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MONTHLY

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MONTHLY REPORTS FROM OFFICERS IN
FIELD - NAPLES

TRANSPORTATION SUB-COMMISSION A.C.

JUNIOR TRANSPORTATION OFFICER

c/o ALLIED MILITARY GOVERNMENT

NAPOLES

6/866

1 May 1945

SUBJECT: Monthly Report - April.

TO : Transportation Sub-Commission

Movements Division Tn 3 Hq. A.C.

Rail Division Tn 4 c/o Transportation Increment C.M.F.V.

Inf: Commissioner, A.M.C. Naples Commune

" : Tn Sections Naples.

1. GENERAL

The consolidation of Roads, Rail and Ports and Warehouses Section of Transportation Sub-Commission in Naples, became effective 1 April on the disappearance of S.R. and is gradually being welded into a co-ordinated organization, whereby movements of freight may be undertaken by the best available means.

2. RAIL

(A) The shortage of empty boxcars became more acute, during the second half of the month. On 26 April the total number of empty boxcars in the division dropped below 100. As a result, M.R.S. is making special efforts to supply additional empties to the Naples Division from other divisions. The shortage of empties will be reflected in A.C. and civilian loadings for the last two weeks in the month, results of which have not yet been obtained.

A.C. and civilian tonnage moved during the first half of the month was as follows:

2 - 6 April	6497 Tons.
9 - 15 "	9872 "

representing 68% and 60% respectively of total authorizations. In addition, 1548 tons were moved from Naples Port for the same period.

With the initiation of Form X.B., it is now possible to secure much information in connection with loading which was not previously available, such as exact tonnage loaded at each station, reasons for failure to load, overloading, overhauling, etc. Steps are being taken against bidders who repeatedly request cars and make no attempt to load. Continued effort is being exerted to make better use of available car supply by having cars loaded and unloaded without delay, facilitating turn-around. However, with the break through at the front in the North and increased territory to serve, an improvement in

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(B) The Cancello-Benevento Private R.R. about which we have had many enquiries regarding re-opening the line in the past, came to the fore again this month with renewed vigour as it suddenly acquired military importance. Arrangements were made to supply all the items which were preventing the finishing of the line. A transporter was borrowed from the army to move a light engine from Benevento Town to Benevento Campagna, the end of the line at present; and the engine was moved.

A work train was provided at Cancello with ties, 14 Km of steel and other material by the I.S.R. and was actually under steam and

SUM-ECT: Monthly Report - April (Cont'd)

and waiting, when it was found that the Director had intentionally failed to inform anybody that a small tunnel was blown, not far from Cancellio. He had obviously been hoping to have the railway re-habilitated without connecting up with the I.S.P.

Capt. Greeney of the Engineering Section cancelled the work train, made arrangements for the supply of cement, carbide and other necessary materials for work on the tunnel to commence at once.

5. ROAD

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

(a) Naples	57
(b) Avellino	20
(c) Benevento	20
(d) Salerno	14
Total Vehicl.	141

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

period:-	Received from O.I.P.	Consumed
Naples	73.750 Litres	79.250
Avellino	24.000 "	25.548
Benevento	19.500 "	20.520
Salerno	15.000 "	16.163

TYRES:- The new standardised tyre Permit A, is now being issued, and on the receipt of Dead Line date from Rome all other permits other than Tyre Permit "A" will be deemed invalid.

One Hundred Salvage tyres were received from Salvage, distributed and paid for.

ACCIDENTS:- During the month there were four collisions, one civilian being injured, three U.T.C. vehicles were damaged but have since been repaired.

HAULAGE:- Summary of haulages done during the period is as follows:-

1- short distance trips with heavy tonnage
A) = Castellammare di Stabia - day time service, wheat, 6 trucks for 25 days, total trucks 150, ~~120~~ wheat transported 5.346 cwt.

2- long distance trips with medium tonnage

B) = mail service, Rome, Naples region, 2 trucks for 25 days, total trucks 50

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Total Vehicle.	141

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period:-

	Received from C.I.P.	Consumed
Naples	73.750 Litres	79.290
Avellino	24.000 "	25.548
Benevento	19.500 "	20.520
Salerno	15.000 "	16.163

TYRES:- The new standardised tyre Permit A, is now being issued, and on the receipt of said line date from Rome all other permits other than Tyre Permit "A" will be deemed invalid.

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- 2- long distance trips with medium tonnage
 - B)= Mail service, Rome, Naples region, 2 trucks for 25 days, total trucks 50
 - C)= Taranto, Royal Italian Navy, rations and personnel, 1 truck a week

- 3- long distance trips with heavy tonnage
 - D)= refugees, Rome and Naples region, 2 trucks for 31 days, total trucks 62
 - E)= M.M.E., Naples region, 18 trucks for 31 days
 - F)= Saffa, Catanzaro, 2 trucks for 31 days
 - G)= 25 loads Tyres and Tubes, Fontecagnano to Rome.

1765

SUBJECT: Monthly Report - April (Cont'd)

GENERAL: W.G.F. 1st April EMAC took over complete control of administration of truck pool. As was to be expected there was some opposition from U.T.C. and from individual truck owners. All transportation requests are now forwarded direct to EMAC who allocate the necessary trucks, on the regular EMAC trip ticket as approved by Italian Ministry. On the whole EMAC control is working quite smoothly.

4. PORTS AND WAREHOUSE SECTION

1. The Naples warehouses are in a very congested state because goods are being received at a greater rate than they can be dispatched. This is partly due to bids to move not being received and partly to the insufficient supply of cars. Car requirements have not been entirely met and much telephoning has to be done to secure sufficient to carry on with.

About 6,000 tons flour moved by road. Night and day Allied Military Supervision however was necessary to achieve this. Both rail and road have difficulty in meeting our requirements.

2. If these warehouses are to continue to receive cargo, large deliveries must be made from stock. Owners must release their goods and transport must be provided.

Schooners are now being used wherever it is possible to do so in addition to rail cars and road trucks.

3. The hand-over to Italian Control was commenced but later cancelled, and the military establishments now been increased by 4.

4. A point of interest might be mentioned here which will result in complete car capacity being used.

Orders received for movement by rail particularly, are not calculated on complete car loads, and if adhered to, provide a loss in car space. With shipping orders for 22, 24, 42 or 61 tons for instance, it would be more economical to state number of cars required.

5. PORT LIAISON OFFICER

1. 21 large ships were in berth at Naples during the month.

2. Out of 112 different consignments, 40 were dispatched by 8th Port to wrong destinations, either wholly or in part. 23 are still being discharged.

3. In accordance with Orders received, the Port Liaison Officer moved his Office from Depot 676 to Room 45, Provincia Building, on April 5th.

4. I.C.F. have been taking an increasing share of responsibility.

1235

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4. I.C.C. have been taking an increasing share of responsibility for looking after civil supplies on the port, but they should do so more rigidly.

5. Federazione Consorzi Agrari have had a number of representatives on the Port, by arrangement with the P.L.C. No authority exists for 8th Port to allow facilities to the Federazione in the same way as authority exists for I.C.C. Such authority is urgently needed.

6. Warehousing facilities were swamped by the simultaneous berthing of the Andrew Faruseth, James Brock and Willis Van Beventer, the last carrying all UNRRA cargo. Extensive backpiling had to be resorted to, with consequent confusion in deliveries, an some losses. Port working was delayed.

SUBJECT: Monthly Report - April (Cont'd)

7. A feature of recent operations is the large quantity of cargo ordered to be railled direct from the Port. Bidding procedures and acute shortage of railcars has caused backpiling for long periods. Such items include newspaper, vehicles, machinery, sulphates and clothing. In the case of sulphates and clothing, no warehouse space was available in any event, and the other items were mainly heavy lifts.

8. P.I.O. received from local sources information of the proposed handing over of certain parts of the Port to the Italian Government, but has received no instructions from HQ. S.O.

Consultations between all interested parties are being held.

9. The position regarding warehousing is increasingly serious and it is expected that Port operations will suffer further delays. Delays have been caused mainly to imports so far, but congestion at Berot is affecting exports also, which are on the increase.

10. Pte. Murray has been released to Officer i/c warehouses.

VRR/aml

K.C. Parker Ngire

for
V.R. HOWERS
Major,
Senior TA Officer.

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

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VZB/aml

A.C. Parker

V.R. BOWERS

For. Major, Senior TM Officer.

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

1204

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. ARMY
Transportation Division

26 February 1945

TW/SR/12/1792

SUBJECT : Monthly Report, February 1945

TO : HQ. AC. (Attn. Transportation Division 5/8)

1. ADMINISTRATION. During the period of report Col. J. Woodger assumed the duty of Transportation Officer, Southern Region vice Captain B. G. Jefferson, R.A.

Due to operation "Vesuvius" and consequent reduction in staff, posting orders and allocations have been made for practically all personnel of Transportation Division.

It is intended to close the Transportation Office, Southern Region on 15 March 1945 and any correspondence after that date must be forwarded to the AC. Liaison Branch concerned.

2. RAIL. Availability of rail cars at Reggio reached a dangerously low figure and rail in that area was unable to complete military requirements until supply of 35 empty cars daily were forwarded by Naples Division. This in turn aggravated the car shortage in Naples, 34 out of a total 345 rail cars authorized were available for Consorzio Agrario. Increased tonnage allotment on SALERNO-POTENZA line has made possible the movement of important freight such as charcoal, timber and limestone.

A tri-weekly Naples-Bari train service was inaugurated on 12 February 1945. Of the six coaches forming the train one with a seating capacity of 30 is used for Italian military personnel and two compartments (16 seats) are reserved for Allied Commission personnel.

Movements of interest during the month included the following:

- (a) 60 cased Dodge 1 $\frac{1}{2}$ ton vehicles Naples to Rome on behalf of AC.
- (b) 3 mail cars Parcel Post from U.S.A. for Italian civilians were dispatched to Rome and Palermo.
- (c) 15 prisoners forwarded to Potenza by rail (This service will move prisoners every Monday in future).

3. ROAD. E.M.A.C. in its first month has not proved a satisfactory organization in respect of services supplied. In some areas it is not yet operating in full control. Complaints in some areas regarding reporting, reporting,

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3. ROAD. E.M.A.C. in its first month has not proved a satisfactory organization in respect of services supplied. In some areas it is not yet operating in full control. Complaints of goods not removed due to failure vehicles reporting, reporting late and ceasing to work before movement is completed are being received every day. Truck pools organized by AC have been called upon on several occasions to complete a request made to E.M.A.C. As these pools are shortly to be controlled by E.M.A.C. this emergency help will not be available, and AC priority movement will suffer in consequence.

Supplies of tyres during the month for W.D., W.D. (Civil Supply) and civilian vehicles have been issued. In respect of civilian vehicles this issue only touched on the fringe of demands. British tyres for W.D. vehicles are still required and difficulty is being experienced in obtaining BLR certificates

from Zones affected.

In Campobasso area most of the civilian heavy load carrying vehicles are requisitioned by Army units. Despite this E.N.A.C. at Campobasso and Cosenza are taking over Civil Supply commitments and the 18 trucks doing this work will be withdrawn and reissued to Naples Truck Pool.

Allied personnel are remaining at areas in which W.D. (Civil Supply) Vehicles are located for supervision of maintenance. WE/TB Vehicles are being centralized for overhaul and allotment to new regions.

4. SHIPPING. More activity in respect of motor vessels was noticeable during the month due to improved weather conditions, this was considerably off-set by the shortage of gas-oil. C.I.P. held sufficient stocks but release certificates could not be obtained from Rome. It is hoped that this matter will be rectified.

S.S. "Abbazia" is running to the schedule of two round trips Naples-Cagliari monthly. This vessel is not filled to capacity with cargoes Naples to Sardinia.

It is hoped to inaugurate, in the near future, a passenger and cargo service between the mainland and Sicily, S.S. "Campidoglio" having been promised for this service.

A total of 43,617 tons were moved by means of coaster and schooner during the period of report.

5. DOCKS and WAREHOUSES (Naples). 20 large vessels berthed at Naples with cargoes for Allied Commission between 1-24 February 45. Salvage operations on the obstruction off Cirio Wharf were commenced on 17 February.

Relations with 8th Port are excellent and errors made are rectified by them as soon as possible. Out of 68 consignments, 20 were dispatched by 8th Port to wrong destinations.

Seed potatoes have been moved by rail direct from the docks to points in the Province.

For the Regional Commissioner:

[Signature]

J.S.-L. WOODGER, Colonel
Regional Officer

BY/mjs

Copy to : 2 Hq.A.C.
2 Exec.O.

1 7 7 21
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For the Regional Commissioner:

J. S. E. Woodger

J. S. E. WOODGER, Colonel
Regional Officer

BY/mjg

Copy to : 2 Hq. A.C. ✓
2 Exec. O.
1 File

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
TRANSPORTATION DIVISION
(RAILWAYS)
C. M. F.

SUBJECT: Monthly Report

Phone : Naples 50050 Ex. 12
Clerks " Ex. 4
Movements " Ex. 11

TO: Transportation Sub-Commission Rail A.C. ✓
care Transportation Movement C.M.F.

Our Ref.: 5/218

Date: 15 Feb. 45

Copy : H.Q. Allied Commission - Southern Region -
(Regional Commissioner - Brig. J.E. Dunlop)

Your Ref.:

Date:

" H.Q. Allied Commission - Southern Region -
(Transportation Division)

" Zone Commissioner - Naples Zone -

Transportation Sub-Comm. Movement Division - H.Q. A.C. apo 394 C.M.F.

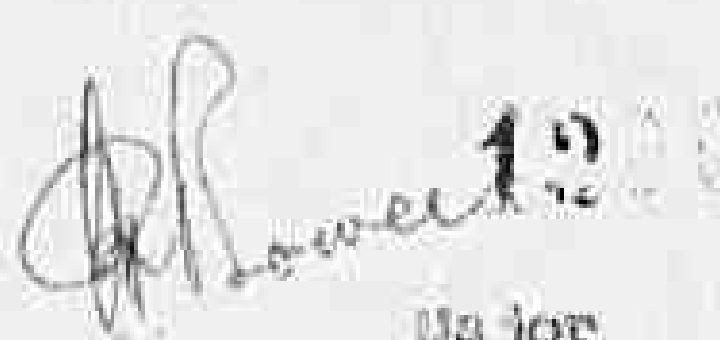
1. The difficulty in supplying cars for freight movement remained about the same for the month of January, although every effort was made to have cars loaded and unloaded without delay. A further hardship was encountered during the month by the interruption of the normal flow of northbound traffic over Line 90 during the period 15-22, caused by repairs to a bridge and by a fill giving way under a freight train. Bids seemed to be exceptionally heavy, particularly towards the end of the month, and considerable screening was necessary before submission of our weekly programmes to Rome. However, all individual bidders were represented on our lists and bids were put out only insofar as tonnage and wagons were concerned. On this basis we estimate that an average of from 40% - 50% of the total tonnage requested for movement through I.S.R. channels is finally sent to Rome for inclusion on the loading programme.
2. An effort has been made to analyze loading returns sent to us by I.S.R. Returns are not complete, as many stations have repeatedly failed to report despite our continued demands for complete returns. From the figures at hand we have been able to determine that somewhere between 30% - 45% of the tonnage authorized is actually being moved. We cannot reach any fair conclusion as to what percentage this represents of the total tonnage originally requested for movement, as we know that a large percentage of the bids received represent speculation on the part of bidders who overbid on their requirements in the hope of possibly getting half of what they request. Many bids are also being received from another type of speculator whose only business is to secure the cars and offer them for sale to the highest bidder. This works very much to the prejudice of legitimate merchants and steps should be taken to "weed out" legitimate dealers from speculators. This must have early consideration as the number of bids we are receiving is growing weekly as you will notice from our recent programmes, which have already been screened before they are sent to you.

- 2 -

3. Urgent requests for the movement of certain commodities as a high priority have been received. These include charcoal from the Iagonegro line into Naples and the Salerno area; Sassa to be moved along the Salerno-Potenza line; timber from the Iagonegro line to Naples to be used for the manufacture of fruit boxes for the exportation of fruit from Sicily to England; limestone from Sarno to S. erpi Plegrei for the production of cement. In one specific week these four items alone totalled 2678 tons, which is far in excess of our weekly tonnage allotment, especially insofar as the Salerno-Potenza bottleneck is concerned. This particular stretch of the line, over which most traffic is requested for movement, is the part that receives the least tonnage allotment. An average of 40 tons daily ^{was} permitted to move on this line East to West, which is only a drop in the bucket, considering what is required. We are writing you separately on this particular point.
4. Weekly statistical returns as to trains run, tonnage moved, interchange of rolling stock, motive power and progress of repairs are now being received from the three railways in our division and forwarded to Rome. These returns are coming in two weeks late and the accuracy of one or two items, such as tonnage moved, is at the present time being checked. The interchange of freight cars is of interest, showing that Naples division has lost 607 cars to other points in the country during the first three weeks in January.
5. Unusual movements during the month were as follows:
 - (a) Approximately 500 tons of clothing for the relief of Italian civilians was shipped from Naples to the north.
 - (b) Eight mail cars of parcel post from the United States for Italian civilians were dispatched to Palermo and Rome.
 - (c) A party of repatriated Italian diplomats from Finland who had travelled via Sweden and Scotland were forwarded to Rome.
 - (d) The "Stars and Stripes" for 12-13 January was sent to Bari by train, as snow prevented the regular delivery truck from getting through.
 - (e) Arrangements were made for accommodation by train for trade union delegates attending a meeting in Naples.
6. During the month publicity was given in the newspapers and by radio as to proper procedure for civilians to follow in making bids for movement by rail. Articles were published in "Risorgimento" and "Domani d'Italia" on 16 January and an announcement was made by Naples radio station on 17 January.
7. The first civilian passenger train to run between Rome and Naples since liberation arrived at Piazza Garibaldi at 1930 hours, 22 January. The station was gaily decorated with British, American and Italian flags for the occasion. The Regional Commissioner, the Prefect and many officers and officials were on hand to welcome the opening of this service and the Minister of Communications was among the passengers. The initial running time of 12 hours has now been reduced to 10 hours for this journey.

For the Regional Commissioner :

Is/td.



Major
(V.E. Bowers)

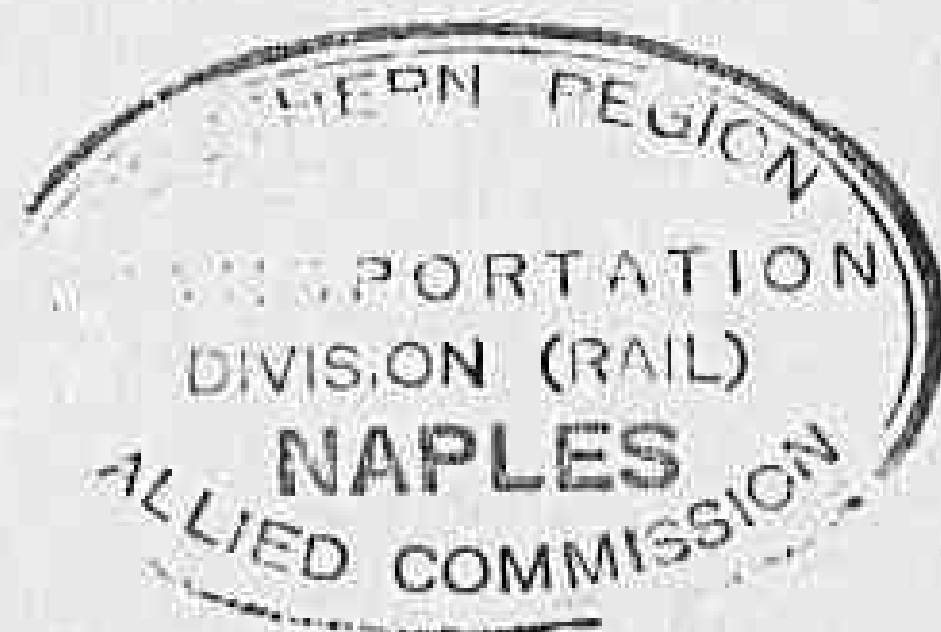
MOVEMENT OF LIMESTONE TO CAMPI FLEGREI EX SARNO

Month of JANUARY

Date	Consignor	Consignee	Destination	Tons	REMARKS
2/1	Giancarli G.	"Ilva"	Campi Flegrei	90	
3/1	"	"	"	36	
4/1	"	"	"	34	
5/1	"	"	"	54	
Total				214	

Month of FEBRUARY

Date	Consignor	Consignee	Destination	Tons	REMARKS
7/2	Giancarli	"Ilva"	Campi Flegrei	54	
8/2	"	"	"	54	
9/2	"	"	"	54	
10/2	"	"	"	54	
11/2	"	"	"	36	
Total				252	1193



HEADQUARTERS
SOUTHERN REGION, ARMED COMMISSION
APG 394, U.S. Army
Transportation Section

3 February 1945

TW/SR/12/2/4

SUBJECT: Monthly Report, January 1945.

TO : Hq. A.C.

1. ADMINISTRATION - During the month the following casualties effecting Officers within this Division have taken place:-

Capt. B. G. JEFFERSON, R.A.

reld fr. Naples Zone asgd. to
Tptn. Div. this Hq. Order No 2
dated 2/1/45.

Lt. A. McD. CLARK

asgd. to Naples Zone, Tptn. Offr.
this Hq. Order No 2 d/2-1-45.

Lt. Col. J. A. N. GILES

reld fr. Tptn. Div. this Hq. S.O.
AC Hq. No 332 d/29-12-44.

Maj. W. T. MARTIN }
Maj. R. C. MARKS }

{ asgd. to Tptn. Div. this Hq. S.O.
AC Hq. No 12 d/12-1-45.

Capt. F. C. PHILBY

reld fr. Tptn. O. Bari Zone, S.R.
S.O. AC Hq. No 19 d/19-1-45.

Mr. G. G. GROSS, Jr.

reld fr. Tptn. Div. this Hq. S.O.
AC Hq. No 22 d/22-1-45.

Capt. T. E. KRAMSKY

asgd. to Tptn. Div. this Hq. S.O.
No 6 AC Hq. d/6-1-45.

Maj. C. W. TAYLOR

asgd. to Rail S/Div. (Bari). S.O.
AC Hq. No 321 d/18-12-44.

Capt. J. S. BILLINGURST

asgd. to Tptn. O. Foggia Zone S.O.
AC Hq. d/21-1-45.

Maj. BAISTER

reld fr. S.R. to Tptn. Sub-Com.
Authority not known.

Capt. R. H. WALKER

temp. dy. w; G-5 Sec. AFHQ. Hq. AC
S.O. No 16 d/1-1-45.

Maj. V. R. BOWERS

asgd. this Hq. AC S.O. No 6 d/6-1-45

Lt. I. STRAND

asgd. this Hq. Hq. AC S.O. No 5
d/5-1-45.

Replacements for SMS/ORS have been assigned to the Region
and their duties before

1. ADMINISTRATION -During the month the following casualties effecting Officers within this Division have taken place:-

Capt. B. B. JEFFERSON, R.A.	reld fr. Naples Zone asgd. to Tptn. Div. this Hq. Order No 2 dated 2/1/45.
Lt. A. McD. CLARK	asgd. to Naples Zone, Tptn. Offr. this Hq. Order No 2 d/2-1-45.
Lt. Col. J. A. N. GILES	reld fr. Tptn. Div. this Hq. S.O. AC Hq. No 332 d/29-12-44.
Maj. W. T. MARTIN } Maj. R. C. MARKS }	{ asgd. to Tptn. Div. this Hq. S.O. } { AC Hq. No 12 d/12-1-45. }
Capt. F. C. PHILBY	reld fr. Tptn. O. Bari Zone, S.R. S.O. AC Hq. No 19 d/19-1-45.
Mr. G. G. GROSS, Jr.	reld fr. Tptn. Div. this Hq. S.O. AC Hq. No 22 d/22-1-45.
Capt. T. B. RAMSEY	asgd. to Tptn. Div. this Hq. S.O. No 6 AC Hq. d/6-1-45.
Maj. G. W. TAYLOR	asgd. to Rail S/Div. (Bari). S.O. AC Hq. No 321 d/18-12-44.
Capt. J. S. BILLINGURSE	asgd. to Tptn. O. Foggia Zone S.O. AC Hq. d/21-1-45.
Maj. BAISTER	reld fr. S.R. to Tptn. Sub-Com. Authority not known.
Capt. R. H. WAINOR	temp. dy. w; G-5 Sec. AFHQ. Hq. AC S.O. No 16 d/1-1-45.
Maj. V. R. BOWERS	asgd. this Hq. AC S.O. No 6 d/6-1-45
Lt. I. STRAND	asgd. this Hq. Hq. AC S.O. No 5 d/5-1-45.

Replacements for LMS/ORs have been assigned to the Region to replace those due for posting and are taking-over their duties before the departure of the latter.

Every endeavour is being made to collate accurate records in respect of personnel, vehicles, etc. of this Division and it is anticipated that this information will be available within two weeks time.

Difficulties are being encountered due to the shortage of Allied personnel. This applies particularly to the Port Liaison Offr. and Railway Officer who state that the efficiency of their branches is dependent upon Allied personnel available. Considerable progress has been made in handing-over of administration matters to the Italian Authorities in all Sections with the possible exception of Naples Port.

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SUBJECT: MONTHLY REPORT, January 1945 (Cont.'d)

control of which is not in the hands of the Commission.

2. RAIL SECTION. -The month of January was no different from many preceding months in the matter of supply of cars for freight movement.

During the period 15-22 January repairs to a bridge and a fill which had collapsed under a freight train resulted in an interruption in the service over line 90 and in consequence caused an additional hardship on civilians who had waited already a long time for the authorization to load.

Amongst passengers and freight carried during the period of report the following were of note:-

Approximately 800 tons of clothing for the relief of Italy from Naples to the North.

Owing to the heavy fall of snow, and the consequent blocking of the highway, "Stars and Stripes" were forwarded to Bari by Rail on January 12th and 13th.

Civilian parcel post ex.the United States was dispatched to Palermo and Rome, a total of eight mail cars being used.

Italian diplomats from Finland were transported to Rome by rail.

The Regional Commissioner made a rail journey to Reggio via Littorina 3rd, 4th, and 5th Jan.and to Taranto and Bari, 29th, 30th and 31st Jan.

At 1930 hours on 22nd Jan.the first civilian passenger train between Rome and Naples since liberation arrived at Piazza Garibaldi Station. The Station was gaily decorated with flags and palms in honour of the occasion. The Regional Commissioner welcomed the opening of the Service by being present at the station together with the Prefect of Naples, Officers of the Commission and rail officials. The introduction of the service is considered a great step forward considering the already overburdened condition of the railway north of Naples.

3. ROAD TRANSPORTATION -Movement by road has been restricted throughout the Region owing to heavy falls of snow. Reports show that road surfaces are steadily deteriorating in all districts of Southern Italy.

The lack of tyres and the condemning of ¹⁰ Vehicles has brought about a serious situation and it is considered that the lack of M.T. will have a detrimental effect on the economical structure of Italian controlled Southern Italy. Owing to the lack of rail freight cars and due to ¹⁰ shortage of civilian vehicle it has been impossible to expedite high priority transportation requests for the

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At 1930 hours on 2nd Jan. the first civilian passenger train between Rome and Naples since liberation arrived at Piazza Garibaldi Station. The Station was gaily decorated with flags and palms in honour of the occasion. The Regional Commissioner welcomed the opening of the Service by being present at the station together with the Prefect of Naples, Officers of the Commission and rail officials. The introduction of the service is considered a great step forward considering the already overburdened condition of the railway north of Naples.

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The lack of tyres and the condensing of ~~W.D.~~ Vehicles has brought about a serious situation and it is considered that the lack of M.T. will have a detrimental effect on the economical structure of Italian controlled Southern Italy. Owing to the lack of rail freight cars and ~~due to~~ shortage of civilian vehicle it has been impossible to complete high priority transportation requests for the movement of essential commodities required for the maintenance of commerce, industry, food supply and agriculture. Supplies of tyres would relieve the situation to a great extent and requests forwarded by this Division for tyres and tubes should be regarded as most urgent.

W.D. (Civil Supply) Vehicles have been loaned between Zones to fulfil priority demands but a position of stale-mate has been reached. Clothing movement has been placed on level priority with food. Naples has been reduced to approximately thirty vehicles for ing within the Commune. Catanzaro Zone has insufficient vehicles for food haulage. Foggia Zone is unable to compete with the export programme owing to tyre shortage. Owing to weather conditions work at Campobasso has been limited.

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- 3 -

SUBJECT: MONTHLY REPORT, January 1945. (Cont. 'd)

Paranto Zone has seven trucks out of a total of fifteen dead-lined due to lack of tyres.

ENAC. This Ente commences to function on 1st February 1945.

Contrary to Allied Commission policy full control of POL allocation has been vested in ENAC in accordance with instructions received by the Ente from the Italian Minister of Industry and Commerce. Request for the alteration of this system will be made by this Division through the correct channels as the existing arrangements have already led to friction between Truck Pool Managers and ENAC representatives. A position of "status-quo" has been established pending an anticipated amended instructions being issued by the Italian Ministry concerned.

WE/TA Vehicles. Records are now complete regarding these vehicles. Control and maintenance is on a higher level due to the efforts of Captain Zerra.

Requisitioned Cars (Civilian). Spare parts are urgently required by these cars. There are insufficient road-worthy vehicles to provide Regional Officers with transport to perform their duties. In consequence of a letter forwarded by this Division to Transportation Sub-Commission, it is hoped that spare parts may be made available for purchase by Lancia Garage, Naples.

A.F.H.Q. Inspection Team Report. Para 4(b). Liaison between Truck Pools and ENAC was commenced prior to the official commencement of the Ente and has proved most successful in respect of return loads. Para. 8. A.Bs 412 and 406 have been supplied to all Truck Pools with instructions as to method of completing.

Para 10(b). Workshops should be established as soon as possible in view of the policy of handing-over vehicles to the Italian control. Equipment is impossible to obtain locally. Is it possible to arrange for the sale of workshop equipment from RMC units who have an excess of tools or who are changing location?

Para 10(e). Owing to the alteration of the system of tyre issues from American Ordnance and the consequent inability to exchange tyres, the situation is far more serious than at the time of report.

4. SCHOONER and COASTAL SHIPMENTS have been adversely affected by long periods of wind and rain.

196

A regular cargo and passenger service was commenced in January between Torre Annunziata and Cagliari, Sardegna. Two voyages have been completed during the month. 500 passengers were carried each way and cargo ex Sardegna totalled 1400 tons and ex Torre Annunziata 440 tons.

Revenue dealt with Medbo Schooner Control Board in January

through the correct channels as ERMCO representatives have been led to friction between Truck Pool Managers and ERMCO representatives pending an anticipated position of "statu-quo" has been established pending an anticipated. A position of "statu-quo" has been established pending an anticipated. amended instructions being issued by the Italian Ministry concerned. There is now complete regarding these

amended instructions being issued by the 1st Cavalry Division, Fort Bliss, New Mexico, regarding the maintenance of the 13/12 vehicles. Records are now complete regarding these vehicles. Control and maintenance is on a higher level due to the efforts of Captain Terra.

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A.T.H.4. Inspection Team Report.

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Para 10(e). Owing to the absolute inability to exchange information with the American Ordnance and the consequent inability to report. the situation is far more serious than at the time of report.

the situation is far more serious than it has been in the past. The schooner and coastal shipments have been adversely affected by long periods of wind and rain.

1950

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each day
munziata 440 tons.

Tonnage dealt with under contract totaled 27,006 tons.

poor and vain-glories, NAPLES, A total of 19 large

5. PORT and HAN SHANGHAI, ALLIED COMMISSION CONSULTANTS, vessels berthed at Naples with Allied COMINT should be reviewed in the

The arrangements made by our port authorities for the handling of consignments, to the interests of the Commission. Out of a total of 70 consignments, 16 were delivered to in correct destinations. The method of port vehicle road receipts prove most unsatisfactory and lead to confusion. Large vessels are only allowed to discharge sufficient AC cargoes to reduce draft sufficiently for them to proceed to the satellite port of Torre Annunziata or Castellammare.

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- 4 -

SUBJECT: MONTHLY REPORT, January 1945 (Cont'd).

In most cases this entails movement of consignments from those parts back to Naples either by schooner or the already over-taxed road or rail transportation. It is suggested that A.T.H.Q. be approached with a view to arranging for a minimum of one berth to be made available in the port of Naples for the discharge of civilian cargoes.

Unsuccessful attempts have been made to remove a sunken obstruction off Cirio wharf as it's presence prevents larger schooners from berthing at that wharf.

Bad weather and restrictions on anchorage prevented an attempt to discharge 1000 tons of cargo ex.S.S."Pallade" by small schooners to Cirio wharf (676 Depot).

Repairs to warehouses are proceeding at far too slow a rate.

Captain Ramsey, recently assigned to the Division, is engaged on checking warehouse accounts.

For the Regional Commissioner:

B.G. JEFFERSON
B.G. JEFFERSON
Captain, R.A.
Regional Tptn. Ofcr.

BJ/sml

Copy to: 2 Hq.A.C.
2 Exec.O.
1 File.

1195

TRANSPORTATION SUB - COMMISSION REPRESENTATIVE
NAPLES DIVISION I.S.R.
MONTHLY REPORT

DECEMBER 1944

TO : Transportation Sub-Commission (Railways) A.C.
Care Transportation Increment
C.M.F. ✓

Tele : Naples 50050 Ex 12

Ref : 5 / 12

Date : 8th Jan. 1945

Allied Commission
Southern Region
(Tn. Section)

Zone Commissioner
Naples Zone

1: TRAFFIC

Figures showing actual results of loadings of A.C. and civilian movements authorized on our loading programmes, are now slowly coming in from I.S.R. but their authenticity in some instances is a little doubtful.

For instance, I.S.R. figures for loading at Castellammare during the first 3 weeks of the month show 401 tons moved, whereas Food S.C. figures show 1211 tons moved during this period. There may be an explanation of the discrepancy, but if there is, it has not yet been determined.

Our guess is that I.S.R. had no check on A.C. movements out of Castellammare, due to the fact that Food S.C. were making out their own labels until quite recently.

I.S.R. figures for the first 3 weeks of the month are attached to this report. They represent 24% of authorized traffic actually loaded and moved the first week, 22% the second, and 31% the third week of December; specific reasons for failure to load have not yet been obtained in all cases, but it is known that no ships arrived at Castellammare with grain, which accounts for quite a lot of tonnage not being used.

Difficulties of supplying cars and failure of consignors to load are other causes.

50 tons sulphur ex Benevento for Panicali and 70 tons explosives ex Cava for Agrigento were not loaded by consignors although cars were provided.

P.O.M. LOADINGS.

The 3 day discrepancy between Movements W. Italy programme and our loading programme dates for A.C. traffic agreed at P.O.M. meeting, has now been adjusted with A.F.H.Q. approval and our loading week remains as before, Monday to Sunday, and R.T.O.'s will be advised, effective 15 Jan.

T.V. 81.

20 seats daily are reserved for Allied Military use on this train. This is necessary while the East coast line is interrupted. If they are not all needed, balance is given to civilians.

Extra mail car on T.V. 81 and 82 is now in operation.

Psgr, train Torre A, - Castellammare, formerly consisting of 4 box cars has been changed to an 80 seat psgr coach, thus releasing 4 box cars for freight service.

246/5

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N.A.A.F.I. Portici have been allotted 4 wine tankers for continuous traffic, by A.F.N.Q. and, as it has been discovered that there are frequently 9 or 10 tankers unloaded and standing there, I.S.R. have been instructed to dispose of any surplus over 4, to wherever required.

REFUGEES

1000 incl women and children were moved on one train Naples to Reggio and East coast, on 12/13 Dec. and 2 further special trains were run on 27 and 31 Dec. to Reggio Cal.

RELIEF CLOTHING

200 tons were shipped to Lanciano.

EXPLOSIVES

350 tons were shipped to Sardinia ex Cava.

2. PARCEL POST FROM U.S.A.

The first consignments of parcels for civilians in Italian large cities arrived this month and 2 baggage cars were provided and shipped to Rome.

3. LABELS

Many cases of illegitimate and un-authorized use of labels have again been discovered on one solitary inspection trip Naples to Lagonegro this month. Some were old weathered labels used again with forged signature, and the original stamp still on it. The Questura having been put on the trail in one instance landed one culprit at Pontecagnano in gaol together with three friends of his, junior clerks in the Movements Section of I.S.R.

The existence of a market in labels is now definitely known to exist in Naples and it is hoped that the issue of labels of an entirely new design will be introduced with the utmost speed, to overcome this.

The issue of labels in Naples division is now entirely done by Transportation S.C. Office with one exception (676 whouse), and when their present stock of approx one hundred runs out, we expect to have complete control of issues, through railway channels and are thus in a position to hold station masters responsible for all movements.

ATTEMPTED BRIBERY

One R.T.O. reported being offered lire 10,000 quite as a matter of course, by a civilian for the supply of two box cars. Old A.C. labels were produced and the civilian quite openly stated ink eradicator had been used to eliminate the previous writing. We are informed he made a hasty and very surprised exit.

In connection with the ink used on labels it may be stated that we are using waterproof ink on all our labels, and this is proving very satisfactory in withstanding the elements, and we would very much like to see the same ink used by Bari and Reggio Divisions. There is plenty of light brown waterproof ink available through stationery channels of A.C. and this mixed with black Indian ink bought locally produces a sufficient quantity for all our purposes.

SUPPLY OF CARS

The situation regarding who supplies cars as required for our loadings, is very complicated in this division because 701st R.G.D. supplies them in the North and Movements W. Italy in some places where they have R.T.O.'s and I.S.R. in other places, and the situation is very unsatisfactory in general. We would welcome a new system being introduced whereby extracts of our loading programme would be sent by I.S.R. to each station concerned. The station master would indent for waggons on I.S.R. and issue labels direct from his station to consignor making daily returns to Movements Section I.S.R. who would consolidate and render a weekly return to this office.

We understand this is under examination at the moment.

UNUSED TONNAGE

A considerable amount of tonnage allotted to us, remains unused, chiefly because it applies only to short sections of the line, and we have very little local traffic. There is always a bottleneck between Salerno and Torre A. which prevents us from accepting a lot of long distance traffic. One week during the month we had only 9 tons and this caused us to cancel a large number of bids between the Lagonegro - Potenza line and Naples.

4. CUMONA RAILWAY

H.Q. 3 District were very perturbed because a general cut in power for all users of electricity became necessary in the Naples area, and both electric private railways had to take their share of this, which resulted in restricted train service. The principal grievance appears to be that 3 District were not notified in advance of the change in service, although it was approved by A.F.H.Q., and a large number of civilian employees at certain Military warehouses were unable to get to work.

The present restricted service is the maximum that can be given with the equipment available and it has been necessary to ensure that all establishments arrange their working hours to conform to this service and, as this has now been done by the majority, the situation has eased considerably. We hope to be notified however of other future changes, in time to pass the information along in turn to 3 District to avoid more inconveniences of this sort.

5. WEEKLY STATISTICS

Weekly returns of vital statistics as to interchange, traffic handled, locomotive and car repair situation etc, have been called for from both private electric railways as well as I.S.R., and are in process of being assembled.

As is usual with statistics from Italian sources, there will be some delay due to notification being sent through regular channels to all concerned, calling for this, but once the railroad staff become accustomed to what is required it is anticipated that returns will come in regularly, speedily and accurately.

6. TRANSPORTATION

This office is still severely handicapped by lack of transport and on that account it is completely impossible to keep any watch on failures to load authorized traffic. The situation is extremely acute and renders our ability to secure results most difficult. Can a speedy solution be found to this situation please.

H. Bowers

Major
(V.R. Bowers)

1192

*This must become
a Regional responsibility
once the new set-up is
implemented.*

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
 ALLIED COMMISSION
 SOUTHERN REGION
 C.M.F.

Norfolk Division
A.C. and civilian traffic report
 4 DEC. - 10 DEC. 1944
 Period.....

<u>Commodity</u>	<u>Authorized to Move (Tons)</u>	<u>Actually Moved (Tons)</u>	<u>Balance Not Moved (Tons)</u>
Flour, grain, etc.	4373	29	4344
Woodstuff	46		
Livestock	6		
Salt	186	128	58
Fruit & Vegetables	900	196	704
Olives and Oil	133		
Construction Mtls.	427		
Timber & boxwood	1159	626	533
Bricks	512	91	421
Machinery	30	4	26
Furniture & Utensils	13	2	11
Coal, charcoal, etc.	989	464	525
Lignite	200	92	108
Limestone, lime, etc.	230	198	32
Fertilizer	172		
Sulphur	570	141	429
Tobacco, cigars, etc.	192	94	98
Paper, rags, etc.	18	22	
Empty Casks	208	142	1191
Other Containers	80	13	67
Clothing			
Hemp, rope, cotton, etc.	290	27	263
Metals	124		
Miscellaneous Med. Sups.	62		
..... Total	10920	Known Moved 2269	
..... Less: Stations not reported	1321	Bal. not known	
..... Net total.....	9599		

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Marine Division
A.C. and civilian traffic report

Period: 11 Dec. - 17 Dec. 1944

Commodity	Authorized to Move (Tons)	Actually Moved (Tons)	Balance Not Moved (Tons)
Flour, grain, etc.	3150	137	
Woodstuff			
Livestock	5		
Salt	40		
Fruit & Vegetables	1121	290	871
Olives and Oil			
Construction Mtls.	78	10	68
Timber & boxwood	384	385	449
Bricks	112	70	42
Machinery			
Furniture & Utensils	52		
Coal, charcoal, etc.	959	428	531
Lignite		36	
Limestone, lime, etc.	615	306	309
Fertilizer	311		
Sulphur	489	65	424
Tobacco, cigars, etc.	91	90	1
Paper, rags, etc.	45	67	
Empty Casks	19	16	3
Other Containers	20	30	
Clothing	8		1190
Hemp, rope, cotton, etc.	500	115	385
Metals	145		
Miscellaneous Explosives	170	15	155
TOTAL	8764	Known Moved 2064	
Less: Stations not reported	2420	Bal. not known	
Net total	6344		

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
 ALLIED COMMISSION
 SOUTHERN REGION
 C. M. F.

Master Division
A.C. and civilian traffic report

Period...18 DEC...24 DEC...1944

<u>Commodity</u>	<u>Authorized to Move (Tons)</u>	<u>Actually Moved (Tons)</u>	<u>Balance Not Moved (Tons)</u>
Flour, grain, etc.	1224	235	989
Foodstuff	506		
Livestock			
Salt	30		
Fruit & Vegetables	2083	322	1761
Olives and Oil			
Construction Mtls.	555		
Timber & boxwood	432	320	112
Bricks		10	
Machinery	60	15	45
Furniture & Utensils	45	22	23
Coal, charcoal, etc.	120	471	
Lignite	200		
Limestone, lime, etc.			
Fertilizer	40	16	24
Sulphur	802	54	748
Tobacco, cigars, etc.	14		
Paper, rags, etc.	60		
Empty Casks	129	129	
Other Containers	31		
Clothing	200		
Hemp, rope, cotton, etc.		70	
Metals	25	16	
Miscellaneous Candles, Boiler	68	10	58
..... TOTAL	6706	Known Moved 1708	
..... Less: Stations not reported	1247	Bal. not known	
..... Net total.....	5459		

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. ARMY
Transportation Section

TN/SR/12/332

4 December 1944

SUBJECT: November Report Transportation Section.

TO: H.Q. A.C. (Attn. Tptn. Sub-Commission.)

Administration: Capt. Monypenny has returned to Catanzaro Zone after a long spell in hospital and Capt. Zerra has been transferred from Coy C to Transportation Section. Capt. Di Masi has reported and commenced the difficult task of putting in order the vehicle requisitions.

Lt. Johnson has taken over No. 1 Truck Pool at Foggia and Capt. Walker is temporarily in Catanzaro to rectify the financial situation of the W.D. (Civil Supply) vehicles there. Fifteen SM/OR have nearly completed their training as maintenance supervisors and all but two who have failed will be "on the ground" by the 1st week in December.

Sgt. Chapman has taken over the Reg. H.Q. Tyre Section, composed of himself, under Mr. Gross and Nov. 28 was a red letter day witnessing the institution of S/Sgt. Cavalieri as chief clerk (the first) of Reg. H.Q. Tptn. Section.

Details for the handing over of operation and maintenance of TR/WE vehicles and requisitioned cars have been completed and the organization is proceeding satisfactorily.

Rail Section: Lt. Col. Lindberg kindly arranged and presided over a conference of all A.C. Divisional Superintendents on Nov. 30, at which clear understanding was reached, and will prove very useful both to the rail representatives and Southern Region. There has been a serious shortage of rail wagons particularly the covered species, but the end of the month saw a distinct improvement, for which all parties are heartily cooperating.

The Regional Commissioner attended the conference and asked that every effort be made to alleviate the scarcity of both goods and passenger facilities.

Road Section: There has been considerable improvement in the operation and maintenance of W.D. (Civil Supply) vehicles, but decreasing numbers owing to B.L.R. certificates, and lack of tyres is causing concern. It is estimated that approx 1000 tyres are

Sgt. Green

246/25

1188

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Road Section : There has been considerable improvement in the operation and maintenance of W.D. (Civil Supply) vehicles, but decreasing numbers owing to B.L.R. certificates, and lack of tyres is causing concern. It is estimated that approx 1000 tyres are urgently needed for those vehicles alone and it is regretted that the method of endeavouring to obtain these is becoming more and more complicated.

The situation on the civilian vehicle side is also complicated, but for more reasons - M.H.A.C. is in embryo, tyres and spare parts are in short supply, and the promised increase in tariff rates (to which I personally cannot agree) has not materialized. Calls on road transport are continually increasing by virtue of the reduction of rail traffic, the withdrawal of an amount of free gratis military transport and various minor reasons. The whole situation is being further complicated by a general cut in the P.O.L. distribution. This latter will I am sure be used as an explanation for any shortcomings under Italian administration, who can say that they cannot be expected to do more work with

Monthly Report (Cont'd)

less P.O.L. than that allocated to A.C.C. However, the work goes on and the Consorzio Napoletano reached a high figure for the month of 164172 quintali transported 737774 kilometres, and one job undertaken by the Ufficio Trasporti was the movement of 6000 tons of wheat shifted during 17 nights by 14 3tonners.

Arrangements have been completed for the redistribution of vehicles and spare by makes and types, and this will be completed by 18 Dec. '44.

The careful driving campaign continues with an excellent result for the month of a low record of 2 accidents, no injuries.

There have been two small strikes in the form of demonstrations, but otherwise there is nothing of especial interest that occurs to rather overcrowded mind of the writer.

For the Regional Commissioner:


J.A.N. GILES

Lt. Colonel,

Regional Tptn. Officer

JG/mjg

Copy to : 2 Exec. Offr.

" " 2 Roma ✓

" " 1 File

1187

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT : Monthly report
for November 1944.

Tn Sub-Commission Representative
Allied Commission
NAPLES DIVISION I.S.R.

TO : Director
Tn. Sub-Commission
HQ, A.C. A.P.O. 394

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

Zone Commissioner
Naples Zone
Allied Commission

Ref : AC Tn/Na 5/232
Date : 3 Dec. 1944.

1. TRAFFIC.

The outstanding feature about the month's traffic activities has been the continued scarcity of equipment, particularly box cars. As there are very few commodities that can be shipped in open cars, of which every advantage however has been taken, and breaks in the two lines between Naples and Rome have interfered with the return of cars from the North, we were compelled to cut our requirements to the bone for the first two weeks of the month. Latterly, however, the situation has improved, with good results in the carrying out of the AC and civil loading programme the last week of the month.

2. Tn. CONFERENCE.

The Deputy Director held a Tn Sub-Commission conference in Naples on 30 Nov. whereby Bari, Reggio and Naples Divisional Representatives were able to present their views and a programme common to all railway divisions in Southern Italy Region agreed upon. This conference was very much welcomed and proved very satisfactory and as it is proposed to hold a similar one every month in Naples it is considered that the work will be standardized in the entire Region and any ideas that are presented by any division can be discussed and if approved, put into operation by all three. This is a much more satisfactory state of affairs than has previously existed.

3. AC AND CIVIL FREIGHT TRAFFIC.

With effect from 18 Dec all A.C. and Civil freight movement within this division will be arranged and handled locally with a Railway Italian staff working under our control and supervision.

4. PILFERAGE.

The presence of large and well organized gangs of thieves pilfering Allied property from railway cars on a large scale at many points has come to light, and it is being done on such a large scale that decided military action will have to be taken to suppress this pilfering which is quickly becoming a menace to the

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Allied war machine, say Movements West Italy.

The section of the line S.GIOVANNI to SALERNO seems to be particularly vulnerable to pilferage from trains, and it is understood that an armed band is also operating at PRATTAMAGGIORE, where the Capo Stazione states that he and his staff have been "held up" on more than one occasion.

In Naples, itself, it is known that at least four organized gangs have been working hand in glove with some railroad employees and, complete with black market merchants, who buy the stolen goods right on the spot, breaking in, unloading, selling and disposing of the goods and the cars to other locations minus labels, is all carried out in a matter of one or two hours. They seem to be laying low at the moment, having in some way or other gotten wise that we are cognizant of the fact that this state of affairs exists. In one case, not in Naples, the R.T.O. was fired upon and he returned the fire on a gang of 20 thieves he stumbled upon, who had pilfered and got away with 69 sacks of grain destined for C.R.A.S.C. An additional 11 were recovered by his action. We are conferring with Southern Region Public Safety Department as to the advisability and possibility of providing adequate police protection for various points which present the greatest difficulty in controlling.

5. FREE TRAVEL FOR CIVIL WORKERS OF ALLIED FORCES.

to cover transport
Information from the two private railways in this area who are involved in this scheme of providing free transportation for workers employed by the Allied to and from their homes to the place of employment has gone the way of most other concessions made by the Allies to Italian civilians, namely it is being badly abused. Permits, which are non-transferable, are being passed to friends and relatives, they are being used between any stations at any times, many of the workers insist on their right to travel first class, and the railway companies find that there are so many of these free travel workers, and coaches are so congested, that they are often unable to collect fares or tickets from other passengers. Some other passengers even refuse to pay their fares. The figures presented by two railways for one week are given below and, as each additional week more and more Allied formations and organizations employing civilian labour hear about it, this figure does not present a true picture of the actual state of affairs. For instance, no returns are yet received from H.Q. Southern Region A.C. or other A.C. sub-commissions, and probably when the figures for a period in December are received, it will prove to be a very different story. We are requesting a return for the last two weeks in December.

The local representative of the Ministry of Communications informs me that the total figures presented by all Allied organizations in this area show that they transport 600,000 people free in the period of one week, in addition to revenue passengers.

It is understood that the continuance of this scheme is under review, and the railways themselves are, somewhat naturally, not in favour of its being continued. I must say also that the civilian workers employed by Allied Forces in Naples Zone are not very hard done by in the matter of pay, as they have enjoyed two raises since October 16th, when a 25% increase was authorized. On November 16th a further increase amounting to 33 1/3% in some cases and 50% in others was again authorized.

One example may be given to indicate how fortunate is the person who has a job with the Allies in this area:

An interpreter who received the maximum wage of Lit. 120 on October 15th was raised to Lit. 150 on October 16th and is today receiving Lit. 225 per day, much to the chagrin, I would imagine, of the worker for a civilian employer.

In addition to this they are granted the benefit of free travel, which I regret to say is abused by many.

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A further case in favour of the railways is that they have thus far received no recompense for this service since it was inaugurated.

It will be noted that the average cost of free travel amounts only to a matter of between six and ten lire per day.

STATISTICSPeriod 28 August - 3 September

	<u>Circumvesuviana</u>	<u>Cumana</u>	<u>I.S.R.</u>
Workers carried twice daily	33,670	6,000	No
Cost	Lit. 1,212,565	Lit. 350,000	return as
Av. cost per head per week	Lit. 36.01	Lit. 58.00	yet.

6. MOVEMENTS WEST ITALY have now moved their offices to the Port Commandant's building, Corso Umberto I, Piazza della Borsa. Major Ayres' phone is 53093, Traffic 53070.

7. UNUSUAL MOVEMENTS.

During the month the following movements were effected in addition to others:

6,000,000 Lire in currency, Naples to Bari.

Two box car loads of women and children from Italian Embassy, Ankara - Naples to Rome.

Theatrical party with gear and instruments - Naples to Bari via Benevento.

Theatrical party - Naples to Sicily.

Theatrical party - Naples to Taranto.

8. AUTHORIZED LOADING RETURNS.

It is hoped that I.S.R. will submit accurate returns from all loading stations, effective December 1st, of all A.C. and civil authorized traffic actually moved.

We have been endeavouring to secure these for some time, but the Italian machinery is always very slow in getting started. From past performances, however, it is very accurate when once in motion, and we have every hope of soon knowing exactly what authorized loadings are in fact moved.

9. DELAY IN UNLOADING - ROCCASECCA.

Unloading of grain at Roccasecca has been effected lately at the rate of only about two cars daily, whereas 18 cars were standing there. We advised Capt. Palmer at Castellammare not to feed forward more cars than they can unload daily and to ask Food S.C. in Rome to speed up facilities for unloading. There is no static guard at Roccasecca and to have cars remaining overnight under load means tying up cars which are badly needed elsewhere for other purposes and is inviting pilferage. Movements urge that drastic action be taken.

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10. DAILY CIVILIAN PASSENGER TRAIN, NAPLES-REGGIO.

By agreement between AFHQ and Movements West Italy the stop at Pontecagnano at 0319 of the regular daily civilian passenger train Naples-Reggio is cancelled effective Dec. 4th. This was requested by the R.T.O. at that point as a means of eliminating some of the pilferage going on there.

R. L. Lamer
Major.

(V.R. Bowers)

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[Signature]
Major.

(V.R. Bowers)

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT : Rail Transportation
in Southern Region.

TO : Regional Commissioner
Allied Commission
Hq, Southern Region.

For inf:-
Zone Commissioner
Naples Zone

Tn Sub-Commission
Hq, A.C. A.P.O. 394.

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

ALLIED COMMISSION
SOUTHERN REGION
G.M.P.

Ref : AC Tn/Na 9/181
Date : 17 Nov. 1944.

1. That part of the Southern Region report for the month of October which is concerned with rail transportation, brings forward the very undesirable situation in this area, and I desire to take the liberty of submitting my views on the subject and to offer a solution to the difficulty, for your consideration.

2. From a railroad standpoint, Southern Region is divided into three divisions, conforming to usual railroad practice and to pre-armistice practice of the Italian State Railways.
These are:-

- (A) Reggio Division.
- (B) Bari Division
- (C) Naples Division.

Reggio division is now entirely free from Military Control and is operated by I.S.R. under the supervision of the Allied Control Divisional Superintendent of Transportation, Major Blair. Who has Capt Lynch to assist him.

Bari Division is still under the control of Q Movements, while operated entirely (I believe) by the I.S.R. The civilian and A.C. traffic is supervised again by an Allied Control Divisional Superintendent of Transportation, Capt Hall who also has an assistant Major Jeffrey.

Naples Division is entirely a different and more complex affair. Partly operated by I.S.R. and partly by American Railway Operating Coys of 701st Railway Grand Division, control is vested first in Q Movements, and secondly in 701st Ry G. Div.

3. From the foregoing paragraph it will be seen that each division of this Region has a different set up, no two being alike; furthermore each division handles its own local problems in its own, and very frequently, different ways.

4. I have been in this position since 24 June and have never received a communication from either of the other two divisions. In my own case, I have dealt with local problems on the spot, and notified Rome, and Reggio and Bari divisions of my actions, hoping that they will adopt the same procedure. In most cases, however,

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it has been a vain hope.

5. The so-called " Bidding " system of applying for rail Transportation (which is necessary merely because of the excess of Movements required over the equipment and traffic which can be handled) is not being done in the same way by any two of the three divisions in Southern Region.

6. There is no Regional Transportation Officer for rail, and, in my opinion, such a position is very necessary.

7. My suggestion for greatly improving and co-ordinating the work connected with all railway matters in Southern Region, is that a railway Transportation Officer be appointed to this Headquarters with the necessary powers over the three divisions

8. I would further suggest that this does not necessarily mean the provision of an additional Officer to this Region, I feel quite confident that I could undertake the responsibility myself, and still supervise the work on the Naples Division.

V.R. Bowers

Major
(V.R. Bowers)

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