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MONTH

NOV. 1944-JA

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MONTHLY REPORTS FROM OFFICERS
NOV. 1944 - JAN. 1945 IN FIELD - ANCONA

226 2/6

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

SECRET

Ref. AC/Tn 8/10 Anc.

Jan. 4th 1945

To : Director Transportation Sub-Commission
Headquarters Allied Commission, Rome.

From : Transportation Sub-Commission Representative Ancona
C/o. DD.Tn. C.M.F.

Subject: Monthly Report - DECEMBER 1944.

Situation of Office: Via Calatafimi No. 1 (Second Floor.)
Phone No: 61 Area Exchange Extension 2124
Official Address: A.C. Tn Representative
C/o. DD.Tn, C.M.F.

January 4th 1945

1. OFFICERS:

- (a) Capt. W.S. Smith (Royal Engineers)
- (b) Capt. Cohen (Signals)
- (c) Lt. Micossi (U.S.A.)

- (b) Capt. Cohen is now working directly under the DD.Tn and I presume he will address any reports and observations affecting A.C. direct to you.
- (c) Lt. Micossi operating from Perugia Provincial HQ continues to do good work in the Foligno district, and it is a distinct advantage to have him there.

2. Italian State Railways.

The railways in this Compartimento, still being under direction of M.R.S., we are not yet called upon to take any part in the actual operations or direction, much as some of us with almost life long railway experience would like to do. Sometimes one feels that the Italian railwayman is not being allowed a sufficient share in the rehabilitation of the railway with the result that instead of helping him to regain confidence he is having all his "thinking" done for him and becoming more dependent than ever.

3. I.S.R. Welfare.

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1215

3. I.S.R. Welfare.

Considerable progress has been made with issue of boots and waterproof clothing although there are several grades still deficient, particularly boots for train crews operating from Foligno, but the DD Tn Admin Officer is aware of this and has the matter in hand. Complaints continue to be received in one form and another regarding food but these are disposed of they arise, no major dissention has occurred. There is no soap in Ancona Province, due to a civilian firm failing to produce its quota. This has caused considerable uneasiness particularly among the

(OVER)

Loco Depots and Coaling places where the nature of the work demands more of this commodity than is necessary for ordinary workpeople. I have had employees in the Loco Depots placed on a priority list so that when supplies become available they will receive a proportion from the first issue.

4. Traffic Movements.

The movement of grain to Rome has continued according to schedule with very little interruption and weekly reports have been prepared and submitted by the Grain Transport Officer.

Cattle have been loaded at Jesi for Rome. The clearance of AC Traffic from the port has been effected without undue delay but the work is seriously hampered by lack of local warehousing accommodation - everything in and around the port having been destroyed in the air raids last year.

5. Civilian Travel.

Up to the present individual civilian traffic is not permitted other than in very exceptional circumstances. The question of travel for civilian workers in essential services continues to be the same as when reported to you under my AC Tn/9/28 dated 4 Dec. 1944.

Although this matter was mentioned at the last meeting of the Transportation Committee the Minutes of that meeting leave us entirely in the air as to whether anything may be expected to result from our drawing the Committee's attention to the state of affairs.

Capt Smith has been asked for as to how we can pass in the air as to whether anything may be expected to result from our drawing the Committee's attention to the state of affairs.

Sealing of wagons.

This problem continues to cause much concern and irritation between R.T.O., and despatching agencies, particularly the grain people. It is now two months ago since attention was first drawn to the lack of sealing wire. I have received your letter AC Tn/230/3 dated 9th November on this subject; but surely there is some misunderstanding surrounding the last sentence in Papa 2. At least I hope that the sealing wire is not being held up because of the potential "danger" referred to.

Sealing wire from U.S.

7. Pilferage from I.S.R.

My attention was drawn by Capo Compartimento and also DD.Tn., both of whom regard the matter with grave concern, in connection with the misappropriation of I.S.R. Stores, and Materials from Stations and Yards.

The complaints refer to the Ancona/Ortona line and hinge particularly round Pescara. As you will know this stretch of line was at one time abandoned as being of no military importance but now that circumstances have rendered its re-building a matter of urgent necessity the thefts of railway materials are being viewed very seriously.

By reason of the complaints I went to Pescara to enquire into the matter; and not so much in an attempt to recover articles already taken as to see what steps could be taken to safeguard the property in the future.

I interviewed the D A P M Pescara; Town Major and also the AMG Public Safety Officer Ghisetti. The latter promised to put a guard of two

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removal of articles from the Railways. It was suggested that notices should be exhibited putting the places out of bounds and drawing attention to A.S.I. Orders prohibiting the removal of any railway stores or material. I have drawn up (with DD.In approval) a Notice but owing to lack of printing paper and Army priorities cannot get them printed here. Will you please say if such notices are in use elsewhere, or if you can get a supply printed in Rome.

8. Civilian Mails.

It was agreed at the meeting of the Tn Committee held on 22nd Dec. that a Mail Van should travel from Rome to Ancona with mails once a week. As the civilian mail sorting centre is at Jesi I have arranged with Movement Control for the Van to be put off at Jesi instead of working through Falconara Junction to Ancona and then for the mails to be taken back to Jesi by Road. Also as the mail Van would be returned to Rome when empty it has been agreed to load approximately 8 tons of mail on the return journey Jesi to Rome. A local programme is in course of preparation for conveyance of civilian mails between Jesi/Ancona-Jesi/Fabriano-Jesi/Senigallia and vice-versa. Approximately 6 to 8 cwts between each point every other day.

This has been confirmed with Mrs Flower a PLY ops

9. New Stations opened for A.C. Traffic.

Referring to my October report Sheet 2, the DD.In informed me that station facilities have now been restored at Fabriano and also Montecarotto/Castelbellino. I have not been to Fabriano since the siding was opened, but I have visited Montecarotto and the loading facilities there are excellent with 830 feet siding clear standing room; Grain for Rome is being loaded there this first week in January.

10. New Provincial Commissioner.

Lt. Col. Guy Elwes has recently replaced Lt. Col. Nichols as Provincial Commissioner, and the good relations between Provincial Officers and this office continue to exist.

11. Delay to Communications.

As pointed out in my AC/In/5/39 Anc. dated Dec 30th under the heading "Change of address" there is considerable lag of time between the date of communications emanating from your office and the date of delivery here. It is hoped that the change of address may do something towards remedying this.

Copy Dist. to Note

In the meantime will you please notify me by telegraph of bids accepted. I have not been getting your formal notices until the traffic Monday/Tuesday or even Wednesday of the week in which the traffic is due for loading.

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Commencing next week I propose making a special record of all communications received showing the date they bear and date of arrival in this office.

12. Rebuilding Ancona/Ortona Line.

I am in constant touch with Major Mole and am rendering all possible assistance to facilitate his work with civilian contractors employed on the above-mentioned job.

(OVER)

XXXXXXXXXXXX

15. General.

The more or less static position of the Fighting Line has brought Ancona into the picture as a Port and Railway centre more than ever was planned for and all its services in this connection are being taxed and strained to the utmost. All possible assistance is being given from this office to any and every A.C. interest and the best of relations exist between us, Movements, 61 Area H.Q. and all other branches of the Army.



Capt. R. E.
W. Stanley Smith

Via Calatafimi 1
II Floor.

246/A
SECRET

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA.

Dec. 5th 1944

Ref. AC/TM 8/3 Ans.

To : Director Transportation Sub-Commission
Headquarters Allied Commission, Rome

From: Transportation Sub-Commission Representative Ancona

Subject: MONTHLY REPORT - NOVEMBER 1944

Situ/ation of office: Via Calatrinimi No. 1 (Second Floor)
Phone No: 61 Area Exchange Extension 2124
Official Address: C/O R.Q. Movements 61 Area.

Dec. 5th

1. Officers:-

- (a) Capt. W. S. Smith ✓
- (b) Capt. Cohen, Signals ✓
- (c) Lt. Rivens R.A.C.S.
- (d) Lt. Micossi (C.S.A.)

(b) Capt. Cohen reported for duty on Nov. 2nd, stayed here 3 days and left for Rimini on 10 Nov., BB This is very concerned that Capt. Cohen was not in possession of any instruction regarding his duties or attachment.

(c) Lt. Rivens reported for duty on Nov. 24 and continues to be attached to this office, with particular interest in movement of AC traffic.

(d) Lt. Micossi reported for duty on 20 Nov. and left for duty in Perugia and Terni Provinces on 25th Nov. under direction issued by me. (See also Para 2.)

Sp. Tim
Order for Cohen
Capt. Cohen

2. I.S.R. Staff Food Clothing and Welfare.

This feature continues to occupy a considerable amount of our time. On Nov. 22 at the request of O.C. 154 Rly Coy Co and on the direction of DD TM I visited Poligno to enquire into the cause of dissatisfaction that was reported to exist among I.S.R. Staff at Poligno and Terni regarding - Allowance.

Lt. Micossi and I spent two days there. My conclusions were that whilst there was a dearth of olive oil and salt in the canteens the motive was to draw attention again to the low standard of rations at Terni and

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To : Director Transportation Sub-Commission Headquarters Allied Commission, Rome

From : Transportation Sub-Commission Representative Ancona

Subject: MONTHLY REPORT - NOVEMBER 1944

Site/Location of Office: Via Guletatimi No. 1 (Second Floor)

Phone No: 61 Area Exchange Extension 2124

Official Address: C/O H.V. Abbenante (1 Area.

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Lt. Micossi and I spent two days there. My conclusions were that whilst there was a dearth of olive oil and salt in the contents the motive was to draw attention again to the low standard of rations at Terni and Foligno compared with what Railwaymen had received in the South. A full report was submitted to DP In.

By reason of the distance from Ancona to Foligno and Terni I decided that it would be preferable to have an officer in that district and arranged for Lt. Micossi to proceed to Perugia Province for temporary duty.

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3. Movements by Rail.

Apart from traffic from the Port of Ancona and the Grain for Rome there has been little movement of A.C. or civilian traffic.

Enclosed are details of grain tonnages forwarded from Iesi, Chieravalle and Senigallia.

On Nov. 29 and 30 loading was suspended due to railway bridges subsiding with consequent hold-up of all traffic.

Visits were made to Assisi where grain loading was in progress - everything appeared satisfactory.

It. Micozzi will now supervise that station.

Civilian travel by train, generally, is not restricted with the exception of civilians working directly for the W.D. and a few isolated peculiar cases for which special authority is obtained from Hq. Movements.

Please see my report under reference AC/Tn9/25 dealing with civilians by train.

4. Civilian Contractors, I.S.R.

The I.S.R. in conjunction with DD Ia are employing an increasing number of Contractors. This entails considerable work in the issuing of various permits both for personnel and vehicles; supply of petrol; heavy workers rations, etc. All of which is arranged through this office.

5. Sealing of Vans.

This matter already has been reported to you, and Movements are not now becoming more concerned. They point out that Aldon traffic is more susceptible to pilferage than any other and yet we ~~will~~ fail to guard against it. The R.T.O. Chieravalle has told me that the time is near approaching when some day he will refuse to accept wagons unsealed and have every justification in so doing.

Will you please say in there is any likelihood of the necessary implements being provided.

6. Amicable relations continue to exist between this office and all the other offices and departments.

Noted by Barb. I have taken copy and will refer. Barb

W. Smith

Apart from traffic from the Port of Ancone and the Grain for Rome there has been little movement of A.C. or civilian trains.

Enclosed are details of grain tonnages forwarded from Terni, Chianrevalle and Segnalilla.

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5. Sealing of Wags.

This matter already has been reported to you, and Movements are not now becoming more concerned. They point out that Alcon traffic is more susceptible to pilferage than any other and yet we still fail to guard against it. The S.M.O. Chianrevalle has told me that the time is near approaching when some day he will refuse to accept wagens unsealed and have every justification in so doing.

Will you please say if there is any likelihood of the necessary implements being provided.

6. Amicable relations continue to exist between this office and all the other offices and departments.

Noted by Smith. I have taken copy and will reply. SWS

Stanley Smith
Capt. R.E.
Stanley Smith

Via Calataimi 1
II Floor.

Details of Grain Loading Month of November 1944.

BY SCHOONER.

BY RAIL.

Date	Tons	SENIGALLIA		Tons	Tons	ANCONA.
		CHIARAVALLE	SENIGALLIA			
Nov. 1st	73	-	-	-	-	-
" 2	55	-	-	-	-	-
" 3	90	-	-	-	-	-
" 4	153	-	-	-	-	-
" 5	146	-	-	30	-	-
" 6	-	121	35	35	-	-
" 7	-	54	35	53	-	45
" 8	-	154	120	35	-	-
" 9	-	120	114	36	-	-
" 10	-	136	146	52	-	-
" 11	-	146	37	38	-	-
" 12	-	37	-	-	-	-
" 13	-	33	-	-	-	-
" 14	109	159	-	-	-	-
" 15	106	120	-	-	-	-
" 16	142	146	-	-	35	-
" 17	112	87	-	-	-	-
" 18	102	103	-	-	-	-
" 19	69	78	-	-	-	-
" 20	108	126	-	-	-	-
" 21	89	89	-	-	-	-
" 22	106	101	-	-	-	-
" 23	140	145	-	-	-	-
" 24	55	68	-	-	-	-
" 25	120	73	-	-	91	-
" 26	98	104	-	-	-	-
" 27	54	52	-	-	-	-
" 28	-	-	-	-	-	-
" 29	-	-	-	-	-	-
" 30	-	-	-	-	-	-

246/46
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TRANSPORTATION SUB-COMMISSION
ANCONA

Ref: AC/Tn 8/4 Anc.

November 7th 1944

To: Director Transportation Sub-Commission
Headquarters Allied Commission, Rome

From: Transportation Sub-Commission Representative Ancona

Subject: MONTHLY REPORT - OCTOBER 1944



Situ/ation of Office: Via Calatarini No 1 (Second Floor)
Phone No: 61 Area Exchange Extension 245
Official Address: C/o H.Q. Movements 61 Area.

Since my report for the month of September there have been no major developments or movements, probably due to the more or less static front line.

1. I.S.R. STAFF: FOOD, CLOTHING AND WELFARE: - There is still much to be done with these items if we are to expect and to get the best out of the Italian civilian railway worker. During the recent bad weather there was considerable illness and consequent absentee-ism at the Falconera Loco Depot. The 500 pairs of boots referred to in my previous report vide the first paragraph of sheet 3, have been delivered to and paid for by the Italian State Railways; but I found them to be of very inferior quality and not in any way comparable with our usual army repaired boots; they will not stand up to much. A special request was made by us in for boots and waterproofs for men engaged on the electrification of the Orte/Falconara line. These men work in remote mountainous districts and are exposed to the elements all day long. The boots have been authorized, but no news yet of protective clothing. Food difficulties are frequently arising, and in connection with these I have had conferences at Foligno, Fabriano and Ancona with British Railways people and the heads of the Italian department concerned.
- 2; HOUSING.- A considerable number of railway families have now been re-established in their own homes in Ancona, but due to destruction of houses by raids; occupation by military and restrictions imposed by Area H.Q. there are many urgent cases still waiting accommodation
3. TRANSPORT OF WORKERS.- A workers train is now operating between ANCONA and FALCONARA, but is for the sole use of dock workers and railway

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3. TRANSPORT OF WORKERS.- A workers train is now operating between ANCONA and FALCONARA, but is for the sole use of docks workers and railway workers. Many railworkers are evacuated to country towns which have no rail connection and they have considerable difficulty in reaching their places of work.

Strong representations have been made to H.Q. 61 Area for road transport, such as is supplied to other utility undertaking and contractors employing men on military jobs; but without any good result. On Oct. 31st the AA. & QMG (61 Area) sent for me in regard to this, but only to explain that he could do nothing

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Transport of Workers- Continued:

owing to the shortage of transport. I have reported back to DD Tn who now will discuss the matter with Brigadier Fulbrooke-Leggett (Area Commander)

I have reported the matter with Brigadier Fulbrooke-Leggett

STATION ACCOMMODATION :-

- (a) Fabriano Station yards approach and reloading facilities.
- (b) Montacarotto-Castelbellino Connection of siding with main line, necessitating 200 yds track and one set switches

At my request the DD Tn has authorized work to be carried out at the above mentioned stations in order that they may be available for our use and thus prevent long road hauls to other stations.

The work already in hand and I visualise that we shall be able to make effective use of our stations thus amply justifying the new work.

TRAFFIC.

Traffic from the Port of Ancona continues to be satisfactory dealt with by the Port Detachment under Capt. Kelly U.S.A. Loading of grain at Iesi and Assisi continued steadily as per programme without any major interruptions.

The arrangements made for 2000 tons lumber from Fossato to the match factory at Iesi have temporarily been suspended due to inaccessibility of the country roads where the timber is lying. (See my A.C.C./ra 6/11 dated Oct. 25th)

Some confusion has been caused recently by authorized tonnages being quoted as "so many" freight cars "instead of" "so many" tons.

Particularly so I refer to signals received by Major Barclay who is the Food Sub-Commission Representative responsible for the loading of the wheat, authorising him, for example, to load live freight cars of the freight cars placed at his disposal for wheat loading are 20-tonners, 5 cars to him represents 100 tons.

Movements however plan to 10 tons per car and their authority will definitely state 50 tons.

May all concerned please be asked to make all references in terms of tonnages only and not freight cars.

W. J. Barclay
Capt. R.E.

1818

(b) Montecaroto-Castelbellino
Connection of siding with
main line, necessitating 200 yds
track and one set switches

At my request the DD Tn has authorized work to be carried out at the above mentioned stations in order that they may be available for our use and thus prevent long road hauls to other stations.

The work already is in hand and I visualise that we shall be able to make effective use of both stations thus amply justifying the new work.

TRAFFIC.

Trails from the Port of Ancona continues to be satisfactory dealt with by the Port Detachment under Capt. Kelly U.S.A.

Loading of grain at Iesi and Assisi continued steadily as per programme without any major interruptions.

The arrangements made for 2000 tons lumber from Fossato to the match factory at Iesi have temporarily been suspended due to inaccessibility of the country roads where the timber is lying.

(See my A.C.C./Tn 6/11 dated Oct. 25th)

Some confusion has been caused recently by authorized tonnages being quoted as "so many" freight cars "instead of "so many" tons.

Particularly so I refer to signals received by Major Barclay who is the Food Sub-Commission Representative responsible for the loading of the wheat, authorising him, for example, to load five freight cars of the most freight cars placed at his disposal for wheat loadings are 20-tonners, 5 cars to him represents 100 tons.

Movements however plan to 10 tons per car and their authority will continue state 50 tons.

May all concerned please be asked to make all references in terms of tonnages only and not freight cars.

12/8

Capt. R.E.
W. Stanley Smith.

Via Calatarini 1
II floor.

Support of workers- Continued:

owing to the shortage of transport. I have reported back to DD Th who now will discuss the matter with Brigadier Fullbrooke-Leggett (Area Commander)

I have reported back to DD Th who now will discuss the matter with Brigadier Fullbrooke-Leggett

STATION ACCOMMODATION :-

- (a) Fabriako Station yard approach and loading facilities.
- (b) Montecorvino-Castelbellino Connection of siding with main line, necessitating 200 yds track and one set switches

At my request the DD Th has authorized work to be carried out at the above mentioned stations in order that they may be available for our use and thus prevent long road hauls to other stations.

The work already is in hand and I visualize that we shall be able to make effect use of both stations thus amply justifying the new work.

TRAFFIC.

Traffic from the Port of Ancona continues to be satisfactory dealt with by the Port Detachment under Capt. Kelly C.B.A. Loading of grain at least and Assisi continued steadily as per programme without any major interruptions.

The arrangements made for 2000 tons lumber from Rossato to the match factory at least have temporarily been suspended due to inaccessibility of the country roads where the timber is lying.

(See M.C.C./Pa 6/11 dated Oct. 25th) Some confusion has been caused recently by authorized tonnages being quoted as "so many" freight cars "instead of 'so many' tons.

Particularly so I refer to signals received by Major Bardeley who is the Food Sub-Commission Representative responsible for the loading of the wheat, authorising him, for example, to load five freight cars of freight cars placed at his disposal for wheat loading are 20-tonners, As most freight cars represent 100 tons.

Movements however plan to 10 tons per car and their authority will definite state 50 tons.

May all concerned please be asked to make all references in terms of tonnages only and not freight cars.

Handwritten signature

STATION 2000 SCHEDULE

- (a) Sabriano Station yard approach and blocking facilities.
- (b) Montecarlo-Castelbellino Connection of siding with main line, necessitating 200 yds track and one set switches authorized work to be carried out at the above mentioned stations in order that they may be available for our use and thus prevent long road hauls to other stations.

At my request the P.M. has authorized work to be carried out at the above mentioned stations in order that they may be available for our use and thus prevent long road hauls to other stations.

The work already is in hand and I visualize that we shall be able to make effect use of both stations thus amply justifying the new work.

TRAFFIC.

Traffic from the Port of Ancona continues to be satisfactory dealt with by the Port Detachment under Capt. Selby U.S.A. Loading of grain at least and Assisi continued steadily as per programme without any major interruptions.

The arrangements made for 2000 tons lumber from Toronto to the match factory at least have temporarily been suspended due to inaccessibility of the country roads where the timber is lying. (See my A.C.G./Pa 6/11 dated Oct. 25/34)

Some confusion has been caused recently by authorized tonnages being quoted as "so many" freight cars "instead of" "so many" tons. Particularly so I refer to signals received by Major Stanley who is the Food Sub-Commission Representative responsible for the loading of the wheat, authorising him, for example, to load five freight cars of wheat freight cars placed at his disposal for wheat loading are 20-tonners, As most freight cars represent 100 tons.

5 cars to him represents 500 tons. Movements however plan to 10 tons per car and their authority will definitely state 50 tons.

May all concerned please be asked to make all references in terms of tonnages only and not freight cars.

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W. Stanley Smith
 Capt. R. B.
 W. Stanley Smith.

Via Calcuttini I
II floor.

1821