

ACC AC 37/TN 9 10000/140/2025 TRANSPORTATION FOR
DEC. 1943-JAN. 1944

2.025 TRANSPORTATION FOR SPECIAL SERVICES
DEC 1943 - JAN 1944

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT (DEPT.)
PALACE OF JUSTICE
SALERNO

Rec'd 0850L
4 JAN 44
18/4A

2 January 1944

SUBJECT: Transmittal of Contract.

TO: Col. S. A. Fitch,
Adv. Adm. Echelon, AFHQ,
Naples.

Ref: No. T/1/44

FROM: Lt. Col. S. R. Moss Vernon, HQ RA.
HQ Commandant

The Vice Chief of Staff (Brigadier Gueterbock) has asked that this contract be forwarded to you for examination and ~~reconsideration~~ ^{reconsideration} if any. I would ask that it be returned to these Hqs at your earliest convenience, in order that the necessary arrangements can be made for operation of the service.

IN THE FIELD
SRM/ajp.

S. R. Moss Vernon
S. R. MOSS VERNON,
Lt. Colonel,
Headquarters Commandant.

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

Our reference : ACC Tn/18/3
Date : 4 Jan 44.

TO : Lt.Col. S.R. Moss Vernon, AMG (Det),
Palace of Justice, Salerno.

SUBJECT : Transmittal of Contract.

1. Reference your No. T/1/44 dated 2 Jan 44 and enclosures which arrived here today.
2. The contract (returned herewith) for the bus service for Officers between ALBERGO VITTORIA (in CAVA DEI TIRRENI) and SALERNO (Palace of Justice) is considered to be a reasonable one.
3. To avoid misunderstanding in connection with the para numbered 4 of the contract, the words "petrol, lubricants, tyres" should be added as inserted in pencil on the document.

1508
Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

18/2A
Internal Transportation Sub-Commission, ACC.

Attached Mov & Tn.,

AFHQ Advanced Administrative Echelon,
C.M.F.

14 December, 1943.

Our reference : ACC Tn/18/1

TO : H.Q., A.M.G. (for Brig. Gueterbock.)

SUBJECT: Train Service CAVA - SALERNO.

1. Reference our conversation on possibilities of railway transportation for about 100 officers from CAVA to SALERNO each morning and for a return trip each evening.
2. Enclosed is report of Major Bordass with which I agree.
3. Even if it becomes possible to provide rail transportation at more suitable times, the fact remains that the most satisfactory arrangement would be road transport. Attention is therefore, directed to the last paragraph of the report which you will doubtless follow up with Region.

PW
Colonel,
Internal Transportation Sub-Commission, ACC.

Internal Transportation Sub-Commission, ACC.
attached Memorandum
AFHQ Advanced Administrative Echelon,
C.M.F.

Reference : JHB/1.

TO: Colonel S.A. Fitch.

FROM : Major J.H. Bordass.

SUBJECT: Special Train Service - CAVA - SALERNO.

DATE : 13 Dec 43.

Sir,

Herewith my report in connection with the operation of a special train CAVA - SALERNO, leaving CAVA in the morning and returning from SALERNO at night.

Following your instructions I visited the D.G.M.R.S. on Sunday morning, 12 Dec 43, and had an interview with Lt.Col. Decker (A) to whom I explained the situation in accordance with Brigadier Guetertock's remarks to me and which I had communicated to you. Col. Decker informed me that it was his own impression that nothing could be done, but that Lt.Col. Okie (727 Operating Bn) at Salerno should be contacted and that any arrangements that we could make with Col. Okie would have the approval of the D.G.M.R.S.

This morning, Monday 13 Dec 43, I visited Salerno and contacted Col. Okie to whom I outlined the position and asked for his co-operation. He explained that he was extremely short of locomotives and those that he had were in very bad condition, which meant that they were continually "in the shops". Under these circumstances he regretted that at the moment he was not in a position to put on a special train. He stated, however, that there is already a Workmen's train operating between MARIA MAGG and SALERNO, leaving MARIA MAGG at 0630hours, and leaving SALERNO at 1630hours. This train passes through CAVA at 0700hours, and Col. Okie said that if these times were of any use, he would be very pleased to arrange for extra accommodation for approximately 100 officers. He made, however, a very strong point of the fact that if such arrangements were made, adequate guards would have to be provided at CAVA to ensure that only authorised passengers were picked up. It would appear that the situation is that whenever a train stops at a station it is usually besieged by civilians. I thanked Col. Okie, and informed him that I would communicate this information to you.

I then contacted Lt.Col. Proddgers, and explained to him the situation regarding the basic schedule of trains and also the method of approach, should at any time a special train be thought necessary. Whilst with Col. Proddgers, I obtained the information that the S.A.I.M. Motor Service Company (Societa Autotrasporti Italia Meridionale) are operating a bus service between ANAFI and SALERNO with three buses. There are two journeys daily in each direction. The distance between ANAFI and SALERNO is 15 miles, so that it would appear that no-one bus is operating more than 45 miles daily, and under these circumstances I would respectfully suggest that the Region examine the position and the possibility of using these buses to operate a morning and evening service CAVA - SALERNO, and SALERNO - CAVA respectively.

0 6 5 7

Sir,

Herewith my report in connection with the operation of a special train CAVA - SALERNO, leaving CAVA in the morning and returning from SALERNO at night.

Following your instructions I visited the D.O.M.R.S. on Sunday morning, 12 Dec 43, and had an interview with Lt.Col. Decker (A) to whom I explained the situation in accordance with Brigadier Gueterbock's remarks to me and which I had communicated to you. Col. Decker informed me that it was his own impression that nothing could be done, but that Lt.Col. Okie (72nd Operating Bn) at Salerno should be contacted and that any arrangements that we could make with Col. Okie would have the approval of the D.O.M.R.S.

This morning, Monday 13 Dec 43, I visited Salerno and contacted Col. Okie to whom I outlined the position and asked for his co-operation. He explained that he was extremely short of locomotives and those that he had were in very bad condition, which meant that they were continually "in the shops". Under these circumstances he regretted that at the moment he was not in a position to put on a special train. He stated, however, that there is already a workmen's train operating between MARIA MAGG and SALERNO, leaving MARIA MAGG at 0630hours, and leaving SALERNO at 1630hours. This train passes through CAVA at 0700hours, and Col. Okie said that if these times were of any use, he would be very pleased to arrange for extra accommodation for approximately 100 officers. He made, however, a very strong point of the fact that if such arrangements were made, adequate guards would have to be provided at CAVA to ensure that only authorised passengers were picked up. It would appear that the situation is that whenever a train stops at a station it is usually besieged by civilians. I thanked Col. Okie, and informed him that I would communicate this information to you.

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1300
J. H. J. Sanders,
Major, R.A.S.C.

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