

ACC

AC209/3/TN.4

10000/148/2203

IN

DEC. 1940

N.4

10000/148/2283

INSPECTIONS - NAPLES AND
DEC. 1944 - JAN. 1945 SICILY (COL. ADAMS)

SECRET

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJS/eh

AC/Tn/319.1-1

5 January 1945

SUBJECT: Report of Tour, AFHQ, Naples and Sicily Region
TO : Director, Transportation Sub-Commission

ACTION

1. Meetings were held at AFHQ under the chairmanship of MEDBO, and with G-4, Movements and Transportation, on the developments of Civitavecchia, Fiumicino and the Fiumicino-Tiber Rome canal. A report of these discussions, the decisions taken, and action necessary has been made separately.

2. DQMG (Mov. & Tn.) requested a comprehensive demand for trained movements personnel, which it is estimated Transportation Sub-Commission requires at Headquarters and in the field to operate efficiently, based on the proposed new organization; he would see how far he could meet this demand from his resources.

Deputy
Director

3. It was proposed that the movement of AC tonnages accepted on military control lines should be given a priority within the military traffic. This was not accepted; DQMG (Mov. & Tn.) pointed out that if AC traffic was accepted in the program it should automatically move. If it did not move, investigation should be made to find out why, and if necessary, a revision of line capacity must be made. In such cases, depending on the relative importance of military as compared to AC traffic, it might be necessary for the services to accept a smaller military allocation.

Mov. Rail -
to investi-
gate non-
movement of
AC pro-
grammed
traffic

4. Discussions were held with the Regional Commissioners of the Southern and Sicily Regions on the proposed new Transportation Sub-Commission organization and the possibility of decentralizing certain functions to the regions. The Regional Commissioners agreed that there was probably a lack of coordination on the use of transportation facilities in their areas, and

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pointed out that this was due to the present system in operation. They both agreed that, providing certain personnel would be made available on their staffs, better use of transportation facilities would be made. Insofar as Sicilia Region is concerned, where it is not desirable to increase Transportation personnel, it is suggested that the movements officer, at present covering the rail only, should coordinate the rail, road and shipping in conjunction with shipping authorities, Transportation Sub-Commission Roads officer, the ISR and other Italian authorities. To do this it is necessary for him to be located in the Regional Commissioner's headquarters along side the economics and supply officer who is at present doing much movements work. The Transportation Sub-Commission representative, Major Taylor, was of the opinion that the ISR in Sicily was sufficiently developed for him to hand over to them much of the detail work which he now covers. This was discussed with the Regional Commissioner, who was in agreement.

5. A proposed draft instruction re information required on shipping was discussed. It was agreed that the information could be provided, though certain difficulties in the initial stages would be experienced. It was explained to the Regional Commissioners that there was no objection to the utilization of the Italian authorities in the ports for the provision of this information. The reasons why the information was required were explained. The proposed draft was also discussed with the MWT representative at Palermo and the Transportation Sub-Commission economics and supply representatives in Sicilia Region; certain suggested amendments were put forward and these have been incorporated in the revised draft.

Mov.
Shipping

Sicilia Region

6. Considerable criticism was made by various AC representatives of the lack of control of the INT organization in Sicily and the movement of unauthorized traffic; this should be taken up with the Italian Ministry concerned.

Mov.
Roads

7. Programs of ship arrivals are still inadequate; firm weekly programs are to be issued by this headquarters in conjunction with AFHQ or by AFHQ. Arrangements must be put in hand immediately.

Mov.
Shipping

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8. Regional Commissioner requested the possibility of opening a ferry service from Palermo to Naples be investigated. It is reported that the Lampedusa, sister ship to the Ustica, a small passenger ship with some cargo accommodation, has just completed repairs at Palermo. Possibilities of using this ship should be investigated.

Mov. Shipping
and
Ports and
Shipping
Division

9. The ITU has gone to Naples to dry dock. She is urgently required for movement of timber to provide packing for citrus exports to which traffic she was previously allocated. Investigation should be made as to when her repairs will be completed and provisions be made for her return to this traffic.

Mov.
Shipping

10. Increased allocation of coal for Sicily's railways from 7 to 9,000 tons is urgently required if the sulphur and citrus export programs are to be carried out and essential civilian traffic moved; in addition, there is certain military movement taking place, both Allied and Italian, which requires an additional 3 to 400 tons per month.

Mov. Rail

Rail Tr

11. The program of returned box cars to Sicily should be forwarded to the Transportation Sub Commission representative immediately in order that he can watch this movement, and ensure they do not all stay in Calabria.

Mov. Rail

Rail Tr.

12. There are considerable numbers of large Diesel passenger cars in Sicily from which the enemy removed the engines. Possibilities of converting these into ordinary passenger ship stock and hauling with ordinary loco power should be examined if it has not already been done. There are six large Diesel cars which are understood to be in first class condition, apart from the removal of their engines. Transportation representative is preparing a report on the condition of the others in the island.

*Rail
Tr*

~~Mov. Rail~~

Export Program

13. There is a proposed program of export of 60,000 cases of citrus fruits to the United Kingdom in the months of January through April. This movement is limited by the amount of packing cases that can be made available. The program is for the movement of 12,000 tons of timber from Calabria into Sicily. If the

Mov. Rail

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timber can be manufactured into shocks in the growing areas the tonnage to be moved is halved. A contract has been made for provision of 300,000 cases to be manufactured at Cosenza, Nicastro and Lucido. The movement of the shocks from this area must take place in covered or sheeted wagons, as once the shocks are wet they are useless for coverage of fruit, until they have been dried out, and there are no drying out facilities in Sicily in the winter. It is estimated that to move this quantity to Messina and Palermo approximately 11 box cars per week would be required. Can these be laid on as a regular program?

14. In addition, the movement of 5 to 700 tons per week of timber from Cosenza to Vibo Marina and of 3 to 400 tons per week from North of Reggio to Reggio for movement by sea from those ports is necessary to meet the program. Can this be met?

Mov. Rail
to investi-
gate.

M. J. Sieff

M. J. SIEFF, Lt. Col., R. A.
Movements Coordinator

cc:

Deputy Director
Rail Division
Roads Division
Ports and Shipping Div.
Movements - Roads
Movements - Rails
Movements - Shipping

6490

209/3/2

OHL/1c

M I N U T E

Our Reference: AC/209/3/Tn 4

TO : Deputy Director,
Tn Sub CommissionSUBJECT .Visit of Colonel D.S.Adams to Sicily.

Reference is to attached copy of a report of a visit by Colonel Adams to Sicily, which visit, it is understood was of a private nature, but which unfortunately led to General di Raimondo being permitted to make public statements about increased passenger services in the Island which had no confirmation from the Sub-Commission.

The following comments are offered paragraph by paragraph in respect of the report.

Para 4. - Shoes for Railwaymen. 3,000 shoes were supplied through this Commission for the use of Sicilian Railwaymen. General di Raimondo is aware that any further requests made will receive sympathetic consideration from this Sub-Commission, and the same applies in respect of Reggio. It may be of interest that it was this Sub-Commission who drew attention to the need of the Sardinian Railwaymen for shoes as soon as we took over control from MRS. We are still awaiting a statement from General di Raimondo as to what shoes are required, and what arrangements for payment will be arranged. For the rest of the country, under MRS supervision, MRS maintain a special organisation for looking after the needs of railwaymen. The letter attached as an addendum is therefore written without cognisance of facts.

Para 5. - Car Repairs, shops, Salerno. These shops are under supervision of MRS. The shortage of timber is acute, and this Sub-Commission sent an Officer to Reggio to investigate possibility of supplies from Crotone districts. Director, MRS paid compliment to AC in his monthly reports for this action, which has resulted in release of certain timber in the Cirella district.

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Para 6. - Repairs to Petrace Bridge. The repairs to Petrace Bridge are under the supervision of AC engineers. If the request for the additional spans had been made through correct channels of ISR engineer-AC engineer, a better control could be kept on the work.

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Para 7. -

Damage to repair shops at Messina. A letter has been written to our Officer in Sicily, to contact appropriate channels in Sicily to ensure that the needed tiles are supplied. Same applies to cement, which is allocated locally.

Para 8. -

The compliment is acknowledged. Sicily was effectively supervised by a minimum of experienced officers, and it has proved that the methods adopted were successful, in spite of the sparseness of the officers, who made up in technical knowledge what they lacked in numbers. It might be regarded as a pointer that large numbers of officers are not essential, provided they possess the proper qualifications, and they can pave the way for officers without technical knowledge, to take over.

Para 9 & 10.- Coal Cut, Sicily.

This was opposed strongly by this Sub-Commission from the moment it was arbitrarily imposed without consultation with this HQ. The shortage of box cars in the Island is undoubtedly due in some measure to the lack of ability to circulate. A careful watch is kept on reports of losses, and suitable instructions issued to Regio Officer to ensure regular flow.

Para 11. -

Rail Section agrees, but apparently policy is to ignore the fact that people travel in Sicily mainly to do business and not for purely pleasure reasons. This Section approves existence of checked passenger services which assist the return to normality of the Island at greater speed, and restrict black market prices by the small vendor being able to carry his wares.

Para 15. -

MRS control Sud Est workshops. Some labour troubles have apparently been satisfactorily settled for the time being, at least.

Para 18. -

Supervision is desirable, in order to keep the Italian perspective properly balanced. We have reduced supervision to the minimum needed to ensure efficiency based on requirements, and control is maintained from this HQ.

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MR. 6488
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section

Transportation Sub Comm. (Rails)
20 January 1945
Tel: 543238

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
(NEAR EUGENON)
APO 394

21 December 1944

TO: Col Evans, Commerce Sub-Commission.

SUBJECT: Shoes for Railway Workers.

1. Confirming my conversation with you and Mr. Autoloni in Naples recently in regard to shoes for Railway workers advise as follows.

2. Our trip took us over the principal rail lines in Sicily and south of Rome. We met groups of rail workers at various stops and everywhere found them in great need of shoes and work clothing. What shoes these men had were in terrible condition, many with almost no sole left and beyond any repair.

3. At Mr. Autoloni's suggestion, I give you below the figure by Railway Division of the total number of railway employees and the requirements in pairs of shoes for outside workers. I appreciate the difficulties in procurement however feel that the need is acute and hope that some supply of shoes can be made available even in part. They can safely be turned over to General Di Rimondo, Director of the I.G.R., for distribution.

Divisions	Total Workers	Pairs of Shoes Required
Sicily	13000	7000
Naples	16000	9000
Beggie	7000	4000
Bari	9000	5000
Rome	16000	9000
Florence	13000	8000
Ancona	9000	5000
Totals	85000	47000

D. B. ADAMS
Col., C. E.

648j

PGM/ic

TRANSPORTATION SUB-COMMISSION, AC.

(RAIL SECTION)

C/o Transportation Increment

C.M.P.

9 January 1945

MEMO TO LT.COL. LINDBERG

1. In regard to para. 4 recommending that the present Rail officer in Sicily also take over Roads and Shipping, and move to the Regional Headquarters certainly will weaken our organization in the Rail Section. In order to have an efficient Rail Section we must have a good foundation and the foundation is your division Supt. and he can find plenty to do without dabbling with roads and shipping. The recommendation is a detriment to the Rail Section and I cannot see where it is going to help Roads and shipping, the railman is usually a technical man and knows little about Roads & Shipping the recommendation is absurd and evidently was made by some one with little or no Rail knowledge.
2. Regarding Par.10 we know all about the coal position in Sicily and the situation was well in hand before the so called "tour" was made.
3. Making passenger coaches out of Diesel coaches as mentioned in Para 12, was something that was started in Sicily ~~an~~ year ago but the work necessary really was not worth the effort, because six cars is all that you can handle in one train on the level, in case of grades this number has to be reduced. These cars are not built to be coupled so it is a suggestion that has already been tried out and the gain is not worth the effort.
4. The Box car situation as mentioned in para.11 is serious in Sicily caused by military and AC traffic moving north and little traffic of any kind returning south. The situation is watched daily with the Supt. of Transportation^{of MRS} and the condition is improving.


 Capt. P.G. MATSON

Headquarters certainly will weaken our organization in the Rail Section. In order to have an efficient Rail Section we must have a good foundation and the foundation is your division Supt. and he can find plenty to do without dabbling with roads and shipping. The recommendation is a detriment to the Rail Section and I cannot see where it is going to help Roads and shipping, the railman is usually a technical man and knows little about Roads & Shipping the recommendation is absurd and evidently was made by some one with little or no Rail knowledge.

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Capt. P.G. MATSON

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Director,
Transportation Sub Commission.

Report of Tour of "Movements" Co-ordinator.

1. Report of tour of "Movements" co-ordinator to Naples and Sicily is noted, and regret is expressed that opportunity was not taken to have full consultation with ~~XXXXXX~~ Chief, Rail Section, before the journey was made, when much work could have been saved and technical explanations given.

In the meantime, it is desirable to indicate that the placing of experienced rail officers, few as they are, is worked to a plan formulated on a knowledge of the technical needs of the divisions where the officers are working. The officer at present in Sicily was placed in that Division because conditions had become lightened, and because it was felt possible for an officer with merely movements experience to take over with a little tuition from a fully qualified officer. In addition to his other work in Sicily, he has also been placed in charge of Sardinia, but any attempt to shy the few rail officers we have with other duties, and thus waste their qualifications will seriously handicap their subsequent movement to areas where they will later be needed.

In regard to paragraph 10, ~~this~~ the matter of increased coal is being dealt with fully.

The supply of box cars is a traffic matter, and is being satisfactorily dealt with.

The matter of Dessel cars has nothing at all to do with Movements, and is fully known to the Rail Section. It is merely duplicating work to ask our representative to report on other deisels in the Island. They are fully recorded. Both Brigadier Phillipe and Brigadier Waghorn are averse to the use of Deisels, for reasons which are quite satisfactory to the Rail Transportation Section.

It is respectfully submitted that experienced technical officers be consulted in order to avoid duplication before such trips are made, and in order to

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