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

ACC

AC128/TN4

10000/148/2223

PORT C

OCT. 1944-M.

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PORT CLEARANCE AT

OCT. 1944 - MAR. 1945

CASTELLAMARE

128/2
ACP/av

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

Tel. 843238
Ref. AC/128/Tn 4

2 March 1945

TO : Movements Division - Rail

SUBJECT : Port Clearance at Castellamare.

1. Reference is to copy of your letter 321/17/Tn 3 of 22nd February 45 in Float File.
2. This matter was brought up in October last by the Officer covering Castellamare Port, at a time when the Docks Operating Company had a large tractor there and contemplated withdrawal.
3. It was found that the tractor was more beneficial than a shunting engine, because of its opportunity for manoeuvring round the warehouses, and a request was made to MRS for the tractor to be left, or a shunting engine provided.
4. All the papers were passed and left with the then Shipping Section, including rough drawings of the lines, sidings and sheds to follow on to a conclusion.
5. For your information, a copy of the letter which was retained for reference is attached hereto.

P
O.H. LINDBERG
Lt.Col. R.E.,
Chief, Rail Division

Encl. 1 letter

ACP/AL

128/1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

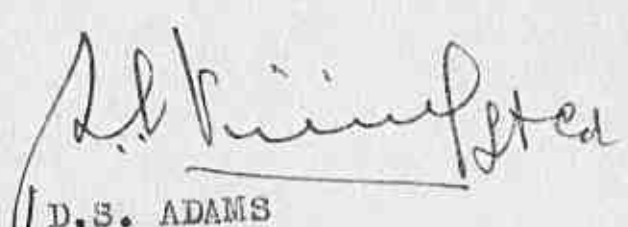
14 October 1944

Tel. 478701
Our Ref: ACC.Tn/128

TO : Director, Military Railway Service

SUBJECT: Port Clearance at Castellamare

1. The Silos and sidings at Castellamare are working at full capacity in clearance of salt and wheat and much of the mobility in port clearance of freight cars is due to the fact that a Deck's operating Company's large tractor is available, thus avoiding man-handling of full wagons.
2. It is understood that the Decks operating Company will be pulling out from Castellamare in the very near future and it will be impossible to meet the needs for freight car movement without some powerful means of fulfilling propulsion, particularly on clearance to the main tracks.
3. Request is therefore made for retention of the tractor, or alternatively the permanent provision of a light shunting engine to meet the daily needs.


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

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