

ACC AC43A/TN4 10000/148/2034 PROGRESS REPORTS
JUL. 1944 - AUG. 1945

148/2034 PROGRESS REPORTS WAFPS DIVISION
JUL 1944 - AUG 1945

COMPARTIMENTO DI...NAPOLI...

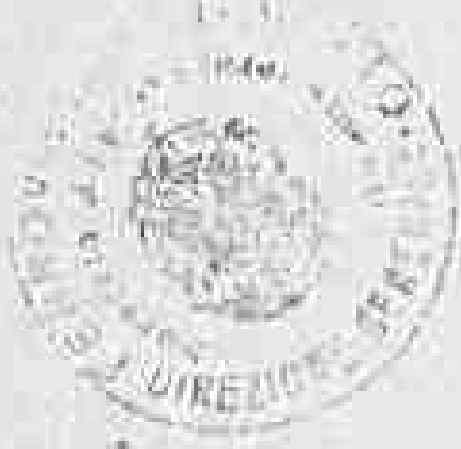
TONNELLAGGIO DI MERCI ACCETTATE PER IL PERIODO DAL...1..... AL....15.....DEL MESE DI ..AGOSTO.....1945				
conto Forze Alleate	conto A.C.	Conto Forze Italiane	conto civili	T O T A L E
85.185	10.681	1.754	41.210	138.830

2107

11318

1601

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



COMPARTIMENTO DI...NAPOLI...

SITUAZIONE DEL CARBONE	
Tonnellate consumate dal. 1/8/45...al. 15/8/45.	Tonnellate in rimanenza al... 15/8/45.....
6.828	51.365

2136

COMPARTIMENTO DI NAPOLI

VIAGGIATORI TRASPORTATI E TRENI-KM. PERCORSI PER IL PERIODO DAL 1° 9 AL 30 9 1945.
DEL MESE DI AGOSTO

TRENI - KM. PERCORSI															
Viaggiatori trasportati	Treni-Km. viaggiatori effettuati				Nota	Treni-Km. misti effettuati				Totale	Treni-Km. merci effettuati				Totale
	con locomotive a vapore		con locomotive Diesel elettriche	treni viaggiatori		con locomotive a vapore		con locomotive Diesel elettriche	treni misti		con locomotive a vapore		con locomotive Diesel elettriche	treni merci	
	carbone	nafta				carbone	nafta				carbone	nafta			
N°	lettri- che				lettri- che	carbone	nafta		lettri- che	carbone	nafta		lettri- che		
900480	42051	20185	-	-	62236	-	4920	-	4920	57491	58179	-	-	115670	

COMPARTIMENTO DI NAPOLI

ASTORTATI E TRENI-KM. PERCORSI PER IL PERIODO DAL... 1940... AL... 1945...

T R E N I -- K K. P E R C O R S I

1. viaggiato- tuati			Tota- le	Treni-Km. misti ef- fettuati			Tota- le	Treni-Km. merci effet- tuati			Tota- le	Tota- le ge- nerale
con	loco- moti- ve a va- pore	con	tre- ni	con	Con loco- motive a va- pore	con	tre- ni	con	Con loco- motive a va- pore	con	tre- ni	viag- giato- ri, mi- sti o merci
ve e	loco- moti- ve	ve e	già	ve e	car- bone	ve	già	ve e	car- bone	ve	già	merci
nafta	Die- sel	nafta	Die- sel	nafta	Die- sel	nafta	Die- sel	nafta	Die- sel	nafta	Die- sel	merci
elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.	elet- tric.
85	-	-	62236	-	4920	-	4920	57491	58179	-	113670	132826

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE

31 August 1945

6/327
Tel: 55395

SUBJECT: Monthly Report - August 45

TO : Transportation Sub Commission
Movements Division Tn 3 HQ. A.C.
Inf : Commissioner AMG Naples Commune
Tn. Section, Naples

RAIL.

1. Things are going smoothly in the Rail Section and the I.S.R. have taken a good hold on movements in general.

2. With the cut in military allotments the car situation has improved almost beyond recognition towards the end of the month and there have been cars to spare at times, which has not previously happened for many months.

3. Our loadings jumped from 53% of authorizations in the first week of the month to 74% in the second week. 12,757 tons to 19,021 tons respectively.

4. We still, however, have not been able to get our full car requirements in warehouses 575 and 696 and although the situation is being watched carefully and all possible pressure put on the I.S.R. to get us our requirements, we will probably soon have to call on the Wagon Control Committee for help in securing them.

ROADS.

1. The truck pools appear to be working quite satisfactorily under Italian Government.

2. Some difficulty was experienced to start with, by 12134, Police stopping these trucks because they had no markings yet bore a military number. This has stopped since we notified them of the situation. They had apparently not been previously informed. It is noticed the T.3. trucks now bear the special sign, and a civil number plate. It is hoped the Italian Govt. will not be long in securing for the truck pool vehicles to be similarly marked.

RAIL.

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2. With the cut in military allotments the car situation has improved almost beyond recognition towards the end of the month and there have been cars to spare at times, which has not previously happened for many months.

3. Our loadings jumped from 53% of authorizations in the first week of the month to 74% in the second week. 12,757 tons to 19,021 tons respectively.

4. We still, however, have not been able to get our full car requirements in warehouses 676 and 696 and although the situation is being watched carefully and all possible pressure put on the I.S.R. to get us our requirements, we will probably soon have to call on the Waggon Control Committee for help in securing them.

ROADS.

1. The truck pools appear to be working quite satisfactorily under Italian Government.

2. Some difficulty was experienced to start with, by ¹²⁴³⁴ police stopping these trucks because they had no markings yet bore a military number. This has stopped since we notified them of the situation. They had apparently not been previously informed.

It is noticed the I.S. trucks now bear the special sign, and a civil number plate. It is hoped the Italian Govt. will not be long before arranging for the truck pool vehicles to be similarly **marked** and numbered.

3. E.N.A.C. gave us a jolt by refusing to do any more haulage for A.C./A.M.C. until outstanding bills were paid. The amount involved is approx. Lit 8,000,000 and most of the fault lies with E.N.A.C. for having so long delayed presentation of the bills in the prescribed form.

Arrangements have been made with the local finance division to advance them 5,000,000 lire with which to carry on.

W. H. L. 10/10

PORT LIAISON OFFICER

1. The volume of imported civilian supplies has decreased greatly from the previous two months, due to the opening of the port of Genoa to ocean going ships, and the diverting of ships to the Adriatic side. This has resulted in relieving much congestion in our warehouses. A large quantity of imported supplies were shipped by rail from the port area, the remainder transported to local warehouses by trucks.
2. Operations in the Italian Port Section are now working smoothly due to the systematic procedure for control of trucks, labor, and coordination of depot acceptance, but into effect last month. We have been supplied with all the transport needed to move supplies from ship to warehouse. Operations in the Military Port are proceeding satisfactory with ships agents tallying the civilian supplies.
3. A new warehouse (1577) has been taken over by the Federazione to relieve the congestion of supplies in the other warehouses. The basement of 1577 is now being used for canned goods although the roof has not yet been completed. With this additional warehouse and with the decrease of imported supplies the situation of the warehouses has greatly improved and they are now able to function normally. The only difficulty encountered was lack of rail cars for transportation of supplies out of warehouses. This problem is being taken care of and it is hoped that most of our demands for rail cars will be met.
4. On 15 August 1945 I.C.E. took over all responsibility for accounting and warehousing of Medical Supplies entering Naples, and also took in consignment GMD Depot 675.
5. Lt. Laiolo reported for temporary duty on 17 August 1945 to supervise warehouse in Naples Commune.

For the Commissioner:

V.E. Powers

2123

V.E. POWERS
Major
Senior Transportation Officer

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S.T.O.'s File

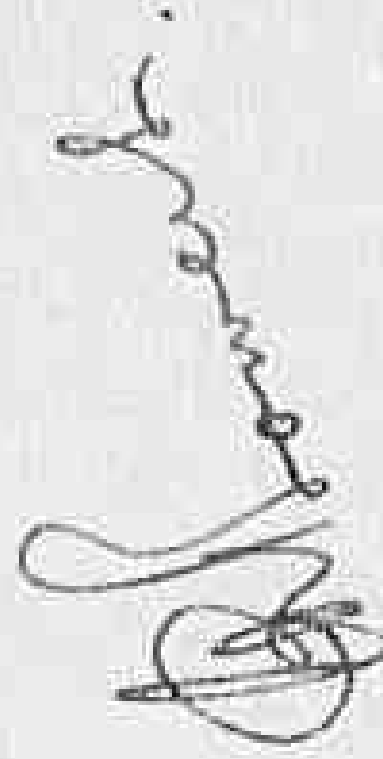
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For the Commissioner:



2133

V.E. POWERS

Major

Senior Transportation Officer

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S.T.O.'s File
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VRB/og

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.C. SENIOR TRANSPORTATION OFFICER

6/8/50

TEL: 53395

SUBJECT: Monthly Report - June

30 June 1945

TO : Transportation Sub Commission
Movements Division Tn 3 Hq.A.C.
Rail Division Tn 4 c/o Transportation (Br)Main C.M.P. ✓
Inf : Commissioner, AME Naples Commune
Tn Section, Naples

RAIL

1. The Cancellio-Benevento railway, after a few misfortunes, is now nearing completion, and will be ready for operation on 5 July. No word has yet been received from British Military Authorities as to whether they still wish to use this road for troop movements. Until this information is forthcoming, the line will not be operated for civil purposes.

2. Freight loadings during the month were again adversely influenced by the car shortage. Open cars were used by Military and Civil Consignors alike for highly pilferable commodities, which enabled more freight to move than would have been possible if box cars had to be depended upon.

3. Both P.B.S. and British Military establishments are to some extent to blame for not releasing cars quickly enough. Ordnance dumps quit work in many cases at noon on Saturdays until Monday morning, which means many cars standing under load over the week - end.

4. Our loading figures at present available for the month of June are as follows:

Period	Tons Authorized	Moved	\$
28 May - 3 June	9821	6757	69
4 June - 10 "	10,742	7,044	66
11 " - 17 "	16,711	11,566	69
			2122

ROADS

1. VEHICLES: W.D. Civil Supply Vehicles in the Commune are distributed as follows:

a. Naples 89
b. Avellino 20
c. Benevento 20

RAIL

1. The Gancello-Benevento railway, after a few misfortunes, is now nearing completion, and will be ready for operation on 5 July. No word has yet been received from British Military Authorities as to whether they still wish to use this road for troop movement. Until this information is forthcoming, the line will not be operated for civil purposes.

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2122

ROADS

1. VEHICLES: W.D. Civil Supply Vehicles in the Commune are distributed as follows:

a. Naples	89
b. Avellino	20
c. Benevento	20
d. Salerno	13

Total Vehicles 142

B.L.R. certificates have been received for 1 Chevrolet
3 Ton 1326937.

2. F.O.L. Allocation and consumption figures for the period:-

F.O.L.

Received from C.I.F.

Naples	L. 102.000
Avellino	24.500
Benevento	16.500
Salerno	13.000

Consumed

96.615.00
24.393.00
16.860.00
13.755.00

3. ACCIDENTS: During the month there were 11 collisions, with no injuries. Three M.T.C. vehicles were damaged, but have since been repaired.

4. TYRES: With the exception of Salvage Tyres, all other permits are now done through R.A.C.I.
B.I.R. certificates have been sent Rome for tyres for W.D. Vehicles and once replacements come to hand, most U.T.C. vehicles will then be on the road.

5. HAULAGE:
1. Short distance trips with heavy tonnage
 - a. Castellammare di Stabia - day time service - wheat, 30 trucks a month;
 - b. Torre Annunziata, wheat, 17 trucks a month;
 - c. Naples City, mail service, 60 trucks a month;
 2. Long distance trips with medium tonnage
 - a. Royal Italian Navy, TARANTO, rations and personnel, 1 truck a week, total 5 trucks a month;
 - b. Foggia, fish, 12 trucks a month;
 - c. Bologna, rations, 1 truck a month;
 - d. Roma, Bari, Foggia, fruits, 6 trucks a month;
 3. Long distance trips with heavy tonnage
 - a. SEDAC, Campania Region, 3 trucks a month;
 - b. Circolo Costruzioni, Campania Region, 10 trucks a month;
 - c. Calabria Region, meat rations, 10 trucks a month;
 - d. S.M.E. Campania Region, 28 trucks a month.

PORTS AND WAREHOUSES

1. The following brief report is the best effort provided by this section.

2. Covered space has proved here...

2. HAUNAGE: 1. Short distance trips with heavy tonnage

- a. Castellammare di Stabia - day time service-wheat, 30 trucks a month;
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PORTS AND WAREHOUSES

1. The following brief report is the best effort provided by this section.
2. Covered space has proved hopelessly inadequate for the goods allocated to the warehouses and large quantities of food are rapidly deteriorating.
3. As a result of efforts by Col Warren and Mr Townsend another warehouse is being repaired but this unfortunately does not provide immediate relief.
4. Less than one quarter of the rail program deliveries have been made owing to wagons not being available.

PORT LIAISON OFFICER

1. Imports of civil supplies in Naples port was on an unprecedented scale during June, as ships were diverted to this port from both Leghorn and Genoa and, since but a relatively small volume could be transhipped by rail, schooner or coaster traffic, a heavy strain was placed upon already congested warehouse facilities, thereby retarding somewhat the discharge of ships and causing extensive backpiling in such areas for the port as were available for this purpose. Owing to military deployment program, no backpiling was permitted in the military section of the port, and the amount of military transport available for port clearance was reduced during the month.

2. While no evidence is yet available that military authorities are unable to perform their commitments for civil supplies, it may be desirable now to prepare for the time when agencies of the Italian Government will have to supply their own transport to move supplies from the port as is now done from the warehouses. It is noted that trucks work more efficiently when a charge is made for their use.

3. Heavy backpiling in Italian port caused some spoilage of perishable commodities, principally laró, as well as increased amount of pilferage. Security of the area improved steadily, but organization of the Italian Mercantile Marine is in need of additional supervisory personnel and equipment in order to perform its functions efficiently.

4. System of tally and dispatch of supplies from shipside was perfected further during the month, and agents of the Italian Government now agree their tallies with those of the ships' agent wherever possible. Difficulty is still experienced in effecting delivery from ships carrying both military and civil supplies.

For the Commissioner:



V.R. BOWERS
Major
Senior Transportation Officer

Copy to: Adjutant's File
S.T.O.'s File
File

2100

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For the Commissioner:



V.R. BOWERS
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S.F.O.'s File
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VRB/ce

2100

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.C. SENIOR TRANSPORTATION OFFICER

6/ 543
TELE. 53395

SUBJECT: Monthly Report - May.

1 June 1945

TO : Transportation Sub-Commission }
Movements Division Tn 3 Hq. A.C. }
Rail Division Tn 4 c/o Transportation (Br) Main C.M.F. ✓
Inf: Commissioner, A.M.G. Naples Commune
Tn Sections, Naples.

RAIL

1. The end of the war in Italy and the consequent large scale troops, displaced persons and police movements, have used so many available box cars that the Naples division had to cancel all local military and civil loadings for almost one week of the month.

2. Returns for the first week's civil rail loadings show 8,201 tons moved, or 50% of authorized movement. Shortage of cars was largely responsible for balance not moving.

The second week's loadings show 12,565 tons moved, or 71% of total authorized. Both of above figures do not include dock clearance from Naples port. These tonnages were 530 and 1750 respectively.

3. The box car supply situation deteriorated more and more as the month wore on, but active steps have now been taken in all possible directions to counter-act this. High side open cars are being used by military and civil alike for such highly pilferable goods as rations, food, grain, fertilizer, cement, export of all types of empties through Battipaglia to Reggio Cal. has been stopped, and authorizations have been cut from 1,000 box cars weekly to 300, and only vital supplies authorized.

4. The Campobasso-Termini line (originally part of this Division) has been re-opened this month, but as no connection can be made with Benevento, it is now included in Bari Compartimento.

The private railway Cancellor-Benevento, and number 1 priority for demobilization purposes, is being rapidly put into shape and will be open for military traffic by the target date 10 June.

ROADS

1. Vehicles:- W.D. (Civil Supply) Vehicles in the Commune are

Inf: Rail Division Tn 4 c/o Transportation (Br 9 Main C.M.F.
Commissioner, A.M.G. Naples Commune
Tn Sections, Naples.

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ROADS

1. Vehicles:- W.D.(Civil Supply) Vehicles in the Commune are distributed as follows:-

(a) Naples	86
(b) Avellino	20
(c) Benevento	20
(d) Salerno	14
(e) Cosenza	4
Total Vehic.	144

2. B.L.R. certificates has been received for 1-3 ton truck.

3. P.O.L. Petrol allocation and consumption figures for the period:-

SUBJECT: Monthly Report - May. (Cont'd)

Received from C.I.P.

Naples	94.000 Litres
Avellino	21.000
Benevento	18.000
Salerno	15.000

Consumed

92.905.00 Litres
22.100.00
18.330.00
13.827.00

4. Accidents:- During the month, there were two collisions, no one was injured, and slight damage to the vehicles, since repaired.

5. Haulage:- Summary as follows:-

1. Long distance with medium tonnage

- A)= Mail service, Naples Region, 10 trucks per period.
- B)= Tyre service, Rome, 35 trucks per period.
- C)= Royal Italian Navy, Taranto, rations and personnel
1 truck per week.

2. Long distance with heavy tonnage.

- A)= SEDAC-Campania Region, 30 truck per month.
- B)= Circolo Costruzioni, Lazio and Campania Regions.
3 trucks per day - Total 90.
- C)= Meat rations, Calabria 6 trucks a month.
- D)= Ferrovie, Calabria Region, 2 trucks per month.
- E)= S.M.E. Campania Region, 8 trucks per day.
TOTAL 240.

PORTS AND WAREHOUSES

1. Major Martin and his allied staff were withdrawn from the Warehouses on 14 May and operations left to the Italians.

They progressed well for the two following weeks, largely perhaps because a quick period followed, and shortage of cars reduced the traffic in and out. In general however they seem to be taking hold satisfactorily, and it is anticipated that Major Martin can be withdrawn in the very near future.

2. Schooner operation from Castellammare to Salerno with grain, is working effectively, thus relieving the strain on supply of rail cars to some extent. During week 21 - 28 May, 8 Schooners carried 537 tons in his way, a saving of 27 cars.

2123

PORT LIAISON OFFICER

1. On May 1, five berths and one hard within Naples Port were turned back to Italian Government, a transition made possible through cooperation and facilities extended by military authorities. Use of the area thus far has been limited largely to schooner and coaster within the Mediterranean area. Late in the month, two ocean

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They progressed well for the two following weeks, largely perhaps because a quiet period followed, and shortage of cars reduced the traffic in and out. In general however they seem to be taking hold satisfactorily, and it is anticipated that Major Martin can be withdrawn in the very near future.

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PORT LIAISON OFFICER

1. On May 1, five berths and one hard within Naples Port were turned back to Italian Government, a transition made possible through cooperation and facilities extended by military authorities. Use of the area thusfar has been limited largely to schooner and coaster traffic within the Mediterranean area. Late in the month, two ocean going vessels carrying UNRRA supplies were berthed for discharge. Total tonnage discharged in the area up to May 29 was 5000 tons, and 4500 tons were loaded.

2. Though practically the same facilities were made available for working cargo in the Italian Port Area as in the Military Port, commercial interests were reluctant to receive cargo there because of relatively higher costs of operation. This situation was corrected in part by a directive issued by military authorities on May 23 establishing maximum tariff rates applicable within the entire port.

1818

SUBJECT : Monthly Report - May (Cont'd)

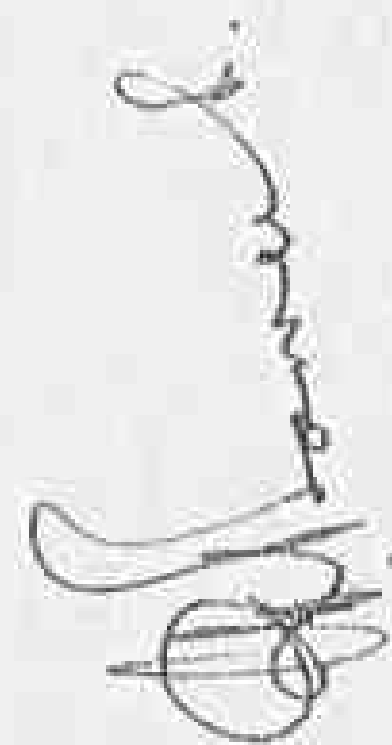
Commercial pressure still exists for rapid discharge of ships operating in the area.

3. Military port area continued to receive bulk of imported civil supplies. Tonnage discharge of 50,000 tons was greater than in any other recent month and, for the first time, exceeded military cargo discharge.

Approximately 15,000 tons of cargo remained to be discharged on May 29. Part of this discharge had been destined for Leghorn but was diverted owing to closing down that port for military operations. A program of transshipment of large tonnages from Naples to Genoa also was cancelled temporarily. As a result, warehousing of civil supplies became difficult toward the month end.

4. Agencies of Italian Government began to accept delivery of supplies from Allied Commission at ship side on May 1, rather than at warehouses, but, since no facilities are available for weighing or appraising damage at Port, tallies at ship side reflected package count only. Under this procedure, it will be possible to fix responsibility for cargo losses but not to eliminate them, as pilferage is not controlled effectively and, as long as ships carry both civil and military cargo, there are bound to be some goods misdirected to military depots. An effort is made to trace all missing supplies.

5. Personnel. Capt. T.E. Ramsey replaced Major R.C. Marks as Port Liaison Officer o/a May 3.



V.R. BOWERS
Major,
Senior Tn. Officer

VRB/ta

Copy to : S.T.O.'s File
File.

2127

43A/2

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT : Southern Region
report.

TO : Tn. Sub-Commission (RAIL SECTION)
Hq, A.C. A.P.O. 394

Tn Sub-Commission Representative
Allied Commission
Naples Division

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Ref : AC Tn/Na 9/241
Date : 5 Dec. 1944.

1. This subject has been dealt with in correspondence from this office already, and in reports, and the Transportation Sub-Commission conference held in Naples on 30 Nov.
2. I think we were agreed upon the necessity for co-ordination of the work in Southern Italy, which we have now achieved.
3. The Transportation Officer did not consult me about the Railway situation before submitting his report, but I must admit that his statements, to the best of my knowledge, are correct.
4. I do not anticipate any further difficulties, and consider the conference which was attended by Lt. Col. Giles, remedied what was his principal grievance.

V.R. Bowers

Major
(V.R. Bowers)

a/b

2126

43A/1

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT : Weekly report No. 14

TO : Tn Sub-Comm. (RAIL)
Hq, A.C. A.P.O. 394.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Ref : AC Tn/Na 5/184
Date : 18 Nov. 1944.

1. It was not found possible to forward the usual weekly report last week, due to pressure of work caused by lack of Transportation.
2. Shortage of box cars still caused a drastic cut in our loading programme for last week and the situation this week is little better.
3. Supt of Movements Marinelli invited me again to join him in his Littorina over the Caserta - Benevento - Foggia line, which I accepted and was very glad of it as we are able to discuss a variety of subjects on these trips and I usually succeed in getting action from him as a result. In this case, he had to go to Bari for electrical equipment and I was able to confer with Major Jeffrey and Capt. Hall there, on the "Misto" irregularities, on the O.C.S. labels for railroad stores, and other matters of interest to both divisions, with fairly good results. We left Naples at 2200 hrs arriving in Bari at 0600 hrs, which gave me a complete day there and we left the following morning at 0700 hrs for Foggia. I inspected the track from Foggia in, and paid attention to the labels on cars in most sidings; all of which were found to be in order.
4. Thursday 16 Nov, D.A.Q.M.C. (M) west Italy, Major Ayres, requested that I accompany him to Castellammare to investigate the failure last month to fulfill loading requirements. We picked up R.T.O. Torre A. after inspecting the yard there, and then conferred with Capt Palmer Food S.C., at Castellammare who had all the figures available, for us. The following is a joint report on Oct activities from Torre A and Castellammare.
5. Reason for short loading were:-
 - (a) Week 2 - 8 Oct.
Shortage of grain and flour available for loading at Castellammare.
Shortage of box waggons at Torre Annunziata. 2125
 - (b) Week 9 - 15 Oct.
Shortage of box waggons at Castellammare and Torre Annunziata.
 - (c) Week 16 - 22 Oct.
Shortage of box waggons at Castellammare and Torre Annunziata during first half of week (aggravated by move of 997 Dks Op Coy and other Units from Torre Annunziata.).

- 2 -

(a) Week 23 - 29 Oct.

Shortage of grain etc at Torre Annunziata throughout week. No grain etc at Castellammare on 28 - 29 Oct.

All grain etc is loaded to rail ex silo both at Castellammare and Torre Annunziata.

AC are dependent on imports for their stocks at both places and have seldom a working reserve in hand.

It should be pointed out that 1000 tons per week "docks clearance" from Castellammare to Naples included in the "bids accepted" figures is not actually such, as it is not covered by AC Basic Schedule and was only agreed locally several months ago, subject to availability of waggons.

AC have 25 hopper waggons for conveyance of grain which can be sent only to Mill 689 at Naples.

There has been a general shortage of empties in West Italy Area for the last 6 weeks, due to the breaks on line 89, 90, Rome to Naples and later, breaks North of Rome.

Military requirements, particularly pack loadings and Port clearance have been given priority for wagons over local AC traffic.

It has been suggested to the AC reps that the requirements of AC Eight and Fifth Armies should be met in full in preference to the local traffic.

6. TRAFFIC.

We managed to ship 40 priests to Rome in a box car, who had arrived under A.C. permits from Sardinia in naval craft, and no arrangements made for their furtherance.

Charcoal.

We are not getting many cars for the Lagonegro line and it now appears that I.S.R. are responsible for providing them on the requests of R.T.O.'s. They do not meet these requests in most cases and it appears that certain Capos Stazione manage to grab some and dispose of them to the highest bidder.

701st Ry. Grd. Div. (Major Brazzel Car Supt) informs me that I.S.R. only take orders from 701st, so there is nothing I can do about it with I.S.R.

Cement.

In response to your signal 6521 15 Nov, the situation is still at ^astandstill at Salerno, as far as I can ascertain from R.T.O. Salerno. Prepayment seems to still be the stumbling block with ITALCEMENTI and Commerce Section this Hq are said to be dealing with the situation. Pending advice from this Section R.T.O. hesitates to put in cars which will not be loaded.

7. I attach an interesting report which I am working on in conjunction with S.I.B. Provost Corps and Public Safety A.C. I hope to have some interesting developments to report at a later stage.

8. SILK

The S.I.B. report on the pilferage of silk some time ago is being handed in tomorrow on Monday. After which a court of enquiry is being held. When they have finished with my complete file I will forward same to Tn S.C.

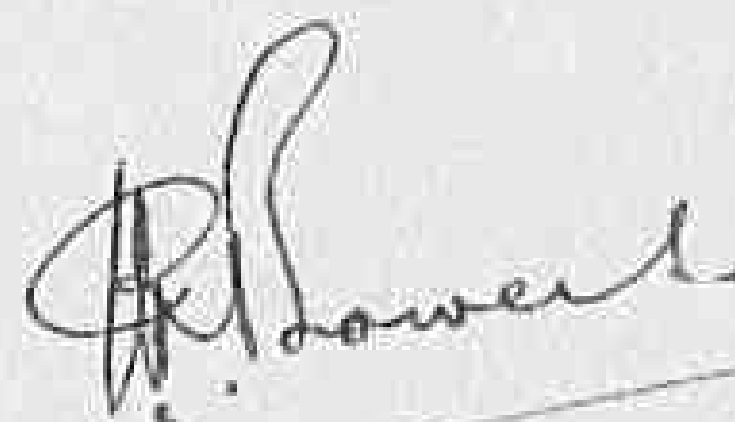
2124

9. BIDS FOR FRUIT AND VEG FOR ROME

Bids are put in by Consorzio Agrario here, for the general terms "NAPLES AREA" but Major Merritt of Agriculture apparently has been specifying certain loading points the last two weeks. When the Consorzio is ready to load, he finds that certain changes have to be made and this is very unsatisfactory from my point

- 3 -

of view, after the lading programmes have been issued by Movwit. It means I.S.R. have to be notified of the changes and they have to withdraw previously issued labels and issue new ones and notify different station-masters, and on the Movements side a similar condition applies. I have asked him to request Major Merrit to leave it to him to arrange his loading points by using the same term again, "NAPLES AREA" because he cannot always accurately estimate what the situation will be two weeks hence when the loading programme becomes effective.



Major
(V.R. Bowers)

2123

Report from one of my clerks

Transportation Sub. Com
Allied Commission
Southern Region

19 Nov 44

1. "I spent from 2100 hrs last night until 0300 hrs on investigation of the pilferage going on in Sniamento yard, Naples. Every night, starting about 2300 hrs members of the "Guardia Merc" climb through certain brake cabins of loaded cars. This is done by making a hole about two feet by one foot, after which the sacks and cases are handed out through the hole. The goods being divided among the gang, on the spot.
2. There are three or four of these gangs operating all specialized in the art of stealing. The most important one seems to be composed of railroad employees, who are in a position to know where waggons are spotted and to direct an engine to the place and pull two or three cars out to a better location for their purpose of robbery.
3. As an example, I know that a car is hooked on to by an engine, in the vicinity of the box cars used as offices, yard offices, and pulled about 200 yards further on, to a place known as "Scalo Basso". Another place is referred to as "Porta Massa" and another "Cava Porchiano". The spelling of the last name place may not be quite correct.
4. Adjoining these places are two single roads surrounded by many destroyed buildings. Here are gathered a score or so of merchants who buy the stuff on the spot, for cash. When the cars are emptied and the labels destroyed, the cars are often moved far away from where the pilferage took place.
5. The military guards (American) seem to be more often drunk than sober, and are apparently more concerned with finding a comfortable place to sleep than in doing what they are probably there for.
6. In the course of conversation with someone there I found out that a month ago somebody discovered a gold mine, namely a car of silk, and another car of sugar.
7. I have discovered 5 warehouses used for the storage of these stolen goods.
8. Given the necessary time to work at night, I could manage to find out the names of some of the people concerned in these affairs."

2122

R. B. Jones Major

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT: Weekly report N. 13

TO : Tn Sub-Commission ✓
H.Q. Allied Commission
A.P.O. 394.

Zone Commissioner
Naples Zone
Allied Commission

Tn Sub-Commission Representative
Allied Commission
Naples Division

Allied Commission
Southern Region
C.M.P.

Ref: AC Tn/Na 5/148
Date: 6th Nov. 1944.

1. TRAFFIC

Embargo on Lagonegro line for all civilian loadings is still effective, made necessary by military requirements on that line.
Embargo on all loadings for North of Rome expires at 0800 hrs today; this is caused by congestion resulting from interruption of traffic between Naples and Rome.

Repatriates - The following movements of refugees were arranged:

1st Nov.	360	Naples	to	Reggio	
2nd "	26	Naples	to	Rome	(+)
2nd "	200	Naples	to	Reggio	
3rd "	200	Naples	to	Bari	(+)

Movements marked thus (+) were not carried out because repatriates did not appear. In the case of the Bari train, on which the 2 civilian cars were reserved for them, no civilians were permitted to travel on that day with the result that as the repatriates were not there, the 2 psgr cars went out empty and pressure might be brought to bear on the authorities requesting the move, to ensure that it is carried out in future.

Loading programmes. - 199/67 29 Oct did not arrive until Friday 3rd Nov. Can dispatch of these be speeded up please. We usually receive them on Tuesdays, and it is desirable that we do, if it is possible.

Vino Naples Central - The following figures show the weekly situation: **2121**

	<u>CIVIL</u>	<u>MILITARY</u>
Fri 27th	7 (5 days)	22 (13 days)
Sat 28th	6 (6 days)	18 (16 days)
Sun 29th	4 (4 days)	12 (15 days)

(2)

Mon 30th	4 (5 days)	
Tue 31st	8 (6 days)	13 (15 days)
Wed 1st Nov	7 (6 days)	12 (15 days)
Thu 2nd	12 (8 days)	
Fri 3rd	38 (8 days)	12 (17 days)
Sat 4th	12 (8 days)	

Misto - No infringements or irregularities have been discovered this week and the management seems to be genuinely endeavouring to see that it is properly handled.

They complain that practically all cases of irregularities emanate from the Bari Division, and I agree that only one case occurred recently on this Division, and that was mentioned in my previous report; live hogs overweight.

2. CHAIN OF COMMAND

In view of Chief of Staff's recent order (Staff memorandum No 3) I have now come under the jurisdiction of Naples Zone Commissioner, with whom I am in constant touch, regarding all railroad matters in Naples Zone. Col Temperlry, Southern Region Commissioner leaves this Headquarters today and his appointed successor will arrive some time this week.



Major
(V.R. Bowers)

2120

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

Encl.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

Hq. Southern Region
Allied Commission
C.M.F.

SUBJECT: Weekly report # 12

TO : Director
Transportation Sub-Commission
Hq. A.C. A.F.C. 394 C.M.F.

Ref: AC Tn/Na 5/112
Date: 28th Oct, 1944

1. TRAFFIC.

CARS - Car supply improved somewhat this week, and from what have been our worst points, Castellammare and Torre A. the cars supplied averaged around 20 per day. The weeks business was:-

TORRE A.	24 cars grain
CASTELLAMMARE	125 " grain
	16 " flour.

At the moment everything is cleaned up at Castellammare, but probably about Tuesday next week there will be another ship in there. The situation naturally fluctuates, and the forecast for next week's general supply is not so good, with the result that 701st Ry. Grand Div has put an embargo on the Lagonegro line for all civilian and A.C. loadings for that week. Labels for traffic approved by Movements West Italy having already been issued to Station-Masters, some confusion will undoubtedly arise from this embargo, but it is hoped the car situation will improve sufficiently during the week, to permit some of this loading to proceed. VINO, NAPLES C.- Continuing from last report, the progress made in unloading will be seen from the following figures:-

	<u>CIVIL</u>		<u>MILITARY</u>
Fri 20 Oct	14	(Max 3 days)	33 (Max 6 days)
Sat 21 "	10	(" 5 days)	33 (" 7 days)
Sun 22 "	10	(" 6 days)	34 (" 8 days)
Mon 23 "	16	(" 5 days)	29 (" 9 days)
Tue 24 "	15	(" 6 days)	24 (" 10 days)
Wed 25 "	13	(" 7 days)	16 (" 12 days)
Thu 26 "	7	(" 5 days)	13 (" 12 days)
Fri 27 "	7	(" 5 days)	

2119

While the rate of civilian unloading is fairly good that of the Italian Military is far from good and pressure must again be put on them to speed it up.

BAD ORDER CARS -

Line 89 F.S. 7470708 Ammo, Leghorn, hot box set out 22 Oct. 1944, ITRI.
Luxemburg 7032 Bridge trusses VICARELLO hot box, set out 21 Oct. 1944 ITRI.

(2)

BAD ORDER CARS -

Line 89 USA 20179 Flour Rome, hot box set out
17 Oct. 1944 FONDI
F.S. 752327 Lumber, Arezzo, broken
coupler set out 23 Oct. 1944 FONDI.

I.S.R. have been advised to repair ^{or} transfer loads.

2. MISTO

Ref your ACC Tn/268 19 Oct.

The following recent causes of misuse of

"MISTO" are furnished in detail:-

(a) 23 Oct. Salerno. Train being marshalled for Naples included 2 Misto cars # 96051, 23/10 and 86807, 22/10 ex Potenza, Bari Division. These cars contained a number of sacks of old boots etc. Documents covering same were examined (Lettere di vettura # 793, # 794, # 795 respectively) and revealed the sacks originated in Potenza for shipment to Naples. Weight of 3 sacks checked, was 149 Kg, 149 Kg and 148 Kg. Sheet 793 showed Consignor "CAPASSO Giovanni, and consignee ROMAGNO Domenica". Sheet 794 showed Consignee "CAPASSO Giovanni and Consignor ROMAGNO Domenica". Goods have been unloaded at Salerno and I am in contact with Public Welfare Branch regarding their disposal by A.C. Three points arise from these shipments, two of which are in direct contravention of F.S. order # 62 of Sept. 24th, Naples Division.

- (1) Traffic originated outside Division; Potenza, whereas last station laid down in above mentioned order is Fierano.
- (2) Excessive weight. Maximum prescribed 60 Kg. gross weight.
- (3) Names of consignor and consignee being reversed on two distinct shipments are suspicious circumstances.

(b) 25 Oct. Salerno. 23 more sacks of old boots ex Potenza for Naples totalling 1020Kg. I.S.R. documents covering same show the consignee to be the same in all cases, viz:- CAPASSO GIOVANNI which seems suspiciously like one shipment, split up into various sized parcels. The senders names given, bear a striking resemblance to members of the same family which will be shown by the following list taken from the I.S.R. documents referred to:-

ROMANO, Pasquale
ROMANO, Domenica
ROMANO, Luigi
ROMANO, Rosa
ROSA, Vito
Caprise, VITO

2118

(c) 27 Oct. Salerno, 25 sacks boots ex Taranto for Naples in "Misto" car from Potenza.

(d) 28 Oct. "Misto" car from Potenza contained live hogs and their feed, far exceeding 60 Kgs... from Buccino to Nocera (Both within the Division)

(e) 28 Oct. 5 bales skins overweight.
Comment from me is hardly necessary from the foregoing incidents. It is quite obvious that the I.S.R. are not bothering themselves in the least about having "Misto" traffic properly handled. Irregular freight on passenger trains. - 200 eggs from Reggio Calabria were discovered on passenger train at Salerno yesterday. Irregular freight. - One car empty wine barrels arrived at San Severino a week ago without documents and without labels from Squinzano, car # 132267. Examination of recent loading programmes does not reveal any authorized

(3)

movement to cover this. Car is being held at Salerno. No enquiries have been made for its release and it would seem to be irregular.

Confiscation - A propos of goods such as empty vino barrels and shoes, quoted above, discovered being sent illegally or in contravention of existing regulations. Direction is desired on procedure to be taken with such goods. I do not assume responsibility for ordering disposal of these goods unless authorized to do so, and would be glad if you would outline instructions as to their disposition, as quickly as possible.

I find that Economics & Supply branch Southern Region can have ^{SHOES} now being held at Salerno, repaired, and the Public Safety branch has great need of them for issue to police in this area. If authorized to do, so I could deal with them in this way. ~~PUBLIC WELFARE ALSO HAS NEED OF THEM.~~

Regarding the empty barrels, these might be turned over to the Consorzio Agrario, could be sold by I.S.R., or used by "Provvida", but my action in the case should be clearly and definitely outlined.

3. CIVILIAN ACCOMMODATION ON PSGR TRAINS.

No control is being exercised as far as I can find out, by I.S.R. or Police on the numbers of psgr who can climb into or get into the Taranto train from Naples. I have started to check on it and with the Supt of Movement Section yesterday I went to Central Station and examined the train ready to leave at 1600 hrs. We have found it comfortably full, probably uncomfortably full would apply to some cars but there were no passengers on the running boards or between the coaches. We dashed over in time to see the same train at San Giovanni and there were many more psgrs hanging on to the sides then, and between coaches, than there were when it left Naples, although the train didn't stop. It slows down through the yard and many clamber on there. I phoned Terre A. for a report as to its condition there and by that time I am told it was literally swarming with psgrs, hanging on anywhere they could. At Salerno, I am told it did the same every night.

I enclose a letter from R.T.O. San Giovanni which contains some useful suggestions. I have consulted him several times on the subject and he assures me the railways "guards" and solitary Carabinieri stationed there do not exercise any authority until crowds ~~there~~ reach such proportions that the Capo Stazione appeals for help of Military Personnel from the R.T.O., then they go to work alright.

4. LOADING PROGRAMMES, DISTRIBUTION

Distribution of a/m to Movements West Italy

can now be cut down to 2.

They have requested that this be done as they compile a local loading programme of their own for distribution to R.T.O.s

2117

5. AUTOMOBILE FOR MY USE.

As a result of the continual wet weather and my being forced to use the open amphibian daily, I was confined to bed with a bad cold for two days this week as I had previously anticipated would be the case; and there is no relief in sight at present.

(4)

see 258/1.

6. ACCIDENT REPORTS.

(A) REFERENCE ENCLOSED REPORT ON COLLISION BETWEEN ELECTRIC TRAIN ON CIRCUMVESUVIANA LINE AND AN R.A.F. VEHICLE.

SOME REPRESENTATION SHOULD BE MADE TO THE PRIVATE RAILWAY CONCERNED TO HAVE THIS CROSSING MORE CAREFULLY GUARDED. DO YOU WISH ME TO DO THIS (AT PRESENT I HAVE NO JURISDICTION OVER PRIVATE RAILWAYS) OR WILL IT BE DONE THROUGH THE MINISTRY?

(B) PRELIMINARY REPORT IS ATTACHED ON A NASTY ACCIDENT, APPARENTLY CAUSED BY INTOXICATED SOLDIERY AT GRAONANO, STARTING UP AN ENGINE, PULLING 2 COACHES AND 2 BOX CARS AND LETTING IT GO UNATTENDED UNTIL IT CRASHED INTO THE STATION AT CASTELLAMMARE, WHERE IT MOUNTED THE PLATFORM, PLOUGHED THRU 4 ROOMS AND CAUSED THE FOLLOWING CASUALTIES:

1 BR CPL
3 BR'S
ITALIANS

KILLED
INJURED
6 KILLED
7 INJURED (SERIOUSLY).

7. NEW RAILWAY SERVICE.

(A) COPY OF REQUEST FROM SINDACO, FRATTE MAGGIORE FOR TWO WORKING TRAINS MORNING AND EVENING BETWEEN NAPLES, CASERTA, AVERSA IS ATTACHED.
AM TAKING THIS UP WITH 701ST RY. GRAND DIV.

(B) REF YOUR ACC TN/42 23 OCT. 1944 ON ABOVE SUBJECT.
THE PROPOSALS OUTLINED BY MINISTRY OF COMMUNICATIONS FOR CONTROL OF PSORS ON PROPOSED NEW NAPLES - FOGGIA - BARI TRAINS; WHILE THEY SEEM SATISFACTORY ON THE SURFACE I AM OF THE OPINION THAT IT WILL NOT BE SATISFACTORY IN ACTUAL PRACTICE, WHEN THE TRAINS HAVE BEEN RUNNING FOR A FEW WEEKS.
I, PERSONALLY, WOULD LIKE TO SEE THEM DO A SIMILAR JOB ON THE TARANTO TRAINS FIRST, BEFORE THEY ARE GIVEN THESE EXTRA TRAINS.

ANOTHER INCIDENT HAS COME TO LIGHT SINCE THE ABOVE WAS WRITTEN
11 PARCELS (55 SACKS, IN ALL) OF OLD BOOTS, WEIGHING IN ALL 750 KGS WERE FOUND IN "MISTO" CAR ON TRAIN 7000 AT SALERNO, EX TARANTO 26TH OCT. 1944, ON SUNDAY 29TH OCT. 1944.
THESE ARE BEING UNLOADED AND STORED BY I.S.R. UNDER INSTRUCTIONS FROM ME, IN NAPLES, PENDING RECEIPT OF YOUR DECISION AS REQUESTED IN PARA 2.

V.R. Bowers

MAJOR
(V.R. BOWERS)

2116

HQ 701st RAILWAY GRAND DIVISION
Military Railway Serv
Naples

43H/11

SUBJECT: Weekly report # 10

TO : Director
Transportation Sub Commission
No. A.C.C. A.P.C. 354 C.S.S.

In Sub Commission Representative
A.C.C.
Naples Division

Ref: AOC Tn/Na 63
Date: 14 Oct. 1944

1. TRAFFIC.

Scarcity of box cars again caused us to cut drastically the civilian program this week. All of the fruit and vegetable traffic from points in this area to such places as Taranto, Brindisi and Bari areas were eliminated. Pavitt and I agreed that this traffic seems unnecessary as the east side has an abundance of these commodities and it does not seem advisable to use box cars for this purpose on account of the extreme shortage already existing here and we cannot meet our commitments for points in the North. Empty casks were allowed to go provided open cars were used for the purpose. Wagon car situation at Naples Central shows an improvement this week; continuing the figures as contained in my previous report, they are as follows:-

	CIVILIAN - Max.	MILITARY - Max.
Sat. 7 Oct.	25 (7 days)	17 (16 days)
Sun. 8 "	17 (6 ")	14 (17 ")
Mon. 9 "	15 (7 ")	12 (18 ")
Tue. 10 "	18 (8 ")	10 (19 ")
Wed. 11 "	15 (9 ")	7 (15 ")
Thu. 12 "	11 (10 ")	
Fri. 13 "		

2. DISPATCH.

Car repair shop at Torre Annunziata visited on Wed. 11 Oct., a report on which has already been submitted under separate cover. Ref. your AOC Tn/232 10 Oct. 44 signed by Lt. Col. Vining and again addressed to me as "Dir Supt A.C.C. Naples Division", to which the remarks contained in my weekly report # 8 para 3, A.C.C./Tn/Na 63, 30 Sept. 44 apply.

As regards the information required, every effort is being made to secure it from all the repair shops on this Division and as soon as available will be furnished. I do not anticipate that arrangements will produce results in all cases however, before another week or perhaps, two, have elapsed.

3. TYPEWRITER ETC.

I regret that Headquarters is not able to assist me in securing a typewriter

(2)

or, indeed, in other ways, as I have frequently requested during my year of service with this Sub Commission, without producing results. As all efforts to secure one locally were pursued first and proved fruitless I am afraid the work and correspondence must suffer accordingly.

The same will apply to the automobile situation very shortly, unless some thing is done to remedy it, vide my weekly report # 8 ACC/Tn/Ma 35, 30 Sept. 1944, para 6.

4. BIDS FOR SOUTHERN REGION

These are submitted by Sig. Novelli, care Southern Region H.Q. and all information pertaining to acceptance of bids and emergency bids should be communicated to him (with a copy to me) as also instructions for the supply of wagon labels. Therefore Novelli should also be included on the distribution of such messages as your 4710 regarding shipment of medical supplies to various dest nations, to avoid delay in issue of labels. May this be put into effect immediately please. This office does not issue labels, and contact with Novelli is not a simple matter. He should be fully informed about all bids and issue of labels.

5. TSO/3 FORMS

Signer Novelli is very short of these forms and needs a fairly large supply. When the new ones are ready for distribution, may arrangements be made to furnish him with some as soon as possible please.

6. CIVIL PSGR TRAINS LAYED-OVER SALERNO.

Conference being held on Monday 16 Oct. between I.S.R. Movimento, Lt. Col. Moss, 701st Hq. Grand Div. and myself to try to arrange for psgr trains to continue to and from Naples and Salerno instead of tying up for several hours.

This may mean a change of schedule to prevent arrival in Naples during curfew hours.

Have we any means of getting a type writer for mess in POWs. H/V 15/7

*action D/V 15/7
Where are these forms obtained from?*

W.R. Powers

2114

Major

1832

ACP/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

File
43H/10

1 November 1944

Tel : 478701

Our Ref : AG/TN/43H

TO : Major Howers
Tn. Sub-Comm. Rep.
Naples Division

SUBJECT : Naples-Caserta Rail Service.

Reference is to your weekly report No 12 dated 28 Oct. '44.

1. In order that no misunderstanding may occur with MRS as to action in regard to requests for additional passenger services, the course to be adopted when applications are received by you is for your recommendation to be referred to this Office.

2. The applicants themselves should be referred to the Capo Compartimento, who will transmit his request to Headquarters I.S.R.

3. I.S.R. Headquarters have prepared a detailed plan of services needed, and submit to A.G. according to priority of demand. Consultation is then had with MRS at HQ, and as soon as opportunity permits priority demands are met. At this particular stage it is most desirable that any action in regard to additional services be dealt with between this HQ and MRS on a national level.

4. At the present moment there is no possible prospect of a civilian passenger service north of Naples.

2113

P. L. Winif
D.S. ADAMS

Colonel C.M.
Director Tn. Sub-Comm.

TO : Major Bowers
Tn. Sub-Comm. Rep.
Naples Division

SUBJECT : Naples-Caserta Rail Service.

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2113

P. L. Winifred

D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm.

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

43H/9

SUBJECT: Weekly report # 11

TO : Director
Transportation Sub Commission
Hq, A.C.C. A.P.O. 394 C.M.F.

Tn Sub Commission Representative
A.C.C.
Naples Division
Southern Region

REF. ACC/Tn/Na5/91
DATE. 22 Oct. 1944.

1. CIVILIAN PSGR TRAINS SALERNO.

Ref para 6 my weekly report # 10. This conference was held and I.S.R. movement officials were told by Lt. Col. Moss, 701st Ry, Grand, Div, to prepare new schedules for through passenger train service Naples - Gioia Tauro eliminating the long layover at Salerno, which has been the cause of complaint from the Zone Commissioner there. These schedules will arrange for connecting train service, and will be submitted through Transportation Sub Commission I understand.

2. TRAFFIC

In operation
(a) Bids The bid number allotted by you, is issued on all labels herey and is checked by R.T.O.'s and Capo Stazione as a means of verification that the traffic is authorized. If this bid number is used on your signals of acceptances it would help us considerably.

(b) Port Clearance.

Complaints have been received from Food Sub Comm. Representatives here about the shortage of box cars and the dangerously low margin of grain and flour in Naples (2 days supply only, ahead). I have checked on the supply of cars during the past 6 days and the result is as follows:-

CASTELLAMMARE				TORRE A.		
14 Oct.	14 Cars	243	Tons.	-		
15 "	15 "	265	"	-		
16 "	18 "	282	"	-		
17 "	17 "	318	"	5 Cars	75	Tons
18 "	1 "	65	"	6 "	90	"
19 "	12 "	180	"			
	82	1353		11	165	

On Friday 20 Oct. 25 cars were on their way down to Castellammare. (HOPPER CARS). It has now been found that these can be utilized between Torre Annunziata and 689 mill in Naples and as they are badly needed to move grain, we are putting them into service as confirmation has been received in writing from Food S.C. representatives here that they can be used; Capt. Palmer previously assured me that they were only of use between Castellammare and Caserta.

(c) Vino Naples C.

There has been a decided improvement in the daily unloading rate at Naples, Central

(2)

station as the following figures will show:-

	<u>CIVIL (Max)</u>	<u>MILITARY (max)</u>
Thu. 12th	11 cars (6 days)	14 cars (16 days)
Fri. 13th	7 " (7 days)	12 " (17 days)
Sat. 14th	6 " (8 days)	11 " (14 days)
Sun. 15th	3 " (4 days)	3 " (16 days)
Mon. 16th	3 " (5 days)	15 " (16 Days)
Tue. 17th	19 " (3 days)	17 " (17 days)
Wed. 18th	17 " (3 days)	13 " (4 days)
Thu. 19th	12 " (3 days)	24 " (5 days)
Fri. 20th	14 " (3 days)	

3. CAR CENSUS

I was badly let down on Monday by not receiving the usual weekly census of cars in service. The covering letter was received but not the return and efforts to secure it have not yet been successful, but it will be forwarded as soon as received.

Good returns are now being received weekly of cars repaired at Torre A. Granili and Bufola but Smistamento is still not functioning in this respect.

4. TYPEWRITER

I would like to remind Lt. Col. Vining about putting pressure on I.S.R. to supply me with a typewriter as soon as possible. (Ref our conversation on Friday)

5. DISTRIBUTION LOADING PROGRAMMES.

Please cut distribution to 701st Railway Grand Division to 9 instead of 18. This request is repeated.

6. CHANGE OF WORKERS TRAIN

Request for alteration of morning and evening workers trains between Torre A. and Gragnano and vice versa to conform with alteration of the clock and get the civilian workers to and from work in time, was received from O.C. 1 Det. SO E.B.W. S.A.E.C. U.D.F. and requested to be put into effect.

7. FRUIT AND VEG. FOR ROME EX SAN GIOVANNI.

A civilian driver from C.T.P. was caught red-handed selling 4 cases of lemons over the garden wall at San Giovanni where he was loading for Rome. He is being dealt with.

8. PILFERAGE OF SILK.

Ref my ACC/Tn/Na/7/70 17 Oct. 1944 on the a/m subject. Enquiries are going well and S.I.B. have recovered 480 Kgs (about 5 bales) that are thought to belong to this shipment, in a warehouse here. Copies of reports from all available sources will be forwarded to you in due course when the investigation is completed.

V.R. Bowers 2111
Major
(V.R. Bowers)

(H.B)

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

434/8

SUBJECT: Weekly Report # 2
TO: Director
Transportation Sub Commission
H. A.C.C. A.P.C. 394 U.S.P.

To Sub Commission Representative
A.C.C.
Naples Division
Ref. ACC/Tn/Re 45
7 Oct. 1944

1. ACC and CIVIL TRAFFIC.

Our loading programme as agreed to for the current week by Movements West Italy is attached hereto for your information.
The system of handling the bids for Southern Region and issue of labels by Capo Compartimento's appointed representative seems to be working more favourably now than was the case last week.
The difficulty was that Southern Region has no Transportation Officer for rail and Lt. Col. Giles arranged for an I.S.R. Official to take this over in their Movement Section. Lack of transport and telephone facilities made it difficult for good liason with me which is absolutely essential. I am now arranging however for him to have his own phone and he appears to be handling the job very well and deals with almost all of the civilian enquiries about freight movements, and with telephone connection I think it will work still ^{more} smoothly.

2. DISTRIBUTION OF LOADING PROGRAMMES.

Please amend distribution of these to read: 701st Railway Grand Division (7) instead of (18) loader programmes for Movements West Italy, if included in line addressed Hq. Southern Region, will reach them more quickly.

3. REUSE OF "MISTO".

Capo Stazione at Salerno, Sig. Dagostini has been detected in authorising a movement of one car load of baskets without labels as the attached correspondence will show. A reply has been received from Capo Compartimento, who assures me Dagostini is being replaced and moved to Cancellio.

4. PASSENGER TRAINS TERMINATING AT SALERNO.

Zone Commissioner Salerno complains that passenger trains terminating there, dump a large number of passengers around the station, without shelter in inclement weather, which is injurious to them, as they have to wait five or six hours for a train on which to continue their journey, and the inadequate sanitary arrangements are a source of danger to the Allied Military Personnel. He requests that trains discharge and take on passengers for or from Salerno and then continue their journey and states the local Capo Stazione has told him there is no good reason why this could not be done. Have communicated with Capo Compartimento but no reply received at present.

5a. WINE TRAFFIC.

It has come to my attention that a very large amount of wine traffic is coming into Naples, and a lot of it is not being unloaded for a considerable

Report this
to Gen. Pannico
enclosing him
copy of major
Bureau letter
to the Capo
Compartimento
Gallagher
JW: 7/10

2110

? what
means?
W
7/1



period of time. Checking this week's list for Naples Central I find that on Monday and Sat. there were 34 cars of wine for civilians, some of it being here 10 days, and 20 cars for Italian Military Stores Dept. we are getting it unloaded; with regard to the civilian wine, previous attempts to surcharge daily for demurrage having not with no success in speeding up, I asked the Capo Stazione to have all the consignors warned that if the wine was not unloaded within 24 hours I would put their names on a list and in the event of repetition of delay in unloading, I would request Mariand/or Reggio Divisions to see that no more shipments of wine are made ^{to} these firms. While it is true that some of the wine is in tankers, a lot of it is loaded in box cars and with the extreme shortage of box cars it cannot be permitted that delays in unloading occur.

The following list gives the situation at Naples C. for this week, with the longest time elapsed since arrival:

		Civilian	Italian Military
WINE	Mon. 2 Oct.	34 cars (10 days)	18 cars (10 days)
	Tue. 3 Oct.	20 " (" ")	20 " (11 ")
	Wed. 4 Oct.	30 " (6 ")	17 " (12 ")
	Thu. 5 Oct.	37 " (7 ")	19 " (13 ")
	Fri. 6 Oct.	32 " (8 ")	16 " (14 ")

I have five names on my list now and if a repentance is unloaded in unloading by them, is noticed, I will make the request to Earl and Reggie to stop shipments to the culprits.

The above figures indicate an appalling state of affairs, and I have requested the Capo Movimento to give the matter his earnest attention and he has agreed that action is very necessary and will put the matter right. I hope to see an improvement in the unloading of both Military and civilian shipments very soon.

At Salerno yesterday 3 Oct. a car load of wine attracted my attention and I examined the labels which were placed very high on both sides of the car making it very difficult to examine. I enclose one herewith and the other label is an exact replica. I am trying to check by phone with Bari as to the date these labels were authorized as a) there is no date shown, b) signature is very faint, c) no rubber stamp. Salerno is holding the car pending result of my enquiries and if it is found to be contraband I.S.G. will arrange for disposal by sale.

D. H. B. SIGMUND.

As a result of my inspection trip I found out that Cape Movimento Radio Division has issued order # 62 (a copy of which is enclosed) to all Masters on this Division, and also Patobas, making the traffic conform to that discussed with him by Major Richardson and myself, I had thought this was put out by Rome but apparently this is not the case. May Bari and Reggio Divisions be requested to have similar instructions issued as I receive complaints of parcels being sent from Bari to within Naples Division and exceeding the prescribed weight and it is desirable to stop this and institute a general tightening up in "risto" traffic on the other two Divisions as well.

7. REF. YOUNG SIGNAL 291927 A.

Two cars requested for SLAP siding for drums to Cepina, and labels, supplied to Sezione (Movimento) on Monday 2nd Oct.

this is
very bad
indeed
and cannot
be allowed
to continue

Consequence
who do not -
promptly unload
their wagons
will not
be permitted
to unload
here.

and major
Bones moved
energetically.
Show the
up. Daffome
of his action
he has
labore 1211
17/4

to this.
we shall
have to
tell you in
December
but if this
abuse of the
privilege is
not stopped
we shall
to

I receive
 vision and
 this and
 other two

(3)

D. INSPECTION TRIP TO LAGONEGRO & POTENZA

The much postponed and delayed inspection trip to Lagonegro and Potenza took place Thursday and Friday Oct. 5/6/. I picked up the RTO Salerno and took him with me and he proved very keen and useful. He checked ACC traffic at almost every station talked with RTO and Capo Stazione at Potenza regarding "liste" and generally tightened up the traffic and checked on the car situation. The Officials know now that we are keeping a grip on the situation and I think this trip so profitable that I propose to repeat it when Capo Movimento Ing. Marinelli goes again, which is usually once every month, over each line including Benevento - Forcia. In this way the Officials feel that there is an interest being taken by ACC and are not so prone to allow irregularities.

E. MOVE OF TRACTION AND ADMIN SECTION I.S.R.

On 20th Oct. these two Sections and the Capo Compartimento are moving to a more central location, the old Ferrovie dello Stato building via S. Lucia, reasonably close to Southern Region Hq. I have asked Sig. Morandi if they will be able to accommodate me there and he thinks they will, although the lack of furniture presents a problem. I think this location would be better for me and would enable me to send my staff on foot for mail, and on other errands, which is not possible now, and I have to run around in my car personally, which is a waste of time. There is really no reason for my remaining with 701st Railway Grand Division and I can still maintain contact with them whenever necessary.

[Signature]

Major
(V.R. Bowers)

2108

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

(Translation)

MISTO

MOVEMENT SECTION
I. S. R.
NAPLES

24 Sept. 1944

ORDER No. 62

"SMALLS" TRAFFIC

1. Reference my F.D. 44 30 July 44 and 59 15 Sept.
2. On receipt of this letter, by order of Transportation Sub-Commission "Smalls" must only be accepted by and for stations between Naples Central and Picerno (Tito and Potenza are excluded.), between Codola and Avellino, and between Galdo and Lagonegro.
3. Potenza and Tito stations are not authorized to accept "smalls" in future for Naples Division. Potenza will therefore supply the necessary empty cars for this traffic. (F.D. 44)
4. Schedule of cars for "smalls" traffic A. 51 B. 53 C. 55 on trains T.M. 7001 and T.M. 7003 is modified as follows:-

NAPLES S.G.B. - PICERNO connecting with
NOCERA Inf. - AVELLINO and
SICIGLIANO - LAGONEGRO

and D. 52 E. 54 F. 56 with trains T.M. 7000 and T.M. 7002

BARAGIANO - NAPLES CENTRAL connecting with
SICIGLIANO - LAGONEGRO and
NOCERA Inf. and CODOLA - AVELLINO

5. No parcel may exceed 60 Kgs. gross weight. Empty vessels whose capacity exceeds 50 litres cannot be accepted.

CHIEF OF MOVEMENT SECTION
MARINELLI

2107

HQ 701 RAILWAY GRAND DIVISION
Library Railway Service
Naples

Tn Sub Commission Representative
A.C.C.
Naples Division

SUBJECT: Misuse of "MISTO"

TO : Ing. Morandi
Cape Compartimento
Naples Division
I.S.R.

Ref. ACC/Tn/la 41
3 Oct 44

1. A case of welful misuse of "MISTO" has been reported to me by R.T.O. Salerno.
2. Last night he saw a civilian closing the door of what was supposed to be an empty waggon.
3. On examination he found it full of empty baskets and asked where it was going? He was told "PAGANI" - "Where are the A.C.C. labels for this shipment" - was his next question. The civilian claiming not to understand, the R.T.O. went to the Cape Stazione Sig. Dagostini, who told him labels were not necessary as this was "MISTO" and they ^{will} allowed 3 cars a week.
4. I interviewed Sig. Dagostini myself in Company with Major Richardson some 2 weeks ago and am quite sure he fully understands the conditions under which "MISTO" is allowed to be accepted and moved, and he must ^{be} in possession of FOGLIO DISPOSIZIONE No 62 of 24th Sept. 44. This order clearly states that ~~small~~ will be moved on trains 7000, 7001, 7002 and 7003 and there is therefore absolutely no excuse on the part of the Station Master in permitting a car load of empty baskets to be loaded as MISTO, and some serious action is necessary to prevent a recurrence of this kind of thing.
5. Will you be kind enough to inform me what action is taken by you in dealing with Sig. Dagostini.

2106

Copy to: Director ✓
Transportation Sub Commission
HQ ACC APO 394. GPT - Mov W Italy.


Major
(V.R. Bowers)

LOADING PROGRAMME FOR ACC TRAFFIC - PERIOD 2 OCT TO 8 OCT 44.

(A) West to East via Potenza

Our Ref	Bidders No	Bid Made by	Commodity	Total Tons	Consignor	From	Consignee	To
6273	RS 38	Sth Reg	Wheat	260	Food SC	Castellamare	Sepral	Cava T
6275	" 33	"	"	200	"	"	"	Nola (1292)
6276	" 37	"	"	490	"	"	"	Mocera Inf
6277	" 36	"	"	180	"	"	"	Eboli
6278	" 35	"	"	330	"	"	"	Vietri
6279	" 34	"	"	100	"	"	"	Nola (1459)
6476	" 40	"	Hemp	40	Hemp Control	Frattamaggiore	Hemp Control	Sarno
6280	1312	Ital Civ	Ety Jackets	2	Pansini Paolo	Mocera Inf	Pansini Paolo	Landuria
6281	1313	"	"	2	Savoia Vito	"	Greco Gius	Copertino
6287	1319	"	" Drums	3	D'Onofrio Al	Naples S G	D'Onofrio Al	Nardo
6295	1327	"	" Sacks	5	Cos. Agr. Prov. Naples	Naples. C	Cons Agrario	Rapolla
6296	1328	"	Apples	20	De Martino Gius	Eboli	Intraversato Sab	Canosa
6305	1337	"	Vegetables	24	Giordano Enrico	Pagani	Sabbia Mich	Potenza Inf
6318	1350	"	Coil Rust	12	Com Naples Gas	Naples SM	Soc Salid	Salerno
6319	1351	"	"	72	"	"	Manif Tabacchi	Cava Terreni
6320	1352	"	"	36	"	"	Soc Italcement	Salerno
6364	1393	"	"	24	"	"	Stab Laterizi	Casalvelino

(B) East to West Via Potenza

6262	RS 2	Sth Reg	Timber	50	Bastruoci	Lagonegro	Bastruoci	Pompeii
6263	" 3	"	"	50	"	Montesano	"	"
6264	" 4	"	"	25	"	Casalbuono	"	"
6265	" 5	"	"	50	"	Polla	"	"
6266	" 6	"	"	25	"	Atena	"	"
6267	" 7	"	"	30	Accardo	Polla	Accardo	T. Annunziata
6268	" 14	"	Olives	200	Fabbrica Later	Casalvelino	Inf Manfredi C	Mocera Inf
6269	" 16	"	Husks	20	Gaslini	Salvino	Gaslini	Castellamare
6270	" 21	"	Wood	30	S.A.O.H.	Atena	S.A.O.H.	Naples
6271	" 24	"	Timber	30	Accardo	Lagonegro	Accardo	T. Annunziata
6272	" 25	"	"	30	"	Polla	"	"
6273	" 32	"	Wheat	150	Food S.C.	Castellamare	SEPRAL	Campi FI (1450)
6399	" 29	Food S.C.	Olive Oil	150	"	Ciccia Leone	Food S.C.	Naples
6477	RS 41	Sth Reg	Hemp	15	Hemp Control	Sarno	Hemp Control	Frattamaggiore
6478	" 42	"	"	5	"	"	"	Naples
6567	1399	Ital Civ	Chestnuts	40	Berretta Alfonso	Sicignano	Berretta Alfonso	Naples Central
6368	1400	"	Charcoal	80	Cons Agr Prov	Tito	Cons Agr Prov	Naples S.G.
6369	1401	"	"	80	"	Atena	"	"
6370	1402	"	"	40	"	Lagonegro	"	"
6371	1403	"	"	240	Comp Eserc. Carb	Montesano	Comp. Esere. Carb	"
6372	1404	"	"	240	"	"	"	"

LOADING PROGRAMME FOR ACC TRAFFIC - PERIOD 2 OCT TO 8 OCT 44.

Total Tons	Consignor	From	Consignee	To	Loading Dates and Tonnages						
					2	3	4	5	6	7	8
260	Food SC	Castellamare	Sepral	Cava T	40	40	40	40	40	40	20
200	"	"	"	Nola (1292)	30	30	30	30	30	30	20
480	"	"	"	Nocera Inf	70	70	70	70	70	70	60
180	"	"	"	Eboli	25	25	25	25	25	25	30
380	"	"	"	Vietri	55	55	55	55	55	55	50
100	"	"	"	Nola (1459)	15	15	15	15	15	15	10
40	Hemp Control	Prattamaggiore	Hemp Control	Sarno	10	10	10	10			
2	Pansini Paolo	Nocera Inf	Pansini Paolo	Manduria					2		
2	Savoia Vito	"	Greco Gius	Copertino						2	
3	D'Onofrio Al	Naples S G	D'Onofrio Al	Harda					3		
5	Cos. Agr. Prov. Naples	Naples. Naples. C	Cons Agrario	Rapolla		5					
20	De Martino Gius	Eboli	Intraversato Sab	Canosa			10	10			
24	Giordano Enrico	Pagani	Sabbia Mich	Potenza Inf						12	12
12	Com Naples Gas	Naples SM	Soc Solid	Salerno	12						
72	"	"	Manif Tabacchi	Cava Terreni		12	12	12	12	12	12
36	"	"	Soc Italcement	Salerno	12	12	12				
24	"	"	Stab Laterizi	Casalvelino	12	12					
50	Mastrucci	Lagonegro	Mastrucci	Pompeii	10	10	10	10	10		
50	"	Montesano	"	"			10	10	10	10	10
25	"	Casalbuono	"	"						10	15
50	"	Polla	"	"	10	10	10	10	10		
25	"	Atena	"	"					10	15	
30	Accardo	Polla	Accardo	T. Annunziata	10	10	10				
200	Fabbrica Later	Casalvelino	Inf Manfredi C	Nocera Inf	30	30	30	30	30	30	20
20	Gaslini	Salvane	Gaslini	Castellamare	10	10					
30	S.A.O.M.	Atena	S.A.O.M.	Naples			10	10	10		
30	Accardo	Lagonegro	Accardo	T. Annunziata	10	10	10		10	10	10
30	"	Polla	"	"	20	20	20	20	20	20	30
150	Food S.C.	Castellamare	SEPRAL	Campi FI (1450)	20	20	20	20	20	20	30
150	"	Gioia Tauro	Feed S.C.	Naples	20	20	20	20	20	20	30
15	Hemp Control	Sarno	Hemp Control	Prattamaggiore			15				
5	"	"	"	Naples					5		
40	Berretta Alfonso	Sicignano	Berretta Alfonso	Naples Central	10	10	10	10			
80	Cons Agr Prov	Tito	Cons Agr Prov	Naples S.G.	12	12	12	12	12	12	8
80	"	Atena	"	"	12	12	12	12	12	12	8
80	"	"	"	"	12	12	12	12	12	12	8
40	"	Lagonegro	"	"	35	35	35	35	35	35	30
240	Coop Esere. Carb	"	Coop. Esere. Carb	"	35	35	35	35	35	35	30
240	"	Montesano	"	"	35	35	35	35	35	35	30

1 6 4 3

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

ACCRAFRIC

Permesso 21.200

Da .SAVA

AI CASTELLANOS DE ACOSTA

Via _____

No. Vagone 7195002

Contenuto

Mittente _____

Ricevitore _____

Data

Autorizzato

TIMBRE

P.S.S. "A" - $M/120 = 100M = 4/44$.

VEHICLE SITUATION AT 28th Sept. 1944
I.S.R. Naples Division.

	<u>Good</u>	<u>Repair</u>	<u>Demolition</u>
Az - 1st class coach	-	-	-
Bz - 2nd class coach	1	-	-
Abz - Mixed 1 & 2nd cl. coach.	-	-	-
Cz - 3rd class coach	30	-	-
Gi - 3rd class coach <u>2 axle</u>	12	-	-
Arredati - Wagon with seats	-	-	-
Dz - Brake van 4 axle	11	-	-
Dui/D - Brake van 2 axle	15	-	-
Chiusi - Box wagons	1254	-	-
Alte sponde-high side	1477	-	-
Pianali - Flats	459	-	-
Poz - Tank transport	61	-	-
Refrigerante - Refrigerator	157	-	-
<u>Tank wagons</u>			
Acqua - Cisterna	31	-	-
Vino-Wine	55	-	-
Olio - Oil	1	-	-
Petrolio - Petrol	20	-	-
Copertoni- Tarpaulin	8	-	-
Catene - Chains	3	-	-

Coach under repair 2103

Wagons under repair 2046

Repaired during month of Spt: 4 BOXES - 74 OPEN cars(not classified).
Request for more complete break down in future has been made and will
be forwarded when received.

(H.B.)

V. R. Bowers
Major
(V.R. Bowers)

H. Q. 701st Railway Grand Division
Military Railway Service

Naples

Subject: Weekly Report # 8

To: Director
Transportation Sub Commission
H. Q. A. C. C.
A. P. C 394
C. M. F.

In Sub Commission Representative
A. C. C.
Naples Division I.S.R.
Care H.Q. Southern Region

Ref. ACC/TE/NA 33
30 Sep 44

1. FREE TRAVEL PERMITS

I have been having considerable trouble and correspondence in connection with returns for private railways and I. S. R. None of the five H.Qs making these returns are doing them satisfactorily even yet, after a great deal of correspondence on the subject. Some are not giving the stations between which permits are issued, others are including TRAMVIA and FUNICULARE, and mixing up I.S.R stations with stations on private lines. As one return has to go to the Capo Compartimento I.S.R. and the other to the representative of the Ministry of Communications, it is necessary to have two entirely separate returns, and I have been endeavouring to ensure that this is done.

I fail to see any good reason at all why this office should continue to be used as a "Post Office" in receiving and forwarding these returns, and wish to put forward the suggestion that those offices listed below, be instructed to forward their returns to the Capo Compartimento I.S.R. Naples Division in the case of travel on I.S.R. lines, and Dott. Ing. Saggese in the case of CUMANA and CIRCUMVESUVIANA lines.

The offices concerned are as follows:-

P. B. S. H.Q. 3 District
Accountant Officer (Labour)
Office of Base Accountant R. N.
Via Parneope 24, Naples

57 Area

94 Sub Area

2. A. C. C. and Civilian Traffic

On account of derailments and washout between Naples and Rome and general shortage of box cars in this area, all civilian loadings were prohibited last week by MOVVIT, and some of the A.C.C. traffic also. Only high-priority shipments, such as, food for Rome, were allowed.

Civilian loadings for next week have also been cancelled. When lines are again open and cars available it is expected to resume this traffic and adhere as far as possible to our loading programmes.

Arrangements have been made locally for the dispatch of 7 Olive Oil tankers to Calabria, 4 cars of sacks to Foggia and 3 cars empty on skids to Taranto for wine being shipped by schooner from there to Rome.

800 tons flour have been forwarded to Rome ex 689 warehouse since 23 Sep. and about 110 tons fresh fruit and vegetables in the same period from this area.

3. CORRESPONDENCE

I notice in the Sub Commission monthly report for August, and

434/7

2102

in certain letters from H.Q. (from Lt. Col. Vining and Capt. Ping) that I am referred to as "Divisional Supt."

Headquarters submitting returns for free civilian travel have been similarly instructed to forward their returns to me as "Divisional Supt." vide your letter ACC Th/95/52 31 Aug 44.

I have not been so appointed as yet, and, indeed, would not consider the time ripe for such an appointment to be made, until control of the I.S.R. passes from M.R.S. to A.C.C.

I have on more than one occasion been told by Lt. Col Vining that I have absolutely no authority over officials of the I.S.R., and can only consider myself as Divisional Supt. when properly appointed, given the necessary authority and my position and powers made known to the Italian officials concerned, and not before.

May the erroneous use of this appointment be discontinued at once please.

4. OFFICE TYPEWRITER

Efforts to secure a typewriter for use of this office, have met with no success whatever.

M.R.S. 701st Ry Grand Division, H.Q. Southern Region A.C.C. and the I.S.R. have all been approached but none of these organizations has been able to help.

Lt. Col. Vining informed me that I.S.R. had power to requisition but officials thereof state that they are unable to do this without authority from M. R. S. and this I have not been able to obtain.

Correspondence etc. from this office has to be 'farmed' out at present, which is inconvenient and often means much delay, as the persons doing the work will only do so when their own requirements are met.

Can headquarters be of any assistance in securing a typewriter please.

5. TRANSPORT

It is essential for me to have a car with protection from the weather, now that the wet season is approaching.

The civilian Fiat car I requisitioned in Foggia last April, HQ 54 and which I brought to Naples and subsequently drove to Rome where I had to put it in the A.C.C. garage for major repairs. These, I understood, would take a month or longer. I returned to Naples, where Capt Birch, transport officer, issued me with an amphibian to tide me over until my car was ready.

When Major Baister went from here to Rome, I requested that he should enquire whether my car was ready and, if possible, bring it back for me in order to save me from making the trip. He also wanted a car at that time, and it seems that the situation was solved by the Sub Commission transport officer by refusing to allow my own car to come back to me, stating I was attached to Region III and should use transport supplied by them, and my car given to Major Baister. I am not attached to H.Q. Southern Italy, nor have I at any time been so attached, and I consider it quite unfair to allocate my car to someone else. This Region will not furnish me with transport. Major Baister having been transferred to Bari he was instructed before leaving to hand the car in question over to Capt Long, who still has it.

I do not now desire to have this car again allotted to me because it is not sufficiently reliable nor are the tyres in sufficiently good condition for it to serve my purposes and cover the long distances it is necessary for me to travel with regularity.

The vehicle I still have is an open amphibian, and is not a desirable vehicle for inclement weather, nor for long journeys. Continued use of this vehicle and repeatedly getting wet would probably result in illness and probably spells in hospital which I do not relish. I am not able to employ and retain an Italian driver because they simply will not stay with an open

vehicle in wet weather, and they have already claimed that it was too hot for them during the summer.

Furthermore this is an American vehicle and it would be more desirable for an American officer to have charge of it.

My need for a reliable car to execute my duties here is great as the many offices with which I do business are very widely scattered, and it is frequently necessary for me to go to such distant points as Salerno or Castellamare, and I would be very glad if the matter of replacement of this Amphibian by a covered and reliable vehicle could be given some serious consideration before the weather deteriorates still further and brings on illness which will call for my work to be undertaken by someone else.

Possibly a similar arrangement to that which has been made for Capt. Smith here, could be arranged, as he has a British P. U. and British driver at his disposal, while I am forced to drive myself in an open vehicle in very wet weather.

Please see if something can be done with reference to another vehicle for my use.


Major

(V. R. Bowers)

701 RAILWAY GRAND DIVISION
Military Railway Service
Naples

434/6

SUBJECT: Weekly Report # 7

In Sub Commission Representative
A.C.C.
Naples Division

TO : Director
Transportation Sub Commission
HQ A.C.C. A.P.O. 394 C.M.F.

Ref. ACC/TH/EA 27
26 Sept. 1944

1. LOADINGS

A serious shortage of box cars in this area has rendered it difficult to take care of all our commitments last week although we loaded whatever cars Movements could get together. They have asked loadings be restricted as far as possible at Castellammare and Torre A. Because the shortage is more acute there than anywhere. The present line block between Naples and Rome, coupled with shortage of cars has caused Movit to order restriction of movements to only essential traffic for the next few days.

2. Collation of BIDS and issue of LABELS

Southern Region Headquarters moved to the Provincia building during the week-end and as a further step towards the Italians taking over responsibility, Lt. Col. Giles instructed the Capo Compartimento that his representative Sig. Movelli, was being returned to him, to carry on his work of collating and forwarding civilian bids and issue of labels, in the Movement Section of the I.S.R. I am arranging to keep in constant touch with him and am organizing what I trust will be satisfactory system of working.

3. A.C.C. Labels

I am arranging with Capo Compartimento representative making out of labels to insert, in future, your bid reference number as given on your loading programmes; so that a more careful check may be kept by A.T.O.'s on loadings. I would suggest also that this method be instituted for inter divisional traffic between Reggio, Bari and Naples Divisions. The A.T.O.'s can then check on the legitimacy of the traffic, both in transit and on arrival.

4. FRUIT and VEG. for ROME

Movements restriction on traffic north, has caused me to instruct the Consorzio Agrario not to load perishable commodities until further advised; which will be in a few days. This will not affect potatoes, lemons and similar goods.

5. LOADING PROGRAMMES

Please include on distribution list of your loading programmes in future:

F.B.S. R.T.C. Naples Central.

[Signature]
Major
(V.R. Bowers)

2095

434/5

HQ 701 RAILWAY GRAND DIVISION
MILITARY RAILWAY SERVICE
NAPLES

Tn Sub Commission Representative
A. C. C.
Naples Division

Ref ACC/Tn/NA 21
16 Sep 44

Subject: Weekly Report #6

To : Director
Tn Sub Commission
Hq, A.C.C.
APO 394
C.M.F.

1. Bids for Naples Division (South)

Arrangements are completed for a smooth-working system as a result of a few errors which cropped up during the first week. Little difficulty is anticipated in handling this work in future.

2. Parcels Traffic on Daily Trains Potenza - Naples

On the request of R.T.O. Salerno, I have approved the issue of labels to cover transit each way between Naples - Potenza (or Lagonegro) of 3 cars which have been in service since May, for parcels traffic within the division. I have made enquiries about this traffic and intend to keep a check on it in conjunction with R.T.O. Salerno, in order to be sure of its legitimacy, and that it does not go outside the division.

3. Civilian Passes on daily trains Naples - Bari

Have discussed the issue of special passes for civilian travel on this line, with Regional Commissioner and he has issued orders to the Questora at Naples and Bari to issue up to 80 special railway passes daily from each place, reserving 20 daily for applications from intermediate points, 100 being carrying capacity of one coach including standing passengers. I am told that train conductors have no authority to put off any passengers who may get on the train without this pass, provided they pay their fare, and unless the necessary authority is given to conductors I cannot see how the traffic can be restricted to 100 per day. At present only a few have passes and the coach is literally swarming with people. I suggest that the Capo Compartimento at both Naples and Bari receive instructions to give train conductors whatever authority is needed to enforce the order that only civilians in possession of a special A.C.C. pass issued by the Questora are carried in this coach. It may be desirable to arrange for a member of the Carabinieri to travel on the train for a while to assist the conductor in putting off unauthorized travellers, as I do not agree with rules being laid down unless they are properly enforced.

we should ask that conductors be instructed to see that all passengers travel in the coaches & also which one of the conductors can be detailed to travel in the coaches in NW 19/9

The Regional Commissioners instructions to the Questora at Naples and Bari are that these special passes are to be issued only for urgent business or private reasons, and only for the return journey. This latter to eliminate refugee movement. It will be effective as from 21 Sept. May steps be taken to deal with this subject immediately please.

2098.

4. Avellino was visited 15 Sept and a check made on A.C.C. traffic.
It is planned to make a trip to Salerno early next week to further investigate the parcels traffic on daily trains to and from Potenza.

V. R. Bowers

Major

(V. R. Bowers)

2097

43H/4

WEEKLY REPORT #5

701 Railway and Division
Military Railway Service
Tn Sub Commission Representative
Naples Division, I.S.R.

ACC/Tn/NA 15
9 September 1944

1. Food Supplies for Rome

The duties in connection with shipments of fruit and vegetables to Rome were taken over from Capt. Dean Asfram September 7th and are working satisfactorily.

2. Bids for Transportation, Naples Div.

Commencing September 8th bids are being received from Regional headquarters, Southern Italy, for ACC traffic, and from the Capo Compartimento's representative for civilian traffic within the division and will be screened and approved from this office effective 11 Sept.

3. Enquiries with reference to car service are increasing and are being dealt with satisfactorily.

4. Inspection Visits were made with Major Baister during the week to Smistamento and Granili shops.

5. The Port of Naples was handed over to Italian Railway operation under M.R.S. supervision effective 15 August and the operation of Line 89, Naples to Rome, is expected to be similarly handed over to Italian operation as from approximately 15 September.

6. Ref. Signal 2918 7 September

Two weekly reports, #3 and #4, were submitted for August but owing to orders received from Colonel Daugherty retrenchment was necessary and no more inspections were carried out. During the balance of the month routine matters were attended to.

V. R. Bowers

Major

(V. R. Bowers)

Tn Sub-Commission
Representative A.C.C. 200
Naples Division, I.S.R.
o/o HQ, Southern Italy Region
A.C.C.

Headquarters
701st Railway Grand Division M.R.S.

Room 42.
M.R.S. Building Piazza Nicola Amore
N A P L E S

Ref: ACC/Tn/NA 8
August 11th 44

Subject: Weekly Report #4

To:- Director
Transportation Sub Commission
H.Q. A.C.C. APO 394
C. M. F.

1. On Saturday 5 Aug 44, I attended a conference held by Col. Guilfoyle Commanding Officer 701st Railway Grand Division, with his various officers, to discuss business arising out of the handing over to the Italian State Railways for operation, certain other portions of the Naples division.

It was agreed that, subject to approval of M.R.S. the following yards would be handed over effective Aug 15, and that the only Allied personnel remaining would be Yardmasters to supervise priority of movements.

N A P L E S S. GIOVANNI, CENTRALE, SMISTAMENTO
and CAMPI FLEGREI

The port of NAPLES will not be handed over at present.

2. The CASERTA - FOGGIA (CERVARO) line and the SALERNO portions are working satisfactorily under Italian operation.

3. It was contemplated that a large portion of the Naples division might be turned over to ACC control somewhere about Sept 1st.

4. A great deal of time has been wasted during the week in discussions and conferences on the question of handling bids for transportation here, with Majors Taylor and Giles and Capt Boddy and myself which however came to a deadlock.

With Lt. Col. Vining's arrival next Tuesday, there will no doubt a clarification and arrangements made to take care of the situation, and in the meantime normal working is being carried on.

5. I am keeping a close check on the unloading of cars of ACC goods at Centrale station, about which there has been a lot of delay and many complaints. They are mostly food supplies, salt and grain, and as the Food Sub. Comm. is in process of handing over the administration to the Italians, there is bound to be some confusion at first which will soon disappear as they get into the run of things.

6. POGGIO REALE stores were visited on Friday afternoon in company with Major Baister and Capt Long; and SALERNO Saturday morning with Signor Marienelli, superintendent of movements.

V. R. Bowers
Major
(V. R. Bowers)

12 AUG 1944
A.C.C.



Transp S/c 7690

SUBJECT: PROGRESS REPORT 2

A.C.C. (TN) REPRESENTATIVES
ROOM 42
MILITARY RAILWAY SERVICE HQ
NAPLES

TO: DIRECTOR
TRANSPORTATION SUB-COMM
HQ., A.C.C.
APO 394 CMF

REF ACC/TN/H2
29 JULY 1944

1. MAJOR BAISTER, CAPTAIN LONG AND THE WRITER ARE LOCATED IN A COMBINED OFFICE IN M.R.S. BUILDING, PIAZZA NICOLA AMORE, ROOM NO. 42, TELEPHONE - NAPLES 50050, EXTENSION 12.
2. CORRESPONDENCE SHOULD BE ADDRESSED TO ME AT REG. 3, HQ., A.C.C.; BOTH OFFICIAL AND PRIVATE MAIL.
3. IN CONFORMITY WITH INSTRUCTIONS RECEIVED FROM LT. COL. VINING, ARRANGEMENTS ARE BEING MADE TO SUPERVISE AND CONTINUE THE TRANSPORTATION WORK BEING DONE HERE AT PRESENT BY MAJOR TAYLOR. A CONFERENCE HAS BEEN ARRANGED FOR TOMORROW, SUNDAY, 30 JULY. IT APPEARS NECESSARY TO MAINTAIN A SECOND OFFICE FOR THIS WORK AT REG. 3, HQ.
4. DURING THE WEEK INSPECTION VISITS WERE MADE UNDER THE GUIDANCE OF ING. DR VESPASIANO TO CASERTA, CAMPO FLEGREI, MAGELLINA, AND NAPLES DOCK YARD. THE FULL WEEK'S PROGRAMME WAS INTERRUPTED BY THE OPPORTUNITY TO VISIT ROME IN ORDER TO COLLECT MY CAR, ACC HQ. 54, UNDER REPAIR AT SUPER GARAGE, WHICH OCCUPIED WEDNESDAY AND THURSDAY THIS WEEK. THE REPAIRS HAD NOT YET BEEN STARTED AND I HAVE ASKED MAJOR MOLE TO KINDLY CHECK FROM TIME TO TIME AND ADVISE ME BY PHONE WHEN CAR IS READY FOR COLLECTION.
5. NOTES ON THE INSPECTION OF THE NAPLES DIVISION ARE BEING MADE AND COMPILED FOR MY OWN USE, AND THE INSPECTION WILL BE CONTINUED DURING THE COMING WEEK.

V. R. Bowers MAJOR

(V. R. BOWERS)

1000 hrs.

9 10

Sec (Tn 5 C)
U 16377

SUBJECT:- PROGRESS REPORT

TO:- DIRECTOR
TRANSPORTATION SUB-COMMISSION
HQ., A.C.C.
APO 394 CMF

FROM:- MAJOR V. R. BOWERS
ROOM 12
MIL. RY. SERV. HQ.
NAPLES

REF. ACC/TN/N 1
22 JULY 1944

No trace

1. MY ATTACHMENT TO 701 RAILWAY GRAND DIVISION HAS BEEN CARRIED OUT, AND A COPY WAS FORWARDED TO YOUR OFFICE.
2. THIS GRAND DIVISION WILL BE MOVING INTO THE M.R.S. BUILDING EARLY NEXT WEEK, WHEN OFFICE ACCOMODATIONS AND TELEPHONE CONNECTION WILL BE ARRANGED.
3. I HAVE MADE MYSELF KNOWN TO THE FOLLOWING ITALIAN STATE RAILWAY OFFICIALS, WITH WHOM GOOD RELATIONS HAVE BEEN ESTABLISHED AND A PROGRAMME OF INSPECTION IS BEING ARRANGED WHEREBY I CAN SPEND AS LONG AS IS NECESSARY WITH EACH OFFICIAL IN ORDER TO MAKE MYSELF FULLY CONVERSANT WITH THE DIVISION IN ALL ITS ASPECTS.

THIS PROGRAMME COMMENCES AT 0900 HOURS, SUNDAY, 23 JULY, WITH AN INSPECTION TRIP TO SALERNO AND I ANTICIPATE COVERING THE ENTIRE NAPLES DIVISION. DATA IS BEING COLLECTED AS TO THE AMOUNT OF EQUIPMENT, LOCOMOTIVES, ETC., WHICH WILL BE AVAILABLE FOR THE OPERATION OF THE DIVISION, EXCLUDING THAT PROVIDED BY M.R.S. AND WILL BE SUBMITTED PERSONALLY TOWARDS THE LATTER PART OF NEXT WEEK.

CAPO DI COMPARTIMENTO -----	ING. MORANDI
LIAISON OFFICER, M.R.S. -----	ING. POMARICI
TRAFFIC I.S.R. -----	ING. MARINELLI
	ING. GIORDANO
MECHANICAL -----	ING. BOISIO
TRACK MAINTENANCE -----	ING. DI MAURO
SIGNALS - EQUIPMENT -----	ING. GIARLETTA

Can this information be obtained & phoned to Major Bowers
W 237

4. MAY INFORMATION BE PHONED TO ME PLEASE REGARDING PROGRESS OF REPAIRS ON MY CIVILIAN CAR ACC HQ 54 BY WORKSHOPS AT SUPER GARAGE, WITH DATE WHEN SAME CAN BE COLLECTED. TEMPORARY PHONE NUMBER - 50050, EXTENSION 9.

V. R. Bowers

MAJOR

(V. R. BOWERS)

2.0

RECEIVED

23 JUL 1944

24 Jul 46

1655