

ACC

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HISTORY - TRANSPORT

NOV. 1943 - MAY 1944

0943

8/2003

HISTORY - TRANSPORTATION SUB-COMMISSION
NOV. 1943 - MAY 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APC 394.

FOREWARD: Responsibilities and Functions of the Transportation Sub-Commission.

1. It is necessary to make clear from the onset that the Transportation Sub-Commission, on arrival in Italy in November 1943, were in no way connected with the operation and supervision of the Italian State Railways. An organization under the jurisdiction of the Director General, Military Railway Services took over the working of the I.S.R. in all its branches and operated the line with its personnel consisting of American and British.

2. The following four documents laid down what the functions of the Transportation Sub-Commission were to be:

- (i) Appendix "P" to Planning Directive No 7 dated 26 Sept. 43.
- (ii) issued under ACC/1014 dated 26 Sept. 43 (See APPENDIX "A")
- (iii) General Order AFHQ No 50 dated 22 Oct 43 (See APPENDIX "B")
- (iv) AFHQ Administrative Memorandum No 76 dated 9 Nov 43. (See APPENDIX "C")
- (iv) Advanced Administrative Echelon AFHQ - Administrative Instruction No 14, dated 6 Dec 43.

3. AFHQ Administrative Memorandum No 76 dated 9 Nov. 43 laid down that :-

"In those parts of Italian territory where railways are under control of the Allied Forces, through their Movements and Transportation Organizations, the Internal Transportation Sub-Commission (as it was then called) will detail personnel to be attached to the same appropriate Military Movements and Transportation Organizations. Such personnel of the Internal Transportation Sub-Commission will be commended and administered through normal Allied Military Government or Allied Control Commission channels."

4. Advanced Administrative Echelon, AFHQ - Administrative Instruction No 14, dated 6 Dec. 43 laid down :-

"Disposition and functions of ACC or AMG Transportation Officers"

The Internal Transportation Sub-Commission will arrange for ACC or AMG Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces.

They will collect and collate demands for civil rail transport referred to in para 5 in addition to their other duties.

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2. The following four documents laid down what the functions of the Transportation Sub-Commission were to be:

- (i) Appendix "a" to Planning Directive No 7 dated 26 Sept. 43.
- (ii) issued under ACC/1014 dated 26 Sept. 43 (See APP MUX "A")
- (iii) General Order AFHQ No 60 dated 29 Oct 43 (See APPENDIX "B")
- (iv) AFHQ Administrative Memorandum No 76 dated 9 Nov 43. (See APPENDIX "C")
- (v) Advanced Administrative Echelon AFHQ - Administrative Instruction No 14, dated 6 Dec 43.

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They will collect and collate demands for civil rail transport referred to in para 6 in addition to their other duties.

It may be convenient for the Transportation Committee to empower these ACC or AMG Transportation Officers to arrange through the appropriate Movements or Transportation Office of Allied Forces, such local transportation of passengers and freight as can be provided within the general allocation made, and limited additional special movement where this can be provided without detriment to Allied military movement or undue consumption of fuel."

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5. The personnel of the Transportation Sub-Commission collected at Tisi Cruzou, North Africa, between August and November 1943, and arrived in Naples on 11 November 43, where an office was set up alongside Military Movements and Transportation HQ. AAI (then known

accepted within the tonnage available after military requirements had been met

(iii) Arrange for movement of the required tonnage by means of transport available.

The composition of the Committee was :-

Chairman: D.C.M.G. (M) AFHQ Adv. Adm Echelon.

Deputy : D/COT AFHQ Adv. Adm. Echelon.

Members : A representative of :
 MGS Advanced)
 HQ ACC) Supply representatives.
 HQ AMG)
 HQ AMG (15 Army Group)
 Transportation Sub-Commission, ACC
 Shipping Sub-Commission, ACC
 Military Railway Service
 "Q" Branch, AFHQ Adv. Adm. Ech.
 G-4 Branch, AFHQ Adv. Adm. Ech.
 MGSBC
 PHS

No 2 District
 Undersecretary of State for Italian Railways
 and Highways.

Secretary for the Committee was to be provided by the Transportation Sub-Commission, ACC.

Administrative Instruction No 14 read as follows:-

"Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate headquarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate ACC and AMG Headquarters will submit as soon as possible to AFHQ Adv. Adm. Echelon, through Internal Transportation Sub-Commission an estimate of the number of passengers and freight trains per week or per day which it is considered to cover the minimum needs of the community on each main or secondary line of railroad. It is emphasized that to be of any real value, this estimated number must be the absolute minimum necessary for distribution of food, mails and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.

(b) These demands will be collated by the Internal Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

(c) The Transportation Committee will submit their recommendations to DCAC AFHQ Adv. Adm. Echelon.

3.

Basic Schedule of Trains.

(a) Recommendations accepted will be passed to DPMRS, who will arrange a Basic Schedule of trains to provide the service required throughout the country. Details of this basic schedule will be circulated for information of ACC and AMG Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.

(b) Requirements of ACC, AMG, or civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian authorities. Movements required by ACC and AMG will be given priority and those required by civilians will be subject to any permit or control system which may be introduced.

Additional Movements over and above Basic Rail Schedule.

Additional rail movements over and above the capacity of the

basic schedule of trains will be arranged as follows:-

(a) A forecast (known as "bidding") will be submitted for each period of ten days, ten days in advance to AFHQ Adv. Adm. Echelon by ACC and AMG Headquarters through the Internal Transportation Sub-Commission. Such forecasts will give as much information as possible of anticipated special rail movements required, so that a programme of special rail allocations may be prepared.

Additionally, where it is possible to forecast movements required for a longer period than ten days, this should be done and should include as much helpful information as possible.

(b) The allocation of additional rail tonnage will be advised to all concerned and the specific movements within the tonnage allocation will then be arranged direct with the appropriate Movements and Transportation Offices of the Allied Forces.

(c) When local agreement cannot be reached and when, in exceptional cases, it may be necessary to request special rail movements which have not been included in the appropriate forecast, the request will be referred through the channels laid down for general use."

6. TRANSPORTATION MEMORANDUM No 1 DATED 10 DEC 43.

In amplification of the instructions given in above, "Transportation Memorandum No 1, dated 10 Dec 43" was issued to all concerned. (See APPENDIX "D")

7. As has been stated, the personnel of the Transportation Sub-Commission had no responsibility with regard to the operation of the Italian State Railways, as all the railways in Italian territory occupied by the Allies, as well as those on the islands of Sicily and Sardinia, were under the full control of the Director General Military Railway Services. The Transportation Sub-Commission personnel, therefore, acted as liaison officers in contacting bidders for civilian transportation, and in collecting and obtaining the necessary rail movement through military movements and the I.S.R. The necessary rail movement through military movements and the I.S.R. month by month is shown in the following state-

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The progress made, month by month is shown in the following statements.

JANUARY 44.

The system of bidding took a little time before officers in the Field could give effect to it, and early in January, there were distinct signs of improvement in the operation of the system. In addition to the tonnage of freight moved, amounting to 31293 tons arrangements had to be made for transportation of civilian, and some 3000 refugees were transported by rail, mainly from the forward areas north of Naples to various places south of Naples. Military Movements agreed to accept these moves as a military responsibility.

In this month, appreciable tonnages of imported foodstuffs commenced to arrive at the ports of Naples, Bari, Brindisi, Taranto etc., and rail arrangements had to be made to transport this freight from the ports to the distributing centres.

With the increased tonnage offering for rail transportation, it became necessary to revise the Basic Train Services by which civilian freight was transported, and a Basic Schedule of civilian trains was introduced by the Director General of Military Railway Services, taking effect from 27 January 44. This train schedule is shown at Appendix 'F'.

Up to this time, the limited resources of the train services left a very meagre tonnage available for movement of civilian commercial freight.

Movement by rail of civilian freight was uncontrolled, but with the increase in demand for transport, it became necessary that some form of control over the movement of civilian freight should be introduced.

The system of authorization was made as simple as possible. Consignors desiring movement in their freight, other than less than a wagon load, had to put in their bids through a Provincial or Regional Supply Officer, who either authorized or not, the movement of the freight according to the circumstances pertaining at the time, according to the necessity for the move, tonnage available, and priority of the commodity in question. Communication in any shape or form was most difficult and unreliable and this greatly added to the difficulties in moving personnel and freight throughout the country.

SICILY:

With regard to the conditions in Sicily at this period, the railways were being operated by the Director General of Military Railway Services. Three officer representatives of the Transportation Sub-Commission were on the island with the object of arranging for movement of ACC and civilian traffic.

SARDINIA.

The railways in Sardinia have from the outset been under the control of the Director General of Military Railway Services, and the volume of freight requiring to be moved on behalf of ADM was arranged by military movements direct with the railway authorities. A Transportation Sub-Commission representative who had been assigned to the island (Region 6), but was withdrawn as his services were surplus to requirements.

FEBRUARY 44.

By the month of February 44, records began to show to a fair extent how the various procedures laid down for obtaining movement of civilian freight were functioning. The bidding system had established itself, and was by this time, understood by those concerned with the movement of freight, giving rise to better operation all round. A summary of figures, showing numbers of bids handled, and giving tonnages which passed through the records of the Sub-Commission up to the present time is shown in appendix 'G'.

February 44 saw the inclusion in the Basic Schedule of trains of two daily freight trains - Catanzaro Marina - Cosenza on the Metro Gauge.

In addition to the Schedule a service of 18 suburban and workers' trains were by this time in operation. Services, varying from one to four trips per day operated in the areas of Brindisi, Bari, Taranto, Foggia, Catanzaro, Reggio, San Giovanni, San Rufina, Salerno, Torre Annunziata and Naples. Certain rail siding in Naples area had been restored and put into operation as under:

- (i) Rail siding for Cirio Warehouse, San Giovanni
- (ii) Rail siding for S.A. Cealini.
- (iii) Rail siding for 17 Via Vesuvio, to serve flour mill of

See. Meridionale di Macerone.

In Sicily all civilian rail traffic was suspended with western part of the island on 11 Feb. 44, due to a shortage of coal, as coal allotted for civilian traffic had to be utilized to meet urgent military requirements, but on 21 Feb. 44 three workers trains from Palermo were restored, and the coal situation by that time became slightly easier.

MARCH 44.

Further additions were made to the Basic Schedule of Civil Trains this month. They were as follows: -

STANDARD GAUGE:

PORTUFA - BARI - extended to Rocchetta as a tri-weekly mixed train with effect from 5 Mar 44.

ROCCAFORTE - BRINDISI - extended to Rocchetta as a tri-weekly mixed train with effect from 5 Mar 44.

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February 44 saw the inclusion in the Basic Schedule of trains of two daily freight trains - Catanzaro Marina - Cosenza on the Maree Gauge.

In addition to the schedule a service of 16 suburban and workers' trains were by this time in operation. Services, varying from one to four trips per day operated in the areas of Brindisi, Bari, Taranto, Sibari, Catanzaro, Reggio, San Giovanni, San Luca, Salerno, Torre Annunziata and Naples.

Certain rail siding in Naples area had been restored and put into operation as under:

- (i) Rail siding for Cirio Sarnese, San Giovanni
- (ii) Rail siding for S.A. Gaiola.
- (iii) Rail siding for 17 Via Emanuele, to serve flour mill of Soc. Meridionale di Macerazione.

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MARCH 44.

Further additions were made to the Basic Schedule of Civil Trains this month. They were as follows:

STANDARD GAUGE:

ROVERETO - RUFFI - extended to Rocchetta as a tri-weekly mixed train with effect from 5 Mar 44.

ROCCETTA - SPINACOLA - MARIGNA - a tri-weekly mixed train with effect from 5 Mar 44.

SPINACOLA - GIOIA DEL COLLE - a tri-weekly mixed train with effect from 10 Mar 44.

Drastic restrictions on commercial traffic required the continued use of authorisation system. On the West side, a temporary cancellation of the Basic Schedule of Trains was necessary, owing to the shortage of locomotives and wagons occasioned by heavy requirements of the military forces. During this time, certain amount really essential civil traffic was however, conveyed by arrangement with military movements on military trains.

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MILITARY REGION.

The coal situation had by this time slightly improved but civil rail traffic was still restricted by necessity, to essential movements only.

TRANSFER OF RAILWAYS TO ACC CONTROL.

One outstanding feature of this month was the handing over on 18 March 44 to ACC Transportation Sub-Commission by the Director General of Military Railway Services, the responsibility for supervision by the Italian Railway Staff, the whole of the Sicilian railways. The Transportation Committee of the Island was re-organized and re-constituted accordingly.

UNDERSTANDING OF STATE FOR ITALIAN RAILWAYS AND HIGHWAYS.

Several meetings with General Di Salimonde, Undersecretary of State for Italian Railways and Highways were held at considerable progress was made. Prior to this such meetings had not been possible owing to General De Salimonde Head Quarters being at Brindisi.

APRIL 44.

Experience brought out the fact that the method of obtaining movement of essential civil traffic, required amending and re-organization. Accordingly, in conjunction with movements and Transportation of the military organization of the Operational Forces, a revision was made of the existing instructions. Movements prepared and issued an Amendment No 2 to their existing Administrative Instruction No 14 dated 6 Dec. 43 (See Para 3 for text), and the Transportation Sub-Commission, ACC issued its ACC In. Memorandum No 3, dated 27 April 44. This memorandum was issued to all ACC Officers concerned with the movement of ACC and civilian freight. It was also issued to departments of ACC headquarters. Copy of this Memorandum is shown at appendix 'H'.

ACC IN MEMORANDUM No 3 DATED 27 APRIL 44.

This Memorandum was headed "Transportation for ACC and Civilian Freight - Italian Mainland Only" and set out as much information as was possible from past experience.

The system laid down in this Memorandum was designed to work under a "bidding" system, bidding to cover a period of seven days, i.e., Monday to Sunday of each week.

Regional Supply Officers, having received requests for movement, forwarded their bids to the Regional Commissioner of their Region, who was responsible for collating them.

Bids for movement within the Railway Division, were passed to the Transportation Sub-Commission Field, representative, who, having been allotted a certain tonnage for the period in which the movement was required, covered the tonnage against his al-

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Bids for movement within the Railway Division, were passed to the Transportation Sub-Commission Field, representative, who, having been allotted a certain tonnage for the period in which the movement was required, covered the tonnage against his allotment. The Transportation Sub-Commission representative prepared a list allocation, and passed them to the Headquarters of the Transportation Sub-Commission. There, such tonnage as was being used was deducted from the over-all tonnage of the Basic Tonnage Allotment for ACC and Civilian Traffic. Any surplus tonnage then available on any section of the lines was notified to the Transportation Sub-Commission representative concerned for the inclusion of any further tonnage desired to be moved. Thus, it was possible to use all the tonnage allocation provided.

Plans for movement of civilian traffic operating on a commercial basis had to be laid for by the consignee to the Stationmaster of the Italian State Railways, who then forwarded them to the Capo Compartimento (Divisional Superintendent) for collation in rail sections and onward transmission to the Transportation Sub-Commission representative concerned.

In all bidding for movement, the following priority of movement was laid down: -

- (a) Military traffic.
- (b) AGC proper traffic.
- (c) Civil traffic sponsored by AGC
- (d) Ordinary civilian traffic on a commercial basis.

Traffic for Movement over Military Lines.

Where traffic required movement over military operated lines, the Transportation Sub-Commission collated bids, and its turn bid for tonnage allocation at the Military Priority of Movements weekly meeting. This procedure applied to all traffic which required movement East to West via Benevento, and Naples - northbound.

Wagon Labels.

The original "authorization form" system was not entirely satisfactory and consequently came under revision. An official AGC wagon label, specially designed, and distinctively printed for use with all AGC traffic was put into operation. Two labels for each wagon had to be prepared by the Regional or Provincial Supply Officers, the responsibility of seeing them affixed to the appropriate wagon being that of the consignee. As a further check against unauthorized consignment being moved, the Stationmaster of the Italian State Railways was made responsible for inserting in ink upon the labels the number of the authorized wagon, at the time of loading. Instructions were issued for the destruction of all official wagon labels on completion of unloading of the wagon.

BASIC SCHEDULE OF TRAINS.

During the month of April 44, the Basic Schedule of Trains, as such, was in part abandoned at the request of the military (D.I. M.S.) and in its stead, the Transportation Sub-Commission was given a programme of daily lifts of freight over all major rail lines. This was a much better system of operation, as in many cases, uncompleted loadings could be made up to fully load military trains as well as civil trains.

SECONDARY LINES.

The following Secondary Lines, metre gauge were extended, repairs having been effected to damaged bridges and tracks: -
Potenza - Avigliano - Gravina - Altamura - distance of 97 Km.
Continuation of line Matera to terminus of line Montalbano - distance of line 142 Km.

SIGLIM.

First month of operation of the Sigli-

(c) Ordinary civilian traffic on a commercial basis.

Traffic for movement over Military Lines.

Where traffic required movement over military operated lines, the Transportation Sub-Commission collated bids, and its turn bid for tonnage allocation at the military Priority of Movements weekly meeting. This procedure applied to all traffic which required movement West to West via Benevento, and Naples - northbound. Wagon Labels.

The original "authorization form" system was not entirely satisfactory and consequently came under revision. An official ACC wagon label, specially designed, and distinctively printed for use with all ACC traffic was put into operation. Two labels for each wagon had to be prepared by the Regional or Provincial Supply Officers, the responsibility of seeing them affixed to the appropriate wagon being that of the consignee. As a further check against unauthorized concealment being moved, the Station-master of the Italian State Railways was made responsible for inserting in ink upon the labels the number of the authorized wagon, at the time of loading. Instructions were issued for the destruction of all official wagon labels on completion of unloading of the wagon.

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SECONDARY LINES.

The following Secondary Lines, Metre Gauge were extended, repairs having been effected to damaged bridges and tracks -

Potenza - Avigliano - Gravina - Altemura - distance of 97 Km.

Continuation of line Metara to terminus of line Montalbano - distance of line 132 Km.

SIGILLI.

April found completion of first month of operation of the Sicilian railways under ACC supervision. No major difficulties had been experienced and some train services had been increased, and general repairs to and the rehabilitation of the railways proceeded satisfactorily.

UNDERSTANDING OF STATE FOR ITALIAN RAILWAYS AND HIGHWAYS.

During April 44, much closer relations were maintained with General Di Reimondo. The General had collaborated actively in the preparation of the ACC Plan. Memorandum No 3, and assisted greatly by issuing to all his departments instructions regarding the responsibilities of the various officers.

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CHANGE OF DIRECTORSHIP.

On 27 April 44, Lieut-Colonel L.S. Vining assumed control of the Transportation Sub-Commission as Director, relieving Colonel S. A. Fitch.

MAY 44.

Early in May 44, the HQ. Transportation Sub-Commission in Naples moved its offices, in close proximity to the Headquarters of the Allied Control Commission. Military Movements, together with HQ. AAC, had moved to Caserta, in preparation of the move of that headquarters to Rome. Close contact was still maintained of necessity with the Movements and Transportation organization of the Operational Forces.

With the Armies advancing northwards, indications were that rehabilitation in the south would continue in view of the fact that demands of the Operational Forces lessened.

On 1 April 44, the Bari Division of the I.S.R., south of Termoli was handed over to the Italian State Railways.

Reports up to the end of April showed operating to be good, and train running satisfactory, the timetable being closely adhered to.

EXTENSION OF SERVICES:

Arrangements were made at the instance of AOC to introduce the following services, effective dates of operation as indicated:

Salerno - Vieste daily passenger service was introduced 15 May 1944.

Naples - Salerno daily passenger service introduced 1 June 1944.

Bari - Salerno bi-weekly Diesel car passenger service introduced from 10 June 1944.

Nocera - Avellino bi-weekly mixed service was made into a daily one to cope with the heavy traffic over the Avellino line.

Cioci - Tauro - Battipaglia daily passenger train extended through to Salerno as from 1 June 1944.

Military control, having by this time become less rigid, the extended territory in the north and preparations in anticipation of an expansion, led to an increase in traffic to the army railheads, from which points distribution to stockpiles was maintained. Although heavy army commitments passed over the limited rail routes to Garinola (AMS 5 Army) and to Vairano (AMS 3 Army), all requirements for rail movements submitted by the AMG Armies were met in full. As soon as rail extension became available plans were laid to inspect railheads in order to render maximum assistance to the forward elements.

POSTAL SERVICES.

Arrangements were made, with effect from 9 May 1944 for civilian

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EXTENSION OF SERVICES:

Arrangements were made at the instance of ACC to introduce the following services, effective dates of operation as indicated: -

Salerno - Pisciotta daily passenger service was introduced 15 May 1944.

Naples - Salerno daily passenger service introduced 1 June 1944.

Bari - Salerno bi-weekly Diesel car passenger service introduced from 10 June 1944.

Nocera - Avellino bi-weekly mixed service was made into a daily one to cope with the heavy traffic over the Avellino line.

Giuliano - Teuro - Battipaglia daily passenger train extended through to Salerno as from 1 June 1944.

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POSTAL SERVICES.

Arrangements were made, with effect from 9 May 1944 for civilian mails to be conveyed twice weekly on the Naples - Bari military passenger train. It was also agreed to convey civilian mails from Taranto to Bari and return on the tri-weekly military passenger train from Taranto to Termoli.

SICILY.

Towards the end of this month, a survey of the Sicilian Railways was made by Lieut-Colonel Brown of this Sub-Commission. He was accompanied by the Undersecretary of State for Italian Railways and Highways

A copy of the report submitted by Lt. Col. C.C. Brown is shown at appendix 'I'.

JUNE 44.

By the end of June 44, considerable alterations had been made to the rail situation in Italy. Priority of reconstruction had changed in order that Line 90, the Naples - Rome route via Frosinone could be brought into use at the earliest possible moment. The whole of No. 1 Railway Construction Group was supplemented by the entire 1213 Railway Construction and Maintenance Group, which was transferred from the Heel Area specially to deal with the reconstruction beyond Ferentino to Rome.

Both groups are under the jurisdiction of the D.C.M.R.S.

All American railway construction strength was concentrated on line 89, the coastal route Naples to Rome; until the fall of the city of Rome itself, when priority of reconstruction was altered, and the bulk of the American forces were transferred to Line 265, Anzio to Rome, to enable the speedy clearance of the beachhead. Construction on the line north of Ortona had been almost abandoned for the time being, and the South African Railway Group also under the D.C.M.R.S. was brought over from that point for the urgent reconstruction of line 50, Rome to Givita Vecchia, in order that the best possible use could be made of the port.

The fluctuating decision of priorities of reconstruction became entirely dependent on the lines of communication and the best means of getting supplies to the troops, but ACC's concern was with the rehabilitation of the Railways as an industry, and consequently, examination was made of all lines which the military passed by, but which would doubtless be of use in the distribution of food and supply to the population, as the Italian railway system has obviously grown up through the years based on the supply demands of the country. Unfortunately for this point of view, urgent military needs often led to complete cannibalisation of certain sections of the Railway such as on the line Valmano - Verasfre where the track was not taken up and used for more important immediate military requirements.

Although the Naples to Rome route via Frosinone had been opened for military traffic, its capacity at the time was but 4,300 tons daily, therefore, only the most immediate priorities of traffic could be accepted. It was anticipated that on the West coast route for the journey Naples to Rome, the line was likely to be opened by 15 July 44, but the tonnage capacity over the section Gampoleone to Rome was limited to 1,500 tons daily. The Rome - Givita Vecchia had by this time been opened, and traffic for ACC was passing by that route as port clearance.

Of the railways in the south of Italy, there were bottle-necks which restricted the flow of traffic. Military requirements continued to demand the movement of considerable tonnage. How-

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All american railway construction strength was concentrated on line 89, the coastal route Naples to Rome, until the fall of the city of Rome itself, when priority of reconstruction was altered, and the bulk of the American forces were transferred to Line 265, Anzio to Rome, to enable the speedy clearance of the beachhead. Construction on the line north of Ortona had been almost abandoned for the time being, and the South African Railway Group also under the D.G.M.R.S. was brought over from that point for the urgent reconstruction of line 50, Rome to Civitavecchia, in order that the best possible use could be made of the port. The fluctuating decision of priorities of reconstruction became entirely dependent on the lines of communication and the best means of getting supplies to the troops, but ACC's concern was with the rehabilitation of the Railways as an industry, and consequently, examination was made of all lines which the military passed by, but which would doubtless be of use in the distribution of food and supply to the population, as the Italian railway system has obviously grown up through the years based on the supply demands of the country. Unfortunately for this point of view, urgent military needs often led to complete cannibalisation of certain sections of the Railway such as on the line Vairano - Velletri where the track was not taken up and used for more important immediate military requirements.

Although the Naples to Rome route via Frosinone had been opened for military traffic, its capacity at the time was but 4,800 tons daily, therefore, only the most immediate priorities of traffic could be accepted. It was anticipated that on the West coast route for the journey Naples to Rome, the line was likely to be opened by 15 July 44, but the tonnage capacity over the section Campoleone to Rome was limited to 1,500 tons daily. The Rome - Civitavecchia had by this time been opened, and traffic for ACC was passing by that route as port clearance.

Of the railways in the south of Italy, there were bottle-necks which restricted the flow of traffic. Military requirements continued to demand the movement of considerable tonnage. However, apart from the civil tonnage already agreed to, the military authorities proved very helpful in affording facilities for the movement of civilian supplies wherever it was possible, by military trains.

On 7 July 44, the Reggic (Calabria) Division of the Italian State Railways was handed over to ACC for supervision. Steps had previously been taken for the training of a suitable officer to undertake this task, and in view of future divisions being handed over the training of other officers was put in hand

CHICAGO.

Many of the railway conditions in Italy had returned to normal under the supervision of the Transportation Sub-Commission. One interesting fact was that the Sub-Commission had taken steps to provide boats for Sicilian Railwaymen, and in conjunction with the Undersecretary of State for Italian Railways and Highways had worked out a scheme for distribution. Boats supplied for Sicilian Railway employees are still in process of being distributed at a charge of 100 lire per year. The cost of boats is highly exaggerated.

The safeguarding of rail traffic was also a subject for consideration. The creation of a Railway Police Force by Governmental Decree was introduced by the Public Safety Sub-Commission.

On the Engineering side, a tour of inspection was made of the Sicilian Railways by a Transportation Sub-Commission Officer with respect to permanent way conditions, which were found to be unsatisfactory, and as a result, efforts were made to obtain the release of some 15,000 sleepers for immediate use, and a further 15,000 for the current year, beginning in July. Repairs temporary and permanent, to damaged structures proceeded, and the Sicilian Bridge was expected to be ready for traffic by August 20. Work on the Palermo - Messina and Catania - Messina lines was progressing satisfactorily, and it was anticipated would be open by early autumn.

GENERAL.

A comprehensive indent by the Italian State Railways was received this month. After translation - a laborious process - it was passed to the Director General of Military Railway Services for necessary action.

During the first two weeks of June 44, 100 traffic was very heavy, with the result that very few civilian bids were accepted. Tonnages bid were as follows -

ACC Traffic	29,342 tons
Civilian Traffic	424 tons
ACC Wagon loads issued	1,300

Civilian bids forwarded to the office of the Transportation Sub-Commission by the Capo Comptingente average 250 weekly, consisting largely of empty wine casks, charcoal and ironing. A large percentage had now been accepted and transported.

Sicilian Railways by a Transportation Sub-Commission Officer with respect to permanent way conditions, which were found to be unsatisfactory, and as a result, efforts were made to obtain the release of some 14,000 sleepers for immediate use, and a further 12,000 for the current year, beginning in July. Repairs temporary and permanent, to damaged structures proceeded, and the Messina Bridge was expected to be ready for traffic by August 30. Work on the Palermo - Messina and Catania - Messina lines was progressing satisfactorily, and it was anticipated would be open by early autumn.

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During the first two weeks of June 44, AGV traffic was very heavy, with the results that very few civilian bids were accepted. Wagon bids were as follows:

AGV Traffic	27,342 tons
Civilian Traffic	424 tons
AGV Wagon labels issued	1,800

Civilian bids forwarded to the office of the Transportation Sub-Commission by the Capo Compartimento average 200 weekly, consisting largely of empty wine casks, charcoal and iron ore. A large percentage had not been accepted and transported.

July 44

1. RAILWAYS.(a) General.

The month of July saw considerable changes in the railway map. Line 90, the inland route between Naples and Rome was tested for operation on 2 July and opened on 4 July, by the Director General Military Railway Services, who was on the engine of the first train, conveying 400 tons of coal, into Rome.

The Anzio - Rome line, which conveyed a considerable tonnage at the beginning of the month, fell into disuse at the end of the month on the closing of Anzio as a port. Line 89, the coastal route from Naples to Rome was opened for traffic towards the end of July, but the section Campoleone - Rome was not the original track, but the section of the Anzio - Rome line to which a link was built at Campoleone. This line has a limited tonnage and not until the old original route is re-constructed, will the tonnage be able to step up.

The line to Civitavecchia from Rome was completed, and ACC used this port to the full, rail traffic from there to Rome being considered as port clearance. The line north of Civitavecchia has almost reached Grosseto.

An indication of the changing railway position is that in a very short time the 8th Army railroad moved forward from Roccamare to Civitacastellana, a distance of 140 miles, and yet swiftness of the advance brought considerable difficulty in getting ACC 8th Army supplies to their forward points.

Line 87 was completed north of Rome to Bastia, and that point is now being used, with Ascoli, as a limited railroad for 8th Army, the bulk of heavy traffic still using Civitacastellana.

On the east coast, the line was extended to Ortona, at which point it stayed, in view of the development of Ancona as a port.

Every tribute was due to the railway construction companies who so remarkably bridged the gap between the source of supplies and the advancing armies. But from the standpoint of ACC, every step forward brought added problems. In fulfillment of the essential task of winning the war, the railway engineers put in temporary bridges, single track lines, and plucked from all side lines of not immediate military importance, the valuable sleepers, ties and rails. Thus, the military demands were met, but the railways sprang up over a number of years to meet the economic demands of a nation's distribution scheme, and that distribution scheme was and is essential for the rehabilitation of the life of the people.

ACC was therefore, concerned with the necessity of re-building the railway tracks to their original plan. Double tracking, electric transmission to save valuable coal, are some of the considerations ACC must give to the railway needs of the community.

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1. RAILWAYS (Contd).

(b) ENGINEERING.

The railway map of Italy had been divided into two areas, roughly on a line Grosseto - Rimini, and two experienced civil engineers were given a territory each, to survey. They were attached to the organization of the Director General of Military Railway Services to understand his methods of working with the Italians, but at the same time carefully examine territory which was of no military value but of use for the distribution of food and materials. Unfortunately, supplies were very inadequate to enable them to start a full drive in repelling all railways, but immediate essential, like the linking of the gap in the railway Palermo - Messina, the gap which links Reggio and Naples at Gioie and the Termoli - Campobasso line, feeding the east coast route with the Gargano inner land, were then being supervised. New and pressing demands were upon them in the recently released territory, where lignite mines offered means of supplying fuel to Rome. Links and bridges were surveyed, estimates prepared, and plans drawn up for the re-building of parts of the lines which would enable much useful traffic to be moved.

(c) PRIVATE RAILWAYS.

During the month a directive was issued to forward regions in respect of private railways. There is a natural desire on the part of such railways to resume traffic at an early date, and in some cases they actually re-started with stocks of German coal. Unfortunately, at this time, such stocks could be replaced without a proof being available that the rail way was either fulfilling a very useful service to the war effort, or moving supplies of produce and food in sufficient quantities to assist measurably the life of the people. Around Rome, several light railways were most anxious to resume. The line running north to Viterbo was partly available for traffic, and Rome region were able to offer electric power which would otherwise be wasted between 2400 and 0500 hours daily. The track is standard gauge, electrically operated, and the AGO Engineer examined the route to ascertain the feasibility of getting the full line in order for the conveyance of vegetable lying in the Viterbo area. The once popular line from Rome to the Lido commenced operations on the remnants of German coal available, to Acilia, but beyond that point the track was out of commission. The coal situation, coupled with a careful review of the economic factors existing, made it necessary for AGO to terminate the service owing to lack of coal. No justification for the lines, on grounds of military usage or movement of essential food supplies could be advanced, and for the time being, such requirements were paramount.

The light railway from Sesto to Norcia, electrically operated, and narrow gauge, was in course of inspection, but in view of the very heavy gradients and the damage suspected, the re-opening as a first priority was not likely to ensue.

A further light railway was operating from Rome to Palestrina on electric power. An inspection of the line, was

railway Palermo - Messina, the gap which links Reggio and Naples at Gioia and the Torcoli - Campobasso line, feeding the east coast route with the fertile inner land, were then being supervised. New and pressing demands were seen then in the recently released territory, where lignite mines offered means of supplying fuel to Rome. Links and bridges were surveyed, estimates prepared, and plans drawn up for the re-building of parts of the lines which would enable much useful traffic to be moved.

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The light railway from Spoleto to Marsia, electrically operated, and narrow gauge, was in course of inspection, but in view of the very heavy gradients and the damage suspected, the re-opening as a first priority was not likely to ensue.

A further light railway was operating from Rome to Palestrina on electric power. An inspection of the line, was arranged and its immediate use as a means of moving food supplies assessed. (It was generally found the private railways were most anxious to resume, were concerned with the lives of their employees, and in many cases had material for reconstruction.) It was not AGO policy to stop such repairs as could be carried out, unless the materials could be used immediately for the repair of a line with a number one priority.

1. RAILWAYS. (Contd).(c) PRIVATE RAILWAYS (Contd).

These light railways played a most important part in the ordinary life of the people, both for the movement of stores and for people, and in normal times, with electric current, their cost of operation was quite low.

It was, however, essential to watch the movement of traffic, for the black market could be easily fed. Regions were continually asked to ensure that a careful check was kept on the movement of supplies, that all civil traffic by the main I.S.R. routes, or the private railways, was sanctioned by the Supply Officers, and ACC freight car labels supplied as a means of enabling the immediate detection of traffic passing illicitly.

(d) POLICY.

On the trend of general policy, the Director General of Military Railways had made it quite clear that he was prepared to relinquish territory for ACC supervision of Italian railway operation as soon as circumstances permitted, and to this end, officers were attached to his organization to understudy the methods of working with Italian personnel. Railway Divisions did not tie up with ACC Regional boundaries, and therefore, the Transportation Sub-Commission Divisional Superintendents overlapped a little in the administration of the railways. The swiftness of our recent advances was followed by the further nomination of selected officers to study for the post of supervisory divisional superintendent in railway divisions north of Rome, in order that continuity of control be maintained, and in order that they should be fully acquainted with the territory and personnel with whom they would expect to work.

The monthly meeting of the Transportation Committee, comprising representatives of all military personnel interested in the railways, led to additional facilities becoming available for the movement of civilians between Bari and Naples.

(e) DIRECTIVE.

At the beginning of the month, a directive was issued to ACC Railway Divisional Superintendent at Reggio, who had just assumed control of the Reggio railway division from the DEMRS. It defined fully his supervisory functions, and was based on the paramount ACC axiom for the territories now freed - that the maximum amount of work should be undertaken by the Italians themselves, and that ACC should be there in an advisory and supervisory capacity.

(f) RELATIONS WITH MINISTRY OF COMMUNICATIONS.

Our relations with the Ministry of Communications continued in a satisfactory manner, and it was pleasing to note a considerable increase in the carefully thought out demands being put for improved railway facilities. Each demand was carefully considered on the merits of actual application, but always

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(2) RELATIONS WITH MINISTRY OF COMMUNICATIONS.

Our relations with the Ministry of Communications continued in a satisfactory manner, and it was pleasing to note a considerable increase in the carefully thought out demands being put for improved railway facilities. Much demand was carefully considered on the merits of actual application, but always the fuel consumption was a determining factor. For men who are trained railmen, it is always regrettable that services have to be cancelled, when the demand for their use is there.

1. RAILWAYS (Contd).(8) MOVEMENTS.

The month saw a decided step in getting the Italians to undertake considerably more work in connection with the bidding system. Traffic was bid for, and Supply Officers submitted their requests for movement, indicating a degree of priority. In the southern provinces, local autonomy was granted to the AGO Divisional Superintendents, and after all inter-regional traffic had been covered by a weekly meeting at the Naples office, other local tonnage available was allocated by the local officers at Bari and Reggio. The system worked satisfactorily, and it was hoped to extend the local system to Naples area soon, upon the transfer of the headquarters (rear) to Rome. For areas north of Naples, the heavy military requirements limited AGO traffic considerably, but throughout the country, our relations with Army Movements was such that they would assist to the utmost any urgent traffic demand and make available their military trains when capacity was available.

Plans were in hand to bring Regions IV, V, and VIII into the 'bidding' system, for movement of traffic, in view of the heavy demands and the extension of the Regional territory. Surplus foodstuffs were being found in the forward areas, and heavy demands for rail transport was being met by this Sub-Commission to assist southbound movement in the feeding of Rome, with full co-operation of the military forces who were authorising the use of freight cars returning from railheads.

Tonnage and numbers of Bid Traffic are given below:

TONNAGE MOVED.

<u>No. of Bids</u>		<u>Accepted</u>	
<u>Received</u>	<u>Reflected</u>		
920	324	596	80,000
47	-	47	5,023
Local Civilian traffic within BARI Division			52,300
REGGIO Division			32,500
TOTAL OF ALL TONNAGES			170,322

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.(a) SICILY DIVISION:

R.T.O. office of the Island Base Section at Palermo was withdrawn at the beginning of the month, and under AGO in representatives' supervision, similar type of office was set up with English-speaking Italian personnel, to be run by the railway.

Repairs to the Simeo bridge were inspected, and it was found that on completion of the most difficult part of the work, the materials were all on hand and hopes entertained of speeding up towards completion.

An exceptionally heavy move was handled during the month from Trapani - Palermo - Rome, over the Palermo - Messina line. Approximately 150 car loads of materials were moved without difficulty.

On 19 July, the line was opened from Fiumicreddo to

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Tonnage and numbers of Bid Traffic are given below:

No. of Bids		TONNAGE MOVED	
Received	Rejected	Accepted	
920	324	536	80,000
47	-	47	5,022
Local Civilian traffic within EARL Division			52,800
REGIO Division			32,500
TOTAL OF ALL TONNAGES			170,322

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An exceptionally heavy move was handled during the month from Trapani - Palermo - Rome, over the Palermo - Messina line. Approximately 150 car loads of materials were moved without difficulty.

On 19 July, the line was opened from Fiumarello to Taormina - a distance of 9 Kms. Train services to Taormina being extended w.e.f. 22 July 44. Further extension to Sciacca a distance of 21 Kms. should be in operation about 30 Sept. 44.

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS (Contd).(a) SICILY DIVISION (Contd).

The following equipment was being moved from Sicily to

the mainland: -

Deisel Car Rocket No 404
Deisel Car Rocket No 401
Deisel Car Union Jack
Deisel Car equipped as kitchen car companion
car for the Union Jack.

75 Tank Cars suitable for Petrol
50 various types of German and U.S. World War I cars
60 Refrigerators
30 Flats
30 Low-sided Gondolas
50 Highsided Gondolas
50 Box cars

Further equipment was expected to be moved.

The Bailey bridge at Tusa was removed by the Royal

Engineers, and the newly constructed bridge was put into operation.

It was anticipated that the Gimeto bridge would be

ready for service on or about 20 Aug 44.

Lines Marsala - Castelvetro were due for completion
by 30 Aug 44, and the Messina - Palermo line should be ready for
service by 3 Sept 44, and Catania - Messina line by 20 Sept 44.

Tonnages moved during the month ending 30 July 44

are given below: -

<u>ALLIED FORCES</u>	<u>ACC</u>	<u>ITALIAN FORCES</u>	<u>CIVIL</u>	<u>TOTAL</u>
12,045	207	473	12,380	32,105
4,396	280	317	18,471	23,464
2,614	258	345	20,523	23,740
3,170	246	260	20,530	24,306
22,225	991	1,395	79,004	103,615

All sections of the line in Sicily were now in operation with the exception of the following: -

BROAD GAUGE:

Messina-Catania-Taormina-Sceletta Bridge construction in progress.
Palermo-Messina-S. Agata-S. Stefano Bridge construction in progress.
Palermo-Catania via Simeio, at Simeio Bridge construction in progress.
Trapani-Marsala-Castelvetro lines Bridge construction in progress.
Marsala-Nicola di Mazara

NARROW GAUGE:

Castelvetro-Agrigento-Lercara Damaged bridges being repaired,
Agrigento-Canicatti-Mazara and lack of fuel
Lercara-Liata and lack of fuel

80 Low-sided Gondolas
50 High-sided Gondolas
50 Box cars

Further equipment was expected to be moved.

The Bailey bridge at Tusa was removed by the Royal Engineers, and the newly constructed bridge was put into operation. It was anticipated that the Simeto bridge would be ready for service on or about 20 Aug 44.

Lines Marsala - Castelvetrano were due for completion by 30 Aug 44, and the Messina - Palermo line should be ready for service by 5 Sept 44, and Catania - Messina line by 20 Sept 44.

Tonnages moved during the month ending 30 July 44

are given below: -

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All sections of the line in Sicily were now in operation with the exception of the following: -

BROAD GAUGE:

Messina-Catania-Taormina-Scalotta Bridge construction in progress.
Palermo-Messina-S. Agata-S. Stefano Bridge construction in progress.
Palermo-Catania via Simeto, at Simeto Bridge construction in progress.
Trapani-Marsala-Castelvetrano lines Bridge construction in progress.
Marsala-Nicola di Mazara Bridge construction in progress.

NARROW GAUGE:

Castelvetrano-Agrigento-Lercara Damaged bridges being repaired, and lack of fuel
Agrigento-Cenicatti-Licata Lack of fuel
Dittania-Leonforte Lack of fuel

MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE LOCOMOTIVES:

	Ext.	Pass.	Switch	TOTAL	DEPOT
(a) In service	114	36	25	172	18
(b) Spare	36	7	4	50	-
(c) Awaiting heavy repairs	73	9	20	102	1
(d) Rebuilding	44	10	-	54	-
TOTAL	267	62	49	378	19

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS.

(a) SICILY DIVISION (Contd.) NARROW GAUGE LOCOMOTIVES (All Freight)

	Adhesion	Rack	TOTAL
(a) In service	14	7	21
(b) Spare	9	4	13
(c) Awaiting heavy repairs	8	2	10
(d) Rebuilding	7	11	18
TOTAL	38	24	62

NUMBER OF CARS UNDER FOR SERVICE BUT REPAIRABLE LOCALLY:

	BOX	COIL	FLAT	TANK	OTHERS	TOTAL
Heavy repairs	482	590	377	40	10	1,499
Light repairs	816	423	54	154	19	1,466
TOTAL	1,298	1,013	431	194	29	2,965

(b) SARDINIA DIVISION.

Tonnage conveyed in Sardinia is divided between four different railway organizations. Total tonnage for the month of July are as under:

FERROVIE STATO:			FERROVIE COMPLEMENTARI:		
Military	Civil	TOTAL	Military	Civil	TOTAL
13,015	12,274	25,289	771	3,178	3,949

FERROVIE REGIONALI SARDE:

Military	Civil	TOTAL
105	27,478	27,583

STRADA FERRATE SARDE:

Military	Civil	TOTAL
4,313	1,364	5,727

The civilian tonnage is made up of feedstuffs, coal and articles of manufacture.

(c) EARL DIVISION.

Under the system of bidding for tonnage, the bids are received from the Regional and Provincial Supply Officers, and the I.S.R. and S.M.R., and are collated and discussed at a meeting each Monday morning with the Chief Supply Officer, Region II, and screened for movement the following week. Any applications the railways, are forwarded to Transportation Sub-Commission Headquarters. Accepted bids are made into a stenilled programme and distributed to all concerned. On Fridays, an Emergency Bid programme is similarly made out.

This system is now working fairly well, but a "tight rein" in necessarily kept on Emergency Bids, and on bids received from the Railways. Respecting the latter, at the request of the Regional Supply Officer, these bids are being forwarded by the Railways to the Consiglio dell' Economia first of all for screening, after which they are given next priority to bids made to the Supply Officers, when the tonnage screening takes place.

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STRADA FERRATA SARDE:	
Military	Civil
4.313	1.364
	5.727

The civilian tonnage is made up of foodstuffs, coal and articles of manufacture.

(c) BARI DIVISION.

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Additional unnecessary work is still being caused by Provincial Supply Officers not submitting their bids at the proper time, or on the proper forms and the latter numbered. The attention of the Regional Supply Officer has been drawn to this matter.

Irregularities in the correct use of ACC wagon labels have been noted during visits made to marshalling yards and stations in the Division.

(c) BARI DIVISION (Contd).

- (i) Labels not dated.
 - (ii) Signatures being illegible due to use of rubber stamps instead of a proper signature.
 - (iii) Labels detached in transit from wagons.
 - (iv) Old labels not removed from wagons or properly cancelled.
 - (v) Labels not in possession of Station staff when wagons loaded and ready for despatch, authority for loading having been signalled to Capo Stazione by I.S.R. Bari on authority of loading Programme.
- Those concerned with the above have been notified.

On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

BARI DIVISION to NALLES
BARI to BARLETTA
BARLETTA to BARI.

On these sections it has not been possible to accept any tonnage not placed through ACC channels. Owing to the Regional ban on the movement of wine between Provinces, there has been a bid drop in the tonnage bids from stations on the Sud Est Bari. The movement of grain and flour has caused an increase in the tonnage on the Taranto-Bari line, due to the traffic coming into Gioia del Colle from the Rocchetta line. Military requirements during the period 10 - 16 July 44 resulted in a "stop" on all Civil and ACC traffic during this week.

Grain Traffic:

Movement of Grain from Matera, Potenza and Bari Provinces started early in the month. The total figure of tonnage accepted for rail movement during the month was 8,397 tons, of which 2,700 tons were for Calabria.

As far as this Sub-Commission is concerned, no difficulty was encountered, complications that have arisen, from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way. The procedure laid down in ACC 2a. Memorandum No 3 was rather ignored in this respect, resulting in some delay to the movement. Bidding for grain movement is now taking place in the proper way and has passed the "nine days wonder" stage.

Civilian Traffic Irregularities.

For irregularities other than those mentioned respecting labels have come to notice during the month. A number of labels have been returned, in cases where the consignors had not used the wagons placed for them. P.S.Os have been asked to restrict future movement of labels to the firms concerned and not to accept their

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On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

BARI DIVISION to NAPLES
BARI to BARLETTA
BARLETTA to BARI.

On these sections it has not been possible to accept any tonnage not placed through ACC channels. Owing to the Regional ban on the movement of wine between ACC channels, there has been a bid drop in the tonnage bids from stations on the Bari-Bari line. The movement of grain and flour has caused an increase in the tonnage on the Taranto-Bari line, due to the traffic coming into Gioia del Colle from the Rocchetta line. Military requirements during the period 10 - 16 July 44 resulted in a "stop" on all Civil and ACC traffic during this week.

Grain Traffic:

Movement of Grain from Matera, Potenza and Bari Provinces started early in the month. The total figure of tonnage accepted for rail movement during the month was 5,397 tons, of which 2,700 tons were for Calabria.

As far as this Sub-Commission is concerned, no difficulty was encountered, complications that have arisen, from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way. The procedure laid down in ACC En. Memorandum No 3 was rather ignored in this respect, resulting in some delay to the movement. Bidding for grain movement is now taking place in the proper way and has passed the "nine days wonder" stage.

Civilian Traffic Irregularities.

Few irregularities other than those mentioned respecting labels have come to notice during the month. A number of labels have been returned, in cases where the consignors had not used the wagons placed for them. P.E.Os have been asked to restrict future issues of labels to the firms concerned and not to accept their bids, on account of the waste of war effort involved.

(d) NAPLES DIVISION:

Total tonnage of ACC bids for the month amounted to 28,872 tons, of this figure, approximately 4,000 tons were cancelled for the week 24-30 July by the Priority of Movements Conference. Bids in respect of this tonnage have however, been repeated.

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(d) NAPLES DIVISION:

During the early part of the month a glut of potatoes, resulting in a large tonnage of both AGC and Civilian bids was handled. Subsequently, at the request of the Agricultural Section, Region 3, bids for movement of potatoes from Region 3, except the Province of Salerno, were cancelled at very short notice. A small number of Emergency bids were handled, including the movement of accumulators for I.S.R., bid for by the Capo Compartimento, Naples. Empty Olive Oil Tankers and an urgent flour bid from Salerno to Sala Consilina were moved. A large number of Civilian Bids were handled, and these amounted to a tonnage greatly in excess of what could be carried. They were reduced accordingly.

(e) MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:Lt. Col. C.G. BROWN.

Activities of Lt. Col. C.G. Brown, attached to D.G.M.R.S., organization include the operation of the Gaserta - Rome line during the absence through sickness of Lt. Col. Crymes, of 715th Railway Operating Battalion. Lt. Colonel Brown also took part in the transfer to the mainland of freight cars from Sicily Region, being responsible for securing L.C.Ts, and finally handing over the cars to 760 Railway Shop Battalion of the M.R.S.

Major E.S. WALKER.

Major Walker, who has also been attached to the D.G.M.R.S., organization for the purpose and with the function of co-ordinating demands for railway stores and supplies by the I.S.R., has been operating with that organization co-ordinating demands for the future operations on the I.S.R.

They were reduced accordingly.

(c) MISCELLANEOUS REPORTS FROM SUB-COMMISSION OFFICERS:

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Activities of Lt. Col. C.G. Brown, attached to D.O.M.R.S. Organisation include the operation of the Caserta - Rome line during the absence through sickness of Lt. Col. Crymes, of 715th Railway Operating Battalion. Lt. Colonel Brown also took part in the transfer to the mainland of freight cars from Sicily Region, being responsible for securing L.O.Ts, and finally handing over the cars to 760 Railway Shop Battalion of the M.R.S.

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AUGUST 1944.

At the meeting of the Transportation Committee held on 28 Aug. 44, it was agreed for the following additional trains to run:--

Polignano - Bari and return.

Service extended to end from Monopoli - Polignano.

Naples - Bari via Potenza.

To run from 16 Aug 44.

Facilities were arranged for approximately 60 civilians per day to be carried on military train running six days a week between Naples and Bari via Benevento with effect from 11 Sept. 44.

/ Privately Owned Railways.

It was agreed to extend to Cassano the existing service between Bari and Monopoli.

2 freight trains daily - Castovillari - Lauria

2 mixed trains daily - Crotone City - Pettilia Policastro

and 2 freight trains daily - Vibo Valentia Marina - Vibo Valentia City

and on the Bari - Muro - Marlotta inter-urban tramway (steam) two additional mixed trains daily were authorised.

The section of the line Palermo to Messina (Sicily) was tested on 28 August and train service was introduced on 1 Sept 44.

The railway bridge Fiume Bruna on the privately owned railway was out of use up to this time. Under the direction of Transportation Sub-Commission Engineer, the line was diverted to run over a nearby road bridge as a temporary measure, in order that lignite could be conveyed from the mine at Ribolla.

On 28 Aug 44, this temporary line was put into use again, thereby ensuring a continued supply of 450 tons of lignite per day being conveyed for consumption in the gasworks of Rome.

Appendix "W" shows data on Italian Railroads of liberated Italy, Sicily and Sardinia, as compiled by U.S.M.A.S.

Appendix "X" shows report on survey of Italian State and Privately Owned Railways up to August 44.

2 freight trains daily - Crotone City - Petilia Policastro
2 mixed trains daily - Crotone City - Petilia Policastro
and 2 freight trains daily - Vibo Valentia Marina - Vibo
Valentia City
and on the Bari - Ruvo - Marlette inter-urban tramway (steam)
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Appendix "A" shows data on Italian Railroads of Liberated Italy,
Sicily and Sardinia, as compiled by U.S.N.M.S.

Appendix "B" shows report on survey of Italian State and
Privately Owned Railways up to August 44.

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INDEX TO APPENDICES ATTACHED

A.	Appendix "P" to Planning Directive No 7	dated 26 Sept 43.
B.	AFHQ General Orders No 60	dated 22 Oct. 43
C.	AFHQ Administrative Memorandum No 76	dated 9 Nov. 43
D.	ACC Tr. Memorandum No 1	dated 10 Dec. 43
E.	ACC Tr. Memorandum No 2	dated 29 Dec. 43
F.	Basic Schedule of Trains for ACC/ACC Traffic and Civilian requirements	dated 27 Jan. 44
G.	ACC Tr. Memorandum No 3	dated 27 Apr. 44
H.	Survey of Italian State Railways - Sicily Division	dated 31 May 44
J.	Record of Rail Traffic Handled	
K.	Survey of Italian State Railways and Privately Owned Railways	dated Aug. 44
L.	Data on Italian Railroads of Liberated Italy, Sicily and Sardinia	dated 25 Aug. 44

APPENDIX "A" TO PLANNING DIRECTIVE No 7
DATED 26 SEPTEMBER 1943 (Issued by ACC under ACC/1014 26 Sept. 44)

FUNCTIONS OF TRANSPORTATION SUB-COMMISSION.

(a) MISSION.

To assist Italian transport administrations to re-establish the workings of their system and supervise such workings to ensure that facilities are used to the best advantage subject to the prior requirements of the Allied Forces and to meet the requirements of the Commission; the movement of demobilised military personnel and general civil needs of the country.

The term "Transportation" as used herein includes only Railways, Inland Water Ways and Docks, their maintenance operation and repair and the use of transport on highways except local bus and tramways.

(b) MAJOR FUNCTIONS.

(1) The Transportation Sub-Commission will perform the following staff functions:-

- (a) Advise the Commission on all technical transportation matters
- (b) Formulate plans, policies and procedures in the field of transportation
- (c) Ascertain transportation requirements of other Sub-Commissions and formulate plans accordingly
- (d) Co-operate with respective Sub-Commissions with respect to the making of arrangements as required, and to organise the keeping of necessary statistics.
- (e) Make recommendations to the Commission in respect of the foregoing.

(2) The Transportation Sub-Commission will directly perform the following operating functions:-

- (a) Supervise the execution by the Italian Government of directions issued by the Commission.
- (b) Issue directives to regions of procedures to be followed including those cases where areas of regions do not correspond with areas of Italian railway divisions
- (c) Co-ordinate, adjust as necessary and direct to proper channels, all requisitions for equipment and stores which it is not possible for local transport administrations to meet from local resources
- (d) Issue directives as to and supervise the maintenance and repair of transportation facilities
- (e) Take all possible steps to ensure the maximum output and the most turnaround of all transportation systems as defined

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- (d) Issue directives as to and supervise the maintenance and repair of transportation facilities
- (e) Take all possible steps to ensure the maximum output and quickest turnaround of all transportation systems as defined above.

ARMED FORCE HEADQUARTERS

AFQ 512

22 October 1943

GENERAL ORDERS)

NUMBER 60)

DEVELOPMENT AND OPERATION OF ALL ITALIAN RAILWAYS

1. Brigadier General CARL R. GRAY, JR., O-129452, USA Director General, Military Railway Service, this headquarters, will be responsible for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Subcommittee of the Allied Commission.

2. All United States Railway Service Troops, the Railway portion of the British Transportation Service, and Italian Railway personnel and material will be at his disposal and will operate under his direction. So far as Italian personnel is concerned, this will be accomplished by having General di Raimondo, together with all of the Italian military railway organization, report to the Director General to carry out the duties prescribed. The command and administration of British Railway Transportation Units referred to above will be exercised through normal British channels.

3. In the reconstruction and operation of the Italian Railways, the Director General will be governed by priorities established by this headquarters, presently represented on the mainland of Italy by the Deputy Chief Administrative Officer, Advanced Administrative Echelon, AFHQ, who will coordinate and present to the Director General the railway requirements of Allied Forces and of Italian civilian and military users.

4. The Director General will continue to be governed in the operation of military railways in North Africa by the provisions of General Order Number 19, this headquarters, etc.

By command of General EISENHOWER:

J.F.M. WHITELEY,

Major General, GS. Acting Chief of Staff

General, Military Railway Service, this headquarters, will be responsible for the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Subcommittee of the Allied Commission.

2. All United States Railway Service Troops, the Railway portion of the British Transportation Service, and Italian Railway personnel and material will be at his disposal and will operate under his direction. So far as Italian personnel is concerned, this will be accomplished by having General di Laimondo, together with all of the Italian military railway organization, report to the Director General to carry out the duties prescribed. The command and administration of British Railway Transportation Units referred to above will be exercised through normal British channels.

3. In the reconstruction and operation of the Italian Railways, the Director General will be governed by priorities established by this headquarters, presently represented on the mainland of Italy by the Deputy Chief Administrative Officer, Advanced Administrative Echelon, APMQ, who will coordinate and present to the Director General the railway requirements of Allied Forces and of Italian civilian and military users.

4. The Director General will continue to be governed in the operation of military railways in North Africa by the provisions of General Order Number 19, this headquarters, etc.

By command of General EISENHOWER:

J.P.M. WHITLEY,
Major General, GS. Acting Chief of Staff.

OFFICIAL:

A. J. Davis
T. J. DAVIS

Brigadier General, United States Army

Adjutant General

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ALLIED FORCE HEADQUARTERS
APO 510.

ADMINISTRATIVE MEMORANDUM

NUMBER

76)

9 November 1943.

ITALIAN TRANSPORTATION SYSTEMS: RELATIONS BETWEEN THE MOVEMENTS AND TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES, AND THE TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.

I - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control are laid down in Administrative Memorandum No. 15, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. These instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAABO) are given in Administrative Memorandum No. 67, this headquarters, as. In this directive, FLAABO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAABO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, as.

5. c. The responsibilities and functions of the Internal Transportation Sub Commission are given in Allied Control Commission Planning Directive No. 7

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. Those instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of the Advanced Administrative Echelon (FLAREO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAREO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations. In all cases covered by the responsibilities of FLAREO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

5. a. The responsibilities and functions of the Internal Transportation Sub Commission are given in Allied Control Commission Planning Directive No. 7 dated 26 September 1943, appendix "F". (NOTE: To be re-issued with slight amendments shortly).

b. Of these responsibilities and functions, those concerned with the control, supervision and operation of Italian railways will only be applicable to those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission. (Reference is made to paragraph 1, General Orders No. 60, this headquarters, cs.)

6. In those parts of Italian territory where the railways are under the control of the Allied Forces, through **their** Movements and Transportation organizations, the Internal Transportation Sub-Commission will detail personnel to be attached to the appropriate military Movements and Transportation organizations. Such personnel of the Internal Transportation Sub-Commission will be commanded and administered through normal Allied Military Government or Allied Control Commission channels. Detailed allocation of staff will be made in accordance with direct arrangements between C-4 (May and In), the headquarters and the Internal Transportation Sub-Commission.

7. The responsibilities, so far as the subject of this directive is concerned of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:

a. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation staffs concerned, in order that those bids may be considered by the military authority in common with bids for military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Forces, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Forces, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation staffs concerned, in order that these may be considered by the military authority in common with bids for military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Force, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

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- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

II - INLAND WATERWAYS AND HIGHWAYS (except local bus and tram services)

The relations between the organizations shown in paragraph 1, a. and b., above, will be based on the principles given in Section I - Railways, above.

III - PORTS AND SHIPPING

Separate instructions will be issued as required.

By command of General EISENHOWER:

3d. T. J. DAVIS,
Brigadier General, United States Army,
Adjutant General.

DISTRIBUTION:

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1. OBJECT. The amplification of certain provisions of Art. 44, Schedule of the Administrative Instructions No. 14, of 6 December 1943, to assist all concerned in ACC and MTC in carrying out their responsibilities on the most essential civilian requirements.

2. BASIC SCHEDULE OF INSTRUCTIONS.

Para 5b of Instruction No. 14. Movements regulated by ACC and MTC by such trains will be pre-arranged through the person in charge at the sending station. As may have been decided by the person in charge at the receiving station, the person in charge at the sending station may have a necessary arrangement through his normal channels and through the railway that wagons will be available at the time and at a quantity for loading and that room is left on the trains concerned for the use of the person in charge.

Where it is anticipated that a larger number of wagons will be greater than the capacity of the basic schedule of rail, ACC and MTC according to area concerned, should ensure the introduction of a system which requires intensive training for civilian consignors of freight to secure by production of just such evidence, a permit for each movement. In such circumstances, the local railway officials at the stations concerned should be shown what part rail movements without permits is strictly forbidden. Various systems already in operation should be considered and should be made for substitutive if possible in those cases where more overhauling of trains and congestion of traffic is occurring.

The local Carabinieri should be made responsible if necessary for control of crowds at railway stations.

3. ADDITIONAL MOVEMENTS OVER AND ABOVE BASIC SCHEDULE.

Para 6(a) and (c) of Instruction No. 14. The instructions provide of ten days for forecasts (or "ordering") which are:

- 21 to 30 December 43
- 31 Dec to 3 Jan 44
- 10 Jan to 19 Jan 44
- and so on.

Para 6(b) and (d) of Instruction No. 14. An example of how this procedure will work is as follows: Under para 6, a bid may be made for 1,000 tons of Olive Oil for 3000000000. If this bid is accepted by the Transportation Office, the person in charge of the allocation of the additional, 1000000000, will be advised to the ACC or MTC office from which the bid was received and to the appropriate Military Movements and Transportation Office.

The specific movements which are to be arranged will then be arranged direct between ACC or MTC office concerned in carrying out the bid and the appropriate Military Movements and Transportation Office. (See APP. B of Instruction No. 14.)

In para 4 of this Memorandum details of the ACC and MTC Training Officers who will be attached as soon as possible to the Military Movements and Transportation Offices are shown.

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3 (Contd).

- 2 -

The arrangement of the specific movements will comprise the definite fixing of the tonnage to be moved each day, time for loading at sending stations and times of trains on which to be despatched. It will be essential to adhere strictly to the detailed plan so arranged for each consignment.

4. DISPOSITION AND FUNCTIONS OF ACC AND AMG TRANSPORTATION OFFICERS.
 Paras 6(a), and 10 and App. B of Instruction No. 14. The Transportation Officers who will be attached as such as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

Mr. HESSIO	: Capt. A.A. HISS (A)
Mr. FOGGIE	: Major V.E. BOWERS (E)
Mr. E. Italy BANI	: (Major G.F. BUCKLEY (B)
	: (Capt. S. HALL (A)

Mr. W. Italy	: Major W.N. YODER (A)
and	: Major W.N. YODER (A)

Tn. P.E.S.

On arrival at their posts they will :-

- (i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each ACC and AMG Region or Area concerned.
- (ii) make all necessary contacts with ACC and AMG Region Hqs.
- (iii) carry out the requirements of Instruction No. 14.

In addition, Transportation Officers will be located for the time as shown below:-

HQ. ACC	: Capt. A.A. STREET (B)
HQ. Region 2	: Major C.H. HOLLSAY (A)
	: Capt. A.A. DE LAUREN (A)
HQ. Region 3	: Duties to be covered by Major W.N. Yoder (see above).

These officers, in addition to their ordinary duties will assist in co-ordinating the Transportation requirements of the various sections of their headquarters, insure that the requests are made through the proper channels and that the requirements of Instruction No. 14 are complied with.

5. INTERNAL TRANSPORTATION SUB-COMMISSION ACC.

Address :-
 Attached Mr. & Mr.
 HQ. Adv. Adm. Section.

Phone numbers :-

Officers who will be attached as soon as possible to the more important British and U.S. Military Movement and Transportation offices are shown below:-

Mov. PEGGIO : Capt. F.A. RYAN (A.)
 Mov. FOGGIE : Major V.P. HOWERS (B)
 Mov. L. Italy EARL : (Major G.F. BUCKLEY (2)
 (Capt. S. BAIL (A)

Mov. W. Italy :
 and : MAJORS : Major W.N. YODER (A.)
 In. P.B.S.

On arrival at their posts they will :-

- (i) notify all concerned of their address, telephone number and full information of each British and U.S. Military Movement and Transportation Office with which arrangements for specific movements under para 6(b) and (d) of Instruction No. 14 are to be made in each ACC and JMB Region or Area concerned.
- (ii) make all necessary contacts with ACC and JMB Region HQs.
- (iii) carry out the requirements of Instruction No. 14.

In addition, Transportation Officers will be located for the time as shown below:-

HQ, ACC : Capt. A.E. STREET (B)
 HQ, Region 2 : Major G.H. HOLLANDAY (A.)
 HQ, Region 3 : Capt. W.N. DE WATERS (A.)
 : Duties to be covered by Major W.N. Yoder (See above).

These officers, in addition to their ordinary duties will assist in co-ordinating the Transportation requirements of the various sections of their headquarters, insure that the requests are made through the proper channels and that the requirements of Instruction No. 14 are complied with.

5. INTERNATIONAL TRANSPORTATION SUB-COMMISSION, ACC.

Address :-
 "Attached Mov & Tr
 JHQ Adv. Adv. Echelon."

Phone numbers :-

Colonel S... FITCH (personal) FLAMEO Extension 115
 Officers FLAMEO Extensions 251, 250
 Clerks FLAMEO Extension 127

Telegraph address :- MOV FLAMEO FOR FITCH.

6. POINTS TO REMEMBER IN HANDLING J.I. RAIL MOVEMENTS.

- (a) Railway rolling stock is in short supply. Railway wagons are not warehouses. Plan movements, therefore, so that prompt loading and unloading in relation to despatch and arrival are achieved. As a general principle no railway wagon should be kept under load prior to despatch or after arrival at destination for more than 12 hours.

6 (Contd).

(b) In planning the movement of large consignments do everything possible to arrange back loads to avoid empty haulage of railway wagons.

7. TRAIN GUARDS TO PREVENT PILFERAGE. It has been found necessary to provide Military personnel as guards to prevent pilferage on trains conveying military traffic. Certain ACC or MG consignments, particularly of foodstuffs, should also be guarded throughout, and it will be the responsibility of the ACC or MG consignors to arrange guards or other security measures when considered to be necessary.

It will probably be found practicable to arrange for the local Carabinieri to provide the guards. As a further safeguard, arrangements should be made for railway wagons containing consignments considered to be particularly liable to pilferage, to be sealed before being handed over to the guard, and for the guard to be held responsible that the seals remain intact until the wagons are handed over at destination to the person authorised to receive them.

8. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS. This will be the responsibility of the ACC and MG officers from whom the requests for rail movements emanate. Therefore, all rail movements should be based on the railway stations (capable of dealing with the traffic) which are nearest to the originating and destination points. It should be possible for ACC and MG officers concerned to arrange for the local civil authority to organize the use of local mechanical, horse and other animal or manual transport to move traffic to and from railway stations in those cases where consignors or consignees have insufficient transport of their own. The problem might also be eased by the establishment of warehouses or dumps in close proximity to railway stations.

9. HIGHWAY TRANSPORT OTHER THAN LOCAL. A separate Memorandum on this matter will be issued. Owing to shortage of road transport, it is unlikely that much will be available for some considerable time. Meanwhile, details of any Italian Highway Transport organizations, including the number of vehicles (runners and non-runners) in their possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, ACC.

10. DOCUMENTATION AND RECORDING OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-

(a) For movement when the consignee or sender is ACC or MG and in respect of which no tariff charges to be paid:-

(i) Where Military Warrants (Forms AB 497a or 494a) suitably endorsed "ACC" or "MG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.

(ii) Where warrants are not being used the normal documentation procedures employed by the Italian Railway organization, with appropriate modifications, should be used.

It will probably be found practicable to arrange for the local Carabinieri to provide the guards. As a further safeguard, arrangements should be made for railway wagons containing consignments considered to be particularly liable to pilferage, to be sealed before being handed over to the guard, and for the guard to be held responsible that the seals remain intact until the wagons are handed over at destination to the person authorized to receive them.

5. ARRANGEMENT OF LOCAL HIGHWAY TRANSPORTATION TO AND FROM RAILWAY STATIONS.

This will be the responsibility of the ACC and AMG officers from whom the requests for rail movements emanate. Therefore, all rail movements should be based on the railway stations (capable of dealing with the traffic) which are nearest to the originating and destination points. It should be possible for ACC and AMG officers concerned to arrange for the local civil authority to organize the use of local mechanical, horse and other animal or manual transport to move traffic to and from railway stations in those cases where consignors or consignees have insufficient transport of their own. The problem might also be eased by the establishment of warehouses or dumps in close proximity to railway stations.

9. HIGHWAY TRANSPORT OTHER THAN LOCAL. A separate Memorandum on this matter will be issued. Owing to shortage of road transport, it is unlikely that much will be available for some considerable time. Meanwhile, details of any Italian Highway Transport organizations, including the number of vehicles (runners and non-runners) in their possession and what action is required to enable them to operate, should be sent as soon as possible to the Internal Transportation Sub-Commission, ACC.

10. DOCUMENTATION AND PROCEDURE OF RAIL TRAFFIC. A separate Memorandum on this matter will be issued. Meanwhile, the procedure should be :-

(a) For movement when the consignee or sender is ACC or AMG and in respect of which no tariff charges to be paid:-

(i) Where Military Warrants (Forms AB 497a or 494a) suitably endorsed "ACC" or "AMG" are now being used, this practice should be continued, but without prejudice to the normal Italian Railway documentation procedure where the sections of railway concerned are being operated by Italian railway organizations.

(ii) Where warrants are not being used the normal documentation procedure employed by the Italian Railway organization, with appropriate endorsements to show the agency for whom the traffic is being moved (ACC or AMG) and that it is moving without payment of tariff charges, should be used.

(b) All rail movements referred to in (a) above should be carefully recorded by the ACC or AMG offices responsible for the arrangement for the movement.

(c) The requirements of (a) and (b) above have no application in respect of civil traffic moving on a commercial basis, under tariff charges. Such movements will be subject to the normal documentation and recording procedure of Italian Railway Administration.

-4-

11. PERIOD FROM NOW UNTIL THE ORGANIZATION FOR OBTAINING RAIL MOVEMENT IS WORKING PROPERLY. Circumstances are such that delay may occur in getting the officers detailed in para 4 hereto to their assigned positions and in their establishing necessary contacts and communications. Meanwhile, ACC or AMG requests for specific movements which cannot be arranged otherwise, should be made direct to Internal Transportation Sub-Commission. (See para 5).

10/3/46

Chief of Internal Transportation Sub-Commission, **Calcutta, A.C.C.**

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 Mov Terrer Annunziata
 Mov Castellana
 Lt. Col. Wynne Davies
 General Di Salomoni.

* For information together with copy of Adv. Am. 2ch. AMG Administrative Instruction No. 14.

Internal Transportation Sub-Commission, ACC
c/o Mov & Tn.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC Tn/3/4
Date : 29 Dec 43

ACC Tn Memorandum No 2.

Procedure for ACC and AMG to secure transportation to meet essential civilian requirements

1. Object. Amplifications and amendments to ACC Tn Memorandum No 1 dated 10 Dec 43.

2. Form of Authorisation for freight movements.

(a) Reference is made to para 2 of ACC Tn Memorandum No 1 dated 10 Dec 43. From experience of "bids" received and movements already arranged, it is expected that it will be possible to carry out the majority of freight movements required by ACC/AMG by the Basic Schedule of Trains. In order to ensure (i) that the correct consignee loads the railway wagons provided, (ii) that unauthorised traffic (such as black-market) does not pass, and (iii) to facilitate the regulation of traffic, it has been decided by the Transportation Sub-Committee at AFHQ Adv Adm Echelon that a standard form of authorisation be adopted for the movement of all consignments despatched by ACC or AMG or civilian consignors authorised by ACC or AMG. This form of authorisation will take the place of the "permit" referred to in para 2 of ACC Tn Memorandum No 1. The new arrangement to commence on Monday 10 Jan 44.

(b) A model form of authorisation is shown at Appendix "A". It will be prepared by ACC or AMG departments responsible for originating the movements concerned, and will be issued by them for specific movements only.

(c) Persons in charge (either Military or Civil at railway stations are being instructed NOT to accept consignments for conveyance unless the consignor hands in a properly completed form of authorisation.

3. "Bidding". Reference is made to para 6(e) of Adv Adm Echelon AFHQ Administrative Instruction No 14 dated 10 Dec 43. As stated therein, the dates within which the movements are required and the quantities available for movement per day must be given. Bids have been received lacking this essential information. The omissions have caused unnecessary delay.

4. Disposition and functions of ACC/AMG Transportation Officers. Reference is made to para 4 of ACC Tn Memorandum No 1 dated 10 Dec 43. The

2. Form of Authorisation for freight movements.

(a) Reference is made to para 2 of ACC Tn Memorandum No 1 dated 10 Dec 43. From experience of "bids" received and movements already arranged, it is expected that it will be possible to carry out the majority of freight movements required by ACC/AMG by the Basic Schedule of Trains. In order to ensure (i) that the correct consignor loads the railway wagons provided, (ii) that unauthorised traffic (such as black-market) does not pass, and (iii) to facilitate the regulation of traffic, it has been decided by the Transportation Sub-Committee at APHQ Adv Adm Echelon that a standard form of authorisation be adopted for the movement of all consignments despatched by ACC or AMG on civilian consignors authorised by ACC or AMG. This form of authorisation will take the place of the "permit" referred to in para 2 of ACC Tn Memorandum No 1. The new arrangement to commence on Monday 10 Jan 44.

(b) A model form of authorisation is shown at Appendix "A". It will be prepared by ACC or AMG departments responsible for originating the movements concerned, and will be issued by them for specific movements only.

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4. Disposition and functions of ACC/AMG Transportation Officers. Reference is made to para 4 of ACC Tn Memorandum No 1 dated 10 Dec 43. The Transportation Officers (Internal Transportation Sub-Commission representatives) are now in their assigned positions. As there have been alterations in personnel the complete list to date, is given below:-

Internal Transportation Sub-Commission representatives

Nov Reggio	Capt A W De Waret (R)
Nov Foggia	Major V R Bowers (R)
Nov E Italy Bari	Capt S Hall (A)
	Lieut Irvine Lynch (R)

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Mov W Italy)
and) Naples
Tn P B S)
Region 2)
Region 3)
ACC HQ)
Brindisi

Major W N Yoder (A)

Major C H Holladay (A)

Major S L Baister (B)

Capt A M Street (E)

signed:

S.A. FITCH, Colonel
Chief of Internal Transportation Sub-Comm., ACC

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HQ ACC (Salerno) (4)
HQ AMG 15 Army Group, Bari (4)
AMG Supply & Economic Section,
15 Army Group, Naples (4)
HQ Region 2 (10)
HQ Region 3 (6)
HQ Region 4 (6)
HQ Region 5 (2)
HQ Region 6 (2)

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Mov Naples
Mov Salerno
Mov Torre Annunziata
Mov Castellammare
Lt. Col. Wynne Davies
Gen. di Raimondo

Internal Transportation Sub-Commission representatives

Major W.R. Bowerst c/o Mov Foggia
Major W.N. Yoder
Major C.H. Holladay, c/o Region 2 Matera
Major S.L. Baister, c/o Region 3 Naples
Capt. A.N. De Maret, c/o Mov Reggio
Capt. S. Hall, c/o Mov E Italy, Bari

DQMG(M)
D/COT
DGMRS
Mov E Italy
Mov W Italy
Mov Taranto
Mov Brindisi
Mov Bari
Mov Barletta
Mov Reggio
Mov Railroad Sub-Area
Mov Naples
Mov Salerno
Mov Torre Annunziata
Mov Castellammare
Lt. Col. Wynne Davies
Gen. di Reimondo

MGS Adv. (2)
HQ ACC (Brindisi) (4)
HQ AMG (Palermo) (4)
HQ AVG (Naples) (4)
HQ AMG (Salerno) (4)
HQ ACC (Salerno) (4)
HQ AMG 15 Army Group, Bari (4)
AMG Supply & Economic Section,
15 Army Group, Naples (4)
HQ Region 2 (10)
HQ Region 3 (6)
HQ Region 4 (6)
HQ Region 5 (2)
HQ Region 6 (2)

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Major W.N. Yoder
Major C.H. Holladay, c/o Region 2 Matera
Major S.L. Baister, c/o Region 3 Naples
Capt. A.W. De Maret, c/o Mov Reggio
Capt. S. Hall, c/o Mov E Italy, Bari
Capt. A.H. Street, HQ., ACC Brindisi
Lieut. Irvine Lynch, c/o Mov E Italy, Bari

APPENDIX A

(Title and Address of ACC/AMG Authority issuing this document)

AUTHORISATION FOR RAIL MOVEMENT

Change at _____ (Station) _____ (Province)

(Serial No. _____)

To : The person in charge, at

The undermentioned consignment/s is/are authorised to be transported by rail in accordance with the details given below :-

Name of Consignor and Address:

ACC or AIG Officer to contact:

Name _____
Phone Number _____
Address _____

Name of Consignee and Address

ACC OR AMG OFFICER TO CONTACT:

Name _____
Phone Number _____
Address _____

Reference number of Movement

[illegible]

BASIC SCHEDULE OF TRAINS FOR ANO/ACC TRAFFIC AND
CIVILIAN REQUIREMENTS.

27 Jan. 44

Section of Railroad	PASSENGER (each way)	FREIGHT (each way)	MIXED (each way)
<u>ITALIAN STATE, STANDARD GAUGE:</u>			
NAPLES - POTENZA - TARANTO - BRINDISI - BARI	Bi-weekly	One daily	
BARI - BARLETTA			One daily
BARI - BRINDISI			One daily
BRINDISI - LEGGE			One daily
BARI - TARANTO (Via Gioia)			One daily
BARI - GIOIA	One daily		
MELFI - POTENZA			Tri-weekly
SIGNANO - LAGONEGRO			Tri-weekly
AVELLINO - NOCERA			Bi-weekly
S. RUFINA - NATTIPAGLIA			One daily
REGGIO - CATANZARO - MELIARNO - TARANTO		One daily	Tri-weekly
SIBARI - PAOLA			Tri-weekly
REGGIO - NICOTRA			One daily
CATANZARO - MARINA - S. RUFINA			Tri-weekly
SUD-EST STANDARD GAUGE SYSTEM	Two Daily	One daily	
<u>SECONDARY LINES METRE GAUGE:</u>			
BARI - MATERA	One daily	Three daily	
BARI - TORINO	One daily		
ALTAMURA - GRAVINA			Two Daily
POTENZA - AVELLINO			Two Daily
POTENZA - CAVALLI			Tri-weekly
ATENA - MARSICO - NUOVO			Tri-weekly
LAGONEGRO - SPEZZANO			One Daily

BRINDISI - LECCE	One daily
BARI - TARANTO (Via Gioia)	One daily
BARI - GICIA	One daily
MELPI - POTENZA	Tri-weekly
SICIGNANO - LAGONEURO	Tri-weekly
AVELLINO - NOCERA	Bi-weekly
S. RUFINA - BATTIPAGLIA	One daily
REGGIO - CATANZARO - MESTAPONTO	One daily
- TARANTO	Tri-weekly
SIRARI - PAOLA	Tri-weekly
REGGIO - NICOTRA	One daily
CATANZARO - MARINA - S. RUFINA	One daily
SUD-EST STANDARD GAUGE SYSTEM	Two Daily
One daily	

SECONDARY LINES METRE GAUGE

BARI - MATERA	One daily	Three Daily
BARI - TORITO	One daily	
ALTAMURA - GRAVINA	Two Daily	
POTENZA - AVIGLIANO	Two Daily	
POTENZA - CATULLO	Tri-weekly	
ATENA - MARSICO - NUOVO	Tri-weekly	
LAGONEURO - SPEZZANO	One Daily	

NOTE: e) Service to connect with the NAPLES - TARANTO - BRINDISI - BARI Bi-weekly passenger train, both ways.

x) Service to connect with the REGGIO - CATANZARO - MESTAPONTO - TARANTO Tri-weekly mixed train both ways.

* DAILY* Services work only on WEEK DAYS.

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APPENDIX 'H'

ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION

Survey of
ITALIAN STATE RAILWAYS - SICILIAN DIVISION
(Ferrovie dello Stato - Compartimento di Palermo)

31 MAY 1944

TRANSPORTATION SUB-COMMISSION

Survey of

ITALIAN STATE RAILWAYS - SICILIAN DIVISION

(Ferrovie dello Stato - Compartimento di Palermo)

31 MAY 1944

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INTRODUCTION

1. Railways of Sicily were returned to civilian operation, under supervision of the Allied Control Commission, Transportation Sub-Commission, effective 18 March 1944.
 - ... (Authority letter order AFHQ, dated 17 March 1944, with reference to Administrative Memo- randum No. 76, AFHQ, dated 9 November 1943 and G.O. No. 60, AFHQ, dated 22 October 1943.)
2. This report covers detailed survey of condi- tions existent on railways of Sicily as of 31 May 1944, with record of specific accomplishment since 18 March 1944, together with plans for proximate fu- ture. Special reference is made to stores and sup- ply positions, locomotive and wagon situation, also to work in hand or required to complete restoration of service on war-damaged railways.
3. General Di Raimondo, Undersecretary of State for Railways, etc., of Italian Government, partici- pated in number of field surveys. Maj. Dr. Pietro Tuccic, Capo Compartimento (Superintendent) of the railways and members of his staff, as well as A.C.C. Regional and Provincial Officers have extended fullest measure of cooperation in obtaining information.
4. Special appreciation is due Colonel A.M. Stubblebine, Jr., C.O., I.B.S., Captain C.I. Nichols, C.O., U.S. Navy Operating Base, Palermo and Major Gene- ral C.A. Heydeman, G.O.C., No. 1 District, and their staffs, for their assistance in making available certain materials urgently required to permit advan- cing restoration of important rail service.

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2. This report covers detailed survey of conditions existent on railways of Sicily as of 31 May 1944, with record of specific accomplishment since 18 March 1944, together with plans for proximate future. Special reference is made to stores and supply positions, locomotive and wagon situation, also to work in hand or required to complete restoration of service on war-damaged railways.

3. General Di Rainondo, Undersecretary of State for Railways, etc., of Italian Government, participated in number of field surveys. Ing. Dr. Pietro Tuccic, Capo Compartimento (Superintendent) of the railways and members of his staff, as well as A.C.C. Regional and Provincial Officers have extended fullest measure of cooperation in obtaining information.

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1. Sicilian Railways.

The Italian State Railways system in Sicily comprises 1367.1 Km standard (4'8 1/2") gauge line and 701.0 Km. narrow (3' 1 3/8") line. All lines are single track, with adequately large yard and siding installations.

There are no privately owned railway lines in Sicily except a short narrow (3' 1 3/8") gauge line about base of Mt. Etna and no special consideration is required, since those portions of such line of any necessity are in operation.

Many kilometers of Sicilian railways were destroyed, or rendered inoperative by damage to bridges, tunnels and structures, during Allied military action. However, repair work has been carried on actively. As of 31 May 1944 situation is as follows: -

Standard (4'8 1/2") gauge

	<u>Kms.</u>	<u>Per Cent.</u>
(a) In actual operation	1187.6	86.97
(b) Available - not operated because of fuel shortage	84.5	6.19
(c) Under repairs - damaged bridges and tunnels	94.9	6.94
	<u>1367.1</u>	<u>100.00</u>

It is pertinent to note that only 6.94% of total mileage is currently out of service. This is tribute to Allied military railwaymen as well as forces of the railway.

See Appendix "A" for map, giving further detail.

Narrow (3' 1 3/8") gauge

	<u>Kms.</u>	<u>Per Cent.</u>
(d) In actual operation	113.6	16.21
(e) Available - not operated because of fuel shortage	564.4	77.95
(f) Requiring major repairs to bridges, tunnels and line. Work not in hand account material shortage	41.0	5.84
	<u>701.0</u>	<u>100.00</u>

It is to be noted that portion of narrow gauge lines actually inoperative is even less than for standard gauge lines, while only a small percentage is actually in operation, due to secondary nature of lines

tunnels and structures, during Allied military action. However, repair work has been carried on actively. As of 31 May 1944 situation is as follows: -

Standard (4'8 1/2") gauge

	<u>Kms.</u>	<u>Per Cent.</u>
(a) In actual operation	1137.6	86.27
(b) Available - not operated because of fuel shortage	84.6	6.19
(c) Under repairs - damaged bridges and tunnels	94.9	5.94
	<u>1367.1</u>	<u>100.00</u>

It is pertinent to note that only 6.94% of total mileage is currently out of service. This is tribute to Allied military railways as well as forces of the railway.

See Appendix "A" for map, giving further detail.

Narrow (3' 1 3/8") gauge

	<u>Kms.</u>	<u>Per Cent.</u>
(d) In actual operation	113.6	15.21
(e) Available - not operated because of fuel shortage	564.4	77.95
(f) Requiring major repairs to bridges, tunnels and line. Work not in hand account material shortage	41.0	5.84
	<u>701.0</u>	<u>100.00</u>

It is to be noted that portion of narrow gauge lines actually inoperable is even less than for standard gauge lines, while only a small percentage is actually in operation, due to secondary nature of lines and shortage of fuel and supplies.

2. Importance of Railways to Economic Life

Sicilian railways are currently assuming increasing, and vital, importance to economic life of the island. Important factors are briefly noted as fol-

LOWS:-

- (a) Wearing out of automobiles and trucks, with inability to obtain replacements or repair parts.
- (b) Exhaustion of stocks, of gasoline, lubricants and tires, largely from former German and Italian army reserves.
- (c) Transport of foodstuffs to areas formerly more self supporting. Distribution of relief supplies of major importance. Also, new crops of wheat and wine, generally large, from growing areas to cities.
- (d) Transport of refugees, ex Italian mainland. As Allied armies advance this becomes of increasing importance since large groups can be better controlled in movement by train rather than by trucks or lorries.
- (e) Shortage of other means of transport, including schooners. In normal times much civilian traffic was water-borne. Schooners have been sunk and diverted to military purposes; also there is shortage of fuel for auxiliary engines.
- (f) Military requirements of both Allied and Italian armies involve increased use of rail lines, since trucks and vehicles have had to be with-drawn for military operations on mainland.

3. Standard (4'8 1/2") gauge lines versus. Narrow (3' 1 3/8") gauge lines

Standard gauge lines substantially encircle the island with an important artery across east central section. Due to shortage of coal and lubricants it is currently impossible to operate all of standard gauge lines. For the same reason, only small portion of narrow gauge trackage is operated. Hereafter, unless specifically mentioned, this report will refer only to standard gauge lines.

4. Permanent Way.
(a) War Damages.

The properties of the railway were extensively damaged by enemy operations, allied air bombardment and shell fire. A total of 54 bridges and 10

(d) Transport of refugees, ex Italian mainland. As Allied armies advance this becomes of increasing importance since large groups can be better controlled in movement by train rather than by trucks or ferries.

(e) Shortage of other means of transport, including schooners. In normal times much civilian traffic was water-borne. Schooners have been sunk and diverted to military purposes; also there is shortage of fuel for auxiliary engines.

(f) Military requirements of both Allied and Italian armies involve increased use of rail lines, since trucks and vehicles have had to be with-drawn for military operations on mainland.

3. Standard (4'8 1/2") gauge lines versus narrow (3' 1 3/8") gauge lines

Standard gauge lines substantially encircle the island with an important artery across east central section. Due to shortage of coal and lubricants it is currently impossible to operate all of standard gauge lines. For the same reason, only small portion of narrow gauge trackage is operated. Hereafter, unless specifically mentioned, this report will refer only to standard gauge lines.

4. Permanent Way. (a) War Damages.

The properties of the railway were extensively damaged by enemy operations, Allied air bombardment and shell fire. A total of 51 bridges and 10 tunnels were severely damaged, of these, 15 bridges and 5 tunnels were quickly and temporarily repaired for traffic. Extensive work on bridges has further reduced total bridges not yet in service to 15; the major portion of this work was done under Transportation Sub-Commission supervision.

Approximately 400 buildings were damaged or destroyed, these include railway stations, engine houses, machine shops, freight houses, dormitories and section laborer dwellings. Necessary repairs have been made to roofs of important buildings and shops and other buildings are being repaired where no critical materials are required.

(c) Repair Projects.

The 94.9 kilometers of line under repairs are divided into the following four major groups.

I - Palermo-Messina line: between S. Stefano and S. Agata 23.5 kilometers. Three bridges are under repair by contractors and one by the Railway's forces. Material is at bridge sites and good progress is being made. One bridge is estimated to be completed June 15, two bridges July 31, and the seven span masonry arch across the Furiano river is estimated to be completed by Sept. 30.

II - Palermo-Catania line. Simeto bridge 0.2 Kms. Material for this important bridge has been secured from the U.S. Navy Yard; No 1 District and by removing a narrow gauge frame trestle bridge from near Siculiana. Work on this bridge will be pushed as it is highly necessary to have a direct connection between Palermo and Catania. This bridge is estimated to be completed by August 15.

III - Trapani-Castelvetrano line: between Ragattisi and S. Nicola di Mazara, 38.2 Kilometers. This line has four bridges under repair. The work has been slowed up account of lack of cement, but this matter has been corrected and work is now progressing. The line is estimated to be opened by July 15.

IV - Catania-Messina line: between Piumicreddo di Sicilia and Scaletta 33.0 kilometers. This line was severely damaged. Six bridges and five tunnels are still under repair with a completion date estimated for September 30.

(c) State of Maintenance.

The maintenance of tracks is largely carried out by contract work and for system as a whole conditions are fair. The maintenance work is slow due to cross-ties being covered with ballast. This is done for protection of the cross-ties which might be damaged by fire from locomotives ash pans. System is waste of ballast and makes high maintenance costs. Bridges are maintained by Railway

repair by contractors and one by the Railway's forces. Material is at bridge sites and good progress is being made. One bridge is estimated to be completed June 15, two bridges July 31, and the seven span masonry arch across the Furiano river is estimated to be completed by Sept. 30.

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(c) State of Maintenance.

The maintenance of tracks is largely carried out by contract work and for system as a whole conditions are fair. The maintenance work is slow due to cross-ties being covered with ballast. This is done for protection of the cross-ties which might be damaged by fire from locomotives ash pans. System is waste of ballast and makes high maintenance costs. Bridges are maintained by Railway Company forces. Gangs are well organized and have done excellent work on repairs to maintenance work. Heavy rains during winter months frequently cause severe damage to tracks in certain localities and also trouble with tunnels. Corrections are being made to improve these conditions where possible.

The Railway Administration tends toward too much refinement in their work and any project requiring much work must now be placed on an "austerity" basis. Transportation Sub-Commission, A.C.C. officers have gained much experience, both prior to and after 18 March 1944, with certain undesirable, slow or time-wasting methods of Italian civilian railway men and are now vigorously pressing for improvement. It, of course, is impossible to change habits of years overnight, but it is properly noted that Italian State Railways officials have, in general, accepted suggestions by officers of Transportation Sub-Commission, A.C.C.

5. Locomotives & Rolling Stock.
(a) General.

Allied military operations, especially air bombings, resulted in extensive damage to railways. Damage was more severe in certain areas than in others; so that when occupation was completed there were found locomotives and rolling stock which could be placed in service immediately. Other units, temporarily immobilized, could be made serviceable with relatively light repairs, undertaken by troops of U.S. Military Railway Service and British Railway Operating Companies. Civilian employees returned to their positions in shops and engine houses and rehabilitation programme began promptly after consolidation of invasion.

In accordance with instructions of Director General, Military Railway Service, Allied Forces, there have been sent to Italian mainland, for military purposes, 53 locomotives and 542 wagons, of various types. Locomotive position for Sicily, as of 31 May 1944 is shown in appendix "B", while rolling stock appears in appendix "C".

There has been progress on both maintenance and repair of locomotives and rolling stock. Much has been done but much remains to be accomplished and every effort will be made to improve repair facilities and increase output. Only major locomotive rebuilding shop is located at Palermo, in Italian Navy Yard, now U.S. Naval Operating Base. U.S. Navy has been most cooperative, organizing special forces of civilian under naval supervision, and is endeavouring to increase output. All work is, of course, subject to naval requirements; however

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(b) Shop Facilities.

Facilities for light and medium repairs are located at: -

- (i) - Messina - locomotives and cars
- (ii) - Catania - locomotives and cars
- (iii) - Galatanisetta - locomotives
- (iv) - Licata - locomotives
- (v) - Castelvetro - locomotives and cars
- (vi) - Palermo - locomotives and cars.

A small locomotive shop at Lercara Bassa was completely destroyed by military action.

Shops at Messina, Catania and Palermo, for both locomotives and cars, can be considered of major character.

Equipment at all shops is in fairly good order for types of repairs normally handled, or is in process of repair. Shortage of belting, generally stolen by retreating Germans, has hampered operations. All shops hold small stocks of materials but shortages of certain items are becoming serious. (See section on Materials, later herein).

(c) Outstanding Favorable Conditions.

At Catania there is well equipped wheel bay, capable of handling all types of locomotive and wagon wheels and tyres. At Messina and Catania are extensive stocks of spare wheels and tyres, many new. At Catania, Messina, Castelvetro, Galatanisetta and Palermo civilian supervisors and employees have displayed real ingenuity and foresight in task of rehabilitation of their plants; encouragement of their efforts and provision of most urgently needed items may be expected to pay big dividends.

At U.S. Naval Yard, Palermo, in addition to Boiler, Erecting and Machine shops there is a well equipped Iron Foundry capable of producing iron castings up to 5,000 lbs. weight and a useful Press Foundry which can produce brass castings up to 700 or 800 lbs. Some Railroad work is already being done in these foundries. There is also a Pattern shop and store, the latter containing a large number of patterns for parts of locomotives normally in service in Sicily.

The Naval Yard force, in the same building as the locomotive Erecting Shop, is capable of making locomotive forgings and has already done so to a limited degree. It is hoped that cooperative liaison new established with the U.S. Naval officers will result in increased help being given to the Sicilian railways, and, to this end arrangements have been made for the presence of an I.S.R. Engineer in the

process of repair. Shortage of belting, generally stolen by retreating Germans, has hampered operations. All shops hold small stocks of materials but shortages of certain items are becoming serious. (See section on Materials, later herein).

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6. Material.

(a) At Iolli, Palermo, is a well kept and well arranged Stores Depot which stocks material for all Sicilian railway requirements.

There are fair stocks of many spare locomotive parts, tools and material, but there are serious shortages of certain items. The positions with regard to belting, referred to in Para 5 (b) is very bad. There is none in stock, many machine tools in the loco and car shops are out of use for lack of belting and those in use are driven by belts in extremely poor condition. Efforts are being made to obtain belting from manufacturers in the Island who, however, are short of material for tanning and dressing leather. The position respecting High speed and Carbon Steel for cutting tools is very poor and small stocks must be obtained as early as possible to enable essential work to proceed.

Hack saw blades, wood screws and nails also small size drills and reamers are in short supply as are many sizes of bolts, nuts and rivets. Small hand tools are needed as the result of much plundering in the invasion stage.

Lumber stock is NIL.

Stocks of lubricating oils and greases are NIL and have been obtainable only by monthly tenders in small quantities. Some indication noted of incipient damage by lack of lubricants.

(b) Engineering (track) and telegraph and electrical stores substantially NIL and must have replenishment at earliest possible date. Train delays, with consequent waste of locomotive coal, are noted due to damaged telegraph and signal circuits.

(c) In conjunction with I.S.R. management, officers of Transportation Sub-Commission, A.C.C. are preparing list of materials and stores urgently and immediately required, as well as those to be furnished during 6, 12 and 18 months periods, commencing 1 July 1944. (It is believed that some of urgently required materials may be obtainable through Director General, Military Railway Service, Allied Forces). The matter of Materials and stores for Sicilian Railways will be given close supervision, to provide the necessities, while preventing hoarding.

7. Reclamation and Salvage of Usable Material.

Very little has been done up to date to recover and re-condition usable material from locomotives Diesel rail cars and passenger and freight cars which have been too badly damaged to be worth re-pairing.

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Strong representations have been made to the I.S.R. officials during course of survey, and General De Raimondo has given orders that this salvage work must be put in hand at once and energetically pursued. There is undoubtedly a large quantity of material and spare parts to be recovered and these should be con-

concentrated at one point, preferably Lodi, Palermo, for re-issue.

Requests for spare parts and new material will not be accepted in future by Transportation Sub-Commission, A.C.C. until it has been ascertained that items cannot be obtained promptly and efficiently, by recovery from damaged stock.

During survey it was clearly impressed on Italian State Railway officials that materials can be obtained from United States or Great Britain only sacrifice on part of already overburdened railways of those countries. This understanding had not heretofore fully understood possibly because of "open handed" attitude of certain military or other Allied personnel.

Officers of Transportation Sub-Commission, ACC, will actively police Reclamation and Salvage programme, to insure maximum recovery.

8. Reduction of Numbers of Types of Locomotives.

Reference to Appendix "B" will show that there are currently 3 types of passenger, 7 types of freight and pusher and 4 types of switch locomotives in Sicily - a total of 14 types. This wide diversification complicates material and repair situations. Of some types there are relatively small numbers and study is now in progress by both local representatives and the Mechanical Engineer of Transportation Sub-Commission, A.C.C., to effect reduction. Parenthetically, it appears that some types of locomotives had not been in use in Sicily but were brought in by German and Italian armies in last days before invasion.

9. Conversion of locomotives from Coal to Oil Burning.

Suggestion having been made that there might be potential economy in fuel transport from overseas, by conversion of certain locomotives from coal to oil burning, exploration was made with Capo Compartimento and Capo Trasiene of the railway. It was found that oil fuel had been used in Sicilian locomotives, (about 70 units) for about 14 months following World War I and that many of present staff are familiar with oil. There are available in Sicily sufficient oil tanks to provide storage. Also, there are available sufficient competent mechanics to make locomotive installations, after one

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10. Military Traffic.

On several occasions in the past, heavy military movements have taken place and during such times civilian traffic practically ceased, account of no

additional fuel being allotted for these moves.

At present only 10,000 tons of ammunition remains to be transported to Ports. The movement of personnel seems to be increasing which in turn will increase the movement of supplies. For example, now a heavy movement of personnel is taking place between Messina and Trapani. The break in the line being reduced to 23 kms, has enabled the military to span the gap with trucks and save considerable truck mileage but throwing the load on the Railway. This route has not been used for previous movements of this kind.

11. Coal Position.

Coal position in the past caused many difficulties due to improper or inadequate traffic forecast by the Military. Little or no reserve stocks were available; since the Transportation Sub-Commission A.C.C. took over Supervision, much has been accomplished. At present there is on hand 16,000 tons of coal which will last 1.8 months. Present consumption is 8,700 tons monthly. This comparatively favorable position was gained by close attention to consumption and positive control of traffic.

Forecast of future position indicates that present allotment of 9,000 tons per month should be increased by 1,500 tons monthly commencing July 1, 1944. The reasons for this are:

- (a) breaking down of truck transport and gas rationing
- (b) inadequate schooner space
- (c) opening of new lines
- (d) increase of military traffic, especially for personnel, without provision of extra coal allowance.

In order to utilize to full extent facilities that will be gained when the Palermo-Messina and Messina-Catania Lines are opened, additional coal allotment is very necessary.

Reasonable adequate passenger service has not been maintained in the past due to the lack of fuel. An adequate passenger service is an important factor if the progress of the economies of the Island is to be continued.

12. Messina Ferry.

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12. Messina Ferry.

In April 1944, the Messina Ferry was handed back to the Railways, and therefore now comes under supervision of the Transportation Sub-Commission A.C.C.

At present, the ferry is making two round trips ¹⁸² in morning and two evening daily.

It conveys Allied road vehicles, also Allied and Italian personnel. Civilian passenger traffic is also carried, and is controlled by permit system.

Authority was obtained for introduction of a tariff to be paid by civilians, excess baggage, road vehicles, etc.

This tariff makes some approximate return for cost of service rendered and helps to reduce deficit incurred in operation.

The Railway authorities have been instructed that if more locomotives and rail cars are to be transferred to the Mainland, then the Ferry will be exclusively used for that purpose. Heretofore 53 locomotives and 542 rail-cars have been sent across by ferry.

13. Theft, Pilferage and Necessity for Increased Protection.

Theft and pilferage from railway cars, stations and warehouses, has caused great concern. Stolen cars have been broken into at stations with loss of the contents. The civilians are not only offenders as unfortunately railway employees have been arrested in act of stealing from the property. Organizing of special railway police force now in progress should do much to correct this condition but it will require concerted action in order to protect freight in transit and at stations.

Considerable coal and material has been taken by Allied military personnel, without permission, who refuse to give identity of organizations or sign receipts.

The Commanders of No 1 District and I.B.S. have recently taken very strong corrective action and at present situation is improving. The greatest portion of stolen materials and food stuffs go into "Black Market" and in order to assist in combating this source of supply for the market it is essential that railway property and freight in transit be well guarded. Transportation Sub-Commission, A.C.C. officers now in Sicily are actively urging all consistent protective measures.

14. Export Trade Dependent on Railways.

While Sicily has no major industries, it had in normal times, a considerable export trade.

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These export trades must be completely dependent, especially under present condition of road transportation, on the railway system for carriage. Restoration of such trade to full usefulness cannot, therefore

completely materialize until the rail facilities are improved beyond present state, which work as earlier indicated, is in progress.

Sicily currently has some, or all, of products above referred to available for export and it is understood that plans for export are being made by various agencies. Representations of Transportation Sub-Commission, A.C.C., in Sicily will readily assist in any plans for rail movement of such products. It is suggested that they be more freely consulted.

15. Railway Tariffs.

The passenger tariffs at present in force in Sicily are too low, and do not cover the costs, therefore every passenger kilometer is run at a loss. There has been no increase in passenger rates coincident, with increase in working costs.

The present rate is about one quarter of a Lira per kilometer. This encourages public to travel excessively, which is undesirable.

Railway management in Sicily have appealed on more than one occasion for increased tariffs and pointed out that a 100% increase had been granted on the Mainland in the Puglia Area, effective 1st Jan. 1944.

It is strongly urged that prompt attention be given to this matter, if, for no other reason than to increase the revenue, which the Railways so desperately require.

The re-adjustment would tend to reduce unnecessary and "black market" travel, and also would bring into line policy adopted in the Puglia area.

16. Water Softening.

Water softening plants (lime-soda system) as installed at Palermo, Licata, Syracuse and Dirillo but are out of action for lack of common soda. They should be brought into use in order to reduce boiler maintenance work and save fuel. Emergency requisitions will be prepared by Transportation Sub-Commission, A.C.C., for submission through channels.

17. Storage of Surplus Locomotives.

There is a surplus of engine power in the Island and A.C.C. Transportation Sub-Committee representatives are strongly representing to I.S.R. that as engines are stored at Naval Yard they should not be

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18. Assistance to Railways.

Capo Compartimento Tuccio and his stores org-

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nization presented list of urgently required materials. This list was much abridged version of list submitted several months ago, which included all manner of "luxury" materials, e.g. velvet for 1st class coach seats, and similar items unnecessary under austerity operation.

It was noted, both in tour of shops and storehouses as well as in list submitted, there was real need for rivets. It was found U.S. Navy Operating Base, Palermo, had surplus of rivets; in fact, had shipped some to U.S. as scrap. Arrangements were immediately effected to obtain one carload, (approximately 8 tons) of rivets, assorted, with more to follow.

It is believed that Transportation Sub-Commission, A.C.C., officers will be able to obtain other vitally needed materials for the railway from U.S. or British Army in Sicily or U.S. Navy stores and this possibility will be explored actively, together with salvage and reclamation by railway.

By this means, shipping space to the Island will be conserved.

19. Excessive Personnel:

From Cape Compartimento there was obtained list of employees, by occupations and departments, as follows:

	Active Employees	In army or P.W.	Total on rolls
May 31, 1942	11,410	572	11,982
May 31, 1944	12,408	416	12,824

It will be noticed that, in spite of fact that operations in 1944 are on scale far under 1942, (only about 100%), there has been increase of active employees of 998.

From conditions observed on tour of system, many employees are patently unnecessary and there can be no possible justification for increases, all of which contribute to financial deficit.

It is appreciated that this is matter for higher command to decide policy to be pursued, but it is sincerely urged that there be corrective action.

20. Conclusion.

Progress in restoration of Sicilian railway system has been made by civilian staff and employees. It is suggested in light of

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20. Conclusion.

Progress in restoration of Sicilian railway system has been made by civilian staff and employees. Further progress may now be expected in light of positive directions issued by Undersecretary General Di Raimondo.

Dr. Tuccio, Capo Compartimento, has expressed keen appreciation of help given in obtaining materials needed for repairs to bridges and tunnels and has promised best efforts on part of all concerned,

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to complete line-opening programme at earliest possible date.

Officers of Transportation Sub-Commission, A.C.C., are now spending more time out on railway, observing operations, progress of repairs and making suggestions for improvement.

It is felt that Lieutenant Colonel O.H. Lindberg, Captain C.M. Long and Captain P.G. Matson deserve commendation for results already accomplished, often under discouraging conditions.

Sa: C.G. BROWN
Lieut-Colonel, A.U.S.
Deputy Director,
Transportation
Sub-Commission, A.C.C.

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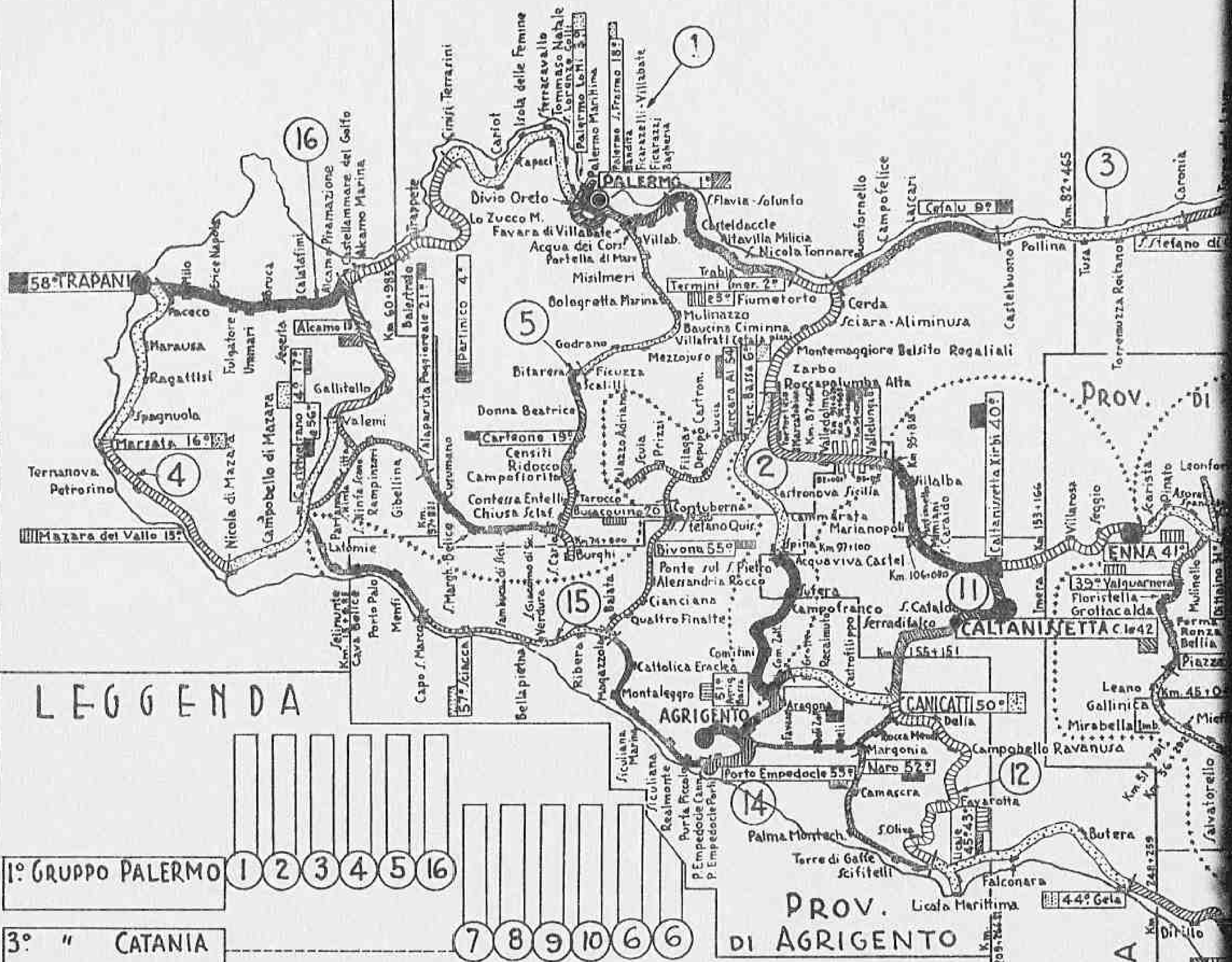
Sd: C.G. BROWN
Lieut-Colonel, A.U.S.
Deputy Director,
Transportation
Sub-Commission, A.O.C.

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PROV. DI TRAPANI

PROVINCIA DI PALERMO

PROVIN



LEGGENDA

1° GRUPPO PALERMO

- 1
- 2
- 3
- 4
- 5
- 16

3° " CATANIA

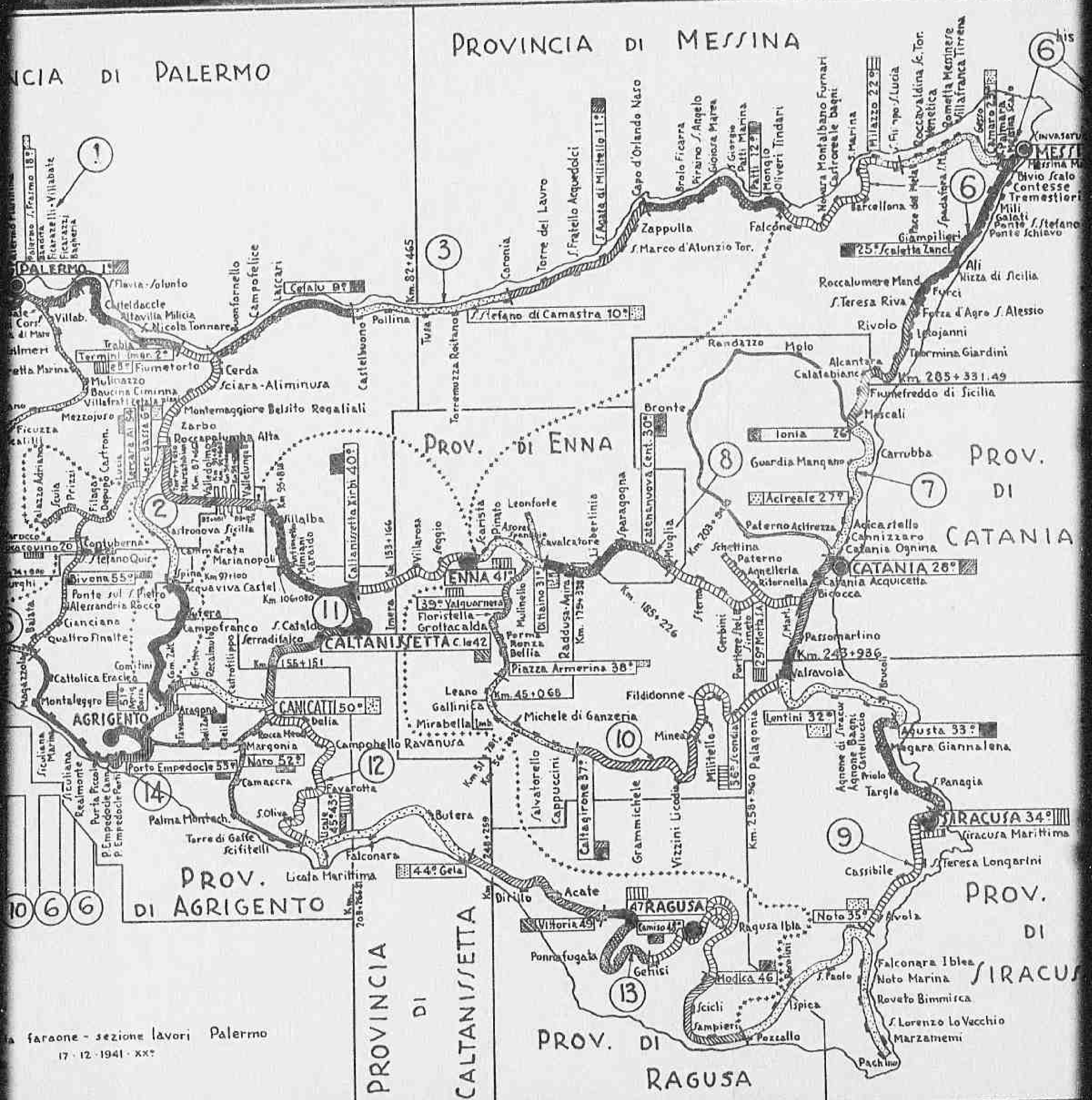
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2° " CALTANISSETTA

- 11
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- 14
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PROV. DI AGRIGENTO

PROVINCIA DI CALTANISSETTA





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NOTES TO ACCOMPANY EXHIBIT "A".

I. Palermo-Messina line-Blocked from bridge at Km. 99-800, 1.8 kilometers east of San Stefano to bridge at Km. 122-267, 3.0 kilometers west of San Agata; a blocked distance of 23.467 kilometers. The opening of this line is of first importance to secure a direct connection between Palermo and the mainland, also for freight, passenger and military traffic between Palermo and Messina.

II. Palermo-Catania line via Enna, line blocked at Simeto river bridge at Km. 220.995, 20 kilometers west of Catania. The construction of this bridge is necessary in order to have direct rail connection between Palermo & Catania for **freight**, passenger and military traffic and to eliminate the long haulage of necessary commodities via Ragusa. The route by Ragusa is 270 kilometers longer and the construction of the bridge will result in a saving of 500 tons of coal per month.

III. Trapani-Marsala-Castelvetro line-Blocked from bridge at Km. 171-735, -17, 3 kilometers south of Trapani to bridge at Km. 133-471, 18.5 kilometers west of Castelvetro, a blocked distance of 38.264 kilometers. The opening of this line is necessary for the wine and agricultural industries in this part of the island.

IV. Catania-Messina line-Blocked from bridge at Km. 280+173, 3.8 kilometers north of Calatabianco, to tunnel at Km. 313+795, 4.2 kilometers south of Scaletta, a blocked distance of 33 kilometers. Line is necessary for transportation of food, supplies, passenger & military traffic and direct connection to the Continent via the Messina Ferry.

V. Agrigento-Castelvetro line-Narrow gauge-Blocked between stations of Siculiana and Sciacca. This line will be repaired after the standard gauge lines are in service.

VI. Lercara-Magazzolo line-Narrow gauge-Blocked between stations of Bivona and Alessandria. This line will be repaired after the standard gauge lines are in service.

VII. Roccapalumbo-Aragona line-Blocked at "Ferro" tunnel south of Campofranco, this tunnel is practically completed and service will resume during the first week of June.

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LOCOMOTIVES POSITION AS OF MAY 31-44STANDARD GAGE

	Passenger				Freight				Pusher		Switch		
	685	744	746	480	625	735	740	745	940	471	800	851	89
	2-6-2	2-8-0	2-8-2	2-10-0	2-6-0	2-8-0	2-8-0	2-8-0	2-8-2	0-10-0	2-2	0-60	0-8
In service	22	12	0	5	7	3	73	2	12	23	1	10	10
Stored in good condition	4	7	2	0	10	-	8	2	0	13	0	4	1
Awtg. repairs	7	3	2	1	7	2	46	-	1	8	0	9	3
(a) Hvy. Shop													
(b) rebuilding \$	3	4	2	1	1	4	23	1	1	6	0	0	0
War ruined	0	0	1	0	0	0	4	0	0	3	0	0	0
TOTAL	36	19	7	7	25	9	154	5	14	53	1	23	14

\$ Figure approximate. Decision may be made to scrap certain locos. instead of

LOCOMOTIVES POSITION AS OF MAY 31-44STANDARD GAGE

Passenger	Freight							Pusher	Switch				TOTAL
744	746	480	625	735	740	745	940	471	800	851	895	905	
2-8-0	2-8-2	2-10-0	2-6-0	2-8-0	2-8-0	2-8-0	2-8-2	0-10-0	2-2	0-60	0-8-0	0-6-0	
12	0	5	7	3	73	2	12	23	1	10	10	5	185
7	2	0	10	-	8	2	0	13	0	4	1	0	44
3	2	1	7	2	46	-	1	8	0	9	3	2	91
4	2	1	1	4	23	1	1	6	0	0	0	4	50
0	1	0	0	0	4	0	0	3	0	0	0	0	8
19	7	7	25	9	154	5	14	53	1	23	14	11	378

e approximate. Decision may be made to scrap certain locos. instead of repairing.

Appendix "B" Part. 1

LOCOMOTIVE POSITION AS OF MAY 31-41
NARROW GAUGE

TYPE	ALL			FREIGHT	TOTAL
	Mallet 402 2+2-2+2	Adhesion 302 -- 301		Rack-370 0-6-0	
		2-6-0	0-6-0		
Inservice	0	8	3	7	18
Stored in good condition	5	6	2	3	16
Awtg.Repairs					
(a) HVY Shop	0	4	3	2	9
(b) rebuilding	0	5	2	12	19
War ruined	0	0	0	0	0
TOTAL	5	23	10	24	62

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LOCOMOTIVE POSITION AS OF MAY 31-41NARROW GAUGE

Locomotive 402 2-2+2	ALL		FREIGHT	TOTAL
	Adhesion		Rack-370	
	302 - 301			
	2-6-0	0-6-0	0-6-0	
0	8	3	7	18
5	6	2	3	16
0	4	3	2	9
0	5	2	12	19
0	0	0	0	0
5	23	10	24	62

APPENDIX "B" Part. 2

Appendix "C".

ROLLING STOCK POSITION AS ON MAY 31 1944.

TYPE	IN USE	REPAIRABLE	TOTAL
BOX	1161	521	1682
CONDOLA	2598	615	3213
FLAT	1051	367	1418
TANK	152	60	212
CRANE	3	3	6
TOOL	6	1	7
COACHES	106	45	151
TOTAL	5077	1612	6689

CARS CONSIDERED UNREPAIRABLE & NOT INCLUDED ABOVE
1620

DIESEL & PETROL RAIL CAR POSITION AS OF 31 MAY 1944

TYPE	Group 56 H.P. 168	Group 772 H.P. 260	Group 48 (Petrol) H.P. 168	TOTAL
In service	13	2	1	16
Under repair	2	1	-	3
Unrepairable lack as coaches	9	-	-	9
Without motors usable as coaches	-	19	-	19
Not repairable or usable	21	15	-	36
TOTAL	45	37	1	83

1045

TANK	152	60	212
CRANE	3	3	6
TOOL	6	1	7
COACHES	106	45	151
TOTAL	5077	1612	6689

CARS CONSIDERED UNREPAIRABLE & NOT INCLUDED ABOVE
1620

DIESEL & PETROL RAIL CAR POSITION AS OF 31 MAY 1944

TYPE	Group 56 H.P. 168	Group 772 H.P. 260	Group 48 (Petrol) H.P. 168	TOTAL
In service	13	2	1	16
Under repair	2	1	-	3
Unrepairable lack as coaches	9	-	-	9
Without motors usable as coaches	-	19	-	19
Not repairable or usable	21	15	-	36
TOTAL	45	37	1	83

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Appendix "D"

Cars exported to the Mainland by Request
of Allied Headquarters
to and incl. 24 May 44.

Italian Cars		Foreign Cars		Total		
Box	Open	Flat	Tanks	Box	Open	Tanks
195	139	21	14	24	128	21
						1542

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