

Wagon Supply

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1 Aug 45

2356

RAW/af

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

Tel. 843191/9582

31 January 1946

Ref: AC 4/W/Tn 4

SUBJECT : Car Distribution Naples Compartmento;

TO : AFHQ
for C-4 (Mov & Tn)

1. A telephoned report from the ISR Car Distributor Naples on the wagon situation there includes the following information.
2. "Instructions to Stations, as at 24th January were that all surplus box cars after satisfaction of Military Requirements be forwarded to San Giovanni for Ration loading.
"Notwithstanding this order, it was discovered that civil loading was taking place at Pontecagnano. A telegram was sent to the Station Master demanding an explanation of this non-compliance with orders.
"On receipt of this telegram, the Station Master stopped the Civil Loading.
"As a result of the Station Master's action the civil consignors visited the Chief of the ISR Movement Section at Naples demanding an explanation.
"The Chief of Movement Section answered that he had suspended Civil Loadings and maintained that spare cars must be sent to San Giovanni.
"The Station Master thereupon advised the Car Distributor that the RTO preferred to hold these cars at Pontecagnano.
"On January 26th, the Car Distributor noted that there were 29 Box Cars standing empty at Pontecagnano and issued a telegram authorizing:
9 to be loaded at Pontecagnano (Civil Loads)
20 to be despatched empty to cover Military and Civil priority Loadings elsewhere.
"The RTO refused to allow these 20 spare cars to move on that day Jan. 26th and, on the following day requested 10 for Military use, allowing the remainder to be distributed for loading elsewhere.
"At 17.00 hours, January 27th, there remained on hand at Pontecagnano, still empty, 16 Box Cars held at the disposal of RTO".
3. In view of the current directive, under which the ISR are responsible for the distribution cars, it is difficult to understand why, when the ISR detected this unauthorized civil loading, and properly stopped it, the RTO should suddenly decide that, if the cars were not to be used for Local Loading, he would hold them for what seems to have been an imaginary Military Requirement.

SUBJECT : Car Distribution Naples Compartmento;

TO : AFHQ
for O-4 (Mov & Fn)

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for the distribution cars, it is difficult to understand why, when the ISR
detected this unauthorised civil loading, and properly stopped it, the RTO
should suddenly decide that, if the cars were not to be used for local loading,
he would hold them for what seems to have been an imaginary Military Requirement.

4. This is a specific, but not an isolated case, illustrative of the wastage of cars which occurs when the distribution is interfered with by people who have no proper conception of the wagon position as a whole, and who give unauthorized orders to local I.S.R. staff; ~~it should be clear~~ it is clear to all R.M.O.'s that their requests must be limited to the potential loading for the day on which the cars are to be placed, and that they are not entitled to abrogate orders received by Station-Masters from the I.S.R. regarding the movement of empty cars.

5. Increased imports during the coming months will tax still further the availability of cars and it will be appreciated if action can be taken to lessen difficulties by the avoidance of incidents such as that detailed above, *if the facts are as stated.*

P-1.1

Director.

Copy to:- A.D.In.3 (for Major C.F. Ryan) Bldg.
M.R.3. (Lt.Col. London) Bldg.

1188

ENTER - OFFICE MEMPHIS

SUBJECT: Rail Shipments from
Naples Warehouses.

TO : Chief Movement A.C.
(for Capt. Clinging)

1. I.S.R. Car Distributor Naples reports that a supply of ten Box-cars was offered to Warehouses 65 & 696 on January 26th and that the Warehouse authority refused to accept them because "no loading permits" existed.
2. Signals from Federconsorzi relating to the 25 - 26 and 27 January indicated that although the allotted 30 cars per day had been requested, only 7 cars per day had been supplied. Action taken to insist upon the agreed priority (parallel with military) for these loadings, resulted in the allotment of 10 cars as per previous paragraph. It is somewhat disconcerting to find that, although almost without cars for three days the warehouses do not require cars on the fourth day.
3. Will you please note and take up.

Et Hefner's Cars
For Directors. R.H.

Transportation & Shipping sub-commission (Rail Division)
31 January 1946
Tel.: 843191-9582.

1487

MEMO

IG/ams

P.23.318/CS

Subject: Gift Parcels from U.S.A.

To : Transportation Sub-Commission
(Rail)

Reference your AC 4/W/Tn 4 of 21st December 1945.

1. It is considered that the estimate of 500000 parcel bags per month, given in the letter 478415 8/7 from the Ministry of Posts and Telecommunications to the I.S.R. is too high.

2. According to information obtained from the Post Office (by telephone) the numbers of parcel bags received at the main ports during the month of December were

Naples	287.000 bags
Leghorn	10.009 "
Genoa	22.619 "

As these consignments represent the exceptionally heavy traffic which might be expected in view of the coincidence of the extension of the service to all Italy with the Christmas season, it is reasonable to assume that normal monthly arrivals will be considerably lower. This view is supported by such shipping reports as have been received recently concerning the size of consignments despatched this month.

3. It is understood that the State Railways have now agreed to put at the disposal of the Naples Post Office 10 to 15 closed waggons per day. Any assistance which you can give towards the maintenance and extension of this facility to clear the present accumulation of traffic would be appreciated.

4. As indicated in the enclosed P.23.313/CS of 4th January 1946 the Post Office has been asked to report more clearly on the position as regards the disposal of bags prepared for despatch to other parts of Italy and to say whether the question of utilising coastal sea transport has been explored.

5. It is hoped that, now that the Christmas rush is over, the U.S. Postal Administration will be able to implement its promise to despatch these parcels in bags addressed to the various Provinces.

W.H. Scudder
for H.H. SCUDDER
Colonel, Sig.C.
Director.

Copy to:
Director General Ministry Posts and Telecoms.

14th January 1946

Communications Sub-Commission
Extn. 444.

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

WHG/ams

4th January 1946

P.23.313/CS

Subject: Gift Parcels from America.

To : Director General for Posts and Telecommunications.

1. With reference to the attached letter will you please say what is the position concerning the arrival and disposal of the parcel traffic at Naples since the extension of the service to all Italy.

2. It would be interesting to know whether the work of sorting and making up despatches for the various provinces is proceeding satisfactorily and if it has been found possible to despatch such mails to destination without undue delay after formation.

3. Have any parcel mails been despatched from Naples to Genoa ?

4. If the number of parcel bags already formed at Naples for the North of Italy, Sicily and Sardinia is far in excess of the railway transportation obtainable will you please say whether the possibility of using sea transport from Naples to Genoa, Palermo and Cagliari has been explored.

H.H. SCUDDER
Colonel, Sig.C.
Director.

1485

HAJ/af

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

Tel.: 843191-9582.

22 December 1945

Ref.: AC/4/4/Tn.4

SUBJECT: Rail Shipments from Naples Warehouses.

TO : Chief Supply Group
(For Col. Charles W. Walton).

1. Reference is to your TS/1502 dated 10 October addressed to Col. Denmore (Copy to Tn. Sub-Comm.)
2. Herewith copy of reply received to AC/301/NA/Tn.4 dated 1st December from which it will be gathered that A.F.H.Q. defends the action of the R.T.O.s in intercepting cars spotted for civil loadings on the ground of military priority.
3. As a result of constant telephone liaison between this Office and the I.S.R. Car Distribution at Naples a strict watch is being maintained upon the position and a slight improvement is now noticeable in the supply of cars to warehouse 696. From December 14th to 19th inclusive 48 cars have been supplied but only 24 cars have so far been loaded. Warehouse 676 is not requesting cars and it is understood that activity there has been suspended.


For Director.

Subject : Supply of Cars to Warehouse 676
Naples

Q (Movements)
GHQ CEF
Tel : Freedom 320.

Mov 3/362/9

To : HQ AC Tn and Shipping
Sub Commission (Rail Division).

7 Dec 45

Your AC/301/NA/Tn4 of 1st Dec refers.

1. Consequent upon a telephone request from your office, instructions were given prior to receipt of your letter that the maximum number of available cars be placed at Warehouse 676 in order to tide over the emergency.
2. You are reminded however that the mandate handed to ISR in respect of the control or operation of railways requires that priority be given to supply of cars for movement of military traffic.
3. As a result of mal-distribution of empties on the part of the ISR, NAPLES Compartimento box car supply has been seriously inadequate over a long period and the military demand has not been met. WD rations and other pilferable commodities have had perforce to be moved in open cars.
4. In these circumstances there is every justification for JRC NAPLES (which it is pointed out includes an IRS element) and RTOs to direct empty distribution within the Compartimento, towards the fulfilment of military priorities before considering civilian needs.
5. This HQ is, nevertheless, always prepared to adjust its claims in the light of representation from you in specific cases, and it is hoped that the situation at S. GIOVANNI has now eased.

173 Civilian
150 to house

171 5 Civil - Box cars
6 to house
11 to house

[Signature]
A.M. WILLIS, Lt. Col.
for Brigadier,
DQMG (Mov & Tn).

1483

BAJ/as

TRANSPORTATION & SHIPPING SUB-COMMISSION AGC.,

(RAIL DIVISION)

C/o Transportation (Br) Main,

G.M.F.

Tel.: 843191-9582

21 December 1945.

Ref.: AG.4/W/En.4

SUBJECT: Gift parcels from the U.S.A.TO : The Director
Communications S.C.

1. Attention is directed to attached copy of letter from Ministry of Posts & Telecommunications addressed to I.S.M. Director General.
2. The intervention of Rail Division is sought to facilitate the supply of Box-Cars to clear the accumulated mail now lying at Naples. This cannot be effected, ordinarily, without interfering with the normal prioritise of loading but it is hoped that an expected lull in normal traffic during next week will enable some assistance to be rendered.
3. Concern is felt however regarding the prediction that Parcels mail is expected to assume the abnormal proportion of 500,000 Bags per month. This would require an average of 60 cars per day and 10 trains per week to effect clearance.
4. It is submitted that this traffic, in such proportions, assumes the form of unorganised relief distribution to selected persons, is wide open to abuse, and cannot merit any degree of priority over normal Food Distribution and URM-traffic. For these reasons it is suggested that consideration be given to the exercise of some form of limitation or control of these forwardings at the point of origin.

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TO : The Director
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for Director.

Copy to: Chief Movements A.C.

1482

MINISTRY OF POSTS AND TELECOMMUNICATIONS

Ref.: 476415 8/7 S.S.

N.1 Enclosure

Rome, 13 December 1945

SUBJECT: Gift parcels from the U.S.A.

TO : Tn. Sub-Commission A.C.

R o m e

I herewith attach copy of letter sent to day to the I.S.R. Director General concerning the railway box cars which are absolutely and urgently needed at Naples for exclusive use of the Post Office, and in order to convey to all parts of Italy, the great quantity of gift parcels in arrival from the U.S.

I apply to your Sub-Commission in order to make it possible to the ISR Director General to put at the Post Office's disposal the daily quantity of needed box cars, as forecast in our letter, and also in order to avoid that such cars as are destined for use of the Post Office, be destined to other utilizations.

I reply upon your kind intervention and thank you very much.

The Minister.

TR/AL/17/12.

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The Minister.

TR/AL/17/12.

1291

2 3 5 8

MINISTRY OF POSTS AND TELECOMMUNICATIONS

Ref.: 478415 8/7 S.S.

SUBJECT: Gift parcels from the U.S.A.

TO : I.S.R.-Director General.

Following many requests made by the American Public opinion and Authorities, our Administration has assumed the task of conveying gift parcels sent by countrymen living in America to their Italian relations. We have also renounced to the monopoly of such conveyance and have allowed private firms to carry out acceptance, sea transport and distribution in Italy of those parcels.

In spite of that the quantity of parcels sent from USA alone has reached such an amount that American Authorities themselves have declared there is no precedent in the history of Postal relations.

In fact since November 1945 last, we have personally noticed the demurrage of 8000 bags of parcels at Naples (about 64.000 parcels) almost all of them in transit and destined to Palermo; Cagliari, Vatican City, Rome.

Since then more arrivals have increased the demurrage, and a few days ago this was reaching 20.000 bags.

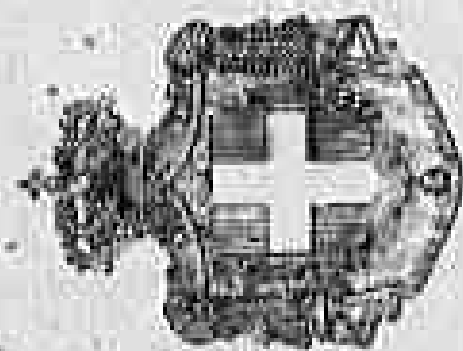
An additional provision now states that all gift parcels, previously admitted to Rome, Naples, Sicily and Sardinia only, starting from December 1st are allowed for all Italy.

It is therefore to be forecast that the normal average of arriving parcels, previously amounting at about 50.000 bags monthly, will soon reach 500.000 bags per month. ^{60,000 per day} And this without taking into account the coming Christmas holidays.

It is obvious that we are unable to meet the requirements of this service without disposing of an adequate quantity of railway box cars. It was agreed that N.20 cars per day were to be put at our disposal, but practically we are receiving only 3 or 4 cars per day, owing to the very small amount of cars at Naples disposal.

In a few days we shall have N.100.000 bags of parcels lying at Naples; every car can transport only 300 of them; we therefore need over 300 cars to clear out our Naples demurrage.

We have however studied that an allowance of 150 box cars for only use of parcels would be necessary to clear out the situation. These cars should be handled on foodstuffs trains and be



Ministero delle Poste e delle Telecomunicazioni

DIREZIONE GENERALE DELLE POSTE E DELLE TELECOMUNICAZIONI

ISPETTORATO GENERALE MOVIMENTO POSTALE
Div. I^o Sez. I^o

=====

Prot. N^o 478415 8/7 S.S. Roma, 13 DIC 1945

ALLA SOTTOCOMMISSIONE TRASPORTI FERROVIARI
del COMANDO ALLEATO

Alligati I

Villa Patrizi

ROMA

Oggetto: Pacchi dono dagli U.S.A.

Rimette a codesto On.le Comando una copia di lettera di pari N^o di protocollo spedita in data odierna al Direttore Generale delle Ferrovie dello Stato a proposito dei Carri ferroviari chiusi che occorre assolutamente ed urgentemente avere in dotazione a Napoli, esclusivamente per il servizio della Posta, per far fronte all'imponente arrivo dei pacchi dono dall'America ed al loro istradamento nel Regno.=

Mi rivolgo a codesto On.le Comando affinché voglia rendere possibile al Direttore Generale delle Ferrovie di mettere giornalmente a disposizione della Posta il quantitativo di carri chiusi che occorrono, e che nella lettera sono previsti, e di far sì che venga in modo assoluto evitato che carri destinati al servizio della Posta siano distratti per altri usi.=

Confido nell'intervento di codesto On.le Comando ed intanto ringrazio anticipatamente ed ossequio.=

IL MINISTRO

Pret. N° 478415 8/7 S.S.

Roma, 13 DIC. 1945

ALLA SOTTOCOMMISSIONE TRASPORTI FERROVIARI
del COMANDO ALLEATO

Alligati I

Villa Patrizi

ROMA

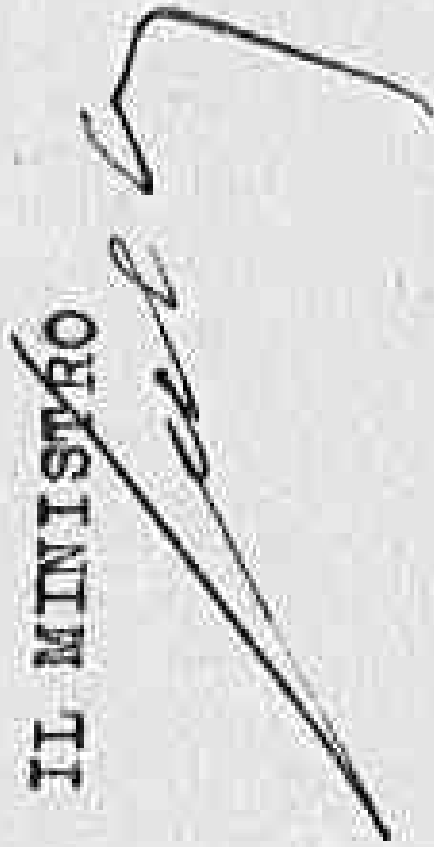
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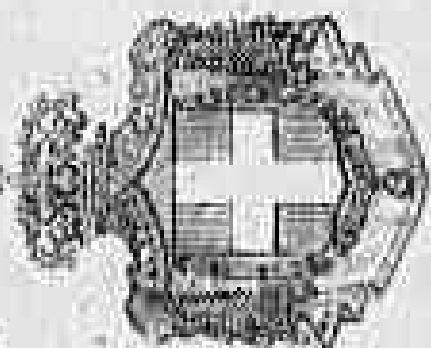
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IL MINISTRO



1159





Ministero delle Poste e delle Telecomunicazioni

Ispettorato Generale Movimento Postale Div. I^a Sez. I^a

N. 478415 8/7 S.S.

Roma, li 12 Dicembre 1945

OGGETTO :

Pacchi dono dagli
U.S.A.

Ill.mo Signor

DIRETTORE GENERALE DELLE FERROVIE
DELLO STATO -

Com'è noto a codesta Direzione Generale, per precedenti comunicazioni intercorse, questa Amministrazione, in seguito a vivissime pressioni dell'opinione pubblica e delle Autorità Americane, ha dovuto assumere il ponderoso servizio dei pacchi dono inviati dai nostri connazionali residenti in America ai propri congiunti italiani.

Questo Ministero, a frenare l'afflusso dei detti pacchi, ha rinunciato al monopolio del trasporto, lasciando libere le ditte private di assumersi l'accettazione, il trasporto marittimo dei pacchi e la distribuzione in Italia.

Ciò stante il numero dei pacchi spediti solamente dagli Stati Uniti d'America, ha raggiunto proporzioni tali da far dichiarare, alle stesse Autorità Americane, che il fenomeno è senza precedenti nella storia delle relazioni postali.

Ed invero, fin già dagli ultimi dello scorso novembre, lo scrive, recatosi a Napoli, ha potuto constatare la giacenza di ben 8000 sacchi pacchi (cioè di 64.000 pacchi), quasi tutti di transito, ossia diretti a Palermo, Cagliari, Città del Vaticano, Roma. Da allora ben altri arrivi hanno aumentato la giacenza, la quale, sino a qualche giorno fa, raggiungeva i 20.000 sacchi.

Com'è noto, dal 1° dicembre gl'invi dei pacchi dono (che, prima, erano diretti solo alla città di Roma, Napoli, e a tutte le località della Sicilia e della Sardegna) sono stati consentiti per tutta l'Italia. E' da prevedere, pertanto, che la media normale d'arrivo (che, prima, si aggirava sui 50.000 sacchi mensili) dovrà decuplicarsi, raggiungendo il mezzo milione di sacchi. E ciò a non tener conto della straordinaria ed eccezionale impostazione che ripeterà la causa delle imminenti feste Natalizie.

Ad avvalorare tali previsioni questo Ministero ha già ricevuto notizia dell'arrivo, nei prossimi giorni, della spedizione di ben 79.000 sacchi.

Ora, a parte le operazioni di manipolazione postale (che, per

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Ora, a parte le operazioni di manipolazione postale (che, per quanto complesse, saranno esplicitate da questa Amministrazione), è evidente che lo stragrande ed inverosimile numero dei sacchi predetti non potrà essere smaltito da Napoli se i nostri uffici, ~~non~~ potranno disporre di un numero adeguato di carri ferroviari chiusi.

./.

In precedenti accordi intervenuti con funzionari di cotesta Amministrazione si era convenuto che la Direzione Compartimentale delle Ferrovie di Napoli avrebbe messo, giornalmente, a disposizione del nostro ufficio di ferrovia 20 carri al giorno. Ciò malgrado, la quantità di carri che la prefata Direzione Compartimentale può giornalmente concederci non supera i 3 o 4.

Preoccupato dall'inevitabile intasamento che si verificherebbe a Napoli, chi scrive si è personalmente abboccato col Direttore Compartimentale in causa per sollecitare la concessione di 20 carri convenuti anche nei precedenti accordi con le Autorità Alleate. Ma quel Direttore ha fatto presente che ben volentieri avrebbe aderito alle nostre richieste, se avesse potuto disporre del numero dei carri sufficienti; ma dei pochi di cui quello scalo dispone egli non può a meno di assegnare una quota parte ai vari Uffici ed Enti che ne hanno bisogno (p.es. il Genio Civile per necessità ricostruttive, la Serravallo per bisogni alimentari, le Autorità Alleate, i privati, per esigenze urgentissime), cosicché alla Posta non può assegnare più dei 4 o 5 carri che attualmente attribuisce.

Ora se si pensa che, fra giorni, a Napoli saranno giacenti circa 100.000 sacchi e che ogni carro può smaltirne 300, si intuirà quale copioso materiale rotabile occorra allo smaltimento (oltre 300 carri).

Si è pertanto studiato che, per dare al servizio dei pacchi dono un afflusso che, anche a larga distanza eguagli l'afflusso, si rende indispensabile l'assegnazione al Servizio postale di 150 carri ferroviari chiusi, destinati esclusivamente al servizio stesso; destinazione che dovrà risultare da apposita legenda da imprimerli sui carri. I carri dovrebbero circolare coi treni d'arrate, e dovrebbero essere assegnati alla residenza di Napoli. Dovrebbe esser fatto assoluto divieto, anche e sopra tutto d'accordo con le Autorità Alleate, di adibirli a qualsiasi altro carico che non sia di effetti postali.

Lo Scrivente rivolgesi pertanto benevolmente a V.S. Ill.ma pregandola di considerare la necessità di un ordinamento del servizio su tali basi: ordinamento che è urgente, anzi indilazionabile, ad evitare che, a Napoli, non si abbia spazio per alloggiare i sacchi pervenuti dall'America non ostante i vasti locali che quest'Amministrazione si è procurata alle cripta dei SS. Apostoli, agli scantinati di Napoli ferrovia, ai 3 capannoni ceduti dagli Alleati.

Ben conoscendo l'interessamento della S.V. Ill.ma per il regolare andamento del Servizio trasporti, stimasi superfluo rilevare in modo speciale quanta importanza abbia il servizio dei pacchi dono nella economia nazionale, e quali riflessi politici ed amministrativi abbia la regolarità, sia pure sommaria, del funzionamento del servizio in parola.

Quest'Amministrazione fa ogni sforzo per l'espletamento delle operazioni di propria competenza, ma non può assumersi la responsabilità di irregolare o di mancato recapito se non ha i mezzi di trasporto necessari; responsabilità che, suo malgrado, dovrebbe lasciare a carico altrui.

La si prega pertanto di voler disporre che, al più presto, sia studiato il nuovo assetto di trasporto da noi suesposto, e che esso sia al più presto attuato d'accordo colle Autorità Alleate, onde scongiurare il

Preoccupato dall'inevitabile intasamento che si verificherebbe a Napoli, chi scrive si è personalmente abboccato col Direttore Compartimentale in causa per sollecitare la concessione di 20 carri convenuti anche previ accordi con le Autorità Alleate. Ma quel Direttore ha fatto presente che ben volentieri avrebbe aderito alle nostre richieste, se avesse potuto disporre del numero dei carri sufficienti; ma dei pochi di cui quello scalo dispone egli non può a meno di assegnare una quota parte ai vari Uffici ed Enti che ne hanno bisogno (p.es. il Genio Civile per necessità ricostruttive, la Sefral per bisogni alimentari, le Autorità Alleate, i privati, per esigenze urgentissime), cosicchè alla Posta non può assegnare più dei 4 o 5 carri che attualmente attribuisce.

Ora se si pensa che, fra giorni, a Napoli saranno giacenti circa 100.000 sacchi e che ogni carro può smaltirne 300, si intuirà quale copioso materiale rotabile occorra allo smaltimento (oltre 300 carri).

Si è pertanto studiato che, per dare al servizio dei pacchi dono un afflusso che, anche a larga distanza eguagli l'afflusso, si rende indispensabile l'assegnazione al Servizio postale di 150 carri ferroviari chiusi, destinati esclusivamente al servizio stesso; destinazione che dovrà risultare da apposita legenda da imprimerli sui carri. I carri dovrebbero circolare coi troni derrate, e dovrebbero essere assegnati alla residenza di Napoli. Dovrebbe esser fatto assoluto divieto, anche e sopra tutto d'accordo con le Autorità Alleate, di adibirli a qualsiasi altro carico che non sia di effetti postali.

Lo Scrivente rivolgesi pertanto benevolmente a V.S. Ill.ma pregandola di considerare la necessità di un ordinamento del servizio su tali basi: ordinamento che è urgente, anzi indilazionabile, ad evitare che, a Napoli, non si abbia spazio per alloggiare i sacchi pervenuti dall'America non ostante i vasti locali che quest'Amministrazione si è procurata alla cripta dei SS. Apostoli, agli scantinati di Napoli ferrovia, ai 3 capannoni cedutici dagli Alleati.

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La si prega pertanto di voler disporre che, al più presto, sia studiato il nuovo assetto di trasporto da noi suesposto, e che esso sia al più presto attuato d'accordo colle Autorità Alleate, onde scongiurare il gravissimo danno di ingombro e di saturazione a Napoli che questo Ministero non ha modo alcuno di evitare.

Sarà gradita una cortese risposta ed intanto si ringrazia sentitamente.

IL DIRETTORE GENERALE

St. Mammari

Handwritten: IFO/elo

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation & Shipping Sub-Commission

21 December 1945

Tel : 473701

370/112/Tn 3

SUBJECT : Priority of Movement - Civilian Traffic

TO : Senior Transportation Officer
AMC Naples Commune

1. With reference to your weekly report for the period 19 to 25 November '45.

2. It is noted that you fail to remark on the evident mal distribution of wagons in the Naples Compartimento and omit to state what action is being taken by your Office to rectify this serious position.

3. You will note that the agreed priority list for movement of civilian traffic by rail is being ignored by the Naples Compartimento as the following points will show from perusal of your report :-

a) 4992 tons of flour and grain (Priority 4) were authorized for movement, of which, only 1777 tons actually moved, leaving a balance of 3215 tons not moved.
Against this, 2701 tons of fruit and vegetables (Priority 7) were authorized for movement, of which 2610 tons actually moved, leaving a balance of only 91 tons not moved.

As box cars are required for both these commodities, it is evident that the priority list is being ignored in favour of the more lucrative traffic.

b) 1455 tons of miscellaneous traffic (Priority 19) were authorised for movement, of which, 1178 tons were actually moved, leaving a balance of only 277 tons not moved.
Against this, 748 tons Construction Materials (Priority 15), 1081 tons Timber and Boxwood (Priority 16), 631 tons coal and Charcoal (Priority 12, 161 tons Lignite (Priority 12), and 70 tons Metals (Priority 14), did not move.

It appears that something is radically wrong with the wagon

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4. It appears that something is radically wrong with the wagon allocation in the Naples Compartimento and this has been brought to the notice of the Headquarters ISR Rome for immediate action.

5. All action possible will be maintained by your Office with the Naples Compartimento of the ISR until this position is rectified.

By Command of Rear Admiral STONE

C.F. Barridge
C.F. BARRIDGE,
Major R.E.

Copy to : Rail Division (Tn 4)

IFC/elc

X
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

21 December 1945

Tel : 478701

278/332/Tn 3

SUBJECT : Rail Bids

TO : Sig. Ceccotti,
ISR Servizio Movimento
Sezione Quarta

1. With reference to conversation Capt. Clinging - Signor Ceccotti of yesterday on the enclosed letter from Impresa Guglielmo Cargnoli Moliterno.
2. Will you please arrange for 12 wagons to be placed at Montesano station to meet the immediate needs of this Firm.
3. The Firm state in their letter that they have not received any wagons since the beginning of November and you are requested to ensure that they are allotted their fair share of the available wagons in the Iagonegro area for the future.

For the Director

C.F. Berridge
C.F. BERRIDGE,
Major R.E.

Copy to : Rail Division (Tn 4) (Attn. Capt. Jeffreys, confirming conversation Capt. Clinging today).
(no enclosure)

1476

cl
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission
IFC/elc
Rail Bd

21 December 1945

Tel : 478701

370/111/Tn 3

SUBJECT : Priority of Movement - Civilian Traffic

TO : Sig. Ceccotti,
ISR Servizio Movimento
Sezione Quarta

1. With reference to the enclosed weekly report for the period 19 - 25 November from the Senior Transportation Officer Naples, and confirming conversation of yesterday, Signor Ceccotti - Capt. Clinging.
2. You will note that 4992 tons of flour and grain (Priority 4) were authorized for movement, of which, only 1777 tons actually moved, leaving a balance of 3215 tons not moved. Against this, 2701 tons of fruit and vegetables (Priority 7) were authorized for movement, of which 2610 tons actually moved, leaving a balance of only 91 tons not moved.
As box cars are required for both these commodities, it is evident that the agreed priority list is being ignored in favour of the more lucrative traffic.
3. You will also note that 1455 tons of miscellaneous traffic (Priority 19) were authorized for movement, of which, 1178 tons were actually moved, leaving a balance of only 277 tons not moved.
Against this 748 tons Construction Materials (Priority 15), 1081 tons Timber and Boxwood (Priority 16), 681 tons coal and Charcoal (Priority 12), 161 tons Lignite (Priority 12), and 70 tons Metals (Priority 14), did not move.

1475.

- 2 -

4.

It would appear that something is radically wrong with the wagon allocation in the Naples Compartimento and you are requested to take immediate action to rectify the present position, especially in view of the many complaints now being received from all quaters.

For the Director

C. F. Berridge
C.F. BERRIDGE,
Major R.E.

Copy to : Rail Division (Tn4) ✓

1474

2381

CFB/mo

HEADQUARTERS ALLIED COMMISSION
ASO 394
Transportation & Shipping Sub-Commission

11 December 1945

Tele : Ext. 514

397/All/Tn.3.

SUBJECT : Supply of wagons - Naples Area

TO : 3 (Movements) GHQ, C.M.F.

1. During the month of November numerous complaints have been received regarding shortage of wagons for the movement of civilian supplies from the Naples Area.
2. For example, during the last two weeks in November, out of a total order for 360 wagons for the civilian food warehouses, only 60 were received. This has resulted in an accumulation of traffic in the warehouses and short supply at the destination points particularly in Rome.
3. Attached is a statement for the period 3 - 9 December which indicates how serious the position is becoming. This statement does not include the wagon demands for the silos at Ceatellammare and Torre Annunziata, nor for warehouses No. 676 and 696.
4. An investigation as to the reason for the general shortage of wagons in the Naples area reveals that the recent heavy Military commitment coupled with the continuous heavy civilian demand has resulted in a daily departure from the area of more wagons than can be worked into it.
5. It is appreciated that essential Military movements must have priority but is it possible please for the Military wagon requirements to be reconsidered in detail to ensure that a priority for all this traffic, is justified over the essential civilian foodstuffs? For instance it is alleged by the local wagon distributor that racks of wagons allotted to cover civilian demands have been appropriated at short notice by the local R.T.O. It is open to investigation as to whether the Military traffic in question always justifies these arbitrary actions.
6. It is suggested that some help would be given in alleviating the wagon shortage if the daily train of the U.S. supplies which runs between Marconese and Leghorn could run every other day. Is this possible please?

For the Director

473

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4. An investigation as to the reason for the general shortage of wagons in the Naples area reveals that the recent heavy Military commitment coupled with the continuous heavy civilian demand has resulted in a daily departure from the area of more wagons than can be worked into it.
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6. It is suggested that some help would be given in alleviating the wagon shortage if the daily train of the U.S. supplies which runs between Merconese and Leghorn could run every other day. Is this possible please?

For the Director

11/17/43

C.F. BERRIDGE,
Major, R.E.

Copy to : Rail Division (Tn.4.)
Food & Agriculture Sub-Commission

Copia /mb

PROGRAMMA DI SPELIZIONI DI FARINA E PASTA 14 NAUOLI PER LE PROVINCE
DI ROMA-LATINA-FROSINONE-BENEVENTO-LECCE-BARI-CATANZARO-COSENZA

SETTIMANA 3/9 DICEMBRE

F A R I N A

	Scheduled to move	Actually moved
--	----------------------	-------------------

Da Torre Annunziata a Latina	q.li 450	150 far.
" S.Giovanni a Teduccio a Formia	" 150	794 "
" S.Giovanni a Teduccio a Ceperano	" 1.250	
" Torre Annunziata a Bari	" 1.350	
" " a Lecce	" 2.100	
" " a Roma	" 12.000	

P A S T A

	q.li	285 pasta
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Da Gagnano a Benevento	q.li 750	
" " a Avezzano	" 450	
" " a Latina	" 700	
" " a Formia	" 300	
" Torre Annunziata Centrale a Ceperano	" 2.000	
" " a Pizzo	" 150	
" " a Crotone	" 150	
" " a Nicastro	" 300	
" " a Vibo Valentia	" 300	
" " a Soverato	" 600	
" " a Catanzaro Sala	" 750	
" " a Badolato	" 150	
" " a Botricello	" 150	
" " a Catanzaro Marina	" 150	
" " a Ciro'	" 150	
" " a Marcellinara	" 150	
" " a Corigliano	" 150	
" " a Amendolara	" 150	
" " a Belvedere	" 150	
" " a Rossano	" 150	
" " a Spezzano	" 300	
" " a Scalea	" 150	
" " a Cosenza	" 300	
" " a Cosenza	" 450	
" " a Cosenza	" 150	
" " a Istante	" 150	
" " a Caniata	" 150	
" " a Cassano Jonico	" 150	
" " a Cetraro	" 150	
" " a Montalto	" 150	
Castellammare di Stabia		158 pasta

1472

CFB/mb

HEADQUARTERS ALLIED COMMISSION

AFC 394

Economic Section

Tele : Ext. 514

17 December 1945

397/119/Tn.3.

SUBJECT : Wagon supply in the Naples Area

TO : Minister of Alimentation

1. A serious situation has arisen in the distribution of essential food-stuffs from the Naples area. Since the middle of November, the wagon requirements at the warehouses and other loading points have not been met, and on many consecutive days no wagons have been supplied. If this situation continues, the rationing of the civilian population will be affected and in many areas essential foodstuffs will be in short supply.
2. The urgency of the situation has been represented to the Director of the Italian State Railways, and to subordinate railway authorities, but there has been no improvement to date in the situation.
3. It is appreciated that there is a general shortage in Italy of covered railway wagons, and also that military commitments call for large quantities of this type of wagon. The military demands are known beforehand, however, and in fact represent only about 60% of the agreed wagon allocation to them. It cannot be said, therefore, that the military demands are the main cause for the non-supply of wagons in this area.
4. It is considered that one of the main reasons why there are not sufficient covered wagons for the movement of flour and pasta from this area is because too much lower priority traffic, which also mainly requires these wagons, is moving instead of the wagons being allocated for more essential traffic.
5. For example, during the period 29 Oct. - 18 Nov., 602 wagons of flour and pasta in priority 4 were moved, as against 655 wagons of fresh fruit and perishable foodstuffs in priority 7. This occurred in spite of the fact that during this period there was a shortage of 439 wagons against the demand for flour and pasta.
6. It is requested, moreover, that you will represent to the Minister of Transport the importance under present circumstances of adhering strictly to the agreed priority list, in order that traffic such as fruit and perishables in priority 7 is not moved until the wagon demands have been completely satisfied for the higher priority traffic such as flour and pasta in priority 4. It will be appreciated that there are not sufficient covered wagons to move all the flour and pasta as well as fruit and

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6. It is requested, moreover, that you will represent to the Minister of Transport the importance under present circumstances of adhering strictly to the agreed priority list, in order that traffic such as fruit and perishables in priority 7 is not moved until the wagon demands have been completely satisfied for the higher priority traffic such as flour and pasta in priority 4. It will be appreciated that there are not sufficient covered wagons to move all the flour and pasta as well as fruit and perishables at present being offered in the Naples area, and the decision to satisfy fully the demands for movement of flour and pasta will have to be at the expense of fruit and perishables and other food commodities in the lower priorities.

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7. It should, therefore, be made clear to SRRAL, Naples, that the movement of non-rationed foods must be restricted in the interests of the movement of wheat, flour and pasta.

(Signed)
CHARLES W. WALTON
Colonel, AC
Chief, Supply Group

CHARLES W. WALTON
Colonel, A.C.
Chief, Supply Group

Copies to : Rail Division (Tn.4.)
Food & Agriculture Sub-Commission

CFB/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

11 December 1945

Tele : Ext. 514

397/114/Tn.3.

SUBJECT : Supply of wagons - Naples Area

TO : Rail Division (Tn.4.) ✓

1. Attached is a statement which indicates the tonnages of flour and pasta to be moved from points in the Naples area during the period 10 - 16 December. This statement does not include requirements for the silos at Castellammare and Torre Annunziata nor for warehouses 676 and 696.
2. In view of the difficulties experienced in this area recently regarding the supply of wagons would you please watch the distribution carefully during the next week.
3. If all requirements are not met could you please supply a statement to us giving the reason in each case for the shortage. This would then give us some current facts, particularly regarding the alleged Military interference in the distribution of wagons, which would enable the question to be pursued further with AFHQ.

C. F. Berridge
C.F. BERRIDGE,
Major, R.E.
Chief, Movements Division

Copy to : Food & Agriculture Sub-Commission

<i>I. Ann.</i>	<i>133 cars</i>	<i>29 daily</i>	<i>Pasta</i>	<i>170 cars. week</i>
<i>Capriano</i>	<i>11</i>	<i>2</i>	<i>Flour</i>	
<i>Castellammare</i>	<i>12</i>	<i>2</i>	<i>Pasta</i>	
<i>St. Giovanni</i>	<i>14</i>	<i>2</i>	<i>Flour</i>	
	<i>170</i>	<i>25 daily</i>		

1469

Copie
/mb

ALL'ATTENZIONE DEL MAGGIORE CURRAN

PROGRAMMA DI SPEDIZIONI DI FARINA E PASTA DA NAPOLI PER LE PROVINCE
DI ROMA, LATINA, FROSINONE, LECCE, CATANZARO, COSENZA

SETTIMANA 10/16 DICEMBRE

F A R I N A

	Tonn.	Scheduled to move
Da Torre Annunziata e Roma Trastevere	305	)
" " a Roma S. Lorenzo	90	)
" " a Roma Tuscolana	195	)
" " a Latina	90	)
" " a Formia	90	)
" " a Ceprano	180	)
" " a Amantea	30	)
" " a Belvedere	15	)
" " a Corigliano	15	)
" " a Cetraro	15	)
" " a Paola	30	)
" " a Spezzano Albanese	45	)
" " a S. Marco Riggiano	15	)
" " a Scalea	15	)
" " a Tre Bisacce	15	)
" " a Catanzaro Marina	30	)
" " a Badolato	15	)
" " a Botricello	15	)
" " a Di Castro	30	)
" " a Crotone	30	)
" " a Soverato	30	)
		1,295

Da S. Giovanni a Teduccio e Gallipoli	Tonn.	
" " a Alessano	30	)
" " a Barabbita	60	)
" " a Maglie	60	)
		210

P A S T A

Da Gragnano a Pizzo	Tonn.	
" " a Crotone	15	)
" " a Nicastro	15	)
" " a Vibo Valentia	30	)
" " a Avezzano	30	)
" " a Roma Tuscolana	45	)
		165

Da Castellammare di Stabia a Cosenza	Tonn.	
" " a Amantea	60	)
" " a Cariati	15	)
" " a Cassano Jonico	30	)
" " a Cetraro	30	)
" " a Montalto	15	)
		180

1,850

PAST 4

Da Castellammare di Stabia a	Cosenza
"	"
"	a Anantea
"	"
"	a Cariati
"	"
"	a Cassano Jonico
"	"
"	a Cetraro
"	"
"	a Montelto

[illegible]

1.850
172.8

%

PASTA

Scheduled
to move

Tonn.

1,850

645

5672

L'Ufficio Interregionale di Napoli della Federazione, d'accordo con l'Ispettorato Regionale dell'Alimentazione di Napoli, si riserva di richiedere in emergenza ulteriori carri ferroviari nella settimana in oggetto.

Nel caso in cui fossero avanzate richieste di emergenza, l'Ufficio di Napoli le comunicherà' a Roma e noi le comunicheremo a codesta Commissione Alleata.

Roma li 10 dicembre 1945

2971

L'Ufficio Interregionale di Napoli della Federazione, d'accordo con l'Ispettorato Regionale dell'Alimentazione di Napoli, si riserva di richiedere in emergenza ulteriori carri ferroviari nella settimana in oggetto.

Nel caso in cui fossero avanzate richieste di emergenza, l'Ufficio di Napoli le comunicherà' a Roma e noi le comunicheremo a codesta Commissione Alleata.

Roma li 10 dicembre 1945

CFE/ml

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

14 December 1945

Tele : Ext. 514

397/117/m.3.

SUBJECT : Wagon Supply in Naples Area

TO : Economic Section, Supply Group

Reference attached correspondence on this subject.

1. There is a general shortage of rail wagons, especially covered ones, and the increased quantities of traffic, including civilian, which is now offering for movement accentuates this shortage. This, coupled with heavy Military commitments, is the main reason for the shortage in the Naples area.
2. It is appreciated, however, that there is something radically wrong with the wagon distribution in this area, as reflected in the negligible number of wagons provided for the Naples warehouses etc.
3. Every effort has been and is being made to rectify the position. Representations have been made to the Director General I.S.R., to the Movements Division of the I.S.R., and daily contact is maintained with the local wagon distributor by Rail Division of this Sub-Commission.
4. Whilst there has been military interference in the wagon distribution arrangements this has been pursued on several occasions recently with A.F.R.Q. who have issued instructions to local RVO's that this short notice appropriation of wagons must cease and whilst this interference must affect the wagon supply to the warehouses it cannot be the only reason for the non-supply of wagons.
5. It is considered by this Sub-Commission that there is too much lower priority traffic moving from this compartment at the expense of the higher priorities. For example during the period 29 Oct. - 13 Nov. 655 wagons of fresh fruit and perishable foodstuffs, priority 7, were moved as against 602 wagons of grain and pasta, priority 4, which represented a shortage of 499 wagons for the latter commodities. This point has been taken up with the I.S.R. but it is suggested that the Ministry of Food should also pursue the matter direct with the Ministry of Transport.
6. This whole problem is receiving the urgent attention of this Sub-Commission and will continue to do so until improvement is effected. It will also be referred to the next meeting of the Allied Railway Board which is on 20 December.

1/16/46

Reference attached correspondence on this subject.

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6. This whole problem is receiving the urgent attention of this Sub-Commission and will continue to do so until improvement is effected. It will also be referred to the next meeting of the Allied Railway Board which is on 20 December.

1486

I.D.G. BUCHANAN,
Colonel,
Director

Copy to : Rail Division (Tr.4.) ✓

2394

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

AND NAPLES COMMER

9291

12 220 49

ROUTINE
PRIORITY

UNCLASSIFIED PD

PARA ONE PD CONFIRMING CONVERSATION CLIPPING DASH BRUNG TO DAY PD
PARRY TO AND NAPLES COMMER FOR BARRY FROM RE ALONG CITE ACFT PARRY
 PARA TWO PD COMMENCING PERIOD ONE SEVEN DASH TWO THREE DASH
 FROM THIS OFFICE RAIL PROGRAMS FOR MOVEMENT FOOTSTEPS ~~BY DATE~~
 UNDER PRIORITY FOUR LOADING STATION AND TOTAL TONNAGE TO MOVE PD
 FROM DAILY NUMBER FIGURES PLACED FOR LOADING THESE STATIONS PD

COPY TO : AGRICULTURE AND FOOD SC (MAJ GUNN) ✓
 RAIL DIVISION (CAPT JEFFREYS)

Naples file

TRANS. & SHIPP. SC

336

G.J. LEONE
 CHG. U.S.A.
 Asst. Adjutant

1465

BAJ/AG

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

1st December 45

Tel: 843191/9582
Ref: AC/301/NA/Tn 4

SUBJECT : Supply of Cars to Warehouse 676 Naples.

TO : AFHQ for CA (Mov & Tn)

1. Serious complaints are continually being received regarding the non-supply of cars to load foodstuffs ex Warehouse 676 at San Giovanni, resulting in a breakdown in the distribution of essential food supplies.

2. Previous action to rectify the situation included an instruction to the Italian State Railways Car Distributor at Naples that these loadings must receive the top civil priority and special efforts made for regular supply.

3. This arrangement has now been completely broken-down owing, it is alleged, to unauthorised interference with Car Distribution by Military staff at S. Giovanni and by Naples J.R.C.

The following details were received by telephone from the ICR Car Distributor Naples this morning viz

Date	Despatched to S. Giovanni	Delivered to 676 Warehouse	
Nov. 13	26	26	25 disposed of by RTO S. Giovanni
Nov. 14	25	Nil	J.R.C. instructed Car Distributor
" 15	Nil	Nil	to meet other requests.
" 18	"	"	
" 19	"	"	
" 20	"	"	
" 17	20	Nil	Disposed of by RTO
" 21	26	7	Remainder disposed by RTO
" 23	8	Nil	Disposed of by RTO
" 24	22	4	" " "
" 25	27	9	" " "
" 26	12	Nil	" " "
" 28	12	Nil	" " "
Total		176	46

4. DMS letter of 24 October under reference Tn A.3(0) 14/1, which was issued in accordance with AFHQ Instruction AG 531 Tm O. dated 17th October, clearly indicates that, as from Nov. 1st, the placing of cars is entirely an ICR responsibility. It is therefore not understood why J.R. Control at S. Giovanni continues to exercise control over movement of empty cars.

of cars to meet requirements of essential food supplies.

2. Previous action to rectify the situation included an instruction to the Italian State Railways Car Distributor at Naples that these loadings must receive the top civil priority and special efforts made for regular supply.

3. This arrangement has now been completely broken-down owing, it is alleged, to unauthorized interference with Car Distribution by Military staff at S. Giovanni and by Naples J.R.C.

The following details were received by telephone from the ISE Car Distributor Naples this morning viz

Date	Despatched to S. Giovanni	Delivered to 676 Warehouse	
Nov. 13	26	26	25 disposed of by RTO S. Giovanni
Nov. 14	25	Nil	J.R.C. instructed Car Distributor
Nov. 16	Nil	Nil	to meet other requests.
" 18	"	"	
" 19	"	"	
" 20	"	"	
" 17	20	Nil	Disposed of by RTO
" 21	26	7	Remainder disposed by RTO
" 23	8	Nil	Disposed of by RTO
" 24	22	4	" " " "
" 25	27	9	" " " "
" 26	12	Nil	" " " "
" 28	12	Nil	" " " "
Total		178	
		46	

4. DMES letter of 24 October under reference In A.3(O) 14/1, which was issued in accordance with AFHQ Instruction AG 534 TEF O, dated 17th October, clearly indicates that, as from Nov. 1st, the placing of cars is entirely of ISE responsibility. It is therefore not understood why J.R.C. Control at Naples at S. Giovanni continues to exercise control over movement of empty cars.

5. Local distribution in Naples Compartimento is faulty and will continue so until it becomes possible for the Car Distributor to direct, and thus be entirely responsible for, the placing of empties in accordance with Movement Programme without interference from any source. At present, whenever a case of mal-distribution is criticised it is usually possible to blame "Military Authority".

6. It will be appreciated if action can be taken to enable distribution to function as planned.

(Signed) R P Moss
for Director

BAJ/10

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

15 November 45

Tel: 843191/9582
Ref: AG/301/1/In 4

SUBJECT : Car Detention Naples Compartment.

TO : ATR
for G4 (Mov & In)

1. During the month of October considerable progress was made in reducing the number of cars awaiting offloading in the Naples Compartment from 1623 on October 1st to 1126 on Nov. 1st.

2. Review of the period Nov 1st to 14th shows that this improvement is not being maintained as the following figures indicate:-

On hand awaiting offloading November 1st.....	985	Military
	141	Civil
	<u>1126</u>	Total

Ditto November 14th	1037	Military
	156	Civil
	<u>1193</u>	Total

3. The average daily arrivals is 620 cars, and a reasonable carry-over (allowing the day of arrival and the following day for offloading) would be 600. A carry-over of 1037 means, in effect, that over 400 cars, badly needed for transport, are being used as Military Warehouses.

4. It will be appreciated if action be taken to repeat the improvement shown in October and thus bring the position at Naples in line with the rest of the system.

W. J. Jeffries
Director

Copy to: Chief Movements AG (for Lt Col Worthington)
NDERS (for Major J.A. Mc Evoy).

1463

By hand

MINISTRY OF TRANSPORTS
I.S.R. MOV. SERVICE ROME

M.312/1019.

TO : Major Ping
Tn. Sub-Commission A.C.
Bldg

15 October 45

Ref. wire 043191/9582 of 12th October 1945.

1. Issued necessary instructions in order that
may be ensured daily cars supply that they will be requested
by 6/6 and 096 Naples warehouses.

2. It is understood that such daily supply
should be not superior to 40 cars.

3. We will survey the order execution.

The Chief Movement service
sgd. B I O N D I

1462

Da mano
Fonogramma N.

G-68.

Provenienza *Divisione Illegittimo - Roma*
 Destinazione *Dottocommissione Esporti - magg. Piro - Dede*
 Ricevuto da _____ ore _____ Trasmissione da _____ ore _____

N. *312/1019*Data *15 ottobre 1945*

Riferimento *Telegramma 343131/9583 del 12 corrente.*

- 1 - *Impartito necessarie disposizioni perché sia giornaliera assicurata fornitura carri vuoti che verranno richiesti dai magazzini 676 e 696 di Napoli.*
- 2 - *Pertanto intesa che detta fornitura non dovrà essere superiore a 40 carri al giorno.*
- 3 - *Disseguagliare perché l'ordine sia eseguito.*

Il Capo Divisione Illegittimo

Amund

1461

PCM/ic

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

Tel: 843238
Ref: AG/301/En 4

16 October 45

SUBJECT : Box wagons for Italian Military leave trains.

TO : ISR - Bldg.

1. Reference your M.233/L.12/25/187 October 6 - 1945.
2. It has been arranged that Box Cars instead of Gondolas will be furnished for Italian Military Leave trains from Naples.

P. G. MATSON
MAJOR T.C.
for Director

1460

TRANSLATION

MINISTRY OF TRANSPORTS
I.S.R. MOVEMENT SERVICE

Rome, 6 Oct. 1945

Ref.: M.233/412/25/101.

TO : Tn. Sub-Commission AC.,
Rail Division
Bldg.

1. This is concerning the Italian Military leave trains in departure from Naples.
2. Lasting the prohibition of I.R.C. Command to use box cars; the exorbitant overcrowding of passenger trains with soldiers leaving Naples is continuing.

3. Please send decisions.

Chief of Movement Service
GIORDI

Maj. Gordon
St. Lucy
report all
moves authorized by HQ
and transmitted to HQ
are now being processed
by HQ. Evidently the
box cars are not
difficultly for the
loading into the cars in the
prescribed manner (40) of more
personnel are going on leave than
being authorized transportation
for.
13/10/45
11/10/1945

Lt Stegall
pls ascertain from
Naples HQ if box cars are
being used now in lieu of
high gear for the Italian
mil personnel.
1459
17/10

London
more and
can
Mason
Oct 8, 45

Maj Watson
It is now lined
up to furnish box cars
for the H. leave personnel
JCH

INTER-OFFICE MINUTE

Ref: AC/301/NA/Tn 4

SUBJECT : Empty Wagons for Naples Warehouses.TO : Movements (Rail) Tn Sub-Commission
(for Major Constable)

Reference your letter 397/82/Tn 3 of 1st October 45.

1. As previously advised special measures have been taken to achieve a full supply of empties to Warehouses 676 and 696, with a "target" of 64 cars per day, which has been quoted as the loading capacity.
2. Daily reports which are now being rendered of the cars supplied and loaded at these places indicate that the normal average loading is, in practice, 30 per day.
3. Chief of the Rail Division has again visited the warehouses and confirms that, not only are they getting sufficient cars, but also that cars remain surplus to requirement.
4. Further confirmation is forthcoming in compl-nts from I&R that 30 cars remained idle yesterday and that the warehouses are unable to deal with 64 cars daily.
5. In these circumstances it is now necessary to reduce the allotment of empties to 40 per day and it will be appreciated if special attention be given to loading programme and the daily demand in order that the demand shall be limited to the number of cars which will actually be loaded during the ensuing 24 hours.

*R. P. Moss*Chief
Rail Division

Transportation Sub-Commission (Rail Div)

Tel: 843191/9582

Date 12 October 45

1458

Copy to: Economic Section

Food Sub-Commission

Ports & Warehouses Tn Sub-Comm.

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Mr) Main
U.S.F.

12 October 45

Tel. 043191/2532
Ref. AG/301/RA/tn 4

SUBJECT : Wagen Distribution Naples Compartmento

TO : 1 INF General Direction
(for Ing. Bertoli)

With reference to your M 312/20103/5. Na. 10. dated October 6th.

1. It is now agreed that warehouses 676 and 696 at Naples cannot maintain a loading programme of 64 cars per day; and that 40 cars should fulfill all demands.
2. Instructions have therefore been given to the loading authorities to demand only the number of cars which can be loaded during the ensuing 24 hours.
3. Will you please arrange that the Car Distributor at Naples continues to supply regularly up to 40 cars according to the daily demand which will be made.

for Director

Copy to: MAIL (for Major Mac Avey)
 MAIL (for Major London)
 Mr En Officer Naples (Major Bonner)

1457

2404

EAJ/10

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

3rd October 45

Ref. 843194/9582
Ref. AC/304/NA/Tn 4

SUBJECT : Shortage of Rail Cars Naples.

TO : Director Food Sub-Commission
H. Allied Commission

1. Reference is to your letter 51-2/64/FOOD, dated October 1st, 1945.
2. The Joint Wagon Control Committee, as a body, and individually, has been and still is, energetically tackling the problem of Car Distribution in the Naples Compartment. Repeated and urgent requests that the loadings at Naples warehouses should be fully covered by cars which have been available produced either negative results or only sporadic improvement.
3. A personal visit and enquiry was made recently by Mr. R.P. Moss, Chief of Rail Division, who sought to ensure that there were no local difficulties of operation or capacity which might account for these repeated failures to keep a regular flow of loads moving. The main fact which emerged was that the site is somewhat remote from the source of wagon supply and has been neglected. A definite demand was reiterated that 64 cars per day be specially sent to S. Giovanni and placings be made at 06.00 and 18.00 hours daily. This would keep the loading services working to capacity 24 hours per day.

4. Figures are received daily by the Wagon Control Committee which show that, not only has there never been a true shortage of cars at Naples, but there has always been a big surplus. The surpluses have been such that standing orders have been issued by the Committee for spare empty cars to be sent out of the Compartment at the rate of 200 per day. These demands have not been met and still the local distributor fails to cover the whole of the requests for the placing of empties within the Compartment.

A fortnight ago the number of cars empty and under load in the Naples Compartment was such that serious congestion necessitated an embargo on loadings to the area for 5 days. This underlines the fact that there is no shortage of cars in the area.

5. It is noted that Major Curran's report on the Car situation in Naples (Sept. 15th), para 2, states:

1456

"that there is a shortage of rail cars was confirmed by Major Powers, (Mr. Tn Officer) Capt. Parks (Joint Control Board) and Signor Ingrosso (Car Distributor I.R.). The shortage has been made worse by orders issued by Car Distribution (Rome) to the Naples Compartment to despatch 100 empties per day to Rome Compartment."

6. This local effort to shift the blame to the Wagon Control Committee is further confirmed by a letter from AFH, G4 dated Sept. 18th which contains the following

1. Reference is to your letter 54-2/64/POD, dated October 1st, 1945.
2. The Joint Wagon Control Committee, as a body, and individually, has been and still is, energetically tackling the problem of Car Distribution in the Naples Compartiments.
Repeated and urgent requests that the loadings at Naples warehouses should be fully covered by cars which have been available produced either negative results or only sporadic improvement.
3. A personal visit and enquiry was made recently by Mr. E. P. Moss, Chief of Rail Division, who sought to ensure that there were no local difficulties of operation or capacity which might account for these repeated failures to keep a regular flow of loads moving. The main fact which emerged was that the site is somewhat remote from the source of wagon supply and has been neglected. A definite demand was reiterated that 64 cars per day be specially sent to S. Giovanni and placings be made at 06.00 and 10.00 hours daily. This would keep the loading services working to capacity 24 hours per day.

4. Figures are received daily by the Wagon Control Committee which show that, not only has there never been a true shortage of cars at Naples, but there has always been a big surplus. The surpluses have been such that standing orders have been issued by the Committee for spare empty cars to be sent out of the Compartiments at the rate of 200 per day. These demands have not been met and still the local distributor fails to cover the whole of the requests for the placing of empties within the Compartiments.

A fortnight ago the number of cars empty and under load in the Naples Compartiments was such that serious congestion necessitated an embargo on loadings to the area for 5 days. This underlines the fact that there is no shortage of cars in the area.

5. It is noted that Major Curran's report on the Car situation in Naples (Sept. 15th), para 2, states:

1456

"that there is a shortage of rail cars was confirmed by Major Hovers, (Mr. In Officer) Capt. Parks (Joint Control Board) and Signor Laghezza (Car Distributor IER). The shortage has been made worse by orders issued by Car Distribution (Rome) to the Naples Compartiments to despatch 100 empties per day to Rome Compartiments".

6. This local effort to shift the blame to the Wagon Control Committee is negatived by a letter from AM. CA dated Sept. 13th which contains the following paragraph:-

"The following authorities have been approached regarding the alleged segregation of box wagons for military use in Naples Port.

Joint Railway Control Committee
3th Port of Rehabilitation (Tr Section)
Mr Ramsey (JURNA)
Major Barrett A.C. Tr
H. Movements Naples.

EJ/10

- 2 -

"In all cases a reply has been received stating that there is no knowledge of any segregation order and that the box wagon supply has been, and continues to be, satisfactory."

7. Conflicting statements of this kind are indicative of the confusion which exists in the Naples Compartments and points to the conclusion reached by the Wagon Control Committee that ineptitude and indiscipline on the part of those responsible for local operations and the distribution of empties are the real causes of the present difficulties.

8. A letter has been sent to the Minister of Transport warning him that responsibility for failure to move traffic will be on the shoulders of IRI, and his attention to the matter may result in an improvement. It is our confident opinion that no material improvement will result, however, until more efficient organization is introduced by selection of more capable and energetic personnel for this very important compartment.

The matter is fully known to the IIR General Direction, but they do not seem to face up to the serious consequences likely to occur if the present conditions are allowed to continue.

FRANK WELCH, JR.
Director

Copy to: Movements (Snail) in sub-Commission

1455

MINISTRY OF TRANSPORTS
LOCOMOTIVE SERVICE.

Rome, 6 October 1945.
Ref.: M.312/20103/2.MA.10

SUBJECT: Distribution of cars in Naples
Compartmento.

TO : M. Sub-Commission AC.,
att. Major A. U. Ping

slug.

In reply to your letter AC/307/MS/mn.4 of 1 Oct. 1945.

1. Our figures show that during the period from 23 to 30 September 1945, the following movement of cars has been operated to warehouse 0/0 and 090.

Sept. 23	supplied cars	30	-	loaded	30
" 24	"	"	21	"	32
" 25	"	"	10	"	21
" 26	"	"	25	"	10
" 27	"	"	12	"	25
" 28	"	"	21	"	21
" 29	"	"	0	"	25
" 30	"	"	26	"	--

1454

165 104

2. The smaller supply of cars was sometimes due to deficiency of loading materials for the priority of more important movements; same other times it was due to the impossibility of shunting operation of empty cars on account of the precarious conditions of the locomotives which often have to be returned to shed for repairs. Some other times the warehouses themselves have refused the empties for congestion.

3. On September 28, we have however directed precise and explicit instructions on the subject, copy of which is attached.

4. Our Service will take care of the daily survey of car supply to warehouse 0/0 and 090 and we will take immediate steps any time it will be necessary.

5. We must however point out that from October 1, date of effect of provision, though the 64 cars have been with great sacrifices daily prearranged, not all of them have been accepted and loaded.

In reply to your letter AC/301/ma/mn.4 of 1 Oct. 1945.

1. Our figures show that during the period from 23 to 30 September 1945, the following movement of cars has been operated to warehouse 070 and 090.

Sept. 23	supplied cars	30 -	loaded	30
" 24	"	" 21 -	"	32
" 25	"	" 10 -	"	21
" 26	"	" 25 -	"	10
" 27	"	" 12 -	"	25
" 28	"	" 21 -	"	21
" 29	"	" 0 -	"	25
" 30	"	" 26 -	"	—

2. The smaller supply of cars was sometimes due to deficiency of loading materials for the priority of more important movements; some other times it was due to the impossibility of shunting operation of empty cars on account of the precarious conditions of the locomotives which often have to be returned to shed for repairs. Some other times the warehouses themselves have refused the empties for congestion.

3. On September 20, we have however directed precise and explicit instructions on the subject, copy of which is attached.

4. Our Service will take care of the daily survey⁴ car supply to warehouse 070 and 090 and we will take immediate steps any time it will be necessary.

5. We must however point out that from October 1, date of effect of provision, though the 04 cars have been with great sacrifices daily prearranged, not all of them have been accepted and loaded.

In fact, also on October 4, only 41 cars out of 04 have been prelieved; the remaining ones have been used by the local R.T.O. for Military Movements.

Out of the prelieved 41 cars, only 21 have been loaded.

This would demonstrate that those warehouse are not equipped for a daily loading of 04 cars.

6. What above said is also a reply to letter AC/301/Tn.4 of 17 Sept. 45.

Chief Mov. Service

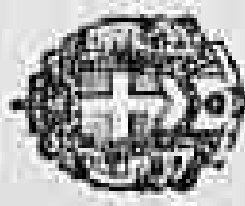
BIONDI

TR/AL/11/10/45

1454

164

165



MINISTERO DEI TRASPORTI
E DELLE COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma

5761 1109

193 - Anno

N. 312/20103/5. Ma. 10

Al N.

Sottocommissione Trasporti
- Maggiore ING. S. E. D. E.

Si risponde alla lettera AC.301. Ma. Th. 4

del 1° c.m. -

OGGETTO

Ripartizione carri nel
Compartimento di Napoli. -

1°) - Dagli elementi in nostro possesso risulta
che ai Magazzini 576 e 596, nei giorni
dal 23 al 30 settembre u.s., si è effettuata
il seguente movimento di carri:

all. 1.

giorno 23	-	carri forniti	30	-	caricati	38
" 24	-	"	27	-	"	32
" 25	-	"	10	-	"	27
" 26	-	"	25	-	"	10
" 27	-	"	12	-	"	25
" 28	-	"	27	-	"	27
" 29	-	"	8	-	"	25
" 30	-	"	26	-	"	-

1453

165

184

2°) - La minor fornitura dei carri talvolta è discesa dalla deficienza
di materiale da carico, essendo dovuto assicurare in precedenza
trasporti più importanti; altre volte dall'impossibilità di esec-
uire manovre occorrenti per il piazzamento dei vuoti, stante le
precarie condizioni delle locomotive, che spesso devono rientrare
in deposito per guasti. - Altre volte gli stessi Magazzini hanno

Si visione alla lettera AC.301.Na.Tn.4
del 1° o.m.-
1°)- Dagli elementi in nostro possesso risulta
che ad Magazzini 676 a 696, nei giorni
dal 23 al 30 settembre u.s., si è effettuato
to il seguente movimento di carri:

OGGETTO

Ripartizione carri nel
Compartimento di Napoli.-

all.1.-

Giorno	23	-	carri forniti	30	-	caricati	38
"	24	-	"	"	27	-	32
"	25	-	"	"	10	-	27
"	26	-	"	"	25	-	10
"	27	-	"	"	12	-	25
"	28	-	"	"	27	-	27
"	29	-	"	"	8	-	25
"	30	-	"	"	26	-	-
							1453
							134

2°)- La minore fornitura dei carri milizia è dipesa dalla carenza
di materiale da carico, essendo dovuto assicurare in precedenza
trasporti più importanti; di tre volte dell'impossibilità di esse-
guire manovre occorrenti per il piazzamento dei vuoti, attente le
precarie condizioni delle locomotive, che stesso devono rimanere
in deposito per guasti.- Altre volte gli stessi Magazzini hanno
rifiutato i vuoti per congestione.-

3°)- Comunque il 28 Settembre u.s. sono state impartite precise e tas-
sative disposizioni al riguardo, delle quali si allega copia-

4°)- Sarà cura di questo Servizio avvegliare giornalmente la riforma-

tura dei carri ai predetti Magazzini 676 e 696, e di intervenire prontamente ogni qualvolta si dovesse rendere necessario.

5°)-Devesi, però, far presente che dall'attuazione del provvedimento e cioè dal 1° corrente, sebbene i 64 carri siano stati giornalmente messo predisposti con sacrifici non indifferenti - non sono stati accettati e carichi tutti.

Infatti, anche il giorno 4 dei 64 carri approntati ne furono ritirati soltanto 47; i rimanenti furono utilizzati dal locale ATO dei trasporti militari. - Dei 47 forniti, ne sono stati caricati solo 27.

Ciò starebbe a dimostrare che, i magazzini in parola non sono attrezzati per un carico giornaliero di 64 carri.

6°)-Quando sopra serve di rilevarsi anche alle lettere 20.301.74.4 del 17 s.m.e

IL CASO DEL SERVIZIO MOVIMENTO

Finis

De.)

2412

CODICE

TELEGRAMMI CENTISSIMO CON PRECEDENZA ASSOLUTA

SERVIZIO MOVIMENTO ROMA

SEZIONE MOVIMENTO E P.M. CAPO COMPARTIMENTO NAPOLI

M.312/304

28 settembre 1945

Disponga - ogni eccezione rimossa - che da Lunedì 1° Otto-

bre siano attuati seguenti provvedimenti:

- a) al Magazzino 676 vengano forniti giornalmente 17 carri chiusi alle ore 6 ed alle ore 18;
- b) al Magazzino 626 vengano forniti giornalmente 15 carri chiusi alle ore 6 ed alle ore 18;
- c) carri chiusi occorrenti dovranno essere forniti in precedenza ogni et qualsiasi altra occorrenza per civili, escluse solo derrate deperibili;
- d) ogni sera dovrà essere comunicato con fonogramma all'Ufficio Controllo carri del Servizio Movimento il quantitativo dei carri carichi dai predetti Magazzini giustificando ogni eventuale minor carico dei 64 concessi.

Conferma telefonica.

P.to RIONDI

1452

EAJ/10

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

8 October 45

Tel: 843191/9582
Ref: AC/301/N/m 4

SUBJECT : Bacon ex S/S "CARTAGO" Naples.

TO : IIR General Direction
Action IIR, Bertoli

1. Confirming conversation (Lt. Jeffreys - Ing. Bertoli) October 2nd.
2. S/S "CARTAGO" is due to discharge at Naples October 6th and the following tonnages of Bacon will move in Refrigerator Cars.

To:

AVELLINO	50 tons
PHOSINCHE	72 "
INTOROLA	40 "
ROMA	250 "
BENVENUTO	30 "

3. Will you please ensure that the necessary Refrigerator Cars are placed.

A.C. FIMS, Major
for Director

1151

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

Tel. 83191/9532
Ref. AC/301/NA/TN 4

1st October 45

SUBJECT : Wagon distribution Naples Compartimento.

TO : IRI General Direction
Attention Ing. Bertoli

Reference your M 312/810 dated Sept. 28th and further to my letter of Sept. 21st.

1. The following reports have been received of the supply of empties to Warehouses 676 and 696 at Naples:-

Sept. 21	wagons supplied	22
22		45
23		29
24		—
25		—
26		23
27		12
28		25

Total 154

2. Thus, during eight days, only 154 wagons have been placed to meet a programme of 512 wagons. This has happened despite the assurance given in your letter of 28th that strict orders had been given to meet the daily needs of these warehouses.

3. Your reply refers to Warehouse 796 this should read 696. Will you please confirm this correction and also say what is being done to give effect to para 5 (c) of my letter of Sept. 21st. A Daily Report will enable us to check at once any neglect to supply wagons for this urgent traffic.

This copy to File

Copy to Major Bowles

At Home
for Director

By hand

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE/

TO: Major Ping
Tn. Sub-Commission AC.,
Bldg.

20 Sept. 1945.

M.312/010.

1. Ref. letter AC/301/Tn.4 dated 21 Sept. 1945.
2. To Mov. Section Naples have been conferred strictly dispositions in order that 04 boxes for 010 and 190 warehouse daily need, shall be supply with priority to any other civilians request.
3. We will survey action.

The Chief Movement Service.
Biondi

1449

mano
Fonogramma N.

G-68.

Provenienza *Sevizio Movimento - Roma*

Destinazione *Dottocommissione Alcate - magg. Ping - Sede*

Ricevuto da _____ ore _____ Trasmesso da _____ ore _____

N. *312/810*

Data *28 settembre 1945*

- 1 - Si risponde alla lettera AG/301/In4 del 21 c. ml -
- 2 - Sono state impartite tassative disposizioni alla Sezione Movimento di Napoli perché i 64 carri chiusi occorren-
ti giornalmente ai Magazzini 676 e 796 siano forniti in pre-
cedenza ogni occorrenza circa.

- 3 - Si sorveglierà perché l'ordine sia eseguito.

Il Capo Servizio Movimento

mano

1468

1. Despite repeated reminders from this office, the records of the loss of our Distributors in the Naples Compendiums to realize the importance of meeting the war requirements of Warehouses 676 and 696 at 1,000, has now resulted in a complaint so serious that it was found necessary to hold a special inquiry into all the circumstances.

2. It has been found that essential supplies, for distribution by us, are being left in the Warehouses until they become useless, that stocks are mounting up and that there is no indication that anything is or has been done to provide means to cover the loading process.

3. You will be aware that at no time has there been a shortage of cars in the Naples Compendiums and that no possible reason can be made for such a position to arise in connection with traffic the importance of which has been constantly emphasized.

4. The riding accommodation at each warehouse and the daily loading service capacity calls for the following car services:-

Warehouse 676 riding accommodation 17 cars and a 24 hours loading service handles 14 cars per day.
Warehouse 696 riding accommodation 15 cars and a 24 hours loading service handles 30 cars per day.

5. Immediate action is now required as follows:-

- (a) Supply of 17 cars to Warehouse 676 at 0600 and 1800 hours daily.
- (b) " 15 " " " 0900 at 0600 and 1800
- (c) A daily report to this office of the number of cars moved from these warehouses during the previous day together with an explanation when the total is less than (a).

6. The urgency of this matter demands immediate and positive action and your assurance that the necessary steps are being taken will be appreciated.

R. P. M. 1177
for Director

Copies to: Chief Movement Rly (for Major Compendia)
En Officer Naples (Maj. V. R. Brown).

RA3/10

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

26 September 45

Tel. BA3191/9582
Ref. AG/301/BA/Fn 4

SUBJECT : Car Supply Naples Warehouses.

TO : Ing. di Reimondo
Director General IRR

1. The fact that since August 13th, only 40% of the programmed tonnage has moved from Warehouses 676 and 696 at S. Giovanni, has led to special visits and enquiries being made by the Food and Transportation Sub-Commissions.
2. It has been established that the failure arises not from a shortage of Box Cars, but from the lack of proper distribution of empties which are available.
3. A week ago, request was made to allot these warehouses a total of 64 Box Cars per day on the same priority as Military Loadings. A report now received shows that during the period September 20th to September 24th (inclusive) only 134 cars were supplied instead of 320.
4. Loading Staffs are standing idle at the warehouses ready to load food to feed the people of Italy - the food is spoiling in a packed warehouse, and special instructions for the priority placing of wagons are being ignored.
5. This is a position of gravest concern to this Division demanding immediate and energetic action. It is therefore felt that your personal attention is necessary to put the Car Distribution at Naples on an efficient basis.

For Director

1446

Subject : Off-loading of Cars - NAPLES Area.

Military Railway Service,

OMF

Tele : Firebox 9302

Tn.A.3(C) 26/44

29 September 45

To : G - 4 (Mov & Tn)

A.F.H.Q.

ALCOM

(Rails) ✓

Copy to Supt. Transportation, for information.

As you are aware the position in regard to the off-loading of freight cars in the NAPLES Area is extremely unsatisfactory and until, or unless action is taken to

(a) speed up off-loading, or

(b) reduce the volume of traffic consigned to the area

the operation will never be really satisfactory and periodic loading stops will be necessary to permit the back log of cars to be cleared.

In order to determine whether the principal offenders were Military or Civilian consignees, an analysis of traffic handled at all stations and depots in the NAPLES Compartimento was taken over the period 9 to 19 September inclusive, which reveals that during the 10 day period unloading was as under:-

<u>Military.</u>	<u>Civilian.</u>	<u>Rly Stores.</u>	<u>TOTAL</u>
5281	1640	430	7351
<u>Daily Average.</u>			<u>1445</u>
528	164	43	735

At the close of the period under review the following cars were on hand waiting off-loading

Copy to Supt. Transportation, for information.

As you are aware the position in regard to the off-loading of freight cars in the HAPPS Area is extremely unsatisfactory and until, or unless action is taken to

- (a) speed up off-loading, or
- (b) reduce the volume of traffic consigned to the area

the operation will never be really satisfactory and periodic loading stops will be necessary to permit the back log of cars to be cleared.

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5281	1640	430	7351
<u>Daily Average.</u>			1445
528	164	43	735

At the close of the period under review the following cars were on hand waiting off-loading

<u>Military.</u>	<u>Civilian.</u>	<u>Rly Stores.</u>	<u>TOTAL</u>
1383	161	208	1752

which when compared with the daily average rate

...../2

- 2 -

of off-loading indicates that the average car detention by the various consignees is as follows:-

Military.	Civilian.	Rly Stores.	Total.
2.6 days.	1 Day.	5 days.	2.4 days.

which supports the opinion frequently expressed by this HQ that the military, apart from Railway Stores are the worst offenders as regards delay in clearing cars, which is particularly serious in view of the large number of cars in use for military freight.

The following stations are particularly bad.

Station.	Military traffic on hand for clearance 12 Sept.	Average No. cleared daily previous ten days.	Average detention. Days.
Napoli C.	134	28	5
" S. Stamento	113	21	5.5
Campi Flegri	148	34	3.5
Aversa	130	35	4
Casalmovo	234	36	6.5
Teverola	170	51	3.3
Castellanare	38	4	5.5

It is requested that this very unsatisfactory position be made the subject of special investigation and that steps be taken to effect an early improvement.

1444

W. J. L. L. L.
Lt-Col R.E.
for Brigadier,

this HQ that the military, apart from Railway Stores are the worst offenders as regards delay in clearing cars, which is particularly serious in view of the large number of cars in use for military freight.

The following stations are particularly bad.

Station.	Military traffic on hand for clearance 15 Sept.	Average No. cleared daily previous ten days.	Average detention. Days.
Napoli C.	134	28	5
" Smistamento	113	21	5.5
Campi Flegri	148	35	3.5
Aversa	130	35	4
Casalnuovo	234	36	6.5
Teverola	170	51	3.3
Castelemare	38	4	5.5

It is requested that this very unsatisfactory position be made the subject of special investigation and that steps be taken to effect an early improvement.

1444

W. J. L. L. L.
Lt-Col R.E.
for Brigadier,
Director, Military Railway Service.

Subject: Wagon Distribution

Allied For Headquarters
G-4 (Mov & Tn)
Tel: Freedom 878

Mov 3/362/9

26 Sep 45

To : Allied Commission,
Transportation Sub Commission/
(Rail Division)

Copy to:

Ref your letter AC/301/Tn 4 dated 22 Sep 45 and further to my
Mov 3/362/9 of 18 Sep 45.

1. It is suggested that ISR are contributing to the disorganisation of their wagon distribution if they accept instructions from unauthorised sources. Any emergency military requirement for stock in a particular area is invariably the subject of an instruction from this HQ to DMS. Capt. MAIR is unknown to this Branch.
2. The NAPLES position appears to be rather distorted in so far as the instructions issued by Capt. Parks on 13 Sep 45 in his capacity as a member of the Joint Railway Control Committee were applicable to normal conditions and were directed in an effort to prevent civil users from being provided with seven days wagon supply in any one period of twenty four hours. His instructions were to the effect that empty cars should be distributed in the following order:
 - (a) Exchange compartments to compartments
 - (b) Troop movement
 - (c) Port clearance
 - (d) AC civil and other programmed loadings.

From a representative of the body authorised to direct local wagon distribution this implies no effort to segregate cars for military requirement beyond the recognised priorities.

3. The BARI area has suffered and is still suffering an acute wagon shortage. The Military loading services have many complaints similar to that voiced by Food Commission AC.
4. In general, this HQ, recognises the responsibilities of DMS Central Wagon Control and refrains from interference except through the recognised channels or when invited to allocate priorities.


H.W.R.F. ELLIS, Major, 1443
for Brigadier,
DQMG (Mov & Tn).

20/3

2425

MAJ/10

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

Tel: 243191/9532
Ref: AC/301/Tn 4

22 September 45

SUBJECT : Wagon Distribution

TO : AMM For GA (Nov & Tn)

1. Your letter under reference Nov 3/52/9 dated 18 September is noted and the further details required are now available.
2. The source of the order to "freeze" empty wagons in the Florence area is alleged by the IGR to be Capt. Blair, Leghorn.
3. The segregation of wagons at Naples is confirmed by a report, just received, of an investigation made into wagon supply at Naples, the relative extract reads:-
"The orders which have been issued to the Car Distributor (IGR) and R.T.O's (confirmed to me by Capt. Parks) is that Military needs should be met first, any cars remaining going to civilian needs. Civilian traffic does not get a share of the cars but only the left-overs and so takes the entire impact of a shortage of cars."

Capt. Parks represents Naples Joint Control and it seems, therefore, that that department had full knowledge of the order.

4. A further instance of unauthorized interference with user and distribution has since occurred. Food Commission A.C. report (Sept. 7) that the RTO of Bari prohibits the use of Box Cars for the conveyance of special material used to filter Olive Oil. This material is useless if exposed to weather and the RTO's action would have stopped production at the refineries if it had not promptly been countered from this Office.
5. Similar incidents to those relating are constantly occurring, and it is again submitted that action is desirable to allow the IGR to carry out distribution without interference.

For the Chief Commissioner :

1442

Sd. R. P. Moss

copy to Moss (Rail)

Subject: Wagon Distribution

Allied Force Headquarters
G-4 (Mov & Tn)
Tel: Freedom 878

Mov 3/362/9

18 Sep 45

To : HQ Allied Commission
Transportation Sub Commission
(Rail Division),
c/o Transportation (Br) Main ✓

Copy to: Tn (A)

1. Your report ref AC/301/Tn 4 dated 14 Sep 45 has been the subject of investigation.
2. No order to "freeze" empty wagon supplies in the FLORENCE area has emanated from this HQ. If you will provide details of the source of the order the matter will be pursued.
3. The following authorities have been approached regarding the alleged segregation of box wagons for military use in NAPLES Port:

Joint Railway Control Committee
8th Port of Embarkation (Transportation Section)
Mr. RAMSEY UNRRA Port Representative
Major BARRATT AC Transportation
HQ Movements NAPLES

In all cases a reply has been received stating that there is no knowledge of any segregation order and that the box wagon supply has been, and continues to be, satisfactory.


H.W.R.F. ELLIS, Major, 1441
for Brigadier,
DQM (Mov & Tn).

24/3

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

11. September 45

Tel: 243191/9522
Ref: AC/304/En 4

SUBJECT : Wagon distribution

TO : AMER for CA. (Mov & En)

1. Report was received on September 10th that 55 wagons placed at Plesbina for offloading coal from ship had been removed and re-allocated to Leghorn. On requiring from ISR an explanation of this, and of the fact that no further supplies of empty wagons were placed, the reply was that all empties in the Firenze Compartimento had been "frozen" by a Military order.

2. So far, the net result of this alleged order is that a laden steamer has been delayed for three days and coal has had to be offloaded and stacked on the quayside. The effects upon other programmed loadings within the compartment have yet to be seen.

3. The wagon position in Firenze Compartimento during the past three days was considered by the Wagon Control Committee to be such that at no time was there a shortage which would prevent loading provided that the local distribution was properly carried out.

4. To-day, at the Wagon Control Meeting, it was stated that Military orders to ISR at Naples directed that Box Wagons shall not be placed for Civil loading at the port. This is quite incomprehensible in view of the fact that, for the past 10 days, Naples Compartimento has been congested with a very heavy surplus of Box Wagons.

5. The programme of Civil Traffic for each Compartimento is carefully prepared, the wagons required detailed by types, and, wherever it has been possible, loads have been accepted and programmed to create a balancing flow of traffic, thus actually locating the empties required. Any current adjustments which become necessary between Compartimenti are dealt with by the Wagon Committee daily. Each Compartimento is then responsible for local distribution in accordance with the programme.

6. Initial difficulties in getting this system of Wagon Supply working have been largely overcome. The ISR at Headquarters understands what is wanted and the Distributors within the Compartimenti are now functioning.

7. Having created a Central Control of wagon supply, it seems logical that it should be used and that orders which require deviation from ~~the~~ previously ordered programme should pass through ISR control here. Orders, given locally, of the type mentioned in para 1 and 4 above, can, as in these instances, not only be wrong in practice, but also create serious difficulty and confusion by interfering unnecessarily with local distribution.

1. Report was received on September 10th that 55 wagons placed at Piamonte for offloading coal from ship had been removed and re-allocated to Leghorn. On requiring from ISR an explanation of this, and of the fact that no further supplies of empty wagons were placed, the reply was that all empties in the Firenze Compartimento had been "frozen" by a Military order.
2. So far, the net result of this alleged order is that a laden steamer has been delayed for three days and coal has had to be offloaded and stacked on the quayside. The effects upon other programmed loadings within the Compartimento have yet to be seen.
3. The wagon position in Firenze Compartimento during the past three days was considered by the Wagon Control Committee to be such that at no time was there a shortage which would prevent loading provided that the local distribution was properly carried out.
4. Today, at the Wagon Control Meeting, it was stated that Military orders to ISR at Naples directed that Box Wagons shall not be placed for Civil loading at the port. This is quite incomprehensible in view of the fact that, for the past 10 days, Naples Compartimento has been congested with a very heavy surplus of Box Wagons.
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8. It is strongly felt that Military Movements Authorities should carry out the reasonable and proper procedure to cover their loadings, and it will be appreciated if action can be taken to ensure this.

For the Chief Comptroller :

Division
C. R. Mors
Director

ANG WAPLES COMMUNE

5140

11 SEPT 1945

ROUTINE

UNCLASSIFIED PD

PARA ONE PD SUBJECT IS WAGON SUPPLY AT WAREHOUSE SIX SEVEN SIX
WAPLES PD

PAKES TO ANG WAPLES COMMUNE FOR TRANSPORTATION OFFICER FROM HQ ALCON
GITE ACTVT PAKER

TORRAGE FIGURES FOR WEEK TWO SEVEN ADJUST TO TWO SEPTEMBER REVEAL OWN
THREE FOUR ONE TONS ABLE CHARLIE IMPORTED SUPPLIED NOT COVER FOR
LACK OF EMPTY WAGONS PD REQUEST IMMEDIATE ACTION TO REMEDY THIS
VERY UNSATISFACTORY STATE OF AFFAIRS PD

COPY TO : RAIL DIVISION (ACTION)) SEE ALSO OUR LETTER THREE FIVE
FOOD SUB-COMMISSION) SEVEN SEVEN SIX ONE BLANK IN THREE
DATED SEVEN SEPTEMBER

1439

TRANSPORTATION HQ

514

Almonte Waj

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

AAG/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

10 September 1945

Tele : 478303

397/63/Tn.3.

SUBJECT : Shortage of Wagons - Naples Area

TO : Rail Division (Tn.4.) ✓

1. Reference our letter 397/61/Tn.3. of 7th inst. and telephone conversation (Gower - Jefferies) this morning.
2. Enclosed please find copy of letter dated 7 Sept. received from Food Sub-Commission.
3. In view of your remarks concerning abundance of wagons at Naples it is considered this should be taken up very strongly with the I.S.R.

For Chief Movements Division

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

Copy to : Food Sub-Commission

1438

C O P Y

/elc

INTER OFFICE MEMO

Tel: 466

7 Sept. 45

Ref : 51-2/97/FOOD

SUBJECT : Shortage of rail cars at Warehouse 676 Naples

FROM : Food Sub-Commission

TO : Hq. AC Transportation Sub-Commission
(Attn: Major WORTHINGTON)

1. Please refer to our letter 51-2/88/FOOD of 4 September reporting a shortage of rail cars at warehouse 676 Naples in week 20-26 August.

2. Report has not been received for the week 27 August to 2 September as follows :

	<u>Tonnage Accepted</u>	<u>Tonnage Actually Shipped</u>
AC Imported Supplies	1638	297

3. It is quite apparent that the car situation at Naples is as bad as it has ever been with only 20% accepted tonnage being moved.

4. Will you please treat the solution of the above problem as urgent?

K.J. CURRAN, Major
for
FRANK E. TOSCANI
Lt.Col., F.A.
Director, Food Sub-Commission

1437

CRW/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

7 September 1945

Tele : 478704

397/61/Tn.3.

SUBJECT : Shortage of Rail Cars - Naples Area

TO : Rail Division (Tn.4.)

1. Reference telephone conversation (Ping - Worthington) of 6th Sept. '45.
2. It has been reported by Food Sub-Commission that during the period 20 - 26 August the following tonnages were accepted and railed from 676 Warehouse (Naples)

	<u>Tonnage accepted</u>	<u>Tonnage actually shipped</u>
AC Imported supplies	1997	806
UNRRA Imported supplies	1883	639
Total	<u>3880</u>	<u>1445</u>

3. It will be observed that tonnages actually railed against tonnages accepted for movement show a severe discrepancy.
It is noted that you already have the question in hand regarding supply of wagons and shunting facilities for 676 Warehouse, at the same time it cannot be too strongly emphasised the urgency of moving all accepted programmed tonnages, if loss and wastage is to be prevented.

For Chief, Movements Division

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

Copy to : Food Sub-Commission
Ports & Warehouse Division

1436

EAJ/af

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

1 September 45

Tel.: 843191/9583

Ref.: AC/301/Tn.4

SUBJECT: Wagon distribution Naples.

TO : ISR Gen.Direction
Action: Eng. Bertoli
For info: Tn.Office Naples.

1. Complaint is made that wagons required for loading at warehouses 676 and 696 (Naples) are ~~not~~^{NOT} being fully supplied. During the week 20th to 26th August there was a deficiency of 30 wagons.
2. At each warehouse 30 wagons per day are required and were ordered.
3. At no time has there been a shortage of wagons at Naples and it is considered that this is a matter of serious neglect at Naples to meet a regular and important requirement.
4. Will you please take action suitable to the case in order to avoid any recurrence.

For Director.

Copy to:- Movements Div. Tn.3
(for Major Worthington)

1425

CFC/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

30 August 1945

Tel : 478704

398/18/Tn 3

SUBJECT : Wagon supply at Naples

TO : Rail Division (Tn 4) ✓

1. Complaints are reaching this office to the effect that wagons indented for by Transportation Officer at Naples for loading at 676 and 696 Warehouses are not been fully met.
2. For example, the overall programme for the week 20 - 26 August shows a deficiency of 30 wagons.
3. It is understood that 30 wagons per day at each Warehouse are required, and it is requested, therefore, that these requirements be met in full in future.

For Chief Movements Division

C.R. Worthington
for C.R. WORTHINGTON,
Major R.E.

Copy to : Food Sub-Commission

1434

En.

INTER-OFFICE MINUTES

Ref. AC/301/Tn 4

SUBJECT : Shortage of Wagons - Naples .

TO : Movements Div
Tn Sub-Commission HQ AC

1. Reference is to your letter 397/54/Tn 3 dated 4 August.
2. The failure to move traffic from Naples Depots, in wagons which had been programmed and requisitioned as part of the 800 wagons per day promised for Civil Traffic, can only be attributed to the failure of MRS to meet their commitment.
3. The clearance of imports at Naples is a military responsibility distinct from that mentioned in para 2- but that failure to supply underlines the fact that Civil Traffic will not get the wagons while MRS cannot meet military demands.
4. A definite attempt is being made to balance Civil Loadings in order that what is loaded in an area will as far as possible be equal to the unloadings in that same area. Steps are also being taken to get daily reports of shortages from each Compartimento in order that such may be followed up at once.

for Chief,
Rail Division.

Transportation Sub-Commission (Rails)
Tel. 843238
8 August 45

1423

TBLS/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

4 August 1945

Tele : 478704

397/54/Tn.3.

SUBJECT : Shortage of Wagons - NaplesTO : Rail Division (Tn.4.)

1. Herewith for your information and necessary action copy of letter received from Ports and Warehouse Division concerning shortage of wagons at Naples.
2. Please inform this Office of the steps taken by you to improve this situation.

For Chief, Movements Division

B. T. L. Sanderson
for
C.R. WORTHINGTON,
Major R.E.

1432

C o p y

/mb

INTER OFFICE MEMORANDUM

RHK/rf

Tel.: 478700

2 August 1945

Ref.: W/2/1376/Tn.6.

SUBJECT : Rail Movements ex Naples Warehouses
Week of 23 - 29 July.

TO : Movements Division
Attention : Lt. Col. Baker.

1. During the period 23 - 29 July, merchandise covered by accepted rail bids totalling approximately 2,000 tons failed to move from ALCOM Naples Depots, due to the shortage of rail wagons.
2. Furthermore, in excess of 2,000 tons of civil supplies failed to move by rail from the Port of Naples because of insufficient rail wagons during the same period.
3. The situation has become critical. The constant inability of I.S.R. to furnish sufficient wagons to cover the accepted bids results in aggravating an already serious warehouse problem.
4. It is urgently recommended that some measures be taken to relieve the acute situation.

(Sgd) ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

Copy to : ALCOM Port Liaison Officer - Naples
Attention: Capt. T. Ramsey
Senior Transportation Officer - Naples
Commune, Attention : Major Bowers

1431

203/ab

HEADQUARTERS ALLIED COMMISSION

LFO 594

Transportation Sub-Commission

Tele : Ext. 316

13 August 1945

466/43/1a.3.

SUBJECT : Movement of Civilian Traffic by Rail - ex Naples Warehouse and/or Port.

TO : Director General, Italian State Railways, Rome
(Attn. 4 Sezione, Servizio Movimento, Ufficio Circolazione Veicoli)

1. In view of the lack of information concerning the arrival of shipping at Naples sufficiently in advance to permit normal bidding procedure, the present practice is to take all supplies into Warehouse and subsequently bid for rail movement to cover final distribution.
2. This system involves a considerable amount of work so far as Warehouse records are concerned and also necessitates double handling of a very large tonnage which may otherwise be avoided.
3. It has, therefore, been agreed that Federazione Italiana dei Concorri Agenti will continue to bid as at present for traffic to be despatched from Warehouse, but, if suitable stores are at the time being discharged from a ship in Naples Port, the Federazione will cancel their demand for wagons at Warehouse and will request that an equivalent number of wagons be made available in the Port area for direct despatch to ultimate destinations. This will, of course, necessitate modification of the wagon distribution in the Naples area but provided the Federazione give the longest possible notice to the Capo Compartimento there should be no great difficulty in meeting their demands.
4. It has been agreed that alterations in the destinations of traffic can also be accepted on the understanding that such alterations will not entail movement of wagons over lines North or North West of Bologna.
5. Wagons diverted from Warehouse loading to Port loading cannot be considered as Port clearance but must be taken from the daily allocation to the Naples Compartimento for the movement of civilian traffic in Italian Government Territory on the mainland of Italy.
6. It is requested that you issue the necessary instructions to the Capo Compartimento at Naples.

For the Chief Commissioner.

1430

1. In view of the lack of information concerning the arrival of shipping at Naples sufficiently in advance to permit normal bidding procedure, the present practice is to take all supplies into Warehouse and subsequently bid for rail movement to cover final distribution.
2. This system involves a considerable amount of work so far as Warehouse records are concerned and also necessitates double handling of a very large tonnage which any otherwise be avoided.
3. It has, therefore, been agreed that Federazione Italiana dei Consorzi Agrari will continue to bid as at present for traffic to be despatched from Warehouse, but, if suitable stores are at the time being discharged from a ship in Naples Port, the Federazione will cancel their demand for wagons at Warehouse and will request that an equivalent number of wagons be made available in the Port area for direct despatch to ultimate destinations. This will, of course, necessitate notification of the wagon distribution in the Naples area but provided the Federazione give the longest possible notice to the Capo Compartimento there should be no great difficulty in meeting their demands.
4. It has been agreed that alterations in the destinations of traffic can also be accepted on the understanding that such alterations will not entail movement of wagons over lines North or North West of Naples.
5. Wagons diverted from Warehouse loading to Port Landing cannot be considered as Port clearance but must be taken from the daily allocation to the Naples Compartimento for the movement of Civilian traffic in Italian Government Territory on the mainland of Italy.
6. It is requested that you issue the necessary instructions to the Capo Compartimento at Naples.

For the Chief Commissioner.

1430

J. J. BAKER, Lt. Col.

Copy to : Senior Transportation Officer, 103 Naples Courthouse
Food Sub-Commission
Rail Division (Tn. 4.) ✓
Ports & Warehouse Division (Tn. 6.)

ACP/lc

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

13 August 45

Tel. 849088

Ref. AC/301/Tn 4

SUBJECT : FESTIVAL AT CASTELLAMARE
Allocation of freight cars.
TO : Ing. SOTTILE
Movement Service
I.S.R.

1. Reference your letter 233/412/25/205 of 13 August.
2. - We cannot agree to the allocation of any freight cars out of the 800 allowed for civilian freight movement.
3. If it is possible for ISR to arrange locally with Joint Railway Control Naples without affecting existing needs for freight cars in Naples area, neither AC nor MRS has any objection to the special trains being run.

acting
For Director

Copy to: MRS (Major London)
Movements (Rail).

1429

TRANSLATION

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Rome, 13 August 1945
Ref.: 233/412/25/105

SUBJECT: Country Festival.

TO : In Sub-Commission A.C.
(Rail Division) Bldg.

1. A country festival at Castellammare di Stabia organized by the Communist Federation - Naples - and to be held on August 15, 1945 is concerned.
2. About 5500 people (4000 from Torre Annunziata and 1500 from Gragnano) will assist, and for their movement there would be a need ~~for~~ 4 extra-ordinary trains between Torre Annunziata and Castellammare di Stabia and of 4 others between Gragnano and Castellammare di Stabia with a total use of 35 box-cars.
3. We beg to wait for your decisions.

Chief of Movement Service
Sed. BOTTLE

Tr/al/13/8/45

1428

2442

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



MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) SERVIZIO MOVIMENTO

Roma 18 agosto 1945 - A

N. M. 233/412/25/105

Al N. del

OGGETTO. Festa campestre

URGENTE

ALLA SOTTOCOMMISSIONE TRASPORTI A.C.

Divisione Ferroviaria

S E D E

- 1- Riguarda una festa campestre a Castellammare di Stabia organizzata dalla Federazione Comunista di Napoli e fissata per il 15 corrente.
- 2- Alla festa parteciperanno circa 5500 persone (4000 da Torre Annunziata e 1500 da Gragnano) per il cui trasporto occorrerebbe l'effettuazione di 4 treni straordinari fra Torre Annunziata e Castellammare di St. e 4 fra Gragnano e Castellammare di St. con impiego complessivo di 35 carri chiusi.

3- Si resta in attesa di conoscere le decisioni

IL CAPO DEL SERVIZIO MOVIMENTO

(1) Servizio.

1427