples would not, as it is now, be compensated by higher than usual loadings in Reggio or Bari and empties would not be utilised. It therefore seems essential :-
- (d) That M.R.S. gives AC a forecast of wagon supply in each compartment to for each 7 day period, after studying the military programme, so that, so far as possible, civil programmes can be adjusted to avoid large movements of empty stock.

- (14) That AC continues to programme 15% in excess of total wagons allotted so, as to ensure taking up any unexpected surplus wagons in any one area, and again avoid last minute adjustments of wagon position by empty running.

- (e) It must be remembered that military and civil programmes, unlike peacetime civil traffic, change completely at 2400 hrs every Sunday - a wagon situation which may be suitable for the end of week loading on Saturday and Sunday may not meet the loading orders for Monday morning. Obviously wagon controllers cannot completely re-set the board every Sunday night. Below is example of how waste of empties might arise if AC do not programme for more than the number of wagons allotted to each compartment.

Compartimento	Program old style	Actual lift	Revised Program No. of wagon based on col. 3	Actual wagon lift available during period	Resulting lift	Loss or gain
A	100	45%	45	50	45	0
B	100	50%	50	55	50	0
C	100	65%	55	55	55	-10
D	100	52%	55	50	55	0
E	100	50%	50	45	45	-5
	500	265	265	265	250	15

Under the new system mal-distribution of wagons will continue owing to exceptional conditions; the total number of wagons available will not alter and the total lift will be the same. The only change is in the method of programming and we must be careful not, by limiting our programme to an exact number of wagons in each compartment, to suffer from shortage in some areas whilst failing to take advantage of the temporary surplus in others.

J.F. DUMBLE,
Major.

Under the new system mal-distribution of wagons will continue owing to exceptional conditions; the total number of wagons available will not alter and the total lift will be the same. The only change is in the method of programming and we must be careful not, by limiting our programs to an exact number of wagons in each compartment, to do not continue to suffer from shortages in some areas whilst failing to take advantage of the temporary surplus in others.

J.F. DUTHIE,
Major.

1225

1944

301/45

AST/CS

TRANSPORTATION SUB-COMMISSION (SAIL DIVISION)
C/O Transportation (Er) Main,
C.N.F.

26 July, 1945.

Tel. 843236
Ref. AC/301/Tn.4

SUBJECT Wagon Distribution for Civilian Needs.

TO : I.S.A. General Direction, Building.
ACTION: Inspector Bertolo
INFORMATION: S. Ceccotti
Ing. Sottile.

1. It has now been decided that 300 freight cars per day can be allotted for civilian movement. This figure is exclusive of Sicily, and does not include the extraneous types of wagons, such as refrigerator cars used for wheat, the hopper cars of Besenano Plant, tank cars, and flats used for timber conveyance.

2. The figure does, however, include box cars used for refugee movement, and it is therefore essential that the passenger stock at present partly used for this traffic should be worked to the full.

3. It will be necessary for Inspector Bertolo to work with S. Ceccotti in closest co-operation, and to advise Operations Branch of the wagons required in each compartment to fulfill the accepted movement, and to bring details of any shortages to this office at once.

4. Please say when we can expect compliance with paragraph 3 of our letter of 3 July 45 on wagon supply.

For Director.

Copy to: M.I.G. - Building.
ATTN (Mov & Tn) Liaison Officer - Building.
Mr. Tn. Officer, Naples Comune.
Major W.F. Blair, C/o MRS Building, Florence Province, AMO.
Capt. R.L. Bent, C/o P.D.Tn. (Mails) 61 Area, CEF

Ing. Sottile.

1. It has now been decided that 800 freight cars per day can be allotted for civilian movement. This figure is exclusive of Sicily, and does not include the extraneous types of wagons, such as refrigerator cars used for wheat, the hopper cars of Montigiano Plant, tank cars, and flats used for timber conveyance.
2. The figure does, however, include box cars used for refugee movement, and it is therefore essential that the passenger stock at present partly used for this traffic should be worked to the full.
3. It will be necessary for Inspector Bertolo to work with S. Cecocotti in closest co-operation, and to advise Operations Branch of the wagons required in each Compartimento to fulfil the accepted movement, and to bring details of any shortages to this office at once.
4. Please say when we can expect compliance with paragraph 8 of our letter of 3 July 45 on wagon supply.

for Director

Copy to: M.R.S. - Building.

AFHQ (Mov & In) Liaison Officer - Building.

Snr. Th. Officer, Naples Comune.

Major W.F. Blair, C/o MRS Building, Florence Province, AMG.

Capt. R.L. Bent, C/o D.D.Th. (Halls) 61 Area, CMF

Capt. D.W. Boddy, C/o Capo Compartimento, RM0010 1000712

Capt. S.C. Hall, C/o Capo Compartimento, RM0010 1000712

Major C.W.G. Taylor, Mr. Th. Officer, BARI.

Ref: 843218

Ref: 40/301/20.4

23 July 45

TRANSPORTATION SUB-COMMISSION A.C.,

(RAIL DIVISION)

C/o Transportation (Dr) Main,

C.M.P.

SUBJECT: Wagon Distribution for Civilian Needs.

TO : I.S.A. General Direction
Action: Inspector Bartoli
Information: S. Gschetti.

1. With the intended setting up of a wagon control, on which representatives of MRS, AFSC, AC and ICR will deal with the problems of car distribution, certain immediate information will be required.

2. Will you please therefore request Dept to send a signal, or a telephonic message, to this Headquarters, in all compartments north of Bologna (inclusive) giving the following information:-

Number of wagons required (and types) for next week's civilian

loadings

a) for internal compartmental traffic

b) for inter-compartmental traffic

3. This message must be sent immediately after the loading plans have been prepared, so that intelligent anticipation of the compartmental needs can be made sufficiently far in advance to safeguard the traffic and act as a check on an necessary movement of rolling stock.

4. Please arrange for the information so supplied to be passed to this Sub-Commission, Rail Division, Operations Branch as soon as received, with any essential comments you consider necessary.

Auting may
 Director.

ACF/EF

801/113

1946

TO : I.S.S. Central Division
 Action: Inspection Report
 Information: A. Dechatti.

1. With the intended setting up of a major control, in which representatives of HHS, AFHQ, IC and ICH will deal with the problems of our distribution, certain immediate information will be required.

2. Will you please therefore request Capt to send a signal, or a telephone message, to this Headquarters, in all compartmental south of Bologna (inclusive) giving the following information:-

Number of wagons required (and types) for next week's civilian loadings

- a) for internal compartmental traffic
- b) for inter-compartmental traffic

3. This message must be sent immediately after the loading plans have been prepared, so that intelligent anticipation of the compartmental needs can be made sufficiently far in advance to safeguard the traffic and act as a check on the necessary movement of rolling stock.

4. Please arrange for the information so supplied to be passed to this Sub-Commission, Rail Division, Operations Branch as soon as received, with any essential comments you consider necessary.

Aufing May
 Director.

1223

Copy to:- M.T.M.
 AFHQ G4 May and In Office C/o M.T.M.
 Movements Division (Rail)

Roma, 23 July 1945

M. 512/1, 382/2 Ma 19

To: Tn. Sub-Commission

Rail Division C.M.P. - atlg.

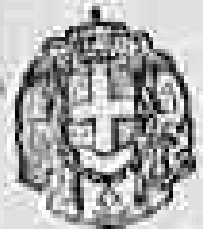
SUBJECT: Placing of cars.

- 1.- Reference to letter 40/301/Tn 4 dated 3 July 1945.
- 2.- As known, there is a considerable lacking of freight stock, and such situation is gradually getting worst with the operations of new lines and with the intensification of traffics which are gradually increasing with the industrial and commercial recovery of the Country. Moreover, during these months, the necessities of season traffics, for land products, which are ~~xxxxxxxxxxxx~~ requiring a great number of empty cars, must be faced.
- 3.- It is not certainly possible to provide to all, owing the scarcity of means; but much could be done if it could be possible to remove, at least partially, the causes which are hindering a better utilization of cars.
- 4.- Amongst these causes, the most important are:
 - a) the considerable margin of guarantee, both respect the time and the quantity of cars, in pre-arranging the stock of empties which is presumed can be needed in order to ensure the ~~xxxxxxx~~ military and ports loadings.
 - b) the slowness in pre-arranging the location of empty cars, slowness due to various reasons, amongst which the lacking of communication means (telegraph and telephone), and also the lacking of trains for moving.
 - c) the slowness of circulation on various lines.
 - d) the slowness of unloading cars due, mostly, to the lacking of ordinary means of transportation, lacking of petrol, &c.,
 - e) the use of a certain quantity of cars for short distance transportations, while it would be advisable to avoid those up to 50 km.
- 5.- Much has already being done by this Administration - within the limits of its possibilities - in order to ameliorate the situation. ¹²²² This Administration is quite willingly to cooperate with your Sub-Commission in order to obtain a better utilization of freight stock, and therefore the Principal

Inspector Bert (i Goffredo is delegated to handle, with your Sub-Commission, the problems of distribution of cars, and to arrange detailed program, as mentioned in your letter.

THE GENERAL DIRECTOR

Sgt. Di Raimondo



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 31 III 1945 194 A.

N. M.312/15582/2 Ma 19

Al N. _____ del _____

Sotto Commissione Trasporti
Div. Ferr. C M F S E D E

OGGETTO

Fornitura carri.

1. Si risponde alla lettera N° AC/301/Tn 4 del
ALLEGATI N. 3 c.m.

2 = Come è noto il materiale da carico difetta notevolmente, e tale carenza va aggravandosi gradualmente con la riattivazione delle linee fuori esercizio e con l'intensificarsi dei traffici, che vanno man mano aumentando con la ripresa commerciale ed industriale del Paese. In questi mesi, poi, si devono fronteggiare anche le inderogabili ed impellenti necessità dei traffici stagionali, per i prodotti ortofrutticoli, che richiedono un forte impegno di carri vuoti.

3 = Non è certamente possibile provvedere a tutto, data la scarsità di mezzi; tuttavia molto potrebbe essere fatto se si potessero rimuovere, almeno in parte, le cause che ostacolano una migliore utilizzazione dei carri.

4 = Fra queste cause le più importanti sono:

a) il notevole margine di garanzia, sia rispetto al tempo che al quantitativo dei carri, nel predisporre l'accantonamento dei vuoti che si presume possano occorrere, per assicurare il carico dei trasporti militari ed il carico ai porti.

b) l'eccessiva lentezza nel predisporre dislocamento dei carri vuoti, dovuta a vari motivi, fra cui la carenza di mezzi di comunicazione (telegrafo e telefono), nonché scarsità di treni per l'incartamento

c) lentezza di circolazione su varie linee;

d) il lento scarico dei carri carichi in arrivo, causato, in mas-

simile parte, dalla mancanza di mezzi di trasporto su strada ordinaria
mancanza di carburanti ecc.

e) l'impiego di un certo quantitativo di carri per i trasporti a
breve distanza; mentre sarebbe opportuno evitare quelli fino a 30 km.

b - Da parte di quest'Amministrazione molto è già stato fatto -
nei limiti di sua competenza - per migliorare la situazione ed è ben
lieta di collaborare con codesta Sotto Commissione per ottenere una
maggiore utilizzazione del materiale da carico; a tal fine delego
l'Ispettore P.le Bertoli Goffredo, dell'Ufficio III del Servizio Mo-
vimento a trattare, con codesta Sottocommissione i problemi della
distribuzione dei carri e procedere alla compilazione del programma
di dettaglio, cui è cenno nella lettera a cui si risponde.

II DIRETTORE GENERALE

Ugo Raimondo

0.501

TRANSPORTATION AND COMMUNICATIONS
(MAIL DIVISION)
c/o Transportation (Mr) Main
C. S. F.

Vol. 02-1230
Ref. 101/20 4/ 10

11 July 65

SUBJECT : Major Supply.

TO : Capt. WASH c/o Capo Comptroller to Regalia
Maj. C. W. A. TAYLOR, IAN, IN OFFICE AD c/o Capo Comptroller to
Major V. S. BROWN c/o Capo Comptroller to Regalia
Major W. F. MAIR c/o 100 Building Florence Avenue
Capt. S. C. HALL 100 HQ Rome
Capt. BENT c/o 100th (Mails) 61 Area CAS Boston
Regional En Officer Bologna (Mails Region)

1. Under the new allotment of specified through to 1st star civilian needs, responsibility for provision of freight cost has passed from Allied 200's to IAN.
2. Attached are copies of letters from this sub-Commission to Director, IAN on the subject. It is our desire that the IAN shall be made to realize its responsibility in the matter, but where difficulties do arise you are asked to keep this headquarters fully advised.
3. In the meantime, please ensure that the Capt are fully alive to the fact that the initial responsibility for civilian major supply is entirely theirs. They may have quite satisfactory reasons for not obtaining weapons. If that is so, we undertake this and to investigate fully any justifiable complaints that weapons are not obtainable.

By Command of Major General ROYAL:

Director

Copy to: Movements (Mails) En c/o.

1. Under the new allotment of specified tonnage to USA for civilian needs, responsibility for provision of freight cars has passed from Allied HVC's to USA.

2. Attached are copies of letters from this Sub-Commission to Director, USA on the subject. It is our desire that the USA shall be made to realize its responsibility in the matter, but where difficulties do arise you are asked to keep this Headquarters fully advised.

3. In the meantime, please ensure that the Capt are fully alive to the fact that the initial responsibility for civilian wagon supply is entirely theirs. They may have quite satisfactory reasons for not obtaining wagons. If that is so, we undertake this and to investigate fully any justifiable complaints that wagons are not obtainable.

By Command of Rear Admiral HUGHES

Director

Copy to: Koverments (Mail) in 2/c.

1219

Major R.F. MAIR c/o USA Building Florence Province
Capt. S.O. HALL c/o AG HQ Rome
Capt. DUFF c/o USA (Balls) 61 Area CTR Ancona
Regional in Office Bologna (Mills Bologna)

TRANSPORTATION SUB-COMMISSION AC,
(MAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

TEL: 843230

9 July 1945

Ref: AC/301/Tn.A

SUBJECT: Wagon Supply.

TO : Ing di Belmonte
General Director IRR.

1. Reference is to letter 3 July on this subject.
2. The first week of operation under the new allotment of specific tonnage to IRR has come to an end, and we should be justified in imagining that no complaints have been received from IRR elements, wagons have been available for the movement of the traffic scheduled.
3. In point of fact, our information is that wagon supply has been disastrous. Cement works have failed to obtain wagons, Piombino and Civitavecchia have been in difficult positions, and the whole area of line 50 particularly has been very badly dealt with.
4. It is necessary that it sinks into IRR personnel that the provision of cars for civilian movement of freight by Allied Military RTO's has now ceased, and that unless the IRR does something about it, civilian traffic will not move. We do not desire to receive reports in three weeks' time that traffic failed to pass this week because of shortage of wagons. We desire to know currently if the IRR is experiencing any difficulty in obtaining and placing wagons, and what the difficulties are.
5. We must ask that some immediate action be taken, and that the importance of this request be realised by all concerned. If the difficulty is confusion caused by passing from military to civil control, or through lack of communications, the facts should be clearly stated. It will be absolutely impossible for us to endeavour to secure additional tonnage for civilian movement if it is argued that the IRR is incapable of moving the existing tonnage allowance.
6. May some definite and immediate action be taken to ensure that the Capi are fully apprised of their responsibilities, and that the information in regard to wagon supplies asked for in paragraph 8 of our letter of 3rd July be forthcoming in the near future.

signed A.C. PING, Major

1. Reference is to letter 3 July on this subject.
2. The first week of operation under the new allotment of specific tonnage to ISR becomes to an end; and we should be justified in imagining that as no complaints have been received from ISR elements, wagons have been available for the movement of the traffic scheduled.
3. In point of fact, our information is that wagon supply has been disastrous. Current works have failed to obtain wagons, Pionbino and Civitavecchia have been in difficult positions, and the whole area of line 50 particularly has been very badly dealt with.
4. It is necessary that it sink into ISR personnel that the provision of cars for civilian movement of freight by Allied Military HTO's has now ceased, and that unless the ISR does something about it, civilian traffic will not move. We do not desire to receive reports in three weeks' time that traffic failed to pass this week because of shortage of wagons. We desire to know currently if the ISR is experiencing any difficulty in obtaining and placing wagons, and what the difficulties are.
5. We must ask that some immediate action be taken, and that the important nature of this request be realized by all concerned. If the difficulty is confusion caused by passing from military to civil control, or through lack of communications, the facts should be clearly stated. It will be absolutely impossible for us to endeavour to secure additional tonnage for civilian movement if it is argued that the ISR is incapable of moving the existing tonnage allowance.
6. Any severe definite and immediate action be taken to ensure that the Gari are fully apprised of their responsibilities, and that the information in regard to wagon supplies noted for in paragraph 8 of our letter of 3rd July be forthcoming in the near future.

Signed A.C. FIDU, Major
for Director.

1218

Copy to: - Movement (Rail) to S/C.

TRANSPORTATION SUB-COMMISSION, A.C.,

(RAIL DIVISION)

C/o Transportation (or) Mail,

C.M.P.

Tel.: 843238

3 July 1945

Ref.: AC/301/Tn.4

SUBJECT: Wagon supply.TO : Eng Gi Raimondo

Director General ISR.

1. With the introduction of the new system whereby the Military authorities have allotted certain specified tonnages within which civilian traffic may be moved without bidding through ARMO, the important question of wagon supply arises.

2. The tonnage allocations have been made on a combined basis of line capacity and availability of wagons, and the success of civilian movement will depend to a great extent upon the intelligent allotment of wagons to meet the demand for transit.

3. The first responsibility in this regard must rest with the Capi Compartimento, who must be held responsible for ensuring that wagons are suitably obtained and placed for the movement of traffic, but the definite allocation of set tonnages over certain lines should enable a plan to be devised for the regular working of stock trains to meet the anticipated demands.

4. Again, there are certain regular movements scheduled, such as lignite from Guinearico mines, port clearance from Picabino, port clearance from Civitavechia, and pyrites traffic from Searlino. These are essential movements on which the country must depend for food and coal and industrial revival, and as such must take a very high priority if the basic needs of the people are to be met.

5. Freight cars supplied recently to the Ribolla lignite mines through Guinearico have been most unsatisfactory, and it must be clearly emphasised that a very careful analysis made of traffic failing to move due to lack of wagons must be made, for any continued failure may have an effect on the tonnage which has been allotted and which may be conceded in the light of further arguments advanced for increase in basic lines tonnages.

6. You are therefore asked, firstly to emphasise to the Capi that the responsibility of ensuring obtaining and placing of wagons is theirs, and that very strong action will be taken where traffic fails to move and it is proved that the reasons have been failure to obtain or place wagons it is evident that every possible effort has been made to ensure satisfactory wagon supply. Secondly, it is felt the Capi should ensure one official

1217

1. With the introduction of the new system whereby the Military authorities have allotted certain specified tonnages within which civilian traffic may be moved without bidding through APMA, the important question of wagon supply arises.
2. The tonnage allocations have been made on a combined basis of line capacity and availability of wagons, and the success of civilian movement will depend to a great extent upon the intelligent allotment of wagons to meet the demand for transit.
3. The first responsibility in this regard must rest with the Capi Compartimento, who must be held responsible for ensuring that wagons are suitably obtained and placed for the movement of traffic, but the definite allocation of set tonnages over certain lines should enable a plan to be devised for the regular working of stock trains to meet the anticipated demands.
4. Again, there are certain regular movements scheduled, such as lignite from Guinearico mines, port clearance from Pimbin, port clearance from Civitavecchia, and pyrites traffic from Searline. These are essential movements on which the country must depend for food and coal and industrial revival, and as such must take a very high priority in the basic needs of the people are to be met.
5. Freight cars supplies recently to the Ribella lignite mines through Guinearico have been most unsatisfactory, and it must be clearly emphasized that a very careful analysis made of traffic failing to move due to lack of wagons must be made, for any continued failure may have an effect on the tonnage which has been allotted and which may be conceded in the light of further arguments advanced for increases in basic line tonnages.
6. You are therefore asked, firstly to emphasize to the Capi that the responsibility of ensuring obtaining and placing of wagons is theirs, and that very strong action will be taken where traffic fails to move and it is proved that the reasons have been failure to obtain or place wagons. It is evident that every possible effort has been made to ensure satisfactory wagon supply. Secondly, it is felt the Capi should ensure ²¹⁷ one official is specially charged with working with the movement officer in each compartment to ensure that wagons are to be placed in accordance with the prepared programme.
7. Thirdly, an official should be appointed at this headquarters especially to deal with failure to load due to wagon shortage, and to take immediate action on receipt of information from any base that wagon supply is inadequate to meet the loading demands.

1952

8. One of the major causes of wagon shortages is the failure to clear wagons which are underload. Each Capo should therefore be requested to arrange for daily wagon returns to be made from important centres, of wagons received, unloaded, standing underload, and loaded up for despatch. In the main, this information will be readily available through the joint Railway Control Officer at Kaples and Kone and Bari, but your official at Headquarters should be in a position to know the actual conditions by the afternoon of the following day, and a statement from him will be required by this office every day.

9. For our part, we will instruct our officers in the field who sit with the Capo to advise us at once of any difficulties arising in this prospect, and we hope also to be able to detail an officer at this Headquarters in the near future to deal with any special problems arising.

10. But it must be emphasized that the responsibility for securing wagons and movement is now on the shoulders of ISB, and careful consideration of the tonnage allocation should soon enable the operation department to arrange methods of ensuring satisfactory distribution.

11. Please let me have a copy of your letter to the Capo concerned and advise me in due course the name of the official whose special duty it will be to deal with problem of wagon distribution at this Headquarters.

Signed: A.C. PILL, Major
for Director.

1952

1216

AFHQ CITE FHGDM FHGEC

1648

11 JULY 45

PRIORITY

IN CLEAR PD

PARA ONE PD SYSTEM OF ABILE CHARLIE CIVILIAN TRAFFIC MOVING IN ACCORDANCE WITH BASIC TONNAGE ALLOCATIONS AGREED GEORGE FOUR MOV AND TN AND MILITARY RLYS SERVICE COMMENCED JULY TWO PD

FROM
PAREN TO AFHQ CITE FHGDM FHGEC/HQ ALCOM CITE ACTPT PAREN

THESE BASIC TONNAGES BASED ON ANTICIPATED WAGON AVAILABILITY PD? ANTICIPATED MOVEMENT NOT MATERIALIZED GENERALLY DUE WAGON SHORTAGE PD PARA TWO PD FOR PERIOD JULY TWO DASH EIGHT TRAFFIC PROGRAMMED AND TRAFFIC LOADED FROM RETURNS AT PRESENT AVAILABLE IS AS FOLLOWS PD ALL FIGURES IN TONS PD FLORENCE COMPARTIMENTO INCLUDING LINE FIVE ZERO PROGRAMMED ONE THREE EIGHT SEVEN NINE LOADED SIX ONE FIVE SEVEN PD REGGIO COMPARTIMENTO PROGRAMMED ONE TWO NINE THREE EIGHT LOADED FIVE TWO TWO ZERO PD FIGURES FOR OTHER AREAS NOT YET AVAILABLE BUT INDICATIONS ARE MOVEMENT MUCH LOWER THAN PROGRAMMED PD

PARA THREE PD FIGURES FOR WHICH NON LOADINGS WAS ONE ZERO ZERO PER CENT DUE TO FAILURE TO SUPPLY EMPTIES AS FOLLOWS PD EX NAPLES SIX SEVEN SIX WHSE PROGRAMMED TWO EIGHT FIVE ONE LOADED THREE TWO FOUR PD LIGNITE EX GIUNCARICO CONVEYED IN COMMON USER WAGONS PROGRAMMED THREE NINE SIX EIGHT CMA FOUR EIGHT SEVEN LOADED PLUS EIGHT NINE SEVEN TONS LOADED IN HOPPER WAGONS PROVIDED BY SOLVAY PLANT ROSSIGNANO PD GRAIN LOADING LINE EIGHT

SEVEN AND SIX FIVE PROGRAMMED THREE TWO EIGHT ZERO LOADED TWO ZERO ONE
ZERO PD

PARA FOUR PD REFUGEE TRAINS FROM BOLOGNA JULY EIGHT CANCELLED BY
MOVEMENTS NO ROLLING STOCK PD

PARA FIVE PD CAN IMMEDIATE ACTION BE TAKEN TO ENSURE REASONABLE
ALLOCATION WITHIN WAGONS AVAILABLE ALL PURPOSES FOR ABLE CHARLIE
TRAFFIC PD OTHERWISE NECESSARY FURTHER CURTAIL CIVILIAN LOADINGS
AGAIN WHICH MOST UNDESIRABLE AT PRESENT AS THESE PROGRAMMES ALREADY
SEVERELY SCREENED PD

COPY TO

RAIL DIV
ECONOMIC SECTION
FOOD SC
INDUSTRY SC
COMMERCE SC
AGRICULTURE SC
UNRRA

C. H. Woolington

1214

SUBJECT:- Rail Tonnages in NORTHERN ITALY.

AFHQ 0-4 Mov & Tr

Mov 3/375/1

TO: D MRS-I.

1. Log Plans, AFHQ estimate that the following capacity will be required for the movement of military Stores and essential civil supplies in NORTHERN ITALY:-

	<u>JUN - SEP</u>	<u>OCT - DEC</u>
A. Genoa - Alessandria	5000 tpd	4000 tpd
B. Alessandria - Turin	1500 tpd	1000 tpd
C. Alessandria - Milan	2500 tpd	2000 tpd
D. Alessandria - Piacenza	1000 tpd	1000 tpd
E. Turin - Milan	1500 tpd	1500 tpd
F. Milan - Verona	1500 tpd	1500 tpd
G. Bologna-Piacenza	2000 tpd	2000 tpd
H. Bologna-Ostiglia-Verona	3000 tpd	3000 tpd
I. Verona-Treviso-Udine (with connections to Trieste & Venice)	5000 tpd	4000 tpd
J. Verona-Fortezza-Dobbiaco (or Udine-Tarvisio - dependent on choice of route to Austria)	3000 tpd	3000 tpd

These figures exclude Personnel, AFV and Hospital trains.

2. There is bound to be local civil movement of both stores and personnel, but it is impossible to give any estimate of this. It may well be that some of these tonnages are somewhat on the low side since the actual demands for coal discharge through Genoa rise to nearly 3000 tpd in Aug and are not likely to decrease if industry in North West Italy is to be kept working.

3. A heavy leave and release movement between Italy and UK, via Switzerland and Dieppe is planned. If arrangements can be made with the Swiss Government the figures may be as high as 1500 tpd in each direction. In addition, there will be leave movement to Venice and Bologna from troops stationed in Northern Italy and Austria. The following should, therefore, be allowed for the movement of military personnel and hospital trains.

1213

3. (Cont.)
Lines "A" to "H" - one per day in each direction.
Lines "I" and "J" - two per day in each direction.

The movement of AFVs and vehicles by rail between Austria and Venice or to Bologna may average three trains a week but in case of an armoured formation move it may be at least two trains a day.

4. You will appreciate that these estimates must be treated as very approximate, but it is hoped that they will give you something to work on.

/s/ R. W. L. FELLOWS
Brigadier, for
DQMG (Mov & Tn).

18 May 1945

cc- HQ Movements North West Italy
" North East Italy
" 15 Army Group



*Il Direttore Generale
delle Ferrovie dello Stato*

Rome 12 July 1945

M.340

SUBJECT: Wagon Supply

Dear Major Ping,

I have carefully examined your letter nr.AC/301/Tn.A dated 9 July 45 and I have interested, on its account, Cav.CECOTTI (Inspector Principal I.S.R.) who is in charge of the Wagon allotment for civil traffic.

As you know, the I.S.R. will be charged with the Wagon Supply starting from 16 July 45 and, consequently the A C and the pertaining Allied Military Offices are responsible for wagon allotment necessary for the transportations which have been carried on till now. Therefore no complaints about lack of wagons have been addressed to you.

All the I S R depending Movements Sections have received detailed instructions to communicate us at once every difficulties which may result in wagon allotment according to the assigned tonnage and every time we shall be unable to settle the above said difficulties, we shall immediately advise the Transportations Sub-Commission, A C.

DIRECTOR GENERAL I.S.R.

Sedi Ramundo

Major PING

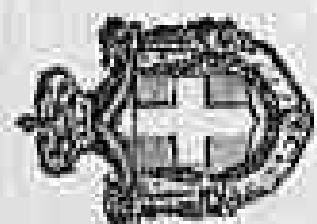
Transportations Sub-Commission AC

(Rail Division)

c/o Transportation (Br) Main

C.M.F

1211



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SEGRETERIA
DEL DIRETTORE GENERALE

oi/DR

OCCUNTO: Assegnazione carri per
trasporto civili

Roma, li 12 Luglio 1945

N° M.340

Al N° del

Caro Maggiore Ping,

ho preso in attento esame la sua lettera n° AC/301/Tn.A in data 9 corrente ed ho interessato in proposito l'Ispettore Principale Cav. CICCOTTI, che controlla l'assegnazione dei carri per traffico civile.

Come le è noto, l'assegnazione stessa da parte delle F.S. avrà inizio dal 16 luglio c.a. e conseguentemente per i trasporti finora effettuati la responsabilità sull'assegnazione dei carri stessi è stata di competenza della A.C. e dei competenti uffici militari alleati. Per questa ragione nessuna segnalazione è stata ancora fatta circa deficienza di carri.

Tutte le Sezioni Movimento dipendenti dalle F.S. sono state opportunamente istruite perchè riferiscano prontamente quando ci sia scarsenza di vagoni rispetto al tonnellaggio assegnato e non si mancherà di avvertire immediatamente codesta sottocommissione trasporti nei casi in cui non sia possibile provvedere.

IL DIRETTORE GENERALE

F.to l'ing. G. G. Ramundo

1965

Caro Maggiore Pini,

ho preso in attento esame la sua lettera n° AC/301/Tn.A in data 9 corrente ed ho interessato in proposito l'Ispettore Principale Cav. CECCHI, che controlla l'assegnazione dei carri per traffico civile.

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IL DIRETTORE GENERALE

F.to Ing. G. di Raimondo

1210

30/136

MJS/bjs

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-commission

MM

7th July 1945

Tel. Ext 318

468/21/Tn.3

SUBJECT. Increase of I.S.R. responsibility for civilian rail movement and allocation of wagon supply.

TO. Chief, Rail Division.

1. Ref is made to your letter AC/335/Tn.4 dated 6th July 1945.

2. The question of wagon supply has been taken up with the Director of Military Railway Services, who is investigating the present position. M.R.S. remain at present responsible for the overall control of wagon supply, the I.S.R. being responsible for civilian wagon supply in accordance with para. 5 of 8-4 Mov & Tn A.F.H.Q. Working Instruction No 29 dated 22nd June 1945, subject "Military maintenance procedure - P.O.M. Programme".

3. I.S.R.'s responsibility for this commenced as from 1 July 1945, and it is up to Tn.4 to make every effort, in conjunction with the M.R.S. and the I.S.R., to see that coordination is such that the best use is got within the available wagon supply. In this respect have you now got an officer detailed for this work?

4. I think that you underestimate the amount of military traffic, which must move promptly in view of the redeployment programme, but this does not detract from your main argument, namely that we have been allocated block tonnages by A.F.H.Q., and that first indications are that there is little likelihood that these will be met at present, and therefore the system which it was hoped would operate, will start under a cloud.

5. In view of the fact that the D.M.P.S. himself is looking into the position, will you please liaise most carefully with M.R.S. The responsibility for handling day to day

4209

1967

SUBJECT. Increase of I.S.R. responsibility for civilian rail movement and allocation of wagon supply.

TO. Chief, Rail Division.

1. Ref is made to your letter AC/335/Tn.4 dated 6th July 1945.

2. The question of wagon supply has been taken up with the Director of Military Railway Services, who is investigating the present position. M.R.S. remain at present responsible for the overall control of wagon supply, the I.S.R. being responsible for civilian wagon supply in accordance with para. 5 of G-4 Mov & Tn A.F.H.Q. Working instruction dated 29th June 1945, subject "Military maintenance procedure - P.O.M. Programme".

3. I.S.R.'s responsibility for this commenced as from 1 July 1945, and it is up to Tn.4 to make every effort, in conjunction with the M.R.S. and the I.S.R., to see that coordination is such that the best use is got within the available wagon supply. In this respect have you now got an officer detailed for this work?

4. I think that you underestimate the amount of military traffic, which must move promptly in view of the redeployment programme, but this does not detract from your main argument, namely that we have been allocated block tonnages by A.F.H.Q., and that first indications are that there is little likelihood that these will be met at present, and therefore the system which it was hoped would operate, will start under a cloud.

5. In view of the fact that the D.M.R.S. himself is looking into the position, will you please liaise most carefully with M.R.S. The responsibility for handling day to day questions for wagon supply on behalf of Allied Commission is definitely that of the Rail Division. If, however, the situation continues to be unsatisfactory, then please report back to this division, who will reopen the question again with G-4 Mov and Tn A.F.H.Q., and D.M.R.S., in conjunction with Rail Division.

For the Director,

M. J. Sieff

M.J. SIEFF, Colonel

Copy to M.R.S.

968

ACZ/af

TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
c/o Transportation (Br) Main,
C.M.V.

6 JULY 1945

TEL.: 543238

Ref.: AC/335/En.4

SUBJECT: Increase of A.C.M. responsibility for
Civilian rail Movement.

TO : Chief, Movements Division
The Sub-Commission.

1. Reference is to your letter 468/13/En.3 of 26 June 45.

2. The Rail Division is of course prepared to accept responsibility for duties which rightly come within its province, and is ready to act in close co-operation with Movements Division to make the most of the Block tonnage now allotted to it.

3. There are, however, one or two immediate points which cause difficulty. Firstly, we cannot undertake the important work of ensuring wagon supply with our present staff. It is definitely a full time job for one officer, and we have not, at the moment, an officer who can be allotted to the duties. However, a request for such an officer has been made, and if this is successful the first step will have been taken.

4. The second point is that the actual distribution of wagons has reached an intolerable position; and far from peace bringing a simplification, there appear to be so many cooks now handling the same culinary dish that no one can definitely state he is in charge of this important task. Similarly, no one knows who has power to give orders, but it is quite clear that AFHQ, far from fulfilling the expectations of willing help so readily given at meetings, is now endeavouring to wield a power over every freight car which its functions should not permit.

5. Although the agreement of allotment of specific block tonnages to AC was based not only on line capacity but on assessed availability of wagons, the past week has been disastrous for AC. There are no wagons for cement works, for lignite mines, for ports, and the "poor relation" atmosphere of AC is being revived at a time when it should in fact have much more importance than many of its brother organisations.

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Chief, Movements Division
 The Sub-Commission.

1. Reference is to your letter 468/12/11.3 of 26 June 45.
2. The Mail Division is of course prepared to accept responsibility for duties which rightly come within its province, and is ready to set in place co-operation with Movements Division to make the most of the block tonnage now allotted to it.
3. There are, however, one or two immediate points which cause difficulty. Firstly, we cannot undertake the important work of ensuring wagon supply with our present staff. It is definitely a full time job for one officer, and we have not, at the moment, an officer who can be allotted to the duties. However, a request for which an officer has been made, and if this is successful the first step will have been taken.
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5. Although the agreement of allotment of specific block tonnages to AC was based not only on line capacity but on assessed availability of wagons, the last week has been disastrous for AC. There are no wagons for cement works, for lignite mines, for ports, and the "poor relation" atmosphere of AC is being revived at a time when it should in fact have much more importance than many of its brother organisations.
6. Yesterday, M.R.B. received information that P.B.S. would not be able to supply freight cars to Mombasa. It is our opinion that P.B.S. holds too many freight cars, for under the heading of re-deployment they have amassed many more cars than they can possibly utilise, and there must be some section at ATHQ which can instruct a careful survey of freight cars in P.B.S. area, and to order them to discharge rolling stock which hasn't moved a wheel for weeks past.

As a result of P.R.S. refusal to supply wagons to Pionbino, even under their recently introduced clever method of robbing the Sibolla lignite mines of their guaranteed wagons, M.R.S. decided to send 65 freight cars from Rome, and prepared the appropriate instructions to Joint Railway Control.

7. M.R.S. is a responsible body of railway operating personnel, whose livelihood in days of peace is derived from their ability to work railroads efficiently. It is presumed that they are kept advised by Movements of the needs of wagons in the home area, and in deciding to send 65 wagons to Pionbino, it is not unreasonable to suppose they had some slight grasp of the situation at least.

8. They were stopped from sending the wagons, however, by the AFHQ G4 Dev and Tn Officer with M.R.S., who claimed he had recently been assured he had the authority to stop inter-Compartimental wagon movement if he considered that the military demands in the local area might not be met. This fear of a mythical military requirement, which in present times could in any case be deferred, is not only unreasonable but incomprehensible. If no intelligent anticipation is forthcoming at this stage of the proceedings, it is high time an entirely new release group were created for railwaymen ready and anxious to get back to a job of work. We insisted that these wagons should go, and instructions were ultimately issued accordingly.

9. The important point is that AFHQ has, in solemn conclave with M.R.S. and A.C., allotted specific tonnages to A.C., and it frankly appears that A.C. is now the only organization that definitely knows what it wants. There is no question of military importance, the tonnage was allocated to A.C. on wagon availability, and Rail Division demands and expects the wagons to meet the tonnage. We are not concerned with hypothetical prospects, we have a programme in black and white, approved by all concerned, a definite list of commodities ready to move, and specified things to be cleared at ports.

10. Ing di Raimondo and his staff are doubtless in a state of complete bewilderment. They have so many people giving varying orders, when all they desire to do is to be allowed to operate their own railways. As soon as M.R.S. gives up supervision, another Phoenix arises to harass and confuse them, with the result that we are getting nothing near the tonnage movement it is possible to give with present equipment. Our carefully prepared letter to Ing di Raimondo on wagon supply recently (copy sent you) is completely impossible of achievement now, and if the Italians have any sense they will tell us so.

11. Two days ago we were asked to provide three hundred wagons from

8. They were stopped from unloading the wagons, however, by the ATHQ G4 Mov and the Officer with M.S.S., who claimed he had recently been assured he had the authority to stop inter-Compartimental wagon movement if he considered that the military demands in the local area might not be met. This fear of a mythical military requirement, which in present times could in any case be deferred, is not only unresponsible but incomprehensible. If no intelligent anticipation is forthcoming at this stage of the proceedings, it is high time an entirely new release group were created for railwaymen ready and anxious to get back to a job of work. He insisted that these wagons should go, and instructions were ultimately issued accordingly.

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11. Two days ago we were asked to provide three wagons from Bologna to Florence, and in conjunction with M.S.S. we agreed for this to be done. ATHQ refused to allow the train on the third day to run, on the grounds that it would exceed the paper allotment to A.C. We assured all concerned that no effect would be had on military or civilian tonnage, that the train would be able to operate on three consecutive days with the same stock, and it was only after a day of continued telephone calls and some unpleasantness that a grudging concession was made.

12. This absurd waste of time, this nullification of the intelligence of railway operating personnel, this refusal to accept the obvious because paper figures indicate the exceeding of a mythical line capacity, will make it quite impossible for this Division to accept responsibility for meeting your needs for wagons or for refugee trains. Clarity of vision is needed, not a tenacity to outworn shibboleths, and we can make the observation that if we tried to run railways in such a fashion at home there would rightly be a public enquiry and numerous dismissals.

13. At a stage in the proceedings when we are endeavouring to fulfill so oft proclaimed international policy of returning Italy to the Italians, there is a bigger clasp than ever on our actions. This of course would not be so had if we were not informed so often and so readily that we are strongly supported in our efforts by the very organizations which are in fact clamping us into restricted action. It is quite obvious that nothing short of a qualified united wagon control is needed, on which A.C. should have an equal representation, and this wagon control should consist of people who know something about it. Until some drastic action of that kind is taken this Division can reluctantly accept no further responsibility for wagon supply, and must leave it in the hands of whichever other organization considers it is capable of being in charge.

Chief,
Rail Division.

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Chief,
Rail Division.

1206

301/32

ACP/1c

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

tel. 843238
Ref. AC/301/Tn 4

3 July 45

SUBJECT : Wagon Supply.

TO : Ing. di Raimondo
Director General ISR.

1. - With the introduction of the new system whereby the Military authorities have allotted certain specified tonnages within which civilian traffic may be moved without bidding through AFHQ, the important question of wagon supply arises.

2. The tonnage allocations have been made on a combined basis of line capacity and availability of wagons; and the success of civilian movement will depend to a great extent upon the intelligent allotment of wagons to meet the demand for transit.

3. The first responsibility in this respect must rest with the Capi Compartimento, who must be held responsible for ensuring that wagons are suitably obtained and placed for the movement of traffic, but the definite allocation of set tonnages over certain lines should enable a plan to be devised for the regular working of stock trains to meet the anticipated demands.

4. Again, there are certain regular movements scheduled, such as lignite from Guinciarico mines, port clearance from Piombino, port clearance from Civitavecchia, and pyrites traffic from Searlino. These are essential movements on which the country must depend for food and coal and industrial revival, and as such must take a very high priority if the basic needs of the people are to be met.

5. Freight car supplies recently to the Ribolla lignite mines through Guinciarico have been most unsatisfactory, and it must be clearly emphasised that a very careful analysis made of traffic failing to move due to lack of wagons must be made, for any failure may have an effect on the tonnage which has been allotted and which may be conceded in the light of further arguments advanced for increase in basic lines tonnages.

1205

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6. You are therefore asked, firstly to emphasise to the Capi that the responsibility of ensuring obtaining and placing of wagons is theirs, and that very strong action will be taken where traffic fails to move and it is proved that the reasons have been failure to obtain or place wagons unless it is evident that every possible effort has been made to ensure satisfactory wagon supply. Secondly, it is felt the Capi should ensure that one official is specially charged with working with the movement officer in each compartment to ensure that wagons are to be placed in accordance with the prepared programme.

././

7. Thirdly, an official should be appointed at this Headquarters especially to deal with failure to load due to wagon shortage, and to take immediate action on receipt of information from any Capo that wagon supply is inadequate to meet the loading demands.

8. One of the major causes of wagon shortages is the failure to clear wagons which are underload. Each Capo should therefore be requested to arrange for daily wagon returns to be made from important centres, of wagons received, unloaded, standing underload, and loaded up for despatch. In the main, this information will be readily available through the Joint Railway Control Officer at Naples and Rome and at Bari, but your official at Headquarters should be in a position to know the actual conditions by the afternoon of the following day, and a statement from him will be required by this Office every day.

9. For our part, we will instruct our officers in the field who sit with the Capo to advise us at once of any difficulties arising in this respect, and we hope also to be able to detail an officer at this Headquarters in the near future to deal with any special problems arising.

10. But it must be emphasized that the responsibility for securing wagons and movement is now on the shoulders of ISR, and careful consideration of the tonnage allocation should soon enable the operation department to arrange methods of ensuring satisfactory distribution.

11. Please let me have a copy of your letter to the Capo concerned and advise me in due course the name of the official whose special duty it will be to deal with problem of wagon distribution at this Headquarters.

L. A. S.
Director

12/1

TN-4

Subject: Allocation of Block Tonnages for
Civil and Military Traffic -
Italy.

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

Mov 3/363/3

To : DMS (4)
HQ Allied Commission
Tn Sub Commission (4)

17 Jun 45

Copy to: G-4(B)
G-4(A)
Q(Maint)
G-5
Tn(B)
Tn(A) (2)

Enclosed are copies of the notes of the meeting on the above subject, held 15 Jun 45.

After acceptance by the Allied Railway Board it is proposed to issue the necessary instructions for the scheme to operate with the PCM period commencing 2 Jul 45 and later to call a meeting to carry out any necessary revisions for the month of August.

R. W. L. Fellowes

R. W. L. FELLOWES, Brig,
for Brigadier,
DQMG(Mov & Tn)

1203

NOTES OF MEETING AT IERS OFFICE, ROME 15 JUNE, 1945 IN REVISION OF
LINE CAPACITIES AND ALLOCATION OF BLOCK TONNAGES FOR CIVIL TRAFFIC.

Present:	Lt Col J. W. BAKER	AC
	Lt Col L. M. COOPER	G-4 (Mov & Tn)
	Major F. L. DUTHIE	AC
	Brig R. W. L. FELLOWES	G-4 (Mov & Tn)
	Lt Col F. L. JAGGER	G-4 (Mov & Tn)
	Major S. E. LONDON	MRS
	Col K. D. MCKENZIE	Tn(A)
	Major A. C. PING	AC
	Major M. A. RENWICK	Tn(A)
	Col M. B. THOMAS	AC
	Col W. P. WILSON	MRS
	Major R. G. WILSON	MRS

1. Brig Fellowes outlined the object of the proposals before the meeting and said that proposed revised capacities had been put forward by G-4 (Mov & Tn)

- (a) to meet the changed flow of military traffic since the cessation of hostilities,
- (b) to cater for redeployment and release movement, and
- (c) to give a fixed allocation for civil traffic to enable AC to plan further ahead and also to make a start on handing over responsibility for civil movement to the ISR.

Military traffic must, however, still have priority, and it must be clearly understood that, in emergency, civil allocations may have to be cut to provide for priority military movement.

Detailed allocations had not been worked out for the North, because neither capacities nor demands for movement are sufficiently clearly known. Suggested tonnages, shown at Appendix 'B', were noted.

It was emphasised that whatever was agreed today was in the nature of an experiment to be reviewed after one month's trial.

2. Col Wilson stressed the fact that line capacities quoted by MRS were all-in capacities and must include passenger trains. Brig Fellowes agreed and explained that, in view of the generally accepted fact that there were not sufficient wagons to fill the lines to capacity, an effort had been made in the proposals put forward to show Stores tonnage separately on a basis, calculated from practical experience, to be within the capacity of the available wagon pool. This figure was below the total line capacity quoted by MRS.

3. Col McKenzie asked that the AC demands for Civil tonnage be screened very closely as he expected redeployment movement of personnel, stores and vehicles to be very high during the next few months. He went on to explain that because of shipping availability cross movement between ports might be unavoidable and would have to be considered as a priority

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Brig Fellowes entirely agreed and drew attention to his previous statement that the Civil allocations were always liable to reduction, where necessary, to provide for the movement of essential military stores. Lt Col Baker stated that Tn Sub Commission screened most rigidly the demands put to it by the other Sub Commissions of AC, and indicated that more than 50% of the original bids were ever put forward. These in turn suffered reduction at the PCM Conference. He mentioned further that in

(2)

practice only approximately 60% to 70% of the accepted bids were actually moved due to a combination of organisational difficulties and lack of wagons. A fixed allocation would enable longer term planning and so help to overcome organisational problems arising from the necessarily hand to mouth planning when tonnages were allocated weekly.

Col Wilson suggested the experiment be postponed for a month so as to permit redeployment movement to be carried out under the old system, but AC reps pressed very strongly for inauguration by 2 July, stressing the need for a start to be made as early as possible in training the ISR to accept those responsibilities for the control of Civil traffic which would ultimately be theirs.

Col Wilson pointed out that special military priorities might well seriously encroach on the Civil allocation during July. Col Thomas said he fully understood this but was still desirous of making a start and accepting cuts as necessary.

Col McKenzie's point regarding redeployment and its high priority was accepted by all concerned and on that understanding agreement was reached that the revised capacities and fixed allocation of tonnage would be put into force experimentally from 2 July for one month, the system to be reviewed at a similar meeting to be held mid July on the basis of experience gained to that date.

4. The provisional proposals tabled by G-4(Mov & Tn) were examined in detail and certain amendments made to line capacities at the request of MRS.

Suggested Civil allocations were gone through and with minor alterations agreed. Lt Col Baker asked whether the refugee trains shown were in addition to the Civil stores tonnage. He was informed this was the case, but if additional refugee trains were required capacity would have to come out of the Civil stores allocation.

5. It was agreed that a revised statement incorporating the amendment mentioned above (See Appendix 'A') would be submitted to DQMG (Mov & Tn) for approval by the Allied Railway Board, with the recommendation that the scheme operate from 2 July ~~and~~ be revised as necessary at the end of that month.

6. Cols' Wilson, McKenzie and Major Renwick then withdrew and certain points of detail were discussed as shown below.

(a) Lt Col Baker asked whether the present arrangement for internal movement within Compartimenti, eg, in the Naples area and in the Heel were affected by the proposals. Brig Fellows stated the scheme was designed to apply only to lines subject to POM Conference and local movement is intended to continue as before.

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(a) Lt Col Baker asked whether the present arrangement for internal movement within Compartimenti, eg, in the Naples area and in the Hotel were affected by the proposals. Brig Fellowes stated the scheme was designed to apply only to lines subject to PCM Conference and local movement is intended to continue as before.

(c) Docks clearance will also continue on the same basis except that clearances from Piombino and Civitavecchia must come within the Civil tonnages shown for line 50.

(d) It was agreed that from 2 July Movements will cease to indent for wagons for Civil traffic. Such matters will be dealt with directly between AC and MRS, and detailed indents will be prepared by Capi Compartimenti. It was pointed out that the new arrangements would necessitate close liaison between AC Tn Rail Division and MRS and Mov IO.

R. W. L. Fellowes

R. W. L. FELLOWES, Brig
Gen. Rail Division

MOV 3/363/3
17 June 1945

1982

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

SCHEDULE OF BASIC CIVIL AND MILITARY TONNAGES - JULY 1945.

Line		Civil Allocation			Military Allocation		Total Allocation			B
No	Section	Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	
92	Reggio-Salerno	4000	7		6000		10000		7	
95	Reggio-Metaponto	3500	7		2000		5500		7	
94	Metaponto-Salerno	4500	3		2000		6500		3	
94	Salerno-Metaponto	4500	3		2000		6500		3	
91	Foggia-Caserta	4000	7		10000	8	14000		15	
91	Caserta-Foggia	3000	7		17000	8	20000		15	
89/90	Naples-Rome	17500	7		28000	17	45500		24	
89/90	Rome-Naples	7000	7	9	52500	17	59500	9	24	
50	Rome-Leghorn	14000	3		21000	3	35000		6	
50	Leghorn-Rome	17500	3	2	24500	3	42000	2	6	
218/219	Leghorn-Prato-Florence	14000	3		42000		56000		3	
218/219	Florence-Prato-Leghorn	4200	3	2	35000		39200	2	3	
65	Rome-Orte	4900	3		24500	15	29400		18	
65	Orte-Rome	9800	3	7	31500	15	41300	7	18	
65	Orte-Arezzo	2100	1		3500		5600		1	
65	Arezzo-Orte	7000	1		8400		15400		1	
65	Florence-Bologna	1750	2		28000		29750		2	
65	Bologna-Florence	1750	2		28000		29750		2	
87	Orte-Falconara	7000	2		21000	15	28000		17	
87	Falconara-Orte	7000	2	7	24500	15	31500	7	17	
86	Ancona-Bologna	7000	2		28000	23	35000		25	
86	Foggia-Ancona	3500	3		14000	8	17500		11	
86	Bologna-Ancona	2100	2	9	28000	23	30100	9	25	
86	Ancona-Foggia	3500	3	2	14000	8	17500	2	11	

NOTE: Military passenger trains include:
133000

- (A) Possible Overland L of C requirements.
 1 TPD Naples-Milan via Lines 90/87/86/69/53
 1 TPD Taranto-Milan via Lines 86/69/53
 1 TPD NE Italy-Milan via Udine/Verona (1/2 train ex Venice 1/2 train ex Trieste)
- (B) Alterations to services following opening of Line 86 Foggia-Ancona
 Cancellation of existing Rome-Ferli Reinforcement Train
 3 TPW Naples-Ferli via Rome for Reinforcements
 1 TPW Taranto-Ferli via Pescara for Reinforcements
 1 TPW Bari-Rome via Naples for British Leave

Bologna-Faenza
Faenza-Ancona

1983

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

MILITARY TONNAGES - JULY 1945.

APPENDIX 'A'

Civil Allocation			Military Allocation		Total Allocation			Total Capacities		
Stores	Passenger Trains	Refugees	Stores and Incidental Personnel	Passenger Trains	Stores and Incidental Personnel	Refugee Trains	Passenger Trains	Based on Wagon Availability	Based on Tonnage Per Week	Based on Train Paths No of Trains Per Day
4000	7		6000		10000		7	14400	25200	9 x 400 Tns
3500	7		2000		5500		7	5600	14000	5 x 400 Tns
4500	3		2000		6500		3	8400	12250	10 x 175 Tns
4500	3		2000		6500		3	8400	12250	10 x 175 Tns
4000	7		10000	8	14000		15	21000	21000	12 x 300 Tns
3000	7		17000	8	20000		15	21000	21000	12 x 300 Tns
17500	7		28000	17	45500		24	49000	71400	12 x 600 Tns 10 x 300 Tns
7000	7	9	52500	17	59500	9	24	59500	71400	12 x 600 Tns 10 x 300 Tns
14000	3		21000	3	35000		6	38500	58800	14 x 600 Tns
17500	3	2	24500	3	42000	2	6	42000	58800	14 x 600 Tns
14000	3		42000		56000		3	56000	70000	20 x 500 Tns
4200	3	2	35000		39200	2	3	56000	70000	20 x 500 Tns
4900	3		24500	15	29400		18	35000	46250	15 x 450 Tns
9800	3	7	31500	15	41300	7	18	42000	46250	15 x 450 Tns
2100	1		3500		5600		1	7000	22050	7 x 450 Tns
7000	1		8400		15400		1	17500	22050	7 x 450 Tns
1750	2		28000		29750		2	35000	35000	10 x 500 Tns
1750	2		28000		29750		2	35000	35000	10 x 500 Tns
7000	2		21000	15	28000		17	28000	29176	12 x 335 Tns
7000	2	7	24500	15	31500	7	17	31500	29176	12 x 335 Tns
7000	2		28000	23	35000		25	42000	56000	16 x 500 Tns
3500	3		14000	8	17500		11	21000	34300	14 x 350 Tns
2100	2	9	28000	23	30100	9	25	35000	4256000	ppp
3500	3	2	14000	8	17500	2	11	21000	34300	14 x 350 Tns

trains include:

land L of C requirements.

Milan via Lines 90/87/86/69/53

Milan via Lines 86/69/53

y-Milan via Udine/Verona (1/2 train ex Venice 1/2 train ex Trieste)

o services following opening of Line 86 Poggia-Ancona

of existing Rome-Ferli Reinforcement Train

Ferli via Rome for Reinforcements

-Ferli via Pescara for Reinforcements

me via Naples for British Leave

ppp Bologna-Faenza 12 x 500 Tns 42000 TPW
Faenza-Ancona 16 x 500 Tns 56000 TPW

ESTIMATED BASIC CIVIL AND
MILITARY FORNAGES - NORTH ITALY

Appendix 'B'

SECTION OF LINE	CIVIL ALLOCATION	MILITARY ALLOCATION	
	Stores	Stores and incidental personnel	Passenger Trains
GENOVA - ALESSANDRIA	25200	3500	
ALESSANDRIA - GENOVA	2800		
ALESSANDRIA - TURIN	8400	700	
TURIN - ALESSANDRIA	5000		
ALESSANDRIA - MILAN	16800	2800	
MILAN - ALESSANDRIA	8400		
MILAN - VERONA	8400		21
VERONA - MILAN	2800	1400	21
BOLOGNA - VERONA	1400	2800	14
VERONA - BOLOGNA	3500		14
VENICE - VILLACH	2800	14000	11½
VILLACH - VENICE	1400		11½
VENICE - VERONA	1400	1400	7
VERONA - VENICE	1400		7
TRIESTE - UDINE	700	2100	3½
UDINE - TRIESTE	700		3½

✱ Civil Passenger Trains in NW & NE Italy not included. Institution of such services will be dependent on coaching stock and coal availability.

Stations	Stores	Stores and incidental personnel	Passenger Trains
GENOVA - ALESSANDRIA	25200	3500	21
ALESSANDRIA - GENOVA	2800		21
ALESSANDRIA - TURIN	8400	700	14
TURIN - ALESSANDRIA	5000		14
ALESSANDRIA - MILAN	16800	2800	11½
MILAN - ALESSANDRIA	8400		11½
MILAN - VERONA	8400		7
VERONA - MILAN	2800	1400	7
BOLOGNA - VERONA	1400	2300	3½
VERONA - BOLOGNA	3500		3½
VENICE - VILLACH	2800	14000	
VILLACH - VENICE	1400		
VENICE - VERONA	1400	1400	
VERONA - VENICE	1400		
TRIESTE - UDINE	700	2100	
UDINE - TRIESTE	700		

✓ Civil Passenger Trains in NW & NE Italy not included. Institution of such services will be dependent on coaching stock and coal availability.

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ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Capo Sezione Movimento, PT 31 Ancona
for inf: 192 Rly Op. Coy I. S. R. Building
U. S. Movements GI Area
U. S. A. S. Transportation Sub-Commission /
(Rail Div.)

From : Transportation Sub-Commission Representative
Subject: Additions to Loading Programme June 25th/July 1st
Ref. : A.C./M 12/196 enc.

June 2nd 1945

Please add the following bids to our loading programme for period June 25th to July 1st:

No	Sender	From	Consignee	To	Commodity	Tons
500	Piergiovanni-Ancona-Coop.	Ferr.	Fabriano-	wine	8	
501	Bossoti	Jesi	Carboni	Perni	cattle	6

Will you please advise station masters concerned.

W. Stanley Smith
Capt. A. S.

W. Stanley Smith

9a Galatacci 1
II Floor

.. / 20

1199

1987

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Capo Sezione Movimento Ancona SP SM
for info: HQ En Rys C.M.F.
A.C. Port Detachment
H.C. Movements GI Area
H.C. Movements Poligno
H.C. Movements North East Italy
H.C. Movements Bologna
H.C. A.C. Transportation Sub-Commission (Rail Div)
H.C. A.C. Transportation Sub-Commission (Nav. Div)
H.C. H.C. Movements
Major Commander Commissioner Ancona Command

From : Transportation Sub-Commission Representative

Subject : Loading Programme Period June 25th to July 1st

Ref. : A.C/En 12/126 and.

June 20th 1945

Herewith loading programme for period June 25th to July 1st concerning Stations within the Ancona Command.

Will you please advise all Station Masters concerned.

Capt. R. E.

Via Detachment 1

1198

LOADING PROGRAMME PERIOD June 25th to July 1st

Ancona Compartimento

Ref.	Sender	From	Consignee	To	Commodity
<u>LINE 86 ANCONA RIMINI Northbound</u>					
340	A.C. Whse	Ancona	A.C. Depot	Cesena	Foodstuff
341	"	"	"	Forlì	"
379	Sezione Lavori	Fano	Sezione Lavori	Pesaro	Tracks
380	" "	"	" "	Riccione	Sleepers
<u>LINE 86 RIMINI ANCONA Southbound</u>					
342	A.C. Whse	Forlì	A.C. Rome	Rome Tusculana	Grain
<u>LINE 86 FOGGIA ANCONA Northbound</u>					
365	Mancini, Rocco	S. Vito Lanciano	Mancini R.	Civitanova	Ety Wine Drums
<u>LINE 86 ANCONA FOGGIA Southbound</u>					
305	Ierario	Pescara	Ierario	Taranto	Furniture
306	Tortorici	Pescara	Tortorici	Mazara del Vallo	Furniture
307	Tenaglia	Ortona	Savoia	Brindisi	Cattle
308	Di Pompo	Ortona	Narino	Barletta	"
309	Antonelli	Ortona	Antonelli	Trani	Sheep
324	D' Amicodatri	Pescara	Manzari	Bari	Cattle
325	"	"	D' Amicodatri	Brindisi	Cattle
328	Piergiovanni	Casino	Carlini	Novoli	Ety Barrels
332	Ossini L.	Pescara	Ossini L.	Bisceglie	Beans
334	Lapi M.U.	Pescara	Greco G.	Copertino	Earthenware Pottery
335	Chimisso	Pescara	Chimisso	Termoli	Agr. Machinery
336	Cidonio	S. Benedetto	Cidonio	Rome Tusculana	Machinery

LOADING PROGRAMME PERIOD June 25th to July 1st

Ancona Compartimento

From	Consignee	To	Commodity	Tons
<u>NI Northbound</u>				
Ancona	A.C. Depot	Cesena	Foodstuff	3500
"	"	Forli'	"	2100
Fano	Dazione Lavori	Pesaro	Tracks	12
"	"	Riccione	Sleepers	12
<u>NA Southbound</u>				
Forli'	A.C. Rome	Rome Tusculana	Grain	280
<u>IA Northbound</u>				
S. Vito Lanciano	Mancini R.	Civitanova	Ety Wine Drums	12
<u>IA Southbound</u>				
Pescara	Ierario	Taranto	Furniture	2
Pescara	Tortorici	Mazara del Vallo	Furniture	2
Ortona	Savoia	Brindisi	Cattle	10
Ortona	Marino	Barletta	"	5
Ortona	Antonelli	Trani	Sheep	5
Pescara	Menzari	Bari	Cattle	10
"	D' Amico datri	Brindisi	Cattle	5
Casino	Carlini	Novoli	Ety Barrels	24
Pescara	Casini L.	Bisceglie	Beans	10
Pescara	Greco G.	Copertino	Earthenware Pottery	4
Pescara	Chimisso	Termoli	Agv. Machinery	10
S. Benedetto	Cidonio	Rome Tusculana	Machinery	12

NO.	ORIGIN	FROM	Consignee	To	Commodity
<u>LINE 86 ANCONA FOGGIA Southbound continued</u>					
358	Cons. Agr.	Roseto	Cons. Agr.	Cancello	Maize
363	Mancini G.	S. Vite Lanciano	Forlani C.	Carmiano	Empty Drums
364	"	"	"	"	"
366	Giacchetti	Pescara	Giacchetti	Trani	Cattle
398	Piervigiovanni	Osimo	Giucci	Castani	Qty Barrels
402	Iovino	"	Iovino	Nola	Cattle
403	Florio	S. Benedetto	Florio	Maddaloni	"
404	Bari	P. Recanati	Bari	Bari	"
405	Boraccio	"	Boraccio	"	"
406	D'Avanzo	Osimo	D'Avanzo	Nola	"
407	Dambrosi	"	Dambrosi	"	"
408	Bari	P. Recanati	Bari	Bari	"
409	Boraccio	"	Boraccio	"	"
<u>LINE 87 Northbound</u>					
310	Volpi & C.	Fossato	Cons. Agr.	Jesi	Firewood
311	"	"	"	"	"
312	"	"	"	"	"
313	SAPPA	"	SAPPA	"	Timber
315	Sezione lavori	Terni	Sezione lavori	Fossato	Sleepers
316	"	"	"	Senigallia	"
317	"	Fabriano	" Traslone	Ancona	"

1991

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

	From	Consignee	To	Commodity	Tons
	<u>FOGGIA Southbound continued</u>				
r.	Roseto	Cons. Agr.	Cancello	Maize	40
G.	S. Vito Lanciano	Forlani C.	Carmiano	Empty Drums	4
	"	"	"	"	4
ti	Pescara	Ciacchetti	Trani	Cattle	5
anni.	Osimo	Giucci	Ostuni	Qty Barrels	24
	"	Iovino	Nola	Cattle	10
	S. Benedetto	Florio	Maddaloni	"	10
	P. Recanatì	Bari	Bari	"	10
	"	Boraccio	"	"	10
	Osimo	D'Avanzo	Nola	"	15
	"	Dambrosi	"	"	15
	P. Recanatì	Bari	Bari	"	10
	"	Boraccio	"	"	10
ound					
C.	Fossato	Cons. Agr.	Jesi	Firewood	15
	"	"	"	"	15
	"	"	"	"	15
	"	SAFFA	"	Timber	70
lavori	Terni	Sezione Lavori	Fossato	Sleepers	24
"	"	"	Senigallia	"	24
"	Fabriano	" Trazione	Ancona	"	12

LINE 87 Northbound continued

				TO	Commodity
318	Sezione Lavori	Foligno	Sezione Lavori	Nocera Umbra	Sleepers
319	" "	"	" "	Guido Tadino	"
321	Terni Coal Coy	Fossato	P.S.O.	Ancona	Lignite
327	SAFFA	"	SAFFA	Jesi	Timber
347	Dir. Tabacchi	Bastia	Man. Tabacchi	Firenze	Tobacco
337	Boccolini	Fossato	Mancini	Pesaro	Lignite
369	Ufficio I.E.S.	Albacina	Ufficio I.E.S.	Falconara	Stems
376	Soc. Terni	Nera Montoro	Soc. Siderurg.	Terni	Sulphur Acid
382	Mag. Approvv.	Foligno	Loco Depot	Fabriano	Materials
383	Sezione Lavori	"	Sezione Lavori	Ancona	Sleepers
389	Sensidoni	Terni	Cartiere Miliani	Fabriano	Scrap Paper
390	Soc. Terni	"	Ditta Madani	Nocera Umbra	Lignite(alag)
391	"	"	" Barcaglioni	Montecarotto	" "
392	"	"	Soc. An. Mater. Edil.	Chiusi(Bagni di C.)	" "
393	"	"	Ceccarelli Finti	Montecarotto	" "
400	"	"	Soc. Terni	Morgnano	" "

and continued

			to	Commodity	Tons
Lavori	Foligno	Serione Lavori	Nocera Umbra	Sleepers	10
	"	" "	Gualdo Tadino	"	10
L. Coy	Fossato	P.S.O.	Ancona	Lignite	500
	"	SAFFA	Jesi	Timber	70
chi	Bastia	Man. Tabacchi	Firenze	Tobacco	7
	Fossato	Mancini	Pesaro	Lignite	100
E.S.	Albacina	Ufficio I.E.S.	Falconara	Stems	20
	Nera Montoro	Soc. Siderurg.	Terni	Sulphur Acid	60
W.	Foligno	Loco Depot	Fabriano	Materials	12
Lavori	"	Serione Lavori	Ancona	Sleepers	12
	Terni	Cartiere Miliani	Fabriano	Scrap Paper	10
	"	Ditta Madani	Nocera Umbra	Lignite (slag)	40
	"	" Barcaglioni	Montecarotto	" "	40
	"	Soc. An. Mater. Edil.	Chiusi (Bagni di C.)	" "	40
	"	Geccarelli Tinti	Montecarotto	" "	40
	"	Soc. Terni	Morgnano	" "	240

Ref.	Sender	From	Consignee	To	Commodity
<u>LINE 87 Southbound</u>					
314	Ufficio I.E.S.	Ancona	Partenope	Roma Termini	Accumulators
320	Mag. Dep. Appr.	Assisi	Magazzino Appr.	Foligno	Sleepers
323	Soc. Terni	Fossato	Soc. Terni	Morgnano	Timber
326	P. Works Depot	Ancona	Cons. Ind. Fiamm.	Roma Pren.	Paper
329	Transport	"	I F T	" "	Groupage
338	Soc. Terni	Morgnano	Soc. Elettrochim.	Neza Montora	Lignite
339	" "	"	Stab. Siderurg.	Terni	Bricks
343	" "	"	Mariani G.	Roma S. Lor.	Lignite
344	" "	"	"	Velletri	"
345	" "	"	"	Albano Laziale	"
348	Soriento G.	Jesi -	Soriento	Nocera Inf.	Cattle
349	"	"	"	Torre Annunz.	"
350	"	"	"	-Napoli SGB	"
351	"	"	"	" "	Pigs
352	Sezione Lavori	"	Sorvegliante	Foligno	Bricks
353	Mag. Approv.	Foligno	Officina Gasperini	Gallese B.	Steel
354	" E	"	Loco Depot	Roma S. Lor.	Cast Iron
355	Sezione Lavori	Albacina	Magazzino Lav.	Foligno	Tools
356	Ufficio I.E.S.	Falconara	Sorvegl. Lavori	Roma Pren.	Copper
357	" "	Barri	" "	" "	"

	From	Consignee	To	Commodity	Tons
und.					
I.E.S.	Ancona	Partenope	Roma Termini	Accumulators	18
Appr.	Assisi	Magazzino Appr.	Foligno	Sleepers	30
	Fossato	Soc. Terni	Morgnano	Timber	72
Depot	Ancona	Cons. Ind. Fiame.	Roma Pren.	Paper	28
	"	I N T	" "	Groupage	15
	Morgnano	Soc. Riettochim.	Nera Montoro	Ignite	200
	"	Stab. Siderurg.	Terni	Bricks	70
	"	Mariani G.	Roma S. Lor.	Ignite	60
	"	"	Velletri	"	60
	"	"	Albano Laziale	"	60
G.	Jesi -	Soriento	Nocera Inf.	Cattle	12
	"	"	Torre Annunz.	"	12
	"	"	-Napoli SGB	"	6
	"	"	" "	Pigs	5
Lavori	"	Sorvegliante	Foligno	Bricks	70
V.	Foligno	Officina Gasperini	Gallese B.	Steel	12
	"	Loco Depot	Roma S. Lor.	Cast Iron	15
Lavori	Albacina	Magazzino Lav.	Foligno	Tools	12
I.S.	Falconara	Sorvegli. Lavori	Roma Pren.	Copper	180
"	Parri	" "	" "	"	20

Ref.	Sender	From	Consignee	To	Commodity
<u>LINE 87 Southbound Continued</u>					
359	Serv. Approvv.	Assisi	Serv. Approvv.	Rome Trast.	Sleepers
360	Soc. Fiamm.	Jesi	Depos. Fiamm.	Palermo	Matches
361	"	"	"	Catania	"
362	Schiavi Clem.	"	Schiavi Clem.	Tor Sapienza	Cattle
367	Latella	Ancona	Latella	Cefalu'	Furniture
368	Montesanti	"	Montesanti	Palermo	"
370	Sezione Lav.	Montesacroto	Sezione Lav.	Fabriano	Sand
375	Soc. Terni	Nera Montoro	Soc. Chimica	Rome S. Lor.	Private Cistern
378	Sezione Lavori	Campello	Sezione Lavori	Orte	Materials
381	Salani S.	Fabriano	Salani S.	Giuncano	Furniture
384	Mag. Approvv.	Foligno	Soc. Terni	Terni	Scrap Iron
385	"	"	Mag. Approvv.	"	Lubricants
386	Iaccini Edm.	Terni	Cartiere Tiburt.	Tivoli	Scrap Paper
394	Soc. Terni	"	Soc. Terni	Nera Montoro	Copper (scrap)
399	Tersigni	Jesi	Tersigni	Roccasecca	Cattle
401	Soc. Terni	Terni	Soc. Terni	Nera Montoro	Ignite
410	Mag. Approvv.	Bastia	Mag. Approvv.	Foligno	Arganelli
411	Comando 122 Ind. Cily Maint.	Bastia	Comando 122 Ind. Rly Maint.	Same "	Sand

	From	Consignee	To	Commodity	Tons
nd Continued					
vv.	Assisi	Serv. Approvv.	Rome Trast.	Sleepers	66 1/2
n.	Jesi	Depos. Fium.	Palermo	Matches	16
	"	" "	Catania	"	8
em.	"	Schiavi Clem.	Tor Sapienza	Cattle	15
	Ancona	Latella	Cefalu'	Furniture	2
	"	Montesanti	Palermo	"	20
vv.	Montecarotto	Sezione Lav.	Fabriano	Sand	40
	Nera Montoro	Soc. Chimica	Rome S. Lor.	Private Cistern(ety)	2
avori	Campello	Sezione Lavori	Orte	Materials	10
	Fabriano	Salani S.	Giuncano	Furniture	4
vv.	Foligno	Soc. Terni	Terni	Scrap Iron	70
	"	Mag. Approvv.	"	Lubricants	12
em.	Terni	Cartiere Tiburt.	Tivoli	Scrap Paper	12
	"	Soc. Terni	Nera Montoro	Copper(scrap)	5
	Jesi	Terzigni	Roccasacca	Cattle	15
	Terni	Soc. Terni	Nera Montoro	Ignite	150
vv.	Bastia	Mag. Approvv.	Foligno	Arganelli	30
12 Ind.	Bastia	Comando 122 Ind. Rly Maint.	XXXX "	Sand	36

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ADDITIONAL BIDS for PERIOD June 29th to July 1st

Ref.	Sender	From	Consignee	To	Commodity
<u>Line 86 ANCONA FOGGIA Southbound</u>					
330	D' Avanzi	Osimo	D' Avanzi	Nola	Cattle
331	Dambrosio	"	Dambrosio	"	"
413	Cons. Agr.	"	Cons. Agr. Aquila	Ortona	Seed Beans
412	Vincenti	Tortoreto	Dello Faesno V.	Nola	Cattle
<u>Line 86 FOGGIA ANCONA Northbound</u>					
414	Laverghetta	Istonio	Testa	Osimo	Fruits & Vegetables
<u>Line 87 Northbound</u>					
333	Soc. Gas	Terni	Societa' Gas	Fano	Cast Iron Pipes
<u>Line 87 Southbound</u>					
333 a	Ferlini	Bastia	Ferlini	Foligno	Sand

ADDITIONAL BIDS for PERIOD June 25th to July 1st

From	Consignee	To	Commodity	Tons
<u>ROMA Southbound</u>				
Casino	D' Avanzi	Nola	Cattle	10
"	Dambrosio	"	"	10
"	Cons. Agr. Aquila	Ortona	Seed Beans	10
Portofino	Dello Fiasano V.	Nola	Cattle	10
<u>ROMA Northbound</u>				
Latona	Testa	Casino	Fruits & Vegetables	10
Terni	Societa' Gas	Fano	Cast Iron Pipes	30
Bastia	Ferlini	Foligno	Sand	40

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Capo Sezione Movimento I. S.R./Ancona
for info: DD In Rlys C.M.F.

P.S.C. Ancona
A.C. Port Depot.
H.Q. Movements 61 Area
H.Q. Movements Folligno
H.Q. Movements North East Italy
A.F.H.Q. Movements ~~WOM~~
H.Q.A.C. Transportation S/C Rail Division ✓
H.Q.A.C. Transportation S/C Movements Div.

From : Transportation Sub-Commission Representative

Subject: Loading Programme Period June 4th to 10th

Ref. : A.C./En c 8/11 Anc.

May 30th 1945

Herewith Loading Programme for period
June 4th to 10th concerning stations within the
Ancona Compartimento.

Will you please inform station masters
concerned.

Via Galatafimi 1
11 Floor

Stanley Smith
Capt. R.E.
W. Stanley Smith

.../CC

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LOADING PERIOD June 4th to 10th ANCONA COMPARTMENT

Ref.	Sender	From	Consignee	To	Commodity
<u>LINE 86 SOUTHBOUND</u>					
<u>ROMA ANCONA</u>					
204	Cons. Agrario	Forlì	Cons. Agrario	Roma Tuscaniana	Grain
<u>LINE 86 NORTHBOUND</u>					
<u>ROMA ANCONA</u>					
204 a)	A.C. Eise	Ancona	A.C. Depot.	Cosana	Foodstuff
204 b)	" " "	"	" " "	Forlì	"
<u>LINE 87 SOUTHBOUND</u>					
177	Masori Gaetano	Calfova	Masori Gaetano	Folligno	Furniture
179	Ufficio I.S.S.	Fabrizio	Ufficio I.S.S.	Napoli	Electr. Material
183	S.A.S. Gemini	S. Fesini	S.A. Crippa	Roma S. Lorenzo	Ety Bottles
187	Tabacchi Manifattura	Chiaravalle	Man. Tabacchi	Bari	Machinery
188	Giulietti Luigi	Gualdo Tadino	Giulietti Luigi	Roma S. Pietro	Constr. Material
189	Montecatini Soc.	Campello	Montecatini Soc.	Roma Tusco.	Nitric Acid
190	"	"	"	Orbetello	Wood
191	"	"	"	"	Machinery
196	Maccabei G.	Felligno	Maccabei	Ancri	Ety Baskets
198	Agensia Coltiv. Tabacchi	Chiaravalle	Manifattura Tabacchi	Bari	Raw Tobacco
199	"	"	"	Catania	"
200	Soc. Terni	Fossato	Soc. Terni	Mergnano	Wood
202	Imbardi Fr.	Yesi	Imbardi Fr.	Roma Tiburtina	Cattle
184	Soc. Terni	Morgnano	Soc. Terni	Nera Montoro	Ignite

LOADING PROGRAMME PERIOD June 4th to 10th ANCONA COMPARTIMENTO

For	From	Consignee	To	Commodity	Tons
THROUGH RIA					
S. Agrario	Perli'	Cons. Agrario	Rome Tuscolana	Grain	1100 175
THROUGH RIA					
Whse	Ancona	A.C. Depot.	Cesena	Foodstuff	2100
"	"	" " "	Perli'	"	2400
THROUGH					
ri Gaetano	Galifano	Masari Gaetano	Foligno	Furniture	3
io I.E.S.	Fabriano	Ufficio I.E.S.	Napoli	Electr. Materials	5
S. Gemini	S. Gemini	S.A. Grippa	Rome S. Lorenzo	Qty Bottles	15
Manifattura	Chiaravalle	Man. Tabacchi	Bari	Machinery	8
lietti Luigi	Gualdo Tadino	Giulietti Luigi	Rome S. Pietro	Constr. Materials	20
Montatini Soc.	Campello	Montecatini Soc.	Rome Tusc.	Nitric Acid	40
"	"	"	Orbetello	Wood	15
"	"	"	"	Machinery	35
Macchi S.	Foligno	Macchi S.	Anagni	Qty Baskets	4
zia Colliv.	Chiaravalle	Manifattura Tabacchi	Bari	Raw Tobacco	7
Macchi	"	"	Catania	"	7
S. Terni	Fossate	Soc. Terni	Morgnano	Wood	72
ardi Fr.	Yesi	Leibardi Fr.	Rome Tiburtina	Cattle	5
S. Terni	Morgnano	Soc. Terni	Nera Montoro	Ignite	250

Ref.	sender	From	Consignee	To	Commodity
<u>LINE 87 SOUTHBOUND continued</u>					
185	Soc. Terni	Morgnano	SACCAT	Rome Trastevere	Lignite
186	" "	"	Soc. Terni	Terni	Bricks
192	Alala Michele	Terni	Alala Michele	Benevento	Furniture
193	Vernaccioni G.	"	Federico Bologna	Roma S. Lorenzo	Timber
<u>LINE 87 NORTHBOUND</u>					
176	Rocchetti Athos	Genga	Rocchetti Athos	Ancona	Furniture
180	SAFFA	Fossato	SAFFA	Iesi	Timber
181	Terni coal Coy	Fossato	P.S.G.	Ancona	Lignite
195	Pelligrini	Campello	Palanca Fr.	Fabriano	Charcoal
201	Galli Antonio	Giuncano	Cantiani Gino	Castelplanio	"
205	Cordovani Volpi	Fossato	G.A.P.	Iesi	Timber

From	Consignee	To	Commodity	
Unind				
Mergnano	SACCAT	Roma Trastevere	Lignite	120
"	Soc. Terni	Terni	Bricks	80
Terni	Alala Michele	Benevento	Furniture	3
"	Federico Bologna	Roma S. Lorenzo	Timber	20
as Ganga	Bocchetti Athos	Ancona	Furniture	3
Fossato	SAFFA	Iesi	Timber	70
Fossato	F.S.C.	Ancona	Lignite	150
Gampello	Palanca Fr.	Fabriano	Charcoal	10
Giuncano	Cantiani Gino	Castelplanio	"	5
api Fossato	C.A.V.	Iesi	Timber	30

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FD/elo

HEADQUARTERS ALLIED COMMISSION
APO 994
Transportation Sub-Commission

Tel : 478701

26 May 1945

294/32/Pa 3

SUBJECT : Movement of civilian traffic by rail

TO : G-4 (Mov & Tr) AFHQ

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

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- (a) Present local passenger train services. Long distance passenger trains over P.O.M. lines have been taken at 400 Tons nett each, and it is assumed that no additional trains will be required until demand is made for a service from Rome to Milan.
 - (b) Coal, which is imported by sea and largely distributed ~~near ports~~ and whose movement is bid for by Coal Section A.F.H.C.
 - (c) Stocks Clearance from military ports. Total tonnage of incoming cargoes programmed for ports in Italian Government territory is shown in Appendix 'B'.
6. Allowance has been made for movement of refugees at the rate of 3 trains weekly from Forli and Florence to south of Naples and 2 trains weekly from Forli via line 86 to the Heel.
 7. On lines in recently liberated territory, from Leghorn to Florence and Florence to Grosseto, it is impossible to foresee traffic requirements and only a nominal tonnage has been put forward. On line 86, section Ancona - Bologna, future requirements cannot be estimated but there will be a large movement from Ancona stocks and probably of grain and liquors coming from lines 86 and 87. An approximate figure has been included to cover traffic other than stocks clearance.
 8. As a guide to the local movement within the Railway Compartments, each of which is not over P.O.M. lines, details are attached in Appendix 'C' of all tonnage recorded as loaded over a period of four weeks ending 22 April '45. The proportion of tonnage moved in May will be definitely higher but the final figures for the whole of Italian Government territory are not yet available.
 9. It is requested that these figures be revised again in two months time, at the end of July.

For the Chief Commissioner

M. J. Dwyer

M. J. DWYER, Colonel

1187

Copy to : ~~General~~
 Planning Staff
 Economic Section
 Rail Division (Ta 4) ✓

SouthboundPROPOSED DEMAND FOR BLOCK TONNAGES FOR AC AND CIVIL RAIL TRAFFIC

		1	2	3	4	5	6	7	8	9
		Line 86 Ancona Foggia	Line 86 Forlì Ancona	Line 87 P'era Orte	Line 87 Bologna Florence	Line 65 Arezzo Orte	Line 65 Orte Rome	Line 50 Leghorn Rome	89/90 Rome Naples	Line 218 B'vento
Average weekly demand	Daily	450	50	850	-	500	1,300	1,100	750	-
	Weekly	3,150	350	5,950	-	3,500	9,100	7,700	5,250	-
<u>Proposed block tonnages</u>										
General produce	Daily	550	250	1,000	250	1,000	1,400	1,100	1,000	100
	Weekly	3,850	1,750	7,000	1,750	7,000	9,800	7,700	7,000	700
Passenger Trains	Daily	171		114		57	171	171	400	
	Weekly	1,200		800		400	1,200	1,200	2,800	
Refugees Trains	Daily	114	514	400			400	114	514	
	Weekly	800	3,600	2,800			2,800	800	3,600	
Totals	Daily	835	764	1,514	250	1,057	1,971	1,385	1,914	100
	Weekly	5,850	5,350	10,600	1,750	7,400	13,800	9,700	13,400	700
<u>Locks Clearance</u> (Civitavecchia-Rome)								1,750		
Totals	Daily	835	764	1,514	250	1,057	1,971	3,135	1,914	100
	Weekly	5,850	5,350	10,600	1,750	7,400	13,800	21,950	13,400	700

Appendix 'A' to
394/32/Tn 3 of 26 May '45
Sheet 2

PROPOSED DEMAND FOR BLOCK TONNAGES FOR AG AND CIVIL RAIL TRAFFIC

	1	2	3	4	5	6	7	8	9	10	11	12	13
	Line 86 Ancona Roggia	Line 86 Perli Ancona	Line 87 P'ara Orte	Line 87 Bologna Florence	Line 65 Arezzo Orte	Line 65 Orte Rome	Line 50 Laghorn Rome	89/90 Rome Naples	Line 216 B'vento	Line 219	Line 91 W-E via B'vento	Line 94 W-E via Potenza	Into Calabria West
Daily	450	50	850	-	500	1.300	1.100	750	-	-	360	370	210
Weekly	3.150	350	5.950	-	3.500	9.100	7.700	5.250	-	-	2.500	2.600	1.500
Daily	550	250	1.000	250	1.000	1.400	1.100	1.000	100	100	600	400	300
Weekly	3.850	1.750	7.000	1.750	7.000	9.800	7.700	7.000	700	700	4.200	2.800	2.100
Daily	171		114		57	171	171	400		171	400	171	400
Weekly	1.200		800		400	1.200	1.200	2.800		1.200	2.800	1.200	2.800
Daily	114	514	400			400	114	514		114			514
Weekly	800	3.600	2.800			2.800	.800	3.600		800			3.600
Daily	835	764	1.514	250	1.057	1.971	1.385	1.914	100	385	1.000	571	1.214
Weekly	5.850	5.350	10.600	1.750	7.400	13.800	9.700	13.400	700	2.700	7.000	4.000	8.500
Daily						1.750							
Weekly						12.250							
Daily	835	764	1.514	250	1.057	1.971	3.135	1.914	100	385	1.000	571	1.214
Weekly	5.850	5.350	10.600	1.750	7.400	13.800	21.950	13.400	700	2.700	7.000	4.000	8.500

SouthboundPROPOSED DEMAND FOR BLOCK TONNAGES FOR AD AND CIVIL RAIL TRAFFIC

		1	2	3	4	5	6	7	8	9
		Line 66 Ancona Foggia	Line 66 Forlì Ancona	Line 87 P'ara Orte	Line 87 Bologna Florence	Line 65 Arezzo Orte	Line 65 Orte Rome	Line 50 Leghorn Rome	59/90 Rome Naples	Line 218 B'vento
Average weekly demand	Daily	450	50	850	-	500	1,300	1,100	750	-
	Weekly	3,150	350	5,950	-	3,500	9,100	7,700	5,250	-
<u>Processed block tonnages</u>										
General produce	Daily	550	250	1,000	250	1,000	1,400	1,100	1,000	100
	Weekly	3,850	1,750	7,000	1,750	7,000	9,800	7,700	7,000	700
Passenger Trains	Daily	171		114		57	171	171	400	
	Weekly	1,200		800		400	1,200	1,200	2,800	
Refugee Trains	Daily	114	514	400			400	114	514	
	Weekly	800	3,600	2,800			2,800	800	3,600	
Totals	Daily	895	764	1,514	250	1,057	1,971	1,385	1,914	100
	Weekly	5,850	5,350	10,600	1,750	7,400	13,800	9,700	13,400	700
<u>Locks Clearance</u>										
(Civitavecchia-Rome)	Daily							1,750		
	Weekly							12,250		
Totals	Daily	895	764	1,514	250	1,057	1,971	3,135	1,914	100
	Weekly	5,850	5,350	10,600	1,750	7,400	13,800	21,950	13,400	700

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Appendix 'A' to
394/32/TN 3 of 26 May '45
Sheet 2

PROPOSED DEMAND FOR BLOCK TONNAGES FOR AG AND CIVIL MAIL TRAFFIC

	1	2	3	4	5	6	7	8	9	10	11	12	13
	Line 86	Line 86	Line 87	Line 87	Line 85	Line 85	Line 50	89/90	Line	Line	Line 91	Line 94	Into
	Ancona	Porti'	F'era	Delegna	Arezzo	Orto	Leghorn	Rome	218	219	2-E via	2-E via	Calabria
	Roggia	Ancona	Orto	Florence	Orto	Rome	Rome	Naples	8'vento	8'vento	Potenza	Potenza	West
ly	150	50	850	-	500	1.300	1.100	750	-	-	360	370	210
ckly	3.150	350	5.950	-	3.500	9.100	7.700	5.250	-	-	2.500	2.600	1.500
ly	550	250	1.000	250	1.000	1.400	1.100	1.000	100	100	600	400	300
ckly	3.850	1.750	7.000	1.750	7.000	9.800	7.700	7.000	700	700	4.200	2.800	2.100
ly	171		114		57	171	171	400		171	400	171	400
ckly	1.200		800		400	1.200	1.200	2.800		1.200	2.800	1.200	2.800
ly	114	514	400		400	114	514			114			514
ckly	800	3.600	2.800		2.800	800	3.600			800			3.600
ly	835	764	1.514	250	1.057	1.971	1.385	1.914	100	385	1.000	571	1.214
ckly	5.850	5.350	10.600	1.750	7.400	13.800	9.700	13.400	700	2.700	7.000	4.000	8.500
ly							1.750						
ckly							12.250						
ly	835	764	1.514	250	1.057	1.971	3.135	1.914	100	385	1.000	571	1.214
ckly	5.850	5.350	10.600	1.750	7.400	13.800	21.950	13.400	700	2.700	7.000	4.000	8.500

ANTICIPATED MONTHLY PORT CLEARANCES FOR ALLIED COMMISSION
PERIOD JUNE - SEPTEMBER

Date	Naples & Satellites	Civita- vecchia	Piombino	Leghorn	Reggio	Crotone	Heel G
June	58.000	31.000	14.000	1.000	10.000	8.000	34.
July	65.968	28.116	12.700	19.159	6.100	7.700	27.
August	62.214	27.696	8.600	20.368	4.500	5.800	22.
September	65.982	17.460	3.318	21.213	5.000	7.000	28.
TOTAL	262.164	104.272	38.618	61.740	25.600	28.500	116.

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

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

les & lites	Civita- vecchia	Piombino	Leghorn	Reggio	Grotone	Heel Group	Ancona
.000	31.000	14.000	1.000	10.000	8.000	34.000	10.000
.968	28.116	12.700	19.159	6.100	7.700	27.620	42.085
.214	27.696	8.600	20.368	4.500	5.800	25.912	18.453
.982	17.460	3.318	21.213	5.000	7.000	28.628	22.913
.164	104.272	38.618	61.740	25.600	28.500	116.160	93.451

Large tonnages are also planned for certain North Italian ports.

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

Appendix 'C' to
94/32/Tn 3 of
26 May '45

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

	Moved Tons	Failed to move Tons	Not accounted for Tons	% moved
Reggio	35.211	16.388	791	67
Bari	35.968	16.463	1.063	74
Ancona	21.757	10.846	3.566	60
Florence	19.085	18.037	9.551	51
Rome	46.611	23.276	3.128	64
Naples	36.836	26.265	5.342	54
Total of Programme	195.468	111.275	23.441	59%

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Capo Sezione Movimento I.S.R. Ancona
for info: P.S.O. Ancona
A.C. Port Officer Ancona
DD Tn Rlys C.M.F.
H.Q. Movements 61 Area
H.Q. Movements Foligno
H.Q. Movements North East Italy
H.Q. A.C. Tn Sub-Comm. (Rail Division) ROME ✓
H.Q. A.C. Tn Sub-Comm. (Movements Division) ROME
A.F.H.Q. Movements ~~Rome~~ ROME
From : Transportation Sub-Commission Representative
Subject : Loading Programme. Period May 28th to June 3rd
Ref. : A.C/Tn 12/109 Anco.

May 23rd 1945

Herewith Loading Programme for period May 28th
to June 3rd concerning stations within the Ancona
Compartimento.

Will you please advise all Station Masters concerned

Via Galatafimi 1
II Floor

../CC

W. Stanley Smith
Capt. R.E.
W. Stanley Smith

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2015

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

LOADING PROGRAMME PERIOD May 29th to June 3rd-ANCONA COMPARTIMENTO

Ref.	Sender	From	Consignee	To	Commodity
11105	Cons.Agr.Nocerata	Porto Civitanova	Cons.Agr.Bari	Friggiano	Wheat
11106	" "	" "	" "	Moicattaro	"
11107	" "	" "	" "	Bari	"
11108	" "	" "	" "	Lecco	Alessano
11109	" "	Porto Recanati	" "	Taranto	Taranto
11110	" "	" "	" "	Martino Fiume	"
11111	" "	" "	" "	Grottaglie	"
11112	" "	" "	" "	Sava	"
11113	" "	" "	" "	Crispiano	"
11114	" "	" "	" "	Manduria	"
11115	" "	" "	" "	Bari	Carbonara
11116	" "	" "	" "	Lecco	Corigliano
11118	" "	Potenza Piccola	" "	Aquila	Ortona
11122	" " Ancona	Chiaravalle	" "	Idittoria	Flour
11181	" "	Montecarotto	" "	Caprano	"
11105	Coop. Romana Macellai	Bastia	Coop. Romana Macellai	Rome Trastevere	Cattle
11142	" "	Foligno	" "	Rome Ostiense	"
11142	" "	Bastia	" "	" "	"

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LOADING PROGRAMME PERIOD May 28th to June 3rd-ANCONA COMPARTIMENTO

From	Consignee	To	Commodity	Tons
Macerata Porto Civitanova	Cons. Agr. Bari	Friggiano	Wheat	150
"	"	Moicattaro	"	350
"	"	Bari	"	650
"	"	Lecce	Alessano	80
"	Porto Recanati	Taranto	"	200
"	"	Martino Franca	"	200
"	"	Grottaglie	"	100
"	"	Sava	"	100
"	"	Crispiano	"	200
"	"	Manduria	"	200
"	"	Bari	Carbonara	150
"	"	Lecce	Corigliano	20
"	Potenza Picena	Aquila	Ortona	500
Ancona	Chiaravalle	Littoria	Flour	300 300
"	Montecarotto	Copreno	"	300 300
MA	Bastia	Coop. Romana Macellai	Roma Trastevere	Cattle
	Foligno	"	Roma Ostiense	"
	Bastia	"	"	"
				30
				48
				48

Ref.	Sender	From	Consignee	To	Commodity
11026	Son. Montecatini	Montecatone	Cons. Agr. Frosinone	Ceprano	Sulphur
11027	"	"	" " Littoria	Littoria	"
11072	"	"	" " Rieti	Terni	"
11045	Cons. Agr. Perugia	Assisi	" "	Rome Tusc.	Grain
11046	"	"	" "	Frascati	"
11047	"	"	" "	Ceprano	"
11050	"	Gualdo Tadino	" "	Littoria	Flour
11051	"	Spoleto	" " Rome	Civitavecchia	"
11052	"	Feligno	" " Frosinone	Ferentino	"
11089	Dunarebba Mine	Acquasparta	SACOM	Rome Trastevere	Lignite
11091	Bastardo	Feligno	"	"	"
11092	"	"	Celtellini Rodolfo	S. Lorenzo	"
11093	Massa Martana Mine	Massa Martana	Brighi Fr.	Ceprano	"
11094	"	"	Idgicarbo	Rome S. Lorenzo	"
11095	"	"	Soc. Vignola	Settebagni	"
11096	"	"	SATTA	Frosinone	"
11190	Coop. Romana Macellai	Bastia	Coop. Romana Macellai	Rome Ost.	Livestock
150	Riccio Eduardo	Ancona	Riccio Eduardo	Naples	Furniture
151	SATTA	Fossato	SATTA	Iesi	Timber

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C.

	From	Consignee	To	Commodity	Tons
tecatini	Montecarotto	Cens. Agr. Frosinone	Ceprano	Sulphur	15
"	"	" " Litteria	Litteria	"	20
"	"	" " Rieti	Terni	"	15
r. Perugia	Assisi	" "	Rome Tusc.	Grain	70
"	"	" "	Frascati	"	630
"	"	" "	Ceprano	"	350 430
"	Gualdo Tadino	" "	Litteria	Flour	190
"	Spolito	" " Rome	Civitavecchia	"	70
"	Foligno	" " Frosinone	Ferentino	"	205
da Mine	Acquasparta	SACCA	Rome Trastevere	Lignite	350
"	Foligno	"	" "	"	280
"	"	Celtellini Rodolfo	" S. Lorenzo	"	210
artana Mine	Massa Martana	Brighi Fr.	Ceprano	"	60
"	"	Lignicarbo	Rome S. Lorenzo	"	140
"	"	Soc. Vignola	Settebagni	"	9
"	"	SALLA	Frosinone	"	75
mine	Bastia	Coop. Romana	Rome Ost.	Livestock	60
duardo	Ancona	Macellai	Naples	Furniture	2
	Fossato	SAFFA	Iesi	Timber	70

Ref.	Sender	From	Consignee	To	Commodity
152	Firm Pascoletti	Bastia	Soc. Ferrovie e Ferrovie Elettriche	Rome Tuscolana	Wooden Sleepers
153	"	"	Ferrovie Roma-Ostia	" Ostiense	" "
154	Lelli Attilio	"	Cons. Alimentare	" Termini	Eggs and Poultry
155	Maccabei	Foligno	Giorfano Aniello	Agri	Wty Baskets
156	Ufficio I.R.S.	"	Ufficio I.R.S.	Ancona	Signalling Mat
157	Cresato Francesco	Spello	Cresato Francesco	Gioiosa Ionica	Furniture
158	Mancini Daniele	Fossato	Mancini Daniele	Castelpiano	"
166	Magazzino Approvv. Assisi		Magazzino Deposito	Foligno	Iron Materials
167	SAPPA	Spoleto	SAPPA	Iesi	Firewood
168	"	Iesi	Dep. Speciale Piama.	Catania	Matches
169	"	"	" " "	Palermo	"
170	STMA	"	Cooperativa Agraria	Roma S. Lorenzo	Ploughs
171	A.C. Whse	Ancona	A.C. Depot.	Cossma	Foodstuff
172	" " "	"	" " "	Forli?	"
173	Cons. Agrario	Forli?	Cons. Agrario	Roma Tuscolana	Grain
175	Termini Coal Coy	Fossato	F.S.O.	Ancona	Ignite

From	Consignee	To	Commodity	Tons
ti Bastia	Soc. Tramvie e Ferrovie Elettriche	Rome Tuscolana	Wooden Slippers	15
"	Ferrovie Rome-Ostia	" Ostiense	" "	90
"	Cons. Alimentare	" Termini	Eggs and Poultry	4
Foligno	Giorlano Aniello	Angrì	Wty Baskets	4
"	Ufficio I.E.S.	Ancona	Signalling Materials	5
esce Spello	Cresato Francesco	Gioiosa Ionica	Furniture	3
e Fossato	Mancia Daniele	Castelplanio	"	3
rovv. Assisi	Magazzino Deposito	Foligno	Iron Materials	70
Spoleto	SAIPA	Iesi	Firewood	24
Iesi	Dep. Speciale Pizzini	Catania	Matches	16
"	" " "	Palermo	"	16
"	Cooperativa Agraria	Rome S. Lorenzo	Ploughs	20
Ancona	A.C. Depot.	Caserta	Foodstuff	3500
"	" " "	Forlì	"	2100
Forlì	Cons. Agraria	Rome Tuscolana	Grain	140
Fossato	F.S.O.	Ancona	Ignite	20

LOADING PROGRAMME Period 28 May-3 June 45
H.Q. TOSCANA REGION, AMG

Bid No.	Commodity	Tons.	Consignor	From	Consignee
110	Charcoal	252	Ditta Poli	Montepescali	Ditta Poli
111	"	168	" "	Scarolino	" "
112	Uniforms	5	Maricentro	Florence (CM)	Marinaff
113	Machinery	16	Gondrand	Leghorn (S. Marco)	Gondrand
114	Charcoal	100	Campani Nullo	Scarolino	Lotti Angi
115	Copper wire	9	Circ. Costruzioni	Florence (CM)	Circ. Costr
116	Salt	42	Monopoli	Leghorn	P.S.O. Apua
117	Cement	20	Cementeria It.	Civitavecchia	Ufficio Ge
118	"	40	"	"	"
119	"	65	"	"	"
120	Sand	55	Soc. Antimonifera	Grosseto	E. Taddei
121	Cigarettes	36	Monopoli Stato	Lucca	Monopoli
122	Wheat	8800	Cons. Agrario	Leghorn	Consorzio
123	Salt	750	Monopoli	Pionbino	Monopoli
124	Salt	9	"	Rosignano	"
125	Salt	84	"	"	"

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LOADING PROGRAMME Period 28 May-3 June 45
H.Q. TOSCANA REGION, AMG

Tons.	Consignor	From	Consignee	To
252	Ditta Poli	Montepescali	Ditta Poli	Florence (C.M.)
168	" "	Scarolino	" "	" "
5	Maricentro	Florence (CM)	Marinaff	Rome Tras.
16	Gondrand	Leghorn (S.Marco)	Gondrand	Rome (S.L.)
100	Campani Nullo	Scarolino	Lotti Angiolo	Empoli
9	Circ.Costruzioni	Florence (CM)	Circ.Costruzioni	Naples (S.C.Bar)
42	Monopoli	Leghorn	P.S.O.Apuania	Lucca
20	Cementeria It.	Civitavecchia	Ufficio Genio Civ.	Campiglia
40	"	"	" "	Castellina
65	"	"	" "	Leghorn
55	Soc.Antimonifera	Grosseto	E.Taddei	Empoli
36	Monopoli Stato	Lucca	Monopoli Stato	Florence (CM)
8800	Cons.Agrario	Leghorn	Consorzio Agrario	Various
750	Monopoli	Piombino	Monopoli	Various
9	"	Rosignano	"	Pisa
84	"	"	"	Pontedera

Distribution:

G-4 (Gov & Tn.) AFHQ (2)
H.Q. Allied Commission
D.I. R.S. Rome
Tn. Increment C.M.E. Rome ✓
Tn. Sub-Comm. HQ. AC.
R.C. Rossana Region
P.C. Pisa
P.C. Grosseto
P.C. Florence
P.C. Leghorn
P.C. Lucca
R.T.O. Pisa
R.T.O. Grosseto
R.T.O. Leghorn
R.T.O. Pontedera
R.T.O. Campiglia
R.T.O. Florence
Capt. Santini c/o Grosseto Province, AMG.
Capt. Ramsey Tn/SC/Warehouse, Leghorn (3)
H.Q. Movements Leghorn
P.B.S. Tptn Offr Rail Divn. Leghorn
Chief Tptn Officer, Toscana Region
Senior Tptn Offr, AMG Naples.
Capo Compartimento I.S.R., Florence (2)
File

WFB/inn.

W.F. Blair
W.F. BLAIR, Major
Tn/Officer (Rail)
Toscana Region, AMG.

MOV BARI TO FREEDOM CITY PHASE TO DD IN ANCON XRM

7955

18 MAY 45

PRIORITY

RESTRICTED PD

PARA ONE PD THIS HEADQUARTERS LOADING PROGRAMME PERIOD ONE FOUR DASH TWO ZERO MAY PAGE ONE REP ONE ZERO SIX TWO SIX BLANT THREE ZERO DASH ONE ZERO SEVEN EIGHT TWO BLANT THREE DASH ONE ZERO SEVEN EIGHT EIGHT

ALAST EIGHT REPEARS PD
FOR TAYLOR

INFO

PAREN TO MOV BARI/TO FREEDOM CITY PHASE/TO DD IN ANCON: FOR BART FOR

WITH FROM ME AL ON CITS ACUTE PAREN

ONE SIX THREE THREE ONE THREE DEAT EIGHT ZERO ZERO TONS CURRENT PROGRAMMED FOR MOVEMENT NORTHBOWN LINE EIGHT SIX REPEAT LINE EIGHT SIX WITH TRANSHIPMENT TO ROAD AT OSIMO PD SAME PERIOD TWO ZERO ZERO ZERO TONS GRAIN PROGRAMMED SOUTHBOWN LINE EIGHT SIX FROM PORTO CIVITANOVA AND PORTO HEGANATI PD

PARA TWO PD EIGHT TARE AND LABOUR SPECIALLY ARRANGED TO BRIDGE GAP OSIMO TO ANCONA PD

PARA THREE PD UNDERSTAND THIS NORTHBOWN TRAFFIC MOVING VIA BARRVENTO AND SOME PD RESULT NO EPTIES FOR SOUTHBOWN GRAIN MOVEMENT PD

PARA FOUR PD NORTHBOWN TRAFFIC MUST REPEAT MUST TRAVEL LINE EIGHT SIX TO OSIMO FOR TRANSHIPMENT PD RECTIFY AT ONCE AND CONFIRM PD

COPY TO ROADS DIV
ROADS BRANCH

RAIL DIVISION TR.4 ✓

1177

TRANSPORTATION NO

336

G. H. W. King

NICHOLAS PIONRINO
CWO. U.S.A.
Asst. Adjutant

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : I.S.R. Sezione Movimento Ancona
for info: DD Tn(Rlys)C.M.F.
P.S.O. Ancona
A.C. Port Detachment
H.Q. Movements 61 Area
H.Q. Movements Foligno
H.Q. Movements North East Italy
H.Q.A.C. Transportation Sub-Commission (Rail Division) ✓
H.Q.A.C. Transportation Sub-Commission (Movements Div.)
A.F.H.Q. Movements Rome

From : Transportation Sub-Commission Representative Ancona

Subject : Loading Programme Period May 21st to 27th

Ref. : A.C/Tn 12/88 Anc.

May 15th 1945

Herewith loading programme for period May 21st to 27th
concerning stations within the Ancona Compartimento!

Will you please issue Forms X B accordingly.

Stanley Smith
Capt. R.E.
Stanley Smith 41-6

LOADING PROGRAMME PERIOD MAY 21st to 27th. ARBONA COMPARTIMENTO

Ref.	Sender	Sending Station	Consignee	Receiving Station	Commodity	To
10883	Cons. Agraria Mauritania	Porto Civitanova	Cons. Agr. Lecce	Neglie	Grain	10
10884	" "	" "	" "	Savigliano	"	14
10885	" "	" "	" "	Stallone	"	20
10886	" "	" "	" "	Aradeo	"	20
10887	" "	" "	" "	Allestano	"	20
10888	" "	Porto Recanati	"	Taranto Alberobello	"	40
10889	" "	" "	" "	Castellaneta	"	30
10890	" "	" "	" "	S. Basilio Mottola	"	20
10891	" "	" "	" "	Taranto	"	10
10938		Perli & Minini		Rome Pres.	Refugees	60
10823	Cons. Agr. Perugia	Agnoli	Cons. Agr. Rome	Rome Tuscan.	Grain	60
10824	" "	" "	" "	Frascati	"	60
10829	" "	Spolito	" "	Civitavecchia	Flour	
10858	SAFPA	Iesi	Cons. Ind. Flamm.	Dari	Matches	
10859	"	"	" "	Potenza	"	
10893	Coop. Romana Macellai	Bastia	Coop. Romana Macellai	Rome Trust.	Cattle	
10916	Montecatini	Sec. Montecaretto	Cons. Agr.	Arezzo	Sulphur	
10917	"	"	" "	Pelligno	"	

2027

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

LOADING PROGRAMME PERIOD MAY 21st to 27th. ANCONA COMPARTIMENTO

Shipping Station	Consignee	Receiving Station	Commodity	Tons
Porto Civitanova	Cons Agr. Lecce	Baglio	Grain	100
"	"	Corigliano	"	140
"	"	Stellino	"	280
"	"	Aradeo	"	280
"	"	Allestano	"	200
Porto Recanati	"	Taranto Alberobello	"	400
"	"	Castellaneta	"	300
"	"	S. Basilio Mottola	"	200
"	"	Taranto	"	100
Norli & Rimini		Rome Pres.	Refugees	600 Pers.
Anagni	Cons. Agr. Roma	Rome Disc.	Grain	60
"	"	Frascati	"	530
Spoleto	"	Civitavecchia	Flour	70
Ieri	Cons. Ind. Piava.	Bari	Matches	10
"	"	Potenza	"	10
Bastia	Coop. Romana	Rome Trast.	Cattle	32
Montecarotto	Cons. Agr.	Arezzo	Sulphur	15
"	"	Foligno	"	15

Ref.	Sender	Loading Station	Consignee	Receiving Station	Commodity
10918	Montecatini Soc.	Montecarotto	Cons. Agr.	Terni	Sulphur
10959	Dunarobba Mine	Acquasparta	SACCAT	Rome Trast.	Ignite
10960	Bastardo Mine	Foligno	Vulcani S.A.	" "	"
10961	"	"	SACCAT	" "	"
10962	"	"	Celtellini	Rome S. Lorenzo	"
10963	Massa Martana Mine	Massa Martana	Lignicarbo	" "	"
10968	Vasciano Mine	Todi (Ponte Main)	Brighi	Ceprano	"
10969	"	"	Rolla V.	Rome Trast.	"
10970	"	"	Vulcani S.A.	" "	"
10971	Montecatini Society	Campello	Montecatini Soc.	Orbetello	Timber
10972	SIMA	Iesi	Soc. Agricola Romana	Rome S. Lor.	Ploughs
10932	A.C. Wase	Ancona	ARM 8th Army	Casena	Foodstuff
10933	" " "	"	" " "	Forli	"
12143	U.S.V.S.	Pescara	USVS	Lerato	Asphalt
144	Ann. Gaitani	Bastia	Ann. Gaitani	Settebagni	Cattle
145	Baldani G.	Genoa	Scambotti A.	Serra S. Quirico	Constr. Material
146	Magnifico	Assisi	Servizio Approvv.	Foligno	Metal Material
148	Firma Zandri	S. Gemini	Firma Zandri	Ancona	Charcoal
149	Terni Coal Coy	Fossato	P.S.C.	Ancona	Ignite

Sending Station	Consignee	Receiving Station	Commodity	Tons
Soc. Montecarotto	Cons. Agr.	Terni	Sulphur	20
Line Acquasparta	SACCAT	Rome Frast.	Lignite	350
Line Foligno	Vulcan S.A.	" "	"	140
"	SACCAT	" "	"	280
"	Celtellini	Rome S. Lorenzo	"	210
Line Massa Martana	Lignicarbo	" "	"	140
Line Todi (Ponte Nais)	Brighi	Ceprano	"	28
" " "	Rolla V.	Roma Frast.	"	14
" " "	Vulcan S.A.	" "	"	28
Campello	Montecatini Soc.	Orbetello	Timber	50
Terni	Soc. Agricola Romana	Rome S. Lor.	Ploughs	20
Ancona	AME 8th Army	Cossua	Feedstuff	2702
"	" " "	Forli	"	1400
Pescara	USVS	Loreto	Asphalt	280
Bastia	Ann. Gattani	Settebagni	Cattle	10
Genoa	Scambotti A.	Serra S. Quirico	Constr. Materials	45
Assisi	Servizio Approvv.	Foligno	Metal Materials	35
S. Gemini	Firm Zandri	Ancona	Charcoal	100
Boy Pesate	P.S.O.	Ancona	Lignite	150

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

TO : Capo Sezione Movimenti Ancona I.S.R.
for info: DE Tn Nlys C.R.F.
P.S.O. Ancona
A.C. Port Officer Ancona
H.Q. Movements El Area
H.Q. Movements Folligno
H.Q. Movements North East Italy
A.C.H.Q. Transportation Sub-Comm. (Rail Div.) ✓
A.C.H.Q. Transportation Sub-Comm. (Nav. Div.) ✓
A.F.H.Q. Movements ROMA

From : Transportation Sub-Commission Representative

Subject : Loading Programme Period May 21st to 27th

Ref. : A.C/Tn 12/36 Ans

May 19th 1945

Reference enclosed copy of letter please
note that the bids detailed should be included on
the loading programme for period May 21st to 27th
and not May 28th to June 3rd as stated.

Please advise all concerned.

Via Galatofinal 1
II Floor

Stanley Smith
Capt. R.E.
W. Stan/ey Smith

1173

wfy

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : I.E.R. Sezione Movimento Ancona.
From : Transportation Sub-Commission Rep; Ancona .
Subject: Additional Bids to Loading Programme
Period May 26th to June 3rd.
Ref. : A.C/M 12/92 Anco.

May 16th 1945

Reference conversation with your Representative yesterday, approval has been received from Rome for the conveyance of 9(nine) wagons of wood from Acquaparta to Servizio Approvvigionamenti Roma Tiburtina.

The following bids have also been authorised by H.C. A.C. Transportation Sub-Commission:

Ref.	Sender	From	Consignee	To	Commodity	Tons
10828	Cons.Agr. Perugia	Gualdo Tadino	Cons.Agr. Littoria	Rome	Tusc.-Flour	210
10879	Cons.Agr. Chiaravalle		Cons.Agr.	Rome	Tusc. Flour	100

Will you please issue Forms X B accordingly.

Via Galatofini 1
II Floor

Capt.R.E.
W. Stanley Smith

1172

HEADQUARTERS TOSCANA REGION, AMG.
Loading Programme for A.C. Traffic - Period 21-27 May 45.

Bid No.	Commodity	Tons	Consignor	From	Consignee	To
94	Charcoal	252	Ditta Poli	Montepescali	Ditta Poli	Flo
95	Charcoal	168	" "	Scarline	" "	Flo
96	Machy	20	PalMisaño	Rifredi	Palnisono	Ter
97	Ety Danigiano	30	Berti & Co.	Empoli	Berti & Co.	Nap
98	Cigarettes	36	Monopoly	Lucca	Monopoly	Flo
99	Timber	120	Montecatini	Scarline	Montecatini	Gi
100	Householdgoods	10	Massari Lando	Leghorn	Massari Lando	Ro
101	Talc	40	Antonio Trio	"	Antonio Trio	
102	Flour	550	C.A.P.	"	C.A.P.	Pi
103	Fleur	250	"	"	"	Co
104	Furniture	3	Lavnatnini R.	Empoli	Lavnatnini R.	Le
105	Bricks	100	Soc.An.Toscana	Vignale	Soc; An.Toscana	Pe
106	Earthenware	12	Cantini M.	Empoli	Cantini E.	Ca
107	Books, paper etc.	10	STAIS	Rifredi	SMAT	Ro
108	Broom material	12	SAIMA	"	Losito Lab.	Ba
109	Firebricks	30	Fabbrica Pisana	Pisa	Soc.Bordoni	Ro

1171

2033

Declassified E.O. 12356 Section 3.3/NND

No. 785021

QUARTERS TOSCANA REGION, AMG.

Programme for A.C. Traffic - Period 21-27 May 45.

TN4

Tons	Consignor	From	Consignee	To
252	Ditta Poli	Montepescoli	Ditta Poli	Florence
168	" "	Scarline	" "	Florence
20	Palmaiso	Rifredi	Palmaiso	Termini Inerese
30	Berti & Co.	Empoli	Berti & Co.	Naples
36	Monopoly	Lucca	Monopoly	Florence
120	Montecatini	Scarline	Montecatini	Giuncarico
10	Massari Lando	Leghorn	Massari Lando	Rome Ost.
40	Antonio Trio	"	Antonio Trio	" "
550	C.A.P.	"	C.A.P.	Piombino
250	"	"	"	Cecina
3	Lavnatnini R.	Empoli	Lavnatnini R.	Leghorn
100	Soc. An. Toscana	Vignale	Soc. An. Toscana	Portovecchio Piombino
12	Cantini M.	Empoli	Cantini E.	Canicatti
10	STAS	Rifredi	SMAT	Rome S. Lor.
12	SALMA	"	Losito Lab.	Bari
30	Fabbrica Pisana	Pisa	Soc. Bordon	Rome

1171

Distribution:

G-4 (Mev & Tn.) AFHQ (2)

H.Q. ALLIED COMMISSION

D.M.R.S. Rome

R.C. Toscana Region ✓

Tn. Increment C.M.F. Rome

Tn. Sub. Comm. HQ. AC.

P.C. Pisa

P.C. Grosseto

P.C. Florence

P.C. Leghorn

R.T.O. Pisa

Capt. Santini c/c Grosseto Province, AMG

Capt. Ramsey Tn/SC/Warehouse, Leghorn. (3)

H.Q. Movements Leghorn.

P.B.S. Tptn Offr. Rail Divn. Leghorn

Chief Tptn. Officer Toscana Region.

R. Commissioner Southern Region.

Transportation Officer, Mari Province

Capo Compartimento I.S.R., Florence (2)

File

WFB/lin.

W.F. BLAIR, Major

Tn/Officer, (Rail)

Toscana Region, AMG.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

Reference: RVIII/35/RL/M11

Date: 9 May 45

Subject : Compartment Boundaries.

To : Tn Sub-Comm A.C.(rail Din.)
Care Tn.Increment,C.M.F.

1. Attached is copy of Tn Officer, Rome Division letter TSC/RD/4 dated 23 Apr. 45 which does not agree insofar as line 50 is concerned with your letter AC/301/Tn 4 dated 25 Apr. 45.
2. It is noted that Rome's loading programme for period 14 - 20 May includes loading stations on line 50 north of Grosseto.
3. Will you please have the matter clarified.

WFB/mm.

W. F. Blair, Major
W.F. BLAIR, Major
Tn/Officer(Rail)
Toscana Region, AMG.

1170

COPY

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

Tel: 843238

23 April 45

Ref: AC/301/Tn.4

SUBJECT: Loading Programme - Compartment Boundaries.

TO : I.S.R. Bldg.

1. Reference your L.312/1255+12/25 of 20 April 45.

2. It is our desire that the territory covered by your Capo Compartimento and our representative be alike as far as possible.

3. We understand effective from 1 May that the Compartment of Florence will include the section Grosseto - Livorno including Grosseto station, therefore our representative at Florence will be in charge of the same section.

4. Being that Chiusi Arezzo line is handled by the Rome Compartment, our representative in Rome will be in charge of that section.

5. Loading programme will be issued by the transportation Officers for the section of line of which they represent.

(Signed) F.C. Watson, Major
Director.

Copy to: - Rail Transportation Officer Rome
 " " Florence
 Movements Rail Tn Sub Comm. (Warthington agrees).

1. Reference your M.312/1255+X2/25 of 20 April +5.
2. It is our desires that the territory covered by your Capo Compartimento and our representative be alike as far as possible.
3. We understand effective from 1 May that the Compartment of Florence will include the section Grosseto - Livorno including Grosseto station, therefore our representative at Florence will be in charge of the same section.
4. Being that Chiusi Arezzo line is handled by the Rome Compartment, our representative in Rome will be in charge of that section.
5. Loading programme will be issued by the transportation Officers for the section of line of which they represent.

(Signed) F.C. Watson, Major
Director.

Copy to: - Rail Transportation Officer Rome
 " " Florence
 Movements Rail To Sub Comm. (Warthington agrees).

1169

COPYTRANSPORTATION OFFICER
ROME DIVISIONc/o Capo Compartimento
ROMEDate 23 April 1945
Reference Tsc/RD/4Subject: -Compartimento Boundaries.A.C. Transportation Officer, Florence Division
A.C. " " Naples Division
A.C. " " Ancona Division.

As there appears to be some little confusion as to the boundaries of the I.S.R. Compartments, which at the moment are not fully operating on the pre-war schedule, the following is the position so far as the Rome Compartiment is concerned, with regard to the movement of A.C. and Civilian Goods.

Line 50.	Rome assume responsibility for all stations up to Leghorn, and not only to Grosseto which is the normal boundary point.
Line 65	Rome operate the whole of this line up to Arezzo, and not only to Chiusi, the normal boundary point.
Line 87	This line from Orte to Ancona is controlled by Ancona Division, but Rome supply wagons as far as Spoleto, and issue AB forms accordingly.
Line 89	Rome operate down to Formia -normal
Line 90	Rome operate only as far as Roccasecca, as Aquino and Cassino have been temporarily placed under control of Naples Division.

(Signed) F.W. Dean, Capt.
Transportation Officer, Rome

Copy to Transportation Sub/Comm. (Rail Movements)
for information.

A.C. Transportation Officer, Florence Division
 A.C. " " Naples Division
 A.C. " " Ancona Division.

As there appears to be some little confusion as to the boundaries of the I.S.R. Compartments, which at the moment are not fully operating on the pre-war schedule, the following is the position so far as the Rome Compartment is concerned, with regard to the movement of A.C. and Civilian Goods.

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Line 65 Rome operate the whole of this line up to Arezzo, and not only to Chiusi, the normal boundary point.

Line 87 This line from Orte to Ancona is controlled by Ancona Division, but Rome supply wagons as far as Spoleto, and issue XB forms accordingly.

Line 89 Rome operate down to Formia -normal

Line 90 Rome operate only as far as Roccasecca, as Aquino and Cassino have been temporarily placed under control of Naples Division.

(Signed) F.W. Dean, Capt.
 Transportation Officer, Rome

Copy to Transportation Sub/Comm. (Rail Movements)
 for information.

1168

ARMED COMMISSION
TRANSPORTATION SUB-COMMISSION
AM-028

To : Movement Section, Rlys Inconn.
From : Transportation Sub-Commission Rep. Inconn.
Subject: Loading Program April 30th - May 6th
Ref. : A.O./In 1/60 App.

Wrt To HQ DC. Tu 5/C
(Rail Div.)

April 29th '45

Traffic as per details shown on the attached list
has been authorized for loading at the various stations
within the railway compartments of Inconn.
Will you please issue the necessary instructions
to the stations concerned.

W. Stanley Smith

Capt. W. Stanley Smith

1167

11 Floor

W.S.S.

BEST COPY POSSIBLE

Loading Vessels 4 April 1945 - May 5th

301/4

Ref.	Vendor	Station	Container	Receiving station	Quantity	Notes
1032	Engelhardt	Worms	1.5.1. 100.	Worms	1000	
1033	Thornley	Worms	"	"	1000	
1034	Thornley	Worms	"	"	1000	
1035	Thornley	Worms	"	"	1000	
1036	Thornley	Worms	"	"	1000	
1037	Thornley	Worms	"	"	1000	
1038	Thornley	Worms	"	"	1000	
1039	Thornley	Worms	"	"	1000	
1040	Thornley	Worms	"	"	1000	
1041	Thornley	Worms	"	"	1000	
1042	Thornley	Worms	"	"	1000	
1043	Thornley	Worms	"	"	1000	
1044	Thornley	Worms	"	"	1000	
1045	Thornley	Worms	"	"	1000	
1046	Thornley	Worms	"	"	1000	
1047	Thornley	Worms	"	"	1000	
1048	Thornley	Worms	"	"	1000	
1049	Thornley	Worms	"	"	1000	
1050	Thornley	Worms	"	"	1000	
1051	Thornley	Worms	"	"	1000	
1052	Thornley	Worms	"	"	1000	
1053	Thornley	Worms	"	"	1000	
1054	Thornley	Worms	"	"	1000	
1055	Thornley	Worms	"	"	1000	
1056	Thornley	Worms	"	"	1000	
1057	Thornley	Worms	"	"	1000	
1058	Thornley	Worms	"	"	1000	
1059	Thornley	Worms	"	"	1000	
1060	Thornley	Worms	"	"	1000	
1061	Thornley	Worms	"	"	1000	
1062	Thornley	Worms	"	"	1000	
1063	Thornley	Worms	"	"	1000	
1064	Thornley	Worms	"	"	1000	
1065	Thornley	Worms	"	"	1000	
1066	Thornley	Worms	"	"	1000	
1067	Thornley	Worms	"	"	1000	
1068	Thornley	Worms	"	"	1000	
1069	Thornley	Worms	"	"	1000	
1070	Thornley	Worms	"	"	1000	
1071	Thornley	Worms	"	"	1000	
1072	Thornley	Worms	"	"	1000	
1073	Thornley	Worms	"	"	1000	
1074	Thornley	Worms	"	"	1000	
1075	Thornley	Worms	"	"	1000	
1076	Thornley	Worms	"	"	1000	
1077	Thornley	Worms	"	"	1000	
1078	Thornley	Worms	"	"	1000	
1079	Thornley	Worms	"	"	1000	
1080	Thornley	Worms	"	"	1000	
1081	Thornley	Worms	"	"	1000	
1082	Thornley	Worms	"	"	1000	
1083	Thornley	Worms	"	"	1000	
1084	Thornley	Worms	"	"	1000	
1085	Thornley	Worms	"	"	1000	
1086	Thornley	Worms	"	"	1000	
1087	Thornley	Worms	"	"	1000	
1088	Thornley	Worms	"	"	1000	
1089	Thornley	Worms	"	"	1000	
1090	Thornley	Worms	"	"	1000	
1091	Thornley	Worms	"	"	1000	
1092	Thornley	Worms	"	"	1000	
1093	Thornley	Worms	"	"	1000	
1094	Thornley	Worms	"	"	1000	
1095	Thornley	Worms	"	"	1000	
1096	Thornley	Worms	"	"	1000	
1097	Thornley	Worms	"	"	1000	
1098	Thornley	Worms	"	"	1000	
1099	Thornley	Worms	"	"	1000	
1100	Thornley	Worms	"	"	1000	

1166

Ref.	Tender	Origin Station	Consignee	Receiving Station	Commodity	Tons
10111	Cabernardi	A. Carotto	3-228	Putechio	Block sulph.	17
10113	"	"	Uniona Piana	Pisa	"	1
10153	Montecatini	"	Cons. Agr.	Rome Ost.	Sulphur	20
10154	"	"	"	Ceprano	"	15
10155	"	"	"	Littoria	"	15
10253	Dunarobba	Acquasparta	SACCAT	Rome Trast.	Lignite	350
10259	Bastardo	Poligno	"	"	"	280
10260	"	"	Caltellini	"	"	210
10261	"	"	Vulcan	"	"	140
10263	Mascanarte	Mascanarte	Lignicarbo	"	"	420
10214	Cons. Agr.	Fabriano	Cons. Agr.	"	"	400
10216	"	Chiusavalle	"	"	"	100
10217	"	"	"	Littoria	Flour	210
10219	"	Ancoli	"	Rome Trast.	Grain	550
10220	"	"	"	Prascati	"	280
10221	"	"	"	Ceprano	"	190
10222	"	"	"	Ferentino	"	20
10295	Ferrobeton	Ancona	Ferrobeton	Rome Trast.	Constr. Machinery	1050
10396	AS Whse	Ancona	AWG 8th Army	Caserta	Foodstuff	

P.T.O.

[illegible]

HEADQUARTERS TOSCANA REGION A.M.G.
Loading Programme for A.C. Traffic - Period 30 Apr.-6 May 45.

Bid No.	Commodity	Tons.	Consignor	From	Consignee
71	Charcoal	252	Ditta Poli	Montepescali	Ditta Poli
72	"	168	"	Searlino	"
73	Wheat	532	Cons. Agrario	Grosseto	Cons. Agrario
74	"	175	"	"	"
75	Lignite	175	Montecatini	Giuncarico	Saline Volterra
76	Sand	55	Soc. Antimonifera	Grosseto	Vetrerie Taddei
77	Elec. Machy.	5	Abbato R.	Montecatini	Abbato R.
78	Salt	73	Monopoli	Rosignano	Monopoli
79	"	60	"	"	"
80	"	75	"	"	"
81	Carbonate Soda	105	Soda Solway	"	Taddei C.

HEADQUARTERS TOSCANA REGION A.M.G.

Trading Programme for A.C. Traffic - Period 30 Apr.-6 May 45.

Tons.	Consignor	From	Consignee	To
252	Ditta Poli	Montepescali	Ditta Poli	Florence
168	"	Scarline	"	"
532	Cons. Agrario	Grosseto	Cons. Agrario	Lucca
175	"	"	"	Pisa
175	Montecatini	Giuncarico	Salino Volterra	Cecina
55	Soc. Antimonifera	Grosseto	Vetrerie Taddei	Empoli
5	Abbato R.	Montecatini	Abbato R.	Falciano
73	Monopoli	Rosignano	Monopoli	Pisa
60	"	"	"	Lucca
75	"	"	"	Pontedera
105	Boda Solwaye	"	Taddei C.	Empoli

1164

301/17

Distribution:

G-4 (Mov & Trn.) AFHQ (2)
H.Q. Allied Commission
D.M.R.S. Rome
R.C. Toscana Region
H.Q. Movements, Leghorn
P.B.S. Tptn. Offr. Rail Divn. Leghorn
Tn. Increment C.M.F. Rome ✓
Tn. Sub. Comm. HQ. AC.
P.C. Leghorn
P.C. Pisa
P.C. Grosseto
P.C. Florence
P.C. Lucca
R.T.O. Lucca
R.T.O. Pisa
Capt. Santini c/o Grosseto Province, MG.
Capt. Ramsey Tn/SC/Warehouse, Leghorn.
Capt. Brown A.M.G. 5 Army
Movements 5 Army
Chief Tptn. Officer Toscana Region
R.C. Southern Region
A.C. Tptn. Officer, Naples
Capo Compartimento I.S.R. Florence (2)
File

W.F. Blair

W.F. BLAIR, Major
Tn/Officer (Rail)
Toscana Region, MG.

WFB/nn

ARMED SERVICES
TRANSPORTATION SUB-COMMISSION
ANCONA

To : I.S.R. Movement Section, Ancona.

for info: CG Tn (Nlye) G.T.F.

H.H. Movements GI Area

A.C. Port Detachment Ancona.

P.S.O. Ancona.

H.Q. A.C. Transportation Sub-Comm. (Rail Division) ✓

H.Q. A.C. Transportation Sub-Comm. (Movements Div.)

H.Q. Movements, Soligno.

A.F. H.Q. Rome.

From : Transportation Sub-Commission Rep. Ancona.

Subject: Loading Programme for period May 14th to 20th

Ref. : A.C/Tn 12/50 Ans.

May 24th/1943

Herewith loading programme for period May 14th to 20th.

Will you please advise station masters concerned.

Stanley Smith
Capt. R.E.
W. Stanley Smith

Via Calatani 1
11 Floor

../ST

1163

ANCONA

LOADING PROGRAMS PERIOD MAY 14th to 20th COMPARTI

Ref.	Sender	Sending Station	Consignee	Receiving Station	Commodity	Tons
10622	SAPPA	Spoleto	SAPPA	Tesi	Coke	162
10623	"	"	"	Bastia	"	162
10641		Forli and Rimini		Rome Tren.	Refugees	600
10631	Cons. Agrario Macerata	Portocivitanova	Cons. Agr. Taranto	Martino France	Grain	100
10632	"	"	"	Cristiano	"	200
10633	"	"	"	Taranto	"	200
10634	"	"	"	Corigliano	"	100
10635	"	"	"	Nardò	"	200
10636	"	"	"	Maglie	"	200
10771	Cons. Agr.	Porto Recanati	Cons. Agr.	Maglie	"	200
10772	"	"	"	Nardò	"	200
10773	"	"	"	Corigliano	"	100
10774	"	"	"	Taranto	"	200
10776	"	"	"	Martino France	"	100
10624	SAPPA	Spoleto	SAPPA	Rome Ost.	Coke	60
10638	Cons. Agr.	Chianciavalle	Cons. Agr.	Littoria	Flour	100
10646	"	Perugia Assisi	"	Rome Tusc. East	Grain	210
10647	"	"	"	Frascati	"	500

ANCONA
COMPARTIMENTO

LOADING PROGRAM PERIOD MAY 14th to 20th

1162

	Sending Station	Consignee	Receiving Station	Commodity	Tons
	Spoleto	SAPPA	Tesi	Coke	162
	"	"	Bastia	"	162
	Forli and Rimini		Rome Fran.	Refugees	600 pers.
Agrario	Porto Civitanova	Cons. Agr.	Martino Franca	Grain	100
ta		Taranto			
"	"	"	Cristiano	"	200
"	"	"	Taranto	"	200
"	"	"	Corigliano	"	100
"	"	"	Nardò	"	200
"	"	"	Maglie	"	200
Agr.	Porto Recanati	Cons. Agr.	Maglie	"	200
"	"	"	Nardò	"	200
"	"	"	Corigliano	"	100
"	"	"	Taranto	"	200
"	"	"	Martino Franca	"	100
	Spoleto	SAPPA	Rome Ost.	Coke	64
Agr.	Chianavalle	Cons. Agr.	Mitteria	Flour	100
"	Perugia Assisi	"	Rome Tusc. Strait	Grain	210
"	"	"	Freppani	"	560 (560)

Ref.	Sender	Sending Station	Consignee	Receiving Station	Commodity	Tons
10648	Cons. Agr.	Assisi	Cons. Agrario	Copertino	Grain	33
10651	" "	Gualdo Tadino	" "	Littoria	Flour	21
10652	" "	Spoleto	" "	Civitavecchia	"	7
10690	Messa Martana Mine	Messa Martana	Lignicarbo	Rome S. Lorenzo	Lignite	42
10691	Bastardo Mine	Foligno	Vulcani S.A.	Rome Trastevere	"	14
10642	" "	" "	Coltellini	Rome S. Lorenzo	"	21
10693	" "	" "	SACAT	Rome Trast.	"	2
10694	Dunrobbie mine	Acquasparta	"	" "	"	35
10711	Coop. Romana Macellai	Bastia	Coop. Romana Macellai	Rome Ost.	Livestock	6
10742	Montecatini Society	Montecatone	Cons. Agrario	Sansastienne	Sulphur	2
10743	"	"	" "	Copertino	"	1
10744	"	"	" "	Littoria	"	1
10789	Sottosegret. Trasporti	Foligno	Banco di Sicilia	Messina	Saves	4
10717	A.C. Whse	Ancona	AMG 8th Army	Cosona	Foodstuff	350
10718	"	"	"	"	"	210
10719	Civil Affairs Sec.	Pescara	Civil Affairs Sec.	Forlì	Mine Clearance Personnel	380
119	Messa Martana Mine	Messa Martana	Consenterio	Guidonia	Timber	1
120	Ann. Castani	Bastia	Ann. Castani	Littoria	Cattle	2 v
121	Tersigni	Iesi	Tersigni	Roccassoca	Cattle	2 v

Sending Station	Consignee	Receiving Station	Commodity	Tons.
Acquisi	Cons. Agrario	Cepreno	Grain	555
Gualdo Tadino	" "	Litteria	Fleur	210
Spoleto	" "	Civitavecchia	"	70
Cons. Massa Martana	Lignicarlo	Rome S. Lorenzo	Lignite	420
Line Foligno	Vulcani S.A.	Rome Trastevere	"	140
" "	Coltellini	Rome S. Lorenzo	"	210
" "	SARCAE	Rome Trast.	"	280
Line Acquasparta	"	" "	"	350
Line Bastia	Comp. Romana Neapolini	Rome Ost.	Livestock	60
Line Montecarotto	Cons. Agrario	Cons. Gattolense	Sulphur	20
"	" "	Deptrando	"	15
"	" "	Litteria	"	15
St. Foligno	Banco di Sicilia	Messina	Safes	40
Ancona	AMS 8th Army	Cenosa	Foodstuff	3500
Line Sec. Pescara	Civil Affairs Sec.	Forlì	"	2100
Line Sec.		Cenosa	{ Mine Clearance Personnel	12 Officers 380 Other Rank
Line Massa Martana	Consenterie	Guidonia	Timber	16
Line Bastia	Ass. Coctani	Litteria	Cattle	2 vans
Line Ieri	Torigni	Roccasecca	Cattle	2 vans

Ref.	Sender	Shipping Station	Consignee	Receiving Station	Commodity
125	Sagassino	Assisi	Sagassino Dep.	Foligno	Metal Materials
126	Serv. Appserv.	"	Continri Triopioni Rome Trust.		Wood Material
127	Terni Coal Company	Fossate	F.S.O.	Ancona	Ignite
128	Forestry Comm. S. Romini	"	" " "	"	Charcoal
129	Montecatini Society	Campello	Supply Stores	Roma Tiburtina	Steel Angles
130	Terni Coal Company	Fossate	Italoemmi	Senigallia	Ignite
131	"	"	Genio Civile	Peraro	"
132	Sassone Lav.	Foligno	Sagassino Appr.	Vieve Fontana	Shine
133	Cons. Agr.	Ancona	Cons. Agr.	Bari	Empty Oil Drums
141	SAPFA	Fossate	SAPFA	Iosi	Good
142	809 Road Constr. Falconara		ASO	Fano	Empty Drums

Sending Station	Consignee	Receiving Station	Commodity	Tons
Ascoli	Magazzino Dep.	Foligno	Metal Materials	30
Provv. "	Cantieri Triestini Base Trast.		Wood Material	50
el Fossato	P.S.O.	Ancona	Lignite	150
Com. S. Sanini	" " "	"	Charcoal	100
ini Campello	Supply Stores	Rome Tiburtina	Steel Angles	20
el Fossato	Italoameriti	Senigallia	Lignite	245
" "	Genio Civile	Perara	"	35
Nav. Foligno	Magazzino Appr.	Pieve Fissiraga	Rails	15
Ancona	Cons. Agr.	Veri	Empty Oil Drums	16
Fossato	SAFPA	Iesi	Wood	70
Constr. Falconara	AMS	Pano	Empty Drums	8

1160

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : I.S.R. Movement Section Ancona
for info: DD Tn (Rlys) C.M.F.
H.O. Movements 61 Area
A.C. Port Detachment Ancona
P.S.O. Ancona
H.O.A.C. Transportation Sub-Comm. (Rail Div.) ✓
H.Q.A.C. Transportation Sub-Comm. (Movements Div.)
From : Transportation Sub-Commission Representative
Subject : Loading Programme for period May 7th to 13th
Ref. : A.C/Tn 12/75 Anc.

May 2nd 1945

Herewith loading programme for period May 7th
to 13th.

Will you please advise Station Masters concerned.

Via Calatafimi 1
II Floor

.../CC

W. Stanley Smith
Capt. R.E.
W. Stanley Smith

1159

Ref.	Sender	Sending Station	Consignee	Receiving Station	Commodity	Tons.
Period May 7th to 13th						80
10362	Cons. Agr.	Assisi	Cons. Agr.	Rome Tusc.	Grain	110
10363	" "	"	" "	Frascati	"	500
10364	" "	"	" "	Caprano	"	525
10401	" "	Chianavalle	Cons. Agr.	Littoria	Flour	100
10514	Coop. Romana Mare. Macellai	Bastia	Seprai	Rome Ost.	Livestock	80
10547	Montecatini Soc.	Montecatini	Montecatini	Arezzo	Sulphur	20
10548	"	"	" "	Assisi	"	15
10549	"	"	" "	Terni	"	15
10553	Massa Mart. Mine	Massa Martana	Lignicarbo	Rome S. Ior.	Lightite	420
10555	Basterda Mine	Poligno	Vulcan S.A.	Rome Trast.	"	140
10556	"	"	Coltellini	Rome S. Ior.	"	210
10557	"	"	SACCAT	Rome Trast.	"	280
10558	Dunarebba Mine	Acquasparta	SACCAT	" "	"	350
10579	A.C. Depot.	Ancona Port	Commerce Sub-Comm.	Rome Ost.	Batteries	16
10524	A.C. Whse	Ancona	AMG 8th Army	Cesena	Foodstuff	350
10530	" " "	"	" " "	Forli	"	700
(also a supplementary allocation of 330 tons. per day for extra-stock piling from Ancona to Cesena and Forli)						
10546	Ferrocchi A.	Forli	Ferrocchi A.	Rome Ost.	Raw leather	60
10411		Forli and Rimini		Rome Tren.	Refugees	600 pers

Ref.	Sender	Sending Station	Consignee	Receiving Station	Commodity	Tons.
Period May 7th to 13th						<u>251</u>
97	Terni Coal Company	Fossato	P.S.O.	Ancona	Lignite	70
98	Forestry Comm.	S.Gemini	P.S.O.	"	Charcoal	45
103	Provvida Anc.	Foligno	Provvida Rome	Rome Fran.	Empty Oil Drums	5
104	"	Iesi	"	" "	" "	5
106	Terni Coal Company	Fossato	Italcementi	Senigallia	Lignite	70
107	"	"	Genio Civile	Pesaro	"	70
108	SAFFA	"	SAFFA	Iesi	Wood	70
109	Tersigni M.	Iesi	Tersigni M.	Roccasecca	Cattle	2 vans?
110	Marcotti	Sangualdo rad.	Giannetti L.	Rome Trast.	Biancosanto	15
112	SAFFA	Iesi	Dep.Fiammiferi	Palermo	Matches	16
113	Marcoccia	Iesi	Marcoccia	Ceccano	Cattle	2 vans.
114	Straccamore	"	Straccamore	"	"	1 van
115	SIMA	"	Coop.Agr.	Rome S.Lor.	Ploughs	20
116	Cons.Agr.	Ancona	Cons.Agr.	Bari	Empty Oil Drums	9

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED ~~CONTROL~~ COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: Civilian loadings Apr 23-29 and Apr 30-6 May REF: R 37
 TO: (1) H.C. A.C. (Tptn S.C. Rail Movements) 30 APR 45
 (2) Tptn S.C. A.C. (Rail Divn)
 c/o Lt. Inc. C.M.F.

1. Situation briefly is as follows:
- (a) wagon shortage resulted in suspension of civil loadings Wed 25 Apr.
 - (b) civil loadings resumed Sat 29 Apr and XB's 23-29 Apr. extended to permit loading up to 6 May.
 - (c) Military loading prog. was completed in full for 23-29 Apr (though there were probable occasional wagon shortages) and prog. for 30 Apr-6 May has gone out in full.

2. Wagon shortage continues.
 Sun. eve. (29 Apr) at 1800 hrs empties on ^{hand} were:

covans	251
highsides	160
flats	117

Total 528

=====

This is far below the "safely" line for full military and civil loadings, and there is still no sign of a regular orderly flow of empties to Reggio

3. For our civilian loadings for week 30 Apr-6 May I have authorised:-

	Tons	Wagons
Sepral food	1170	70
C.A.P. Grain	136	8
I.S.R. Civil	734	52
Rome (Tptn S.C. Bias)	672	49
Olive oil	65	6 (Tankers)
	2797	193

=====

4. Above, with balance of civil loadings from 23-29 Apr., is as much as we can manage this week unless there are immediate signs of a big influx of wagons later today or tomorrow.
5. Docks clearance at Crotona continues and there are still about 5300 tons on board this morning. Grain ship with 4000 tons on board arrives Reggio 2 or 3 May to be railed at once as warehouse space in Reggio is very scarce.

1156

1. Situation briefly is as follows:

- (a) wagon shortage resulted in suspension of civil loadings wtd 25 Apr.
- (b) civil loadings resumed Sat 28 Apr and XB's 23-29 Apr. extended to permit loading up to 6 May.
- (c) Military loading prog. was completed in full for 23-29 Apr (though there were probable occasional wagon shortages) and prog. for 30 Apr-6 May has gone out in full.

2. Wagon shortage continues.

sun.evg. (29 Apr) at 1800 hrs empties on ^{hand} were:

covans 251
highsides 160
flats 117

Total 528

=====

This is far below the "safely" line for full military and civil loadings, and there is still no sign of a regular orderly flow of empties to Reggio

3. For our civilian loadings for week 30 Apr-6 May I have authorized:-

	Tons	Wagons
Sepral food	1170	78
C.A.P. Grain	136	8
I.S.R. Civil	734	52
Rome (Tptn S.C. Bids)	672	49
Olive oil	65	6
		(Tankers)

2797

193

=====

4. Above, with balance of civil loadings from 23-29 Apr., is as much as we can manage this week unless there are immediate signs of a big influx of wagons later today or tomorrow.

5. Docks clearance at Crotone continues and there are still about 5300 tons on board this morning. Grain ship with 4000 tons on board arrives Reggio 2 or 3 May to be railed at once as warehouse space in Reggio is very scarce.

1156

./.

2060

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

TO:

REF: R 37

30 APR 45

= 2 =

6. In considering the number of empties on hand at any one time in this Divn. it is essential to realise that they are widespread throughout the Divn. and with the limited " loco " power and coal available they cannot be " shuffled " round as quickly as ~~some~~ would wish. From my 2 months experience here and from what Maj. Blair told me our " safety " line is 800 empties on hand daily.

B. W. Boddy

B. W. BODDY

CAPTAIN

DIVN. SUPT. TPTN. S.C.A.C.

REGGIO CAL.

ALCOM REGGIO CALABRIA INFO AFHQ CITE FHGDM FHGEG MOVWIT
MOV REGGIO CALABRIA

6248

27 APRIL 45

PRIORITY

RESTRICTED PD

PARA ONE PD YOUR ROGER FIVETHREE EIGHT SLANT NINE TWO FIVE APRIL

REFER PD

PAREN TO ALCOM REGGIO CALABRIA INFO TO AFHQ CITE FHGDM FHGEG TO MOVWIT
TO MOV REGGIO CALABRIA FROM HQ ALCOM CITE A CTPT PAREN

PARA TWO PD AGREED AFHQ ALL WAGONS AVAILABLE CALABRIA WILL BE ALLOCA-
TED ON BASIS TWO THIRDS MILITARY ONE THIRD CIVILIAN LOADINGS PD

PARA THREE PD ESSENTIAL MAXIMUM POSSIBLE CIVIL TRAFFIC MOVES FROM
CALABRIA PD RESUME LOADINGS THIS PERIOD AS IN PARA TWO PD ISSUE
PROGRAMME PERIOD THREE ZERO APRIL TO SIX MAY PD

PARA FOUR PD FEDERAZIONE ITALIANA DEI CONSORZI AGRARI INSTRUCTING
CONSORZI AGRARI CATANZARO/^{COSENZA}REGGIO THEY MUST USE HIGH SIDE OPENS WHEN
NECESSARY FOR GRAIN MOVEMENT PD

PARA SIX PD REPEAT FUTURE IMPORTANT SIGNALS WAGON SHORTAGE TO AFHQ
CITE FHGDM PD

PARA SEVEN PD FOR AFHQ PD MY SIX TWO TWO FOUR SEVEN APR REFERS PD
THANKS PD

1155

6248 (Cont'd)2

COPY TO : D.M.R.S.

ECONOMIC SECTION

EXEC COMMISSIONER

FOOD SUB COMMISSION

RAIL DIVISION (TN 4)

FILE 383/ Tn.3

405/ Tn.3

TRANSPORTATION SC

390

John P. ...
Dr. Col.

NICHOLAS PIOMBINO

CWO U.S.A.

Asst. Adjutant

1154

RESTRICTED

MOV/R/533
AFR 262030B

D/8797
AFR 270900B
ROUTINE

MOVWIT

(1) MOV REGGIO INFO (2) AFHQ CITE REGDM (3) AC REGGIO (4) ALCOM (5) IMPSI
(6) SEPRAL REGGIO (7) CAP REGGIO (8) MOVWIT

RESTRICTED.

Reference AC REGGIO signal R 538 dated 25 April. Rolling stock for authorised loadings will be allocated on basis 2/3rd military 1/3rd AC until situation returns normal. Signal daily position this HQ. Agreed G4(MOV & TR) AFHQ verbal.

HEADQUARTERS
27 APR 1945
1. C.

LIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
File

Hand TN H
1650 27/4

RESTRICTED

1153

301/11

AFHQ CITE FROM THESE FOR INFO TO ALCON REGGIO CALABRIA TO
 MOVMT TO MOV REGGIO
 6224 27 APRIL 45 PRIORITY

RESTRICTED PD

PARA ONE PD QUANTITY MOVING OUT OF CALABRIA AGAINST ACCEPTED FOR
 BIDS AND BASIC SCHEDULES STEADILY DECREASING PD
PARA TWO AFHQ CITE FROM THESE FOR INFO TO ALCON REGGIO CALABRIA TO
MOVMT TO MOV REGGIO FROM HC ALCON CITE ACCEPTED
 FIGURES IN TONS PERIOD TWO SIX SLANT KAR DASH ONE APRIL PROGRAMMED
 FIVE SIX SIX EIGHT MOVED THREE ZERO SEVEN FIVE PD TWO DASH EIGHT
 APRIL PROGRAMMED FOUR THREE NINE NINE MOVED TWO EIGHT TWO EIGHT PD
 NINE DASH ONE FIVE FIGURES NOT YET AVAILABLE BUT SIGNALS RECEIVED BY
 ALCON REGGIO STATING WAGON SITUATION SUCH THAT LOADINGS OF ALL CIVIL
 TRAFFIC SUSPENDED PERIOD TWO THREE DASH TWO NINE SLANT APRIL AND AT
 PRESENT UNABLE PROGRAMME ANY CIVIL MOVEMENT FOR PERIOD THREE ZERO
 APRIL DASH SIX MAY PD

PARA TWO PD BASIC SCHEDULES PLUS FOR ACCEPTANCE FOR LATTER TWO PERL-
 ODS TOTAL APPROX ONE TWO ZERO ZERO ZERO TONS BULK OF WHICH FOOD PD
 PARA THREE PD REQUEST URGENT ACTION TAKEN TO ALLOCATE IMMEDIATELY
 PROPORTION OF AVAILABLE WAGONS FOR PROGRAMMED CIVIL LOADINGS PD

COPY TO RAIL DIV - DARS - ECON SEC - EXEC COMMISSIONER

1152

TRANSPORTATION SC

190

M. H. G.

NICHOLAS PIONBINO
 CWO U.S.A.
 Asst. Adjutant

301/10

GFC/a

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

25 April 1945

Tel.: 643238

Ref.: AG/361/Ch.4

SUBJECT: Loading Programmes - Compartments Boundaries.

IV : I.S.E.Blag.

1. Reference your M.312/12554/2/25 of 20 April 45.
2. It is our desire that the territory covered by your Cape Compartments and our representative be alike as far as possible.
3. We understand effective from 1 May that the Compartment of Florence will include the section Grosseto - Livorno including Grosseto station, therefore our representative at Florence will be in charge of the same section.
4. Being that Ortona Avenue line is handled by the Rome Compartment, our representative in Rome will be in charge of that section.
5. Loading programs will be issued by the transportation Officers for the section of line of which they represent.

W. J. Anderson
Director.

Copy to- Rail Transportation Officer Rome
" " " Florence
Movements Rail Tr Sub-Comm. (Washington agrees)

1151

Sir

effective May first 1945 the section Grosseto-Tiverno will be handled by Firenze Compartment (Grosseto Station included). Roma Compartment will continue to handle the Chiusi-Arezzo section.

AC will be advised of any successive alteration.

23/4



1120

2067

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 20 April 1945

To: Tn S.Commission A.C.
(Rail Division)

SUBJECT: Weekly loading programmes for
civilian freight traffic.

1. Movements Section Firenze advises that a representative of the Allied Commission, Tn S/Commission has been assigned to that Compartment with the specific of disciplining the allocation of wagons to civilian traffic, originating from Grosseto, Arezzo and north of these stations.

2. As ^{both} sections Grosseto-Livorno and Chiusi-Arezzo are being presently operated by Roma Compartment, we are of the opinion that, pending above circumstances, AC Tn. S/Commission Representative Rome should better continue preparing the weekly loading programmes, because otherwise Florence would issue the programmes while Rome should supply the empties.

3. Please investigate above question and let us know your decision on above subject.

THE GENERAL DIRECTOR
SGD. G.DI RAIMONDO

1149



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

(1)

Roma, 20 APR 1945 194 . A .

MM. 312/12554/2/25

Al N.

del

OGGETTO. Compilazione programmi asse-
 gnazione carri conto civili.

- Commissione Alleata
 Sottocommissione per i Trasporti
ROMA

Direzione Generale M.R.S.
 S E D E

1 - La Sezione Movimento di Firenze segnala che presso quella Sede Compartimentale è stata istituita una Sottocommissione Alleata per i trasporti, con l'incarico di procedere all'assegnazione dei carri per i trasporti conto civili, in partenza dalle stazioni di Grosseto ed Arezzo e da quelle poste al nord delle medesime.

2 - Dato che i tratti di linea Grosseto-Livorno e Chiusi-Arezzo sono attualmente eserciti dal Compartimento di Roma, si reputa opportuno che il programma settimanale di assegnazione carri, cui sopra, continui ad essere compilato dalla Sottocommissione A.C. di Roma; e ciò, per evitare gl'incon-

1) Servizio

venienti che potrebbero derivare dal fatto che mentre i prospetti XB verrebbero emessi dalla Sezione di Firenze, alla fornitura dei carri dovrebbe provvedere, invece, la Sezione di Roma.

3 - Si prega esaminare la questione e far conoscere le decisioni che saranno prese al riguardo.

IL DIRETTORE GENERALE

Ugo Reinardi

FD/ab

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tels : 578701

22 April 1945

383/70/m.3.

SUBJECT : Mail Tonnages

<u>TO</u>	:	AC. Transportation Officer, Bari (Maj. Taylor)
"	"	Reggie (Capt. Roddy)
"	"	Hoplen (Maj. Bowers)
"	"	Salerno (Capt. J. Lynch)
"	"	Florence (Maj. Blair)

1. Under the new arrangements where the tonnages granted at POM for AC. traffic are allocated in bulk by this HQ. to the various Transportation Officers for loading in their Compartments a certain waste of line capacity is resulting.
2. This arises from the fact that, in the case where cuts have been made by POM on the bulk figures submitted, this HQ. has no means of knowing how the Compartments Officers are applying the cuts which are passed on to them. Thus if the Compartments Officer decides to apportion a cut on line 39/90 to tonnage which would have continued over lines 65 and 87, rather than on tonnage stopping at Rome, it will result that tonnage allowed by POM on these latter lines will not in fact be required.
3. To avoid this waste of line capacity it is essential that each Compartments Transportation Officer, having decided on the exact incidence of the cuts, advises this HQ. not later than Wednesday of each week the exact tonnage he will use on each line, having regard to the consequential reduction on all lines of a cut made on any one section.

By Command of Rear Admiral STONE.

J. W. Baker 1147
J.W. BAKER, Lt. Col.

Copy to : Mail Division (In.4) ✓
Accounts & Statistics Branch

JWB/elc

304/0

INNER-OFFICE MEMORANDUM

10 March 1945

Tel : 478704

367/4/Tn 3

SUBJECT : AC Priorities Board
Rail Tonnages

TO : Col. M.J. Gieff,
Chief, Movements Division

1. Figures for rail tonnages moved during February '45 (period 29 Jan - 25 Feb) are given at appendix 'A'.
2. It will be noted the figures for the Mainland show a considerable improvement over January and are, in fact, in excess of an estimated lift of 150,000 tons for February.
We have succeeded in getting much better information.

3. Actual figures for Sicily are available for 3 weeks only. I have inserted estimated figures for period 18-25 February.

4. Sardinia has done exceptionally well. In my return for January, I estimated Sardinia would do 10,050 tons during period 22-28 Jan. Civilian traffic moved during that period totalled 17,243 tons.

5. In the light of February figures and improvement in wagon supply in Sicily, I suggest our estimated lift for March be amended to read :-

Sicily	140,000 tons	(assumes no reduction in coal allotment)
Sardinia	65,000	"
Mainland	175,000	"

6. Estimated lifts for following 3 months :-

	April	May	June	
Sicily	140,000	150,000	160,000	(assumes no cut in coal)
Sardinia	65,000	65,000	65,000	

1146

TO : Col. N.J. Bieri,
Chief, Movements Division

1. Figures for rail tonnages moved during February '45 (period 29 Jan - 25 Feb) are given at appendix 'A'.
2. It will be noted the figures for the Mainland show a considerable improvement over January and are, in fact, in excess of an estimated lift of 150,000 tons for February.
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Sardinia	65,000	"
Mainland	175,000	"

6. Estimated lifts for following 3 months :-

	April	May	June	
Sicily	140,000	150,000	150,000	(assumes no cut in coal)
Sardinia	65,000	65,000	65,000	
Mainland	175,000	200,000	225,000	

These forward estimates have been agreed with Rail Division.

J. W. Baker
J. W. BAKER, Lt. Col.
Movements - Rail Branch.

Copy to : Transportation Sub-Commission
Rail Division (for information)

MOVEMENT - FEBRUARY 1945
(Figures in Tons)

Serial	Area	Method of Movement	Coal & Lignite	Cereals	Olive Oil	Sanse	Other Food- stuffs (inc.wine)	Fertiliser	Sul- phur	M
a	b	c	d	e	f	g	h	i	j	k
1	Liberated Italian Mainland	Rail	39122	24865	1079	4381	34654	2787	4308	4
2	Sicily	Rail	680 230	20420 6800		50	14910 4970	8210 2740	2510 840	
3	Sardinia	Rail	50698				10406			

MOVEMENT - FEBRUARY 1945
(Figures in Tons)

Appendix 'A' to
367/4/Tn 3 dated
10 March '45

Coal & Lignite	Cereals	Olive Oil	Sauces	Other Food- stuffs (inc.wine)	Fertiliser	Sul- phur	Milk	Misc.	TOTAL	Remarks
d	e	f	g	h	i	j	k	l	m	n
9122	24865	1079	4381	34654	2787	4308	459	59713	171368	
680	20420		50	14910	8210	2510		55188	101968	3 weeks only
230	6800			4970	2740	840		18400	33980	Estimated figures for 18- 25 Feb Return not avail- able
60698				10406				7673	68777	
								TOTAL	376093	

SECRETFX 23754
FEB 09/17091323
D/383
FEB 10/0845
PRIORITY

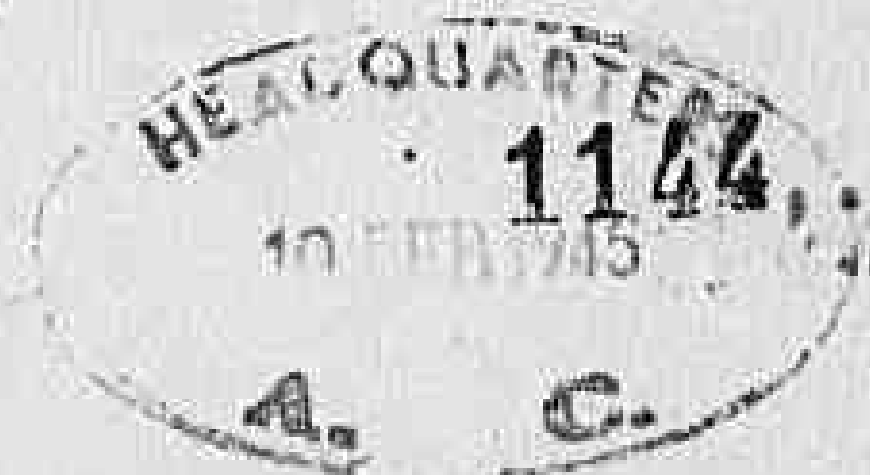
AFHQ SIGNED SACRED CITY FRODQ FIEDM

ACTION: 15 ARMY GROUP, CG 5TH(US) ARMY, BR INCR 5TH ARMY, REAR 8TH ARMY, CG PBS,
CG PBS (SOUTH) AAFSC/MTO, TN INC, HQ ALCON**SECRET.**Reference AFHQ Admin Memo 66 of 27 December 1944 para 10(p) Rail tonnage capacity
for 26 February - 4 March is allocated as follows. All figures in tons per day.

1. Line 50 to LEGHORN or beyond. To PBS 3000 to BR INC FIFTH ARMY 400 to TN INC
200 to AAFSC 250 to AC 150.
2. Line 65. To BRITISH INCREMENT FIFTH ARMY 1750 including FIFTH ARMY stores into
AREZZO Depots.
3. Line 86. To EIGHTH ARMY 3000 including DAF INC leave trains but excluding
AAFSC/MTO

ACTIONDIST

ACTION : TRANSPORTATION SC

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE
TN INC.**SECRET**

TRANSLATION

Ministry of Transport
ISR General Direction

Rome, 9 Dec. 1944

To

Mn. S/Commissión AC

our ref. M.321/9312/306/14.2

reply to: AFO 512 of 14 Nov. 1944

Subject: Utilization of freight rolling stock

1. With your letter AFO 512 dated 14 Nov. 1944, copy of which was addressed for information to this General Direction, you claimed that the freight stock put at civilian transports' disposal, was not rationally utilized.
2. This Administration had already investigated that matter and several orders had been issued in order to compel the consignors to fully utilize the cars offered and accepted, while heavy fines had been established in case of infraction.
3. Above orders can no longer be observed, now, on account of following reasons:
 - a) Requests for transportation, submitted by the consignors to the Station Masters in order to be successively forwarded to AC, are received and granted even when the total tonnage of the commodities to be transported does not cover the average capacity of the rolling stock (abt. 15 tons for box- and 12 tons for high-sided cars)
 - b) Owing to present scarcity of stock, in many cases the capacity of the cars actually allocated to the consignors exceeds the tonnage for which authority has been granted by AC
4. Following measures would therefore be necessary:
 - a) all consignors to submit requests for transportation of commodities whose tonnage covers the average capacity of presently available stock.
 - b) Whenever the capacity of the cars actually allocated exceeds the tonnage applied for, the consignors to be allowed to fully utilize the capacity of the cars, even if it exceeds the tonnage authorized by AC.
 - c) To allow that, according to ISA General Regulations, two or more parcels of commodities, even belonging to different consignors, be loaded on the same wagon, in order to may fully utilize its capacity, provided that all commodities be destined to the same station.
5. Above proposals for a good utilization of the loading capacity of the cars, apply also to the good utilization of its internal space whenever bulky commodities are concerned.

Your early reply, enabling us to instruct the concerned services, will oblige.

sgd.

G. di Rai

1143

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Your early reply, enabling us to instruct the concerned services, will oblige.

sgd.

G. di Rai

1143

Roma 3 dicembre 1944

M.321/9312/306/14.2

Al n. A.P.O. 512 del 14/11/44

Alla Commissione Alleata
Sottocommissione Trasporti

R O M A

Oggetto = Utilizzazione materiale da carico.

1. Con la lettera A.P.O. 512 del 14 novembre u.s. trasmessami per conoscenza, codesta A.C. ha lamentato la non economica utilizzazione dei carri messi a disposizione per i trasporti civili.
2. Questa Amministrazione ebbe già a preoccuparsi della stessa questione ed emise una serie di provvedimenti per obbligare gli speditori alla completa utilizzazione dei carri offerti ed accettati, comunicando severe pene pecuniarie in caso di infrazioni.
3. Tali disposizioni non possono attualmente essere osservate per le seguenti ragioni:
 - a) - le richieste di autorizzazioni di trasporti, fatte dagli speditori ai capi stazione, per essere trasmesse alla A.C., vengono accolte e soddisfatte anche se il peso delle merci da spedire è inferiore alla portata media dei carri in circolazione, (circa 15 tonnellate per i carri chiusi e 12 per gli aperti);
 - b) - data l'attuale penuria di materiale da carico, vengono spesso assegnati agli speditori carri di portata superiore al peso della merce autorizzata dalla A.C.
4. Occorrerebbe pertanto:
 - a) - obbligare gli speditori a presentare richieste per trasporti di merci il cui peso raggiunga almeno la media della portata dei carri disponibili;
 - b) - nel caso che il carro assegnato sia di portata maggiore

*Copia per il Sig.
Sig. Ricci
R. più stampo 52*

b) - nel caso che il carro assegnato sia di portata maggiore

2079

Oggetto = Utilizzazione materiale da carico.

1. Con la lettera A.P.O. 512 del 14 novembre u.s. trasmessami per conoscenza, codesta A.C. ha lamentato la non economica utilizzazione dei carri messi a disposizione per i trasporti civili.
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4. Occorrerebbe pertanto:
 - a) - obbligare gli speditori a presentare richieste per trasporti di merci il cui peso raggiunga almeno la media della portata dei carri disponibili;
 - b) - nel caso che il carro assegnato sia di portata ^{11/2} maggiore di quella richiesta, consentire che il carro sia caricato per l'intera portata, superando il tonnellaggio di merce autorizzato dalla A.C.;
 - c) - consentire - come già previsto dalle nostre disposizioni - il carico collettivo di un carro con due o tre spedizioni costituite da grosse partite di merci, anche se appartenenti a spedizioni diverse.

tori diversi, per raggiungere la completa utilizzazione del carro, sempre che le merci stesse siano destinate ad una sola stazione.

5. Quanto viene proposto per la buona utilizzazione della portata dei carri, vale anche per la loro capacità in caso di trasporto di merci voluminose.

Si gradirà ricevere il benestare di codesta Commissione per l'emissione dei relativi provvedimenti.

IL DIRETTORE GENERALE

f.to Di Raimondo

301/3

ACP/lc

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

Tel. 843238
Our Ref. AC/301/Tn 4

6 February 1945

TO : Planning Staff
Tn Sub-Commission, AC.HQ .

SUBJECT : Tonnages - AC Traffic.

1. The ISR do not record separate tonnages for AC - they bulk it either with civilian or military tonnage, according to type of traffic.
2. Statistics are attached hereto with information as to ISR and private companies to the best that can be secured.
3. It is suggested Movements Division would be able to give figures of AC traffic, as in the past they have supplied such data for the monthly report.

G.L.
O.H. LINDBERG
Lt.Col. R.A.,
Chief, Rail Division.

1161

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
PRIORITIES & MOVEMENTS DIVISION
APO 394

301/2
PFR/mdr

15.14/ES
To : Director,
Transportation Sub-Commission

4 Dec. 1944

Phone: 503

SUBJECT: Rail, Highway, Schooner Statistics for
October 1944. To include Italian
Mainland & Isles of Sicily & Sardinia

1. The following information is required for Statistical
purposes. This is required by December 20, 1944.

2. RAIL. Total tonnage of Civilian and AC freight carried
and distance in kilometres.

3. HIGHWAY. (a)- Total tonnage of civilian & AC. Freight
and passengers carried and distance in Kms.

(b)- Number of Passenger Cars

" " Motor Buses

" " Street Cars

" " Trucks 3 Quintals and less

" " " 4 " " "

" " up to 76 Quintals and over

(c)- Number of Civilian vehicles requisitioned
or being used by Military:

Number of Private Cars

" " Motor Buses

" " Trucks as requested in 3 b.

4. SCHOONERS. Total tonnage of Civilian and AC. Freight
carried and distance in Sea-Kilometres.

Distribution :

Transportation Sub-Commission
Rail Section ✓
Road Section
Shipping Section

J. P. Richardson
Merritt H. TAYLOR
Chief,
Priorities & Movements Div.
Economic Section.

11:0

ACC ALLOTTED TONNAGE

File 301/A

	<u>DAILY</u>	
	<u>Old</u> <u>Tonnage</u>	<u>Tonnage</u> <u>required</u>
1 Calabria - West Coast Route	200	350
2 " - East Coast	400	300
3 Taranto - Brindisi	350	400
4 " - Bari	100	300
5 Brindisi - Bari	300	400
6 Bari - Foggia	125	250
7 Foggia - Manfredonia		400
8 " - Caserta		250
9 " - Termoli		250
10 Termoli - Ortona		400
11 Taranto - Potenza	325	600
12 (a) Battipaglia - Salerno	200	400
(b) Potenza - Salerno	200	600
(c) Salerno - Torre Annunziata	325	600
(d) Torre Annunziata - Naples	425	600
13 Nocera - Cancellio	150	150
" - Avellino	100	300
14 Sud Est System		450
15 Naples - Rome (route 89)		450
16 " - " (" 90)		1500
17 Naples - Port Clearance		1500
18 Civitavecchia - Port Clearance		1500
19 Anzio - Rome		200
20 S. Euphemia - Catanzaro Marina	75	

Keep

3	Taranto - Brindisi	350	400
4	" - Bari	100	300
5	Brindisi - Bari	300	400
6	Bari - Foggia	125	250
7	Foggia - Manfredonia		
8	" - Caserta		400
9	" - Termoli		250
10	Termoli - Ortona		250
11	Taranto - Potenza		400
12	(a) Battipaglia - Salerno	325	600
	(b) Potenza - Salerno	200	400
	(c) Salerno - Torre Annunziata	325	600
	(d) Torre Annunziata - Naples	425	600
13	Nocera - Cancelli	150	150
	" - Avellino	150	150
14	Sud Est System	300	450
15	Naples - Rome (route 89)	450	450
16	" - " (" 90)	1500	1500
17	Naples - Port Clearance		
18	Civitavecchia - Port Clearance		
19	Anzio - Rome		
20	S. Euphemia - Catanzaro Marina	75	200

Keep

1199

1199

45
2
315

7) 415
60

- | | | | |
|----|---------------|----------------------------|---------------------------------|
| 1 | Cal. | West Coast Route | 300 |
| 2 | ✓ | East Coast | 350 |
| 3 | Taranto | Brindisi | 400 ^{1000 miles} |
| 4 | ✓ | Bari | 300 |
| 5 | | Brindisi Bari | 400 |
| 6 | | Bari Goggio | 250 |
| 7 | | Goggio Manfredonia | 1 |
| 8 | | Goggio Caserta | 400 |
| 9 | ✓ | Yermoli | 250 |
| 10 | | Yermoli Ostia | 250 |
| 11 | | Yaranta Potenza Batt. | 400 |
| 12 | Batt. | Salerno Yaranta | 400 |
| 13 | Salerno | Torre Annunziata | 400 |
| | Nocera | Canicelli | 500 |
| | | Avellino | 1500 |
| 14 | Naples | Port Clearance | 1500 |
| 15 | Naples | Rome 89 90 | 450 each |
| 16 | Porto | Rome | — |
| 17 | Civitavecchia | Port Clearance | 1500 ^{at ship arrival} |

1128

SECTION	ALLOTMENT	28 AUG 3 SEPT	1 SEPT 10 SEPT	11 SEPT 17 SEPT	18 SEPT 24 SEPT	25 SEPT 1 OCT	2 OCT 10 OCT	9 OCT 15 OCT
POTENZA-SICIGNANO	2100	2930	4305	2320	2864	2200	2375	2679
		1575	1905	2320	2864	2200	2375	2679
SICIGNANO-BATTIPAGLIA	2100	3112	4305	3057	3364	2726	3520	3261
		1775	2251	3057	3364	2726	3520	3261
BATTIPAGLIA-SALERNO	2100	4910	4689	3473	3891	2726	4721	4409
		3079	2645	3473	3891	2726	4000	4409
SALERNO-TORRE ANN.	2275	4281	4689	3480	4030	2685	4791	5165
		2444	2655	3480	4030	2685	4000	5165
TORRE ANN-NAPOLI	2975	3556	3059	2953	2416	2350	2985	3805
		2219	2239	2953	2416	2350	2985	3805

2087

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

28 AUG 3 SEPT	1 SEPT 10 SEPT	11 SEPT 17 SEPT	18 SEPT 24 SEPT	25 SEPT 1 OCT	2 OCT 10 OCT	9 OCT 15 OCT	16 OCT 22 OCT	23 OCT 29 OCT	
2930	4305	2320	2864	2200	2375	2679	2707	1335	SUBMITTED
1575	1905	2320	2864	2200	2375	2679	2307	1335	ACCEPTED
3112	4305	3057	3364	2726	3520	3261	3055	4109	SUBMITTED
1775	2251	3057	3364	2726	3520	3261	2655	3519	ACCEPTED
4910	4689	3473	3891	2726	47211	4409	4189	4823	SUBMITTED
3079	2645	3473	3891	2726	40006	4409	3789	3985	ACCEPTED
4261	4689	3480	4030	2685	4791	5165	4421	5161	SUBMITTED
2444	2655	3480	4030	2685	4000	5165	4021	4394	ACCEPTED
3556	3059	2953	2416	2350	2985	3805	2500	3988	SUBMITTED
2219	2239	2953	2416	2350	2985	3805	2500	3114	ACCEPTED

WEST-BOUND

SECTION OF LINE	NAPLES				REGGIO			
	Allotment Dly.	Wkly.	Total Tonn- age for period.	Wkly Ton- nage avail- able after Bid deduc- tion.	Allotment Dly.	Wkly.	Total Tonn- age for period.	Wkly Ton- nage avail- able after Bid deduc- tion.
A TORRE ANNUNZIATA-NAPLES	500 425	2975						
B SALERNO-TORRE ANNUNZIATA	600 325	2275						
C AVELLINO-NOCERA	150	1050		Nocera Avellino	150			
D POTENZA-SALERNO	400 400	2400 2275		Battipaglia	600			
E METAPONTO-POTENZA	400 400	2275		Battipaglia - Potenza	400			
F TARANTO-METAPONTO ex Potenza	400 400	2275						
G " " ex Calabria	400 400	2275						
H BRINDISI-TARANTO	400 300	2450						
I BARI-TARANTO	300	700						
J BRINDISI-LECCE	200 200	700						
K BARI-BRINDISI	400 250	2100						
L BARLETTA-BARI	250 300	875						
M SUD-EST	300	700						
O SPINAZZOLA-GIOLA DEL COLLE								
P BARLETTA-SPINAZZOLA-ROCHETTA								
Q POTENZA-MELFI-ROCHETTA								
R MARINA-CATANZARO-REGGIO	300	2800						
S SIBARI-MARINA-CATANZARO	300	2800						
T METAPONTO-SIBARI	300	2800						
U PALMI-REGGIO	200	700						
V BATTIPAGLIA-GIOLA TAURO	350 150	1400						
W S. EUPENIL-MARINA-CATANZARO	150 100	225						
X PAOLA-SIBARI	100	300						
Y LAGONEGRO-SICIGNANO	100 100	300						
Z Sicignano - Battipaglia	200	2100						
2.1. Battipaglia - Salerno	200	2100						

* EAST - BOUND *

SECTION OF LINE	NAPLES				daily	REGGIO				All Dly.
	Allotment Dly.	Wkly.	Total Tonn- age for period.	Wkly Ton- nage avail- able after Bid deduc- tion.		Allotment Dly.	Wkly.	Total Tonn- age for period.	Wkly Ton- nage avail- able after Bid deduc- tion.	
A. NAPLES-TORRE ANNUNZIATA	425	2975								
B. TORRE ANNUNZIATA-SALERNO	325	2275								
C. COCEPA-AVELLINO	150	1050								
D. SALERNO-POTENZA	200	1400								
E. POTENZA-METAPONTO	325	2275								
F. METAPONTO-TARANTO ^{via} Potenza	325	2275								
G. " " ^{out of} Calabria	325	2275								
H. TARANTO-BRINDISI	350	2450								
I. TARANTO-BARI	400	2800								
J. BRINDISI-BARI - <i>Secce</i>	100	700								
K. BRINDISI-BARI	300	2100								
L. BARI-CARLETTA	125	875								
M. BARI-BITONTO	100	700								
N. GIOLIA DEL COLLE-SPIGAZZOLA										
P. ROCCHETTA-SPIGAZZOLA-CARLETTA										
Q. ROCCHETTA-MELFI-POTENZA										
R. REGGIO-CATANZARO-MARINA	400	2800								
S. CATANZARO-MARINA-SIBARI	400	2800								
T. SIBARI-VERMIGLIOTO	400	2800								
U. REGGIO-PALMI	100	700								
V. GIOIA TAURO-BATTIAGLIA	200	1400								
W. CATANZARO-MARINA-S. RUFO	75	525								
X. SIBARI-PAOLA	100	700								
Y. SICIGLIANO-LAGO TROVO										
Z. <i>Battipaglia - Sicignano</i>		2100								
Za. <i>Sicignano - Potenza</i>		2100								

EAST - BOUND

[illegible]

1

Ally
Dly.

* EAST - BOUND *[illegible]

WEST-BOUND

[illegible]

2096