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H.B. AND A. - E.O. A.C.
APR. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478303

Our ref.: AC/27/23/Tn 3

25 April 1945

SUBJECT : Docks Clearance - Civitavecchia

TO : Capt. J.N.Bowes
A.C.Port Liaison Officer
Civitavecchia

Ref your letter addressed to Road Div. dated 23 Apr '45 under heading " Movement of Wine by Road".

Your para 1. So long as you continue to phone each day information in accordance with pro-forma supplied then we are satisfied. The information appears to be coming through reasonably well.

Your para 2. Whilst you continue phoning as above it appears no further action by you will be necessary unless it appears that clearance has slowed up to an extent that congestion may be anticipated.

Your para 3. The first sentence of this paragraph is not understood. As we see the picture here the Italians do appear to have moved quickly. It was only on the 12 April that meeting was held and on 13 April they commenced clearing by Road, certainly by mechanical and animal transport. On night 16 April stockpile was 600 tons on 24 April stockpile was 700 tons. During that period total Wine discharge was 4309 tons of which 2044 tons moved by Rail so that Road transport must have cleared 1565 tons. Considering that you have estimated stockpile capacity as 5000 tons before it will interfere with dock working the position appears very good. It is not doubted for one moment that such a situation is due to your efforts.

Please address future letters on this subject to Movements

71048/6
CNC/Pd

Our ref.: AC/27/23/Tn 3

SUBJECT : Docks Clearance - Civitavecchia

TO : Capt. J.N.Bowes
A.C.Port Liaison Officer
Civitavecchia

Ref your letter addressed to Road Div. dated 23 Apr '45 under heading "Movement of Wine by Road".

Your para 1. So long as you continue to phone each day information in accordance with pro-forma supplied then we are satisfied. The information appears to be coming through reasonably well.

Your para 2. Whilst you continue phoning as above it appears no further action by you will be necessary unless it appears that clearance has slowed up to an extent that congestion may be anticipated.

Your para 3. The first sentence of this paragraph is not understood. As we see the picture here the Italians do appear to have moved quickly. It was only on the 12 April that meeting was held and on 13 April they commended clearing by Road, certainly by mechanical and animal transport. On night 16 April stockpile was 600 tons on 24 April stockpile was 700 tons. During that period total Wine discharge was 4309 tons of which 2044 tons moved by Rail so that Road transport must have cleared 1565 tons. Considering that you have estimated stockpile capacity as 3000 tons before it will interfere with dock working the position appears very good. It is not doubted for one moment that such a situation is due to your efforts.

Please address future letters on this subject to Movements Division - Roads Branch.

3179

By Command of Rear Admiral STONE:

Copy to :

Roads Division

(with copy of Civitavecchia letter dated 23 April '45).

C.N. CHRISTENSEN
Lt. Colonel, R.C.

SUBJECT: - MOVEMENT OF WINE BY ROAD. -

TO/ TN. SUB-COMMISSION (2)
ROAD DIV.
HQ. ALLIED COMMISSION
A.P.O. 394

1. It is regretted that it is not possible to supply better information on the movement of the above.
2. It was agreed at the meeting in Rome that it should be moved under Italian arrangements, and until the situation becomes such, that the working of the Port becomes impeded, I do not propose to take any executive action.
3. I have previously reported on the incapacibilities of the Italians to organise themselves to do a job quickly and this is just one more instance. I have no doubt that they will do it, but in their own time, and the importance of keeping the actual quay clear has been pointed out to the local representatives, ever since the Port started working under A.C. The wine has always been the slowest moved from the quay because they will not load direct into road tpt, and so direct to Rail or Rome. This is due to a desire to sort into "Marks", which prejudice had at one time been overcome; when it was agreed to sort it all in the Rome Central Market, this is still the procedure if a ship berth at N° 11, where only rail facilities exist.



J.N. BOWES CAPT.
A.C. PORT LIAISON OFFICER

23 APRIL 1945
CIVITAVECCHIA

3178

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 194

CS/hgd

16 April 1949

SUBJECT: Dock Clearance - CIVITAVECCHIA.

TO : L.M.A.C., Ministero Del Trasporti Piazza Croce Rossa.

1. Reference is made to meeting held on 12 April 1945, in Lt. Col. Christensen's office on the above subject, at which Mr. Saffa and Mr. Maggia were present.

2. It was stated that EMAC would require a supplementary ration of POL amounting to 1000 litres of petrol and 1000 litres of kerosene per day. It is pointed out that the Petrol Section, AFMC make a bulk allotment of POL to the Italian Government each month, out of which the Ministry of Commerce, Industry and Labour allocate an amount to EMAC. The bulk allotment to the Italian Govt. cannot in any circumstances be increased.

3. In very exceptional circumstances the Commerce Sub-Commission of Allied Commission is prepared to request the Ministry of Commerce, Industry and Labour to increase the allotment to EMAC. In this case, however, it is not considered that such a course is justified.

4. It is suggested that the POL needed for port clearance at CIVITAVECCHIA should be drawn from your allocation by the reduction of POL issued for less essential haulage. In this connection reference is made to this Sub-Commission letter of 10/10/31/TMS dated 11 April '49 addressed to the Minister of Transport in which the extent of illegal wine haulage by trucks carrying EMAC work tickets was emphasized. The POL issued to trucks improperly hauling wine from the South can well be diverted to trucks hauling essential supplies from CIVITAVECCHIA into Rome.

5. There is nothing, however, to prevent your applying to the Ministry of Commerce, Industry and Labour for an increased

10/100/26/18.5

104B

SUBJECT: Trucks Clearance - CIVITAVECCHIA.

TO : L.M.A.C. Ministero Del Trasporti Piazza Croce Rossa.

1. Reference is made to meeting held on 12 April 1945, in Lt. Col. Christensen's office on the above subject, at which Mr. Bulfe and Mr. Angiola were present.
2. It was stated that IMAC would require a supplementary ration of POL amounting to 1000 litres of petrol and 1000 litres of asphalt per day. It is pointed out that the petrol ration, IMAC make a bulk allotment of POL to the Italian Government each month, out of which the Ministry of Commerce, Industry and Labour allocate an amount to IMAC. The bulk allotment to the Italian Govt. cannot in any circumstances be increased.
3. In very exceptional circumstances the Commerce Sub-Commission of Allied Commission is prepared to request the Ministry of Commerce, Industry and Labour to increase the allotment to IMAC. In this case, however, it is not considered that such a course is justified.
4. It is suggested that the POL needed for port clearance at CIVITAVECCHIA should be drawn from your allocation by the reduction of POL issued for less essential haulage. In this connection reference is made to this Sub-Commission letter AC/22/31/IN5 dated 11 April '45 addressed to the Minister of Transport in which the extent of illegal wine haulage by trucks carrying IMAC work tickets was emphasized. The POL issued to trucks improperly hauling wine from the South can well be diverted to trucks hauling essential supplies from CIVITAVECCHIA into Rome.
5. There is nothing, however, to prevent your applying to the Ministry of Commerce, Industry and Labour for an increased allotment in view of the fact that this haulage is being performed in the interests of the civil population of Rome.

3177

COPY to:
 Commerce M/C
 (Att: Major Breerton)
 Advise. Div. Ref. Your
 AC/27/14/TM.1 dated
 13 April 45.

M. B. THOMAS,
 Colonel,
 Deputy Director
 Transportation Sub-Comm.

BEST COPY POSSIBLE

INTER OFFICE MEMO

CNC/bm

AC/27/14/TN.3

13 April 1945

TO : Road Division.

SUBJECT: Docks Clearance - CIVITAVECCHIA.

1. Reference conversation (Christensen- Fennyhough).
2. As a result of Military demands the number of railway wagons allotted for clearance of CIVITAVECCHIA is limited to 100 wagons per day. This is a temporary arrangement. It is estimated that this will in effect represent no rail clearance of wine and in order to keep the quays clear for acceptance of Shipping approx. 400 tons per day must be cleared by road.
3. A meeting was held 12 April 1945 -(see copy of report attached)-when it was arranged that ENAC would move to Warehouse ROME 2/300 tons per day and the Balance would be stored locally by transport provided under normal dock clearance arrangements. Storage may be in the open and delivery to final destination by road may be necessary.
4. Please will you confirm that arrangements have been made to authorize the carriage of wine by road from quay CIVITAVECCHIA to ROME and from Warehouse CIVITAVECCHIA direct to destination until such time as rail facilities are again available.
5. Please note also the request from ENAC for supplementary POL ration to perform the additional work.
Will you please take action.
6. It is requested that you notify this Branch of the daily tonnages cleared by ENAC to ROME.

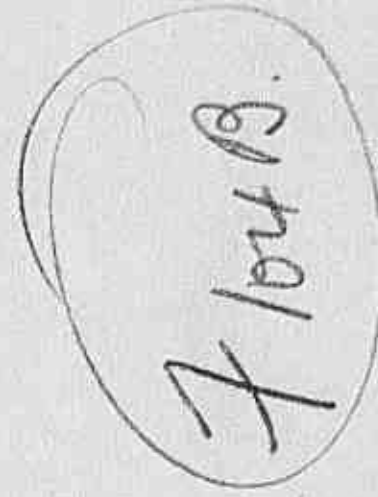


C.N. CHRISTENSEN
Lt. Col.
Movements Division,
Roads Branch.

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4. Please will you confirm that arrangements have been made to authorize the carriage of Wine by road from quay CIVITAVECCHIA to ROME and from Warehouse CIVITAVECCHIA direct to destination until such time as rail facilities are again available.
5. Please note also the request from ENAC for supplementary POL ration to perform the additional work.
Will you please take action.
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C.N. CHRISTENSEN
Lt. Col.
Movements Division,
Roads Branch.



HEADQUARTERS ALLIED COMMISSION

CNC/Am

JMO 394

Transportation Sub-Commission

CO/27/3/TH.3

13 April 1945

SUBJECT: Docks Clearance - CIVITAVECCHIA.

TO: See Distribution.

1. The following is a report of a meeting held at this HQ. 16 April 45 to consider steps to be taken for the clearance of CIVITAVECCHIA during the period that a shortage of Rail wagons obtained there.

2. PresentRepresenting

Mr. STORONI - Vice Commissioner - Inter Regional Trade
 Mr. FERRILLA - Regional Food Commissioner (Belo-Brasili Reg).
 Mr. BURRA)
 Mr. MUGLIA) R.N.A.O.
 Lt. Col. ORLANDINI - Transport. S/C-Dev. Roads.
 Maj. MC CLURE - " " Shipping
 Maj. CURRAN - Food S/C.
 Capt. BOWEN - M. Officer - Civitavecchia.

3. Suggestions.

(a) It was suggested by Mr. STORONI that the S.C. "MOTIA" be diverted to PLOMBO but Maj. MC CLURE stated that this was not possible.

4. Decisions.

(a) All Railway Wagons made available would be loaded with commodities other than wine. If however the occasion arose where after loading other commodities there was a surplus of Rail Wagons then preference would be given to the loading of Rationed wine - the only wine which is price controlled. The barrels are marked and can be identified.

(b) (1) EMAC will load from quay, CIVITAVECCHIA to Rome a minimum of 800 tons wine per day. If essential food movement in Rome permits, this figure may be increased up to 1000 tons per day. This movement to commence 13 April 45.

(11) It was stated that to carry out this work they would require a supplementary ration of P.G.L. amounting to 1000 litres Petrol and 1000 litres Drove per day.

3175

1. The following is a report of a meeting held at this HQ. on April 45 to consider steps to be taken for the clearance of CIVITAVECCHIA during the period that a shortage of Rail Wagons obtained there.

2. Present

-representing

Mr. STORONI - Vice Commissioner - Inter Regional Trade
 Mr. PAVELLA - Regional Food Commissioner (Lazio-Brunel Reg).
 Mr. BUREA)
 Mr. VECCHIA) S.N.A.C.
 Lt. Col. CHALINTECHEN - Transport. S/O. Gov. Roads.
 Maj. Mc CLURE " " Shipping
 Maj. CURRAN - Food S/O.
 Capt. BOWEN - Tn. Officer - Civitavecchia.

3. Suggestions.

(a) It was suggested by Mr. STORONI that the S.N.A.C. "MORIA" be diverted to PLOMBINO but Maj. Mc CLURE stated that this was not possible.

4. Decisions.

(a) All Railway Wagons made available would be loaded with commodities other than wine. If however the occasion arose where after loading other commodities there was a surplus of Rail Wagons then preference would be given to the loading of Rationed wine - the only wine which is price controlled. The barrels are marked and can be identified.

(b) (i) ENAC will load from quay, CIVITAVECCHIA to Rome a minimum of 200 tons wine per day. If essential food movement in Rome permits, this figure may be increased up to 300 tons per day. This movement to commence 13 April 45.

(ii) ENAC stated that to carry out this work they would require a supplementary ration of 2,000 L. amounting to 1000 litres Petrol and 1000 litres Lard per day.

(c) Mr. STORONI would leave Rome 0730 hrs 13 April 45 to inspect possible wine wine in CIVITAVECCHIA. Three addresses were supplied by Cap. BOWEN. Wine discharged daily in excess of ENAC movement (para b) would be moved from the quay to the wine decided upon by Mr. STORONI.

DISTRIBUTION : See over.

*for Mr. THOMAS, Colonel,
 Deputy Director.*

3175

Mr. STOKANI - Vice Commissioner- Inter Regional Trade.
 Mr. PATRICK - Regional Food Commissioner (LATO-VIRILIA
 S.A., S.C.
 Food S/C.
 Tn. S/C. - Gov. - Rail
 " " " Road
 " " " Shipping
 Tn. Officer - CIVIL SERVICE
 Roads Division.

[illegible]

100

Children's

What is the best way to teach children to read? The best way is to teach them to read by using the best method. The best method is the one that is most natural and most easy for the child to learn. The best method is the one that is most interesting and most enjoyable for the child to learn. The best method is the one that is most effective and most efficient for the child to learn. The best method is the one that is most suitable for the child's age and ability. The best method is the one that is most suitable for the child's personality and interests. The best method is the one that is most suitable for the child's environment and culture. The best method is the one that is most suitable for the child's future needs and goals. The best method is the one that is most suitable for the child's overall development and well-being. The best method is the one that is most suitable for the child's life and happiness. The best method is the one that is most suitable for the child's future and success. The best method is the one that is most suitable for the child's life and happiness. The best method is the one that is most suitable for the child's future and success.

[illegible]

CRW/elc

3

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

283/40/Tn 3

15 April 1945
104/B

SUBJECT : Port Clearance - Civitavecchia

TO : G-4 (Mov & Tn)
A.F.H.Q.

1. Reference your Mov 3/302/11 dated 12 April '45.
2. The figure of 2,700 tons per day quoted in Para 1 of your letter represents the tonnage from a Port point of view that can be handled daily.
3. The Shipping Branch have today been in touch with Mov 2 AFHQ, and it is understood that the shipping likely to be set up for the period 6 - 15 May will not mean a clearance by rail from Civitavecchia of 2,700 tons per day. The exact programme is at present being worked out and will be advised as soon as possible.
4. Necessary action has already been taken to provide a daily road lift of 200 tons between Civitavecchia and Rome to counteract the present reduced wagon allocation.

For the Chief Commissioner

3174

C. R. Neill
M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copy to : Transportation Sub-Commission
Shipping Branch
Roads Branch ✓

0919