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SECRET
AUG. 1944 - JAN. 1945

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

IMMEDIATE

HJS/hl

Tel: 318

AC/TN/319.1-1

5 Jan. '45

SUBJECT: Rome Area Port Development

TO : Director, Transportation Sub-Commission

ACTION

1. A meeting was held at AFHQ under the Chairman of WEBCO, to discuss the development of ports and inland waterways in the Rome Area.

2. I considered that AC and Italian resources were such that in the initial stage only one large port could be developed. It was agreed to develop Civitavecchia as this port has the largest potentialities. It was also agreed that experiments should be made at the earliest opportunity in opening up the Fumicino-Tiber Canal to Rome.

3. CIVITAVECCHIA:

- a) To help in the development of Civitavecchia, AFHQ will allocate 1000 tons of Minca barges in good condition and two out of the tugs and five of the cranes at present allocated for Genoa. In addition, AFHQ will collect such craft as are considered suitable for the Civitavecchia-Fumicino and Civitavecchia-Rome run in Civitavecchia. These craft comprise the Punta d'Aosta and Punta d'Amica, the German barges Koenigsberg and Malente; these craft are in various stages of salvage and repair and the two German barges are under the control of C-in-C Med. WEBCO will request the Navy to make these available for this traffic and also take steps to speed up the repair of the Punta ships.
- b) Finally, the shipping authorities will make available such gear, as cannot be found from AC or Italian sources, which were listed by the Port Control Committee, Civitavecchia as necessary for the development of the port to a capacity of 3000 tons discharge daily.

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IMMEDIATE

SECRET

- 2 -

ACTION

c) It will be necessary for Transportation Sub-Commission to take the following action:

- i) Insure that adequate labor is available at Civitavecchia to cope with the anticipated program Port, Shipment & Whse. Div.
 - ii) Immediate investigation of AC and Italian resources to see what can be provided from such sources, what gear must be requested from AFHQ. Port, Shipment & Whse. Div.
 - iii) Provision of tug crews (these can be provided thru COGEMA) and lightermen Port, Shipment & Whse. Div.
 - iv) Development of Civitavecchia rail facilities to insure that lighter berths are adequately rail served and general rail marshalling facilities are adequate. Mov Rail & Rail Div.
 - v) Immediate allocation to Civitavecchia of second shunting engine. Mov Rail & Rail Div.
- d) It is estimated that the lighters will become available at Civitavecchia approximately the 23rd of January. Action should be taken to accomplish as much as possible of the points raised in para. c (i) thru (v) above.

4. FUMINCINO:

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- a) It was decided to experiment with the discharge of craft of a collier lying off Fumicino. To carry out the experiments it was agreed that the craft enroute to Civitavecchia should be used. They will become available at Fumicino on approximately 12th of January.
- b) No final decision will be taken regarding this experiment until AC confirms:
 - i) That they can produce sufficient shore labor adequate to handle the lighters (Shore labor will be required for trimming the lighters and clearing the craft; as the grab will not be suit-

SECRET

- 3 -

ACTION

able for fully discharging craft). Port, Shipment & Whse. Div.

- ii) That a system will be set up at Civitavecchia thru the Italian Navy by which gale warnings can be passed to ships working off shore. Mov Shipp with Navy S/C
- iii) Tug crews and lighter men can be provided. Port, Shipment & Whse. Div.
- iv) Railway to Fumicino from Rome is in operative condition. Mov Rail Div.
- v) Arrangements should be made for night work. Port, Shipment & Whse. Div.

5. FUMINCINO-TIBER-ROME CANAL.

- a) In addition to the experiments already in hand for bringing coal from Gasta to Fumicino and to Rome, if schooners of suitable draft can be made available, it was agreed that as soon as the river craft referred to in para 3 (a) above, are available, or any other suitable craft come to hand, the supply of Rome by water should commence.
- b) ATRQ have available in Naples a suction dredger, drawing 1.50 inches. AC is to confirm this dredger is necessary & to make request for it from ATRQ. Port, Shipment & Whse. Div.

6. Action addressees will be requested to report progress made at meeting to be held in office of Movements Coordinator, Room 8, on Monday, January 8 at 14:30 hours.

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copy to: Mov-Shipping Section
 Mov-Rail Section
 Mov-Roads Section
 Ports & Shipping Division
 Planning Staff Division

Copy to: M. J. SIEFF,
 Lt. Col. RA,
 Movements Coordinator, Tn. S/C

SECRET

R/48

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

AJS/eh

AC/Tn/318.1-1

5 January 1945

SUBJECT: Report of Tour, AFHQ, Naples and Sicilia Region
TO : Director, Transportation Sub-CommissionACTION

1. Meetings were held at AFHQ under the chairmanship of AFHQ, 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. DMSG (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 tonnage accepted on military control lines should be given a priority within the military traffic. This was not accepted; DMSG (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 pre-
granted
traffic

161

4. Discussions were held with the Regional Commissioners of the Southern and Sicilia 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

- 2 -

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 Sicily 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 MFT representative at Palermo and the Transportation Sub-Commission economics and supply representatives in Sicily Region; certain suggested amendments were put forward and these have been incorporated in the revised draft.

Mov.
Shipping

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Sicily 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

- 3 -

8. Regional Commissioner requested the possibility of opening a ferry service from Palermo to Naples be investigated. It is reported that the Laipedusa, 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

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

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.

Mov. Rail

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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 shooks 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 shooks from this area must take place in covered or sheeted wagons, as once the shooks 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 these ports is necessary to meet the program. Can this be met?

Adv. Rail
to investi-
gate.

M. J. SIFF *W. L.*

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

cc:

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

A. M. G.
HQ EIGHTH ARMY
Rear

ATTN S/C 7435
SECRET

REF : RID/TP/26

5 January 1945.

SUBJECT: MONTHLY REPORTS-TRANSPORTATION DIVISION.

TO : SCAD EIGHTH Army.

Monthly Report for December 1944.

W.D. Transport

1. Present allocation of W.D. Transport is extremely short, taking into consideration the heavy commitments that have had to be made during the past month. The majority of these vehicles were issued in bad shape, and although every endeavour has been made to better them it has been found that with the shortage of trained personnel for these types of machines that it is as much as we can do to give them reasonable maintenance and keep them on the road. 9 British vehicles have been B.L.R.'d and so far no replacements have actually been received. Spares are still in short supply and tires and tubes are, as always, difficult to obtain.

2. Requisitioned & Hired Vehicles

Approximately 25 requisitioned or hired cars are now operating either at Regional H.Q.'s or Provinces of Ravenna and Forli. Great difficulty has been experienced in obtaining tires and tubes for these vehicles. Every endeavour is being made with Italian labor to repair extremely old tubes. Tubes repaired in this manner are naturally not very trustworthy. Application has also been made for such old tires as we can find to be re-treaded and the odd pieces of inner tubes to be re-vulcanized by the Tire Resoling Plant in Rome. These tires and pieces of tubes were sent down to Rome during December and were returned, as the Pirelli Tire Factory was stated to be out of commission. A small tire resoling and repairing plant has been found in Rimini. Roads Division Transportation Sub-commission have been advised and have been asked to send an expert representative up to see whether it is a practicable proposition to start this small plant going again. Practically all these vehicles have no spare wheel, and considering the rough nature and uneven surfaces of the road in the area, it is considered most advisable, if possible, to have a release of tires and tubes for this purpose.

3. Civilian Truck Pools

(1) Auto Trasporti di Forli

The Auto Trasporti di Forli has been formed and has commenced to operate with 15 load carrying vehicles capable of lifting a total of 65 tons- 40 tons of which is suitable for local haulage and 25 tons suitable for long distance haulage. This Auto Trasporti has taken over all transport demands formerly undertaken by the Comune of Forli.

Progress is being made in taking over transport demands in the

other communes in the Province of Forli. R.A.C.I. are in possession of almost complete records, and although their office suffered damage from a recent air raid, this delay only amounted to 2 days. Every assistance has been given by the R.A.C.I. Director and registration is still going on. A garage is being used, capable of housing approximately 25-30 ton vehicles. Workshops are now operating, lathes and other necessary equipment has been uncovered and put into operation. Repairs to heavy vehicles are being carried out. This Auto Trasporti is being used as a training ground for officers of this Division and also for civilian personnel from Branch Offices of the Auto Trasporti di Forli and also Auto Trasporti di Ravenna. An excellent technical man has been found and is proving himself most useful and valuable. The Director is being dismissed owing to unsuitability; every endeavour is being made to find a replacement.

Demands have been made on the Auto Trasporti di Forli by Italian Army Officers who state that they require many of the vehicles which are being used by the Auto Trasporti to be handed over to the Italian Army for its own use. This matter has been represented to AMG 8th Army and it is hoped that this practice will cease.

(2) Cesena

A Branch of the Auto Trasporti di Forli is being formed in Cesena. A meeting was held with the Sindaco on the 23 December 1944. A suitable garage has been found, and the damage it has sustained through enemy action is being repaired. A suitable accountant and director have been found and sent to Forli for instructions. The Sindaco is giving every assistance and it is hoped that this branch will be in operation in approximately 10 days time.

(3) Rimini

A branch office of the Auto Trasporti di Forli is being established in Rimini. Suitable workshops and garage have been found and allotted to the Auto Trasporti by the Town Major and "Q" Branch 86th Army Area. Every endeavour is being made to find a suitable accountant and director, who will, when found, be sent to Forli for instructions.

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(4) Ravenna

Two officers of this Division went to Ravenna on the 21st and 22nd December 1944 and a meeting was held with the Prefect and R.A.C.I. Director. Part of a suitable garage was allotted by the Town Major and work has been commenced in repairing the damage it has suffered through enemy action.

It is hoped that within the next few weeks we may be able to take over the whole of this garage. The R.A.C.I. records have been unearthed and so far as is known are almost complete. Certain machinery for heavy repairs is being hired locally by the Auto Trasporti, and instructions have been given for

the installation of this machinery. A suitable person to act as a General Director has been found and was taken to Forli on the 22nd December 1944 for instruction. So far no suitable technical man has been found. The Head Technician at Forli will be sent to Ravenna in the near future on temporary duty. Up to date 4 load carrying vehicles are being used by the Supply Officer. 2 Officers of this Division will remain with the Auto Trasporti di Ravenna as from the 10th January 1945. All trades in this area are organized by co-operative societies and certain local opposition to the Auto Trasporti has been met. It is hoped however, that this opposition may be overcome in the near future.

(5) General

The general progress made during the month is greater than was first anticipated, and it is hoped with the co-operation from the Italian officials that we are now receiving, even greater progress may be made during the month of January. One convoy left Forli for Bari on the 16th December 1944 to collect 30 tons of olive oil. This convoy returned intact.

ARH/jg

C. M. Palmer
J. C. A. H.
A. R. HUGHES
Major, R.A.
Transportation Officer

SECRET

AMG Rear Eighth Army.

SUPPLY DIVISION OO NO. 2 of 19451. INTENTION

- (a) To move 24 tons bagged grain from CERVIA to FLORENCE;
- (b) To move 9 tons Patriot stores from 35 AOD to FLORENCE PARTISAN CENTRE;
- (c) To move 27 tons powdered milk from FLORENCE to No. 2 AMG Supply Depot FORLI;
- (d) To move 6 tons powdered milk from FLORENCE to No. 1 AMG Supply Depot RIMINI.

2. TRANSPORT

1001 (Italian) GT Coy will provide 11 x 3 ton vans, with canopies and chains w.c.f. 0600 hrs 16 Jan 45. 1001 (Italian) GT Coy will make all arrangements (incl rations & POL) for round trip.

3. SUPPLY PERSONNEL

One Brit NCO will be att to convoy from AMG Roadhead Det 86 Area for Sup duties and liaison with AMG authorities. 1001 (Italian) GT Coy will provide convoy Comd; if no Brit Officer is available it is requested that an Italian Officer with previous experience of the route be sent.

4. TIMINGS

(a) 3 vehs will report 35 AOD PALCOMRA 1000 hrs 16 Jan 45 and load Patriot stores. GSO III AMG Main Army will deliver necessary authority for drawing stores to AMG Roadhead RIMINI not later than 1200 hrs 14 Jan 45 whence same will be forwarded to O.C. 1001 (Italian) G.T. Coy. after loading vehs will proceed to AMG CERVIA and report to Convoy Comd there, parking overnight as per para 4(b)

(b) 8 vehs will report Consorzio Agrario CERVIA 1400 hrs 16 Jan 45. Loading will be completed by 1600 hrs. Vehs will park overnight under arrangements to be made by CAO CERVIA. The three vehs referred to in para 4 (a) will report to Convoy Comd by 1800 hrs.

(c) Convoy will dep CERVIA 0800 hrs 17 Jan 45. Proceed via CASENATICA and HORSET lateral to CESENA and thence by ROUTE 9 to FORLI AT. 0945 hrs. Thence by ROUTE 67 to FLORENCE AT. 1515 hrs.

(d) (i) The 8 vehs with grain will unload at Consorzio Agrario Piazza Signoria FLORENCE;

(ii) The 3 vehs with Patriot stores will unload at FLORENCE PARTISAN CENTRE, Scuola Lubricini, 68 Via Montebello (report to Capt LIBERT or Capt FLORENCE).

(iii) All vehs, after off loading will proceed to AMG warehouse, Via LUNGO HIGHWAY, No. 4, where powdered milk will be loaded.

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- (a) To move 24 tons bagged grain from CERVI to FLORENCE;
- (b) To move 9 tons Patriot stores from 35 AD to FLORENCE PARTISAN CENTRE;
- (c) To move 27 tons powdered milk from FLORENCE to No. 2. AMG Supply Depot FORLI;
- (d) To move 6 tons powdered milk from FLORENCE to No. 1. AMG Supply Depot RIMINI.

2. TRANSPORT

1001 (Italian) GT Coy will provide 11 x 3 ton vchs, with canopies and chains w.e.f. 0600 hrs 16 Jan 45. 1001 (Italian) GT Coy will make adm arrangements (incl rations & POL) for round trip.

3. SUPPLY PERSONNEL

One Brit NCO will be att to convoy from AMG Roadhead Det 86 Area for Sup duties and liaison with AMG authorities. 1001 (Italian) GT Coy will provide convoy Comd; if no Brit Officer is available it is requested that an Italian Officer with previous experience of the route be sent.

4. TRAINING

(a) 3 vchs will report 35 AD FALCONARA 1000 hrs 16 Jan 45 and load Patriot stores. GSO III AMG Main Army will deliver necessary authority for drawing stores to AMG Roadhead RIMINI not later than 1200 hrs 14 Jan 45 whence same will be forwarded to O.C. 1001 (Italian) G.T. Coy. After loading vchs will proceed to AMG CAGLIARI and report to Convoy Comd there, parking overnight as per para 4(b).

(b) 8 vchs will report Consorzio Agrario CERVI 1400 hrs 16 Jan 45. Loading will be completed by 1600 hrs. Vchs will park overnight under arrangements to be made by CAO CERVI. The three vchs referred to in para 4 (a) will report to Convoy Comd by 1800 hrs.

(c) Convoy will dep CERVI 0800 hrs 17 Jan 45. Proceed via CEMENTICA and HORNET lateral to CAGLIARI and thence by ROUTE 9 to FORLI EL. 0945 hrs. Thence by ROUTE 67 to FLORENCE EL. 1515 hrs.

(d) (i) The 8 vchs with grain will unload at Consorzio Agrario Piazza Signoria FLORENCE;

(ii) The 3 vchs with Patriot stores will unload at FLORENCE PARTISAN CENTRE, Scuola Lubricini, 68 Via Montebello (report to Capt LILBERT or Capt RAMOND).

(iii) All vchs, after off loading will proceed to AMG warehouse, Via LUNGO MIGNONE, No. 4. where powdered milk will be loaded.

(e) AMG NCO i/c Sup Duties will report to 40V British Independent FIFTH ARMY, in FLORENCE for return billets to No. 2. AMG Sup Depot FORLI: he will signal ELA FORLI to AMG Rear Eighth Army as early as possible.

(f) On arrival FORLI two vehicles will proceed to No. 1. AMG Supply Depot RIMINI and off load powdered milk as ordered by Oi/c Roadhead Detachment. Proceed thence to 1001 (Italian) GT Coy lines.

2.

(2) Convoy number is I/6./16: speed 15 MPH: spacing 20 v. b.m.

GRAIN

(a) PC RAVENNA will ensure grain is ready sacked and that adequate labour for loading is standing by. Consorzio Agrario, RAVENNA Province will be instructed by PC to charge grain to Consorzio Agrario, Province of FLORENCE and to send accompanying documents to that effect.

(b) AMG NCO i/c Sup Duties will obtain in duplicate receipt from Consorzio Agrario FLORENCE, one copy of which will be transmitted to PC RAVENNA for C.A. of that Province and the other retained for record by AMG Roadhead Det 86 area.

Patriot Stores

35 .00 will please provide Drivers of vehs detailed in para 4(a) with loading slip or other written particulars of stores loaded.

MILK

Milk will be vouchered to AMG Eighth Army and taken on charge by MO's 1 and 2 AMG Sup Depots, BLANZI and FORLI, respectively.

LOADING SLIPS

Loading slips, signed by the driver, will be carried by each individual veh conveying grain or powdered milk.

ACKNOWLEDGE

ackd. 15/1/45
gve.

DISTRIBUTION

AMG Fifth Army (3) please distribute to your depots and to Prov Sup O FLORENCE.
HQ 15 Army Group (Civil Affairs Section) (2)

Hq Allied Commission (1)

PC Florence Province (2)

PC Ravenna Province (1)

PC Forli Province (1)

Hq Emilia Region for S Sup O(II) (1)

AMG Roadhead Det 86 area (3)

2 AMG Sup Depot FORLI

by PC to charge train to Consorzio Agrario, Province of Florence and to send accompanying documents to that effect.

(b) AMG MOO i/C Sup Duties will obtain in duplicate receipt from Consorzio Agrario FLORENCE, one copy of which will be transmitted to PC A.V.M.A. for C.A. of that Province and the other retained for record by AMG Roadhead Det 86 area.

6. Patriot Stores

35 .00 will please provide drivers of vech detailed in para 4(a) with loading slip or other written particulars of stores loaded.

7. MILK

Milk will be vouchered to AMG Fifth Army and taken on charge by MO's 1 and 2 AMG Sup Depots, RIMINI and FORLI, respectively.

8. LOADING SLIPS

Loading slips, signed by the driver, will be carried by each individual veh conveying grain or powdered milk.

9. ACKNOWLEDGE

*ackd. 15/1/45
eye.*

DISTRIBUTION

AMG Fifth Army (3) please distribute to your depots and to Prov Sup O MG FLORENCE.
HQ 15 Army Group (Civil Affairs Section) (2)
HQ Allied Commission —
PC Florence Province (1)
PC Ravenna Province (2)
PC Forli Province (1)
HQ Emilia Region for S Sup O(II) (1)
AMG Roadhead Det 86 area (3)
2 AMG Sup Depot MCALI
C.A.S.C 15 Army Tpt Coln (2)
Mov Rear 51st Army
35 .00
GSO III AMG Main Army
C.O AMG CANVI.
FLORENCE Partisan Centre
File OA/113

Subject : Move of CRUCIANA

7/26/21

From : Movements I.O. 1911A.

4 Dec 44.

To : 3 (2 copies)
1911A. (Office Transport)
Col. BRIDGES. In Sub Com.
Float File.

R148

file

The following copies of MOVIE signals are passed for information :-

From MOVIE

To (Action) (1) DISTRICT BARI (2) NEW BARI (3) NEW FORGIA (4) NEW BARLETTA
 (5) 1911A (6) 1911A LO 54 AREA (7) FREEDOM CITY BARRON (8) DISTRICT
 (9) DISTRICT EAST (10) 210 SUB AREA (11) 209 SUB AREA
 (12) ALLIED COMMISSION (13) 54 AREA

MOV. 1/11.1

Q.

SECRET

MOVE OF UNITS OF PIEDMONT DIV 20 REG. 3, length 20 OFFICERS 480 GRS 24 TONS
 MOVE BY RAIL FROM BARI TO CRUCIANA FOR CHINTI IN 20 BOX ON 9 DEC. BARI DEP 1220
 FORGIA ARR 1852 DEP 1910 THROLOI ARR 0038 DEP 0236 CRUCIANA ARR 0456. AUTHORITY
 FREEDOM SIGNAL FX. 59861 OF 28 NOV.

From MOVIE

To (1) DISTRICT BARI (2) NEW TARANTO (3) MOV BARLETTA (4) MOV ROSS
 (5) MOVIE (6) MOV FORGIA (7) 1911A (8) 1911A LO 54 AREA (9) RANG
 (10) FREEDOM CITY BARRON (11) DISTRICT (12) DISTRICT EAST (13) 52 AREA
 (14) 56 AREA (15) 9. SUB AREA (16) PBI (17) ALLIED COMMISSION
 (18) 54 AREA (19) ROSS AREA PLEASE PASS (7) (9) (17)

Nov. 1/11.2.

Q.

SECRET

MOVE OF UNITS OF PIEDMONT DIV. (FIRST) 5 IN 235 THE REGT LENGTH 20 OFFICERS
 480 GRS 24 tons MOVES BY RAIL FROM BARI to NAPLES in 20 BOX ON 7 DEC.
 BARI DEP 1126 TARANTO ARR 1209 dep 1258 FORGIA ARR 2102 BARI NAPLES PM 9
 (PM 8) DEP.

153

(SECOND) 2 IN 336 THE REGT LENGTH 20 OFFICERS 480 GRS 24 tons moves by rail to
 BARLETTA to ROSS for LAGIO in 20 Box on 7 DEC. BARLETTA DEP 1456 CRUCIANA ARR
 1844 dep 1915 BARI ROSS PM 9 DEP.

Authority FREEDOM signal FX. 59861 of 28 Nov.

Cap. GRS.
Nov. 1.0.

SECRET

MOVE OF PICENO COMBAT GROUP.

The following details are extracted from DISTHREE EAST signal SD.92 dated 03.12.44.

From DISTHREE EAST.
To 52 AREA 54 AREA 203 SUB AREA (Info) AFHQ(G3 BRIT ORG) ROME AREA MMIA MMIA LO 54 AREA DISTHREE
MOV ROME ALLIED COMMISSION MOVEIT MOV BRINDISI MOV FOGGIA MOV BARLETTA MOV BARI

SD.(92)

SECRET.

The following units PICENO COMBAT GROUP will move from under Command SMRE. to under Command Allied Commission :-

A. Unit.	B. Offrs.	C ORs	D. Stores (tons)	E. Location.	F. Destination	G. Date of Departure.	Remarks.
3 Bn 235 Inf Reg	20	480	24	MASSAFRO	NAPLES	7 Dec	To move under or
2 Bn 336 Inf Reg	20	480	24	BARLETTA LOCOROTONDO	ROME for LAZIO	7 "	" "
1 Bty 152 Arty Reg	20	480	24	CEGLI NOCI ALBEROBELLO CISTERNINO	BARI	8 "	" "
20 AA.Group	20	480	24	BARI	ORTONA	9 "	To move under or ORTONA to CHIETI

No animals or carts will accompany units which will exclude tradesmen and specialists as far as Tentage not required.

1 Bn 235 Inf Regt will NOT move until further orders. AFHQ FX.59861 of 28 Nov and FX.61825 of

*Lt Col. Kardass.
In Sub Comm*

MOVE OF PICHEN COMBAT GROUP.SECRET

710/25

110/85

tracted from DISTHREE EAST signal SD.92 dated 03.12.44.

08 SUB AREA (Info) AFHQ(G3 BRIT ORG) ROME AREA MMIA MMIA LO 54 AREA DISTHREE MOVWIT MOV TARANTO
MISSION MOVEIT MOV BRINDISI MOV FOGGIA MOV BARLETTA MOV BARI

SECRET.

COMBAT GROUP will move from under Command SMRE. to under Command Allied Commission :-

D. res ons)	E. Location.	F. Destination	G. Date of Departure.	Remarks.			
1.	MASSAFRO	NAPLES	7 Dec	To move under orders MOVEIT			
2.	BARLETTA LOCOROTONDO	ROME for LAZIO	7 "	"	"	"	"
3.	CEGLI NOCI ALBEROBELLO CISTERNINO	BARI	8 "	"	"	"	"
4.	BARI	ORTONA	9 "	To move under orders MOVEIT. Onward move from ORTONA to CHIETI under arrangements ALLIED COMM.			

or carts will accompany units which will exclude tradesmen and specialists as far as possible.
required.

Regt will NOT move until further orders. AFHQ FX.59861 of 28 Nov and FX.61825 of 2 Dec refer.

Captn RE.
(The Lord Westbury.) Movements. IO.

41

COPY NO.....

SECRET

H.Q. MOVEMENT CONTROL
WEST ITALYQ(N)R/25AMOVEMENT ORDER FOR COMBINEDMOVES OF MANTOVA DIVISION AND CREMONACOMBAT GROUP1. GENERAL.

In order to move these two formations at the same time it has been found necessary to coordinate the movement of both. This is on account of the shortage of railway equipment available. For the purposes of this order the MANTOVA MOVE will be referred to as PART 1 and the CREMONA MOVE as PART 2.

2. INTENTION

It is intended to move the MANTOVA DIVISION from CALABRIA to BENEVENTO and the CREMONA COMBAT GROUP from BENEVENTO to ORTONA.

3. METHOD

The MANTOVA DIVISION will move by railway only but the CREMONA COMBAT GROUP will move by both rail and road.

4. DATES

PART ONE will take place commencing 26 November 1944 and last train departing on the 30 November as set out in Appendix "A"

PART TWO will commence 28 November and last train will depart BENEVENTO 1st December.

5. ROAD MOVE

See separate instructions Appendix "C" to this order.

6. RAIL MOVE

PART ONE. The Division will move as follows:-

Personnel will be accommodated in five personnel trains, the mules, horses and vehicles in another five mixed trains. As far as possible these will run alternately. Accommodation for personnel

MOVEMENT ORDER FOR COMBINED
MOVES OF MANTOVA DIVISION AND CREMONA

COMBAT GROUP

1. GENERAL.

In order to move these two formations at the same time it has been found necessary to coordinate the movement of both. This is on account of the shortage of railway equipment available. For the purpose of this order the MANTOVA MOVE will be referred to as PART 1 and the CREMONA MOVE as PART 2.

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PART TWO will commence 28 November and last train will depart BENEVENTO 1st December.

5. ROAD
MOVE

See separate instructions Appendix "C" to this order.

6. RAIL
MOVE

PART ONE. The Division will move as follows:- Personnel will be accommodated in five personnel trains, the mules horses and vehicles in another five mixed trains. As far as possible these will run alternately. Accommodation for personnel travelling with stores, vehicles or livestock will be provided. The numbers of personnel as allocated must be strictly adhered to. Only essential personnel required for handling livestock etc should travel with them.

The GROUP will move as follows:-

Personnel will be accommodated in five personnel trains, one leaving each day, 30 tons of stores will move with each train. Light track vehicles will move on four trains one of which will depart on each of the first four days. Accommodation for personnel travelling with these vehicles will be provided. Only essential personnel required for handling the abovementioned vehicles must travel with them.

7. LOADING OF VEHICLES.

For part One of Move the loading of all vehicles will be done by the Units travelling, under orders of the Italian RTO who will be responsible for the safe loading of the vehicles and also for the correct allocation of the loading parties. ALLOCATION of railway wagons will be given by the Italian RTO to the Units loading.

It is the responsibility of the loading unit to ensure every vehicle fully secured before a shunt is made, or the train is allowed to depart.

For Part Two, the same procedure will apply except the Italian RTO will be responsible to the British RTO for the safe loading. Allocation of wagons in bulk will be given by the British RTO to the Italian RTO who will in turn sub-allocate the wagons to the units concerned. Securing of all the vehicles is the responsibility of the loading unit. On completion of loading this will be checked by the Italian RTO before a shunt is made, and will again be checked by the British RTO before the train is finally allowed to depart. Securing will be done as follows:- the hand brake will be placed fully on and the vehicle put into reverse gear. Old sleepers or similar material will be placed as checks under the tracks. The vehicles will be secured with ropes, if available, will be issued by the British RTO in bulk and on signature to the Italian RTO who will re-issue to the Units concerned. All ropes will be handed in at final railway destination to the British RTO. Sleepers or other securing material will be left on the wagon.

The same procedure will apply as in the loading of vehicles, except as regards securing.

Directly after entrainment, all the troops travelling will be warned by the RTO against alighting from the train at any but the official halts.

Entrainment should be complete at least 15 minutes before the advertised time of completion in order to allow the operating personnel to marshal the train.

The actual entrainment of the personnel will be carried out under orders of the Italian RTO. Before departure the RTO will appoint an OC Train (preferably one who speaks English). British RTO will check that this has been done and that he is fully cognisant of his duties as OC Train.

8. LOADING OF STORES AND AMMUNITION.

9. ENTRAINMENT OF PERSONNEL.

be used only for the purpose of securing the train in the event of a shunt is made, or the train is allowed to depart.

For Part Two, The same procedure will apply except The Italian RTO will be responsible to the British RTO for the safe loading. Allocation of wagons in bulk will be given by the British RTO to the Italian RTO who will in turn sub-allocate the wagons to the units concerned. Securing of all the vehicles is the responsibility of the loading unit. On completion of loading this will be checked by the Italian RTO before a shunt is made, and will be done as follows:- the hand brake will be placed fully on and the vehicle put into reverse gear. Old sleepers or similar material will be placed as checks under the tracks. The vehicles will be roped as well. Ropes, if available, will be issued by the British RTO in bulk and on signature to the Italian RTO who will re-issue to the units concerned. All ropes will be handed in at final railway destination to the British RTO. Sleepers or other securing material will be left on the wagon.

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The same procedure will apply as in the loading of vehicles, except as regards securing.

8. LOADING OF STOCKS AND ANIMALS.

9. ENTRAINMENT OF PERSONNEL.

Directly after entrainment, all the troops travelling will be warned by the RTO against alighting from the train at any but the official halts.

Entrainment should be complete at least 15 minutes before the advertised time of completion in order to allow the operating personnel to marshal the train.

The actual entrainment of the personnel will be carried out under orders of the Italian RTO. Before departure the RTO will appoint an OC Train (preferably one who speaks English). British RTO will check that this has been done and that he is fully cognisant of his duties as OC Train.

10. DETAILS OF LOADINGS, STOCK AND TIMINGS ETC.

} See Appendices "A" & "B"

-3-

11. MEDICAL.

All personnel trains will have an Italian MO in attendance. Divisional or Group HQ will detail same.

12. RATIONS

5 days rations will be carried. Water bottles will be full and replenished at meal halts.

13. MEAL HALTS

For troops in part one of move a hot meal will be provided at SALERNO; if arriving during hours of daylight.

14. DETRAINMENT

At BENEVENTO, detrainment will be under order of Italian RTO who will clear trains as quickly as possible, in order that they may be prepared for reloading.

At CANTU. detrainment will be under orders of MOV COMMAND.

15. CLEANING OF STOCK.

RTO BENEVENTO will ensure that the stock is cleaned immediately after detrainment in order that it might be used again for troops the same day.

16. WARNING OF DEPARTURE.

Owing to personnel in the past being left behind at station all Operating Coys are requested to instruct drivers to wait at least two minutes before actual departure.

17. SECURING MATERIALS

MOV OFFICERS are requested to ensure that all securing materials are loaded immediately after detrainment into sealed wagon and despatched to RTO CIV. STOCKHOLD (Naples).

18. DANGER OF ELECTROCUTION

All Oper. Trains will warn personnel of danger of electrocution by live overhead cables on rail in CASABIA and at BENEVENTO and enroute, and danger of unexploded mines etc. alongside track.

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12. RATIONS

5 days rations will be carried. Water bottles will be full and replenished at meal halts.

13. MEAL HALTS

For troops in part one of move a hot meal will be provided at SAIBERNO; if arriving during hours of daylight.

14. DETRAINMENT

At BENEVENTO, detrainment will be under order of Italian RTO who will clear trains as quickly as possible, in order that they may be prepared for re-loading.

At CORTONA detrainment will be under orders of

MOV. CORTONA

15. CLEANING OF STOCK.

ITC BENEVENTO will ensure that the stock is cleaned immediately after detrainment in order that it might be used again for troops the same day.

16. WARNING OF DEPARTURE.

Owing to personnel in the past being left behind at CORTONA all Operating Coys are requested to instruct and wait at least two minutes before actual departure.

17. SECURING MATERIALS

FOR CORTONA are requested to ensure that all securing materials are loaded immediately after detrainment into sealed wagon and despatched to RTO SAN GREGORIO (Naples).

18. DANGER OF ELECTROCUTION

All cattle trains will warn personnel of danger of electrocution by live overhead cables on rail in CALABRIA and at BENEVENTO and enroute, and danger of unexploded mines etc. alongside track.

21 NOVEMBER 1944.

Philip P. PHILLIP WOLFELL,
Capt. RE.,
for A.Q.M.G.(M).
H.Q. MOVEMENTS, WEST ITALY.

-4-

DISTRIBUTION:-

1 - 4	ATTQ C1, MOV & TN.	34 - 36	RTO BENEVENTO
5 - 9	DISTREE	37	RTO FOGGIA
10 - 11	DISTREE EAST	38	RTO NOLA
12	52 AREA	39	RTO CANDELLO
13	56 AREA	40	RTO ORTONA
14	70 SUB AREA	41 - 42	AC TN SUB COMM ROME
15 - 16	201 SUB AREA	43 - 44	AC TN " " REGGIO
17	207 SUB AREA	45 - 47	701 RAILWAY GRAND DIV
18	209 SUB AREA	48	6 R.O.C.
19	210 SUB AREA	49 - 50	1,000 BARI
20 - 25	MOVIT	51	3,000 I. ROME
26 - 27	MOV FOGGIA	52	PDS NAPLES.
28 - 31	MOV ORTONA	53	TM BENEVENTO
32	RTO SALERNO	54 - 56	WELA
33	RTO CASERTA	57 - 58	WELA (LC NAPLES)
59 - 68	51 Bdo		
69 - 74	DELEGAZIONE TRASPORTI MILITARE REGGIO		
75 - 80	DELEGAZIONE TRASPORTI MILITARE NAPLES		
81 - 84	DELEGAZIONE TRASPORTI MILITARE BARI		
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PERMANENT TABLE.

MOVE OF MANTOVA DIVISION, ITALIAN ARMY.

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TRAIN NO.	UNIT (s)	ENTRAIN- ING POINT.	STRENGTH		No. of Wagons required.	Type.	To be placed for loading.	Loading to be completed.	Mules.	Horses.	No. of Wagons.	Type.	To be placed for loading.	Loading to be completed.	No. of Wagons allotted for	
			Officers	Other Ranks.												
1	3/Bn. (76 Inf Regt.)	REGGIO CAL.	25	806	29	Box	0800 0900 26 26									3
2	Div. H.Q.	COSENZA.	27	195	8	Box	1200 1330 26 26									2
3	1/Bn. (114 Inf Regt.)	SPERZANO	30	635	22	"	1500 1630 26 26									2
3	151 C.C.R.R.)	COSENZA	1	56	2	"	1000 1100 27 27									1
	2/Bn (114 Inf Regt.))		23	613	21	"	" "								1	
	104 Med. Unit.)		10	100	5	"	" "								1	
	248 Field Hosp.)		5	44	2	"	" "								1	
4	2 Gruppo) 155 4 ") Acty 5 ") Regt. Emilia	CROTONE	11	170	6	"	1300 1400 27 27			83	13) 1)	Box RTC (Water)	0800 1400/27 27			2 2 2
										(Includes 2 for fodder)						

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ATTACHMENT TABLE.

MOVE OF MANTOVA DIVISION, ITALIAN ARMY.

ENTRAIN- ING POINT.	STRENGTH		No. of Wagons required.	Type.	To be placed for loading. Loading to be complete.		Mules.	Horses.	No. of Wagons.	Type.	To be placed for loading.	Loading to be completed.	No. of Wagons allotted for storage.	Vehicles.	No. of Wagons (Flats)	Time of departure.	E. T. A. BENEVENTO.
	Officers	Other Ranks															
REGGIO CAL.	25	806	29	Box	0800	0900							3			1000 0600	26 28
COSENZA.	27	195	8	Box	1200	1330							2			1430)	26)
SPERZANO	30	655	22	"	1500	1330							2			1700)	1000 28
CORSICA	1	56	2	"	1000	1100							1			)	1500 0600
	20	015	21	"	27	27							1			)	27 29
	10	100	5	"	"	"							1			)	
	5	44	2	"	"	"							1			)	
CROTONE	11	170	6	"	1300	1400		83	13	Box	0800	1400/27	2	5	3	1500 1000	27 29
	12	124	5	"	27	27			1	RTC (Water)	27		2				
	6	160	5	"	"	"				(Includes 2 for fodder)			2	4	2		

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MOVE OF MANTOVA DIVISION, ITALY ARMY.

TRAIN NUMBER.	UNIT (s)	ENTRAINING POINT.	Officers	Other	No. of Wagon reqd.	Type	To be placed for loading.	Loading to be completed.	Mules	Horses.	No. of Wagon reqd.	Type.	To be placed for loading.	Loading to be completed.	No. of Wagons allotted for storage.
5	104 Mixed Engr Bn)	COSENZA	3	287	14	Box	1300	1400							2
	Regt & HQ Coys (Man- tova)		20	200	9	"	28	23							1
	104 S. & T. Coy.		6	89	4	"	"	"							1
	Mortar Coy (Mantova)		3	92	5	"	"	"							
6	Regt. & Bty HQs (155 Arty)	GROTOLE	20	39	3	"	1430	1530							1
6A	3 Grens (155 Arty Emilio)	CUTRO	11	118	5	"	1430	1530	16	115		WATER (Water)	0800	1530	2
6B	104 Mobile Sect.	VIBO VALENTIA	1	32	1	"	am 28	pm 28				(includes 2 (ord. service) (includes 2 (ord. service))			1
7	Regt. & Coy HQ (76 Inf Rgt)	REGGIO (Cal)	18	132	6	"	0800	0900							
	1 Bn (76 Inf Rgt)	"	13	339	13	"	"	"							
	2 Bn (76 Inf Rgt)	"	16	295	10	"	"	"							

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MOVE OF MANTOVA DIVISION, JANUARY 1944.

[illegible]

MOVIE OF MANHOVA DIVISION, ITALIAN ARMY

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TRAIN NO.	UNIT (s)	IN TRAINING POINT.	Strength		No. of Wagons reqd.	Type.	To be placed for loading.	Loading to be completed.	MULES.	HORSES.	No. of Wagons.	Type.	To be placed for loading.	Loading to be completed.	No. of Wagons allotted for stores.	Vehicles.									
			Officers	Other Ranks																					
8	Support Coy (114 Lf)	COSENZA	2	130	5	Box	1300	1400							1										
	Mortar " "				29	29																			
	Div HQ																								
	2 Bn																								
	104 Mixd Eng Bn																								
9	Regt. & Coy HQs	CROTONA							5	25	10	Box			4	1									
	1 Bn. 114 Inf Regt.																								
	1 Gruppo 155 Arty		7	147	4	Box	1200	1300		140	1	RTC	0800	1300	2	5									
	6 " " "		11	118	4	"	"	"			20	Box			1	4									
	101 Field Hosp.		5	44	2	"	"	"							1										
10	Mortar Coy 75 Lf	REGGIO	3	71	8	"	1300	1400	17	4)	1	RTC	0800	1400)	1										
	Support " " "		4	115																					
	Regt & Coy HQs		18	132														30	30		4)	(Water)	30	30	1
	1st Bn																			11)	16	Box			
	2nd "																			11)	(incl Fodder)				
	3rd "																			49	21)				14

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Mendy A.

MOVIE OF MANTOVA DIVISION, ITALIAN

MOVIE OF MANTOVA DIVISION, ITALIAN ARMY.																															
TRAINING POINT.	Strength		No. of Wagons reqd.	Type.	To be placed for loading.	Loading to be completed.	MULES.	HORSES.	No. of Wagons.	Type.	To be placed for loading.	Loading to be completed.	No. of Wagons allotted for stores.	Vehicles.	No. of Wagons (Flats)	Time of departure.	E.T.A. BENEVENTO.														
	Officers	Other Ranks																													
COSENZA	2	130	5	Box	1300 29	1400 29		4)					1	1																	
								)	1	RTC 0800 (Water) 29	1400 29	8	1	2	4	1500 29	1000 1/12														
							5	3)	10	Box			1	1																	
								25)		(incl Fodder)			4	4																	
GRIZZANO A.							16)																								
CROTONE	7	117	4	Box	1200 30	1300 30		140)	1	RTC 0800 (Water) 30	1300 30	2	5	3	1400 30	0800 2/12															
"	11	118	4	"	"	"		)	20	Box (incl Fodder)		1	4	2	"	"															
"	5	44	2	"	"	"						1			"	"															
REGGIO	3	71	8	"	1300 30	1400 30	17	4)	1	RTC 0800 (Water) 30	1400 30	1	1																		
"	4	115						2)																							
"	18	132						4)										16	Box												
"								11)											(incl Fodder)												
"							49	21)						14	5																

REFERENCES

ENTRANCE EXAMINATION TABLE.

MOVE OF CREMONA COMBAT GROUP, ITALIAN ARMY.

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TRAIN NO.		UNIT TO LOAD.		DATE TO LOAD.		PERSONNEL.				STORES.				VEHICLES.								
						OFFICERS	UOLINI.	WAGONS REQD.	TYPE.	TIME PLACED.	TIME COMPLETE.	TONS.	WAGONS REQD.	TYPE.	TIME PLACED.	LOAD COMPLETE.	CARRIERS.	WAGONS REQD.	TYPE.	TIME PLACED.	LOAD COMPLETE.	
11	11	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00						60	30	L.S. Gons	08.00	16.00	
12	12	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
13	13	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
14	14	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
15	15	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
16	16	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
17	17	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
18	18	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
19	19	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
20	20	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
21	21	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
22	22	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
23	23	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
24	24	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
25	25	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
26	26	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
27	27	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
28	28	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
29	29	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
30	30	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
31	31	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
32	32	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
33	33	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
34	34	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
35	35	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
36	36	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
37	37	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
38	38	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
39	39	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											
40	40	22	Regt.	Str.	23	2	120	4	Box	13.00	15.00											

BEST COPY POSSIBLE

~~SECRET~~

ENTRAINMENT TABLE.

MOVE OF CREMONA COMBAT GROUP, ITALIAN ARMY.

16	15	14	TRAIN NO.
Balance of 21 & 22 Regts. HQ Group	45 Ar. 21 A/Tk Coy	21 Regt.	UNIT TO LOAD.
21 Regts	22 A/Tk Coy	29	DATE TO LOAD.
30	2	300	OFFICERS
600	310	All Ranks.	UOMINI
All Regts.	4	30	WAGONS REQD.
30	Box	Box	TYPE
15.00	13.00	15.00	TIME PLACED.
17.00	15.00	17.00	LOAD COMPLETE.
30		30	T O N S.
5		5	WAGONS REQD.
Box		Box	TYPE.
08.00		08.00	TIME PLACED.
17.00		17.00	LOAD COMPLETE.
	50		CARRIERS.
	30		WAGONS REQD.
	L.S. Gen.		TYPE.
	08.00		TIME PLACED.
	15.00		LOAD COMPLETE.

143

A12

APPENDIX "A"

T.

HQ Group		21st Inf Coy	Regt.	T O	
Engineers		62 A/Hk Coy	Ftr.	L O A D.	
				DATE TO LOAD.	
30	30	2	29	OFFICERS	
500	2	800		UNINI	
All Roads.	110	All Roads.		WAGONS RECD.	
30	4	30		TYPE	
Box	Box	Box		TIME PLACED.	
15.00	13.00	15.00		LOAD COMPLETE.	
17.00	15.00	17.00		T O N S.	
30	30	30		WAGONS RECD.	
5	5	5		TYPE.	
Box	Box	Box		TIME PLACED.	
08.00	08.00	08.00		LOAD COMPLETE.	
17.00	17.00	17.00			
				CARRIERS.	
	50			WAGONS RECD.	
	30			TYPE.	
	L.S. Gen.			TIME PLACED.	
	08.00			LOAD COMPLETE.	
	15.00				
	10.00			DEPARTURE TIME.	
	23.00/30			T O C C I A.	
	06.00/1			O R T O N A.	

JOVE OF 322 CMA. COMBAT GROUP, ITALIAN ARMY.

APPENDIX "A".

142

19	18	17	TRAIN NO.
Balance of Artillery Regt. Medical Co.	7	Balance of 21 & 22 Regt. Carriers & 30 x 60 dr Guns.	UNIT TO LOAD.
2 Dec	3 Dec	1 Dec	DATE TO LOAD.
470	470	2	OFFICERS.
ALL READY FOR DEPART.		96	COMBAT.
15	27	3	WAGONS REQD.
Box	Box	Box	TYPE.
15.00	13.00	03.00	TIME PLACED.
17.00	15.00	16.00	LOAD COMPLETE.
30	30		TONS.
Box	Box		TYPE WAGONS REQD.
5	5		NO. OF WAGONS REQD.
08.00	08.00		TIME PLACED.
17.00	13.00		LOAD COMPLETE.
		48 Carriers	CARRIERS & GUNS.
		36 x 60 dr Gas	
		31	WAGONS REQD.
		Low Gun.	TYPE.
		08.00	TIME PLACED.
		15.00	LOAD COMPLETE.
18.00	13.00	16.00	DEPARTURE TIME.
00 00 1/2	00 00 1/2	00 00 1/2	RECORD.

ENTRAINMENT TABLE.

JOVE OF 525TH CORBAT GROUP, ITALIAN ARMY.

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APPENDIX "A".

[illegible]

APPENDIX VII

ROLLING STOCK WORKING.

TRAIN NO.	TYPE	FROM	DATE/TIME	WAGONS	ROUTE	E.T.A.	STATION
1.	P	REGGIO CAL	26/10.00	32	WEST COAST	28/06.00	2
2.	P	COSENZA	26/14.30	34	POTENZA	28/10.00	
2A	P	SPEZZANO ALB	26/17.00				
3.	P	COSENZA	27/12.00	34	POTENZA	29/05.00	14
4.	M	CROTONE	27/15.00	39	WEST COAST	29/10.00	
5.	P	COSENZA	28/15.00	34	POTENZA	30/06.00	141
6.	M	CUTINO CROTONE	28/15.00	58	WEST COAST	30/10.00	15
7.	P	REGGIO CAL	29/10.00	32	WEST COAST	1/06.00	18
8.	M	COSENZA	29/15.00	34	POTENZA	1/10.00	
9.	M	CROTONE	30/14.00	40	POTENZA	2/08.00	
10.	M	REGGIO CAL	30/15.00	32	WEST COAST	2/12.00	
11.	V	BENEVENTO	29/19.00	39	FOGGIA	29/06.00	
12.	P	-	29/18.00	34	-	29/08.00	
13.	V	-	29/16.00	34	-	30/06.00	
14	P	-	29/18.00	34	-	30/03.00	
15	V	-	30/16.00	34	-	1/06.00	
	P	-	30/18.00	34	-	1/08.00	

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MOVE OF MANTOVE DIVISION.
TRAIN COMPOSITION & LOADING

APPENDIX E

TRAIN NO.	DATE	PEPS	STORRS	VEHS	MULES	HORSES	PODDER	WATER	TOT.
		Wgns	Wgns	Wgns	Wgns	Wgns	Wgns	Wgns	
1	26/11	29 CV	3 CV						33
2	26/11	30 "	4 "						34
3	27/11	27 "	4 "						34
4	27/11	16 "	5 "	3 Ft	-	11 CV	2 CV	1 RTC	38
5	28/11	30 "	4 "						34
6) 6A)	28/11	8 "	3 "	5 Ft	2 CV	15 CV	2 CV	1 RTC	36
7	29/11	29 "	3 "						32
8	29/11	5 "	15 "	4 Ft	1 CV	7 CV	2 CV	1 RTC	34
9	30/11	10 "	4 "	5 Ft		18 CV	2 CV	1 RTC	40
10	30/11	8 "	2 "	5 Ft	7 CV	7 CV	2 CV	1 RTC	32
11	29/11			30 Ft					30
12	29/11	34 "							34
13	29/11			34 Ft					34
14	29/11	34 "							34
15	30/11			34 Ft					34
16	30/11	34 "							34
17	1/12	34 "							34

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Mr. Col. Berdoo
Transportation Section

HEADQUARTERS
ALLIED ARMY, COMMISSION
A.O. 304
Civil Affairs Section

SECRET

R/48

Ref. : 4/37.4/3A

25 Oct 44.

SUBJECT: Italian Soldiers in Greece.

TO : Economic Section, (3)
Displaced Persons and
Repatriation Sub-Commission,
Public Health Sub-Commission.

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1. As the result of operations in Greece it is likely that a large number of Italian soldiers will shortly be evacuated from Greece to the mainland of Italy. A.F.H.Q. have decided that such soldiers are to be treated as refugees and that their reception, hospitalization, feeding, clothing and disposal is to be an A.O.S. responsibility to be undertaken by Displaced Persons and Repatriation Sub-Commission.

2. Initially and in the very near future, 10,000 soldiers may be expected to arrive on the mainland; probably 60% or 70% will require hospitalization, and very large numbers will require clothing and boots, camps will be required for their reception and transport will be required both for their hospitalization and disposal.

3. A conference will be held in Brigadier Upjohn's office at 1430 hrs tomorrow, Thursday 26 Oct 44 at which Colonel Lewis Harris, Assistant Deputy Chief of Staff, G5 A.F.H.Q. and Major Griffith White will be present to discuss the problems that arise and how far existing facilities in the way of camps, civilian hospitals and supplies of clothing etc., and transport are adequate to meet the situation and how far additional demands will have to be made on A.F.H.Q.

4. It is requested therefore, that representatives of the Displaced Persons and Repatriation, Public Health, Commerce and Transportation Sub-Commissions attend the above meeting ready to discuss so far as possible existing facilities and additional requirements.

G. R. Upjohn
G. R. UPJOHN, Brigadier,
V. M. Section,
Dep. C. of S.

9/12

TOP SECRET

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APC 394

Our reference: ACC/Tn/164

SUBJECT: Operation Plan - N.W. Italy Date : 21 Oct. 1944

TO : Economic Section,
H.Q., A.C.C.1. Reference is to "Secret" 503/46/COS of 13 Oct. 44
from office of the Chief of Staff.2. This Sub-Commission's observations are given here-
under:-

138

RAIL SECTION

a. Clarification will be desired by Transportation Sub-Commission as to the intended status of Military Railway Services in the areas of NW Italy. At present, ACC is only able to operate freely in areas where Military Railway Services has signified that it is not interested and has therefore handed over such control for ACC supervision.

b. On the assumption that Military Railway Services will not maintain any large Force in the area of NW Italy, and will be concerned only with the construction and maintenance of such tracks as are necessary for the movement of commodities to meet the needs of troops stationed in the area, and may even be prepared to delegate such work to ACC for supervision of operation by Italian personnel to meet the needs of Military Movements, Transportation Sub-Commission ACC submits the following plan:-

c. A group of three Officers will be attached at the earliest possible moment to Regions Piemonte, Liguria, and Lombardia, but will actually be delegated for supervision of the Italian State Railway Divisions of Milano, Genoa, and Torino, together with the Private Railway compartments similarly enumerated.

d. As a temporary measure, and until the position is clarified, they will work as a team, under the command of the Officer destined for Milano, and in

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2. This Sub-Commission's observations are given hereunder:-

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d. As a temporary measure, and until the position is clarified, they will work as a team, under the command of the Officer destined for Milano, and in order to achieve maximum results, the best field officers are being selected; men with long years of operational railway experience, and capable of working together with the knowledge that each other is fully qualified. The men selected are:-

Lt.Col. O.H. Lindberg	(Milano Compartimento)
Capt. F.G. Watson	" (Torino)
Capt. E.N.B. Jeffrey	" (Genova)

(cont'd) Top Secret

They will be primarily concerned with organizing inventories of stock available, rail tracks open and able to operate or needing immediate repair, and getting movement at the earliest possible opportunity based on the nearest port to which it is possible to ensure rail transport and the demands indicated by Supply Officers. Co-ordination with road will be maintained.

e. Detailed instructions will be made available to them before they take up their duties, and such instructions will be entirely dependent on the part which will be played by the Military Railway Services in the areas concerned. Without details of the plan intended for this organization, it is not possible to forecast in advance the exact instructions which can be given to these officers. Military Railway Services and ACC in the southern territories have worked together on agreed basis and plans, but if Military Railway Services is not to be fully represented in the NW corner of Italy, much additional work will have to be allowed for by ACC, and plans drawn up accordingly.

f. The establishment of railheads for food distribution is at all times dependent on the survey of damage to existing tracks. There are only two railway routes directly from Southern Italy into the NW corner, via Genoa by the coastal route, and across from the Eastern seaboard via Bologna, although feeder lines exist from West coast areas in the Bologna direction. Commensurate on the damage to tracks and stock, and the ability and availability of material for repair, the road trucking strength must be increased. ACC has no construction troops at its disposal to effect speedy bridging of rivers and viaducts blown out by military or aerial action, and this is a further reason why the position of the Military Railway Services must be defined before ACC can recommend any real plan.

To ensure the release of specialist officers for the important duties proposed, it is essential that the request for additional officers be met at once. The three officers nominated are already filling other posts, and are irreplaceable until other officers are made available for duty as assistants in the present areas.

SHIPS, PORTS AND WAREHOUSING

137

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SHIPMENTS, PORTS AND WAREHOUSING

a. Ports to be used would be:

Genova
La Spezia
Savona
Chiavari

(cont'd) TOP SECRET

b. It is required to know:

(1) Whether initial openings of Forts will be done by army Transportation, and for what period they will remain.

(11) What degree of control will be exercised by G-4 Movements, and for what period.

ROAD SECTION

a. All Regional Commissioners and Regional Transport Officers have been furnished with a directive, showing how to organize civilian Road Transport in any town.

b. The EMAC plan has been explained to them, they have received copies of the Decree, and it has been outlined to them as to how they can introduce the scheme in their own Regions prior to the time when the Italian Government takes over.

c. Regional Transport Officers have been supplied with the locations of Fiat and Lancia Depots, works and agents in each particular Region.

d. A list of the names of the Italians in the north, who were familiar with EMAC has also been provided, and the Regional Transport officers will be able to make use of these individuals, provided they are proved satisfactory in other directions.

e. Additional vehicles are being made available by PBS and a Quarter Master Truck Bn. is being formed with all possible speed. This Battalion will consist of eight Quarter Master Truck Coys and it is the intention that these Q.M. Coys can be utilized wherever the road transport needs are most urgent. Some of these Coys will be available to meet initial pressing needs in North West Italy.

Carling Capt
D. S. ADAMS,
Colonel, C.E.
Director, Tn.

Sub-Commission

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G-4 Movements, and for what period.

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Col. S. Adams
 Col. S. ADAMS,
 Colonel, C.E.
 Director, R.N.
 Sub-Commission

To J. C. Adams

B/B

SCB/rjs
6 October 1944

TO) General Hasbun, E, AAF (AF), APO 400, U.S. Army.

1. As directed by you I proceeded to Leghorn to investigate the reported piling up of ACC tonnage at that port.
2. First I checked with PHS (Advance) and the Tenth Fort and found that at both of these places the ACC tonnage was not piling up, that immediately upon discharge from ships it was transported to ACC warehouses in Leghorn which are under the control of Captain Boyd, ACC.
3. On checking with Captain Boyd I learned that a short time ago there was a large backlog of tonnage in the two warehouses in Leghorn and one in Cecina. This consisted chiefly of foodstuffs and medical supplies, with a small amount of clothing. The reasons for this backlog, were several: the length of haul necessitated by the abandonment of the Cecina warehouse, the use of a rail-head 60 odd miles from Leghorn instead of a rail-head at Leghorn, and inadequate motor transportation to handle the long haul together with regular distribution. At the present time Captain Boyd is sending forward in excess of 300 tons a day, his Cecina warehouse is emptied and the temporary backlog at Leghorn is being regularly reduced. He is not worried over the present condition. The 2000 tons of flour due in the next 4 or 5 days does not cause him any worry, he claims this will be taken care of in the regular distribution and by regular facilities.
4. The original plan was that Captain Boyd would not distribute beyond the warehouses, that ASI, Fifth Army, would pick up and distribute from there. With the use of two truck companies commanded by Americans, Italian WOCs and drivers, the ACC tonnage has been moved forward with the daily help of a limited number of Fifth Army AMG trucks (British). The present difficulties are evidently caused by poor maintenance and supervision of the American trucks. At the present time the two companies have 140 trucks under their T/E plus another 40 assigned and of these can average only from 60 to 70 trucks per day on the road. If this average is reduced there

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HEADQUARTERS
9 OCT 1944
A. C. C.

- 1 -

is a possibility of a backlog building up at Lefhorn. Apparently Fifth Army AMG is unable to furnish any great number of trucks for the haul of ACC supplies.

5. This story was laid before General Hume, Fifth Army AMG, and, at his request, before his Chief of Staff, Colonel Wayne, and Lieutenant Colonel Tuscani his Supply and Transportation officer. They are experiencing similar difficulty in maintenance and a shortage of transportation at the present time. Contemplated plans call for Fifth Army AMG boundary to be materially extended, lengthening the supply lines and the number of cities which must be supplied. When this is done it is doubtful, in my mind, whether they can transport the necessary supplies of all kinds. It is in this respect that Fifth Army AMG requested two additional truck companies, 1 American and 1 British. These are the companies which are evidently referred to in the complaint you received.

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6. In connection with the foregoing the three following messages are quoted:

a. Message from Fifth Army to AAI (Orig. No. 3956) - TET OF CIVIL SUPS IS SUBJECT. ITALIAN OWN TET SET WITH LARGE PERCENTAGE OLD VHS NOW BEING USED TO CLEAR RAILROADS, HAIL TO DEPOTS AND DISTRIBUTE SUPS IN 5 ARMY AREA. THIS TET HAS BEEN INADEQUATE AND RATIONED TO CIVILIANS HAS HAD TO BE REDUCED. WITH REQUEST OF ADV INTO PO VALLEY ADDITIONAL TET MUST BE MADE AVAILABLE IF 5 ARMY IS TO DISCHARGE ASSIGNED RESPONSIBILITY TO CIVILIAN POPULATION. ALREADY TET IMPAIRING 5 ARMY'S MILITARY OPERATIONS STRETCHED AND FURTHER ADV WILL REQUIRE THE GROUNDING OF TACTICAL UNITS TO OBTAIN ADDITIONAL TET IN SUPPORT THAT ADV. THEREFORE, REQUEST THAT 2 US TRUCK COYS OR 1 BRITISH ST COY BE MADE AVAILABLE IMMEDIATELY AND THAT ADDITIONAL COYS BE BARRACKED FOR HAULING CIVILIAN SUPS AS THE ADV CONTINUES.

b. Message from AFHQ to AAI (Orig. No. FX 28660) - PARA 2 YOUR 01-157 OF 15 SEPTEMBER AGREED. ARRANGEMENTS BEING MADE AT PRESENT BY THE HEADQUARTERS AND TRANSPORTATION SUB SECTION OF ACC FOR FORMATION OF 25 TRUCK COMPANIES AND GEN TRANSPORT COMPANIES TO OPERATE WITH THE AMBLES IN HAULING CIVILIAN SUPPLIES NOW AND AS ADVANCE CONTINUES. REQUEST UNABLE TO PROVIDE ADDITIONAL TRANSPORT UNTIL NEW UNITS FORMED.

c. Message from AMG Fifth Army to HQ ACC (Orig No. 1192) - SUBJECT IS TRANSPORT FOR CIVILIAN SUPPLIES. UNDERSTAND FROM YOUR CABLE 3207 THAT ONLY 40 ADDITIONAL TRUCKS WILL BE AVAILABLE FOR AT LEAST THREE WEEKS AND PROBABLY LONGER. MUST AGAIN DRAW YOUR ATTENTION TO THE CRITICAL SITUATION THAT WITH PRESENT AVAILABLE TRANSPORT IT HAS BEEN FOUND POSSIBLE ONLY TO TAKE CARE OF FLORENCE CITY AND EXISTING ARMY AREA. FORWARD STOCK PILES HAVE NOT BEEN BUILT UP. CONSEQUENTLY AN EARLY ADVANCE WILL NECESSARILY RESULT IN DESTRUCTION OF CIVILIAN SUPPLIES IN BOLOGNA OR FLORENCE WITH POSSIBLY VERY SERIOUS CONSEQUENCES. STRONGLY URGE THAT EVERY THING POSSIBLE BE DONE TO MAKE SUFFICIENT ADDITIONAL

TRANSPORT AVAILABLE IN TIME. CITE OUR 399.

SIDNEY C. WHITE, JR.
Lt. Col., G. S. C.
Assistant G - 4

133.

1024-25 ITALIAN TRUCKING CO'S

3 September 44
~~X29XAS0047X2944~~

To: Trans. Sub-Comm.

Regarding the eight 2½ Ton GMC trucks Capt. Jessup was told to pick up from Capt: Kieney, G Co. I will report the following:

Seven of the eight trucks are in our camp at Piombino, the last one will be delivered as soon as Ordnance is finished repairing same.

Further instructions were received to inspect some trailers that were located in a factory site at Vada. Lt: McKinnow, officer in charge, was contacted and he told me he did not know of any trailers that were available, but if there were any they would have to be requisitioned through 5th Army G-4. 132

As the name of the factory was not given to me I presume I was at the correct location: The name of the factory I was at is; Solvay Mfg. Co. located north of Vada. Lt. McKinnow also told me a British Major from ACC had been told the same story a few days ago.

Mitchell R. Verburg
Mitchell R. Verburg,
1st Lt. Inf.
1024 & 1025 Trucking Co's.
(Italian)

The WD numbers of trucks picked up are;

4166428 4163835 4223306 4132594 435583
4167242 4214438

45106 is now at 3485th Ord Co. undergoing repairs.

SECRET

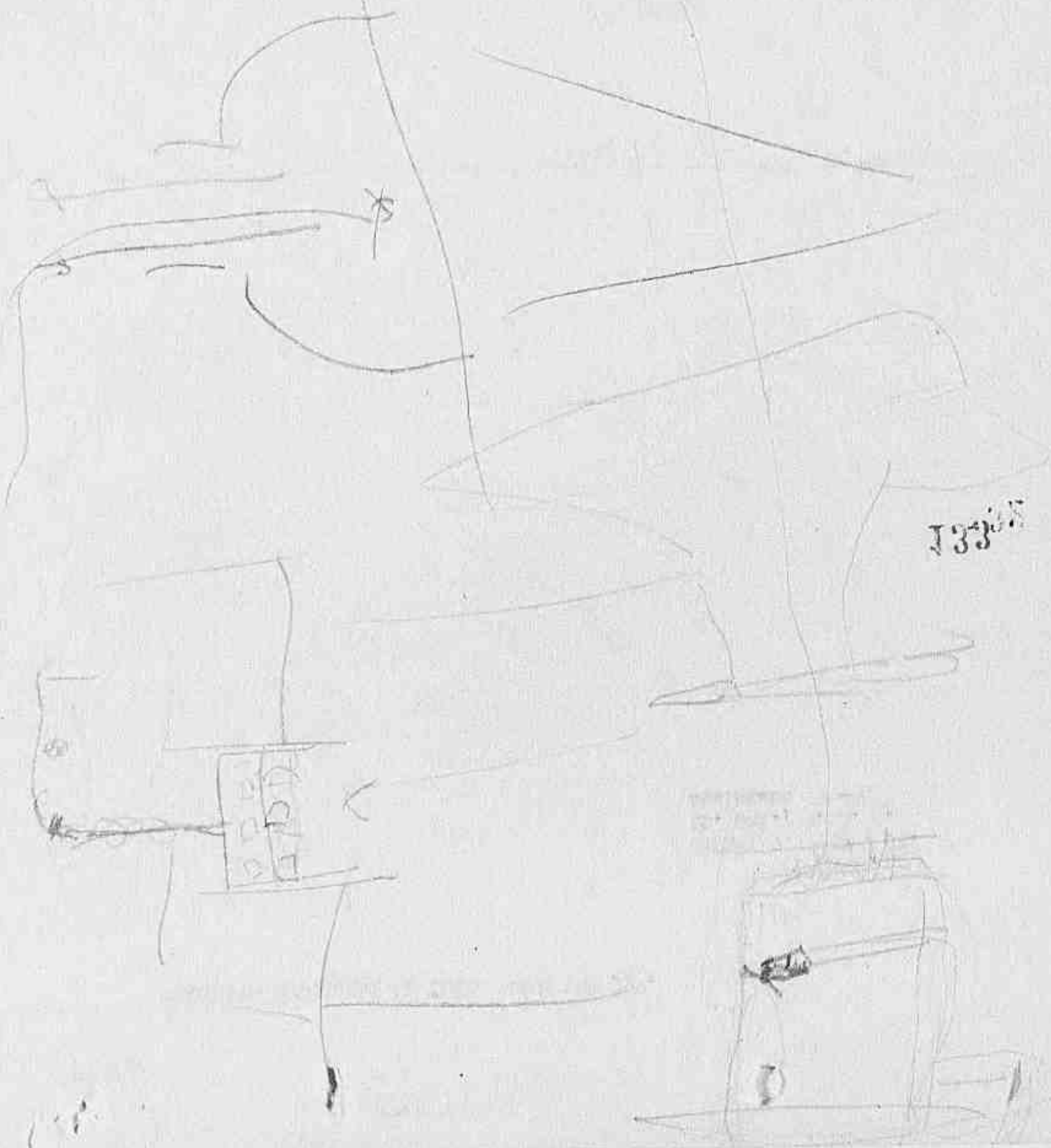
TRANSPORT AVAILABLE IN TIME. CITE OUR 399.

SIDNEY C. WHITE, JR.
Lt. Col., G. S. C.
Assistant G-4

133

1032

To hold hands



13308

1024-25 ITALIAN TRUCKING CO'S

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SUBJECT: Italian Trailers.

IN S.C. 1575
SECRET
1A
1st ALLIED ARMY IN ITALY

Tel: MILFOT 219

3321/20/9(AE)

29 Aug 44

ACC 0-4 ✓

Copy to: 1 District - Your 2306/3/9 dated 5 & 23 Aug refers.
8 AA Bde - Your E/1/7/9 of 1 Aug & E/1/2/9 of 20 Aug refers
G-4 AAI

1. It is understood that a number of Box-type trailers are located in a factory at VADA, at present occupied by Fifth Army tps.
2. May 12 of these trailers be made available to HAA Regts of 8 AA Bde, as trailers 1-ton 2-wheel of Brit supply have been found unsuitable.
3. It is understood that this proposal has the agreement of the OC tps at present in occupation, and 8 AA Bde could arrange collection from some place outside the factory (to which all entry is forbidden).
4. Your comments on this proposal will be appreciated.

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K. Lascall Capt
Major-General,
Chief Administrative Officer.

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