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148/348/(POW) MONTHLY REPORTS - 1944-1946
OCT. 1944 - JUL. 1945

AHS/em

471

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o.Transportation (Br) Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/15/30 C.E.

5th July 1945

SUBJECT : Monthly report for June 1945.

TO : Chief of Rail Section.

3 Rome-Avezzano (Line 88).

Work has progressed well during the month on this line.

5 Terni-Rieti (Line 277).

Very little progress has been made due to the difficulties encountered in obtaining cutting gasses for the contractors. We have been advised that no steel spans can be supplied from M.R.S. dock without approval of both London and Washington.

Ortona-Ancona (Line 86 ).

1 Through working from Ortona to Ancona possible as from 23.59 on the 30th June.

Bastia-Ellera (Line 244).

4 The opening of this line will be delayed due to the difficulty in obtaining steel for bridge repairs.

Private Railway Benevento-Cancello.

Line will open to traffic 4th July.
The delay has been caused by badslips in the tunnel.
Lauria Viaduct Calabro Lucane Mif. No attempt has yet been made to start the repair of the above viaduct.
Work is actively proceeding on the following works.

Line 242 Albacina-Civitavecchia
245 Porto D'Ascoli-Ascoli
246 Giulianova-Teramo

Also permanent repairs to bridges on

2 Line 86 North and 87

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Work is actively proceeding on the following works.

Line 242 Albacina-Civitavecchia
245 Porto D'Ascoli-Ascoli
246 Giulianova-Teramo

Also permanent repairs to bridges on

2 Line 86 North and 87

At the reconstruction subcommittee meeting it was announced that all work not being carried out by Military units would be the responsability of A.C.

Northern Italy

Reconstruction work has progressed well and it is hoped to have the Line Genoa-Ventimiglia opened by the end of June. July
The Freyus tunnel and two steel bridges on the Turin-Modane line have been taken over by the M.R.S. for completion
Work is proceeding actively on the Genoa-La Spezia Line.

General. The supply of cement has now improved, but we are

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faced with a serious deteriozation in the supply of P.O.L. and cutting gasses, with the result that work is severely handicapped.
Notice has also been received that stores held by M.R.S. cannot be transferred to the I.S.R. without the approval of Washington and London. This will not tend to speed up the execution of works.

A.H.STREET, Major.

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MONTHLY REPORT - MECHANICAL ENGINEER BRANCH

1. RECOVERY AND REPAIR OF LOCOMOTIVE AND ROLLING STOCK.
REHABILITATION PROGRESS.

(a) The following locomotives and Rolling Stock were put into service during the month after heavy and medium repairs.

| | |
|---|---|
| Steam locomotives | 53 |
| Electric " | 6 |
| Carriage & Vans | 175 |
| Wagons | 2346 |

(b) THE LINE POSITION FOR LOCOS AND ROLLING STOCK.

According to latest information available is as follows:

(i) LOCOMOTIVES:

| Available for service | | | I.S.R. | W.D. | U.S.A. | TOTAL |
|---|---|---|---|---|---|---|
| Steam | | (Main Line | 1172 + | 32 | 176 | 1380 |
| | | (Shunting | 528 | 3 | 5 | 536 |
| (+ Includes some German Engines) | | | - | - | - | - |
| | Diesel | | - | 3 | 80 | 83 |
| | Electric | | 491 | - | - | 491 |
| Under or awaiting repairs + | | | | | | |
| + Includes | | | | | | |
| 531 | Type | | | | | |
| Beyond | | (Main line | 1026 | 6 | 67 | 1099 |
| Repair | Steam | (Shunting | 400 | 3 | - | 403 |
| | Diesel | | - | 1 | 36 | 37 |
| | Electric | | 441 | - | - | 441 |
| | | Grand total | 4064 | 48 | 364 | 4476 |

(ii) CARRIAGES AND WAGONS

| Type | Available for use | under and awaiting repair | Total |
|---|---|---|---|
| Coaches | 1606 | 1250 | 2856 |
| Baggage Vans | 759 | 450 | 1209 |
| Wagons | 54,856 | 10,200 | 65,056 |

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(b) THE LINE POSITION FOR LOCOS AND ROLLING STOCK.

According to latest information available is as follows:

(i) LOCOMOTIVES:

| Available for service | | | I.S.R. | W.D. | U.S.A. | TOTAL |
|---|---|---|---|---|---|---|
| Steam | | (Main Line | 1172 + | 32 | 176 | 1380 |
| | | (Shunting | 528 | 3 | 5 | 536 |
| (+ Includes some German Engines) | | | - | - | - | - |
| | Diesel | | - | 3 | 80 | 83 |
| | Electric | | 491 | - | - | 491 |
| Under or awaiting repairs + | | | | | | |
| + Includes | | | | | | |
| 531 | Type | | | | | |
| Beyond | | (Main line | 1026 | 6 | 67 | 1099 |
| Repair | Steam | (Shunting | 400 | 3 | - | 403 |
| | Diesel | | - | 1 | 36 | 37 |
| | Electric | | 441 | - | - | 441 |
| | | Grand total | 4064 | 46 | 364 | 4476 |

(ii) CARRIAGES AND WAGONS

| Type | Available for use | under and awaiting repair | Total |
|---|---|---|---|
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| Baggage Vans | 759 | 450 | 1209 |
| Wagons | 54,856 | 10,200 | 65,056 |

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2. REHABILITATION OF WORKSHOPS AND REPAIR FACILITIES.

| Compartimento | Shop | Position and Progress. |
|---|---|---|
| Florence (Porto Prato) | Locomotives Carriages & wagons. | Good progress, work in hand, reconstruction. Erecting shop roof 2 forges put to work, water supply to carriage shop. Reconstruction of boiler tube shop and roof of white metal shop. |
| (Romito) | Locomotive. | Stores, Messroom. Repairs to 25 ton crane, 5 ton cupola. Boring machine and air compressor. Main shed walls. Travelling overhead crane track and supports. Demolition and reconstruction of walls in motor shop and transformer cabin. |
| | Wagon shop. | Walls nearly completed. |
| Leghorn | Locomotives. | Good progress. |
| Sardinia | Locomotive & wagons. | Progress retarded due to shortage of labour. Repairs to machine tools progressing. building repairs on contract. |
| Sicily | Locomotive | Repairs to shed roof on contract. |
| Calabria | Locomotives | Repairs to diesel car shed held up for shortage of timber. |
| Ancona (Foligno) | Locomotives | Reconstruction of roof by contract. Damaged walls nearly completed. |
| Pescara | Loco shed | Nearly complete. Machinery installed and loco repair work in progress. |
| Rimini | Loco shed | ~~Recovery~~ Shed completed. |
| Foggia | Shop works | Machine shop completed Spring shop now working. |
| Bologna | Locomotives | Mahhine shop rehabilitated. Loco shed repaired. |
| Caserta | Locomotives | New machinery ready to install. |

PRIVATE FIRMS

Location

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| | | |
|---|---|---|
| (Romito) | Locomotive. | Stores, Messroom.<br>Repairs to 25 ton crane, 5 ton cupola.<br>Boring machine and air compressor.<br>Main shed walls. Travelling overhead crane track and supports.<br>Demolition and reconstruction of walls in motor shop and transformer cabin. |
| | Wagon shop. | Walls nearly completed. |
| Leghorn | Locomotives. | Good progress. |
| Sardinia | Locomotive & wagons. | Progress retarded due to shortage of labour.<br>Repairs to machine tools progressing.<br>building repairs on contract. |
| Sicily | Locomotive | Repairs to shed roof on contract. |
| Calabria | Locomotives | Repairs to diesel car shed held up for shortage of timber. |
| Ancona (Poligno) | Locomotives | Reconstruction of roof by contract.<br>Damaged walls nearly completed. |
| Pescara | Loco shed | Nearly complete. Machinery installed and loco repair work in progress. |
| Rimini | Loco shed | ~~Recovery~~ Shed completed. |
| Foggia | Shop works | Machine shop completed<br>Spring shop now working. |
| Bologna | Locomotives | Machine shop rehabilitated.<br>Loco shed repaired. |
| Caserta | Locomotives | New machinery ready to install. |

PRIVATE FIRMS

| Location | Firm | |
|---|---|---|
| Civitanova Marche | Cecchetti | Wagons works. good progress output 31 per month. Limited by difficulty in obtaining material. |
| Colleferro | Bombrini Parodi Delfino | Good progress. output now 82 per month and increasing. |
| Terni | Steel works | Good progress with boiler repairs. |

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3. PERSONNEL.

Tours of inspection of loco & Rolling Stock depots in North Italy have been carried out by Major Saister (B) and Major Jeffrey (B). during the month.Capt.Bowie (B) has concentrated upon wagon repairs with personal supervision of the private firm of Bombrini P.D. at Colleferro and wagon Lits Rome.Capt. Philby (A) has been withdrawn for Civitanova Marche during the month, as the firm of Cecchetti is now functioning, and in view of the coming release of Major Jeffrey and Capt.Bowie with age group 9.

S.L. Saister Major

Declassified E.O. 12356 Section 3.3/NND No. 785021

S.L. Santa Maria

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TRANSPORTATION SUB-COMMISSION, AG.;
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Ref: AC/47/Tn.4 7 July 45,

MONTHLY REPORT OF ACTIVITIES, JUNE, 1945.
TRANSPORTATION SUB-COMMISSION, RAIL DIVISION.

1. RAILHEADS:

At the early part of the month, line 65 from Florence and line 86 from Ancona both reached Bologna, and although a further extension was made on line 85 north of Bologna to S.Pietro, the latter has not been used extensively as a railhead.

Apart from the obvious necessity of ensuring a definite link between North and South, MRS activities in the main have been concerned with the urgent work of ensuring international rail communications.

2. ALLIED RAILWAY BOARD:

The sixth meeting of the Allied Railway Board was held on 21 June 45, when a further review of the work of the Sub-committees was taken. The Chairman referred specially to the reconstruction intentions of MRS in Northern Italy. Confirmation was given to the proposal to allocate to AC certain block tonnages for the movement of civilian traffic.

3. CIVIL ENGINEERING:

Line 86 - Ortona - Ancona: Through working from Ortona to Ancona possible as from 23.59 hours on 30 June 45.

Line 88 - Rome - Avezzano: Work has progressed well during the month on this line.

Line 244 - Bastia - Ellera: The opening of this line will be delayed due to the difficulty in obtaining steel for bridge repairs.

Private Railway: Benevento - Cancello: Line will be open to traffic 4 July 45. The delay has been caused by bad slips in the tunnel.

Lauria Viaduct - Calabro Lucane Railway: No attempt has yet been made to start the repair of the above viaduct.

Work is actively proceeding on the following works:
Line 242 - Albacina - Civitavecchia
Line 245 - Porto d'Ascoli - Ascoli
Line 246 - Giulianova - Teramo.
Also permanent repairs to bridges on Line 86 North and Line 87.

At the Reconstruction Sub-Committee meeting it was announced that all work not being carried out by military units would be the responsibility of AC.

Northern Italy. Reconstruction work has progressed well, and it is hoped to have the line Genoa - Ventimiglia opened by the end of July.

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Northern Italy. Reconstruction work has progressed well, and it is hoped to have the line Genoa - Ventimiglia opened by the end of July. The Freyus tunnel and two steel bridges on the Turin - Modane line have been taken over by the MRS for completion. Work is proceeding actively onthe Genoa - La Spezia Line.

General. The supply of cement has now improved, but we are faced with a serious deterioration in the supply of POL and cutting gasses, with the result that work is severely handicapped.

Notice has also been received that stores held by MRS cannot be transferred to the ISR without approval of Washington and London, This will not tend to speed up the execution of work.

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4. MECHANICAL ENGINEERING:

Recovery and repair of locomotive and rolling stock - Rehabilitation progress:

The following locomotives and rolling stock were put into service during the month, after heavy and medium repairs:-

| | |
|---|---|
| Steam locomotives | 53 |
| Electric locomotives | 6 |
| Carriages and vans | 175 |
| Wagons | 2346 |

Line position for locos and rolling stock:

According to latest information available, it is as follows:

(a) Locomotives:

| AVAILABLE FOR SERVICE. | | ESR | WD | USA | TOTAL |
|---|---|---|---|---|---|
| Steam | Main Line | 1172 + | 32 | 176 | 1380 |
| | Shunting | 528 | 3 | 5 | 536 |

+ Includes some German engines.

| | | | | |
|---|---|---|---|---|
| Electric | 497 | - | - | 497 |
| Diesel | - | 3 | 80 | 83 |

| UNDER, OR AWAITING REPAIRS: (Including 531 beyond repair) | | | | |
|---|---|---|---|---|
| Steam | Main Line | 1026 | 6 | 67 | 1099 |
| | Shunting | 400 | 3 | - | 403 |
| Diesel | | - | 1 | 36 | 37 |
| Electric | | 441 | - | - | 441 |
| Grand total | | 4064 | 48 | 364 | 4476 |

(b) Carriages and Wagons:

| TYPE | AVAILABLE FOR USE | UNDER AND AWAITING REPAIR | TOTAL |
|---|---|---|---|
| Coaches | 1608 | 1250 | 2858 |
| Baggage Vans | 759 | 450 | 1209 |
| Wagons | 54856 | 10200 | 65056 |

Rehabilitation of Workshops and Repair Facilities:

| Compartments | Shop | Position and Progress |
|---|---|---|
| MALMBOG (Porto Praia) | Locomotives Carriage and Wagons. | Good progress, work in hand. Reconstruction. Erecting shop roof & forges put to work, & for supply to carriage shop. |

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(a) Locomotives:

| | | TSR | WD | USA | TOTAL |
|---|---|---|---|---|---|
| AVAILABLE FOR SERVICE: | | | | | |
| Steam | Main Line | 1172 | 32 | 176 | 1380 |
| | Shunting | 528 | 3 | 5 | 536 |
| + Includes some German engines. | | | | | |
| Electric | | 497 | - | - | 497 |
| Deisel | | - | 5 | 30 | 65 |
| UNDER, OR AWAITING REPAIRS: (Including 534 beyond repair) | | | | | |
| Steam | Main Line | 1026 | 6 | 67 | 1099 |
| | Shunting | 400 | 3 | - | 403 |
| Diesel | | - | 1 | 36 | 37 |
| Electric | | 444 | - | - | 444 |
| Grand total | | 4064 | 48 | 364 | 4476 |

(b) Carriages and Wagons:

| TYPE | AVAILABLE FOR USE | UNDER AND AWAITING REPAIR | TOTAL |
|---|---|---|---|
| Coaches | 1608 | 1250 | 2858 |
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| Wagons | 54856 | 10200 | 65056 |

Rehabilitation of Workshops and Repair Facilities:

| Compartimento | Shop | Position and Progress |
|---|---|---|
| FLORESTA (Porto Prato) | Locomotives Carriage and Wagons. | Good progress, work in hand. Reconstruction. Brooking shop roof 2 forges put to work, water supply to carriage shop. Reconstruction of boiler tube shop and roof of white metal shop. |
| (Rondio) | Locomotives | Stores, Messroom. Repairs to 35-ton crane, 5 ton cupola. Boring machine and air compressor. Main shed walls. Travelling overhead crane track and supports. Demolition and reconstruction of walls in motor shop and transformer cabin. |
| | Wagon shop | Walls nearly completed. |

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4. MECHANICAL ENGINEERS (Continued)

| Compartimento | Shop | Position and Progress |
|---|---|---|
| LEGHORN | Locomotives | Good progress. |
| SARDINIA | Locomotive & wagons. | Progress retarded due to shortage of labour. Repairs to machine tools progressing building repairs on contract. |
| SICILY | Locomotive | Repairs to shed roof on contract. |
| CALABRIA | Locomotives | Repairs to diesel car shed held up for shortage of timber. |
| ANCONA (Foligno) | Locomotives | Reconstruction of roof by contract. Damaged walls nearly completed. |
| PESCARA | Loco shed | Nearly complete. Machinery installed and loco repair work in progress. |
| RIMINI | Loco shed | Shed completed. |
| FOGGIA | Shop works | Machine shop completed . Spring shop now working. |
| BOLOGNA | Locomotives | Machine shop rehabilitated. Loco shed repaired. |
| CASERTA | Locomotives | New machinery ready to install. |

PRIVATE FIRMS:

| Location | Firm | Position and Progress |
|---|---|---|
| CIVITANOVA MARCHE | CECCHETTI | Wagon works good progress output 31 per month. Limited by difficulty in obtaining material. |
| COLLEFERRO | BOMBRINI<br>PARODI<br>DELFINO | Good progress output now 82 per month and increasing. |
| TERNI | Steel works | Good progress with boiler repairs. |

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| | | |
|---|---|---|
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| COLLEFERRO | BOMBRINI<br>PARODI<br>DELFINO | Good progress output now 82 per month and increasing. |
| TERNI | Steel works | Good progress with boiler repairs. |

PERSONNEL.

Tours of inspection of loco & Rolling Stock depots in North Italy have been carried out by Major Baister (B) and Major Jeffrey (B) during the month Capt.Bowie (B) has concentrated upon wagon repairs with personal supervision of the private firm of Bombrini P.D. at Colleferro and was on Lits Rome. Capt. Philby (A) has been withdrawn for Civitanova Marche during the month, as the firm of Cecchetti is now functioning, and in view of the coming release of Major Jeffrey and Capt. Bowie with age group 9.

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5. STORES:

A draft of Technical instructions for the control of the Stores by ISR in the North has been made, and will be published soon. All MRS and AC Transportation Sub-Commission officers wishing to visit ISR Stores in Northern Italy, must first obtain a permit from DMTS, MRS or DDTn, 8th Army, supervising authorities in charge of the various compartimenti. No requests for material will be honoured by the ISR Stores, unless supported by a letter of authority from St Stores Section HQ ISR, Stores Section HQ MRS, or R & H Composite Ply Opg. Coy, SAEC, Milan; Military Railway Service (American) Verona, Bologna and Florence, or HD Tn 8th Army, Venice.

With effect from 1 July, the control of the ISR Depot at Foligno will revert to the HQ of ISR, subject to the same procedure as laid down for the ISR Depots at Tiburtina and Poggioreale.

The tire situation was eased somewhat on receipt of tires from Commerce Sub-Commission, however, the ISR and their contractors are still in great need of them.

The control of cement passes to the Italian Ministry of Industry and Commerce for the allocation of material commencing with the month of August. The Transportation Sub-Commission demands are heavy, but with the cement production up, it is believed that the requirements will be received as requested.

It is expected that a part of the material requisitioned from abroad for ISR's six-monthly maintenance will arrive during the month of July.

6. TRAFFIC:

In conjunction with Movements (Rail) Division, we presented to Traffic Sub-Committee demands for the operation of through passenger trains Rome - Milan (1 August was the proposed target date-, and for the existing passenger trains at present operating between Rome and Florence and Rome and Ancona to be extended into Bologna. Whilst being approved by the Traffic Sub-Committee in principle, the question of actual operation was deferred by the Chairman, Allied Railway Board. As no additional rolling stock is required for the extension from Florence and Ancona to Bologna, and line capacity is surplus, we are naturally pressing for definite acceptance of our request.

We have been concerned at the lack of facilities available for conveyance of mail to the north, Forli being the highest point to which railborne civilian mail traffic is conveyed. It is most desirable to ensure speedy distribution of mail, and we are pressing for adequate facilities for this to be achieved. In the meantime, the opening of the Casmeno tunnel on line 86 has enabled us to obtain twice-weekly mail services on the military trains from Taranto to Forli, thus avoiding the hauls through Naples and Rome, and also opening up new territory on the east coast.

Line 257 from Rome to Viterbo has been extended to Sipicciano, and additional services have been introduced.

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DD Tn 8th Army, Venice.

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Line 257 from Rome to Viterbo has been extended to Sipicciano, and additional services have been introduced.

Reggio-Salerno local passenger train has been extended to Naples, and this relieves to some extent the congestion on the through Rome-Naples-Reggio train.

New schedules were introduced following the completion of the Petrace bridge in Reggio (Calabria), and the ferry service to Sicily has been transferred from Reggio to San Giovanni, which point offers the opportunity of quicker service.

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6. TRAFFIC (Continued)

Numerous applications have been received for local adjustments, but the shortages of passenger rolling stock and the urgent need for box cars for freight traffic have in the main prevented any great additions to existing schedules.

In the north, the continuation of Phase 1 has left the responsibility for introduction of services under Army control, but arrangements are being made for all additional requests for civilian passenger trains to be channelled through AC Headquarters, in order that the important question of coal consumption shall be carefully considered, and the recognised procedure for obtaining additional rail facilities followed.

Declassified E.O. 12356 Section 3.3/NND No. 785011

Declassified E.O. 12356 Section 3.3/NND No. 785021

rail facilities followed.

FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

CSG/mi

Tele : 478303

Our Ref : AC/100/20/Tn.3

5 June 1945

SUBJECT : Monthly Report ( Roads Branch)
June 1945.

TO : Chief Movements Division.

1. GENERAL

(i) It may be said that all bids for movement by road received during the month have been met. Bids which required special processing were for the delivery to various provinces of 41 tons of Electoral Forms. ENAC Transport was employed.

(ii) (a) ENAC control of wine movement is improving as evidenced by the number of Italian Civilian callers on the Branch who are either seeking AC authority to move (having been refused by ENAC) or have been stopped on the road by Italian Police.

(b) Unfortunately Army and RAF Officers in the North continue to issue memos stating that a wine dealer is supplying a Military or RAF mess and is authorized to move wine with the result that wine dealer travels South purchases wine and on occasion is stopped by Italian Police en route North. We have supported police action. A request has been made to AFHQ G-5 for a GRO to be published to prevent officers other than AMG/AC issuing such permits.

(c) It has been reported by ENAC that trucks have arrived at LECCE with trip tickets issued in the North authorizing movement of wine from Italian Govt Territory to destinations in AMG territory. This practice is contrary to the principals laid down in Mov Div, Roads Branch Memorandum No.3 and agreed with HQ 15 Army Group that no return load trip tickets were to be issued by outward despatching authority, and that ENAC is the sole authority for issuing work tickets in respect of journeys from Italian Govt Territory to AMG territory. HQ 15 Army Gp has been requested to take the necessary action to prevent a recurrence.

(iii) There were complaints of shortage of POL.

(iv) Organization of truck pools in the North has proceeded

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1. GENERAL

(i) It may be said that all bids for movement by road received during the month have been met. Bids which required special processing were for the delivery to various provinces of 41 tons of Electoral Forms. ENAC Transport was employed.

(ii) (a) ENAC control of wine movement is improving as evidenced by the number of Italian Civilian callers on the Branch who are either seeking AC authority to move (having been refused by ENAC) or have been stopped on the road by Italian Police.

(b) Unfortunately Army and RAF Officers in the North continue to issue memos stating that a wine dealer is supplying a Military or RAF mess and is authorized to move wine with the result that wine dealer travels South purchases wine and on occasion is stopped by Italian Police en route North. We have supported police action. A request has been made to AFHQ G-5 for a GRO to be published to prevent officers other than AMG/AC issuing such permits.

(c) It has been reported by ENAC that trucks have arrived at LECCE with trip tickets issued in the North authorizing movement of wine from Italian Govt Territory to destinations in AMG territory. This practice is contrary to the principals laid down in Mov Div, Roads Branch Memorandum No.3 and agreed with HQ 15 Army Group that no return load trip tickets were to be issued by outward despatching authority, and that ENAC is the sole authority for issuing work tickets in respect of journeys from Italian Govt Territory to AMG territory. HQ 15 Army Gp has been requested to take the necessary action to prevent a recurrence.

(iii) There were complaints of shortage of POL.

(iv) Organization of truck pools in the North has proceeded satisfactorily.

(v) Clearance of wheat and flour from MACERATA and ASCOLI warehouses to the Heel was slower than planned due to shortage of railway wagons at RHs during part of the month. This was subsequently rectified and movement is now satisfactory.

2. REFUGEES

Movement of refugees has been heavy and in the period



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18-24 June 9 trains (of 1400 ea) were run on line 86 which required the use of trucks to transport refugees from camps to LORETO station. All requests for Tpt were met.

3. P.O.L.

Two meetings were held during the month. One at HQ A.C. at which Italian officials were present and another one at AFHQ Pet Sec. offices which was attended by reps of this branch. It was determined that sufficient POL has been, and is being, allocated to cover the S.A.C's responsibility for the prevention of disease and unrest. In view of the fact that QM Coys and GT Coys now drawing WD POL are being handed over to the Italian Govt, an additional allocation will be made to the Italian Govt to meet the POL requirements of these vehicles as and when handed over. Allocation will be based on 6 barrels per month per vehicle .

4. HANDOVER OF M.T.

Handover of QM and GT Coys scheduled to begin on 1 July 45. On handover trucks will be formed into Civilian Pools operating under the control of directors who will be responsible to the Ministry of Communications.

5. DISPOSAL OF CAPTURED M.T.

A meeting was called by HQ 15 Army Gp and attended by DAQMG (M). It was stated that the majority of captured M.T. is in bad condition : that which is roadworthy is being fully employed under Comd. 15 Army Gp and is being used in conjunction with other M.T. to meet civil requirements. Non-roadworthy M.T. is being sorted and repaired by German Army personnel formed into M.T. repair Coys. In due course much of this transport will be available to A.C. It was estimated that cars for the use of AMG officers in the Field might be available early in July and trucks either at the end of July or early August.

6. HEMP.

Referring to the large quantity of hemp found North of the PO and mentioned in May report, para 11, transport for this movement was provided by 15 Army Gp and the collection has begun. The total quantity is 15000 tons. 3181

Movement between Italian Govt Territory and AMG Territory.

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7. Movement between Italian Govt Territory and AMG Territory.

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4. HANDOVER OF M.T.

Handover of MM and GT Coys scheduled to begin on 1 July 45. On handover trucks will be formed into Civilian Pools operating under the control of directors who will be responsible to the Ministry of Communications.

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7. Movement between Italian Govt Territory and AMG Territory.

Memorandum No. 2 was issued laying down procedure for bidding for movement and regulations.

8. MOVEMENT OF WINE.

Memorandum No.3 defining methods available for movement of wine and prohibiting movement by road except under certain circumstances was issued on 26 June 45.

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9. PIOMBINO.

In view of the intention to increase capacity of this port a recce of roads was carried out and a separate report was submitted under Ref. AC/63/39/Tn.3 dated 27 June 45.

10. CIVITAVECCHIA.

Tn Officer was withdrawn on 1 June 45.

11. ANCONA.

(i) Loadings of flour to rail for the North were below programme. A visit to ANCONA was made from 15 to 17 June and the situation investigated. An improvement has been made. An improvement has also been shown in the movement of wheat and flour South of ANCONA to the Heel.

12. TOURS.

AQMG(M) attended AQMG(M) conference in VENICE.
DAQMG(M) visited FLORENCE, PISA and LUCCA 4-7 June.
" " ANCONA 15 - 17 June.

13. AIR FREIGHT.

Arrangements were completed for the despatch of 100 Kgs. of Jasmine ~~Lilies~~ Essence to the USA.

14. PERSONNEL.

(i) Major C.F.Constable reported for duty on 18 June. He will releave Major C.Stait-Gardner who is due for release.

(ii) Discipline : - good.

(iii) Sickness : - nil.

(iv) Releases : AQMG(M) Group 8
DAQMG(M) " 10
S/Capt. " 9

C.N.CHRISTENSEN
Lt.Col.

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C.N.CHRISTENSEN
Lt.Col.

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Monthly Report for June 1945

Appendix "A"

ESTIMATE OF LIFT AVAILABLE AS AT
1 JULY 1945

(Excl. 15 A.Gp. Territory)

| SERIAL | AREA | MEANS | Tons per day | No of days | TOTAL |
|---|---|---|---|---|---|
| (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | MAINLAND | | | | |
| | It. Govt. Territory Southern Zone | ENAC and Pools | 6950 | 21 | 145,950 |
| | LAZIO UMBRIA | U/f.Auto and ENAC | 11540 | 21 | 242,340 |
| | ABRUZZI MARCHE | ENAC and Pools | 1300 | 21 | 27,300 |
| 2 | TOSCANA | Truck Pools | 4130 | 21 | 86,730 |
| 3 | EMILIA | Truck Pools | 740 | 21 | 15,540 |
| 4 | Where allotted | M.T. GROUP | | | |
| | | 221 It Tn Coy (A.C.) | 216 | 28 | 6,048 |
| | | 222 It Tn Coy (A.C.) | 264 | 28 | 7,392 |
| | | 9-16 QM Coys | 540 | 28 | 17,920 |
| 5 | SICILY | | 2030 | 21 | 61,530 |
| 6 | SARDINIA | | 850 | 21 | 17,850 |
| 7 | Where allotted | 15 ARMY GROUP | | | |
| | | Four G.T. Coys | 1240 | 28 | 34,720 |
| | | 1 Truck Bn. | 650 | 28 | 18,200 |
| | | 3 Truck Bn. | 640 | 28 | 17,920 |
| | | | 32090 | | 609,440 |

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| SERIAL | AREA | MEANS | Tons per day | No of days | TOTAL |
|---|---|---|---|---|---|
| (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | MAINLAND | | | | |
| | It. Govt. Territory Southern Zone | ENAC and Pools | 6950 | 21 | 145,950 |
| | LAZIO UMBRIA | Uff.Auto and ENAC | 11540 | 21 | 242,340 |
| | ABRUZZI MARCHE | ENAC and Pools | 1300 | 21 | 27,300 |
| 2 | TOSCANA | Truck Pools | 4130 | 21 | 86,730 |
| 3 | EMILIA | Truck Pools | 740 | 21 | 15,540 |
| 4 | Where allotted | M.T. GROUP | | | |
| | | 221 It Tn Coy (A.C.) | 216 | 28 | 6,048 |
| | | 222 It Tn Coy (A.C.) | 264 | 28 | 7,392 |
| | | 9-16 QM Coys | 640 | 28 | 17,920 |
| 5 | SICILY | | 2930 | 21 | 61,530 |
| 6 | SARDINIA | | 850 | 21 | 17,850 |
| 7 | Where allotted | 15 ARMY GROUP | | | |
| | | Four G.T. Coys | 1240 | 28 | 34,720 |
| | | 1 Truck Bn. | 650 | 28 | 18,200 |
| | | 3 Truck Bn. | 640 | 28 | 17,920 |
| | | | 32090 | | 698,140 |

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Monthly Report for June 1945

Appendix "A"

ESTIMATE OF LIFT AVAILABLE AS AT

1 JULY 1945

(Excl. 15 A.Gp. Territory)

| SERIAL | AREA | MEANS | Tons per day | No of days | TOTAL |
|---|---|---|---|---|---|
| (a) | (b) | (c) | (d) | (e) | (f) |
| 1 | MAINLAND | | | | |
| | It. Govt. Territory | | | | |
| | Southern Zone | EMAC and Pools | 6950 | 21 | 145,950 |
| | LAZIO UMBRIA | Uff.Auto and EMAC | 11540 | 21 | 242,340 |
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| | | 9-16 QM Coys | 640 | 28 | 17,920 |
| 5 | SICILY | | 2930 | 21 | 61,530 |
| 6 | SARDINIA | | 850 | 21 | 17,850 |
| 7 | Where allotted | 15 ARMY GROUP | | | |
| | | Four G.T. Coys | 1240 | 28 | 34,720 |
| | | 1 Truck Bn. | 650 | 28 | 18,200 |
| | | 3 Truck Bn. | 640 | 28 | 17,920 |
| | | | 33090 | | 699,440 |

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| (a) | (b) | (c) | (d) | (e) | (f) |
|---|---|---|---|---|---|
| | | | day | days | |
| 1 | MAINLAND | | | | |
| | It. Govt. Territory Southern Zone | EMAC and Pools | 6950 | 21 | 145,950 |
| | LAZIO UMBRIA | Uff.Auto and EMAC | 11540 | 21 | 242,340 |
| | ABRUZZI MARCHE | EMAC and Pools | 1300 | 21 | 27,300 |
| 2 | TOSCANA | Truck Pools | 4130 | 21 | 86,730 |
| 3 | EMILIA | Truck Pools | 740 | 21 | 15,540 |
| 4 | Where allotted | M.T. GROUP | | | |
| | | 221 It Tn Coy (A.C.) | 216 | 28 | 6,048 |
| | | 222 It Tn Coy (A.C.) | 264 | 28 | 7,392 |
| | | 5-16 QM Coys | 640 | 28 | 17,920 |
| 5 | SICILY | | 2930 | 21 | 61,530 |
| 6 | SARDINIA | | 850 | 21 | 17,850 |
| 7 | Where allotted | 15 ARMY GROUP | | | |
| | | Four G.F. Coys | 1240 | 28 | 34,720 |
| | | 1 Truck Bn. | 650 | 28 | 18,200 |
| | | 3 Truck Bn. | 640 | 28 | 17,920 |
| | | | 32090 | | 699,440 |

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

# MONTHLY REPORT FOR JUNE 1945

## PART I - GENERAL

1. PERSONNEL

(a) Lists of transportation officers at Headquarters and in the field are attached as Appendices "A" and "B".

## PART II - MOVEMENTS

1. GENERAL

(a) The over-all movement picture shows improvement in comparison with past months, and traffic is moving more in accordance with priorities. At the same time, much traffic programmed for rail, and accepted at the AFHQ-POM conferences, failed to move, partly because wagons were not available, and partly because loads were not available when wagons were placed.

(b) The movement into Northwest Italy was not as planned, owing to the delay in opening Genoa. This necessitated the movement of supplies continuing along the Ancona - Forli axis, with consequent long road hauls until the end of the month, when improved rail communications between the south and the north somewhat relieved the strain on available road transport.

(c) An increasing demand on all means of transport was made to cope with the large number of returning refugees, many of whom had to be moved from the north to areas south of Rome. Generally all demands for movement of refugees were met with little delay, AFHQ being most helpful in working out a flexible system to meet the emergency demands which occurred throughout the month. Arrangements have now been made with SHAEF, which will result in a reasonably controlled flow of refugees, so that forward programs can be worked out with some degree of accuracy.

(d) 10,814 tons of phosphate rock only were moved during the month which was against an old allocation. No larger movement was able to take place, although shipping was available, as firstly, the price difference between the Italians and the French had not been settled at the beginning of the month, and secondly, the over-all allocation of phosphate rock to Italy was not known until the end of the month.

2. SHIPPING

(a) Considerable difficulty in arranging forward port programs is being experienced due to the lack, or late arrival, of advices of ships sailing with AC/Italian Government stores from extra-Mediterranean sources. This has been taken up on numerous occasions with AFHQ, but the position has further deteriorated. A request has been made to AFHQ that sailing advices and copies of documents relating to AC/Italian Government supplies be repeated direct to this Headquarters from the exporting countries.

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1. GENERAL

(a) The over-all movement picture shows improvement in comparison with past months, and traffic is moving more in accordance with priorities. At the same time, much traffic programmed for rail, and accepted at the AFHQ-POM conferences, failed to move, partly because wagons were not available, and partly because loads were not available when wagons were placed.

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(d) 10,814 tons of phosphate rock only were moved during the month which was against an old allocation. No larger movement was able to take place, although shipping was available, as firstly, the price difference between the Italians and the French had not been settled at the beginning of the month, and secondly, the over-all allocation of phosphate rock to Italy was not known until the end of the month.

2. SHIPPING

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(b) The failure to import any substantial tonnages through a port in the Northwest made it necessary to divert ships to Italian Government territory ports, which resulted in the port capacities being strained to their utmost on occasions. Savona was open at the end of the month, and although this port cannot handle the programs originally set up for Genoa it should do something towards alleviating the present unsatisfactory port situation in the northwest. Increasing tonnages of civil supplies were moved through Venice. So far no serious difficulty has been encountered in clearing these supplies to their destinations.

(c) 80,000 tons of stores were moved coastwise in June, excluding stores lifted by the personnel/cargo ferries operating between Naples, Sardinia and Sicily.

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for which figures are not yet available. Of the 80,000 tons, 25,000 tons were lifted by schooner.

(d) Shipping was set up to meet emergency demands for movement of livestock from Sardinia to the mainland immediately the requests were made, but due mainly to quarrels over the price between Sardinia and the mainland this shipping was wasted. Vigorous protests have been made to the Italian Government, who have been informed that, as a result of this waste of shipping, one of the largest coasters employed in the Italian trade, which was specially converted to carry livestock, has now been transferred to meet UNRRA demands for the movement of mules from Greece. In addition, waste of schooners occurred due to inadequate POL allocation. This was taken up with the Italian Government, who said that they are allocating to schooners the maximum amount they are able, taking into account their present allocation. The position has now been taken up with the shipping authorities at AFHQ, from whom a decision is awaited as to whether more fuel can be made available to schooners, or whether schooners are to remain idle.

3. RAIL

(a) The total tonnages moved showed an increase over previous months, about 57% of the accepted programmed traffic on the mainland moving, against an average of 62½% in the previous months. This totalled approximately 220,000 tons. In addition, 81,000 refugees moved by train.

(b) During the month revised capacities for the various lines south of Bologna were worked out, based not only on the physical line capacity, but on an estimate of rolling stock availability. AFHQ have now allocated definite block tonnages on each line for AC/civil traffic, so it will not be necessary to bid for this traffic at the weekly POM meeting at AFHQ. Detailed work in connection with programming rail movement will be taken over by the Italian State Railways, but AC will retain an over-all supervisory control, and will establish priorities where necessary.

(c) Small stocks of coal in the north made it essential that the strictest control of movement should be exercised over those lines which were dependent on steam running. The position will improve now that coal is being imported through Savona and Venice, but the over-all allocation of coal to Italy is such that strict control of rail movement will be necessary for many months to come.

4. ROAD

(a) Most programs were met in full, though a lack of POL in certain cases and waste of POL in other cases restricted road movement in certain areas. ENAC appeared to exercise a better control of the movement of wine by road, about which definite instructions have been issued, agreed by the Italian authorities.

(b) The lack of discipline among many of the Italian military units operating truck companies on AC behalf in Italian Government territory resulted in certain important programs not being met, especially in the Ancona area. This applied particularly to the movement of wheat, and the slow loading and unloading of rail wagons in this area. Movement of surplus wheat from this area was further aggravated by a shortage of railway wagons. Investigations were made, in conjunction with the other sections of AC, and discipline improved towards the end of the month, together with the percentage of programs met.

(c) Instructions were issued dealing with the method by which stores should move

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3. RAIL

(a) The total tonnages moved showed an increase over previous months, about 67% of the accepted programmed traffic on the mainland moving, against an average of 62½% in the previous months. This totalled approximately 220,000 tons. In addition, 81,000 refugees moved by train.

(b) During the month revised capacities for the various lines south of Bologna were worked out, based not only on the physical line capacity, but on an estimate of rolling stock availability. AFHQ have now allocated definite block tonnages on each line for AC/civil traffic, so it will not be necessary to bid for this traffic at the weekly PGM meeting at AFHQ. Detailed work in connection with programming rail movement will be taken over by the Italian State Railways, but AC will retain an over-all supervisory control, and will establish priorities where necessary.

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(c) Instructions were issued dealing with the method by which stores should move by road from Italian Government territory to AMG territory, and vice versa.

5. CONCLUSIONS

(a) Although the above picture reflects an improvement in the general movement of stores on AC/Italian Government/civil count, there is still much room for further progress; there is still considerable wastage and misuse of movement capacity by sea, rail and road. This has been taken up more vigorously than ever before with the Italian Government authorities concerned. Although it is too early to give a definite opinion, indications are that the present Government is taking the matter more seriously, so that there are hopes that a larger percentage of priority traffic will move. This is essential in view of the forecasts of a below-average wheat harvest in many areas which will necessitate wide distribution of any surplus essential commodities which may be available.

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PART III - RAIL

1. RAILHEADS

(a) At the early part of the month, line 65 from Florence and line 86 from Ancona both reached Bologna; although a further extension was made on line 85 north of Bologna to S.Pietro, the latter has not been used extensively as a railhead.

2. ALLIED RAILWAY BOARD

(a) The sixth meeting of the Allied Railway Board was held on 21 June 1945, when a further review of the work of the Sub-Committees was taken.

3. CIVIL ENGINEERING

(a) Line 86 Ortona - Ancona. Through working from Ortona to Ancona possible as from 23.59 hours on 30 June 1945.

(b) Line 88 Roma - Avezzano. Work has progressed well during the month on this line.

(c) Line 244 Bastia - Ellera. The opening of this line will be delayed due to the difficulty in obtaining steel for bridge repairs.

(d) Private Railway Benevento - Cancello. Line will be open to traffic 4 July 1945. The delay has been caused by bad slips in the tunnel.

(e) Work is actively proceeding on the following works:

Line 242. Albacina - Civitavecchia
Line 245. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo
Permanent repairs to bridges on Line 86 North and Line 87.

(f) Northern Italy. Reconstruction work has progressed well, and it is hoped to have the line Genoa - Ventimiglia opened by the end of July. The Frejus tunnel and two steel bridges on the Turin - Modane line have been taken over by the MRS for completion. Work is proceeding actively on the Genoa - La Spezia line.

(g) General. The supply of cement has now improved, but we are faced with a deterioration in the supply of POL and cutting gasses. Notice has also been received that stores held by MRS cannot be transferred to the ISR without approval of Washington and London.

4. MECHANICAL ENGINEERING

(a) Recovery and repair of locomotive and rolling stock - Rehabilitation Progress. The following locomotives and rolling stock were put into service during the month, after heavy and medium repairs:

| | |
|---|---|
| Steam locomotives | 53 |
| Electric locomotives | 6 |
| Carriages and vans | 175 |
| Wagons | 2946 |

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as from 23.59 hours on 30 June 1945.

(b) Line 88 Rome - Avezzano. Work has progressed well during the month on this line.

(c) Line 244 Bastia - Ellera. The opening of this line will be delayed due to the difficulty in obtaining steel for bridge repairs.

(d) Private Railway Benevento - Cancello. Line will be open to traffic 4 July 1945. The delay has been caused by bad slips in the tunnel.

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Permanent repairs to bridges on Line 86 North and Line 87.

(f) Northern Italy. Reconstruction work has progressed well, and it is hoped to have the line Genoa - Ventimiglia opened by the end of July. The Frejus tunnel and two steel bridges on the Turin - Modane line have been taken over by the MRS for completion. Work is proceeding actively on the Genoa - La Spezia line.

(g) General. The supply of cement has now improved, but we are faced with a deterioration in the supply of POL and cutting gasses. Notice has also been received that stores held by MRS cannot be transferred to the ISR without approval of Washington and London.

4. MECHANICAL ENGINEERING

(a) Recovery and repair of locomotive and rolling stock - Rehabilitation Progress. The following locomotives and rolling stock were put into service during the month, after heavy and medium repairs:

| | |
|---|---|
| Steam locomotives | 53 |
| Electric locomotives | 6 |
| Carriages and vans | 175 |
| Wagons | 2346 |

(b) Line position for loops and rolling stock. According to latest information available, the position is as follows:

(1) Locomotives:

| Available for Service | | ISR | WD | USA | TOTAL |
|---|---|---|---|---|---|
| Steam | Main Line | 1172 / | 32 | 176 | 1380 |
| | Shunting | 528 | 3 | 5 | 536 |

3179

(/ Includes some German engines.)

| | | | | |
|---|---|---|---|---|
| Electric | 497 | -- | -- | 497 |
| Deisel | -- | 3 | 80 | 83 |

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| | ISR | WD | US | TOTAL |
|---|---|---|---|---|
| Under or Awaiting Repairs (Including 591 beyond repair) | | | | |
| Steam Main Line | 1026 | 6 | 67 | 1099 |
| Shunting | 400 | 3 | - | 403 |
| Diesel | -- | 1 | 36 | 37 |
| Electric | 441 | - | - | 441 |
| GRAND TOTAL | 4064 | 48 | 364 | 4476 |

(2) Carriages and Wagons

| Type | Available for Use | Under and Awaiting Repair | TOTAL |
|---|---|---|---|
| Coaches | 1608 | 1250 | 2858 |
| Baggage Vans | 759 | 450 | 1209 |
| Wagons | 54856 | 10200 | 65056 |
| TOTAL | 57223 | 11900 | 69123 |

(3) Rehabilitation of Workshops and Repair Facilities

| Compartimento | Shop | Position and Progress |
|---|---|---|
| FLORENCE (Porto Prato) | Locomotives Carriage and Wagons | Good progress, work in hand. Reconstruction. Erecting shop roof 2 forges put to work, water supply to carriage shop. Reconstruction of boiler tube shop and roof of white metal shop. |
| (Romito) | Locomotives | Stores, Messroom. Repairs to 25-ton crane, 5-ton cupola. Boring machine and air compressor. Main shed walls. Travelling overhead crane track and supports. Demolition and reconstruction of walls in motor shop and transformer cabin. |
| | Wagon shop | Walls nearly completed. |
| LEGHORN | Locomotive | Good progress. |
| SARDINIA | Locomotives and Wagons | Progress retarded due to shortage of labor. Repairs to machine tools progressing building repairs on contract. |
| SICILY | Locomotives | Repairs to shed roof on contract. |
| CALABRIA | Locomotives | Repairs to diesel car shed held up for shortage of timber. |
| ANCONA (Foligno) | Locomotives | Reconstruction of roof by contract. Damaged walls nearly completed. |
| | | Nearly complete. Machinery installed and |

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| | | | | |
|---|---|---|---|---|
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| CALABRIA | Locomotives | Repairs to diesel car shed held up for shortage of timber. |
| ANCONA (Foligno) | Locomotives | Reconstruction of roof by contract. Damaged walls nearly completed. |
| PESCARA | Loco shed | Nearly complete. Machinery installed and loco repair work in progress. |
| RIMINI | Loco shed | Shed completed. |
| FOGGIA | Shop works | Machine shop completed. Spring shop now working. |
| BOLOGNA | Locomotives | Machine shop rehabilitated. Loco shed repaired. |
| CASERTA | Locomotives | New machinery ready to install. |

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Private Firms:

| Location | Firm | Position and Progress |
|---|---|---|
| CIVITANOVA MARCHE | CECCHETTI | Wagon works good progress output 31 per month. Limited by difficulty in obtaining material. |
| COLLEFERRO | BOMERINI<br>PARODI<br>DELFINO | Good progress output now 82 per month and increasing. |
| TERNI | Steel Works | Good progress with boiler repairs. |

5. STORES

(a) A draft of Technical Instructions for the control of the Stores by ISR in the North has been made, and will be published soon. All MRS and AC Transportation Sub-Commission officers wishing to visit ISR Stores in Northern Italy must first obtain a permit from DMRS, MRS or DDTn, 8th Army, supervising authorities in charge of the various compartimenti. No requests for material will be honored by the ISR Stores, unless supported by a letter of authority from Stores Section HQ ISR, Stores Section HQ MRS, or R & H Composite Rly. Opg. Coy, SAEC, Milan; Military Railway Service (American) Verona, Bologna and Florence, or DD Tn 8th Army, Venice.

(b) With effect from 1 July, the control of the ISR Depot at Foligno will revert to the HQ of ISR, subject to the same procedure as laid down for the ISR Depots at Tiburtina and Poggioreale.

(c) The tire situation was eased somewhat on receipt of tires from Commerce Sub-Commission; but the I&R and their contractors are still short of tires.

6. TRAFFIC.

(a) Demands have been submitted to the Traffic Sub-Committee of the Allied Railway Board for the operation of through passenger trains Rome - Milan and for the existing passenger trains at present operating between Rome and Florence and between Rome and Ancona being extended into Bologna. The demands are still under consideration.

(b) Line 257 from Rome to Viterbo has been extended to Sipicciano, and additional services have been introduced.

(c) Reggio - Salerno local passenger train has been extended to Naples, and this relieves to some extent the congestion on the through Rome - Naples - Reggio train.

(d) New schedules were introduced following the completion of the Petrace bridge in Reggio (Calabria). The ferry service to Sicily has been transferred from Reggio to San Giovanni; this arrangement provides a quicker service across the Straits of Messina to Sicily.

PART IV - ROAD

1. GENERAL

(a) During the month considerable progress has been made in the handover of trucks to the Italian Government. Some 930 x 1½-ton vehicles have been collected

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PART IV - ROAD

1. GENERAL

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(b) The disbandment of one Truck Battalion and six recently formed Italian Transport Companies in the Truck Operating Group is planned to take place in July in accordance with an AFHQ directive. Some 1160 trucks of these units will be formed into new civilian Truck Pools in the Leghorn, Florence, Ancona, Bologna, Genoa and Padova areas. A further 100 have been allotted, 50 each, to Bari and Foggia Truck Pools to replace vehicles beyond local repair and to increase lift available for the grain harvest.

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The remaining two Truck Battalions and four Italian Transport Companies, now operating in Army areas in the North, will be disbanded at the beginning of August and their vehicles organized into AMG Truck Pools.

(c) The Ministry of Transport will take over the new Truck Pools and vehicles in Italian Government Territory immediately upon formation. The Ministry will also assume title to the trucks in new pools in AMG Territory, but responsibility for operation and maintenance will remain with AMG. The Ministry has appointed Inspectors who will supervise operation and maintenance in all Truck Pools handed over. Inspectors will also be sent to AMG Truck Pools in which title to trucks has passed to the Ministry.

(d) Transfer of IMT (Sicily) vehicles from AC to the Italian Government was completed effective 13 June.

(e) Arising from a demand from EMAC for additional POL, Commerce Sub-Commission and the Ministry of Commerce have been requested to review the existing allocation of POL by the Italian Government to the various classes of users. Complete information has been supplied to the Minister of Transport, calling his attention to the inequitable distribution of POL by the Ministry of Commerce and requesting him to take all possible action within the Italian Ministry to secure a reasonable allotment for commercial transport.

All interested parties have been advised of the present POL allotment by the Ministry of Commerce which is grossly unfair to commercial transport: 10% of all petrol allotted to the Italian Government is reallocated for passenger transport in Rome and only 40% is reallocated to EMAC to supply all commercial vehicles.

This situation, together with the flagrant wastage and misuse of petrol by civilians for pleasure driving is given as a reason why Pet. Sec., AFHQ, will not increase the POL allotment to the Italian Government.

2. OPERATIONS

(a) The blocked tunnel at Osimo near Ancona was opened to through rail traffic on 30 June. This has relieved 2 Truck Battalion of the commitment to cover the gap and released some 60 trucks which have been allotted to augment transport employed in the haulage of grain to railheads in the Ancona-Macerata area.

(b) A meeting is to be held at HQ 5 Army Transportation Section on 11 July to determine road transport commitments in the North, resulting from the opening of the Ostiglia bridge over the PO and to Plan the future employment of AC military transport now operating in Army areas. A representative of Road Division, Transportation Sub-Commission, and Regional Transportation Officers will be present.

(c) It has been agreed with Displaced Persons and Repatriation Sub-Commission that 420 trucks will be allotted at collection centers in the North for the movement of refugees. It is intended to employ trucks in AC military transport units now in the North.

(d) A total of 35,000 tons has been moved by road during the month, on priority haulage programs, of grain, flour, AMG food, sulphur, hemp and sauce - an increase of 25% over the May figure. In addition, 12,700 refugees were moved

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(e) Total tonnage moved in May by ENAC, AC/AMG Truck Pools and AC Military Transport in Italian Government Territory was 285,000 tons. Totals for the last three months are as follows:

| | |
|---|---|
| March | 241,800 tons |
| April | 295,700 tons |
| May | 285,000 tons |

The reduction in May was due to reduction in AC Military Transport operating in Italian Government Territory consequent upon the transfer to 15 Army Group of some 800 trucks in 1 Truck Battalion and 4 G.T. Coys at the end of April. Figures for June are not available due to incomplete returns.

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Average tonnage moved by EMAC in each 10-day period increased from 40,000 tons in April to 51,000 tons in May.

3. SUPPLIES

(a) Vehicles received to 30 June 1945

(1) 2076 new 1½-ton trucks, cased; approximately 1800 of these have been assembled and are in operation for civil supply.

(2) 1152 1½-ton trucks, reconditioned and new; these are being overhauled prior to transfer to the Italian Government; as was the case with early shipments, these are arriving with considerable initial shortages in batteries, bodies and minor parts.

(3) 100 motorcycles, new, cased; it is planned to allocate these to various departments of the Italian Government for inspection and control purposes; since they have only just arrived, no breakdown has yet been made.

(b) Spare parts received to 30 June 1945

(1) Truck spares - Dodge - 6 months scaling for 72 vehicles; Chevrolet and Ford - 129 tons. Some of the spares imported for the latter are not for use on the particular model vehicle received and must be modified or replaced; complete report on this will be filed when parts survey is complete.

(2) Motorcycle spares - 11 tons.

(3) 1/4-ton truck spares -- 9 tons.

The Truck Maintenance Group has established central parts depots for receipt, stockage and controlled issue of these items.

(c) Tires

(1) 1025 tires and tubes have been obtained specifically for equipping the vehicles being transferred to the Italian Government. The majority of imported vehicles arrived without spares and a proportionate release of tires is being made so the trucks may be immediately operational.

4. MAINTENANCE

(a) A Maintenance Officer of Road Division, Transportation Sub-Commission, visited all Regions in the North to investigate the availability of civilian facilities for the repair of AC vehicles. It was found that in all main centers firms existed capable of performing higher echelon repairs on a contract basis.

(b) The recall of some 110 Italian Military trucks from civilian operators for handover to the Ministry of War has been arranged.

PART V - PORT AND WAREHOUSE

1. PORTS

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## PART V - PORT AND WAREHOUSE

1. PORTS

(a) Civitavecchia. Port clearance continued to improve. During the month of June this port has handled seven Liberties. Coal amounting to 30,079 tons has been discharged, of which 5,642 tons was into lighters for Fiumicino/Rome.

The floating crane (120 tons) "Trieste" has been secured for use at this port and will be utilized in the work of raising a sunken vessel at present obstructing the South Side (Berth No. 8) Molo Sicchieri, with view to obtaining an additional alongside berth for Liberty Ships, i.e., after requisite dredging. The "Trieste" will also be employed in lifting and replacing heavy masonry blocks to close the gap blown in the south entrance mole of the harbor, and for handling heavy lifts in the course of general port operations.

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(b) Piombino. The average discharge has been above expectations and all efforts are being made to increase daily average to 1,500 tons per day which is expected to be accomplished by late July/early August.

(c) Genoa. The Port of Genoa is closed to Liberty Ships following the recent blowing up of minesweeper.

2. ROME-PIUMBINO CANAL

(a) Tiber River. Removal of section of barrage at San Paolo commenced on 16 June, and other work together with dredging of silt caused by this barrage was nearing completion at end of month. Further dredging required at Cardegna Bend expected complete by 15 July.

3. WAREHOUSES

(a) General. Through continued pressure upon the two Italian agencies concerned with the Warehouse Section, there was a considerable improvement in the efforts and efficiency of the work of Federazione Italiana dei Consorzi Agrari. Unfortunately, the same comment does not apply to Istituto Nazionale per Il Commercio Estero.

UNRRA cooperated splendidly in attempting to move large quantities of their supplies from the warehouses. Despite their efforts, receipts of UNRRA goods exceeded issues and UNRRA inventory reached a new high level. Part of the reason for lack of additional issues was the shortage of rail wagons, making it impossible to move some foods for which rail bids had been accepted.

Appendix "C" gives details of receipts and issues at warehouses.

(b) Genoa. Although Genoa received and issued large tonnages of merchandise, the main port of Genoa has not yet been opened, due to serious difficulties in mine sweeping. Receipts at Genoa were accounted for by truck shipments from Leghorn and unloading of Liberty Ships across the beach. Both AMG personnel and the Federazione Italiana dei Consorzio Agrario personnel at Genoa are doing good work, and there is every indication that when Genoa Port finally opens, it will be the most efficient civilian supply operation in Italy.

(c) Savona. Because mine clearance in Savona has been more successful than in Genoa, some shipments are being received in this port. The personnel assigned to Genoa will handle both that port and Savona. Most merchandise arriving in Savona will be cleared directly from the port on rail to Genoa and the North.

(d) Leghorn. Receipts were exceedingly small, with heavy issues reducing total inventories considerably. Because this situation is likely to continue, some warehouses have been closed in Leghorn and military personnel reduced.

(e) Naples. The critical warehouse situation in Naples continued with heavy receipt of AC/AMG and UNRRA cargo. Receipts exceeded issues by approximately 5,000 tons. A new warehouse was acquired, which required complete roofing. Work is in progress and warehouse should be opened early in July; unfortunately, it is not rail served. Additional changes in military personnel in Naples warehouses should improve the operation. The principal cause of the large stockpile of foodstuffs in

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(f) Forli. Depot closed on 30 June, all supplies having been issued.

(g) Cesena. After a relatively active month, Cesena Depot is preparing to close. Receipts have stopped and issues have continued. It is planned to close this depot by the middle of July.

(h) Venice. Although receipts and issues have been small, the warehouse situation in Venice remains difficult because the Army has not evacuated AFHQ Venice depots, which they temporarily occupied. This has been caused by the failure of

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Port Marghera to open for Army use, as scheduled. Further, the Army is using the quay assigned to AIRCOM, which has resulted in a confused situation. It is hoped the entire situation will presently be solved by the opening of Port Marghera.

MERRITT H. TAYLOR
Director

3 Incls:
Appendices "A", "B" and "C"



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APPENDIX "A"

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR JUNE 1945

## LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A - American
B - British

DIRECTOR FRANK U FREEMAN JR.
Mr. ~~Merrith H. Taylor~~ (A)

DEPUTY DIRECTOR
Colonel M.B. Thoms (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.F. Scoggins (A)
MR NICHOLAS GALLO (A)
Accounts & Statistics Branch
~~Mar Sgt.~~ C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie R. Ryan (A)
~~Major F.F. Richardson~~ (B)

MOVEMENTS DIVISION (Tn 3)
Chief, ~~Colonel H.J. Sieff~~ (B)
COLONEL P.D.S. BUCHANAN
~~Rail Branch~~ RAIL-ROAD BRANCH
Lt.Col. J.W. Taker (B)
Major C.R. Worthington (B)
~~Major J.F.W. Dubois~~ (B)
Capt. I.F. Clinging (B)

~~Road Branch~~
~~Major G. Stolt-Gardner~~ (B)
Major C.F. Constable (B)
Capt. A.A. Gower (B)
MAJ. B.T.L. SHADDEN (B)
Shipping Branch
Major M.P. Leraman (B)
~~Major A.W. McClure~~ (B)
Capt. A. Tosi (I)
~~Capt. R. Hoyle~~ CAPT. G. SWEET (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief, ~~Lt.Col. C.H. Lindsay~~ (B)
MR ROY P. MOSS (A)
Operations Branch
Major A.C. Ping (B)
Major P.G. Matson (A)
~~Lt.Col. C.H. Tenney~~ (B)

RAIL DIVISION (Tn 4) (Cont'd.)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.G. Gross (A)
ASST. MR. G.L. FRANKLIN (B)
Operations Branch
Lt.Col. G. Perryhough (B)
Capt. C.E. Squire (B)
Capt. D.R. Richardson (on detch) (A)
Capt. R. Troy (on detch) (I)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Bowmer (A)
Major B.C. Moyle (B)
MR. C.E. SQUIRE (C)
Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch MR. J.A. GILMORE (B)
Mr. J.E. Hurley (A)
Mr. B. McDonnel (NZ)
Mr. C.C. Crooks (on detch) (A)

Port Branch
~~Capt. Cutler Morley~~ (B)
Mr. S.P. Franco (on detch) (A)
Mr. A.C. Allman (B)
~~Lt. A. Perera~~ (A)

Warehouse Branch
Major R.H. Klein (A)
~~Mr. U.S. Gilleral~~ (B)

ADVANCED ECHELON
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
MAJ. H.L. SHEA (C)



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~~AD ADMINISTRATION DIVISION (Tn 1)~~
Chief, Lt.Col. W.P. Scoggins (A)
MR NICHOLAS GALLO (A)

Accounts & Statistics Branch
~~Capt.~~ MAJ C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie R. Ryan (A)
~~Major F.P. Richardson~~ (A)

MOVEMENTS DIVISION (Tn 3)
Chief, ~~Sole el M.D. Staff~~ (B)
COLONEL P.D.G. BUCHANAN

~~Rail Branch~~ RAIL-ROAD BRANCH
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
~~Major C.P.H. Dubois~~ (B)
Capt. I.F. Clinging (B)

~~Road Branch~~
~~Major G. Strait Gardner~~ (B)
Major C.F. Constable (B)
Capt. A.A. Gower (B)
MAJ. B.T.L. SHARPE (B)

Shipping Branch
Major M.P. Laraman (B)
~~Major A.W. McClure~~ (B)
Capt. A. Tosi (I)
~~Capt. R. Hoyle~~ CAPT. G. SWEET (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief, ~~Lt.Col. C.H. Lindberg~~ (B)
MR ROY P. MOSS (A)

Operations Branch
Major A.C. Ping (B)
Major P.G. Watson (A)
LT. E.A. JEFFRIES (B)

Civil Engineering Branch
Lt.Col ~~Major~~ A.H. Street (B)
Major E.J. Molo (on detchmt) (B)
Major F.G. Buckley (on detchmt) (B)
~~Capt. M.F.M. Bruzzy~~ (B)
Capt. L.A. Conway (on detchmt) (B)
Mr. E. Richard (A)
LT. W.H. SHOKE (B)

Mechanical Engineering Branch
~~Major S.L. Reinter~~ (B)
Capt. F.C. Philby (A)
MAJ G.S. BARNES (B)
MAJ J.W. GILL (A)

Chief, Mr. E.C. Gross (A)
ASST MR. G.S. FRANKLIN (C)

Operations Branch
Lt.Col. G. Fernyhough (B)
Capt. C.E. Squire (B)
Capt. D.R. Richardson (on detch) (A)
Capt. R. Froy (on detch) (B)
Mr. R. Santa Maria (I)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)
MR. C.E. SQUIRE (C)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch MR. W.A. GALLAGHER (C)
Mr. J.S. Burley (A)
Mr. B. McDonnol (MC)
Mr. C.C. Crocks (on detch) (A)

Port Branch
~~Capt. S.M.E. Burley~~ (B)
Mr. S.P. Franco (on detch) (A)
Mr. A.C. Allums (B)
~~Lt. A. Parona~~ (I)

Warehouse Branch
Major R.H. Klein (A)
~~Mr. H.S. Chiferdi~~ (B)

ADVANCED ECHELON
Lt.Col. M. Harris (A)
Major H.C. Talbot (B)
MAJ. H.A. SYMES (B)
LT. A.N.F. WEBB (B)

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Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "B"

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR JUNE 1945

## LIST OF TRANSPORTATION OFFICERS IN THE FIELD

### ITALIAN GOVERNMENT TERRITORY

| | | |
|---|---|---|
| Reggio - | Capt. B.W. Boddy | (B) |
| Naples - | Major V.R. Bowers | (C) |
| | Capt. T.E. Ramsay | (A) |
| Bari - | Major C.M.G. Taylor | (B) |
| Rome - | Capt. S.C. Hall | (A) |
| Ancona - | Capt. W.S. Smith | (B) |
| | Capt. R.L. Bent | (B) |
| | 1st Lt. G.G. Del Merico | (A) |
| | Lieut. E.T. Griffin | (B) |
| Florence - | Lt.Col. J.A.N. Giles | (B) |
| | Major W.F. Blair | (C) |
| Leghorn - | Capt. A.C. Ramsay | (A) |
| | Capt. W.L. McCullough | (A) |

### EMILIA REGION

| | |
|---|---|
| Capt. P.E. Hannon | (A) |
| Capt. M.C. Polyblank | (B) |
| 1st Lt. G. Lester | (A) |
| 1st Lt. K.A. Ash | (A) |
| 1st Lt. J.E. Howell | (A) |

### LOMBARDIA REGION

| | |
|---|---|
| Lt.Col. M. Fitzgerald | (A) |
| Capt. W.A. Walker | (A) |
| Capt. W.F. Piper | (B) |
| Capt. W.H. Munn | (B) |
| Capt. R.J. Woodcock | (B) |
| 1st Lt. C.W. Houston | (A) |
| 1st Lt. M.E. Aronoff | (A) |
| 1st Lt. R.T. O'Donnell | (A) |
| Lieut. K.F. Vaughan | (B) |
| 1st Lt. W.A. Paolina | (A) |

### LIGURIA REGION

| | |
|---|---|
| Major H.B. James | (B) |
| Major E.W. Wickens | (B) |
| Major W.C. Boyd | (A) |
| Capt. L. Volstad | (A) |
| Capt. R.K. Harper | (B) |
| Capt. J.C. Dodds (TD Emilia Rgn) | (B) |
| Capt. D.F.S. Monypenny | (B) |
| Capt. I. Calvaresse | (A) |
| Lieut. A. McD. Clark (TD Naples) | (B) |
| Capt. J.N. Lloyd-Davies | (B) |

### PIEMONTE REGION

| | |
|---|---|
| Major R.W. Saunders | (A) |
| Capt. N.A. Dickens | (C) |
| Capt. S.V. Trodiuniok | (B) |
| Capt. J.L. Zorra | (A) |
| Capt. Z.M. Santini | (A) |
| 1st Lt. R.R. Johnson | (A) |
| 1st Lt. I. Strand | (A) |
| 1st Lt. L.E. Clark (TD Ascoli) | (A) |
| Lieut. A.W.F. Webb | (B) |

### VENEZIA

| | |
|---|---|
| Colonel J.S. Woodger | (D) |
| Major G.W. Fletcher | (B) |
| Major W.T. Martin | (B) |
| Capt. J.N. Bowes | (B) |
| Capt. E.B. Corby | (C) |
| Capt. A.H. Irvine-Lynch | (B) |
| Capt. B.G. Jefferson | (B) |
| Capt. F.R. Price (TD Chieti) | (B) |
| Capt. J.W.E. Osborne | (BDE) |
| 1st Lt. R.W. Henley | (A) |
| Lieut. J.H. Hines-Wragg | (B) |
| 1st Lt. W.S. Allen | (A) |

### VENEZIA GIULIA (AMG XIII CORPS)

| | |
|---|---|
| Major R.C. Marks | (B) |
| Capt. J.S. Billinghurst | (B) |
| Capt. D.L. Coleman | (A) |
| 1st Lt. G. Mitchell | (A) |

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TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JUNE 1945

Appendix "C"

| WAREHOUSES | BEGINNING INVENTORY | RECEIVED | ISSUED | INVENTORY 30 JUNE |
|---|---|---|---|---|
| NAPLES | | | | |
| Food | 22,587.7 | 11,105.9 | 7,492.0 | 26,201.6 |
| Other | 1,578.5 | 706.8 | 881.9 | 1,403.4 |
| TOTAL | 24,166.2 | 11,812.7 | 8,373.9 | 27,605.0 |
| LEGHORN | | | | |
| Food | 18,378.6 | 519.1 | 7,569.0 | 11,328.7 |
| Other | 1,924.9 | 717.4 | 1,292.9 | 1,350.0 |
| TOTAL | 20,303.5 | 1,236.5 | 8,861.3 | 12,678.7 |
| ANCONA | | | | |
| Food | 19,621.0 | 5,293.0 | 16,899.0 | 8,015.0 |
| Other | 277.4 | 97.0 | 115.4 | 259.0 |
| TOTAL | 19,898.4 | 5,390.0 | 17,014.4 | 8,274.0 |
| GENOA | | | | |
| Food | 177.5 | 15,125.4 | 14,734.0 | 568.9 |
| Other | -- | -- | -- | -- |
| TOTAL | 177.5 | 15,125.4 | 14,734.0 | 568.9 |
| FORLI | | | | |
| Food | 6,319.8 | 2,048.8 | 8,368.6 | -- |
| Other | -- | -- | -- | -- |
| TOTAL | 6,319.8 | 2,048.8 | 8,368.6 | -- |
| CESENA | | | | |
| Food | 6,980.6 | 9,411.0 | 10,479.7 | 5,911.9 |
| Other | -- | -- | -- | -- |
| TOTAL | 6,980.6 | 9,411.0 | 10,479.7 | 5,911.9 |
| VENICE | | | | |
| Food | -- | 2,087.0 | 1,364.0 | 723.0 |
| Other | -- | -- | -- | -- |
| TOTAL | -- | 2,087.0 | 1,364.0 | 723.0 |
| TOTAL WAREHOUSES | | | | |
| Food | 74,065.2 | 45,590.2 | 66,906.3 | 52,749.1 |
| Other | 3,780.8 | 1,521.2 | 2,289.6 | 3,012.4 |
| TOTAL | 77,846.0 | 47,111.4 | 69,195.9 | 55,761.5 |

NOTES:

1) ANCONA
a) Receipts: 3,173.0 cases Medical Supplies

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| | | | | |
|---|---|---|---|---|
| ANCONA | | | | |
| Food | 19,621.0 | 5,293.0 | 16,899.0 | 8,015.0 |
| Other | 277.4 | 97.0 | 115.4 | 259.0 |
| TOTAL | 19,898.4 | 5,390.0 | 17,014.4 | 8,274.0 |
| GENOA | | | | |
| Food | 177.5 | 15,125.4 | 14,734.0 | 568.9 |
| Other | -- | -- | -- | -- |
| TOTAL | 177.5 | 15,125.4 | 14,734.0 | 568.9 |
| FORLI | | | | |
| Food | 6,319.8 | 2,048.8 | 8,368.6 | -- |
| Other | -- | -- | -- | -- |
| TOTAL | 6,319.8 | 2,048.8 | 8,368.6 | -- |
| CESENA | | | | |
| Food | 6,980.6 | 9,411.0 | 10,479.7 | 5,911.9 |
| Other | -- | -- | -- | -- |
| TOTAL | 6,980.6 | 9,411.0 | 10,479.7 | 5,911.9 |
| VENICE | | | | |
| Food | -- | 2,087.0 | 1,364.0 | 723.0 |
| Other | -- | -- | -- | -- |
| TOTAL | -- | 2,087.0 | 1,364.0 | 723.0 |
| TOTAL WAREHOUSES | | | | |
| Food | 74,065.2 | 45,590.2 | 66,906.3 | 52,749.1 |
| Other | 3,780.8 | 1,521.2 | 2,289.6 | 3,012.4 |
| TOTAL | 77,846.0 | 47,111.4 | 69,195.9 | 55,761.5 |

NOTES:

1) ANCONA
   a) Received: 3,173.0 cases Medical Supplies
   b) Received: 2,891.0 cases Confinement Supplies; and
      Issued : 2,664.0 cases " "
   c) Received: 62.0 cases Drugs

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2) LEGHORN

| Commodity | Unit | On Hand | Received | Issued | Bal. on Hand |
|---|---|---|---|---|---|
| Ration Cards | Pkgs. | 1,270.0 | 1,983.0 | 2,399.0 | 954.0 |
| Medical Supplies | Cases | 7.0 | -- | 7.0 | -- |
| Portable Flour Mills | Cases | 36.0 | -- | -- | 36.0 |
| Vehicles on Wheels | Each | -- | 250.0 | 196.0 | 54.0 |
| Insul. Tape | Rolls | -- | 250.0 | 250.0 | -- |
| Insul. Material | Sheets | -- | 75.0 | 75.0 | -- |

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3) UNRRA

| Warehouses | Inv. 1 June | Receipts | Issues | Inv. 30 June |
|---|---|---|---|---|
| Naples | 6,497.8 | 5,159.4 | 3,736.0 | 7,919.2 |
| Leghorn | 3,980.8 | -- | 595.0 | 3,385.8 |
| TOTAL | 10,478.6 | 5,159.4 | 4,333.0 | 11,305.0 |

4) E.R.I

a) Received 41,704 tons of food and issued 6,048 tons.

b) Received 717 tons of non-food items and issued 510 tons. This total includes wheat.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref/ AC/1.1/36/Tm6

UAG/mvm
9 August 1945

SUBJECT: Monthly Report - July 1945

TO : Administration Division
(Att. Lt. Col. W. P. Scoggins)

1. Ports:

a. Civitavecchia: The port handled a record volume of tonnage, i.e. 50,000 tons of which 28,321 was coal. Of this latter figure, 9,810 tons was discharged into lighters for Fiumicino/Rome. Large vessels using the port totalled 18, including 8 Liberties.

The floating crane (120 tons sheer-legs) "Trieste" has been actively employed lifting sunken tugs and barges and other wreckage which were obstructing various berths. In particular, berth No. 8 is being rapidly cleared and as soon as the dredger "Bullio", scheduled to arrive within the next fortnight from Leghorn, can dredge the berth to the requisite depth of 25/26 feet, it will be possible to berth another Liberty alongside for discharge. The dredging of this berth will be No. 1 dredging priority at Civitavecchia.

b. Piombino: This port has functioned well throughout the month. A total of 36,780 tons was discharged consisting mainly of grain, phosphates and wine. On one occasion during this month, 2,000 tons was discharged in 24 hours of which over 1,500 tons was cleared from the port.

All back-piling has been cleared from the stacking ground and discharge is now proceeding directly on to rail. Additional back-piling facilities have been created for approximately 1,500 tons of coal and the port warehouse has been cleared of some heavy machinery, thus affording additional covered space therein for approximately 250 tons of cereal.

In addition to normal port working during this month, it is of interest to record that the American SS "John H. Hammond" which struck a mine off Elba, was towed into Piombino, with holds No. 1, 2 and 3 flooded and with water in No. 4 and 5. The vessel was loaded with 7,700 tons of general cargo and was badly down by the head.

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Our Port Liaison officer, Mr. S. P. France, took prompt and effective measures to deal with this ship, using all available lighters at the port and commandeering the 2,000 ton steamer "Andrea Contarini", at that time loading pyrites at Portigliona, together with all lighters at that port, and using them for lighterage of cargo (some 1,200 tons) from the stricken vessel. Mr. France's prompt and effective use of all the resources available to him, and particularly the commandeering of the "Andrea Contarini", undoubtedly contributed in large measure to the saving of a valuable U.S. Liberty ship.

Mr. France has now succeeded in arranging for carabinieri and other armed units (Italian Government Authority) to guard goods en route from the port to switching point at Campiglia.

c. Genoa: This port has been open since 20 July 1945 and is receiving Liberty ships of which two can be berthed alongside. There are also berths available for three coasters.

Our Mr. C. Crooks has been appointed Port Liaison Officer at this port and has taken up his duties.

2. Rome/Fiumicino Canal:

a. Fiumicino: The dredging which was in progress at Sardegna Bend, Tiber River, had to be suspended on 19 July and the dredging plant transferred to the bar at entrance to Fiumicino where a heavy increase of siltation threatened the stoppage of traffic from Civitavecchia. Unfortunately, shortly after completion of this work, rough seas (31 July - 2 August) caused more siltation and further dredging of the bar has had to be undertaken. It is expected to complete this about 11 August, when the dredging plant will be returned up river to resume operations at Sardegna Bend. The measures taken have successfully averted any hold up of traffic to this port.

3. Warehouse Branch:

a. General:

1. For the third consecutive month, it is to be noted that the efforts and efficiency of the work of the Federazione Italiana dei Consorzi Agrari have shown improvement. There is still, however, room for additional improvement. Again for the third consecutive month, it must be noted that the same comment does not apply to Instituto Commercio Estero.

2. Although total tonnages received and issued for the month were approximately 35,000 tons higher than in June, no

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great difficulty was encountered in handling this additional traffic, principally because the opening of Genoa Port during the month eased general warehouse situations.

3. Appendix shows warehouse movement during the month of July.

b. Genoa:

1. Genoa warehouse continued its efficient operation. The number of rail wagons loaded per day ran as high as 150. There was little trouble in securing wagons as needed. The greater part of the 31,500 tons issued in Genoa moved by rail.

2. With the prospect of continual heavy loadings through Genoa warehouses, no untoward difficulties are foreseen.

c. Savona:

1. The use of Savona for miscellaneous cargo decreased during the month with the opening of Genoa Port.

d. Leghorn:

1. Leghorn inventory continued to decline, with small receipts and larger issues, including some issues of UNRRA merchandise, which are anticipated to continue well into the month of August.

2. One of the principal Leghorn warehouses will be de-requisitioned shortly as it will be used by a local industry that will employ large numbers of civilians.

3. With the heavy army redeployment program continuing, it is unlikely that receipts at Leghorn will expand in the near future.

e. Naples:

1. Naples warehouse management is unsatisfactory. Strong representations have been made to Federazione Italiana dei Consorzi Agrari to improve the situation. They have promised complete change of principal officials in charge and some improvement has already been noted. Close supervision by the Allied Commission, however, will be necessary for some time to come.

2. The repairs on the newly acquired warehouse were not completed as anticipated in July, but it is hoped to open this warehouse early in August.

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3. Failure to receive necessary rail wagons to ship merchandise for which release orders had been given continued to create a problem. It is quite likely that an additional 4/5,000 tons would have been shipped from Naples Warehouse had rail cars been provided. Plans to correct this situation have been made. August should prove whether those will be successful.

4. Despite the relatively constant inventory, there was some improvement in the general warehouse situation because of the reduced activity, which permitted time to re-organize some of the storage.

f. Cesena:

1. Cesena Depots closed during the month after all merchandise on hand had been issued.

g. Venice:

1. Problems of Venice warehousing continued to remain somewhat complicated due to the use by the Army of warehouse premises that had originally been allocated for use by the Allied Commission. If the Army can be persuaded to allocate a portion of the principal quay and portion of the principal transit sheds for exclusive use of the Allied Commission, the entire situation should be simplified. Efforts to accomplish this are in progress.

h. Ancona:

1. Ancona continued heavy shipments in the face of small receipts, thus reducing the warehouse stocks still further.

2. The program of rail shippings from Ancona to Northwest Italy has almost stopped with the greater use of Genoa. Therefore, the future use of Ancona will be principally for the supply of the adjacent area. Heavy tonnages are not expected to pass through Ancona. Personnel accordingly has been decreased.

3. Plans are in progress for the establishment of a completely Italian section of the military port, similar to the system now in effect at Naples.

i. Bari and Brindisi:

1. As previously indicated, although the warehouses in Bari and Brindisi do not come under the jurisdiction of this section, some EM/or's were supplied for the Port Liaison Officer (Food Sub Commission) to increase the efficiency of the operation

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in that area. Improvements have already been noted, although the time has been too short to achieve as yet the desired ends.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in 3 a. 3 - Warehouse Movement

Declassified E.O. 12356 Section 3.3/NND No. 785021

DRAFT

MONTHLY REPORT - July 1945

PORTS

A. Civitavecchia: The port handled a record volume of tonnage, i.e. 50,000 tons of which 28,321 was coal. Of this latter figure, 9,810 tons was discharged into lighters for Fiumicino/Rome. Large vessels using the port totalled 18 including 8 Liberties.

The floating crane (120 tons sheer-legs) "Trieste" has been actively employed lifting sunken tugs and barges and other wreckage which were obstructing various berths. In particular, berth No. 8 is being rapidly cleared and as soon as the dredger "Duilio", scheduled to arrive within the next fortnight from Leghorn, can dredge the berth to the requisite depth of 25/26 feet, it will be possible to berth another Liberty alongside for discharge. The dredging of this berth will be No. 1 dredging priority at Civitavecchia.

B. Piombino: This port has functioned well throughout the month. A total of 36,696 tons was discharged consisting mainly of grain, phosphates and wine. On one occasion during this month 2,000 tons was discharged in 24 hours of which over 1,500 tons was cleared from the port.

36,780

All back-piling has been cleared from the stacking ground and discharge is now proceeding directly on to rail. Additional back-piling facilities have been created for approximately 1,500 tons of coal and the port warehouse has been cleared of some heavy machinery, thus affording additional covered space therein for approximately 250 tons of cereals.

In addition to normal port working during this month, it is of interest to record that the American SS "John H. Hammond" which struck a mine off Elba, was towed into Piombino, with holds Nos. 1, 2 and 3 flooded and with water in Nos. 4 & 5. The vessel was loaded with 7,700 tons of general cargo and was badly down by the head.

Our Port Liaison Officer, Mr. S. F. France took prompt and effective measures to deal with this ship, using all available lighters at the port and commandeering the 2,000 ton steamer "Andrea Contarini", at that time loading pyrites at Portiglioni, together with all lighters at that port, and using them for lighterage of cargo (some 1,200 tons) from the stricken vessel. Mr. France's prompt and effective use of all the resources available to him, and particularly the commandeering of the "Andrea Contarini" undoubtedly contributed to the salvage measure to the saving of a valuable U.S. Liberty ship.

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Port Liaison Officer has now arranged for Carabinieri and Naval Guard guards (Lt. Scott A.M.G.) to guard goods en route from Port to entering point at Campiglia.

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c) Genoa: This port has been open since 20th July and is receiving Liberty ships of which two can be berthed alongside. There are also berths available for three coasters.

Our Mr. C. Crooks has been appointed Port Liaison Officer at this port and has taken up his duties.

ROME/FIUMICINO CANAL

The dreding which was in progress at Sardegna Bend, Tiber River, had to be suspended on the 16th of the month and the dredging plant transferred to the bar at entrance to Fiumicino where a heavy increase of siltation threatened the stoppage of traffic from Civitavecchia. Unfortunately, shortly after completion of this work rough seas (31st July - 2 August) casuded more siltation and further dredging of the bar has had to be undertaken. It is expected to complete this about the 11th instant, when dredging plant will be returned up river to resume operations at Sardegna Bend. The measures taken have successfully averted any hold up of traffic to this port.

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INTER-OFFICE MEMO RWK/rf

Tel. 478700

8 August 1945

Ref. W/1.3/1397/Fn6

SUBJECT : Monthly Report (July) Warehouse Section
Port & Warehouse Division - Transportation Sub-Commission

TO : Chief, Port and Warehouse Division

1. GENERAL

a) For the third consecutive month it is to be noted that the efforts and efficiency of the work of the Federazione Italiana dei Consorzi Agrari have shown improvement. There is still a great opportunity for additional improvement, nevertheless. Again for the third consecutive month it must be noted that the same comment does not apply to Istituto Commercio Estero.

b) Although total tonnages received and issued for the month were approximately 35,000 tons greater than in June, there was no great difficulty encountered in handling this additional volume, principally because the opening of Genoa Port during the month eased general warehouse situations.

c) Appendix shows warehouse movement during the month of July.

2. GENOA

a) As indicated above, Genoa Port opened for the handling of Liberty ships with three deep water berths available. Additional progress is being made and it is expected in the near future that there will be in excess of ten deep water berths.

b) Genoa Warehouse continued its efficient operation. The number of rail wagons loaded per day ran as high as 150. There was little trouble in securing wagons as needed. The principal portion of the 31 thousand tons issued in Genoa moved by rail.

c) With the prospect of continual heavy loadings through Genoa Warehouses, no untoward difficulties are foreseen.

3. SAVONA

The use of Savona for miscellaneous cargo decreased during the month with the opening of Genoa Port. It is unlikely that the future will see much tonnage of miscellaneous supplies handled through Savona because of ample accommodations at Genoa. Nevertheless Savona is available in case of emergency.

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4. LEGHORN

a) Leghorn inventory continued to decline, with small receipts and larger issues, including some issues of UNRRA merchandise, which are anticipated to continue well into the month of August.

b) One of the principal Leghorn warehouses will shortly be de-requisitioned as it will be used by a local industry that will employ large numbers of civilians.

c) With the heavy army redeployment program continuing, it is unlikely that receipts at Leghorn will expand in the near future.

5. NAPLES

a) Naples warehouse management is unsatisfactory. Strong representations have been made to Federazione Italiana dei Consorzi Agrari to improve the situation. They have accordingly promised complete change of principal officials in charge and some improvement has already been noted. Close supervision by the Allied Commission, however, will be necessary for some time to come.

b) The repairs on the newly acquired warehouse were not completed as anticipated in July, but it is hoped to open this warehouse early in August.

c) Failure to receive necessary rail wagons to ship merchandise for which release orders had been given continued to create a problem. It is quite likely that an additional 4/5,000 tons would have been shipped from Naples Warehouses had rail cars been provided. Plans to correct this situation have been made. August should prove whether ~~they will~~ these will be successful.

d) Despite the relatively constant inventory, there was some improvement in the general warehouse situation because of the reduced activity, which permitted time to re-organize some of the storage.

6. CESENA

Cesena Depots closed during the month after all merchandise on hand had been issued.

7. VENICE

Problems of Venice warehousing continued to remain somewhat complicated due to the use by the Army of warehouse premises that had originally been allocated for use by the Allied Commission. The situation was further complicated by unintelligent supervision by the Allied Commission. This situation has been corrected by change of personnel and ~~subsequent~~ SOME improvement is already noted.

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b) If the Army can be persuaded to allocate a portion of the principal quay and portion of the principal transit sheds for exclusive use of the Allied Commission, the entire situation should be simplified. Efforts to accomplish this are in progress.

8. ANCONA

a) Ancona continued heavy shipments in the face of small receipts, thus reducing their warehouse stocks still further.

b) The program of rail shippings from Ancona to Northwest Italy has almost stopped with the greater use of Genoa. Therefore the future use of Ancona will be principally for the supply of the adjacent area. Heavy tonnages are not expected to pass through Ancona. Personnel accordingly has been decreased.

c) Plans are in progress for the establishment of a completely Italian section of the military port, similar to the system now in effect in Naples.

9. BARI AND BRINDISI

As previously indicated, although the warehouses in Bari and Brindisi do not come under the jurisdiction of this section, some EM/OR's were supplied for the Port Liaison Officer (Food Sub-Commission) to increase the efficiency of the operation in that area. Improvements have already been noted, although the time has been too short to as yet achieve desired ends.

10. Appendix indicates warehouse movement during the month of July.

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MONTHLY REPORT FOR JANUARY 1945.

PART I. GENERAL

1. REORGANISATION OF TRANSPORTATION SUB-COMMISSION.

(a) During January a reorganisation of the Transportation Sub-Commission was carried out; the Sub-Commission, under the general direction of the Director and Deputy Director, was divided as follows:-

Planning Staff
Administration Division
Movements Division
Rail Division
Road Division
Port and Warehouse Division

Appendix "A" sets out in detail the responsibilities of each Division.

(b) At the same time all the Transportation officers in the field were placed on the staff of the Regional Commissioners and were not regarded as officers of the Transportation Sub-Commission on detachment, (there remain one or two minor exceptions to this arrangement).

(c) A list of officers in the Sub-Commission as at 31st January, 1945, is attached at Appendix "C".

2. ARRANGEMENT OF MONTHLY REPORT.

(a) In future the Monthly Report of this Sub-Commission will be arranged in five parts as follows:-

Part I. General.
Part II. Movements.
Part III. Rail.
Part IV. Road.
Part V. Port and Warehouse.

Part I will include general matters affecting the Sub-Commission as a whole, or administrative items.

The other parts will correspond to the Divisions shown in para 1 above.

PART II. MOVEMENTS

1. GENERAL.



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## PART II. MOVEMENTS

1. GENERAL.

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(a) The organisation of the Movements Division of the Transportation Sub-Commission at HQ, AC, continued during January. HQ Rail and Shipping Sections are now adequately organised, and have sufficient strength to deal with present and foreseen problems; the Road Section is not yet fully organised. Steps are in hand to bring this Section on to a level with the other two, so that it can adequately carry out its movement function.

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(b) A much closer liaison is being established with G-4 (Mov & Tn), A.F.H.Q., and programmed traffic is generally moving to time. Considerable assistance has been received from A.F.H.Q. in this respect.

(c) Steps have been taken to provide promptly the statistical information required to check actual movement against programmed movement, to enable daily ship, rail, and road movement to be followed up. It is not anticipated that this information will be fully available till mid-March, but sufficient information is now being passed to enable the programmes by sea and rail of major commodities to be checked. Except in the case of Civitavecchia information on ship working in ports handed back to the Italian Government is woefully inadequate and delayed, and much ships' time wastage is resulting. The necessary information should become available during February.

2. SHIPPING.

(a) In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "D" shows tonnages lifted. The Sardinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ships' turn-round has improved.

3. RAIL.

(a) As stated in para 1 (c) above, statistical information is inadequate fully to check movement against programmes, but tonnages - considerably increased over previous months - of cereals, coal, lignite, and pyrites on civil account have been moved. Rail clearance of Civitavecchia has been good and no delays to ships have occurred. The loss of boxed wagons out of Sicily has been so heavy that programmed movement has not been carried out; steps have been taken in agreement with A.F.H.Q. to move by sea as high a proportion as possible of traffic moving out of the island on military account.

(b) A.F.H.Q. have been given details of major foreseen future movements in central Italy and major rehabilitation projects, which will entail an increased demand for rail capacity. They have been requested to advise the Transportation Sub-Commission whether any of the projects are likely to be largely valueless because the rail capacity will not be forthcoming; so far no reply has been received.

4. ROAD.

(a) Adequate road movement programmes are not yet being issued. Progress has been made in linking road and rail movement programmes in an attempt to increase the efficient use of road transport. Demands for road transport everywhere greatly exceeded the supply; the establishment of the Priorities Board should enable much clearer direction to be given to the Road Division and Regional Commissioners on overall priorities. It will be the Regional Commissioner's responsibility to decide his local priorities and to instruct his Regional Transport Officer on this. Where local priorities conflict with overall priority programmes issued from HQ, A.C., then it will be necessary to refer to HQ, A.C. for a final decision.

PART III. RAIL

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PART III. RAIL.

1. RAILHEADS.

(a) During the month repairs to line 86 have been completed as far north as Forli, and on the west side, repairs to line 50 have reached Pisa; repairs are now in progress towards Prato on line 218, reaching a new railhead at Montecatini; unfortunately, difficulties have arisen which have prevented this line reaching Florence as originally planned.

2. ALLIED RAILWAY BOARD.

(a) Under the chairmanship of DQMG (M.G. Gp) A.F.H.Q., the first meeting of the Allied Railway Board met on 18th January, 1945. The Chairman stated its

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functions were to establish machinery to assist the Italian State Railways in greater measure, to meet distribution requirements, to cover the urgency for rehabilitation, and to deal with day to day problems. The Board appointed five Sub-Committees, with power of action and decision, as follows:

Traffic Sub-Committee
Construction Sub-Committee
Equipment Sub-Committee
Stores Sub-Committee
Finance Sub-Committee.

The general procedure will be for the Board to review the Minutes of the Sub-Committees, and take action where the Committees have been unable to reach a satisfactory settlement on any particular problem.

(b) With the formation of the Board the Railway Rehabilitation Committee, with its subsidiary New Works and Contracts Sub-Committee, ceased to operate.

3. CIVIL ENGINEERING.

(a) During the month work continued on all engineering projects set out in the December Report, and work on the Termoli-Campobasso project was almost completed.

(b) Contracts have been let for the rehabilitation of line 219 Pisa-Empoli-Florence. It is hoped to have this in operation by 30th May.

(c) Tenders for the reconstruction of line 65 Arezzo-Florence have been called for and work should be started during February. This line has low military priority, and it is expected it will take 12 months to complete.

(d) The washout on line 95 between Tursi and Nova Siri was repaired under MRS supervision and traffic resumed on 26th January

(e) All engineering projects have been delayed due to the severe weather, in some cases the roads being impassable due to snow.

(f) Repairs to railway facilities in the port of Civitavecchia to enable the port to handle 3,000 tons daily are well in hand. It is hoped to complete this work by the end of February.

4. MECHANICAL ENGINEERING.

(a) Bari: Major Jeffrey has now handed over all duties in connection with traffic and movement matters, and is solely engaged on mechancial and stores matters.

(b) Sicily: Arrangements are in hand with U.S. Navy Yard, Palermo, for the repair of boilers from the mainland, in addition to boiler repair work for the Palermo Compartimento.

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(c) Reggio: Exchange of electric locomotives, 626 class, from Calabria with 428 class from Foligno, is proceeding. Additional steam power was badly needed in Reggio during the month and this was met with the transfer of four 62[illegible] class engines from Sicily, and two from MRS centres at Naples

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(d) Car Repairs: Timber released for this work has been loaded and despatched from Cirella under arrangements made by the Mechanical Engineering Branch with MRS and Road Division.

(e) Bombrini-Parodi-Delfino at Colleferro: Excellent progress in the conversion of these shops for wagon repairs has been made. Light repairs to 20 freight cars were effected during the month.

(f) Car Reconnaissance: Reconnaissance was made on the rail lines Rome-Mandela and Rome-Frascati in conjunction with MRS. Some 150 rail cars were found between Rome and Mandela, many requiring only light repairs. Recovery of these cars is now proceeding. Other cars in running order have been transferred to the State Railway system. No cars of any kind were found on the Rome-Frascati line.

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5. STORES.

(a) Stores Officer attended a conference of Supply Officers G-4 MTOUSA. Information was received as to the allocation of tyres to A.C. It is not expected that sufficient tyres will be received at once to meet ISR needs, but, over a period of time, there will be sufficient released to relieve the critical situation of the shortages. The release will cover only standard sizes which constitutes about 50% of the requests. The odd sizes used by Italian cars and trucks will be repaired if practicable to do so.

(b) Justification for six months supply of materials for the ISR has been furnished to the Economic Section, who have the requests in requisition form.

6. TRAFFIC.

(a) The continuation of the washout at Nova Siri on the Metaponto Crotone line undoubtedly contributed to the difficulties in car supply to Sicily. Cars were standing under load at Naples due for the south, and at Reggio for the north, and even with additional locomotive traction, clearance could not be effected with resultant difficulties in meeting the demands of Sicily for freight cars. The matter is under careful review, and a day to day check on freight cars into Reggio is being maintained. It is hoped that the completion of repairs to the washout (as mentioned in the Engineer's report) will facilitate the flow of traffic.

(b) On the passenger side the event of the month was the first civilian passenger train between Rome and Naples since Allied occupation of the Capital. The first train, which left Rome on 22nd January, with a 12 hours schedule, ran via Formia owing to track repairs on the route via Cassino, and control of traffic has been excellent. The Minister of Communications travelled on the first train and was warmly welcomed en route and upon arrival at Naples. Since starting the train has already been once strengthened, when it conveyed a number of delegates to the first Italian Free Trade Union Conference in Naples.

(c) The shortage of passenger rolling stock is preventing further expansion of passenger services. The many attempts to board military freight trains will be overcome as soon as it is possible to offer even a skeleton service to areas which in the past have known normal communications with the Capital. The absence of electric power is a further factor which restricts train operation. An expansion of the system whereby civilian passengers travel by ISR workers' trains has also been introduced, and Caserta and Naples are thereby linked with a fairly satisfactory morning and evening service.

(d) Continued liaison has been maintained with the Movements Division in order to ensure that full interchange of views and traffic needs are sustained, but freight services still fail to reach the requirements for the accomplishment of the Movements programme.

PART IV. ROAD

1. GENERAL.

(a) A.F.H.Q., G-5, before giving consideration to A.C's request for [illegible] requested that full plans

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## PART IV. ROAD

1. GENERAL.

(a) A.F.H.Q., G-5, before giving consideration to A.C's request for Italian personnel to form additional G.T. and Q.M. Coys., requested that full plans should be submitted to, and agreed by, 15th Army Group. This agreement was obtained and the plans were forwarded to A.F.H.Q., G-5.

(b) Subsequent discussions with A.F.H.Q. have now resulted in 5,000 additional Italian personnel being made available to A.C. in the near future; 2,500 to be trained and equipped by A.F.H.Q. to form G.T. Coys., and 2,500 to be trained by A.C. to form Q.M. Truck Coys..

(c) A scheme has been evolved whereby these 5,000 Italians, plus those already employed in G.T. Coys. and Q.M. Truck Coys. working for A.C., shall be formed into a Motor Transport Brigade. This Brigade, if finally approved, will operate and be responsible for all A.C. transport organised on military lines and distributing essential civilian supplies.

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2. OPERATIONS.

(a) On the 29th January a meeting was held in the Roads Division which was attended by all officers commanding British Cadres of General Transport Coys.. It was decided to transfer the 1000 G.T. Coy. from the West side of Italy to the East side as soon as possible. This decision was made in view of the fact that it was generally considered more advantageous to have all G.T. Companies working on one side of Italy and all Q.M. Truck Companies working on the other side. In order that a central operational control could be maintained for the G.T. Companies on the East side, such as is already in existence for the Q.M. Truck Companies on the West side, Lt. Col. Fletcher, CRASC, kindly offered to instruct a British officer in the necessary duties. Capt. Bent, an officer of the Abruzzi-Marche Region, is now working with Lt. Col. Fletcher to this end.

3. MAINTENANCE.

(a) All units of the 1st Truck Battalion working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army. Such units have been assigned to specific Ordnance Companies.

(b) Reports indicate that the ten day system of preventive maintenance is proving successful. This is particularly so in the Truck Battalion. A favourable report on the subject of maintenance has been received this month from the A.F.H.Q. Inspection Team in respect of Abruzzi-Marche vehicles.

(c) Efforts to make use of civilian firms for higher echelons of maintenance have not yet proved successful. The capabilities of one such firm in Naples were tested during the month, but many difficulties were found, such as non-availability of metals, inadequate equipment, etc.. Subject to the approval of higher authority it has, however, been decided to establish a W.D. higher echelon maintenance shop, with its attendant W.D. spares departments in Rome at the factory of A.T.A.C. (a former city omnibus and tramway repair factory) and it is hoped by this means to break away, at least to some extent, from the Army from the point of view of higher echelon repairs and thus avoid the B.L.R. of vehicles for which replacements are so difficult to obtain.

4. SUPPLIES.

(a) The balance of W.D. trucks to complete the load carrying vehicles for the 1st Truck Battalion have been received. 72 civilian load carrying vehicles, (1½ ton Dodge without bodies) ultimately to form part of the above mentioned Truck Brigade, have been received. Seven have had 2½ ton GMC bodies fitted. Arrangements have been made for handling the balance that is being received without bodies, and it has been decided to use 2½ ton bodies in all cases.

## PART V. PORT AND WAREHOUSE.

1. LEGHORN.

(a) Receipts have continued to decline while shipments have not fallen off proportionally. The reduction in inventory carried allowed the closing of one warehouse, and it is expected another will be closed soon. This, plus the improvement of the facilities at another warehouse in Leghorn, has provided a more efficient operation, decreasing the need for a portion of the military personnel. These will presently be transferred to Ancona. (Warehouses closed are being

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2. ANCONA.

(a) Efforts have continued to increase the warehouse capacity at Ancona. Partial success has been achieved so that present closed capacity is now about 18,000 tons and open capacity over 5,000 tons, compared to 10,000 and 5,000 tons a month ago. Receipts have continued to increase. The month showed the highest inventory since opening these depots, but expected arrivals will soon quadruple this figure. Plans were made in conjunction with the Red Cross to ship all their relief clothing supplies from Naples to Ancona. This movement will take place early in February.

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3. FORLI.

(a) Although warehouses in Forli come under the control of 8th Army AMG, they were inspected during the month and a unified programme agreed with Major Young, Economic and Supply Officer of 8th Army AMG. Every effort will be made to increase the lift from Ancona to Forli, and to increase the capacity at Forli. Assistance from 15th Army Group is needed and has recently been requested.

4. NAPLES.

(a) Very little change has occurred in the Naples situation. Magazzini Generali e Frigoriferi have agreed to reduce their schedule of management charges, but this solution is only temporary. (See para 5 below).

(b) UNRRA receipts were less than expected, and offered no particular problems.

5. GENERAL.

(a) Plans are in the making for turning over to Federazione Consorzi Agrari the operation of the warehouses at Ancona, Leghorn, and Naples.

for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

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...AS IN MEMO JOURNAL
...UMBER 1.

APPENDIX "A"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

RE-ORGANISATION OF TRANSPORTATION SUB-COMMISSION, AC.

1. With effect from the date of this Memorandum, the Transportation Sub-Commission, A.C., will be composed of a Director, Deputy Director, Planning Staff, and five divisions - Administration, Movements, Rail, Road, and Port and Warehouse. Their duties are set out in the following paragraphs. It is emphasised, however, that the duties are in all cases within the general framework of the Transportation Sub-Commission's responsibility and subject to any changes in policy that may be laid down by higher authority.

2. The Planning Staff will be responsible for all forward planning on transportation questions; it will advise and work closely with the Priorities Board (see Executive Order No. 4) and with the Movements Division.

3. The Administration Division will cover all internal administration, keeping of personnel records, assignments and transfers of personnel, and central secretarial work. Its Accounting Branch will be responsible for accounting for all stores handled at A.C. warehouses, keeping records, etc.. Its Statistical Branch will keep records of all movements by rail, road, sea and other means.

4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out; it will determine, in accordance with the bids made to it, what traffic is to be carried by rail, road, sea, including coastal, inland water transport, or other means, and how best this work can be coordinated with military movements; for this purpose it will have Rail, Road and Shipping Branches. The Movements Division will make out and circulate programmes and be responsible for seeing that they are fulfilled or for notifying those concerned of changes of programme. The Movements Division will not, however, be responsible for the technical aspect of the carrying agency's work which is the concern of the Rail, Road, and Port and Warehouse Divisions referred to below, and of the Shipping Sub-Commission.

5. The Rail Division will be responsible for the technical aspect of the Italian Railways' work, for advising the Movements Division what can be carried by rail, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and reconstruction of all rail facilities including track, locomotives, rolling stock, stations, buildings, etc.. It will work in close contact with the MRB and the Italian State Railways.

6. The Road Division will be responsible for technical questions on all operation by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and provision of road vehicles. It will be responsible for the raising of new road transport units. It will assist and render technical advice to

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6. The Road Division will be responsible for technical questions on all operation by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the programme laid down is carried out in the best way possible. It will also plan and assist with the repair and provision of road vehicles. It will be responsible for the raising of new road transport units. It will assist and render technical advice to the Italian road organisations.

7. The Port and Warehouse Division will be responsible for the technical aspect of port, warehouse and inland and coastal water transport work, and for seeing that all installations are worked in the best way possible. Its responsibilities for warehouses will extend only to those warehouses which are used as incidental to transportation, e.g., at ports and at certain limited points in the interior. The Port and Warehouse Division will advise the Movements Division of port capacities for loading and discharging ships, and of any changes in capacity. It will plan and assist with the repair and construction of all facilities at ports, warehouses, and in connection with coastal and inland water transport. The Division will work in close contact with the Shipping Sub-Commission.

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APPENDIX "A"

(3) When rail, road, port, shipping and other facilities are controlled by a military formation, the Movements Division will request an allotment of capacity from the competent military authority.

By command of Rear Admiral Stone:

(Sgd.) MERRITT H. TAYLOR
Director
Transportation Sub-Commission

19th January, 1945.

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TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945.

APPENDIX "B"

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

Ref: 169/2/Tn 1

24th January, 1945.

SUBJECT: Transportation Organisation, AC.

TO : Regional Commissioners, All Regions.

1. Transportation Sub-Commission at Headquarters Allied Commission has recently been reorganised and details will be issued by its Director for the information of all concerned.

2. The main function of the Transportation Sub-Commission is to act through the Economic Section as the Headquarters staff branch of the Chief Commissioner on all transportation and movements questions.

3. All transportation and movements questions in the field will be dealt with by the Regional Commissioner. (An exception will be made in the case of military truck units, about which separate instructions will be issued.)

4. Each Regional Commissioner will have a Chief Transportation Officer and other transportation officers on his staff, and it is desirable that their organisation should accord generally with the principles adopted for the Transportation Sub-Commission at Headquarters AC. Regional Transportation Officers will be responsible to and under the command of their Regional Commissioners; they will receive technical instructions from the Transportation Sub-Commission, AC, through Regional Commissioners. As such officers will be under the command of Regional Commissioners, it follows that regional headquarters will deal with the question of administration, promotion and discipline.

5. Transfers of transportation officers from one region to another will be made by Establishments Section in the normal manner.

By command of Rear Admiral Stone:

(Sgd.) M.S. LUSH

BRIGADIER
Chief of Staff

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT: Transportation Organisation, AC.

TO : Regional Commissioners, All Regions.

1. Transportation Sub-Commission at Headquarters Allied Commission has recently been reorganised and details will be issued by its Director for the information of all concerned.

2. The main function of the Transportation Sub-Commission is to act through the Economic Section as the Headquarters staff branch of the Chief Commissioner on all transportation and movements questions.

3. All transportation and movements questions in the field will be dealt with by the Regional Commissioner. (An exception will be made in the case of military truck units, about which separate instructions will be issued.)

4. Each Regional Commissioner will have a Chief Transportation Officer and other transportation officers on his staff, and it is desirable that their organisation should accord generally with the principles adopted for the Transportation Sub-Commission at Headquarters AC. Regional Transportation Officers will be responsible to and under the command of their Regional Commissioners; they will receive technical instructions from the Transportation Sub-Commission, AC, through Regional Commissioners. As such officers will be under the command of Regional Commissioners, it follows that regional headquarters will deal with the question of administration, promotion and discipline.

5. Transfers of transportation officers from one region to another will be made by Establishments Section in the normal manner.

By command of Rear Admiral Stone:

(Sgd.) M.S. LUSH

BRIGADIER
Chief of Staff

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Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "C"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief: Lt. Col. Walter P. Scoggins

Accounts Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiDonello (A)

PLANNING STAFF (Tn 2)
Major F.P. Richardson (B)
Mr. Charlie Ryan (A)
Mr. George Gross (A)

MOVEMENTS DIVISION (Tn 3)
Chief: Col. M.E. Sieff (B)

Rail Branch
Lt. Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clapping (B)

Road Branch
Lt. Col. J.H. Bordass (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. W. Ainsworth (B)
Capt. J.F. Halsted (B)

Shipping Branch
Lt. Col. J.A. Balfour (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.M. Hamilton (B)

RAIL DIVISION (Tn 4)
Chief: Lt. Col. O.L. Lindberg (B)

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DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief: Lt. Col. Walter P. Scoggins

Accounts Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
Major F.P. Richardson (B)
Mr. Charlie Ryan (A)
Mr. George Gross (A)

MOVEMENTS DIVISION (Tn 3)
Chief: Col. M.J. Sieff (B)

Rail Branch
Lt. Col. J.W. Baker (B)
Major C.P. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt. Col. J.H. Bordass (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. W. Ainsworth (B)
Capt. J.F. Halsted (B)

Shipping Branch
Lt. Col. J.A. Balfour (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hamilton (B)

RAIL DIVISION (Tn 4)
Chief: Lt. Col. O.H. Lindberg (B)

31158

Operations Branch
Major W.C. Fletcher (B)
Major A.G. Pike (B)
Major P.G. Watson (A)

Civil Engineering Branch
Major A.H. Sweet (B)
Major E.J. Hale (B)
Major P.C. Burkley (B)

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "C"

RAIL DIVISION (Cont.)

Mechanical Engineering Branch
Major S.L. Baister (B)
Lt. R.C. Bowie (B)
Major E.W.B. Jeffrey (B)
Lt. N.C. Philby (A)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Th 5)
Chief: Colonel J.J. Carnes (A)

Operations Branch

-

Administration Branch

Major C.W.A. Pepper (B)

Maintenance Branch
Major H.M. Bowmer (A)
Major D.C. Moyle (B)
Major D.T.L. Bruce (B)

Supply Branch

Capt. W.G. Petersen

PORT AND WAREHOUSE DIVISION (Th 6)
Chief: Mr. Charles C. Crocks (A)

Operations Branch
Capt. F.H. Smith (B)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (Italian)

Port Branch
Lt. G.W.E. Warley (B)
Lt. A. Marina (Italian)
Mr. James B. Hurley (A)

Warehouse Branch
Major R.H. Klein (A)

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "D"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR JANUARY 1945

I. SUMMARY OF BIDS AND SHIPMENTS DURING JANUARY (EXCLUDING MEDBO SCHOONERS).

| Commodity | Bid | Lifted in tons | Outstanding in tons | In Excess tons | Remarks |
|---|---|---|---|---|---|
| Citrus fruit | 4,000 | 2,998 | 1,002 | | Ships did not load to capacity on account of non-availability. |
| Olive Oil | 315 | 210 | 105 | | |
| Phosphates | 9,300 | 16,560 | - | 7,260 | |
| Food-stuffs | 1,527 | 2,106 | - | 579 | |
| Salt | 6,900 | 4,946 | 1,954 | - | Part of balance lifted by MEDBO Schooners |
| Wine | 6,000 | 3,191 | 2,809 | - | |
| Wheat | 1,000 | 1,192 | - | 192 | |
| | 29,042 | 31,203 | 5,870 | 8,031 | |

Livestock: 300 horses 40 260
500 cattle 247 253
2000 sheep 1432 568

Other Civil Supplies Lifted during January (Sicily to Torre Annunziata)

| | Tons |
|---|---|
| Wine | 2970 |
| Food Stuffs | 880 |
| Cotton | 132 |
| | 3982 |

II. TONNAGES LIFTED BY MEDBO SCHOONERS DURING JANUARY. 3157

| | |
|---|---|
| Timber | 650 tons |
| Food | 3,372 " |
| Carrubeans | 580 " |
| Stores | 110 " |
| Wheat | 462 " |

Declassified E.O. 12356 Section 3.3/NND No. 785021

| | | | | | |
|---|---|---|---|---|---|
| Citrus fruit | 4,000 | 2,998 | 1,002 | | Ships did not load to capacity on account of non-availability. |
| Olive Oil | 315 | 210 | 105 | | |
| Phosphates | 9,300 | 16,560 | - | 7,260 | |
| Food-stuffs | 1,527 | 2,106 | - | 579 | |
| Salt | 6,900 | 4,946 | 1,954 | - | Part of balance lifted by MEDBO Schooners |
| Wine | 6,000 | 3,191 | 2,809 | - | |
| Wheat | 1,000 | 1,192 | - | 192 | |
| | 29,042 | 31,203 | 5,870 | 8,031 | |

| | | | |
|---|---|---|---|
| Livestock: | 300 horses | 40 | 260 |
| | 500 cattle | 247 | 253 |
| | 2000 sheep | 1432 | 568 |

Other Civil Supplies Lifted during January (Sicily to Torre Annunziata)

| | Tons |
|---|---|
| Wine | 2970 |
| Food Stuffs | 880 |
| Cotton | 132 |
| | 3982 |

II. TONNAGES LIFTED BY MEDBO SCHOONERS DURING JANUARY. 3157

| | |
|---|---|
| Timber | 650 tons |
| Food | 3,372 " |
| Carrubeans | 580 " |
| Stores | 110 " |
| Wheat | 462 " |
| Charcoal | 560 " |
| Sugar | 1,025 " |
| Chestnuts | 350 " |
| Miscellaneous | 1,254 " |
| Island Traffic | 1,800 " |
| Tobacco | 72 " |
| Coal | 2,000 " |
| Cotton | 436 " |
| Flour | 200 " |
| Salt | 2,265 " |
| Total | 15,166 Tons |

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15061

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TRANSPORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES JAN 1945
(All figures in metric tons)

31556

| 1945 | NAPLES | | | LEGHORN | | | ANCONA | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD |
| Inv. 1 Jan. | 19796.0 | 914.5 | 20711.0 | 34238.8 | 354.6 | 34593.4 | 4004.0 | 1.0 | 4005.0 | 58039. |
| Rec. in Jan. | 5274.5 | 796.5 | 6071.0 | 4088.3 | 495.5 | 4583.8 | 3568.0 | = | 3568.0 | 12930. |
| Issued Jan. | 4485.5 | 714.0 | 5199.5 | 7799.3 | 458.1 | 8257.4 | 1128.0 | 1.0 | 1129.0 | 13412. |
| Inv. 31 Jan. | 20585.5 | 997.0 | 21582.5 | 30527.8 | 392.0 | 30919.8 | 6444.0 | = | 6444.0 | 57557. |

NOTES:-

(1) Food items include soap, which last month was with non-food.
(2) Leghorn issued 8 cases of medical supplies which were on hand 1 Jan.
(3) Approximately 26 tons of UNRRA commodities received at Naples.
(4) 4,015 tons of flour, and 1551 tons of sugar issued directly from shipside to Consignee included in above table.
(5) Tonnages of clothing on hand in Red Cross Depots under our control at Leghorn and Naple above table.

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TRANSPORTATION SUB-COMMISSION MONTHLY REPORT FOR JAN. 1945 Appendix E

STATEMENT OF STOCK MOVEMENTS

ALL WAREHOUSES JAN 1945

(All figures in metric tons)

| E R | TOTAL | LEGHORN FOOD | LEGHORN OTHER | LEGHORN TOTAL | ANCONA FOOD | ANCONA OTHER | ANCONA TOTAL | TOTAL - WAREHOUSES FOOD | TOTAL - WAREHOUSES OTHER | TOTAL - WAREHOUSES TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 20711.0 | 34238.8 | 354.6 | 34593.4 | 4004.0 | 1.0 | 4005.0 | 58039.3 | 1270.1 | 59309.4 |
| 5 | 6071.0 | 4088.3 | 495.5 | 4583.8 | 3568.0 | = | 3568.0 | 12930.8 | 1292.0 | 14222.8 |
| 0 | 5199.5 | 7799.3 | 458.1 | 8257.4 | 1128.0 | 1.0 | 1129.0 | 13412.8 | 1173.1 | 14585.9 |
| 0 | 21582.5 | 30527.8 | 392.0 | 30919.8 | 6444.0 | = | 6444.0 | 57557.3 | 1389.0 | 58946.3 |

soap, which last month was with non-food.
ases of medical supplies which were on hand 1 Jan.
ons of UNRRA commodities received at Naples.
r, and 1551 tons of sugar issued directly from shipside to Consignee at Naples not
table.
ng on hand in Red Cross Depots under our control at Leghorn and Naples NOT included in

ACP/1c

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

Tel. 843238
Our Ref. AC/47/Tn 4

9 February 1945.

ABBREVIATED MONTHLY REPORT .

1. In January, the first meeting of the Allied Railway Board took place, and five working Sub Committees were appointed. The essential functions of this board are to assist the Italian State Railways in greater measure, to meet distribution requirements, to cover the urgency for rehabilitation, and to deal with day to day problems. Further engineering works, in conjunction with Military Railway Service have been taken over for AC supervision. Two reconnaissance trips during the month revealed some 150 freight cars in the Rome district available for light repairs. A justification for six months supply of materials for the ISR has been submitted in the form of requisition.

2. On 22 January, the first civilian passenger train since Allied occupation left Rome for Naples on a 12 hour schedule. It was highly acclaimed by Ministers and Press, although the time for the run was subject of some criticism. The shortage of satisfactory passenger stock prevents in some measure the introduction of other needed passenger services, but the matter is being carefully watched in conjunction with MRS.

for January

O.H. Lindberg Lt. Col.
O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division

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TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

AC/47/Tn 4 7 February 1945

MONTHLY REPORT OF ACTIVITIES, JANUARY 1945.
TRANSPORTATION SUB-COMMISSION, RAIL.

1. RAILHEADS.

During the month, repairs to line 86 have been completed as far north as Forli, and on the west side, repairs to line 50 have reached Pisa and repairs are now in progress towards Prato on line 216; reaching a new railhead at Montecatini. Unfortunately, difficulties have arisen which have prevented this line reaching Florence as originally planned.

2. RECONSTRUCTION AND REHABILITATION.

Under the chairmanship of Brigadier A.T. Rhd Philipe, the first meeting of the Allied Railway Board met on 18 January, 1945. The chairmen stated its functions were to establish machinery to assist the Italian State Railways in greater measure, to meet distribution requirements, to cover the urgency for rehabilitation, and to deal with day to day problems. The Board proceeded to appoint five Sub-Committees, with power of action and decision as follows:

Traffic Sub-Committee
Construction Sub-Committee
Equipment Sub-Committee
Stores Sub-Committee
Finance Sub-Committee.

The general procedure will be for the Board to review the minutes of the Sub-Committees, and take action where the committees have been unable to reach a satisfactory settlement on any particular problem.

With the formation of the Board, the Railway Rehabilitation Committee, with its subsidiary New Works & Contracts Sub-Committee ceased to operate.

During the month, work continued on all engineering projects set out in December report, and work on Termoli-Campobasso project was almost completed.

3154

2. ENGINEERING REPORT.

During the month contracts have been let for the rehabili_ tation of line 219 Pisa-Empoli-Florence. It is hoped to have this in operation by 30 May.

Tenders for the reconstruction of line 65 Arezzo-Florence

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as far North as Forli, and on the west side, repairs to line 90 have reached Pisa and repairs are now in progress towards Prato on line 218; reaching a new railhead at Montecatini. Unfortunately, difficulties have arisen which have prevented this line reaching Florence as originally planned.

2. RECONSTRUCTION AND REHABILITATION.

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3154

3. ENGINEERING REPORT.

During the month contracts have been let for the rehabilitation of line 219 Pisa-Empoli-Florence. It is hoped to have this in operation by 30 May.

Tenders for the reconstruction of line 65 Arezzo-Florence have been called for and work should be started during February. This line has low military priority, and it is expected it will take 12 months to complete.

The washout on line 95 between Tursi and Nova Siri was repaired under MRS supervision and traffic resumed on 26 January.

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3. ENGINEERING REPORT (Continued)

All Engineering projects have been delayed due to the severe weather, in some cases the roads being impassable due to snow.

Repairs to railway facilities in the port of Civitavecchia to enable the port to handle 3,000 tons daily are well in hand. It is hoped to complete this work by the end of February.

4. MECHANICAL REPORT.

Bari : Major Jeffrey has now handed over all duties in connection with traffic and movements matters, and is solely engaged on mechanical and stores matters.

Sicily : Arrangements are in hand with U.S.Navy Yard, Palermo, for the repair of boilers from the mainland, in addition to boiler repair work for the Palermo Compartimento.

Reggio : Exchange of electric locomotives 626 class from Calabria with 428 class from Foligno is proceeding. Additional steam power was badly needed in Reggio during the month, and this was met with the transfer of four 625 class engines from Sicily, and two from MRS sources at Naples.

Car Repairs : Timber released for this work has been loaded and despatched from Cirella under arrangements made by the Mechanical Section with MRS and Road Division.

Bombrini-Parodi-Delfino at Colleferro : Excellent progress in conversion of these shops for wagon repairs has been made. Light repairs to 20 freight cars were effected during the month.

Car Reconnaissance : Reconnaissance was made on the rail lines Rome-Mandela-and Rome-Frascati in conjunction with MRS. Some 150 rail cars were found between Rome and Mandela, many requiring only light repairs. Recovery of these cars is now proceeding. Other cars in running order have been transferred to the State Railway system. No cars of any kind were found on the Rome-Frascati line.

5. STORES REPORT.

Stores officer attended a conference of Supply Officers G-4 MTOUSA. Information was received as to allocation of tires to AC. It is not expected that sufficient tires will be received at once to meet ISR needs, but, over a period of time, there will be sufficient released to relieve the critical situation of the shortages. The release will cover only standard sizes which constitutes about 50% of the requests. The odd sizes used by Italian cars and trucks will be repaired if practicable to do so.

Justification for six months supply of materials for the ISR has been furnished to the Economic Section who have

Declassified E.O. 12356 Section 3.3/NND No. 785021

on mechanical and stores matters.

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Justification for six months supply of materials for the ISR has been furnished to the Economic Section who have requests in requisition form.

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6. TRAFFIC REPORT.

The continuation of the washout at Nova Siri on the Metaponto Crotone line undoubtedly contributed to the difficulties in car supply to Sicily. Cars were standing under load at Naples due for the south, and at Reggio for the North, and even with additional locomotive traction, clearance could not be effected,

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6. TRAFFIC REPORT (Continued)

with resultant difficulties in meeting the demands of Sicily for freight cars. The matter is under careful review, and a day to day check on freight cars into Reggio is being maintained. It is hoped that the completion of repairs to the washout (as mentioned in the Engineer's report) will facilitate the flow of traffic.

On the passenger side, the event of the month was the first civilian passenger train between Rome and Naples since allied occupation of the capital. The first train, which left Rome on 22 January, with a 12 hours schedule, ran via Formia owing to track repairs on the route via Cassino and control of traffic has been excellent. The Minister of Communications travelled on the first train, and was warmly welcomed en route and upon arrival at Naples. Since starting the train has already been once strengthened, when it conveyed a number of delegates to the first Italian Free Trade Union Conference in Naples.

Undoubtedly, the shortage of passenger rolling stock is the sole reason for preventing further expansion of passenger services. The many attempts to board military freight treibs will be overcome as soon as it is possible to offer even a skeleton service to areas which in the past have known normal communications with the Capital. The absence of electric power is a further factor which restricts train operation. An expansion of the system whereby civilian passengers travel by ISR workers' trains has also been introduced, and Caserta and Naples are thereby linked with a fairly satisfactory morning and evening service.

Continued liaison has been maintained with the Movements Division, in order to ensure that full interchange of views and traffic needs is sustained. Freight services still fail to reach the requirements for the accomplishment of the Movements programme, but continued echange of ideas assists in improving the opportunities for movement and the opening of new territory which will assist the economic recovery of the country.

O.H.LINDBERG
Lieut.Col. R.E.,
Chief, Rail Division.



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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

JBH/lrl
8 March 1945

Tel. 347
Ref. AC/1.1/6/Tn6

SUBJECT : Monthly Report (February 1945)
Ports and Warehouse Division-Transportation S/C.

TO : Administration Division
Attention: Lt. Col. W. P. Scoggins

1. Schooners:- Special attention was given to the question of distribution and allotment of P.O.L. to schooner traffic. It was agreed by representatives of Commerce Sub-Commission, Italian Government, C.I.P., and this Division that P.O.L. be distributed to various ports by C.I.P. and the actual allotment per schooner be made by the Schooner Sub-Committee. This agreement has been put before the Petroleum Section of AFHQ by Commerce Sub-Commission for their approval.

2. Freight:- All MEDBO controlled vessels and COGEMA controlled schooners are now operating on approved Allied Commission tariff rates. These new rates became effective 11 February 1945. COGEMA has been authorized to adjust rates applied by MEDBO between 12 December 1944 and 11 February 1945.

3. Fiumicino-Rome Canal:-This service has been allocated 4 tugs and 6 barges which are being operated by Italian Enterprise in close liaison with this Division.

4. Portoscione:-Lack of current is the only obstacle in bringing additional pirities from the mines to the loading station. The specially constructed pier and plant are now in working order. Public Works and Utilities have this matter in hand. Loading equipment now on hand can handle 100/150 tons per hour.

5. Sardinian Ports:-A survey was made of conditions in the Ports of Sardinia and we list below the following findings and comments:

(a) Cagliari:-Information available discloses the steamer ARBAZIA calling regularly at Cagliari has been carrying only 1,000 tons of cargo, whereas,her full capacity is between 3000/4000 tons. With her present limited cargo she finished discharging in 3 days leaving one working day wasted.

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It is suggested that Cagliari be authorized to increase her tonnage for Torre Annunziata 500 tons thus giving this steamer a load of 1,500 tons per voyage until such a time as her full capacity can be used.

There are about 28 tons of Carbide at Torre Annunziata destined for Cagliari which are badly needed and should be forwarded without further delay. Also, perhaps wine could be shipped on this steamer on her return to Cagliari, thereby, increasing her tonnage for Sardinia.

Commerce and Industry representative inquires if it would be possible to have the M/V Rosa Maria, 37 tons registry used to carry cork to Civitavecchia and pick up there general cargo for Cagliari. Tannin from Florence which in badly needed in Sardinia. Also, the M/V Maria Antonietta, 25 tonn registry could be used for 2 trips - Palermo/Cagliari to carry carbon bisulphide, also badly needed in Sardinia. Fire clay is also needed.

(b) Sant'Antioco:-Coal can be mined at a rate of 1500/1600 tons per 24 hours out of which 300 tons are for local consumption and the balance for shipment elsewhere. The stockpile they had at the part has been completely used up, except for some coal dust which was used for land filling and which they are now digging for shipment.

The port is very well equipped for 24 hours operation, however, can only load two steamers at one time, at a rate of 1,000 tons per day; steamer's schedule should be arranged accordingly. While at the port there were three steamers, two working and one idle. Would suggest schedule be arranged to have only one steamer loading at one time, in order to use between 200/400 tons to build up stockpile. The mines production could be materially increased if additional 2,000 laborers could be secured.

(c) Albio:-There is a long berth, 150 meters by 60 meters. Draft at pier's head is 6 meters, also alongside. Rail line serves port to within ship's tackle, double tracks. Space is available for stockpile between 3,000/4,000 tons. Commander O'Donnald, R. N. Liaison Officer at Maddalena informed us mines have been cleared from port and it can be used safely. About 90 longshoremen are available. Harbor craft is also available.

Fresh water can be had at a rate of 5 tons per hour, however, Port Captain suggests steamers take water at Civitavecchia for the round trip, as there is a shortage of water at Albio.

Livestock shipments can be best handled for loading at Albio, where the port Veterinarian will examine each animal before

Declassified E.O. 12356 Section 3.3/NND No. 785021



shipment. Commerce and Industry representative at Cagliari informed there are 350 head of cattle and 100 sheep now at Cagliari awaiting shipment, therefore, it would be advisable to send the "Longano" on her first voyage to lift this livestock, however, all concerned are very anxious to change livestock shipments to Olbia as soon as Cagliari is cleared of her present livestock tonnage, giving as chief of their reasons the excessive cost of pasturage at Cagliari, whereas, at Olbia, the pasture lanes are available close to the port. Suggest cattle chute be constructed endused by the "Longano". Could load and discharge in one day each; this method was used before the war.

6. Warehouse Section:

(a) Naples:- February activities were directed to the impending turn over of management to the Federazione Italiane dei Consorzi Agrari on 1 March '45. Excess Allied Military personnel will be transferred to Ancona. A small warehouse (1254) was derequisitioned, and another (1270) which had been loaned to UNIA for several months, was formally permanently transferred to them. Plans were made to close No. 683. Receipts exceed shipments, and stockpiles increase. A large amount of miscellaneous supplies have been accumulated on interested Sub-Commissions have NOT arranged speedy withdrawal. Losses between shipside and warehouse continue to be a problem.

(b) Leghorn:- Receipts still continue to decline, while shipments continue to hold up, thusly further reducing inventory. A second warehouse has been closed, and some small outlying buildings of another warehouse have also been closed. As less Allied military personnel have been needed, surplus has been transferred to Ancona. A provoking problem of theft by Allied military personnel is being dealt with.

(c) Ancona:- Sufficient accommodation will be available (after completion of curfent building repair work) for anticipated imports. Accommodation will be approximately 22,000 tons covered and 5,000 tons open storage, plus 8,000 tons covered storage available only in case of emergency. Increased Allied military personnel has functioned smoothly in producing marked improvement in general situation, altho much has yet to be done, especially to complete repairs in progress and improve security.

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(d) Forli:- Stockpile at Forli has not increased as rapidly as planned due to:

1)inadequate transport from Ancona, and

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2) insufficient accommodation at Forli.
Altho the former difficulty has been considerably remedied, the latter has only been relieved by the promise of military units to completely vacate the premises of the Consorzio Agrario in which the AC depot is located. Bids for additional space have been rejected.

(e) Red Cross:- All Red Cross Relief Supplies previously stored at Naples were removed to Ancona.

(f) Appendix indicates stock movements for the month of February.

CHARLES C. CROOKS
Chief, Ports & Warehouse Division
Transportation Sub-Commission

Attachment:
Appendix Stock Movements

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TRANSPORTATION SUB COMMISSION - STATEMENT OF STOCK MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945 (All

| 1945 | NAPLES | | | LEGHORN | | | ANCONA | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | FOOD | OTHERS | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FO |
| Inv.1 Feb. | 20585.5 | 997.0 | 21582.5 | 30527.8 | 392.0 | 30919.8 | 6444.0 | 0 | 644400 | 5755 |
| Rec.in Feb. | 10536.5 | 1209.5 | 11746.0 | 3181.1 | 548.4 | 3729.5 | 9679.0 | = | 9679.0 | 2339 |
| Issued in Feb. | 3687.0 | 604.0 | 4291.0 | 7271.2 | 580.5 | 7851.7 | 1322.0 | = | 1322.0 | 12280 |
| Inv.28 Feb. | 27435.0 | 1602.5 | 29037.5 | 26437.5 | 859.9 | 26797.6 | 14801.0 | = | 14801.0 | 6867 |

NOTES:- 1. Food items include soap
2. Leghorn received and issued 101 cases of Medical Supplies
3. Approximately 460 tons of UNRRA commodities received at ~~Ancona~~ Napl es
" 24 " issued
4. " 20 " of UNRRA " " " Ancona
5. The following was issued directly to consignee and are not included in above table.

| | | |
|---|---|---|
| At Naples | : Flour | 1348 Tons |
| " " | : Evap.Milk | 5 " |
| At Leghorn | : Flour | 1149 " |
| " " | : Barley | 2140 " |
| At Ancona | : Flour | 981 " |

6. Tonnages of Red Cross Clothing on hand in Depots under our control at Leghorn and Anc
above

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- STATEMENT OF STOCK MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945(All figures in Metric Tons)

| | LEGHORN | | | ANCONA | | | TOTAL WAREHOUSES | | |
|---|---|---|---|---|---|---|---|---|---|
| TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL |
| 21582.5 | 30527.8 | 392.0 | 30919.8 | 6444.0 | 0 | 644400 | 57557.3 | 1389.0 | 58946.3 |
| 11746.0 | 3181.1 | 548.4 | 3729.5 | 9673.0 | = | 9673.0 | 23396.6 | 1757.9 | 25154.5 |
| 4231.0 | 7271.2 | 580.5 | 7851.7 | 1322.0 | = | 1322.0 | 12280.2 | 1184.5 | 13464.7 |
| 29037.5 | 26437.5 | 859.9 | 26797.6 | 14801.0 | = | 14801.0 | 68673.7 | 1962.4 | 70636.1 |

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ley 2140 "
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TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Ref: AC/47/Tn 4. 5 March, 1945

MONTHLY REPORT OF ACTIVITIES, FEBRUARY, 1945.
TRANSPORTATION SUB-COMMISSION, RAIL DIVISION.

1. RAILHEADS.
There has been no alteration of railheads during the month, and they remain at Montecatini on the west side, and Forli on the East.

2. ALLIED RAILWAY BOARD.
The Second meeting of the Allied Railway Board took place on 15 February, 1945, when a review was taken of all the work in hand with the five Sub-Committees. Each Sub-Committee had met once during the month, and a number of existing difficulties have been cleared up to the satisfaction of all concerned. The important point, however, is that definite procedure is now being set out in respect of AC relationships with the Military Railway organisations and undoubtedly the Italian Railways will greatly benefit as a result.

3. CIVIL ENGINEERING.
(a) As an indication of the magnitude of the construction work in hand, it is mentioned that work under AC supervision at the moment totals 1,285,735,000 lire, and further requests have been received for consideration totalling 614,500,000 lire. Such work is additional to any undertaken by Military Railway Service as No 1 military priority.
(b) Work has continued on all engineering projects, but it is anticipated that future new works will have to be restricted owing to the shortage of cement.
(c) On line 219 (Pisa-Empoli-Florence), started as an AC commitment, Military Railway Services have completely taken over. This is caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.
(d) On line 66 (Ortona-Ancona), although of high military priority, cement and bricks have caused some difficulty. MRS are assisting on this work.
(e) Bad weather has handicapped work on line 68 (Avezzano-Rome), and the contractor on the Terni-Rieti line (line 277) has made a slow start.

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East.

2. ALLIED RAILWAY BOARD.

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3. CIVIL ENGINEERING.

(a) As an indication of the magnitude of the construction work in hand, it is mentioned that work under AC supervision at the moment totals 1,285,735,000 lire, and further requests have been received for consideration totalling 814,500,000 lire. Such work is additional to any undertaken by Military Railway Service as No 1 military priority.

(b) Work has continued on all engineering projects, but it is anticipated that future new works will have to be restricted owing to the shortage of cement.

(c) On line 219 (Pisa-Empoli-Florence), started as an AC commitment, Military Railway Services have completely taken over. This is caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.

(d) On line 86 (Ortona-Ancona), although of high military priority, cement and bricks have caused some difficulty. RE5 are assisting on this work.

(e) Bad weather has handicapped work on line 88 (Avezzano-Rome), and the contractor on the Terni-Rieti line (line 277) has made a slow start.

(f) Line 229, linking the port of Piombino with line 50 at Campiglia, was completed on 28 February, 1945.

(g) On line 65 (Florence-Arezzo-Rome), by decision of the Allied Railway Board, the work is divided into two sections; firstly the clearance of the tracks, and secondly the reconstruction work. The second section will be dependent on the availability of materials.

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4. MECHANICAL ENGINEERING.

(a) Sicily and Calabria. Locomotive and rolling stock repairs proceeded normally. Shortage of timber still restricts heavy repairs.

(b) Repairs to damaged boilers for use as spares. The first boiler for repair as a spare was received at Tosi works, Taranto. ISR have not yet despatched boilers from Calabria to the US Navy Yard at Palermo for this purpose, and are being urged to speed up this work.

(c) Carriage and Wagon recovery. Wagon Lits, Rome, recovered four bogie passengers vehicles and four rail cars, all heavy repairs during the month. Bombrini-Parodi-Delfino at Colleferro recovered 40 freight cars, all heavy repairs, and work at this plant is proceeding satisfactorily. Cechette Works at Civitanova Marche have already started work with their plant, and arrangements have been made for an officer of Rail Division to be posted there temporarily to assist in the work of re-activation.

(d) Rolling stock recovery. In conjunction with MRS, surveys of rolling stock were completed as under:

| | No. of cars. | Heavy. | Light. | Scrap. |
|---|---|---|---|---|
| Rome-Viterbo-Sippiceiano | 444 | 318 | 109 | 17 |
| Pescara | 153 | 60 | 49 | 44 |
| Campobasso-Termoli | 12 | 8 | 4 | -- |

In addition, some passenger coaches and locomotives were discovered in varying states of repair.

(e) Locomotive Running shed inspection. Pescara running shed was inspected with recommendation to MRS for re-activation against the opening of Ortona-Ancona line.

5. STORES.

(a) During the month, 45 tyres were received for the ISR, and were immediately put into service on supervisory cars and branches of the service sorely in need of transportation.

(b) The six-month Supply Request for the ISR has been completed and forwarded to AFHQ for approval, and also a Rehabilitation Supply List for the entire Italian Transportation System, which was sponsored by the Ministry of Communications.

(c) The Italian Ministry of Industry, Commerce and Labour are now responsible for the assembling and screening of requests of materials from the ISR, and other organisations, before forwarding them to AC. AC will present the consolidated requests to the Engineering Materials Committee for an allocation from the civilian allowance of steel, tools etc.

6. TRAFFIC.

(a) Freight Car position. The freight car position in Sicily and Reggio continued to receive attention, and at the end of the month, an improvement in Sicily was noted. MRS has been feeding

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6. TRAFFIC.

(a) Freight Car position. The freight car position in Sicily and Reggio continued to receive attention, and at the end of the month, an improvement in Sicily was noted. MRS has been feeding Calabria through Battipaglia, and bad trucks and faulty power caused difficulty in clearance and distribution of empties. Arrangements are in hand for the input to be transferred to Metaponto, where haulage is only difficulty over Nova Siri repair section. The matter is continually watched in conjunction with MRS.

(b) Passenger Services. The duration of the journey on the Rome-Naples service was reduced from 12 hours to 10 hours on 5 February; 1945. A new tri-weekly train Naples - Bari via Foggia was introduced on 12 February, offering connection at Caserta with the service from Rome. Local daily passenger service was introduced between Foggia and Lucera, and a local mixed services were introduced between Rome-Tivoli-Mandela and Rome-Frascati.

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6. TRAFFIC (continued)

Plans were developed for the through operation of the Rome-Naples service to Reggio, and the provision of a perishable freight train Reggio to Rome.

Various adjustments have been made in the postal facilities north of Rome during the month, to the satisfaction of the Sub-Commission concerned.

A sudden shortage of coal in Sicily at the end of the month, necessitated the withdrawal of a number of passenger services. The cause was the absence of a stock pile, due to the cut in monthly supplies, and a dockers' strike early in the month, when a coal boat left Palermo without discharging.



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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

# MONTHLY REPORT FOR FEBRUARY 1945

## PART I GENERAL

1. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS.

(a) During February all Divisions worked on the preparation of the Import Program of Italian Transportation Requirements. This program was concerned with two phases:

"A" - An immediate program of six months minimum requirements for the prevention of disease and unrest, and it is hoped that this material should arrive mainly in the second half of 1945.

"B" - A more comprehensive program covering the requirements of industry, including transportation, for a 12 month period necessary for the development of the primary economic life of the country.

Both programs will be sent to Washington during March, and the Director of the Transportation Sub-Commission is returning to the United States to assist in their presentation to the various authorities concerned.

Further information will be given in the March monthly report.

2. PERSONNEL.

(a) Colonel J. J. Carnes (A) has relinquished the post of Chief of the Road Division to take charge of the A.C. Motor Transport Units referred to in Part IV of this report. His place has been taken by Mr. G. G. Gross (A).

(b) Mr. R. Bazzanella (A) has taken charge of the Port and Warehouse Division.

(c) A list of officers in the Sub-Commission is attached as Appendix A.

3. WITHDRAWAL FROM ITALIAN GOVERNMENT TERRITORY.

(a) During February announcement was made publicly of the proposals to withdraw A. C. supervision from "King's Italy." Transportation work is perhaps in a special position in that it is so closely bound up with military transportation; the effect of the proposals on military movements was studied during the month.



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## PART II MOVEMENTS

1. GENERAL.

(a) The demand for movement capacity continued greatly to exceed supply.

(b) It was considered impracticable, from a movements angle, to withdraw all Transportation Sub-Commission personnel from those areas in "King's Italy" from which regional and provincial organizations are being withdrawn. A request

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was made to higher authority for permission to retain 15 Transportation Sub-Commission representatives in the field in these areas. It is thought that the Italians are not yet sufficiently organized to take over movement control duties without a waste of shipping, rail and road capacity. Every effort is being made to train Italian civil and commercial organizations so that they will be in a position to take over this movement control work.

(c) In addition to the retention of the 15 officers, a scheme has been put forward for the use of Italian military personnel to carry out movement control work. The scheme has been submitted to M.M.I.A. and discussed with AFHQ; the number of personnel requested at present comes within the M.M.I.A. ceiling for the Italian Army movement control establishment.

(d) Progress has been made in closer coordination with G-4 (Mov & Tn) AFHQ, and with the Transportation (American) and British Movement Control areas in the field. Considerable assistance has been received from both AFHQ and its field organizations, which has resulted in a better use of such transport capacity as is available.

2. SHIPPING.

(a) Bids made on AFHQ for movement by sea were accepted, but due to operational factors certain ships fell back and so stores did not move in the period for which they were bid. The cancellation of certain bids by the bidders, and the inability to provide cargo in certain cases after shipping had been set up, notably phosphate rock and charcoal, caused a waste and delay to shipping. Failure to meet bids in the period mainly affected the movement of wine and salt, but most of the leeway should be made up during March.

(b) Improved information from the ports as a result of Shipping Instruction No. 5 resulted in much better daily information being received at this Headquarters. This has enabled prompter action to be taken when poor ship working was seen, and has resulted in certain recommendations being put forward to AFHQ, which will result in considerable saving of shipping in the Sardinian coal trade. The working of the majority of ports under Allied control is improving, especially the Naples satellite ports, a black spot heretofore. The Civitavecchia program has been expeditiously handled and this port is now capable of handling an average of 1,750 tons per day. A commencement has been made in the movement of coal from Civitavecchia to Fiumicino. The quantities moved have exceeded expectations, but this is because the craft engaged on this movement are being run under normal commercial practice and not under the COCHA time charter scheme. As soon as the depth of the Tiber permits it is hoped that the majority of this coal will be brought direct to Rome, thus saving any rail haul.

(c) The "Lagneno" has been converted to carry livestock, and will shortly be put on an Olbia-Civitavecchia ferry. The "Campidoglio" has been assigned to run on a ferry between Sicily and the mainland. It is hoped that this ferry will commence in March.

(d) The tonnages lifted by sea during February, against bids, are shown in Appendix "B".

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(d) The tonnages lifted by sea during February, against bids, are shown in Appendix "B".

3. RAIL:

(a) The bids made on AFHQ for movement of A.C. traffic on military control lines were accepted up to 8[illegible] percent, the majority of these bids were moved, but full details of actual movement will not be available until the second half of March. 53 emergency bids totalling 2,734 tons were made during the period under review; all were accepted and moved.

(b) Further revision is necessary if the basic tonnages which can be moved on lines which have been returned to the Italian authorities.

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(c) A successful start was made with the movement of sulphur from the mines in north liberated Italy to plants on the mainland. This movement has enabled sulphur ex Sicily to be freed for export to countries other than Italy. Considerable progress has been made in the south with the movement of sanse by rail; the detailed program worked out two months ago has been largely carried out.

(d) The unfavorable wagon position in Calabria has been righted, and at last the boxed wagon movement between Sicily and the mainland has begun to move in favor of Sicily. Loss of boxed wagons from Sicily has been so considerable that essential programs could not be met. In addition to the favorable movement across the ferry, a request has been made to AFHQ to permit L.S.T's. returning from Reggio to be used as an additional wagon ferry to Catania.

(e) A new procedure has been established for the reception of bids, and screening and movement of A.C. and civilian freight traffic on the Italian mainland. This has been agreed with the I.S.R., G-4 (Mov & Tn) AFHQ, and the Allied Railway Board. The revised procedure will come into force with effect from the 7th March, 1945, for the movement period 19 to 25 March, 1945. The main changes of the revised system are:

(1) Decentralization of work at present carried out at Allied Commission Headquarters.

(2) Placing the maximum responsibility on the I.S.R., making them use their normal methods for movement of freight.

(3) The establishment of a method whereby it will be possible to ascertain the amount of traffic moved against accepted programmed bids.

4. ROAD

(a) ENAC came into being on the 1st of February 1945. It was agreed with the Minister of Communications to establish a movements section of ENAC, to which copies of all movement programs in which road transport is concerned are sent. This section is proving most useful and is working closely with the Road Branch of the Movements Division.

(b) A central M.T. office has been established at Ancona to canalize bids for movement by road in that area and to allocate the bids to the various M.T. units, which are stationed around Ancona. This office has already proved its usefulness, and it is anticipated that considerable economy will result in the use of available transport.

(c) The move of 1000 G.T. Company from the Leghorn-Florence area to the Ancona area during the month enabled the movement of sulphur to rail head, and other high priority road movements to be made without interfering with the movement of grain for Rome to rail head.

(d) Future operations will necessitate the withdrawal of certain A.C. controlled M.T. units at present working in northwest and northeast liberated Italy. Regional Commissioners and Army authorities have been warned of this and have been requested to put in hand the taking over of civilian commitments, at present lifted by this A.C. military M.T., by civilian vehicles wherever possible. This is being

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## PART III RAIL

1. RAILHEADS.

(a) There has been no alteration of railheads during the month; they remain at Montecatini on the West side, and Forli on the East.

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2. ALLIED RAILWAY BOARD.

(a) The second meeting of the Allied Railway Board took place on 15 February 1945 when a review was taken of the work of the five Sub-Committees; each Sub-Committee had met once during the month. The Allied Railway Board, with its Sub-Committees, is establishing a most useful channel for the discussion of the many railway problems that generally concern all the members of the Board.

3. CIVIL ENGINEERING.

(a) As an indication of the magnitude of the construction work in hand, it is recorded that work under A.C. supervision at the moment totals 1,285,735,000 lire; further requests have been received for consideration totaling 814,500,000 lire. Such work is additional to any undertaken by Military Railway Service as No. 1 military priority.

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(c) On line 219 (Pisa-Empoli-Florence), started as an A.C. commitment, the Military Railway Service has completely taken over. This was caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.

(d) On line 86 (Ortona-Ancona), although of high military priority, shortage of cement and bricks has caused some difficulty. MPS are assisting on this work.

(e) Bad weather has handicapped work on line 88 (Avezzano-Rome), and the contractor on the Terni-Rieti line (Line 277) has made a slow start.

(f) Line 229, linking the port of Piombino with line 50 at Campiglia, was completed on 28 February 1945.

(g) On line 65 (Florence-Arezzo-Rome), by decision of the Allied Railway Board, the work is divided into two sections - first, the clearance of the tracks, and second, the reconstruction work. The second section will be dependent on the availability of materials.

4. MECHANICAL ENGINEERING.

(a) Sicily and Calabria. Locomotive and rolling stock repairs proceeded normally. Shortage of timber still restricts heavy repairs.

(b) Repairs to damaged boilers for use as spares. The first boiler for repair as a spare was received at Tosi works, Taranto. ISR have not yet dispatched boilers from Calabria to the US Navy Yard at Palermo for this purpose, and are being urged to speed up this work.

(c) Carriage and Wagon Recovery. Wagon Lits, Re-

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is recorded that work under A.C. supervision at the moment totals 1,285,735,000 lire; further requests have been received for consideration totaling 814,500,000 lire. Such work is additional to any undertaken by Military Railway Service as No. 1 military priority.

(b) Work has continued on all engineering projects, but it is anticipated that future new works will have to be restricted owing to the shortage of cement.

(c) On line 219 (Pisa-Empoli-Florence), started as an A.C. commitment, the Military Railway Service has completely taken over. This was caused by the urgency of getting into operation a line with connections to Florence and the north, and inability to complete the original military project on the parallel line Lucca-Pistoia-Prato, owing to tunnel difficulties.

(d) On line 86 (Ortona-Ancona), although of high military priority, shortage of cement and bricks has caused some difficulty. MPS are assisting on this work.

(e) Bad weather has handicapped work on line 88 (Avezzano-Rome), and the contractor on the Terni-Rieti line (Line 277) has made a slow start.

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(c) Carriage and Wagon Recovery. Wagon Lits, Rome, recovered four bogie passenger vehicles and four rail cars, all heavy repairs during the month. Bombrini-Parodi-Delfino at Colleferro recovered 40 freight cars, all heavy repairs, and work at this plant is proceeding satisfactorily. Cechette Works at Civitanova Marche have already started work with their plant, and arrangements have been made for an officer of Rail Division to be posted there temporarily to assist in the work of reactivation.

(d) Rolling stock recovery. In conjunction with MPS, surveys of rolling stock were completed under:

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| | No. of cars. | Heavy | Light | Scrap |
|---|---|---|---|---|
| Rome-Viterbo-Sippicciano | 444 | 318 | 109 | 17 |
| Pescara | 153 | 60 | 89 | 4 |
| Campobasso-Termoli | 12 | 8 | 4 | -- |

In addition, some passenger coaches and locomotives were discovered in varying stages of repair.

(a) Locomotive Running shed inspection. Pescara running shed was inspected with recommendation to MRS for reactivation against the opening of Ortona-Ancona line.

5. STORES.

(a) During February 45 tires were received for the ISR, and were immediately put into service on supervisory cars in branches of the service sorely in need of transportation.

(b) The Italian Ministry of Industry, Commerce and Labour are now responsible for the assembling and screening of requests for materials from the ISR, and other organizations, before forwarding them to AC. AC will present the consolidated requests to the Engineering Materials Committee for an allocation from the civilian allowance of steel, tools, etc. (See also Part I of this report.)

6. TRAFFIC.

(a) Freight Car position. The freight car position in Sicily and Reggio continued to receive attention, and at the end of the month an improvement in Sicily was noted. MRS has been feeding Calabria through Battipaglia, and bad tracks and faulty power caused difficulty in clearance and distribution of empties. Arrangements are in hand for the input to be transferred to Metaponto, where haulage is only difficult over Nova Siri repair section. The matter is continually watched in conjunction with MRS.

(b) Passenger Services. The duration of the journey on the Rome-Naples service was reduced from 12 hours to 10 hours on 5 February 1945. A new tri-weekly train Naples-Bari via Foggia was introduced on 12 February, offering connection at Caserta with the service from Rome. Local daily passenger service was introduced between Foggia and Lucera, and local mixed services were introduced between Rome-Tivoli-Mandela and Rome-Frascati.

(c) Plans were developed for the through operation of the Rome-Naples service to Reggio, and the provision of a perishable freight train from Reggio to Rome.

(d) Various adjustments have been made in the postal facilities north of Rome during the month, to the satisfaction of the Sub-Commission concerned.

(e) A sudden shortage of coal in Sicily at the end of the month necessitated the withdrawal of a number of passenger services. The cause was the absence of a stock pile, due to the cut in monthly supplies, and a dockers' strike early in the

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(e) A sudden shortage of coal in Sicily at the end of the month necessitated the withdrawal of a number of passenger services. The cause was the absence of a stock pile, due to the cut in monthly supplies, and a dockers' strike early in the month, when a coal boat left Palermo without discharging.

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PART IV ROAD

1. GENERAL.

(a) During the month a start was made with the formation of a Motor Transport Group, Allied Commission (Italian Army Personnel). A copy is given in Appendix C of the Establishment Memorandum setting up the organization.

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2. OPERATIONS.

(a) NTAC (The National Road Transport Organization) was activated in King's Italy on 1 February 1945, and it is too early to endeavor to determine the effectiveness of this organization. In many cases, however, it has shown signs of functioning, and the cooperation of the NTAC officers has been good so far as this Headquarters has been concerned. A fuller report on NTAC will be made in the March report.

(b) Q.M. Truck Coys and Gen. Tpt. Coys.

Gen. Tpt. Coys (Italian) are now situated as follows.

1000 Gen. Tpt. Coy - 2 Platoons and Hqs. at San Vicvanni, employed on forward haul Ancona-Forli. 2 Platoons at Potenza, employed on wheat lift in Macerata Province for rail southwards.

1001 Gen. Tpt. Coy - Located at Cesena and employed solely by AMG 8th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of rationed goods from Ortona railhead.

1004 Gen. Tpt. Coy - 2 Platoons and Hqs. at Osimo, employed on warehousing and wheat haul. 2 Platoons at Chieravalle employed on sulphur haul.

Q.M. Truck Coys - Seven of the eight Companies of the first Q.M. Truck Bn. are now activated and are located as follows:

3 Coys in Florence
2 Coys in Leghorn
1 Coy in Novacchia
1 Coy in Lucca

These seven Companies are employed on hauling for (1) AMG 5th Army and (2) Toscana Region.
The eighth Company will be available by 14 March.

Exact figures are not available at the moment, but approximate figures show that the truck Coys hauled 2,494 tons per Coy during February and the Gen. Tpt. Coys 4,200 tons per Coy. These figures will be considerably improved upon as weather conditions get better. With the formation of the Motor Transport Group exact haulage figures will be available for the month of March, as far as the Gen. Tpt. Coys and Hq. Coys are concerned.

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Gen. Tpt. Coys (Italian) are now situated as follows:

1000 Gen. Tpt. Coy - 2 Platoons and Hqs. at San Giovanni, employed on forward haul Ancona-Forli, 2 Platoons at Potenza, employed on wheat lift in Macerata Province for rail southwards.

1001 Gen. Tpt. Coy - Located at Cesena and employed solely by AMG 8th Army.

1002 Gen. Tpt. Coy - Located at Giulianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of rationed goods from Ortona railhead.

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3. MAINTENANCE.

(a) Activities of Road Division were largely confined to inspection of vehicles, Truck Pool organization, etc. Visits were paid to the Super Garage at this Headquarters, Displaced Persons and Repatriation Sub Commission's Garage at Cinecitta, Garages and Truck Pools in Toscana and Emilia Regions. Some improvement is shown in the general standard of maintenance and, so far as the British vehicles are concerned, the establishment of the central spare parts Store under G-4 (B) of this Headquarters has been a contributory factor. The 10-day system of maintenance as set out in this Headquarter's Vehicles Maintenance Instruction No. 1 is not, however, being strictly followed in all cases and here the standard of maintenance as a result was found to be unsatisfactory.

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4. SUPPLY.

(a) Plant for the assembly of imported civilian trucks has been placed in operation using shop facilities and personnel of ATAC, Rome. Assembly capacity can be developed up to 50 per day.

(b) A central parts warehouse is being organized at 45 Via Prenestina, Rome, to accommodate spares received for the operation of civilian supply vehicles now on hand and on requisition.

(c) Operation of both (a) and (b) is under the M.T. Group, A.C.

(d) 360 civilian load-carrying vehicles, 1½-ton capacity, have been received. Assembly is proceeding at ATAC plant, Rome, and REME shops, Naples. These are to be released to the M.T. Group, AC, for operation.

(e) The first consignment (8 tons) of spare parts for the above-mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Prenestina, Rome.

(f) The control vehicle situation should improve in the near future. 235 ¼-ton jeeps and 200 motorcycles have been made available and shipping dates requested.

(g) Plans are under way, in cooperation with Public Safety Sub-Commission and RACI, to standardize permits for use of WD tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permitsand issue standard forms.

(h) 1856 tires and 2146 tubes were released through Regional Transport Officers and Headquarters.

## PART V PORT AND WAREHOUSE

1. SCHOONERS.

(a) Special attention was given to the question of distribution and allotment of P.O.L. to schooner traffic. It was agreed by representatives of Commerce Sub-Commission, Italian Government, C.I.P., and Port and Warehouse Division that P.O.L. be distributed to various ports by C.I.P. and the actual allotment per schooner be made by the Schooner Sub-Committee. This agreement has been put before the Petroleum Section of AFHQ by Commerce Sub-Commission for their approval.

2. FREIGHT RATES.

(a) All MEDBO controlled vessels and COGENA controlled schooners are now operating on approved Allied Commission tariff rates. These new rates became effective 11 February 1945. COGENA has been authorized to adjust rates applied by MEDBO between 12 December 1944 and 11 February 1945.

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3. FIUMICINO-ROME CANAL.

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(a) This service has been allocated 4 tugs and 6 barges which are being operated by Italian Enterprise in close liaison with Port and Warehouse Division.

4. PORTIGLIONE.

(a) Lack of current is the only obstacle to bringing additional pyrites from the mines to the loading station. The specially constructed pier and plant are now

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in working order. Public Works and Utilities have this matter in hand. Loading equipment now on hand can handle 100/150 tons per hour.

5. SARDINIAN PORTS.

(a) During the month a complete survey was made of the ports in Sardinia. A number of difficulties were brought to light and are now being followed up with those concerned.

6. WAREHOUSES.

(a) Naples. February activities were directed to the impending turn-over of management to the Federazione Italiana dei Consorzi Agrari on 1 March 1945. Excess Allied Military personnel will be transferred to Ancona. A small warehouse (1254) was derequisitioned, and other (1270), which had been loaned to MMIA for several months, was formally permanently transferred to them. Plans were made to close No. 682. Receipts exceed shipments, and stockpiles increase. Losses between shipside and warehouse continue to be a problem.

(b) Leghorn. Receipts still continue to decline, while shipments continue to hold up, thus further reducing inventory. A second warehouse has been closed, and some small out-lying buildings of another warehouse have also been closed. As less Allied military personnel have been needed, the surplus has been transferred to Ancona.

(c) Ancona. Sufficient accommodation will be available (after completion of current building repair work) for anticipated imports. Accommodation will be approximately 22,000 tons covered and 5,000 tons open storage, plus 8,000 tons covered storage available only in case of emergency. Increased Allied military personnel has functioned smoothly in producing marked improvement in the general situation, although much has yet to be done, especially to complete repairs in progress and improve security.

(d) Forli. Stockpile at Forli has not increased as rapidly as planned due to:

(1) inadequate transport from Ancona, and

(2) insufficient accommodation at Forli.

Although the former difficulty has been considerably remedied, the latter has only been relived by the promise of military units to completely vacate the premises of the Consorzio Agrario in which the AC depot is located. Bids for additional space have been rejected.

(e) Red Cross. All Red Cross relief supplies previously stored at Naples were removed to Ancona.

(f) Appendix "D" indicates stock movements for the month of February.

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

4 Incls:
Appendices A, B, C and D

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APPENDIX "A"

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR FEBRUARY 1945

## LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

**DIRECTOR**
Mr. Merritt H. Taylor (A)

**DEPUTY DIRECTOR**
Colonel M.B. Thomas (B)

**ADMINISTRATION DIVISION (Tn 1)**
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. DiChello (A)

**PLANNING STAFF (Tn 2)**
Mr. Charlie Ryan (A)
Lt. Col. M. Harris (A)
Major F.P. Richardson (B)

**MOVEMENTS DIVISION (Tn 3)**
Chief, Col. M.J. Sieff (B)
W.O.II. F. Lark (B)

Rail Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt.Col. C.N. Christensen (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. W. Ainsworth (B)
Capt. J.F. Halstead (B)

Shipping Branch
Lt.Col. J.A. Balfour (B)
Major G.B. Godfrey (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

**RAIL DIVISION (Tn 4)**
Chief, Lt.Col. O.H. Lindberg (B)

Operations Branch
Major W.G. Fletcher (B)
Major A.C. Ping (B)
Major P.G. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Mole (B)
Major P.G. Buckley (B)

Mechanical Engineering Branch
Major S.L. Baister (B)
Major E.N.B. Jeffrey (B)
Capt. F.C. Philby (A)
Lt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

**ROAD DIVISION (Tn 5)**
Chief, Mr. G.G. Gross (A)

Operations Branch
Lt.Col. G. Fernyhough (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Petersen (A)

**PORT & WAREHOUSE DIVISION (Tn 6)**
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. C.C. Crocks (A)
Mr. J.B. Hurley (A)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (A)

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DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
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Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
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W.O. A.A. DiChello (A)

PLANNING STAFF (Tn 2)
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Lt. Col. M. Harris (A)
Major F.P. Richardson (B)

MOVEMENTS DIVISION (Tn 3)
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Mechanical Engineering Branch
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Lt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

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Operations Branch
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Maintenance Branch
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Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Petersen (A)

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Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. C.C. Crooks (A)
Mr. J.B. Hurley (A)
Mr. B. McDonnell (NZ)
Dr. G. Cazzaroli (B)
Capt. F.H. Smith (B)

Port Branch
Lt. G.W.E. Warley (B)
Lt. A. Marena (I)
Mr. S.P. France (A)

Warehouse Branch
Major R.H. Klein (A)

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APPENDIX "B"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR FEBRUARY 1945

1. Summary of Bids and Shipments during February 1945 (excluding MEDBO Schooners).

| Commodity | Bid | Tons Lifted | Tonnage Outstanding | Tons in Excess | Remarks |
|---|---|---|---|---|---|
| Charcoal | 1,000 | -- | -- | -- | Shipping set up but bids cancelled on account of non-availability. |
| Citrus Fruit | 2,400 | 1,643 | 757 | -- | -- |
| Olive Oil | 575 | 100 | 475 | -- | Balance not available for shipment. |
| Phosphate Rock | 10,000 | 14,621 | -- | 4,621 | -- |
| Rations and Foodstuffs | 5,742 | 4,654 | 1,088 | -- | -- |
| Salt | 5,650 | 2,667 | 2,983 | -- | Balance being lifted beginning March. |
| Wine | 4,500 | 2,123 | 2,377 | -- | -- |
| Wheat | 1,000 | 165 | 835 | -- | -- |
| TOTAL | 30,867 | 25,973 | 8,515 | 4,621 | |

The following livestock was lifted during the month:

41 horses
132 cattle
1,261 sheep

2. Tonnages lifted by MEDBO Schooners during February 1945.

| | |
|---|---|
| Timber | 93[illegible] |
| Food | 3,200 |
| Carrubeans | 2,575 |
| Citrus Fruit | 820 |
| Charcoal | 1[illegible]5 |
| Salt | 1,990 |
| Coal | 2,000 |

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| | | | | | |
|---|---|---|---|---|---|
| | | | | | ability. |
| Citrus Fruie | 2,400 | 1,643 | 757 | -- | -- |
| Olive Oil | 575 | 100 | 475 | -- | Balance not available for shipment. |
| Phosphate Rock | 10,000 | 14,621 | -- | 4,621 | -- |
| Rations and Foodstuffs | 5,742 | 4,654 | 1,088 | -- | -- |
| Salt | 5,650 | 2,667 | 2,983 | -- | Balance being lifted beginning March. |
| Wine | 4,500 | 2,123 | 2,377 | -- | -- |
| Wheat | 1,000 | 165 | 835 | -- | -- |
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|---|---|
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| Food | 3,200 |
| Carrubeans | 2,575 |
| Citrus Fruit | 820 |
| Charcoal | 135 |
| Salt | 1,990 |
| Coal | 2,000 |
| Cotton | 520 |
| Tobacco | 335 |
| Lubricating Oil | 120 |
| Cork | 100 |
| Isl. Traffic | 1,800 |
| Miscellaneous | 1,920 |
| | 15,395 Tons |
| | 26,873 " (lifted by ships other than MEDBO Schooners) |
| TOTAL LIFTED | 42,268 Tons |

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APPENDIX "C"

RESTRICTED

HEADQUARTERS
ALLIED COMMISSION
APO 394

ESTABLISHMENT MEMORANDUM)
:
NUMBER 2)

3 March 1945

ESTABLISHMENT OF MOTOR TRANSPORT GROUP
ALLIED COMMISSION (ITALIAN ARMY PERSONNEL)

1. Pending approval of a definitive organization, there is established this date, Motor Transport Group, Allied Commission (Italian Army Personnel), for the purpose of operation and supervision of maintenance of the motor transport units allocated to its control. The following units are placed under its command:

a. 1st Truck Battalion, Allied Commission (Italian Army Personnel).

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 400/454 D-C, Hq NATOUSA, to CG, Communications Zone, NATOUSA, dated 1 Oct 44, subject: "Issue of Equipment to 2675th Regiment, Allied Control Commission (Ovhd)".

(b) Reference letter, Hq AAI, dated 30 Oct 44, to Army Sub-Commission, Allied Control Commission, subject: "1st Truck Battalion, 2675th Regiment, Allied Control Commission".

(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion."

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.711/294 D-O, Hq MTOUSA, to CG PBS, dated 7 Feb 45, subject: "Supply of US-ITI Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/14[illegible] C-O, Hq MTOUSA, to CG PBS, dated [illegible] Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Ovhd)".

(c) Reference G-5: 322-68 ARHQ to Hq ALCOM, dated 19 Feb 45, subject same as b (1) (a) above.

(d) Reference AG [illegible] D-O, Hq MTOUSA to Deputy President [illegible] Equipment

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(c) Establishment Memorandum No. 28, Hq Allied Commission, 31 Oct 44, subject: "Organization of 1st Truck Battalion."

b. 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel) now under process of organization.

(1) For authority as to organization, personnel, tools, and equipment, reference is made to:

(a) Reference AG 091.711/234 D-O, Hq MTOUSA, to CG PBS, dated 7 Feb 45, subject: "Supply of US-ITI Personnel and Equipment for Allied Commission Truck Battalions".

(b) Reference AG 322/140 D-O, Hq MTOUSA, to CG PBS, dated 8 Feb 45, subject: "Organization of the 2696th Technical Supervision Company (Cvhd)". 31137

(c) Reference G-5 322/68 AFHQ to Hq ALCOM, dated 19 Feb 45, subject same as b (1) (a) above.

(d) Reference AG 400/298 D-O Hq MTOUSA to Deputy President ALCOM, dated 19 Feb 45, subject: "Tools and Equipment for Additional Civil Truck Companies".

(2) Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel) will assist Establishment Section, Hq ALCOM and the 2675th Regiment, whose function and responsibility it is to complete the activation of the 2d and 3rd Truck Battalions, Allied Commission (Italian Army Personnel).



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Establishment Memo #2, this Hq, dtd 3 March 45 (Cont'd):

2. Functions and Responsibilities of the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. The Motor Transport Group, Allied Commission (Italian Army Personnel) is a field activity of the Allied Commission. Its Commanding Officer will report to the Chief Commissioner of the Allied Commission in a status comparable to that of a Regional Commissioner Allied Commission/Allied Military Government. The following offices of the Allied Commission will perform for the Chief Commissioner the following listed staff functions in connection with the administration and operation of the Motor Transport Group, Allied Commission (Italian Army Personnel).

(1) Transportation Sub-Commission.

(a) Designation of loads to be carried.

(b) Procurement of civilian supply and spares, for other than WD vehicles.

(c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 2675th Regiment, Allied Commission (Ovhd).

(a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

(a) Discipline and administration of British Army Personnel.

(4) G-4 American.

(a) American supplies and WD material and spares.

(5) G-4 British.

(a) British supplies and WD material and spares.

3. Designation of Headquarters Personnel for the Motor Transport Group, Allied Commission (Italian Army Personnel).

a. Colonel J. J. CARNES (0-15340), Inf, USA, is hereby assigned as Commanding Officer of the Motor Transport Group, Allied Commission (Italian Army Personnel).

4. Relationship of Motor Transport Group, Allied Commission (Italian Army Personnel) with Allied Commission Regions and Armies.

a. Units based in an Army Zone.

(1) Truck units of the Motor Transport Group, Allied Commission (Italian Army Personnel) when based in an Army Zone will be attached to the Army under G-5 control.

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(a) Designation of loads to be carried.

(b) Procurement of civilian supply and spares, for other than WD vehicles.

(c) Technical advice to effect efficient operation and maintenance of vehicles.

(2) Commanding Officer, 2675th Regiment, Allied Commission (Ovhd).

(a) Discipline and administration of U. S. Army Personnel.

(3) G-1 British.

(a) Discipline and administration of British Army Personnel.

(4) G-4 American.

(a) American supplies and WD material and spares.

(5) G-4 British.

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4. Relationship of Motor Transport Group, Allied Commission (Italian Army Personnel) with Allied Commission Regions and Armies.

a. Units based in an Army Zone.

(1) Truck units of the Motor Transport Group, Allied Commission (Italian Army Personnel) when based in an Army Zone will be attached to the Army under G-3 control.

b. Units based in Allied Commission/Allied Military Government Regions.

(1) Requests for loads to be carried for regions will be made by Regions to the Motor Transport Group, Allied Commission (Italian Army Personnel) Liaison Officer, who will process such requests as directed by the Transportation Sub-Commission, Hq Allied Commission.



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(APPENDIX "C" Cont'd.)

Establishment Memo #2, this Hq, dtd 3 March 45 (Cont'd.)

c. General.

(1) Units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will conform with disciplinary and administrative orders of the areas in which they operate.

(2) Accommodations for units of the Motor Transport Group, Allied Commission (Italian Army Personnel) will be arranged for by the Commanding Officer through G-5 Section of the Army Headquarters or through Regional Commissioners concerned.

BY COMMAND OF REAR ADMIRAL STONE:

NORMAN E. FISKE
Colonel
Deputy Executive Commissioner

OFFICIAL:

(Sgd.)

C. M. PARKIN
Colonel, Infantry
Executive Officer (US)

DISTRIBUTION:
"A"
Including Gp III
Less Serial 84.

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BY COMMAND OF REAR ADMIRAL STONE:

NORMAN E. FISKE
Colonel
Deputy Executive Commissioner

OFFICIAL:

(Sgd.)

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# TRANSPORTATION SUB COMMISSION - MONTHLY REPORT FOR FEBRUARY 1945

STATEMENT OF STOCK MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945 (All figures in

| | NAPLES | | | LEGHORN | | | ANCONA | | | T |
|---|---|---|---|---|---|---|---|---|---|---|
| 1945 | FOOD | OTHERS | TOTAL | FOOD | OTHERS | TOTAL | FOOD | OTHERS | TOTAL | FO |
| Inv.1 Feb | 20585.5 | 997.0 | 21582.5 | 30527.8 | 392.0 | 30919.8 | 6444.0 | | 6[illegible]4.0 | 575 |
| Rec.in Feb | 10536.5 | 1209.5 | 11746.0 | 3181.1 | 548.4 | 3729.5 | 9679.0 | = | 9679.0 | 233 |
| Issued in Feb | 3587.0 | 604.0 | 4291.0 | 7271.2 | 580.5 | 7851.7 | 1322.0 | = | 1322.0 | 122 |
| Inv.28 Feb | 27435.0 | 1602.5 | 29037.5 | 26437.7 | 359.9 | 26797.6 | 14801.0 | = | 14801.0 | 686 |

NOTES:- 1. Food items include soap

2. Leghorn received and issued 101 cases of Medical Supplies

3. Approximately 460 tons of UNRRA commodities received at Naples
   Approximately 24 tons issued

4. Approximately 20 tons of UNRRA commodities received at Ancona

5. The following was issued directly to consignee and are not included in above tab
   At Naples : Flour 1348 tons
   " " Evap.Milk 5 "
   At Leghorn: Flour 1149 "
   " " Barley 2140 "
   At Ancona : Flour 981 "

6. Tonnages of Red Cross Clothing on hand in Depots under our control at Leghorn an
   NOT included in above table.

1921

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APPENDIX "D"

B COMMISSION - MONTHLY REPORT FOR FEBRUARY 1945

STOCK MOVEMENTS ALL WAREHOUSES - FEBRUARY 1945 (All figures in Metric tons)

| LEGHORN | | | | ANCONA | | | TOTAL WAREHOUSES | | |
|---|---|---|---|---|---|---|---|---|---|
| TOTAL | FOOD | OTHERS | TOTAL | FOOD | OTHERS | TOTAL | FOOD | OTHERS | TOTAL |
| 21582.5 | 30527.8 | 392.0 | 30919.8 | 6444.0 | | 6444.0 | 57557.3 | 1389.0 | 58946.3 |
| 11746.0 | 3181.1 | 548.4 | 3729.5 | 9679.0 | = | 9679.0 | 23396.6 | 1757.9 | 25154.5 |
| 4291.0 | 7271.2 | 580.5 | 7851.7 | 1322.0 | = | 1322.0 | 12280.2 | 1184.5 | 13464.7 |
| 29037.5 | 26437.7 | 359.9 | 26797.6 | 14801.0 | = | 14801.0 | 68673.7 | 1962.4 | 70636.1 |

lude soap

ed and issued 101 cases of Medical Supplies

460 tons of UNRRA commodities received at Naples
24 tons issued

20 tons of UNRRA commodities received at Ancona

was issued directly to consignee and are not included in above table

| | | |
|---|---|---|
| our | 1348 | tons |
| ap.Milk | 5 | " |
| our | 1149 | " |
| rley | 2140 | " |
| our | 981 | " |

d Cross Clothing on hand in Depots under our control at Leghorn and Ancona
n above table.

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Increment,
C.M.F.

Ref: AC/47/Tn4. 6 April, 1945.

MONTHLY REPORT OF ACTIVITIES, MARCH, 1945
TRANSPORTATION SUB-COMMISSION, RAIL DIVISION.

1. RAILHEADS.

The eastern railhead has remained at Forli. On the western side, Montecatini continues to be railhead for 5th Army, but the completion of line 219 from Pisa to Florence at the end of the month permits traffic to be conveyed via Florence to Pistoia, which is separated from Montecatini by damage in the Serravalle tunnel, at present under repair by Military Railway Services.

2. ALLIED RAILWAY BOARD.

The third meeting of the Allied Railway Board took place on 15 March, when further review was taken of the work of the five sub-committees.

3. CIVIL ENGINEERING.

(a) Although handicapped by the severe shortage of cement (only 1520 tons out of 8990 tons required being received) every effort has been made to maintain works in hand to comply with announced target dates.

(b) Line 88 - Rome Avezzano. Work has re-started, and the section Mandela - Arsoli passed for traffic on 31 March.

(c) Line 65 - Arezzo Florence. Clearing of demolition continued, and work of rebuilding piers and abutments carried on with use of Roman cement instead of Portland cement, which could not be obtained. Work on numerous small jobs continued as and when cement was available.

(d) Line 86 - Ortona Ancona. Work in hand with Military Railway Services. Progress satisfactory, in spite of shortage of cement. There is no reason why this work should not be completed by target date (30 April).

(e) Line 92 - Petrace Bridge. All masonry work completed and demolition of old spans well in hand. Delivery on site of new span has commenced. Target date for completion 30 June.

(f) Line 219 - Pisa Empoli Florence. Opened by MRS on 31 March. Work has commenced on permanent repairs under AC supervision.

(g) Line 244 - Nasta Ellera Pietriffita (for Lignite Mine.) Contract has been let for this work.

(h) Line 277 - Rocca Vittoria. Work on temporary bridge has

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month permits traffic to be conveyed via Florence to Pistoia, which is separated from Montecatini by damage in the Serravalles tunnel, at present under repair by Military Railway Services.

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(f) Line 219 - Pisa Empoli Florence. Opened by MRS on 31 March. Work has commenced on permanent repairs under AC supervision.

(g) Line 244 - Basta Ellera Pietriffita (for Lignite Mine.) Contract has been let for this work.

(h) Line 257 - Rome Viterbo. Work on Capranica bridge has continued, but it is anticipated it will not be concluded until mid-April.

(i) Line 279 - Termoli Campobasso. Further damage has occurred in the tunnels due to rain and snow, and it is not anticipated the line will be ready for traffic till 30 April.

(j) Line 277 - Terni Rieti. Progress has not been fully satisfactory due to poor work and lack of equipment. Difficulty in obtaining oxygen and acetylene caused further delay.

(k) Line 281 - Avellino Benevento. Contract has been let for this work.

(l) Line 294 - Avellino Rocchetta. Contract has been let for this work.

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(m) Civitavecchia Port. Various sidings were completed in accordance with agreement, and other work put in hand.

4. MECHANICAL ENGINEERING.

(a) Rail Car Recovery.

Cecchetti Works at Civitanova Marche have started work on rail cars in their siding; 15 have already been repaired and an additional 50 are under repair. This plant may be expected to reach a very useful output after the opening of line 86 enabling rolling stock to be worked in. Captain Philby is stationed temporarily at Civitanova Marche to superviso this work.

The Rome Smistamento car repair shop of ISR has been partially re-equipped and has started work; 10 cars having been repaired during March.

Bombrini Parodi-Delfino at Colleferro continue to make progress, and turned out 62 heavy repair cars during the month.

Wagon Lits, Rome had an output of 7 passenger coaches and 4 cars.

Recovery of rail cars for ISR from the Rome Nord railway has been completed, and an additional 119 cars from lines 256 and 257 are in process of recovery, by means of the Rome Nord line.

In conjunction with MRS, arrangements have been made for 18 tank cars held up for heavy repairs in Sicily, to be moved to the Bari Compartimento to be dealt with.

(b) Inspection Tours.

In addition to frequent visits to works in the Rome area, the Breda plant at Naples was visited, and as a result it is hoped to obtain for ISR two rail car wheel lathes now in the possession of Breda.

Cecchetti wagon works at Civitanova Marche and Pescara engine depot were visited with AD In 3 (b) of MRS. Very satisfactory progress was noted at both places.

5. STORES.

(a) Several changes have been made during the month in the procedure of procuring materials, notably that of cement, which is now all allocated by A.F.H.Q.S. There is still a shortage of cement for AC works not sponsored by the military, but it is believed that this will be overcome shortly by increased production and production at plants which at present are idle.

(b) An Economic Section directive, dated 28 March 45, places all non-subsistence controlled materials for civilian needs under the Ministry of Industry Commerce and Labour. It has been recommended to the Ministry that the Italian State Railways be given a high priority for the obtaining of needed materials, so

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(b) Inspection Tours.

In addition to frequent visits to works in the Rome area, the Breda plant at Naples was visited, and as a result it is hoped to obtain for ISR two rail car wheel lathes now in the possession of Breda.

Ceschetti wagon works at Civitanova Marche and Pescara engine depot were visited with AD Tn 3 (M) of MRS. Very satisfactory progress was noted at both places.

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(b) An Economic Section directive, dated 28 March 45, places all non-subsistence controlled materials for civilian needs under the Ministry of Industry Commerce and Labour. It has been recommended to the Ministry that the Italian State Railways be given a high priority for the obtaining of needed materials, so that theyrehabilitation of the transportation system will proceed on schedule.

(c) A directive of technical instruction for the supply of Equipment and Stores to the Italian State Railways has been drafted by MRS, and is ready for publication. The directive defines the responsibilities for the supplying of requirements of ISR as between MRS and Transportation Sub-Commission, AC.

(d) The Italian State Railways have had difficulty in obtaining hemp products for their needs as practically all of the output is taken by the military. It has been noted however, that hemp is being exported from Italy.



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6. TRAFFIC.

(a) Freight car position. There has been continued satisfactory exchange of freight cars into Sicily, and an increase in the island considered to be suitable to demands.

Considering the bad state of tracks on the line Nova Siri-Crotone-Reggio, and the necessity for passing traffic from Battipaglia over line 304 from San Eufemia to Catanzaro owing to the break at Petrace Bridge, internal operation in Calabria has been satisfactory. It is estimated that 12 locomotives could be made available for other service if the Petrace Bridge were completed and through traffic to Reggio possible.

101 USA freight cars have been received in at Reggio from North Africa and passed into general service. Some have been held for repairs but quickly released.

58 freight cars have been shipped in from Sardinia during the month.

(b) Passenger services.

On 5 March the Naples - Reggio and Rome - Naples train stock was merged to provide a daily through passenger service from Rome to Reggio, travelling three days via Cassino, and four days via Formia, with connections to and from Bari.

A local passenger service, using box cars in the absence of passenger coaches was also introduced tri-weekly between Rome and Capranica, pending the completion of the damaged viaduct which prevents through service to Viterbo.

A daily service for Roman workers in the Pontine Marsh area and the ports of Anzio and Nettunia was introduced on 19 March.

In view of the considerable wastage in perishable foodstuffs in conveyance from the Puglie and Calabria districts, a daily through perishable freight train to Rome was introduced early in the month. It has brought an average of 700 tons per day without serious deterioration, and has run well to time, bearing in mind operational difficulties.

7. GENERAL.

Meetings have been held with interested parties in order to arrive at satisfactory methods for issuing free passes and permits for travel on Italian State Railways to Italian civilians, and to provide a simple scheme for covering the free conveyance of civilian employees working on behalf of the Allies.

Attached hereto at Appendix "A" is an estimated statement of mileage of railway track open for traffic, with an indication as to the supervision of control.

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# APPENDIX "A"

## MILEAGE OF TRACK OPEN FOR TRAFFIC
## ITALY, SICILY & SARDINIA

| AREA | OPERATED BY | SUPERVISED BY | MILEAGES | |
|---|---|---|---|---|
| Central Italy | Br.Personnel | British | 276 | |
| " " | I&R " | " | 329 | 605 |
| Sant Italy (Bari Division) | I&R " | " | | 1131 |
| West Italy | U.S.A. " | U.S.A. | 490 | |
| " " | U.S.R. " | U.S.A. | 857 | 1347 |
| Reggio Compartimento | I&R " | AC | | 578 |
| Roma Compartimento | I&R " | AC | | 98 |
| Florence Compartimento | I&R " | AC | | 6 |
| Ancona Compartimento | I&R " | AC | | 40 |
| | | TOTAL IN ENGLAND | | 3203 |
| Sicily Compartimento | I&R " | AC | | 1237 |
| Sardinia Compartimento | I&R " | AC | | 419 |
| | | GRAND TOTAL | | 4859 |

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## A P P E N D I X "A"
## MILEAGE OF TRACK OPEN FOR TRAFFIC
## ITALY, SICILY & SARDINIA

| OPERATED BY | SUPERVISED BY | KILOMETERS | KILES |
|---|---|---|---|
| Br.Personnel | British | 276 | |
| T&R " | " | 329 605 | 380 |
| I&R " | " | T131 | 710 |
| USA " | USA | 290 | |
| I&R " | USA | 1057 1347 | 946 |
| I&R " | AC | 978 | 614 |
| T&R " | AC | 98 | 62 |
| I&R " | AC | 8 | 5 |
| I&T " | AC | 40 | 25 |
| | ROYAL MARINES | 4307 | 2642 |
| I&R " | AC | 137 | 1154 |
| T&R " | AC | 410 | 257 |
| | GRAND TOTAL | 6454 | 4053 |

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/1.1/12/Tn6

JBH/lml
8 April 1945

SUBJECT : Monthly Report - March 1945
Port & Warehouse Division, Transportation S/C

TO : Administration Division
Attention: Lt. Col. W. P. Scoggins

1. Port Branch:

a) Rome Coal Service: A total of five (5) barges averaging 300/350 tons each are now operating on the Coal Service between Civitavecchia/Fiumicino and Rome.

The dredging of the Tiber River will enable a larger tonnage delivery of coal at San Paolo. Reconnaissance was made by representatives of this Division, and two dredging barges were located. The barges are in good working order and are owned by Italian Civil Authorities. These barges are suitable for work on the Tiber River and necessary transfer is being effected. Dredging is expected to start before April 15th.

b) Port of Civitavecchia: The Italian Authorities are making satisfactory progress in reconstruction and salvage work at this port under the supervision of Allied Commission Engineers and the Port Liaison Officer.

c) Ports General: Satisfactory discharge and no major problems are being encountered at the other ports in liberated Italy.

2. Warehouse Branch:

a) General: The handover of warehouse management (of those 31,20 operations under this office) was completed during the month. In the Army Area, only the accounting has been handed over whereas in Ancona, Leghorn and Naples, the complete operation is the responsibility of the Federazione Italiana dei Consorzi Agrari.

Altho the Italian organization is working diligently, they are still not able to function without assistance and guidance from Allied Military personnel. Further, while the stockpiling and subsequent release of stockpiles takes place, it is extremely doubtful whether the Federazione Italiana dei Consorzi Agrari can function alone.

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b) Naples: The immediate results of the handover to the Federazione Italiana dei Consorzi Agrari were satisfactory, but as both shipments and receipts increased thruout the month, it was necessary for the Officers and E.M./O.R.'s to take a much greater part in the supervision.

~~Even disregarding stockpile of foodstuffs, lack of inventory turn-over is causing waste of valuable space.~~

Losses between shipside and warehouses continue to be a problem. Efforts are being made to solve this both in Naples and elsewhere, by a plan worked out in conjunction with Federazione Italian dei Consorzi Agrari and Istituto Commercio Estero.

c) Leghorn: Handover to Federazione Italiana dei Consorzi Agrari was uneventful. Inventories declined most of the month, but large receipts towards the end of the month, left closing stocks at a high level.

d) Ancona: Warehouse accommodation is no longer a problem. By utilizing two G.I. platoons, and a slowing increasing rail lift, considerable tonnages were moved forward. Ancona receipts are considerably higher than previously.

e) Forli: Stockpile increasing with better lift from Ancona. As Forli capacity becomes taxed, available space at Cesena will be utilized.

f) Cesena: Excellent warehouse premises made available and now staffed by personnel attached to AMG 8th Army. Receipts expected to commence about 10 April 1945.

g) Appendix indicates stock movements at port warehouses during the month of March.

R. M. BAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

INTER OFFICE MEMO RHK/er

Ref : W/1.3/619/TN6 7 April 1945

SUBJECT : Monthly Report (March) Warehouse Section
Port & Warehouse Division, Transportation S/C.

TO : Director, Transportation Sub-Commission

1. General

a) The handover of warehouse management (of those operations under this office) was completed during the month. In the Army Area, only the accounting has been handed over whereas in Ancona, Leghorn and Naples, the complete operation is the responsibility of the Federazione Italiana dei Consorzi Agrari.

b) Altho the Italian organization is working diligently, they are still not able to function without assistance and guidance from Allied Military personnel. Further, while the stockpiling and subsequent release of stockpiles takes place, it is extremely doubtful whether the Federazione Italiana dei Consorzi Agrari can function alone.

2. Naples

a) The immediate results of the handover to the Federazione Italiana dei Consorzi Agrari were satisfactory, but as both shipments and receipts increased thruout the month, it was necessary for the Officers and E.M./C.R.'s to take a much greater part in the supervision.

b) Even disregarding stockpile of foodstuffs, lack of inventory turn-over is causing waste of valuable space.

c) Losses between shipside and warehouses continue to be a problem. Efforts are being made to solve this both in Naples and elsewhere, by a plan worked out in conjunction with Federazione Italiana dei Consorzi Agrari and Istituto Commercio Estero.

3. Leghorn - Hand over to Federazione Italiana dei Consorzi Agrari was uneventful. Inventories declined most of the month, but large receipts towards the end of the month, left closing stocks at a high level.

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4. Ancona - Warehouse accommodation is no longer a problem. By utilizing two C.I. platoons, and a slowing increasing rail lift, considerable tonnages were moved forward. Ancona receipts are considerably higher than previously.

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5. Forli - Stockpile increasing with better lift from Ancona. As Forli capacity becomes taxed, available space at Cesena will be utilized.

6. Cesena - Excellent warehouse premises made available and now staffed by personnel attached to AMG 8th Army. Receipts expected to commence about 10 April 1945.

7. Appendix indicates stock movements at port warehouses during the month of March.

ROBERT H. KLEIN
Major, Med.Adm.C.
Port & Whse.Div.



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Rome Coal Service

a ~~Total~~ of five (5) barges averaging 300/350 Tons each are now operating on the coal service between Civ Fiumi and Rome.

The dredging of the Tiber River will enable a larger tonnage delivery of coal at San Paolo. ~~This work will be started~~ ~~This work is reported to start before April 15th~~

Reconnaissance was made by representatives of this division and two dredging barges were located. The barges are in good working order and are owned by ~~Italian~~ Civil Authorities. These barges are suitable for work on the Tiber River and ~~arrangements~~ necessary transfer is being effected. ~~Work is reported to start before~~ Dredging April 15th 1945

Port of Civ

~~Work is progressing satisfactorily under supervision of Allied Commission Engineers and Port Civilian Officer.~~

The Italian Authorities are making satisfactory progress in reconstruction and salvage work ~~under the~~ at this Port under the supervision of allied Commission Engineers and the Port Civilian Officer.

Ports General:

Satisfactory discharge and no major problems 31 Jan 45 ~~reported~~

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progress in ~~reconstruction~~ and salvage work ~~under~~
at this Port under the supervision of allied Commission
Engineers and the Port Division Officer.

Ports General:
Satisfactory discharge and no major problems
are being encountered at other Ports in ~~the~~ Theatre
Italy.

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2. Scoggins

170/TN/

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MARCH 1945

PART I - GENERAL

1. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS

(a) The Import Program of Italian Transportation Requirements has now been completed and, for the most part, sent to Washington. Mr. Taylor, the Director of the Sub-Commission, is at present in the United States.

2. PERSONNEL

(a) A list of officers in the Sub-Commission is attached as Appendix "A".

3. WITHDRAWAL FROM ITALIAN GOVERNMENT TERRITORY

(a) During the month officers were withdrawn from Italian Government territory, i.e., all Italy south of the Tuscania and Umbria-Marche Regions, with the exception of certain special places such as Naples. Transportation work, however, entails the retention of a number of officers in this territory and the following remained at the end of the month:

| | | | |
|---|---|---|---|
| Palermo | - 1 | Naples | - 4 |
| Reggio and Catanzaro | - 2 | Civitavecchia | - 1 |
| Bari | - 4 | Rome | - 1 |

In addition, there remain "Truck Pool Officers" at Naples, Foggia, Campobasso and Chieti; it is intended to withdraw the latter four officers as soon as the MT vehicles in the truck pools can be handed over to the Italian Government.

PART II - MOVEMENTS

1. GENERAL

(a) An increasing proportion of bids made for movement are being accepted; not all these accepted bids move, especially bids for movement by rail due to unforeseen changes in the rolling stock position, but an increased tonnage, compared with previous months, has been lifted. Figures for exact quantities moved by rail and road against progress set up are not available for the whole of March, but the system whereby this information becomes available is now in operation. Returns commenced as from March 20, and reasonably accurate total figures should be available in the future.

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(b) Wine, sulphur, and hemp programs were moved in full, and considerably larger quantities of primary commodities, such as grain, were lifted from growing areas to consumers. Improved weather has enabled substantially larger tonnages to be lifted by road and sea with the capacity available.

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In addition, there remain "Truck Pool Officers" at Naples, Foggia, Campobasso and Chieti; it is intended to withdraw the latter four officers as soon as the WD vehicles in the truck pools can be handed over to the Italian Government.

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(b) Wine, sulphur, and hemp programs were moved in full, and considerably larger quantities of primary commodities, such as grain, were lifted from growing areas to consumers. Improved weather has enabled substantially larger tonnages to be lifted by road and sea with the capacity available.

(c) A program to cover a six months grain movement for the whole of the liberated mainland area of Italy was prepared for Food Sub-Commission, and is being married up against estimated transport availabilities. Programs to cover the movement of fertilizers, pyrites, phosphate rock, sulphur, etc., for periods extending over several months, have been prepared and put into operation.

(d) Cases of misuse and wastage of transport capacity available for AC traffic have occurred. These have been taken up as promptly as possible with those responsible, but the lack of Transportation Sub-Commission representatives in the field makes the efficient supervision of the use of transport difficult to carry

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out. A larger measure of responsibility is being delegated to the Italian authorities, but in certain respects they are not sufficiently competent to supervise movement efficiently.

(e) Coordination with AFHQ, and the Movement and Transportation areas in the field, continues to improve; and the measure of assistance being received from AFHQ, G-4 (Mov & Tn), and its field formations, continues to increase.

2. SHIPPING

(a) All bids made on AFHQ for movement by sea were accepted and, with minor exceptions, moved to time. A lee-way, which occurred in February, was made up by actual movement or by ships' set-up which will complete movement early in April. The total tonnage lifted coastwise during the month was approximately 73,000 tons, an increase of 30,000 tons over February. Schooners lifted 25,000 tons of this, which is a further improvement, and represents a considerable increase over an average of 18,000 tons per month lifted last autumn.

(b) The ferry service between Sardinia and the mainland is working satisfactorily. The S.S. Campidoglio will not commence a ferry service between Sicily and the mainland until the second half of April; arrangements are in hand to convert certain space on this ship to passenger accommodation. By this means it is hoped to increase the passenger accommodation from approximately 60 to 250. The S.S. Lagnano commenced as a livestock ferry between Sardinia and the mainland, but could not operate the short ferry from Olbia to Civitavecchia because of an outbreak of foot and mouth disease at Olbia. The usefulness of this ship has temporarily decreased, because an outbreak of foot and mouth disease in other areas in Sardinia has prevented the export of all livestock with the exception of horses.

(c) A commencement has been made with the movement of traffic by water to Rome ex Civitavecchia, and it is planned to move 6,000 to 8,000 tons per month by this means as soon as certain obstructions have been cleared.

(d) The port of Piombino commenced to operate during the month, and a program of approximately 30,000 tons per month has been set up.

(e) Difficulties in connection with freight rates on pyrites, and payment to the French Government for phosphates ex North Africa, have resulted in shipping being wasted, or available shipping not being fully taken up. These problems have been taken up with those concerned, but final decisions, which will enable shipping to be fully utilized in these two major trades, have not yet been made.

3. RAIL

(a) The new procedure for the reception of bids, screening, programming, and moving of AC sponsored and authorized civilian traffic, came into force at the end of March. It is too early to state what traffic has actually moved against tonnage accepted for movement during the first week of the new system, but the information given on the "M" forms so far received at this Headquarters will make it possible to give in the future exact tonnages moved by rail on the Italian mainland, and the reasons why traffic programmed for movement in certain cases has not been moved. The new system will enable us to take up mistakes more quickly, and to see whether the responsibility for the failure to move lies with AC or the organizations for which it is responsible, or AFHQ and their field units.

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an increase of 30,000 tons over February. Schooners lifted 25,000 tons of this, which is a further improvement, and represents a considerable increase over an average of 10,000 tons per month lifted last Autumn.

(b) The ferry service between Sardinia and the mainland is working satisfactorily. The S.S. Campidoglio will not commence a ferry service between Sicily and the mainland until the second half of April; arrangements are in hand to convert certain space on this ship to passenger accommodation. By this means it is hoped to increase the passenger accommodation from approximately 60 to 250. The S.S. Lagnano commenced as a livestock ferry between Sardinia and the mainland, but could not operate the short ferry from Olbia to Civitavecchia because of an outbreak of foot and mouth disease at Olbia. The usefulness of this ship has temporarily decreased, because an outbreak of foot and mouth disease in other areas in Sardinia has prevented the export of all livestock with the exception of horses.

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(b) The new procedure, under which all movement of non-rationed food stuffs, including wine, is coordinated and organized through the office of the High Commissioner for Food and his local organizations, is working smoothly.

(c) Programs to utilize available capacity on the railway lines now through to Florence, and on the railway line from Ortona to Ancona, have been carried out, freeing motor transport for other high priority hauls.

4. ROAD

(a) There was a general improvement in the carrying out of programs scheduled for movement by road, and greater flexibility has been reached in the movement of

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AC controlled motor transport units to those areas where they are most required. There has been some improvement in the carrying out of movements allocated to ENAC, but this organization's control of civil transport is still far from complete.

(b) 9,000 tons of grain were hauled to railheads in the Ancona area for Rome, an increase of approximately 3,600 tons over the February figure. Against a programmed movement of 2,200 tons of sulphur approximately 2,700 tons were lifted from the mines, and against a program of 2,400 tons forward feed haul from Ancona to the Forli warehouse for stockpiling purposes, 2,350 tons were moved.

(c) The movement of grain from East Central Italy to Ortona railhead for the Heel was suspended in the early part of the month, because it was estimated that the total to be cleared from the warehouse before the next harvest could be moved by rail when the Ortona-Ancona line is operating. This was an uneconomic road haul due to the long turn around and bad condition of the roads. The transport thus made available was allotted to the movement of inter-provincial traffic in the Terramo-Ascoli-Aquila areas, where hitherto sufficient movement capacity for grain could not be made available to enable the 300-gram ration to be established.

(d) The implementation of the wine program by sea, together with the control of road traffic by ENAC, has considerably reduced a major black market traffic, which was the haulage of wine from the Heel area to Rome. As ENAC control improves, more and more priority programs will be carried out effectively, and a general decrease in black market activities should follow.

## PART III - RAIL

### 1. RAILHEADS

(a) The eastern railhead has remained at Forli. On the western side, Montecatini continues to be railhead for Fifth Army, but the completion of line 219 from Pisa to Florence at the end of the month permits traffic to be conveyed via Florence to Pistoia, which is separated from Montecatini by damage in the Serravalles tunnel, at present under repair by Military Railway Services.

### 2. ALLIED RAILWAY BOARD

(a) The third meeting of the Allied Railway Board took place on 15 March, when further review was taken of the work of the five sub-committees.

### 3. CIVIL ENGINEERING

(a) Although handicapped by the severe shortage of cement (only 1,529 tons out of 8,996 tons required being received) every effort has been made to maintain works in hand to comply with announced target dates.

(b) Line 86 - Rome-Avezzano. Work has re-started, and the section Manoia-Arsoli passed for traffic on 31 March.

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(c) Line 65 - Arezzo-Florence. Clearing of demolition continued, and work of rebuilding piers and abutments carried on with use of Peron cement instead of Port-

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(d) The implementation of the wine program by sea, together with the control of road traffic by RM&C, has considerably reduced a major black market traffic, which was the haulage of wine from the Naol area to Rome. As RM&C control improves, more and more priority programs will be carried out effectively, and a general decrease in black market activities should follow.

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(b) Line 88 - Rome-Avezzano. Work has re-started, and the section Mandela-Arsoli passed for traffic on 31 March.

3124

(c) Line 65 - Arezzo-Florence. Clearing of demolition continued, and work of rebuilding piers and abutments carried on with use of Roman cement instead of Portland cement, which could not be obtained. Work on numerous small jobs continued as and when cement was available.

(d) Line 86 - Ortona-Ancona. Work in hand with Military Railway Services. Progress was satisfactory, in spite of shortage of cement. This work should be completed by target date (30 April).

(e) Line 92 - Petrace Bridge. All masonry work completed and demolition of old spans well in hand. Delivery on site of new span has commenced. Target date for completion 30 June.

(f) Line 219 - Pisa-Empoli-Florence. Opened by MRS on 31 March. Work has commenced on permanent repairs under AC supervision.

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(g) Line 264 - Busta-Ellere-Piastrafitta (for Lignite Mine). Contract has been let for this work.

(h) Line 257 - Rome-Viterbo. Work on Capranica bridge has continued, but it is anticipated it will not be concluded until mid-April.

(i) Line 279 - Termoli-Campobasso. Further damage has occurred in the tunnels due to rain and snow, and it is not anticipated the line will be ready for traffic until 30 April.

(j) Line 277 - Terni-Rieti. Progress has not been fully satisfactory due to poor work and lack of equipment. Difficulty in obtaining oxygen and acetylene caused further delay.

(k) Line 281 - Avellino-Benevento. Contract has been let for this work.

(l) Line 294 - Avellino-Rocchette. Contract has been let for this work.

(m) Civitavecchia Port. Various sidings were completed in accordance with agreement, and other work put in hand.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery. Cecchetti Works at Civitanova Marche have started work on rail cars in their siding: 45 have already been repaired and an additional 50 are under repair. This plant may be expected to reach a very useful output after the opening of line 86 enabling rolling stock to be worked in. Captain Philby is stationed temporarily at Civitanova Marche to supervise this work.

The Rome Smistamento car repair shop of ISR has been partially re-equipped and has started work; 10 cars having been repaired during March.

Romprini Parodi-Delfino at Colleferro continue to make progress, and turned out 62 heavy repair cars during the month.

Wagon Lits, Rome, had an output of 7 passenger coaches and 4 cars.

Recovery of rail cars for ISR from the Rome Nord railway has been completed, and an additional 119 cars from lines 256 and 257 are in process of recovery, by means of the Rome Nord line.

In conjunction with MRS, arrangements have been made for 18 tank cars, held up for heavy repairs in Sicily, to be moved to the Bari Compartimento to be dealt with.

(b) Inspection Tours. In addition to frequent visits to works in the Rome area, the Breda plant at Naples was visited, and as a result it is hoped to obtain for ISR two rail car wheel lathes now in the possession of Breda.

Cecchetti wagon works at Civitanova Marche and Pescara engine depot were visited with AD Th 3 (M) of MRS. Very satisfactory progress was noted at both places.

5. STORES

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4. MECHANICAL ENGINEERING

(a) Rail Car Recovery. Cecchetti Works at Civitanova Marche have started work on rail cars in their siding; 15 have already been repaired and an additional 56 are under repair. This plant may be expected to reach a very useful output after the opening of line 86 enabling rolling stock to be worked in. Captain Philby is stationed temporarily at Civitanova Marche to supervise this work.

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Cecchetti wagon works at Civitanova Marche and Pescara engine depot were visited with AD Th 3 (M) of MRS. Very satisfactory progress was noted at both places.

5. STORES

(a) Several changes have been made during the month in the procedure of procuring materials, notably that of cement, which is now all allocated by A.F.L.R.S. There is still a shortage of cement for AC works not sponsored by the military, but it is believed that this will be overcome shortly by increased production and production at plants which at present are idle.

(b) An Economic Section directive, dated 28 March 45, places all non-subsistence controlled materials for civilian needs under the Ministry of Industry, Commerce and Labor. It has been recommended to the Ministry that the Italian State Railways be given a high priority for the obtaining of needed materials, so that the rehabilitation of the transportation system will proceed on schedule.

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(c) A directive of technical instruction for the supply of equipment and stores to the Italian State Railways has been drafted by MRS, and is ready for publication. The directive defines the responsibilities for the supplying of requirements of ISR as between MRS and Transportation Sub-Commission, AC.

(d) The Italian State Railways have had difficulty in obtaining hemp products for their needs as practically all of the output is taken by the military.

6. TRAFFIC

(a) Freight Services. There has been continued satisfactory exchange of freight cars into Sicily, and an increase in the island considered to be suitable to demands.

Considering the bad state of tracks on the line Nova Siri-Crotone-Reggio, and the necessity for passing traffic from Battipaglia over line 306 from San Eufemia to Catanzaro owing to the break at Petrace Bridge, internal operation in Calabria has been satisfactory. It is estimated that 12 locomotives could be made available for other service if the Petrace Bridge were completed and through traffic to Reggio possible.

101 USA freight cars have been received in at Reggio from North Africa and passed into general service. Some have been held for repairs but quickly released.

56 freight cars have been shipped in from Sardinia during the month.

(b) Passenger Services. On 5 March the Naples-Reggio and Rome-Naples train stock was merged to provide a daily through passenger service from Rome to Reggio, traveling three days via Cassino, and four days via Formia, with connections to and from Bari.

A local passenger service, using box cars in the absence of passenger coaches, was also introduced tri-weekly between Rome and Cöprenica, pending the completion of the damaged viaduct which prevents through service to Viterbo.

A daily service for Roman workers in the Pontine Marsh area and the ports of Anzio and Nettunio was introduced on 19 March.

In view of the considerable wastage in perishable foodstuffs in conveyance from the Puglie and Calabria districts, a daily through perishable freight train to Rome was introduced early in the month. It has brought an average of 700 tons per day without serious deterioration, and has run well to time, bearing in mind operational difficulties.

7. GENERAL

(a) Meetings have been held with interested parties in order to arrive at satisfactory methods for issuing free passes and permits for travel on Italian State Railways to Italian civilians, and to provide a simple scheme for covering the free conveyance of civilian employees working on behalf of [illegible]es.

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Considering the bad state of tracks on the line Nova Siri-Crotone-Reggio, and the necessity for passing traffic from Battipaglia over line 304 from San Eufemia to Catanzaro owing to the break at Petrace Bridge, internal operation in Calabria has been satisfactory. It is estimated that 12 locomotives could be made available for other service if the Petrace Bridge were completed and through traffic to Reggio possible.

101 USA freight cars have been received in at Reggio from North Africa and passed into general service. Some have been held for repairs but quickly released.

38 freight cars have been shipped in from Sardinia during the month.

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(b) Attached hereto at Appendix "B" is an estimated statement of mileage of railway track open for traffic, with an indication as to the supervision of control.

## PART IV - ROAD

1. GENERAL

(a) Procedure for the handling of road haulage programs and transport bids received is now working smoothly. A standard system of haulage returns embracing all AD/AMG Truck Pools, ENLC (see 2 below) and the M.T. Group has been introduced.

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(b) Upon the withdrawal of AC personnel in Southern Region EMLC has taken over operation of some 36[illegible] WD vehicles in AC Truck Pools. Truck Pool Officers remain at each Truck Pool for the supervision of maintenance and for safeguarding WD property.

(c) Control and operation of civilian trucks by EMLC has shown a gradual improvement in efficiency since 1 February when the Ente commenced to function throughout Italian Government territory. Various difficulties, such as opposition from truck owners, have been encountered, but it is anticipated that the over-all picture will show further gradual improvement as EMLC gets fully into its stride and truck owners gain confidence in the organization.

(d) EMLC, the National Agency for the Motor Transportation of Goods, was formed under Government Decree dated 17 August 1944 and registration of trucks commenced. Prior to the inception of EMLC, control of civilian trucks in Liberated Italy was virtually non-existent. This condition aggrevated an already critical road transport problem, in which civilian truckers were reluctant to move essential civilian supplies at official tariff rates.

On 1 February 1945 EMLC commenced to function under authority of a second Decree whereby private haulage became illegal. The Ente is required to control all civilian trucks in Italian Government territory, to coordinate movements in the interests of economic operation, and to ensure that all haulage is effected at standard tariff rates prescribed by the Ministry of Transport. It is also responsible for the distribution of fuel, lubricants, tires and spare parts to its members.

EMLC is a non-profit making para-Statal organization, financially self-supporting by the addition of a small administrative fee to all charges made. It is controlled by a Government Board of Supervisors and managed by a General Directorate in Rome. Branches are established in the chief center of each Compartimento with sub-branches in the provinces, managed by Compartimental and Provincial Directors.

All bidders for transport apply to branch officers where their bids are screened according to priority and allotted to truckers for execution. EMLC arranges collection of freight charges in advance and payment of truckers after deduction of the administrative fee.

A total of 26,000 trucks were registered with EMLC up to 1 March 1945, of which 21,000 are serviceable and 5,000 are off the road due to lack of tires and spare parts. The problems of tire and spare parts supply is critical and, unless solved shortly, the number of deadline trucks will increase rapidly in the next six months. Steps have been taken to relieve the situation by the procurement from sources external to Italy, but up to date supply has been very limited.

A close liaison is maintained between this Sub-Commission and the General Directorate. Current problems are discussed and advice and assistance given to EMLC in their solution.

2. OPERATIONS

(a) An officer and an Italian civilian are now freely employed in the field on liaison and investigation duties. Visits are made to [illegible]

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commenced. Prior to the inception of EMLO, control of civilian trucks in Liberated Italy was virtually non-existent. This condition aggravated an already critical road transport problem, in which civilian truckers were reluctant to move essential civilian supplies at official tariff rates.

On 1 February 1945 EMLO commenced to function under authority of a second Decree whereby private haulage became illegal. The Ente is required to control all civilian trucks in Italian Government territory, to coordinate movements in the interests of economic operation, and to ensure that all haulage is effected at standard tariff rates prescribed by the Ministry of Transport. It is also responsible for the distribution of fuel, lubricants, tires and spare parts to its members.

EMLO is a non-profit making para-Statal organization, financially self-supporting by the addition of a small administrative fee to all charges made. It is controlled by a Government Board of Supervisors and managed by a General Directorate in Rome. Branches are established in the chief center of each Compartimento with sub-branches in the provinces, managed by Compartimental and Provincial Directors.

All bidders for transport apply to branch officers where their bids are screened according to priority and allotted to truckers for execution. EMLO arranges collection of freight charges in advance and payment of truckers after deduction of the administrative fee.

A total of 26,000 trucks were registered with EMLO up to 1 March 1945, of which 21,000 are serviceable and 5,000 are off the road due to lack of tires and spare parts. The problems of tire and spare parts supply is critical and, unless solved shortly, the number of deadline trucks will increase rapidly in the next six months. Steps have been taken to relieve the situation by the procurement from sources external to Italy, but up to date supply has been very limited.

A close liaison is maintained between this Sub-Commission and the General Directorate. Current problems are discussed and advice and assistance given to EMLO in their solution.

2. OPERATIONS

(a) An officer and an Italian civilian are now freely employed in the field on liaison and investigation duties. Visits are made to areas where problems and difficulties have arisen. Advice and assistance is given and reports are made to the Operations Branch. EMLO operating conditions in several provinces have been covered.

(b) The opening of the Leghorn-Florence line on 1 April and the Ortona-Ancona line on 1 May will enable four AM Coys and 2 GT Coys to be released for use in the North.

(c) Progress in priority programs for the haulage of seed, grain, hemp, sulphur and AMG supplies has been satisfactory. Targets have been met except on the grain programs in Marche-Abruzzi, where steps have been taken to clear the deficiency by the movement of No. 7 AM Coy to Macerata and the allotment of 52

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additional 3-ton trucks to AMT Truck Pools in the Re[illegible], released in replacement of ELR vehicles.

Total tonnage hauled in the above programs were 21,395, representing an 8 percent increase over February figures.

(d) 8 QM Coys and 3 GT Coys of the M.T. Group hauled a total of 36,07[illegible] tons, an increase of 20 percent over February.

(e) Total tonnage hauled by ENLO 1-10 March was 99,000. ENT moved 24,600 tons in Sicily from 1 to 20 March.

(f) The official M.C.T. Tariff Rates, used by ENLO, have been applied throughout Toscana, Umbria-Marche and Emilia Regions.

3. MAINTENANCE

(a) Fifty-two (52) 3-ton British vehicles, which are fifty percent replacement for one hundred four (104) ELR vehicles, were inspected at the 408 VRS and accepted for AC. These vehicles were allocated to Abruzzi-Marche Region to assist in the critical civil supply situation existing in that area.

(b) Eleven (11) 30-Cwt Chevrolets have also been allocated to the above-mentioned Region. These vehicles are part of the original two hundred (200) 30-Cwt Chevrolets which were assigned to AC, of which one hundred eighty-five (185) were drawn up. The remaining four (4) vehicles are being traced by AFHQ.

(c) On request by AFHQ a report is being submitted regarding Allied Commission's over-all plan for higher echelon maintenance and repair.

4. SUPPLIES

(a) Standard form tire permits have been issued to all Regions. The replacement of varied types with the standard form is proceeding. All future issues of War Department tires from Regional Transportation Officers to civilian car operators will be made via the new form.

(b) A total of 1,396 civilian load-carrying vehicles of 1½-ton capacity have been received from the U.S.; 416 of these vehicles have been assembled and released to operating units of the Motor Transport Group.

(c) 241 tires and 232 tubes were released to Regions.

(d) 72 cases of spare parts were received and stocked in Central Parts Warehouse, Via Prenestina, Rome.

## PART V - PORT AND WAREHOUSE

1. PORTS

(a) Rome Coal Service. A total of five (5) barges averaging 300/350 tons each are now operating on the Coal Service between Civitavecchia/Fiumicino and Rome.

The dredging of the Tiber River will enable a larger tonnage delivery of coal at San Paolo. Recommendations were made by representatives of the Sub-Commission

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3. [illegible]

(a) Fifty-two (52) 3-ton British vehicles, which are fifty percent replacement for one hundred four (104) ZLR vehicles, were inspected at the 408 VRP and accepted for AC. These vehicles were allocated to Abruzzi-Marche Region to assist in the critical civil supply situation existing in that area.

(b) Eleven (11) 30-Cwt Chevrolets have also been allocated to the above-mentioned Region. These vehicles are part of the original two hundred (200) 30-Cwt Chevrolets which were assigned to AC, of which one hundred eighty-five (185) were drawn up. The remaining four (4) vehicles are being traced by AFHQ.

(c) On request by AFHQ a report is being submitted regarding Allied Commission's over-all plan for higher echelon maintenance and repair.

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The dredging of the Tiber River will enable a larger tonnage delivery of coal at San Paolo. Reconnaissance was made by representatives of the Sub-Commission and two dredging barges were located. The barges are in good working order and are owned by Italian Civil Authorities. These barges are suitable for work on the Tiber River and necessary transfer is being effected. Dredging is expected to start before 15 April.

(b) Civitavecchia. The Italian Authorities are making satisfactory progress in reconstruction and salvage work at this port under the supervision of Allied Commission engineers and the Port Liaison Officer.

(c) General. Ships discharge has been satisfactory, and no major problems are being encountered at the other ports in liberated Italy.

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2. WAREHOUSES

(a) General. The handover of warehouse management was completed during the month. In the Army Area, only the accounting had been handed over; in Ancona, Leghorn and Naples, the complete operation is the responsibility of the Federazione Italiana dei Consorzi Agrari.

Although the Italian organization is working diligently, they are still not able to function without assistance and guidance from Allied military personnel.

(b) Naples. The immediate results of the handover to the Federazione Italiana dei Consorzi Agrari were satisfactory, but as both shipments and receipts increased throughout the month, it was necessary for the officers and EM/ORs to take a much greater part in the supervision.

Losses between shipside and warehouses continue to be a problem. Efforts are being made to solve this both in Naples and elsewhere, by a plan worked out in conjunction with Federazione Italiana dei Consorzi Agrari and Istituto Commercio Estero.

(c) Leghorn. Handover to Federazione Italiana dei Consorzi Agrari was uneventful. Inventories declined most of the month, but large receipts towards the end of the month left closing stocks at a high level.

(d) Ancona. Warehouse accommodation is no longer a problem. By utilizing two G.I. platoons, and a slowly increasing rail lift, considerable tonnages were moved forward. Ancona receipts are considerably higher than previously.

(e) Forli. Stockpile increasing with better lift from Ancona. As Forli capacity becomes taxed, available space at Cesena will be utilized.

(f) Cesena. Excellent warehouse premises made available and now staffed by personnel attached to AMG 8th Army. Receipts expected to commence about 10 April 1945.

(g) Appendix "C" indicates stock movements at port warehouses during the month of March.

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

3 Incls:
Appendices "A", "B" and "C"

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APPENDIX "A"

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR MARCH 1945

## LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

DIRECTOR
Mr. Merritt H.Taylor (A)

DEPUTY DIRECTOR
Colonel M.B.Thomas (B)

ADMINISTRATION DIV. (Tn 1)
Chief, Lt.Col. W.P.Scoggins (A)

Accounts & Statistics Branch
Capt. C.S.Wyatt (B)
Lt. M.Steinberg (A)
W.O. A.A. Di Chello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt.Col. M.Harris (A)
Major F.P.Richardson (B)
Major H.C.Talbot (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Col. M.J.Sleff (B)
W.O. II P.Lark (B)

Rail Branch
Lt.Col. J.W.Baker (B)
Major C.R.Worthington (B)
Major J.F.M.Duthie (B)
Capt. I.F.Clinging (B)

Road Branch
Lt.Col. C.N.Christensen (B)
Major C. Steit-Gardner (B)
Capt. H.J.Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
Lt.Col. J.A.Belfour (B)
Major G.E.Godfrey (B)
Major A.M.McClure (B)
Major H.J.Symons (B)

RAIL DIVISION (Tn 4)
Chief, Lt.Col.C.H.Lindberg (B)

Operations Branch
Major W.G.Fletcher (B)
Major A.C. Pirz (B)
Major P.G.Watson (A)

Civil Engineering Branch
Major A.M.Street (B)
Major E.J.Hole (B)
Major P.G.Buckley (B)
Major G.E.Sowers (A) (on detchmt)
Capt. H.P.L.Greany (B)
Capt. L.A.Cohen(B)

Mechanical Engineering Branch
Major S.L.Leister (B)
Major E.M.B.Jeffrey (B)
Capt. P.C.Philby (A) (on detchmt)
Capt. R.C.Sowic (B)

Supply Branch
Major C.M.Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr.C.C.Gross (A)

Operations Branch
Lt.Col.C.Pernyhough (B)
Mr.C.S.Franklin (A)
Capt. W.Ainsworth (B)

Maintenance Branch
Major H.M.Downer (A)
Major D.C.Moyle (B)

Supply Branch
Capt. W.C.Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr.R.M.Bezzanella (A)

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ADMINISTRATION DIV. (Tr 1)
Chief, Lt.Col. W.P.Scoggins (A)

Accounts & Statistics Branch
Capt. C.S.Wyatt (D)
Lt. M.Steinberg (A)
W.O. A.A. Di Chello (A)

PLANNING STAFF (Tr 2)
Mr. Charlie Ryan (A)
Lt.Col. M.Harris (A)
Major F.P.Richardson (E)
Major H.C.Talbot (B)

MOVEMENTS DIVISION (Tr 3)
Chief, Col. M.J.Sieff (E)
W.O. II F.Lark (B)

Rail Branch
Lt.Col. J.W.Baker (E)
Major C.R.Worthington (E)
Major J.F.M.Duthie (B)
Capt. I.F.Clinging (B)

Road Branch
Lt.Col. C.W.Christensen (E)
Major C. Stait-Gardner (E)
Capt. N.J.Mansfield (E)
Capt. A.A. Gower (E)

Shipping Branch
Lt.Col. J.A.Balfour (E)
Major G.B.Godfrey (E)
Major A.M.McClure (E)
Major H.J.Symons (E)
Capt. R. Moyle (E)
Lt. J.H.Hazelton (E)

Major A.C. Ring (E)
Major P.G.Watson (A)

Civil Engineering Branch
Major A.H.Street (E)
Major E.J.Nolo (E)
Major P.G.Buckley (E)
Major G.B.Sowers (A) (on detchmt)
Capt. M.F.L.Greany (E)
Capt. L.A.Cohen(E)

Mechanical Engineering Branch
Major S.L.Bolster (E)
Major E.W.S.Jeffrey (E)
Capt. P.C.Philby (A) (on detchmt)
Capt. R.C.Bowie (E)

Supply Branch
Major C.M.Long (A)

ROAD DIVISION (Tr 5)
Chief, Mr.C.G.Gross (A)

Operations Branch
Lt.Col.G.Fernyhough (E)
Mr.C.S.Franklin (A)
Capt. W.Ainsworth (E)

Maintenance Branch
Major H.M.Downer (A)
Major D.C.Moyle (E)

Supply Branch
Capt. W.C.Peterson (A)

PORT & WAREHOUSE DIVISION (Tr 6)
Chief, Mr.R.M.Bazzanella (A)

Operations Branch
Mr.C.C.Crooks (A) (on detachment)
Mr.J.B.Hurley (A)
Mr.P.McDonnel (NZ)
Dr.C.Cazzaroli (I)
Capt.F.W.Smith (E)

Port Branch
Capt. E.W.L.Wapley (E)
Lt.A.Morena (I)
Mr.S.P.France (A) (on detachment)

Warehouse Branch
Major R.H.Klein (A)

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TRANSPORTATION SUB COMMISSION - MONTHLY REPORT FOR MARCH 1945 APPENDI

MILEAGE OF TRACK OPEN FOR TRAFFIC

ITALY, SICILY & SARDINIA

| AREA | OPERATED BY | SUPERVISED BY | KILOMETERS | |
|---|---|---|---|---|
| Central Italy | Br. Personnel | British | 276 | |
| " " | ISR " | " | 329 | 605 |
| East Italy (Bari Division) | ISR " | " | | 1131 |
| West Italy | USA | USA | 290 | |
| " " | ISR " | USA | 1057 | 1347 |
| Reggio Compartimento | ISR " | AC | | 978 |
| Rome Compartimento | ISR " | AC | | 98 |
| Florence Compartimento | ISR " | AC | | 8 |
| Ancona Compartimento | ISR " | AC | | 40 |
| | | TOTAL MAINLAND | | 4207 |
| Sicily Compartimento | ISR " | AC | | 1837 |
| Sardinia Compartimento | ISR " | AC | | 410 |
| | | GRAND TOTAL | | 6454 |

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APPENDIX "B"

TRANSPORTATION SUB COMMISSION - MONTHLY REPORT FOR MARCH 1945

MILEAGE OF TRACK OPEN FOR TRAFFIC

ITALY, SICILY & SARDINIA

| OPERATED BY | SUPERVISED BY | KILOMETERS | | MILES |
|---|---|---|---|---|
| Br. Personnel | British | 275 | | 380 |
| ISR " | " | 329 | 605 | 710 |
| ISR " | " | | 1131 | |
| | | 290 | | 846 |
| | USA | 1057 | 1347 | 614 |
| USA | USA | | 978 | 62 |
| ISR " | AC | | 98 | 9 |
| ISR " | AC | | 8 | 25 |
| ISR " | AC | | 40 | |
| ISR " | AC | | TOTAL ITALIAN | 2642 |
| | | | 4207 | 1154 |
| ISR " | AC | | 1837 | 257 |
| ISR " | AC | | 410 | |
| | | | 6454 | 4053 |
| | | | GRAND TOTAL | |

158.71

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TRANSPORTATION SUB COMMISSION MONTHLY REPORT FOR MARCH 1

STATEMENT OF STOCK MOVEMENTS - ALL THEATRES MARCH 45

| 1945 | NAPLES | | | LEGHORN | | | ANCONA | | | TOTAL WA | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OT |
| Inv. 1 March | 2[illegible].359.0 | 1678.5 | 29.037.5 | 2643[illegible] | 350.[illegible] | 26797.6 | 11801. | | 11801 | 68597.7 | 20 |
| Received in Mar. | 4.760.0 | 143.5 | 5.903.5 | 7307.5 | 298.5 | 7606.0 | 11172.0 | | 11172.0 | 23239.5 | 14 |
| Issued in Mar. | 8.834.0 | 1074.0 | 9.908.0 | 10642.3 | 113.1 | 10762.4 | 5529.0 | | 5529.0 | 25017.3 | 11 |
| Inv. 31 March | 2[illegible].2[illegible].0 | 1748.0 | 25.033.0 | 23095.9 | 545.3 | 23641.2 | 20444.0 | | 20444.0 | 66824.9 | 22 |

NOTES : 1. Naples opening inventory for food items is 76 tons less than the closing inventory for non-food inventory is increased by the same amount. Last month a food item of 76 tons was deducted from non-food.

2. UNRRA commodities handled for month as follows: Naples-received 4364 tons-issued 4[illegible]

3. Figures above do not include Red Cross clothing handled at Leghorn and Ancona.

4. In addition to above, Leghorn also handled the following :

| | Rec. | Issued | On hand |
|---|---|---|---|
| 1. Ration Cards | 95 PKGS. | 29 | 66 PKGS |
| 2. Cabs | 356 Each | 356 | - |
| 3. Chassis | 349 " | 349 | - |
| 4. Bodies | 157 " | 157 | - |
| 5. Compressor Spares | 11 " | - | 11 |
| 6. Rock brushing and Screening Plants | 10 " | 6 | 4 |

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TRANSPORTATION SUB COMMISSION MONTHLY REPORT FOR MARCH 1945 APPENDIX "C"

STATEMENT OF STOCK MOVEMENTS - ALL USES MARCH 45

| ES | | EGHORN | | | ANCONA | | | TOTAL WAREHOUSES | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL |
| 5 | 28.037.5 | 2643?.7 | 350.9 | 26797.6 | 14801. | | 14801 | 68527.7 | 2038.4 | 70636.1 |
| 5 | 5.903.5 | 7307.5 | 298.5 | 7606.0 | 11172.0 | | 11172.0 | 23839.5 | 1642.0 | 24681.5 |
| 0 | 9,708.0 | 10643.3 | 113.1 | 10762.1 | 5529.4 | | 5529.0 | 25012.3 | 1187.1 | 26199.4 |
| 0 | 25,033.0 | 23095.9 | 545.3 | 23641.2 | 20444.0 | | 20444.0 | 66624.5 | 2293.3 | 68918.2 |

ng inventory for food items is 76 tons less than the closing inventory for Feb. while ventory is increased by the same amount. Last month a food item of 76 tons had been m non-food.

ities handled for month as follows: Naples-received 4344 tons-issued 1078 tons.
e do not include Red Cross clothing handled at Leghorn and Ancona.
to show, Leghorn also handled the following :

| | Rec. | Issued | On hand |
|---|---|---|---|
| ton Cards | 65 PKGS. | 29 | 66 PKGS |
| | 356 Each | 356 | - |
| sia | 348 " | 349 | - |
| es | 157 " | 157 | - |
| ressor Spares | 11 " | - | 11 |
| brushing and | 10 " | 6 | 4 |
| ening Plants | | | |

/lr

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/1.2/18/Tn6

JHS/lml
10 May 1945

SUBJECT : Monthly Report - April 1945

TO : Administration Division
Attention: Lt. Col. W. P. Scoggins

I. Port Branch:

a) Report on Explosion at Bari:

On Monday April 9, 1945, at about 1200 hours, the ammunition ship "Henderson" exploded while unloading at Berth 14 in the Harbor at Bari. Our investigation discloses the following damages to the Port and also the supply losses due to this explosion.

1. Port Area:

Two large Transit Sheds destroyed and rendered useless. These sheds were located near Berths 13 and 14.

One small shed which served as a storehouse for port gear with small space for stocking cargo located near Berth 14, destroyed.

One silo located near Berth 15 - roof and part of walls destroyed. All silo machinery badly damaged, some beyond repair. Debris now being cleared away and will be converted into transit shed without cover.

All buildings in the port area suffered as a result of the explosion. All windows, doors and frames were destroyed or damaged in the office of the Movements and Transportation Building which houses the Dock Superintendent and other offices. Telephone and lighting system was damaged and rendered useless for a short time. Roofs and walls damaged. Salvation Army Canteen and Quay offices located near Berth 14 destroyed. Navy House and yard very badly damaged as well as their Salvage Office and Workshops.

Port Lighting Equipment and Quay water supply lines damaged. Repairs have been made and these two utilities are now working.

The south end of Berth 13 is under water and the condition is not fully known. The "Seaspeed" which was tied up at the time of the explosion is damaged and still being worked.

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Berth 14 is demolished. The hull of the "Henderson" with two hatches loaded with 3 tiers of bombs in each hatch (about 600 tons) is still laying sunk at this berth. No provisions have been made to salvage.

Berth 15 about 15 yards adjoining Berth 14 is damaged.

Berth 16 cracked and slightly forced on surface, also parts of the quay damaged.

Little damage done on Berths 17 and 18, although it is noticeable that these quays have subsided a little.

The unloading target set by AFHQ was 5,000 tons per day and before the explosion this port was averaging 6,700 tons per day. Inspite of the damage done, it is the opinion that the unloading target set can be accomplished without any difficulty.

2. Port Gear:

Three Italian Electric Cranes - completely destroyed.
One Allied Floating Crane - completely destroyed.
Two Allied Cranes - damaged. Possible to salvage and repair one.
One Allied Mobile Crane - completely destroyed.
Three Allied Clark Lift Trucks - completely destroyed.

All present Port Gear is owned by the Allied Forces, and it would be necessary for the Italian Government to submit a full Port Gear Program if it is decided to take all the gear, if and when, the Port is turned back to the Italian authorities.

3. Tugs and Barges:

Five barges - destroyed beyond repair.
Ten barges - damaged - four now under repair.
No tugs destroyed or damaged.

4. Rails:

Fifteen wagons - completely destroyed.
Forty-three wagons - damaged but repairable.

All track repair was completed by noon of April 14 with the exception of sidings on Berths 13 and 14. Only motor trucks can now be used for loading on Berth 13.

5. Ships Docked at Time of Explosion:

"Lucia C" - loaded with oil - caught fire and was towed out of port and beached.
"Samspeed" - damaged.
"Knoll" - damaged.
"Leinster" - damaged.
"Apunania" - damaged and not workable.

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"Pinmon" - damaged.
"Fleurston" - damaged.
"Ampsell" - damaged.

Of the above listed ships the "Samspeed" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

6. Cargo Losses:

500 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 4,300 tons of military supplies, including POL and ammunition were also lost.

7. Conclusion:

No Allied Commission personnel were listed among the casualties.

The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building in the port area were broken.

During the course of the investigation, the question of warehousing and pilfering of Allied Commission supplies in Bari area was discussed with Lt. O'Leary. An estimated 8700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzio Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

The efficient way in which the Allied Military Police and all other Allied Military personnel that assisted in restoring order and caring for the dead and wounded is deserving of the highest praise and commendation. Major Granger, Dock Superintendent, is also deserving of favorable mention for the splendid work he and his organization performed in clearing the port area, and directing all work necessary to continue port operations.

II. Warehouse Branch:

a) General:

1. Despite continued diligent efforts to pass greater responsibilities for the management of the warehouses and controlling of civilian supplies to Federazione Italiana dei Consorzi Agrari and Instituto Commercio Estero, it is still necessary for AC/AMG personnel to assist, guide and even lead to a great extent.

2. All warehouses now hold large tonnages of supplies for North Italy. Warehouse capacities are taxed to the utmost. Until this stockpiling feature is eliminated by heavy shipments North, warehousing

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will continue to be most difficult.

3. Personnel continues to be a most difficult problem. It is planned to open warehouses shortly, in Genoa, Venice and Trieste. Yet the total number of Allied Officers, and EM/OR's assigned for Warehouse and Port Liaison work is less than were assigned for the same work in Naples alone, approximately one year ago. The efficiency of operations must of necessity suffer due to lack of Allied military personnel.

4. UNRRA supplies are creating a serious problem. When it was agreed several months ago to handle warehousing of UNRRA supplies, it was understood by all concerned that there would be a very rapid turnover of inventory. For various reasons this has not occurred. Receipts continue to exceed issues with resulting increase in inventory.

b) Naples:

1. Heavy receipts and issues continue.
2. Lack of road transport is frequently hindering fulfillment of shipping orders.
3. Because of managerial difficulties by the Federazione Italiana dei Consorzi Agrari, it was necessary to return to Naples Warehouses 3 EM/OR's who had been assigned to Ancona warehouses for duty.
4. See Note 2, on Appendix indicating great excess of tonnage receipt over issue for UNRRA supplies.

c) Leghorn:

1. Very heavy receipts and issued continue, despite competition with military rail movements.

d) Ancona:

1. Although receipts fell off somewhat, shipments to forward depots at Forli and Cesena greatly increased through excellent cooperation by MRS, the Road Branch and Rail Branch.

e) Forli and Cesena:

1. By agreement with 8th Army AMG, control of Forli depot will shortly pass to Emilia Region, so that Cesena andForli will be considered as one unit, although they are 12 miles apart.

2. Both are excellent depots; both rail served so that there is no problem of railhead clearance.

3. Inventories of both depots have increased greatly in anticipation of demand from populous North Italy areas with expected change in tactical situation.

3116

f) Appendix indicates stock movements for month of April.

1931

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XII. Schooner Operations.

a. There were about seventy cancellations of Schooner allocations during the month for lack of cargo. There were three reasons for this.

1. The bottom fell out of the market on carrube beans, and grapes concentrated, without warning.

2. Many shippers had disposed of the cargoes covered by old bids. These cancellations are not as serious as they appear, as the vessels were re-allocated to carry cargoes from the same port they had been originally ordered to.

3. Word has got around that some vessels are to be returned to free trade, and shippers are waiting for this to happen.

b. Schooners were again tied up for lack of fuel. This condition seems absolutely unnecessary when it is born in mind that in every case supplementary allotments of fuel have been made; but only after a delay during which period the schooners are out of service.

c. A plan has been devised to utiline schooners for movement of food supplies from Naples A. C. Warehouses to South Coast ports. This will relieve Rail traffic, and provide ballast for the downward run for schooners.

d. It is hoped that use of available schooner tonnage from Piombino to Portici or Sicily might be used for Pyrites since the schooners must make this run in ballast at present.

R. M. BEZZANELLA
Chief, Ports & Whse. Division

Attachment:

Appendix - Stock Movement Report - April 1945.

3115

INTER OFFICE MEMO RHK/er

Ref : W/1.3/844/TN6 8 May 1945

SUBJECT : Monthly Report (April) Warehouse Section
Port & Warehouse Division-Transportation Sub Commission

TO : Chief, Port and Warehouse Division

1. General

a) Despite continued diligent efforts to pass greater responsibilities for the management of the warehouses and controlling of civilian imports to Federazione Italiana dei Consorzi Agrari and Istituto Commercio Estero, it is still necessary for AC./AMG personnel to assist, guide and even lead toofar to a great an extent.

b) All warehouses now hold large tonnages of supplies for North Italy. Warehouse capacities are taxed to the utmost. Until this stockpiling feature is eliminated by heavy shipments North, warehousing will continue to be most difficult.

c) Personnel continues to be a most difficult problem. It is planned to open warehouses shortly in Genoa, Venice and Trieste. Yet the total number of Allied Officers, and EM/RO's assigned for Warehouse and Port Liaison work is less than were assigned for that same work in Naples alone, approximately one year ago. The efficiency of operations must of necessity suffer due to lack of Allied military personnel.

d) UNRRA supplies are creating a serious problem. When it was agreed several months ago to handle warehousing of UNRRA supplies, it was understood by all concerned that there would be a very rapid turnover of inventory. For various reasons this has not occurred. Receipts continue to exceed issues with resulting increase in inventory.

2. Naples

a) Heavy receipts and issues continue 3114

b) Lack of road transport is frequently hindering fulfillment of shipping orders.

c) Because of managerial difficulties by the Federazione Italiana dei Consorzi Agrari it was necessary to return to Naples Warehouses 3 EM/OR's who had been assigned to Ancona warehouses for duty.

d) See Note 2, on Appendix indicating great excess of tonnage receipt over issue for UNRRA supplies.

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Italiana dei Consorzi Agrari
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d) UNRRA supplies are creating a serious problem. When it was agreed several months ago to handle warehousing of UNRRA supplies, it was understood by all concerned that there would be a very rapid turnover of inventory. For various reasons this has not occurred. Receipts continue to exceed issues with resulting increase in inventory.

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d) See Note 2, on Appendix indicating great excess of tonnage receipt over issue for UNRRA supplies.

3. Leghorn

Very heavy receipts and issues continue, despite competition with military rail movements.

4. Ancona

Altho receipts fell off somewhat, shipments to forward depots at Forli and Cesena greatly increased thru excellent cooperation by MRS, the Road Branch and the Rail Branch.

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5. Forlì and Cesena

a) By agreement with 8th Army AMG, control of Forlì depot will shortly pass to Emilia Region, so that Cesena and Forlì will be considered as one unit, altho they are 12 miles apart.

b) Both are excellent depots; both rail served so that there is no problem of railhead clearance.

c) Inventories of both depots have increased greatly in anticipation of demand from populous North Italy areas with expected change in tactical situation.

6. Appendix indicates stock movements for month of April.

ROBERT H. KLEIN
Major Med.Adm.C.
Port & Whse. Div.



Declassified E.O. 12356 Section 3.3/NND No. 765021

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MEDITERRANEAN SCHOON R CONTROL BOARD.
NAPLES.

95/Shipping/ 30 Apr 45.

SUBJECT : Monthly Report - April 1945.

TO : Shipping Branch,
(Att: Capt R. H. Hoyle),
Transportation Sub-Commission,
H.Q. Allied Commission.

1. At the beginning of April this Board decided to give an opportunity to those shippers who had bids outstanding for many months to ship their cargoes. As a result many of these old bids were shipped. Bids covering cargoes which had been moved by other means, or which were no longer available have been cancelled. Consequently the board considers all bids up to the May programme (X Bids) as complete. There may be some shippers with small balances, and these will be dealt with as their cargoes are reported available.

2. There were about seventy cancellations of schooner allocations during the month for lack of cargo. There were three reasons for this.

(i) The bottom fell out of the market on carrube beans, and grapes concentrated, without warning.

(ii) Many shippers had disposed of the cargoes covered by old bids. These cancellations are not as serious as they appear, as the vessels were re-allocated to carry cargoes from the same port they had been originally ordered to.

(iii) Word has got around that some vessels are to be returned to free trade, and shippers are waiting for this to happen.

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3. Schooners were again tied up for lack of fuel. This condition seems absolutely unnecessary when it is born in mind that in every case supplementary allotments of fuel have been made; but only after a delay during which period the schooners are out of service.

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4. A plan has been devised to utilize schooners for movement of food supplies from Naples A.C. Warehouses to South Coast ports. This will relieve Rail traffic, and provide ballast for the downward run for schooners.

5. It is hoped that use of available schooner tonnage from Piombino to Portici or Sicily might be used for Pyrites since the schooners must make this run in ballast at present.

6. Net Tonnage of cargoes moved during April:-

| | | |
|---|---|---|
| Citrus | - | 2,691 |
| General Foods | - | 1,876 |
| Sumac | - | 185 |
| Carrube | - | 3,676 |
| Wine | - | 1,508 |
| Salt | - | 1,550 |
| Sulphur | - | 788 |
| Cotton | - | 288 |
| Grape Concentrate | - | 229 |
| Misc Cargo | - | 808 |
| | | 13,599 |
| Estimate of cargoes South-bound for which there were no bids | | 3,000 |
| | Total | 16, 599 |

7. The "ARAZZIA" made one Inward Bound voyage, and two Outward Bound voyages during the month particulars as follows :-

INWARD. Total Cargo 1,630 tons. Total Passengers 164.

OUTWARD. " " 1,604 " " " 370.

Copies of Manifests for these voyages have already been sent.

3111 CHARLES C. CROOKS,
Medbo Schooner Control Board,
Naples.

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 347
Ref. AC/26.2/2/Tn 6

JBH/mvm
5 May 1945

SUBJECT: Report on Explosion at Bari

TO: R. M. Bazzanella

FROM: James B. Burley

On Monday April 9, 1945, at about 1200 hour, the Ammunition Ship "Henderson" exploded while unloading at Berth 14 in the Harbor at Bari, Italy. Our investigation disclosed the following damages to the port and also the supply losses due to this explosion.

Port Area:

Two large Transit Sheds destroyed and rendered useless. These sheds were located near Berths 13 and 14.

One small Shed which served as a storehouse for Port Gear with small space for stocking cargo. This shed was located near Berth 14. Destroyed.

One silo located near Berth 15. Roof and part of walls destroyed. All silo machinery badly damaged, some beyond repair. Debris now being cleared away and will be converted into Transit Shed without cover.

All buildings in the Port Area suffered as a result of the explosion. All windows, doors and frames were destroyed or damaged in the office of the Movements and Transportation Building which houses the Dock Superintendent and other offices. Telephone and lighting system was damaged and rendered useless for a short time. Roofs and walls damaged. Salvation Army Canteen and Quay Offices located near Berth 14 destroyed. Navy House and Yard very badly damaged as well as their Salvage Office and Workshops.

Port Lighting Equipment and Quay water supply lines damaged. Repairs have been made and these two utilities are now working.

The south end of Berth 13 is under water and the condition is not fully known. The "Seaspeed" which was tied up at the time of the explosion is damaged and still being worked.

Berth 14 is demolished. The hull of the "Henderson" with two hatches loaded with 3 tiers of bombs in each hatch (about 600 tons) is still laying sunk at this berth. No provisions have been made to salvage.

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Berth 15 about 15 yards adjoining Berth 14 damaged.

Berth 16 cracked and slightly forced on surface, also parts of the quay damaged.

Little damage done on Berths 17 and 18, although it is noticeable that these quays have subsided a little.

The unloading target set by AFHQ was 5000 tons per day and before the explosion this port was averaging 6700 tons per day. Inspite of the damage done, it is the opinion that the unloading target set can be accomplished without any difficulty.

Port Gear:

Three Italian Electric Cranes - completely destroyed
One Allied Floating Crane - completely destroyed
Two Allied Cranes - damaged. Possible to salvage and repair one.
One Allied Mobile Crane - completely destroyed
Three Allied Clark Lift Trucks - completely destroyed

All present Port Gear is owned by the Allied Forces, and it would be necessary for the Italian Government to submit a full Port Gear Program if it is decided to take all the gear if and when the Port is turned back to the Italian authorities.

Tugs and Barges:

Five Barges - destroyed beyond repair
Ten Barges - damaged - four now under repair
Ten tugs destroyed or damaged.

Rails:

Fifteen wagons - completely destroyed
Forty-three wagons - damaged but repairable

All track repair was completed by noon of April 14 with the exception of sidings on Berths 13 and 14. Only motor trucks can now be used for loading on Berth 13.

Ships Docked at Time of Explosion:

"Lucia C" - loaded with oil - caught fire and was towed out of port and beached
"Samspeed" - damaged
"Knoll" - damaged
"Lenister" - damaged
"Apunania" - damaged and not workable
"Pinzon" - damaged
"Fleurston" - damaged
"Amstell" - damaged

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Of the above listed ships the "Samspeed" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

Cargo Losses:

500 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 4300 tons of military supplies, including POL and ammunition were also lost.

Conclusion:

Attached herewith is chart of the Port of Bari for our files giving complete description on Berths, lengths, depths, etc.

No Allied Commission personnel were listed among the casualties.

The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building were broken.

During the course of the investigation, the question of warehousing and pilfering of Allied Commission supplies in Bari area was discussed with Lt. O'Leary. An estimated 8700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzio Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

The efficient way in which the Allied Military Police and all other Allied Military personnel that assisted in restoring order and caring for the dead and wounded is deserving of the highest praise and commendation. Major Grenger, Dock Superintendent, is also deserving of favorable mention for the splendid work he and his organization performed in clearing the Port Area, and directing all work necessary to continue Port operations.

Attachment

TRANSPORTATION SUB-COMMISSION, AC.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.P.

Ref: AC/47/Tn 4. 7 May, 1945.

MONTHLY REPORT OF ACTIVITIES, APRIL, 1945
TRANSPORTATION SUB-COMMISSION, RAIL DIVISION.

1. RAILHEADS:

During the month, the eastern railhead on line 86 reached FAENZA. There was no alteration to the railhead position on the western side.

2. ALLIED RAILWAY BOARD.

The fourth meeting of the Allied Railway Board took place on 13 April 45, when further review of the work of the Sub-Committees was taken, and decisions given as required.

3. CIVIL ENGINEERING.

The cement difficulty has been overcome as 4,700 tons have been released for works of non-military priority during May.

A list setting out estimated priority of reconstruction has been produced, and this will be amended monthly to meet any changed demands. Copy of current priority list is shown at Appendix "A".

Line 65. Arezzo-Florence. Work was continued on this line in clearing demolitions and building of piers.

Line 86. Ortona-Ancona. This work has proceeded well and would have been completed by 30 April except for a bad slip at the Castellana tunnel due to heavy rain. This slip occurred on 25 April and it is not possible to say when the work will be completed.

Line 88. Rome-Avezzano. Work has proceeded more satisfactorily on this line during the month.

Line 92. Petrace Bridge. This work is now proceeding well, the south span is practically complete and the erection of the centre span commenced. All material is on site, and night work commenced on 25 April with a view to improving on the target date.

Line 219. Pisa-Empoli-Florence. The work on the permanent repairs continued during the month. This work has been delayed due to the necessity for giving priority to opening the line to traffic.

Line 244. Bastia-Ellera. Work on this reconstruction is delayed due to difficulty in obtaining release of steel for Tiber bridge

Line 257. Rome-Viterbo. This work was completed on 30 April, and a test train will be run on 3 May.

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During the month, the Eastern railhead on line 66 reached FAENZA. There was no alteration to the railhead position on the western side.

2. ALLIED RAILWAY BOARD.

The fourth meeting of the Allied Railway Board took place on 18 April 45, when further review of the work of the Sub-Committees was taken, and decisions given as required.

3. CIVIL ENGINEERING.

The cement difficulty has been overcome as 4,700 tons have been released for works of non-military priority during May.

A list setting out estimated priority of reconstruction has been produced, and this will be amended monthly to meet any changed demands. Copy of current priority list is shown at Appendix "A".

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Line 244. Bastia-Ellera. Work on this reconstruction is delayed due to difficulty in obtaining release of steel for Tiber bridge

Line 257. Rome-Viterbo. This work was completed on 30 April, and a test train will be run on 3 May.

Line 277. Terni-Rieti. Work here proceeds slowly, due to difficulty in obtaining oxygen, acetylene and carbide.

Line 279. Termoli-Campobasso. A test train has been arranged for 30 April, and the line should be available by 1 May 45.

Civitavecchia Port. All sidings on the original scheme are practically completed, and the extra sidings required in Civitavecchia Centrale have been authorised. The lighting at Civitavecchia Centrale and Civitavecchia Porto Tarquina is well in hand.

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The following works were started during the month:

Underbridge Naples
Permanent repairs Rio Torto Viaduct
Running sheds at Livorno, Rome Smistamento, etc.

/2.

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3. CIVIL ENGINEERING (continued)

The following works have been authorised, and preparations for starting the work are in hand:

Line 86. Pescara - Chieti
Line 220. Chiusi - Empoli
Line 242. Albacina - Civitanova
Line 245. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo
Line 291. Cancello - Torre Annunziata
Repairs to Riferno bridge - Line 86 South
Repairs to Ofanto bridge - Line 86 South
Various works in Rome.

Private Railways.

Benevento - Cancello. At the request of AFHQ, work on this re-construction is being pushed, but it has been found that the report submitted by the private company concerned was entirely inaccurate as to the damage, and there is a good deal of work to be done. Some anticipated difficulty over supply of sleepers has been overcome, and an officer has been detailed to watch the job.

4. MECHANICAL ENGINEERING.

Rail Car Recovery.

Cecchetti Works at Civitanova Marche carried on during the month with repairs to cars in their works, and completed 16 in the period.

Rome Smistemento carried out 28 medium and 35 light repairs.

Bombrini Parodi Delfino turned out 71 heavy repairs, including 41 box cars.

Wagon Lits, Rome, had an output of 8 passenger coaches.

Recovery of cars from lines 256 and 257 over the Rome Nord route continued during the month.

Reconnaissance of Rolling Stock Recovery.

During the month, reconnaissances were carried out at the Solvay Plant, Rossignano, and over lines 259, 255, and the private line Benevento - Cancello, resulting as under:

| | Nº of Cars | Serviceable | Heavy Reps. | Light Reps. | Scrap. |
|---|---|---|---|---|---|
| + Solvay | 50 | 49 | - | 1 | - |
| Line 259 | 14 | 4 | 10 | - | - |
| Line 255 | 17 | 11 | 6 | - | - |
| Cancello - Benevento | 70 | 34 | 33 | 1 | 2 |

+ NOTE: All these cars are in use for internal service.

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Repairs to Crento Bridge - Line 86 South
Various works in Rome.

Private Railways.

Benevento - Cancello. At the request of AFHQ, work on this re-construction is being pushed, but it has been found that the report submitted by the private company concerned was entirely inaccurate as to the damage, and there is a good deal of work to be done. Some anticipated difficulty over supply of sleepers has been overcome, and an officer has been detailed to watch the job.

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Recovery of cars from lines 256 and 257 over the Rome Nord route continued during the month.

Reconnaissance of Rolling Stock Recovery.

During the month, reconnaissances were carried out at the Solvay Plant, Rossignano, and over lines 259, 255, and the private line Benevento - Cancello, resulting as under:

| | No. of Cars | Serviceable | Heavy Reps. | Light Reps. | Scrap. |
|---|---|---|---|---|---|
| * Solvay | 50 | 49 | - | 1 | - |
| Line 259 | 14 | 4 | 10 | - | - |
| Line 255 | 17 | 11 | 6 | - | - |
| Cancello - Benevento | 70 | 34 | 33 | 1 | 2 |

* NOTE: All these cars are in use for internal service.

An examination was made at Pagliacosso on line 88, of a locomotive (No.880.200) and 4 cars, and it was found that these can be put in service to form a construction train for use in repairing this line. Arrangements are in hand by ISR to do this.

Inspection tours.

In the course of inspection tours during the month by officers of the Mechanical Section, locomotive and carriage and wagon shops and sheds were visited in the following compartimenti:

Compartimento of Reggio: Paola, Reggio, Catanzaro Marina, Crotone
Compartimento of Palermo: Messina, Catania, Palermo.
Compartimento of Bari: Taranto, Bari, Foggia.
Compartimento of Ancona: Civitanova Marche, Pescara, Ancona.

/3.

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5. STORES.

The position of cement is improving. Releases for all cement requests have been received and bids placed for movement to projects.

The directive for issuing of supplies to the Italian State Railways has been published and distributed. This directive defines the responsibilities as between MRS and the Transportation Sub-Commission AC.

It is expected that with the end of hostitilities, the military requirements will ease and it will be possible for the railways to get larger quantities of materials needed in repairs to rolling stock and rehabilitation.

6. TRAFFIC.

Freight. Due to (a) military demands, and flow of traffic, and (b) some unsatisfactory working by Italian operating personnel, a sudden crisis developed in Reggio, where freight cars were again in short supply. Prompt and sustained action with Military Railway Service has enabled the difficulty to be overcome. For a period, it became necessary to suspend transfer of freight cars into Sicily, as the island showed figures which it was felt were satisfactory for existing commitments. There was a seasonal drop off in tonnage on the through perishable freight train Reggio to Rome, and ISR were instructed to maintain tonnage with other commodities.

Passenger. A number of additional local passenger services were achieved without operating increase by converting ISR staff trains into civilian passenger trains with accommodation for ISR staff.

During the month, passenger services between Rome and Frascati have been increased, and additional services introduced between Taranto-Francavilla and Salerno-Battipaglia. Following completion of repairs to track, a service was introduced between Colleferro and Velletri, and the Rome-Mandela service extended to Arsoli. Owing to military demands on the tracks, it has not so far been possible to establish civilian passenger services between Rome and Ancona, Arezzo and Leghorn, but it is hoped this may be achieved in May.

At Appendix "B" is given a revised statement in respect of lines in Southern Italy at present in operation, with particulars of the supervising authority.

At Appendix "C" is given information concerning private railways in operation in Southern Italy, all of which are under control of AC, except the Sud-Est, which has considerable military traffic.

At Appendix "D" is given the result of a census of rolling stock taken by the ISR at the request of the Military Railway Service.

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MINISTERO DEI TRASPORTI
Ispettorato Generale della Motorizzazione Civile
e dei Trasporti in Concessione
R.S.T.

S.A.T. N. 610 /913

COMMISSIONE ALLEATA
Subcommissione Trasporti
= SEDE =

APPENDICE "C"

Oggetto: Ferrovie e Tramvie
in esercizio.

PRIVATE RAILWAYS LINEE IN ESERCIZIO

| Compartimenti | Ferrovie | | |
|---|---|---|---|
| PALERMO | Siracusa-Ragusa-Vizzini | km. | 126,255 |
| | Catania-Jonia (Circumetnea) | " | 119,044 |
| CAGLIARI | Meridionali Sarde | km. | 112,676 |
| | Strade Ferrate Sarde | " | 223 |
| | Complementari Sarde | " | 611,806 |
| CATANZARO | Calabro-Lucane | km. | 314 |
| BARI | Calabro-Lucane | km. | 422 |
| | Ferrovie del Sud-Est | " | 473,496 |
| | S.Spirito-Bitonto | " | 8,14 |
| | S.Severo-Rodi-Peschici | " | 78,744 |
| NAPOLI | Napoli-Piedimonte d'Alife (Biforcazione Capua) | km. | 81 (tratto Napoli-Capua km.44) |
| | Ferrovia Vesuviana | " | 7,200 |
| | Ferrovia Napoli-Baiano | " | 38,800 |
| | Ferrovia Circumvesuviana e diramazioni | " | 78,149 |
| | Napoli-Torregaveta | " | 13,764 |
| ROMA | Roma-Viterbo | km. | 103 |

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PRIVATE RAILWAYS LINEE IN ESERCIZIO

| Compartimenti | Ferrovie | | |
|---|---|---|---|
| PALERMO | Siracusa-Ragusa-Vizzini | km. | 126,255 |
| | Catania-Jonia (Circumetnea) | " | 119,044 |
| CAGLIARI | Meridionali Sarde | km. | 112,676 |
| | Strade Ferrate Sarde | " | 223 |
| | Complementari Sarde | " | 611,906 |
| CATANZARO | Calabro-Lucane | km. | 314 |
| BARI | Calabro-Lucane | km. | 422 |
| | Ferrovie del Sud-Est | " | 473,496 |
| | S.Spirito-Bitonto | " | 8,14 |
| | S.Severo-Rodi-Peschici | " | 78,744 |
| NAPOLI | Napoli-Piedimonte d'Alife (Biforcazione Capua) | km. | 81 (tratto Napoli-Capua km.44) |
| | Ferrovia Vesuviana | " | 7,200 |
| | Ferrovia Napoli-Baiano | " | 38,800 |
| | Ferrovia Circumvesuviana e diramazioni | " | 78,149 |
| | Napoli-Torregaveta | " | 19,764 |
| ROMA | Roma-Viterbo | km. | 103 |
| | Roma-Ostia | " | 25(Roma-Acilia km.15) |
| | Roma-Fiuggi | " | 99,193(Roma-S. Oreste km.) |
| | Centrale Umbra | " | 114(Terni-Todi km.42 ) |

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| Compartimenti | Ferrovie | | |
|---|---|---|---|
| ANCONA | Castelraimondo-Camerino | km. | 14,500 |
| | P.S.Giorgio-Fermo-Amandola | " | 57(tratto P.S.Giorgio Staz.Falerone km. 34) |

| Compartimenti | Tramvie estraurbane | | |
|---|---|---|---|
| CAGLIARI | Tramvia Cagliari-Quarto-S.Elena | km. | 10,467 |
| | Cagliari-Poetta | " | 3,592 |
| CATANZARO | Tramvia Catanzaro Sala-Pontegrande | km. | 6 |
| BARI | Tramvia Bari-Barletta | " | 64,754 |
| | Tramvia S.Severo-Torremaggiore | " | 9,394 |
| NAPOLI | Castellamare-Sorrento | " | 19,350 |
| | Napoli-Capodichino-Aversa-Albanova | " | 33 |
| | Napoli-Portici | " | 7 |
| | Napoli-Grumo | " | 7 |
| | Napoli-Pozzuoli | " | 4 |
| | Napoli-Caivano | " | 16 |
| ROMA | Tramvia dei Castelli: Roma-Bivio Grottaf.Frascati | km. | 22,374 |
| | Tramvia dei Castelli: Bivio-Marino | " | 4,644 |
| | Tramvia Terni-Perentillo | km. | 16,970 |
| ANCONA | Tramvia Porto Civitanova-Civitanova Marche | km. | 5,463 |

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km. 34)

| Compartimenti | Tramvie estraurbane | | |
|---|---|---|---|
| CAGLIARI | Tramvia Cagliari-Quarto-S.Elena | km. | 10,467 |
| | Cagliari-Poetta | " | 6,592 |
| CATANZARO | Tramvia Catanzaro Sala-Pontegrande | km. | 6 |
| BARI | Tramvia Bari-Barletta | " | 64,754 |
| | Tramvia S.Severo-Torremaggiore | " | 9,394 |
| NAPOLI | Castellamare-Sorrento | " | 19,350 |
| | Napoli-Capodichino-Aversa-Albanova | " | 33 |
| | Napoli-Portici | " | 7 |
| | Napoli-Grumo | " | 7 |
| | Bagnoli-Pozzuoli | " | 4 |
| | Napoli-Calvano | " | 16 |
| ROMA | Tramvia dei Castelli | Roma-Bivio Grottaf.Frascati | km. 22,32 |
| | | Bivio-Marino | " 4,64 |
| | Tramvia Terni-Ferentillo | km. | 16,970 |
| ANCONA | Tramvia Porto Civitanova-Civitanova Marche | km. | 5,063 |

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Lt. Col. Scoggins

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR APRIL 1945

PART I - GENERAL

1. PERSONNEL

(a) During the month the Armies' offensive in Northern Italy was begun; as is well known, the advance was rapid. Transportation officers for the Northern regions were generally withdrawn from their temporary duty elsewhere and sent northwards, in some cases with the Army and Corps staffs, to be ready to take over.

(b) Lists of transportation officers in the Sub-Commission and "in the field" are attached as Appendices "A" and "B".

(c) During the month a small advanced echelon of the Transportation Sub-Commission was formed ready to go northwards at short notice; its primary function is to act for the Director of the Sub-Commission in N.W. Italy and to coordinate work in the three N.W. Regions of Piemonte, Liguria and Lombardia.

PART II - RAIL

1. RAILHEADS

(a) During the month, the eastern railhead on line 66 reached Faenza. There was no alteration to the railhead position on the western side.

2. ALLIED RAILWAY BOARD

(a) The fourth meeting of the Allied Railway Board took place on 19 April 1945, when further review of the work of the Sub-Committees was taken and decisions given as required.

3. CIVIL ENGINEERING

(a) The cement difficulty has been overcome as 4,760 tons have been released for works of non-military priority during May.

(b) A list setting out estimated priority of reconstruction has been produced, and this will be amended monthly to meet any changed demands. Copy of current priority list is shown at Appendix "C".

(c) Line 66. Arezzo-Florence. Work was continued on this line in clearing demolitions and building of piers.

(d) Line 86. Ortona-Ancona. This work has proceeded well and would have been completed by 30 April except for a bad slip at the Castellana tunnel due to heavy rain. This slip occurred on 25 April and it is not possible to say when the work will be completed.

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(a) The cement difficulty has been overcome as 4,750 tons have been released for works of non-military priority during May.

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(c) Line 65. Arezzo-Florence. Work was continued on this line in clearing demolitions and building of piers.

(d) Line 86. Ortona-Ancona. This work has proceeded well and would have been completed by 30 April except for a bad slip at the Castellana tunnel due to heavy rain. This slip occurred on 25 April and it is not possible to say when the work will be completed.

(e) Line 88. Rome-Avezzano. Work has proceeded more satisfactorily on this line during the month.

(f) Line 92. Petrace Bridge. This work is now proceeding well, the south span is practically complete and the erection of the centre span commenced. All material is on site, and night work commenced on 25 April with a view to improving on the target date.

(g) Line 219. Pisa-Empoli-Florence. The work on the permanent repairs continued during the month. This work has been delayed due to the necessity for giving priority to opening the line to traffic.

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(h) Line 244. Rastia-Ellera. Work on this reconstruction is delayed due to difficulty in obtaining release of steel for Tiber Bridge.

(i) Line 257. Rome-Viterbo. This work was completed on 30 April 1945, and a test train will be run on 3 May.

(j) Line 277. Terni-Rieti. Work here proceeds slowly, due to difficulty in obtaining oxygen, acetylene and carbide.

(k) Line 279. Termoli-Campobasso. A test train has been arranged for 30 April, and the line should be available by 1 May 45.

(l) Civitavecchia Port. All sidings on the original scheme are practically completed, and the extra sidings required in Civitavecchia Centrale have been authorized. The lighting at Civitavecchia Centrale and Civitavecchia Porto Terquina is well in hand.

(m) The following works were started during the month:

Underbridge Naples
Permanent repairs Rio Torto Viaduct
Running Sheds at Livorno, Rome Smistamento, etc.

(n) The following works have been authorized, and preparation for starting the work are in hand:

Line 88. Pescara - Chieti
Line 220. Chiusi - Empoli
Line 242. Albacina - Civitanova
Line 245. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo
Line 291. Cancello - Torre Annunziata.
Repairs to Biferno Bridge - Line 86 South
Repairs to Ofanto Bridge - Line 86 South
Various works in Rome

(o) Private Railways. Benevento - Cancello. At the request of AFHQ, work on this reconstruction is being pushed, but it has been found that the report submitted by the private company concerned was entirely inaccurate as to the damage, and there is a good deal of work to be done. Some anticipated difficulty over supply of sleepers has been overcome, and an officer has been detailed to watch the job.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery

Cecchetti Works at Civitanova Marche carried on during the month with repairs to cars in their works, and completed 16 in the period.

Rome Smistamento carried out 28 medium and 35 light repairs.

Bombrini Parodi Delfino turned out 71 heavy repairs, including 41 box cars.

Wagon Lits, Rome, had an output of 8 passenger coaches.

Recovery of cars from lines 256 and 257 over the Rome Nord route continued during the month.

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(m) The following works were started during the month:

Underbridge Naples
Permanent repairs Rio Torto Viaduct
Running sheds at Livorno, Rome Smistamento, etc.

(n) The following works have been authorized, and preparation for starting the work are in hand:

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Line 242. Albacina - Civitanova
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Wagon Lits, Rome, had an output of 8 passenger coaches.

Recovery of cars from lines 256 and 257 over the Rome Nord route continued during the month.

(b) Reconnaissance of Rolling Stock Recovery. During the month, reconnaissances were carried out at the Solvay Plant, Rossignano, and over lines 259, 255, and the private line Benevento - Cancello, resulting as under:

| | No. of Cars | Serviceable | Heavy Reps. | Light Reps. | Scrap. |
|---|---|---|---|---|---|
| * Solvay | 50 | 49 | -- | 1 | -- |
| Line 259 | 14 | 4 | 10 | -- | -- |
| Line 255 | 17 | 11 | 6 | -- | -- |
| Cancello - Benevento | 70 | 34 | 33 | 1 | 2 |

* NOTE: All these cars are in use for internal service.

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An examination was made at Taglieccsso on line 66, of a locomotive (No. 826.220) and 4 cars, and it was found that these can be put in service to form a construction train for use in repairing this line. Arrangements are in hand by ISR to do this.

(c) Inspection Tours. In the course of inspection tours during the month by officers of the Sub-Commission, locomotive and carriage and wagon shops and sheds were visited in the following compartimenti:

Compartimento of Reggio: Paola, Reggio, Catanzaro Marina, Crotone.
Compartimento of Palermo: Messina, Catania, Palermo.
Compartimento of Bari: Taranto, Bari, Foggia.
Compartimento of Ancona: Civitanova Marche, Pescara, Ancona.

5. STORES

(a) The position of cement is improving. Releases for all cement requests have been received and bids placed for movement to projects.

(b) The directive for issuing of supplies to the Italian State Railways has been published and distributed. This directive defines the responsibilities as between MFS and the Transportation Sub-Commission.

6. TRAFFIC

(a) Freight. Due to (1) military demands and flow of traffic, and (2) some unsatisfactory working by Italian operating personnel, a sudden crisis developed in Reggio, where freight cars were again in short supply. Prompt and sustained action with Military Railway Service has enabled the difficulty to be overcome. For a period, it became necessary to suspend transfer of freight cars into Sicily, as the island showed figures which it was felt were satisfactory for existing commitments. There was a seasonal drop off in tonnage on the through perishable freight train Reggio to Rome, and ISR were instructed to maintain tonnage with other commodities.

(b) Passenger. A number of additional local passenger services were achieved without operating increase by converting ISR staff trains into civilian passenger trains with accommodation for ISR staff.

During the month, passenger services between Rome and Frascati have been increased, and additional services introduced between Taranto-Francavilla and Salerno-Battipeglia. Following completion of repairs to track, a service was introduced between Colleferro and Velletri, and the Rome-Mandela service extended to Arsoli. Owing to military demands on the tracks, it has not so far been possible to establish civilian passenger services between Rome and Ancona, Arezzo and Leghorn, but it is hoped this may be achieved in May.

At Appendix 'D' is given a revised statement in respect of lines in Southern Italy at present in operation, with particulars of the supervising authority.

At Appendix 'E' is given information concerning private railways in operation in Southern Italy, all of which are under control of AC, except the Sud-Est, which has considerable military traffic.

At Appendix 'F' is given the result of a census of rolling stock taken by

Declassified E.O. 12356 Section 3.3/NND No. 785021

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At Appendix 'F' is given the result of a census of rolling stock taken by the ISR at the request of Military Railway Service.

PART III - PORTS AND WAREHOUSE

1. PORTS

(a) Report on Explosion at Bari. On Monday, 9 April 1945, at about 1200 hours, the ammunition ship "Henderson" exploded while unloading at Berth 14 in the harbor at Bari. Investigation discloses the following damages to the port and also the supply losses due to this explosion.



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(1) Port Area:

Two large Transit Sheds destroyed and rendered useless. These sheds were located near Berths 13 and 14.

One small shed which served as a storehouse for port gear with small space for stocking cargo located near Berth 14 destroyed.

One silo located near Berth 15 - roof and part of walls destroyed. All silo machinery badly damaged, some beyond repair. Debris now being cleared away and will be converted into transit shed without cover.

All buildings in the port area suffered as a result of the explosion All windows, doors and frames were destroyed or damaged in the offices of the Movements and Transportation Building which houses the Dock Superintendent and other offices. Telephone and lighting system was damaged and rendered useless for a short time. Roofs and walls damaged. Salvation Army Canteen and Quay offices located near Berth 14 destroyed. Navy House and yard very badly damaged as well astheir Salvage Office and Workshops.

Port Lighting Equipment and Quay water supply lines damaged. Repairs have been made and these two utilities are now working.

The south end of Berth 13 is under water and the condition is not fully known. The "Samspeed" which was tied up at the time of the explosion is damaged and still being worked.

Berth 14 is demolished. The hull of the "Henderson" with two hatches loaded with 3 tiers of bombs in each hatch (about 600 tons) is still laying sunk at this berth. No provisions have been made to salvage.

Berth 15 and 15 yards adjoining Berth 14 is damaged.

Berth 16 cracked and slightly forced on surface, also parts of the quay damaged.

Little damage done on Berths 17 and 18, although it is noticeable that these quays have subsided a little.

The unloading target set by ~~AFHQ~~ was 5,000 tons per day and before the explosion this port was averaging 6,700 tons per day. In spite of the damage done, it is the opinion that the unloading target set can be accomplished without any difficulty.

(2) Port Gear:

Three Italian Electric Cranes - completely destroyed.
One Allied Floating Crane - completely destroyed.
Two Allied Cranes - damaged. Possible to salvage and repair one.
One Allied Mobile Crane - completely destroyed.
Three Allied Clark Lift Trucks - completely destroyed.

All present Port Gear is owned by the Allied Forces, and it would be

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All present Port Gear is owned by the Allied Forces, and it would be necessary for the Italian Government to submit a full Port Gear Program if it is decided to take all the gear, if and when the Port is turned back to the Italian authorities.

(3) Tugs and Barges:

Five barges - destroyed beyond repair.
Ten barges - damaged - four under repair.
No tugs destroyed or damaged.

(4) Rails:

Fifteen wagons - completely destroyed.
Forty-three wagons - damaged but repairable.

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All track repair was completed by noon of 14 April with the exception of sidings on Berths 13 and 14. Only motor trucks can now be used for loading on Berth 13.

(5) Ships Docked at Time of Explosion:

"Lucia C" - loaded with oil - caught fire and was towed out of port and beached.
"Samapsed" - damaged.
"Knoll" - damaged.
"Lenistor" - damaged.
"Aguanania" - damaged and not workable.
"Pinzon" - damaged.
"Fleurston" - damaged.
"Ampstell" - damaged.

Of the above listed ships the "Samapsed" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

(6) Cargo Losses:

500 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 4,300 tons of military supplies, including POL and ammunition, were also lost.

(7) Conclusion:

No Allied Commission personnel were listed among the casualties. The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building in the port area were broken. An estimated 8700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzio Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

The efficient way in which the Allied Military Police and all other Allied Military personnel that assisted in restoring order and caring for the dead and wounded is deserving of the highest praise and commendation.

2. WAREHOUSES

(a) General. Despite continued efforts to pass greater responsibilities for the management of the warehouses and controlling of civilian supplies to Federazione Italiane dei Consorzi Agrari and Institute Commercio Estero, it is still necessary for AC/AMG personnel to assist, guide and even lead to a great extent.

All warehouses now hold large tonnages of supplies for North Italy. Warehouse capacities are taxed to the utmost. Until this stockpiling feature is eliminated by heavy shipments North, warehousing will continue to be most difficult.

Personnel continues to be a most difficult problem, as it is planned to open warehouses shortly in Genoa, Venice and Trieste.

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"Pleurtsi" - damaged.
"Ampstell" - damaged.

Of the above listed ships the "Samoped" was the one most damaged. The others were superficially damaged and in most instances workable with their own gear.

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500 tons of grain consigned to Allied Commission was the only civilian supplies lost as a result of the explosion. An estimated 2,300 tons of military supplies, including POL and ammunition, were also lost.

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No Allied Commission personnel were listed among the casualties. The effect of the explosion caused a considerable amount of property damage in the city of Bari. Windows and glass in practically every house and office building in the port area were broken. An estimated 8700 tons of civilian supplies were located in warehouses between Foggia and the Province of Lecce. The Consorzio Agrari are doing everything within their power to eliminate pilfering and in the past few weeks a very definite improvement has been made in this connection.

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Personnel continues to be a most difficult problem, as it is planned to open warehouses shortly in Genoa, Venice and Trieste.

UNRRA supplies are creating a serious problem. When it was agreed several months ago to handle warehousing of UNRRA supplies, it was understood by all concerned that there would be a very rapid turnover of inventory. For various reasons this has not occurred. Receipts continue to exceed issues with resulting increase in inventory.

(b) Naples. Heavy receipts and issues continue. Lack of road transport is frequently hindering fulfillment of shipping orders. Because of managerial difficulties by the Federazione Italiana dei Consorzi Agrari, it was necessary to return to Naples Warehouses 3 EM/ORs who had been assigned to Ancona warehouses for duty. (See Note 2 on Appendix "G" indicating great excess of tonnage receipt over issue for UNRRA supplies.

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(c) Leghorn. Very heavy receipts and issues continue, despite competition with military rail movements.

(d) Ancona. Although receipts fell off somewhat, shipments to forward depots at Forli and Cesena greatly increased through excellent cooperation by MFS, the Road Branch and Rail Branch.

(e) Forli and Cesena. By agreement with 6th Army AMG, control of Forli depot will shortly pass to Emilia Region, so that Cesena and Forli will be considered as one unit, although they are 12 miles apart. Both are excellent depots; both are rail served so that there is no problem of railhead clearance. Inventories of both depots have increased greatly in anticipation of demand from populous North Italy areas with expected change in tactical situation.

(f) Appendix "G" indicates stock movements for month of April.

3. SCHOONER OPERATIONS

(a) There were about seventy cancellations of schooner allocations during the month for lack of cargo. There were three reasons for this:

(1) The bottom fell out of the market on carrubs beans, and grapes concentrated, without warning.

(2) Many shippers had disposed of the cargoes covered by old bids. These cancellations are not as serious as they appear, as the vessels were reallocated to carry cargoes from the same port they had been originally ordered to.

(3) Word has got around that some vessels are to be returned to free trade, and shippers are waiting for this to happen.

(b) Some schooners were again tied up for lack of fuel.

(c) A plan has been devised to utilize schooners for movement of food supplies from Naples AC Warehouses to South Coast Ports. This will relieve rail traffic, and provide ballast for the downward run for schooners.

(d) It is hoped that use of available schooner tonnage from Piombino to Portici or Sicily might be used for Pyrites since the schooners must make this run in ballast at present.

## PART IV - ROAD

1. GENERAL

(a) During the month representatives of Transportation Sub-Commission, Road Division, carried out an inspection of EMAC (the National Road Transport Organization) installations throughout Italian Government territory and it was found that:

(1) Registration of civilian trucks in EMAC has reached a high percentage of total vehicles available throughout the territory.

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change in tactical situation.

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## PART IV - ROAD

1. GENERAL

(a) During the month representatives of Transportation Sub-Commission, Road Division, carried out an inspection of ENAC (the National Road Transport Organization) installations throughout Italian Government territory and it was found that:

(1) Registration of civilian trucks in ENAC has reached a high percentage of total vehicles available throughout the territory.

(2) The unsatisfactory conditions existing within the ENAC organization are undoubtedly due to lack of experienced personnel.

(3) In most cases provincial branches of ENAC are materially and efficiently assisting in dock clearance of important ports such as Bari, Naples and Civitavecchia.

(4) ENAC's lack of system and control in the distribution of P.O.L. has had an adverse effect on the movement of essential supplies, and has tended to encourage the black market purchases. Steps have recently been taken by ENAC to overcome these conditions and a standard system of petrol accounting is being inaugurated with the minimum of delay.

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(b) Allied Commission road check squads have been operating to investigate infringement of rules and the irregular haulage of merchandise by trucks. These investigations have brought to light several cases of forged or altered trip tickets and the misuse of permits issued by AMG for AMG territory. These instances have been advised to ENAC with the request that action be taken to rectify the condition.

(c) ENAC personnel have partly taken over from the previous Consorzio Autotrasporti which had been set up on behalf of private truck owners in Abruzzi.

2. SUPPLIES

(a) 1544 1 1/2-ton civilian load-carrying vehicles have been received to date.

(b) 149 control vehicles (1/4-ton trucks) have arrived and are being conditioned and dispatched for operation with the Motor Transport Group.

(c) Higher echelon maintenance equipment situation is extremely unsatisfactory. Practically nothing has been forthcoming against requisitions, and both the Motor Transport Group and AC truck pools are forced to operate with inadequate and makeshift facilities for repair and maintenance operations.

3. MAINTENANCE

(a) An inspection of ENT in Sicily was made during the month of April with intentions of turning all ENT resources over to the Italian Government, but as yet the Italian Government has not signed the necessary documents. As soon as the Italian Government acts, all ENT resources will be turned over.

(b) An inspection of transport in the Bari Zone has just been completed. Maintenance and organization of the Foggia Truck Pool was found to be satisfactory. Vehicles on loan to Ferrovie Sud-Est were satisfactorily maintained though short of spare parts, tires, tubes and batteries.

4. OPERATIONS

(a) The 1st Truck Battalion with 1000, 1001, 1002 and 1004 G.T. Coys, comprising some 600 x 3-ton trucks, was loaned to 15 Army Group from 25 April for the movement of civil supplies in Northern Italy on the liberation of additional provinces. 221 Italian Transport Coy, AC, the first of the new ERLIII Coys to be found, took over the commitments of 1 Truck Battalion in the Florence-Leghorn area; the 2nd Truck Battalion of 8 Q.M. Truck Coys in the Ancona-Macerata area.

(b) It is intended that the 3rd Truck Battalion, when activated, and the remaining 5 Italian Transport Coys shall be used in the North in Phase 2 when the necessary maintenance equipment and spare parts are received.

(c) The volume of goods hauled by road in April again showed an increase over March. On priority haulage programs of grain, AMG food, hemp, sulphur and sense, 27,000 tons were moved - an increase of 21% over March. Up to 25 April, 1 Truck Battalion and 3 G.T. Coys of the M.T. Group hauled 32,670 tons - a decrease of 3,300 tons against March, due to the fact that truck days run were reduced by 5.

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(a) 1,541 1 1/2-ton civilian load-carrying vehicles have been received to date.

(b) 149 control vehicles (1/4-ton trucks) have arrived and are being conditioned and dispatched for operation with the Motor Transport Group.

(c) Higher echelon maintenance equipment situation is extremely unsatisfactory. Practically nothing has been forthcoming against requisitions, and both the Motor Transport Group and AC truck pools are forced to operate with inadequate and make-shift facilities for repair and maintenance operations.

3. MAINTENANCE

(a) An inspection of ENT in Sicily was made during the month of April with intentions of turning all ENT resources over to the Italian Government, but as yet the Italian Government has not signed the necessary documents. As soon as the Italian Government acts, all ENT resources will be turned over.

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4. OPERATIONS

(a) The 1st Truck Battalion with 1000, 1001, 1002 and 1004 G.T. Coys, comprising some 660 x 3-ton trucks, was loaned to 15 Army Group from 25 April for the movement of civil supplies in Northern Italy on the liberation of additional provinces. 221 Italian Transport Coy, AC, the first of the new ENIT Coys to be found, took over the commitments of 1 Truck Battalion in the Florence-Leghorn area; the 2nd Truck Battalion of 8 Q.M. Truck Coys in the Arezzo-Macerata area.

(b) It is intended that the 3rd Truck Battalion, when activated, and the remaining 5 Italian Transport Coys shall be used in the North in Phase 2 when the necessary maintenance equipment and spare parts are received.

(c) The volume of goods hauled by road in April again showed an increase over March. On priority haulage programs of grain, AMG food, hemp, sulphur and sumac, 37,000 tons were moved - an increase of 21% over March. Up to 25 April, 1 Truck Battalion and 3 G.T. Coys of the M.T. Group hauled 32,670 tons - a decrease of 3,300 tons against March, due to the fact that truck days run were reduced by 6.

(d) Tonnages hauled by ENAC in 10-day periods from 11 March showed successive increases as follows:

| | |
|---|---|
| 1 - 10 March - - | 39,000 tons |
| 11 - 20 March - - | 42,700 " |
| 21 - 31 March - - | 50,638 " |
| 1 - 10 April - - | 43,157 " |

The decrease in the period 1 - 10 April was due to the incidence of Easter when no haulage was performed for 3 days.

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(e) ENT in Sicily moved 19,700 tons of goods in the first 20 days of April against 26,255 tons in the last 21 days of March. The decrease is due to reduced truck availability arising from increasing numbers deadline for spare parts and tires.

(f) The total tonnages hauled by ENSC, AC/AMG Truck Pools, and units of the M.T. Group for the 3 periods of March and the first 10 days of April were:

1 - 19 March -- 67,752 tons
11 - 29 March -- 73,994 "
20 - 31 March --100,700 "
1 - 10 April -- 88,743 " (Easter period)

The above figures exclude Toscana Region and certain Truck Pools for which returns were not received.

## PART V - MOVEMENTS

### 1. GENERAL

(a) More accurate estimates are gradually being obtained of the movement of authorized AC/Civilian traffic. Complete returns, except those for stores lifted by sea, are still slow in coming to hand; complete Rail and Road returns take some five weeks for their collation. As the Statistical Section speeds up its work, and returns from the field are submitted more expeditiously, this delay should be reduced to about a period of two weeks.

(b) There has been considerable waste of shipping during the month due to a difference of opinion on the freight rates to be charged on Pyrites and a dispute between the French and Italian Governments over the price to be paid by Italians for phosphate rock ex North Africa. Considerable available rail capacity has not been taken up due to the non-availability of programmed stores.

(c) There have been relatively fewer Transportation Sub-Commission representatives in the field to cover greater areas. This lack of supervision has been the cause of some of the misuse of transport capacity; responsibility is being delegated to the Italian authorities with all possible speed, and although they have made progress in their own organization, they are still not fully competent to accept all the responsibility it is desired to hand to them except at a cost of misused transport.

### 2. SHIPPING

(a) Virtually all shipping bids have been met. Approximately 60,000 tons of stores have been moved by sea; this represents a decline of 12,000 tons compared with March. The figures would have been considerably higher in April, as shipping was stemmed to lift 26,000 tons of Pyrites and phosphate rock, but only 200 tons moved due to the price disputes referred to in paragraph 1 above. Although movement of Pyrites by sea has recommenced, the price dispute on freight rates is not yet finally settled; so far the dispute over the price of phosphate rock has not been solved.

(b) During the month, Mediterranean Shipping Authorities offered a lift of

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(b) During the month, Mediterranean Shipping Authorities offered a lift of some 20,000 tons against the movement of urgently needed civil supplies . This offer could not be taken up because the supplies could not be made available during the month for which this offer was made.

(c) The Mediterranean Shipping Authorities handed back ten ships to be operated by the Italian Government Shipping Authorities. It is estimated that these ships will lift approximately 25,000 tons; regular coastwise liner sailings are being established. Between the schooners operated under Italian control and these coasters, it should be possible to lift between 50,000 and 60,000 tons of essential civilian cargo per month. Both the coasters and the schooners remain under the over-all responsibility of the Mediterranean Shipping Authorities who are responsible to the combined Shipping Adjustment Board for their operation.

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(d) Little progress was made with the transfer of livestock from Sardinia to the Mainland due to an outbreak of foot and mouth disease in Sardinia; only horses can at present be exported. The ferry ship, allocated for this purpose, is now programmed to carry horses and dry stores in order that her capacity is not wasted.

(e) The Campidoglio, which has been allocated as a personnel and stores ferry between Sicily and the Mainland, has not yet gone into service. The delay is largely due to the necessity of her refitting, but it is anticipated that the service will commence in the second half of May.

(f) An increased delegation of authority has been made to the Italian Ministry of Marine in Civitavecchia. The port through which the largest quantity of civil supplies is now being imported has been turned over in its entirety to the Italians and all Allied officers withdrawn. Civitavecchia handled over 50,000 tons of civil supplies in April.

3. RAIL

(a) The most important information that has come to hand during the month is that which is revealed by the collation of the "XB" forms which show the amount of traffic moved against the amount of traffic programmed and the reason why programmed traffic did not move. These forms show that, though a fair proportion of the traffic which did not move is due to the lack of railway wagons, an even larger proportion is due to the non-availability of programmed stores when railway wagons are placed. Failures to load are being followed up wherever possible, and the information coming to hand enables programs to be better screened and action to be taken more promptly.

(b) It is estimated that the following tonnages were moved by rail during April:

Sardinia - 56,000 tons
Sicily -152,000 "
Mainland -170,000 "

Of the tonnage accepted for movement on the Mainland, it is estimated that at present only 60% moved.

4. ROAD

(a) The equivalent of 650 x 3-ton trucks were withdrawn from Liberated Italy for work with the 15th Army Group in the North. Increased rail facilities, use of newly activated AC controlled military units, and better use of civilian transport enabled road movement programs to be carried out without any serious delay despite these withdrawals.

(b) Road Movement Memorandum No. 1 was issued. This has standardized the procedure for bidding for movement by road, and is proving most useful.

5. CONCLUSION

(a) There is no question that improvement has been made in the coordination of the movement of AC/Civilian supplies; there is more flexibility between Road, Rail and Sea Movement, at the same time information now coming to hand for the

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supplies is now being imported has been turned over in its entirety to the Italians and all Allied officers withdrawn. Civitavecchia handled over 50,000 tons of civil supplies in April.

3. RAIL

(a) The most important information that has come to hand during the month is that which is revealed by the collation of the "XLS" forms which show the amount of traffic moved against the amount of traffic programmed and the reason why programmed traffic did not move. These forms show that, though a fair proportion of the traffic which did not move is due to the lack of railway wagons, an even larger proportion is due to the non-availability of programmed stores when railway wagons are placed. Failures to load are being followed up wherever possible, and the information coming to hand enables programs to be better screened and action to be taken more promptly.

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(b) Road Movement Memorandum No. 1 was issued. This has standardized the procedure for bidding for movement by road, and is proving most useful.

5. CONCLUSION

(a) There is no question that improvement has been made in the coordination of the movement of AC/Civilian supplies; there is more flexibility between Road, Rail and Sea Movement. At the same time, information now coming to hand for the first time clearly shows that there is still much room for further improvement, and that the leeway to be taken up is so considerable that it should have a major effect on the Italian economy, once this improvement has been made.

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

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7 Incls:
Appendices "A" thru "G"

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "A"

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR APRIL 1945

## LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A - American
B - British

DIRECTOR
Mr. Merritt H. Taylor (A)

DEPUTY DIRECTOR
Colonel M.B. Thomas (B)

ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. G.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. Di Ghello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt.Col. M. Harris (A)
Major F.P. Richardson (B)
Major H.C. Talbot (on detchmt) (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel M.J. Sieff (B)

Rail Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt.Col. C.N. Christensen (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
Major G.E. Godfrey (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

RAIL DIVISION (Tn 4)
Chief, Lt.Col. C.H. Lindberg (B)

Operations Branch
Major A.C. Ping (B)
Major P.G. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Mole (on detchmt) (B)
Major P.G. Buckley (on detchmt) (B)
Capt. M.P.M. Greamy (B)
Capt. L.A. Conway (on detchmt) (B)

Mechanical Engineering Branch
Major S.L. Leister (B)
Major E.N.B. Jeffrey (B)
Capt. F.C. Philby (on detchmt) (A)
Capt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.G. Gross (A)

Operations Branch
Lt.Col. G. Pernyhough (B)
Lt.Col. G.S. Franklin (C)
Capt. W. Ainsworth (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. C.C. Crooks (on detchmt) (A)

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ADMINISTRATION DIVISION (Tn 1)
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.S. Wyett (B)
Lt. M. Steinberg (A)
W.O. A.A. Di Chello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt.Col. M. Harris (A)
Major F.P. Richardson (B)
Major H.C. Talbot (on detchmt) (B)

MOVEMENTS DIVISION (Tn 3)
Chief, Colonel M.J. Sieff (B)

Rail Branch
Lt.Col. J.W. Baker (B)
Major C.R. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt.Col. G.N. Christensen (B)
Major C. Stait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. A.E. Gower (B)

Shipping Branch
Major G.B. Godfrey (B)
Major A.M. McClure (B)
Capt. R. Hoyle (B)
Lt. J.H. Hazelton (B)

Major A.C. Ping (B)
Major P.G. Matson (A)

Civil Engineering Branch
Major A.H. Street (B)
Major E.J. Nole (on detchmt) (B)
Major P.G. Buckley (on detchmt) (B)
Capt. M.P.M. Greany (B)
Capt. L.A. Conway (on detchmt) (B)

Mechanical Engineering Branch
Major S.L. Baister (B)
Major E.N.B. Jeffrey (B)
Capt. T.C. Philby (on detchmt) (A)
Capt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

ROAD DIVISION (Tn 5)
Chief, Mr. G.G. Gross (A)

Operations Branch
Lt.Col. G. Fernyhough (B)
Lt.Col. G.S. Franklin (C)
Capt. W. Ainsworth (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

Operations Branch
Mr. C.C. Crooks (on detchmt) (A)
Mr. J.B. Hurley (A)
Mr. B. McDonnel (NZ)
Capt. F.H. Smith (B)

Port Branch
Capt. G.W.E. Warley (B)
Lt. A. Marens (B)
Mr. S.P. Prence (on detchmt) (A)

Warehouse Branch
Major R.H. Klein (A)

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(MAY 1944 - JUL. 1945)
OCT. 1944 - JUL. 1945

APPENDIX 'B'

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR APRIL 1945

## LIST OF TRANSPORTATION OFFICERS IN THE FIELD (Excluding 'Austria' Officers)

SOUTHERN ITALY

Palermo - Capt. A.H. Irvine-Lynch (B)
Foggia - Capt. E.W. Boddy (B)
Naples - Major V.P. Bowers (B)
Major R.C. Marks (B)
Major W.T. Martin (B)
Capt. T.E. Ramsey (A)
Bari - Major C.W.G. Taylor (B)
Capt. P.J. Woodcock (B)
Capt. S.C. Hall (A)
Rome - Capt. E.W. Deen (B)
Civita-vecchia - Capt. J.N. Bowes (B)

UMBRIA-MARCHE REGION

Capt. D.P. Richardson (A)
Capt. R.L. Bent (B)
Capt. W.S. Smith (B)
1st Lt. C.G. Del Merico (A)
Lieut. E.T. Griffin (B)

TOSCANA REGION

Lt. Col. A.N.F. Giles (B)
Major W.F. Blair (B)
Capt. A.C. Ramsey (A)
Capt. W.L. McCullough (A)
1st Lt. G. Mitchell (A)
1st Lt. H. Oerter (A)
1st Lt. V.A. Paolino (A)
1st Lt. W.S. Allen (A)

EMILIA REGION

Major G.B. Sowers (A)
Capt. P.E. Hannon (A)
Capt. M.C. Polyblank (B)
1st Lt. G. Lester (A)
1st Lt. K.A. Ash (A)
1st Lt. J.D. Howell (A)

LOMBARDIA REGION

Lt. Col. M. Fitzgerald (A)
Capt. W.A. Walker (A)
Capt. W.F. Piper (B)
Capt. W.H. Munn (B)
Capt. D.L. Coleman (A)
1st Lt. C.W. Houston (A)
1st Lt. M.E. Aronoff (A)
1st Lt. R.T. O'Donnell (A)
1st Lt. L.E. Clark (T/D Umbria-Marche Region) (A)
Lieut. K.F. Vaughan (B)

LIGURIA REGION

Major H.E. James (B)
Major E.W. Wickens (B)
Major W.G. Boyd (A)
Capt. L. Volstead (A)
Capt. R.K. Harper (B)
Capt. J.O. Dodds (T/D Campobasso) (B)
Capt. D.P.S. McAypenny (B)
Capt. I. Calvanese (A)
Lieut. A. McD. Clark (T/D Naples) (B)

PIEMONTE REGION

Major R.W. Saunders (A)
Capt. N.A. Dickens (B)
Capt. S.V. Tredinnick (B)
Capt. J.L. Zerra (A)
Capt. Z.M. Santini (A)
1st Lt. R.P. Johnson (A)
1st Lt. I. Strand (A)
1st Lt. R.E. Barone (A)
Lieut. A.N.F. Webb (T/D Toscana Region) (B)

VENEZIE REGIONS

Colonel J.B. Woodger (B)
Major G.W. Fletcher (B)
Capt. E.B. Corby (B)
Capt. L.S. Billinghurst (T/D Foggia) (B)
Capt. B.G. Jefferson (B)
Capt. J.H. Newby (B)

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Naples - Major V.P. Bowers (B)
Major R.C. Marks (B)
Major W.T. Martin (B)
Capt. T.E. Ramsey (A)
Bari - Major C.W.G. Taylor (B)
Capt. R.J. Woodcock (B)
Capt. S.C. Wall (A)
Rome - Capt. E.W. Dean (B)
Civita-
vecchia - Capt. J.N. Bowes (B)

UMBRIA-MARCHE REGION

Capt. D.P. Richardson (A)
Capt. R.L. Dent (B)
Capt. W.S. Smith (B)
1st Lt. G.G. Del-Merico (A)
Lieut. E.T. Griffin (B)

TOSCANA REGION

Lt. Col. A.N.F. Giles (B)
Major W.T. Blair (B)
Capt. A.C. Ramsey (A)
Capt. W.L. McCullough (A)
1st Lt. G. Mitchell (A)
1st Lt. H. Carter (A)
1st Lt. V.A. Paolino (A)
1st Lt. W.S. Allen (A)

EMILIA REGION

Major G.B. Sowers (A)
Capt. P.E. Hannon (A)
Capt. M.C. Polyblank (B)
1st Lt. G. Lester (A)
1st Lt. K.A. Ash (A)
1st Lt. J.D. Howell (A)

Capt. W.F. Piper (B)
Capt. W.H. Numm (B)
Capt. D.L. Coleman (A)
1st Lt. C.W. Houston (A)
1st Lt. M.E. Arneoff (A)
1st Lt. R.T. O'Donnell (A)
1st Lt. L.E. Clark (T/D Umbria-Marche Region) (A)
Lieut. K.F. Vaughan (B)

LIGURIA REGION

Major H.E. James (B)
Major E.W. Wickens (B)
Major W.S. Boyd (A)
Capt. L. Volstead (A)
Capt. R.H. Harper (B)
Capt. J.O. Dodds (T/D Campobasso) (B)
Capt. D.P.S. Monypenny (B)
Capt. I. Calvanese (A)
Lieut. A. McD. Clark (T/D Naples) (B)

PIEMONTE REGION

Major R.W. Saunders (A)
Capt. N.A. Dickens (B)
Capt. S.V. Troskinnick (B)
Capt. J.L. Zerra (A)
Capt. Z.M. Santini (A)
1st Lt. R.R. Johnson (A)
1st Lt. I. Strand (A)
1st Lt. R.E. Barone (A)
Lieut. A.N.F. Webb (T/D Toscane Region) (B)

VENEZIE REGIONS

Colonel J.S. Woodger (B)
Major G.W. Fletcher (B)
Capt. E.B. Corby (B)
Capt. I.S. Billinghurst (T/D Foggia) (B)
Capt. B.G. Jefferson (B)
Capt. J.H. Newby (B)
Capt. F.R. Price (T/D Chieti) (B)
Capt. J.W.E. Osborne (B)
1st Lt. R.W. Henley (A)
Lieut. J.H. Hines-Wragg (B)

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APPENDIX "C"

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR APRIL 1945

PROGRAM OF RAIL RECONSTRUCTION
(Excluding Military Railway Service Works)

| Priority | No. of Line | Section of Line | Target Date |
|---|---|---|---|
| 1 | 86 | Ortona - Ancona | 30-4-45 |
| 1 | Bridge | Petrace | 30-6-45 |
| 1 | 279 | Termoli - Campobasso | 30-4-45 |
| 1 | 219 | Pisa - Empoli - Florence | 15-7-45 |
| 1 | 65 | Orte - Chiusi (perm. reconst.) | 30-10-45 |
| 1 | 65 | Rio Torto Viaduct | 30-8-45 |
| 1 | 246 | Giulianova - Teramo | 15-8-45 |
| 1 | 242 | Albacina - Civitanova | 30-6-45 |
| 1 | 245 | Porto D'Ascoli - Ascoli Piceno | 30-8-45 |
| 1 | 277 | Terni - Rieti | 30-6-45 |
| 1 | Priv. Rly. | Lauria Viaduct | --- |
| 1 | Priv. Rly. | Terni - Todi - Perugia | 30-8-45 |
| 1 | 244 | Bastia - Ellera | 30-8-45 |
| 1 | Priv. Rly. | Cancello - Benevento | 30-6-45 |
| 2 | 281 | Avellino - Benevento | 15-9-45 |
| 2 | 294 | Avellino - Rocchetta | 30-9-45 |
| 2 | 291 | Torre Annunziata - Cancello | 15-7-45 |
| 2 | Viaduct | Ofento | 30-8-45 |
| 2 | 68 | Pescara - Chieti | 30-7-45 |
| 2 | Bridge | Biferno | 30-7-45 |
| 2 | Bridge | Naples Central - Naples Scala | 30-7-45 |
| 2 | 86 | Rome - Avezzano | 15-7-45 |
| 3 | W/Shops | Cagliari | 30-7-45 |
| 3 | * 65 | Florence - Arezzo | 30-4-46 |
| 3 | 260 | Rome - Ciampino - Albano | 15-7-45 |
| 3 | Loco Depot | Livorno Centrale | 30-8-45 |
| 3 | Loco Depot | Rome Smistamento | 30-6-45 |
| 3 | * 220 | Chiusi - Sinalunga - Empoli | 30-8-46 |
| 3 | Electric W/shops & Offices | Ancona | 30-6-45 |
| 3 | Central Station | Civitavecchia | 15-9-45 |
| 3 | Loco Round House | Rome, S. Lorenzo | 30-7-45 |
| 3 | Warehouse | Rome, Tiburtina | 30-7-45 |
| 3 | Yard | Rome Smistamento | 30-7-45 |
| 3 | Priv. Rly. | P. San Giorgio - Amandola | --- |
| 3 | * 279 | Campobasso - Benevento | 30-9-45 |
| 3 | Various Bldgs. | Naples | 30-8-45 |
| Deferred | Priv. Rly. | Ellera - Pietrafitta | --- |
| * | Priv. Rly. | Antrodoco - Aquila | 15-11-45 |

* Line 65 (Fabriano - Arezzo); Line 220 (Chiusi - Sinalunga - Empoli); and

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| | | | | |
|---|---|---|---|---|
| 1 | 85 | Ortona - Ancona | | |
| 1 | Bridge | Pietrace | 30-6-45 | |
| 1 | 279 | Termoli - Campobasso | 30-4-45 | |
| 1 | 219 | Pisa - Empoli - Florence | 15-7-45 | |
| 1 | 65 | Orte - Chiusi (perm. reconst.) | 30-10-45 | |
| 1 | 65 | Rio Torto Viaduct | 30-8-45 | |
| 1 | 246 | Giulianova - Teramo | 15-8-45 | |
| 1 | 242 | Albacina - Civitanova | 30-8-45 | |
| 1 | 245 | Porto D'Ascoli - Ascoli Piceno | 30-8-45 | |
| 1 | 277 | Termi - Rieti | 30-6-45 | |
| 1 | Priv. Rly. | Lauria Viaduct | --- | |
| 1 | Priv. Rly. | Terni - Todi - Perugia | 30-8-45 | |
| 1 | 244 | Bastia - Ellera | 30-6-45 | |
| 1 | Priv. Rly. | Cancello - Benevento | 30-6-45 | |
| 2 | 281 | Avellino - Benevento | 15-9-45 | |
| 2 | 294 | Avellino - Rocchetta | 30-9-45 | |
| 2 | 291 | Torre Annunziata - Cancello | 15-7-45 | |
| 2 | Viaduct | Ofanto | 30-6-45 | |
| 2 | 88 | Pescara - Chieti | 30-7-45 | |
| 2 | Bridge | Biferno | 30-7-45 | |
| 2 | Bridge | Naples Central - Naples Scala | 30-7-45 | |
| 2 | 86 | Rome - Avenzano | 15-7-45 | |
| 3 | W/Shops | Cagliari | 30-7-45 | |
| 3 | * 65 | Florence - Arezzo | 30-4-46 | |
| 3 | 260 | Rome - Ciampino - Albano | 15-7-46 | |
| 3 | Loco Depot | Livorno Centrale | 30-8-45 | |
| 3 | Loco Depot | Rome Smistamento | 30-6-45 | |
| 3 | * 220 | Chiusi - Sinalunga - Empoli | 30-2-46 | |
| 3 | Electric W/shops & Offices | Ancona | 30-6-45 | |
| 3 | Central Station | Civitavecchia | 15-9-45 | |
| 3 | Loco Round House | Rome, S. Lorenzo | 30-7-45 | |
| 3 | Warehouse | Rome, Tiburtina | 30-7-45 | |
| 3 | Yard | Rome Smistamento | 30-7-45 | |
| 3 | Priv. Rly. | P. San Giorgio - Amendola | --- | |
| 3 | * 279 | Campobasso - Benevento | 30-9-45 | |
| 3 | Various Bldgs. | Naples | 30-8-45 | |
| Deferred | Priv. Rly. | Ellera - Pietrafitta | --- | |
| " | Priv. Rly. | Antrodoco - Aquila | 15-11-45 | |

* Line 65 (Florence - Arezzo); Line 220 (Chiusi - Sinalunga - Empoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

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Lines and section of line of I.S.R. system in operation at the date of 1 April 1945.

APPENDIX 'D'

| I.S.R. Compartimento | Lines | Operating responsibility | Length in operation under supervision (in kilometres) British | American | Allied Commission | TOTALS | Length in Km. of the lines in operation at the date of 1 April 1942. |
|---|---|---|---|---|---|---|---|
| Bologna | Rimini-Faenza | British | 62 | -- | -- | 62 | 1.309,158 |
| | TOTAL | | 62 | -- | -- | 62 | 1.309,158 |
| Ancona | Rimini-Ancona | British | 92 | -- | -- | 92 | |
| | Ancona-Ancona P. | " | 2 | -- | -- | 2 | |
| | Foligno-Falconara | " | 120 | -- | -- | 120 | |
| | Orte-Foligno | I.S.R. | 84 | -- | -- | 84 | |
| | Foligno-Bastia | " | 19 | -- | -- | 19 | |
| | Termoli-Ortona | " | 68 | -- | -- | 68 | |
| | Sulmona-Raiano | " | -- | -- | 11 | 11 | |
| | Sulmona-Pratola | " | -- | -- | 5 | 5 | |
| | Antrodoco-Rieti | " | -- | -- | 24 | 24 | |
| | TOTAL | --- | 385 | -- | 40 | 425 | 1.092,406 |
| Firenze | Chiusi-Arezzo | I.S.R. | 63 | -- | -- | 63 | |
| | Grosseto-Vada | " | -- | 100 | -- | 100 | |
| | Vada-Rosig | " | -- | 5 | -- | 5 | |
| | Vada-Vicarello | " | -- | 32 | -- | 32 | |
| | Collo-Salvetti-Livorno | " | -- | 18 | -- | 18 | |
| | Livorno-Pisa | American | -- | 20 | -- | 20 | |
| | Pisa-Montecatini | " | -- | 54 | -- | 54 | |
| | Pisa-Firenze | " | -- | 81 | -- | 81 | |
| | Firenze-Prato | " | -- | 16 | -- | 16 | |
| | Prato-Pistoia | " | -- | 18 | -- | 18 | |
| | Campiglia-Piombino | I.S.R. | -- | 14 | -- | 14 | |
| | Saline-Volterra | " | -- | -- | 17 | 17 | |
| | Empoli-Castel Fiorentino | " | -- | -- | 17 | 17 | |
| | TOTAL | --- | 63 | 358 | 34 | 455 | 1.307,892 |
| Roma | Chiusi-Roma T. | I.S.R. | 165 | -- | -- | 165 | |
| | Roma T.-Arsoli | " | -- | -- | 65 | 65 | |
| | Ciampino-Frascati | " | -- | -- | 24 | 24 | |
| | Ciampino-Cecchina Campoleone | " | -- | -- | 22 | 22 | |
| | Roma T.-Cassino | " | -- | 138 | -- | 138 | |
| | Colleferro-Velletri | " | -- | -- | 24 | 24 | |
| | Campoleone-Formia | " | -- | 95 | -- | 95 | |
| | Campoleone-Nettuno | " | -- | 26 | -- | 26 | |
| | Roma T.-Torricola | " | -- | 13 | -- | 13 | |
| | Roma Trastevere-Capranica | " | -- | -- | 62 | 62 | |
| | Vico Martino-Viterbo P.F. | " | -- | -- | 20 | 20 | |
| | Viterbo P.F.-Attigliano | " | -- | -- | 40 | 40 | |
| | Rome-Cresc... | " | -- | -- | ... | ... | |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ancona | Ancona-Ancona P. | " | 2 | -- | -- | 92 | | |
| | Foligno-Falconara | " | 120 | -- | -- | 2 | | |
| | Orte-Foligno | I.S.R. | 64 | -- | -- | 120 | | |
| | Foligno-Bastia | " | 10 | -- | -- | 84 | | |
| | Termoli-Ortona | " | 68 | -- | -- | 10 | | |
| | Sulmona-Roiano | " | -- | -- | -- | 68 | | |
| | Sulmona-Pratola | " | -- | -- | 11 | 11 | | |
| | Antrodoco-Rieti | " | -- | -- | 5 | 5 | | |
| | TOTAL | --- | 385 | -- | 40 | 425 | 1,092,416 | |
| Firenze | Chiusi-Arezzo | I.S.R. | 63 | -- | -- | 63 | | |
| | Grosseto-Vada | " | -- | 100 | -- | 100 | | |
| | Vada-Rosig | " | -- | 5 | -- | 5 | | |
| | Vada-Vicarello | " | -- | 32 | -- | 32 | | |
| | Collo-Salvetti-Livorno | " | -- | 18 | -- | 18 | | |
| | Livorno-Pisa | American | -- | 20 | -- | 20 | | |
| | Pisa-Montecatini | " | -- | 54 | -- | 54 | | |
| | Pisa-Firenze | " | -- | 61 | -- | 61 | | |
| | Firenze-Prato | " | -- | 16 | -- | 16 | | |
| | Prato-Pistoie | " | -- | 18 | -- | 18 | | |
| | Campiglia-Piombino | I.S.R. | -- | 14 | -- | 14 | | |
| | Saline-Volterra | " | -- | -- | 17 | 17 | | |
| | Empoli-Castel Fiorentino | " | -- | -- | 17 | 17 | | |
| | TOTAL | --- | 63 | 358 | 34 | 455 | 1,307,892 | |
| Roma | Chiusi-Roma T. | I.S.R. | 165 | -- | -- | 165 | | |
| | Roma T.-Arsoli | " | -- | -- | 65 | 65 | | |
| | Ciampino-Frascati | " | -- | -- | 24 | 24 | | |
| | Ciampino-Cecchina Campoleone | " | -- | -- | 22 | 22 | | |
| | Roma T.-Cassino | " | -- | 138 | -- | 138 | | |
| | Colleferro-Velletri | " | -- | -- | 24 | 24 | | |
| | Campoleone-Formia | " | -- | 95 | -- | 95 | | |
| | Campoleone-Nettuno | " | -- | 26 | -- | 26 | | |
| | Roma T.-Torricola | " | -- | 13 | -- | 13 | | |
| | Roma Trastevere-Capranica | " | -- | -- | 62 | 62 | | |
| | Vico Martino-Viterbo P.F. | " | -- | -- | 20 | 20 | | |
| | Viterbo P.F.-Attigliano | " | -- | -- | 40 | 40 | | |
| | Roma-Grosseto | " | -- | 166 | -- | 166 | | |
| | Civitavecchia-Allumiere | " | -- | 18 | -- | 18 | | |
| | Pontegalera-Fiumicino | " | -- | 11 | -- | 11 | | |
| | Sulmona-Avversa Sparno | " | -- | -- | 11 | 11 | | |
| | Sulmona-Cansano | " | -- | -- | 26 | 26 | | |
| | TOTAL | --- | 165 | 489 | 294 | 948 | 3,310,021 | |

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APPENDIX "D" (Cont'd.)

Lines and section of line of I.S.R. system in operation at the date of 1 April 1945

| Lines | Operating responsibility | Length in operation under supervision (in kilometres) | | | | Length in Km. of the lines in operation at the date of 1 April 1942. |
|---|---|---|---|---|---|---|
| | | British | American | Allied Commission | TOTALS | |
| Formia-Napoli M. | I.S.R. | -- | 82 | -- | 82 | |
| Napoli M.-Napoli Via Gianturco | " | -- | 6 | -- | 6 | |
| Villa Literno-Aversa | " | -- | 14 | -- | 14 | |
| Minturno-Sparanise | " | -- | 40 | -- | 40 | |
| Cassino-Caserta | " | -- | 78 | -- | 78 | |
| Caserta-Aversa | " | -- | 15 | -- | 15 | |
| Aversa-Napoli C.le | " | -- | 20 | -- | 20 | |
| Caserta-Napoli C.le (Via Cancello) | " | -- | 33 | -- | 33 | |
| Caserta-Cervaro | " | -- | 154 | -- | 154 | |
| Napoli C.-Potenza | " | -- | 166 | -- | 166 | |
| Sicignano-Lagonegro | " | -- | 73 | -- | 76 | |
| Cancello-Codola | " | -- | 35 | -- | 35 | |
| Codola-Nocera | " | -- | 5 | -- | 5 | |
| Codola-S.Severino | " | -- | 9 | -- | 9 | |
| S.Severino-Avellino | " | -- | 31 | -- | 31 | |
| Torre Ann.ta-Gragnano | " | -- | 10 | -- | 10 | |
| Salerno-Brindisi | " | -- | 13 | -- | 13 | |
| TOTALS | -- | -- | 791 | -- | 791 | 1.202,072 |
| Battipaglia Reggio C. Centrale | I.S.R. | -- | -- | 400 | 400 | |
| Reggio C.C.le-Motaponto | " | -- | -- | 394 | 394 | |
| Catanzaro-S.Eufemia | " | -- | -- | 47 | 47 | |
| Paola-Castiglione C. | " | -- | -- | 52 | 52 | |
| Cosenza-Sibari | " | -- | -- | 69 | 69 | |
| Raccordi | " | -- | -- | 18 | 18 | |
| TOTALS | -- | -- | -- | 980 | 980 | 980,295 |
| Termoli-Foggia | I.S.R. | 87 | -- | -- | 87 | |
| Foggia-Lucera | " | 21 | -- | -- | 21 | |
| Foggia-Manfredonia | " | 37 | -- | -- | 37 | |
| Foggia-Potenza | " | 119 | -- | -- | 119 | |
| Potenza-Brindisi | " | 220 | -- | -- | 220 | |
| Taranto-Bari | " | 115 | -- | -- | 115 | |
| Rocchetta S.A.-Gioia del Colle | " | 148 | -- | -- | 148 | |
| Barletta-Spinazzola | " | 66 | -- | -- | 66 | |

Reggio Calabria

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Reggio Calabria | Cancello-Caserta | " | -- | 10 | -- | 10 | |
| | Caserta-Aversa | " | -- | 78 | -- | 78 | |
| | Aversa-Napoli C.le | " | -- | 15 | -- | 15 | |
| | Caserta-Napoli C.le (Via Cancello) | " | -- | 20 | -- | 20 | |
| | Caserta-Cervaro | " | -- | 33 | -- | 33 | |
| | Napoli C.-Potenza | " | -- | 154 | -- | 154 | |
| | Sicignano-Lagonegro | " | -- | 166 | -- | 166 | |
| | Cancello-Caserta | " | -- | 78 | -- | 78 | |
| | Caserta-Nocera | " | -- | 35 | -- | 35 | |
| | Caserta-S.Severino | " | -- | 5 | -- | 5 | |
| | S.Severino-Avellino | " | -- | 9 | -- | 9 | |
| | Torre Ann.ta-Grugnano | " | -- | 31 | -- | 31 | |
| | Salerno-Brindisi | " | -- | 10 | -- | 10 | |
| | TOTALS | -- | -- | 13 | -- | 13 | |
| | | | -- | 791 | -- | 791 | 1.202,072 |
| | Battipaglia Reggio C. Centrale I.S.E. | | -- | -- | 400 | 400 | |
| | Reggio C.C.le-Metaponto | " | -- | -- | 394 | 394 | |
| | Cattanzaro-S.Eufemia | " | -- | -- | 47 | 47 | |
| | Paola-Castiglione C. | " | -- | -- | 52 | 52 | |
| | Cosenza-Sibari | " | -- | -- | 69 | 69 | |
| | Raccordi | " | -- | -- | 18 | 18 | |
| | TOTALS | -- | -- | -- | 980 | 980 | 980,295 |
| Italcasse | Termoli-Foggia | I.S.E. | 87 | -- | -- | 87 | |
| | Foggia-Lucera | " | 21 | -- | -- | 21 | |
| | Foggia-Manfredonia | " | 37 | -- | -- | 37 | |
| | Foggia-Potenza | " | 119 | -- | -- | 119 | |
| | Potenza-Brindisi | " | 220 | -- | -- | 220 | |
| | Taranto-Bari | " | 115 | -- | -- | 115 | |
| | Ronchetta S.A.-Gioia Sul Colle | " | 140 | -- | -- | 140 | |
| | Barletta-Spinazzola | " | 66 | -- | -- | 66 | |
| | Foggia-Brindisi | " | 234 | -- | -- | 234 | |
| | Brindisi-Lecce | " | 38 | -- | -- | 38 | |
| | Ofantino-Margherita di Savoia | " | 5 | -- | -- | 5 | |
| | Raccordi | " | 29 | -- | -- | 29 | |
| | TOTALS | -- | 1.111 | -- | -- | 1.111 | 1.118,060 |
| | GRAND TOTALS | -- | 1.756 | 1.538 | 1.348 | 1.772 | 7,191,756 |

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| MCTC Compartments | Railway | | |
|---|---|---|---|
| PALERMO | Siracusa-Ragusa-Vizzini | Km. | 126,259 |
| | Catania-Jonica (Circumetnea) | " | 119,041 |
| CAGLIARI | Meridionali Sarde | Km. | 112,675 |
| | Strade Ferrate Sarde | " | 223 |
| | Complementari Sarde | " | 511,906 |
| CATANZARO | Calabro-Lucane | Km. | 314 |
| BARI | Calabro-Lucane | Km. | 122 |
| | Ferrovie del Sud-Est | " | 473,496 |
| | S.Spirito-Bitonto | " | 8,14 |
| | S.Severo-Rodi-Peschici | " | 78,714 |
| NAPOLI | (+) Napoli-Piedimonte d'Alife (Biforcazione Capua) | Km. | 81(section Napoli-Capua Km.41) |
| | Ferrovia Vesuviana | " | 7,200 |
| | Ferrovia Napoli-Baiano | " | 38,300 |
| | Ferrovia Circumvesuviana e diramazioni | " | 78,149 |
| | Napoli-Torregavota | " | 19,764 |
| ROMA | Roma-Viterbo | Km. | 103 |
| | (+) Roma-Ostia | " | 25(Roma-Acilia Km.15) |
| | (+) Roma-Fiuggi | " | 99,193 (Roma-S.Cesareo Km.27 |
| | (+) Centrale Umbra | " | 114(Terni-Todi Km.42) |
| ANCONA | Castelraimondo-Camerino | Km. | 11,500 |
| | (+) P.S.Giorgio-Fermo-Amandola | " | 57(section P.S.Giorgio Staz.-Sferlonga Km.34) |

| MCTC Compartments | Extra-Urban Tramways | | |
|---|---|---|---|
| CAGLIARI | Tramvia Cagliari-Quarto S.Elena. | Km. | 10,467 |
| | Cagliari-Pocetto | " | 6,502 |
| CATANZARO | Tramvia Catanzaro Sala-Pontegrande | " | 6 |
| BARI | Tramvia Bari-Barletta | " | 64,754 |
| | Tramvia S.Severo-Torremaggiore | " | 9,394 |

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| | | | |
|---|---|---|---|
| | Ferrovie del Sud-Est | " | 473,496 |
| | S.Spirito-Bitonto | " | 8,14 |
| | S.Severo-Rocchi-Peschici | " | 78,744 |
| NAPOLI | (+) Napoli-Piedimonte d'Alife (Bifurcazione Capua) | Km. | 81(section Napoli-Capua Km.41) |
| | Ferrovia Vesuviana | " | 7,200 |
| | Ferrovia Napoli-Baiano | " | 38,890 |
| | Ferrovia Circumvesuviana e diramazioni | " | 78,149 |
| | Napoli-Torregaveta | " | 19,764 |
| ROMA | Roma-Viterbo | Km. | 103 |
| | (+) Roma-Ostia | " | 25(Roma-Acilia Km.15) |
| | (+) Roma-Fiuggi | " | 99,193 (Roma-S.Cesareo Km.27 |
| | (+) Centrale Umbra | " | 114(Terni-Todi Km.42) |
| ANCONA | Castelraimondo-Camerino | Km. | 11,500 |
| | (+) P.S.Giorgio-Porto-Amandola | " | 57(section P.S.Giorgio Staz.-Fermo Km.31) |
| MCTC Compartments | Extra-Urban Tramways | | |
| CAGLIARI | Tramvia Cagliari-Quarto S.Elena. | Km. | 10,467 |
| | Cagliari-Pocetto | " | 6,502 |
| CATANZARO | Tramvia Catanzaro Sala-Pontegrande | " | 6 |
| BARI | Tramvia Bari-Barletta | " | 64,754 |
| | Tramvia S.Severo-Torremaggiore | " | 9,391 |
| NAPOLI | Castellammare-Sorrento | " | 19,350 |
| | Napoli-Capodichino-Aversa-Albanova | | 33 |
| | Napoli-Portici | " | 7 |
| | Napoli-Trumo | " | 7 |
| | Barmelli-Pozzuoli | " | 4 |
| | Napoli-Scivano | | |
| ROMA | Tramvia dei Castelli (Roma-Grotta Ferrata Frascati Km.22,375) (Rivio Marino Km. 4,611) | | |
| | Tramvia Terni-Ferentillo | Km. | 16,970 |
| ANCONA | Tramvia Porto Civitanova-Civitanova Marche | Km. | 5,463 |

(+) The total length of the railway is shown and, in brackets, the actual length in operation.

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APPENDIX "F"

ROLLING STOCK INVENTORY
15 MARCH 1945

| TYPE CAR | ITALIAN MAINLAND | SICILY | SARDINIA | GRAND TOTAL | TOTAL OF ITALIAN MAINLAND BY LAST PREVIOUS CENSUS (-) |
|---|---|---|---|---|---|
| Passenger | 1150 | 359 | 209 | 1718 | 0 + |
| Box | 10187 | 1357 | 433 | 11977 | 12103 |
| H.Gons | 9809 | 1806 | 537 | 12152 | 10586 |
| L.Gons. | 2349 | 811 | 184 | 3344 | 2618 |
| Flats | 1433 | 97 | 10 | 1540 | 650 |
| Refrs | 666 | 122 | 9 | 797 | 101 |
| Tanks | 1577 | 417 | 30 | 2024 | 556 |
| Others | 264 | 26 | 2 | 292 | 3543 |
| Total | 27435 | 4995 | 1414 | 33844 | 30217 |

+ Included in "Others"

(+) Includes cars which have been recovered and added to service since 15 September 44 census.

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APPENDIX 'C'

TRANSPORTATION SUB-COMMISSION
MONTHLY REPORT FOR APRIL 1945

STOCK MOVEMENTS REPORT

| WAREHOUSE | BEGINNING INVENTORY | RECEIVED | ISSUED | INVENTORY 30 APRIL |
|---|---|---|---|---|
| NAPLES | | | | |
| Food | 23,238.5 | 13,210.1 | 10,670.7 | 25,777.9 |
| Other | 1,643.0 | 901.8 | 1,246.7 | 1,398.1 |
| Total | 24,881.5 | 14,151.9 | 11,917.4 | 27,116.0 |
| LEGHORN | | | | |
| Food | 23,086.6 | 14,040.9 | 10,431.1 | 26,696.4 |
| Other | 545.4 | 2,023.6 | 744.2 | 1,824.8 |
| Total | 23,632.0 | 16,064.5 | 11,175.3 | 28,521.2 |
| ANCONA | | | | |
| Food | 20,541.0 | 5,870.0 | 12,034.0 | 14,377.0 |
| Other | --- | 72.0 | --- | 72.0 |
| Total | 20,541.0 | 5,942.0 | 12,034.0 | 14,449.0 |
| CESENA | | | | |
| Food | --- | 6,564.7 | 36.0 | 6,528.7 |
| Other | --- | --- | --- | --- |
| Total | --- | 6,564.7 | 36.0 | 6,528.7 |
| TOTAL WAREHOUSES | | | | |
| Food | 66,866.1 | 39,685.7 | 33,171.8 | 73,380.0 |
| Other | 2,188.4 | 3,037.4 | 1,990.9 | 3,294.9 |
| TOTAL | 69,054.5 | 42,723.1 | 35,162.7 | 76,614.9 |

N O T E S:

1. Opening Inventories differ from closing inventories of March due to adjustments made in turning over the warehouses to Italian agencies.

2. UNRRA goods handled as follows:

| | Received | Issued |
|---|---|---|
| Naples | 6,166 tons | 1065 |
| Leghorn | 2,700 " | -- |
| TOTAL | 8,868 tons | 1065 |

3. 66 pkgs. of ration cards on hand at Leghorn were issued.

6. Leghorn had 4 Road Graders on hand, received 10, and issued all 14.

7. Leghorn received and issued 376 boxes of bodies.

8. Leghorn issued 4 out of 11 Compressor Spares on hand.

9. Leghorn received and issued 25 boxes of Jeeps.

10. Leghorn received 2,664 bales of Wool Blankets.

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| | | | | |
|---|---|---|---|---|
| Total | 24,881.3 | 14,151.4 | 11,917.4 | 27,115.6 |
| **LEGHORN** | | | | |
| Food | 23,056.6 | 14,040.9 | 10,431.1 | 26,696.4 |
| Other | 545.4 | 2,023.6 | 744.2 | 1,824.8 |
| Total | 23,632.0 | 16,064.5 | 11,175.3 | 28,521.2 |
| **ANCONA** | | | | |
| Food | 20,541.0 | 5,870.0 | 12,094.0 | 14,377.0 |
| Other | --- | 72.0 | --- | 72.0 |
| Total | 20,541.0 | 5,942.0 | 12,094.0 | 14,499.0 |
| **CESENA** | | | | |
| Food | --- | 6,564.7 | 36.0 | 6,528.7 |
| Other | --- | --- | --- | --- |
| Total | --- | 6,564.7 | 36.0 | 6,528.7 |
| **TOTAL WAREHOUSES** | | | | |
| Food | 66,866.1 | 39,685.7 | 33,171.6 | 75,380.0 |
| Other | 2,188.4 | 3,037.4 | 1,990.9 | 3,234.9 |
| TOTAL | 69,054.5 | 42,723.1 | 35,162.7 | 76,614.9 |

N O T E S:

1. Opening Inventories differ from closing inventories of March due to adjustments made in turning over the warehouses to Italian agencies.

2. UNRRA goods handled as follows:

| | Received | Issued |
|---|---|---|
| Naples | 6,168 tons | 1065 |
| Leghorn | 2,700 " | -- |
| TOTAL | 8,868 tons | 1065 |

3. 66 pkgs. of ration cards on hand at Leghorn were issued.

4. Leghorn received and issued 152 boxes of Cabs.

5. Leghorn received and issued 156 boxes of Chassis.

6. Leghorn had 4 Road Graders on hand, received 10, and issued all 14.

7. Leghorn received and issued 376 boxes of bodies.

8. Leghorn issued 4 out of 11 Compressor Speres on hand.

9. Leghorn received and issued 25 boxes of Jeeps.

10. Leghorn received 2,664 bales of Wool Blankets.

11. Figures do not include Red Cross Clothing handled at Leghorn and Ancona.

12. Figures do not include operations at Fori and Forli.

13. Intra-warehouse shipments are included in above figures as receipts and issues.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AG/1.1/24/Tn6

JBH/lml
8 June 1945

SUBJECT : Monthly Report - May 1945

TO : Administrative Division
Attention: Lt. Col. W. P. Scoggins

1. Ports:

a. The Port of Civitavecchia was given special attention since this was the first month for its operation as a civilian port under the Italian Government. Towards the end of the month, conditions at Civitavecchia improved greatly, and in particular labor conditions, which resulted in a greater daily discharge of incoming tonnage.

2. Progress:

a. Surveys were made of the Ports of Ravenna, Riccione, Rimini, La Spezia, Genoa, Savona, and Imperia, in order to ascertain conditions and port gear and equipment available.

3. Rome - Fiumicino Canal:

a. The dredging of the Tiber River which will enable barges to discharge coal and other cargo for Rome at San Paulo thereby decreasing the need of railroad cars at Fiumcino, was given special attention and it is expected that this work will be completed about the first half of June.

4. Schooners:

a. There were 101 cancellations of schooners allocated because bids on cargoes were not available. Cargoes most affected included citrus fruit, carob beans and wines. This condition is undoubtedly, due to the excessive time lag between shippers filing bids and receiving schooner allocations.

b. It is estimated that no less than 65 schooners were tied up at one time during the month for lack of fuel; some being out of service for 10 days.

c. When the North of Italy was opened to traffic, many shippers asked for and received permission to change ports of discharge from the South to Piombino and Leghorn.

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d. Many R. A. S. C. schooners were returned to the COSENA fleet during May.

5. Warehouse Sections:

a. Genoa:

1. Excellent warehouse facilities were obtained in Genoa in the port area. Allied military personnel were assigned. Capacity is estimated in excess of 50,000 tons, combined inside and open storage. Schooners and coasters may be discharged directly into warehouse. Warehouse area is honeycombed with rail sidings in working condition.

b. Leghorn:

1. Receipts at Leghorn were very small, due to embargo being placed on receipt of civil supplies in this port.

2. Issues were comparatively heavy, as craft for Genoa loaded at Leghorn. Road and rail shipments continued reasonably heavy.

3. Relatively large unoccupied capacity now exists at Leghorn.

c. Naples:

1. Warehouse situation in Naples is critical. Greater tonnages are being received than can be stored within warehouse capacity. This situation has been caused by a combination of circumstances, as follows:

a. Necessity of Naples to receive all West Coast shipments, due to the failure of Genoa to open as scheduled, and embargo on civil supplies into Leghorn.

b. Failure of supplies to move from Naples by craft to Genoa as scheduled.

2. Appendix indicates the great excess of receipts over shipments.

3. Early in the month, before these difficulties were apparent, all Allied military personnel was removed from the warehouses. An Officer-in-Charge, and one Non-Com for general supervisory activities remained in Naples, but, at an office some distance from the warehouses. It is hoped that in the near future they may be transferred elsewhere. Allied Port Liaison Officer, with several EM/O.R.'s, will remain on duty in Naples as long as it is a military port.

4. The prospect of an early opening of Genoa Harbor should relieve the Naples situation in two ways: first, by reducing the number of additional ships arriving at Naples; second, by permitting the trans-shipment to Genoa of stores presently on hand in Naples. Further, strenuous efforts are being made by the Food Sub-Commission and UNRRA to force the interested Italian Governmental Departments to issue distribution orders. If rail

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wagons will be available when these orders are issued, movement can be made.

d. Ancona:

1. Receipts at Ancona continue high, but inventories remained relatively constant because forward movement was maintained at a very high level, rail shipments being made to Cesena and Forli, as well as water shipments for MSU Austria to Venice.

2. Difficulties in securing sufficient AC/AMG motor transport to load railhead and port from warehouse were overcome by excellent cooperation from local British Military, who continuously supplied numerous 10 ton lorries.

e. Venice:

1. Excellent warehouse facilities, well served by rail which is in good working order, were obtained in the old city of Venice. Premises are estimated to hold in excess of 50,000 tons. Staff was assigned for duty.

2. Although warehouse facilities are more than adequate and are on quay-side, at present military port authorities are using the quay and a portion of the warehouses for their own purposes. This is a temporary expedient, which will be abandoned when the military develops their main section of the port, which will be Santa Marghera. Then coasters and schooners may unload directly into AICOM warehouses.

3. Civil supplies for MSU Austria are being received in Venice by S & T (British Military), and will not be handled by AC AMG (Italy).

f. Trieste:

1. Excellent warehouse premises near the port, well served by rail, were earmarked for AC AMG use in the event that it is later determined to use this port for civil supplies.

g. Forli and Cesena:

1. These depots handled very large tonnage during the month. Rail receipts frequently exceeded 800 TPD. Releases, all by truck, were as high as 2,000 TPD.

2. It is hoped that with the opening of additional rail lines in the interior, these depots may be closed and a more forward railhead depot established. Further, with the impending opening of Genoa, it is hoped that Northwest Italy may be served, using Genoa as a base. This will depend upon the amount of port capacity allocated to civil supplies at Genoa and the amount of rail and road lift available from Genoa.

h. Appendix indicates stock movement for the Month of May. 3091

R.M.BAZZANELLA

Declassified E.O. 12356 Section 3.3/NND No. 785021

Tel. 690

RTB/ave
7 June 1945

SUBJECT: Report for the Month of May

1. Surveys were made of the ports of Ravenna, Riccione, Rimini, La Spezia, Genoa, Savona, Imperia in order to ascertain conditions and port gear and equipment available.

2. The port of Civitavecchia was given special attention since this was the first month for its operation as a civilian port under the Italian Government. Towards the end of the month, conditions at Civitavecchia improved greatly and in particular labor conditions which resulted in a greater daily discharge of incoming tonnage.

3. The dredging of the River Tiber which will enable barges to discharge coal and other cargo for Rome at San Paulo thereby decreasing the need of railroad cars at Fiumicino was given special attention and it is expected that this work will be completed about the first half of June.

R. M. BAZZATELLA, Chief
Ports & Warehouse Division

3040

Declassified E.O. 12356 Section 3.3/NND No. 785021

Monthly Report of Transportation Sub-Commission Representative on MEDBC Schooner Control Board for May 1945

1. There were 101 cancellations of schooners allocated because bids on cargoes were not available. Cargoes most affected included citrus fruit, carrube beans and wines. This condition is undoubtedly due to the excessive time lag between shippers filing bids and receiving schooner allocations.

2. It is estimated that no less than 6% schooners were tied up at one time during the month for lack of fuel; some being out of service for 10 days. This occurred inspite of insistent efforts by this office.

3. When the North of Italy was opened to traffic, many shippers asked for and received permission to change ports of discharge from the south to Piombino and Leghorn.

4. Sicily-bound cargoes took a sharp upturn due to UNRRA cargoes being shipped to Civitavecchia and Naples.

5. Over 1,000 tons of wheat were carried by schooners from Castellamare to Salerno to relieve rail car shortage.

6. Many R.A.S.C. schooners were returned to the CO.GE.NA. fleet during May.

7. The Board permitted wine to be transported as deck cargo on schooners with the salt and sand trade as a stimulant to that trade with good results.

8. The following tonnages are unavoidable inaccurate. They are estimated on bulk tonnages against D.W. allocations. Schooners' manifests are not available for some time after. Another cause is that schooners' bids are carried on coasters and coaster bids on schooners. This representative has taken no part in coaster allocation and therefore, has no record of the bid for tonnage lifted.

| COMMODITY | TONS |
|---|---|
| Carrube Seeds | 2,750 |
| Charcoal | 500 |
| Sand | 750 |
| Coal | 200 |
| Miscellaneous | 1,100 |
| Salt | 1,675 |
| General Foods | 2,250 |
| Wheat | 1,000 |
| Wine | 8,485 |
| Miscellaneous Parcels Southbound | 2,500 |
| TOTAL | 20,910 |

3089

Dictated by Mr. Crooks over telephone from Naples - 4 June 1945

INTER OFFICE MEMO RHK/rf

Tel. 478700

Ref. W/1.1/1068/TM 8 8 June 1945

SUBJECT : Monthly Report (May) Warehouse Section
Port & Warehouse Division - Transportation Sub-Commission

TO : Chief, Port and Warehouse Division

1. General

a) Comment in last month's report is equally applicable this month, viz. despite diligent efforts to pass greater responsibility for the management of the warehouses and control of civilian imports to the Federazione Italiana dei Consorzi Agrari and Istituto Commercio Estero, the main burden still rests upon AC AMG personnel.

b) UNRRA supplies are still creating a serious problem due to the failure of this merchandise to move rapidly from the warehouses into distribution channels. Receipts continue to far exceed issues, with a resulting substantial increase in inventory.

2. GENOA

a) Excellent warehouse facilities were obtained in Genoa in the port area. Allied military personnel were assigned. Capacity is estimated in excess of 50,000 tons, combined inside and open storage. Schooners and coasters may be discharged directly into warehouse. Warehouse area is honeycombed with rail sidings in working condition.

b) The main port of Genoa did not open during the month of May, as anticipated, due to difficulty in mine clearance. Coastal craft were despatched to Genoa for discharge on a beach. Comparatively small tonnage was handled in this manner, which tonnage was subsequently substantially reduced, due to serious accident destroying a number of these craft.

3. LEGHORN

a) Receipts at Leghorn were very small, due to embargo being placed on receipt of civil supplies in this port.

b) Issues were comparatively heavy, as craft for Genoa loaded at Leghorn. Road and rail shipments continued reasonably heavy.

c) Relatively large unoccupied capacity now exists at Leghorn [redacted].

4. NAPLES

Declassified E.O. 12356 Section 3.3/NND No. 785021

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c) Relatively large unoccupied capacity now exists at Leghorn [redacted].

4. NAPLES

a) The warehouse situation in Naples is critical. Greater tonnages are being received than can be stored within warehouse capacity. This situation has been caused by a combination of circumstances, as follows:

(1) Necessity of Naples to receive all West Coast shipments, due to the failure of Genoa to open as scheduled, and embargo on civil supplies into Leghorn.

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(2) Failure of supplies to move from Naples by craft to Genoa as scheduled.

(3) Inability of rail-road to supply freight wagons to move accepted tonnages.

(4) Failure of High Commissioner for Food and Federazione Italiana dei Consorzi Agrari to issue orders to move foodstuffs allocated to the Italian Government.

(5) Unintelligent storing of supplies in Naples warehouses, resulting in requiring too great a space for given tonnage.

(6) Failure of UNRRA to work out programs with the appropriate Italian Government Departments to move their merchandise from the warehouses.

b) Appendix indicates the great excess of receipts over shipments.

c) Early in the month, before these difficulties were apparent, all Allied military personnel was removed from the warehouses. An Officer in Charge and one Non-Com for general supervisory activities remained in Naples, but in an office some distance from the warehouses. It is hoped that in the near future they may be transferred elsewhere. Allied Port Liaison Officer, with several EM/O.R.'s, will remain on duty in Naples as long as it is a military port.

d) The prospect of an early opening of Genoa Harbor should relieve the Naples situation in two ways: first, by reducing the number of additional ships arriving at Naples; second, by permitting the transshipment to Genoa of stores presently on hand in Naples. Further, strenuous efforts are being made by the Food Sub-Commission and UNRRA to force the interested Italian Governmental Departments to issue distribution orders. If rail wagons will be available when these orders are issued, movement can be made.

5. ANCONA

a) Receipts at Ancona continue high, but inventories remained relatively constant because forward movement was maintained at a very high level, rail shipments being made to Cesena and Forli, as well as water shipments for MBS Austria to Venice.

b) Difficulties in securing sufficient AC AMS motor transport to load railhead and port from warehouse were overcome by excellent cooperation from local British Military, who continuously supplied numerous 10 ton lorries.

6. VENICE

a) Excellent warehouse facilities, well served by rail which

Declassified E.O. 12356 Section 3.3/NND No. 785021

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b) Although warehouse facilities are more than adequate and are on quay-side, at present military port authorities are using the quay and a portion of the warehouses for their own purposes. This is a temporary expedient, which will be abandoned when the military develops their main section of the port, which will be Santa Marghera. Then coasters and schooners may unload directly into ALCOM warehouses.

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c) Civil supplies for MGS Austria are being received in Venice by S&T (British Military), and will not be handled by AC AMG (Italy).

7. TRIESTE

a) Excellent warehouse premises near the port, well served by rail, were earmarked for AC AMG use in the event that it is later determined to use this port for civil supplies.

8. PORLI and CESENA

a) These depots handled very large tonnage during the month. Rail receipts frequently exceeded 800 TPD. Releases, all by truck, were as high as 2,000 TPD.

b) It is hoped that with the opening of additional rail lines in the interior, these depots may be closed and a more forward railhead depot established. Further, with the impending opening of Genoa, it is hoped that Northwest Italy may be served, using Genoa as a base. This will depend upon the amount of port capacity allocated to civil supplies at Genoa and the amount of rail and road lift available from Genoa.

9. Appendix indicates stock movement for the month of May.

Robert H. Klein

ROBERT H. KLEIN
Major Med. Adm. C.
Port and Wise. Div.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Robert H. Klein

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Major Med. Adm. C.
Port and Base. Div.

2085

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TRANSPORTATION SUB-COMMISSION,AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Ref: AC/47/Tn 4

6 June, 1945.

MONTHLY REPORT OF ACTIVITIES, MAY 1945
Transportation Sub-Commission, Rail Division.

1. RAILHEADS:

During the month, Faenza and Forli were both used as railheads for the 8th Army. Grizzana, Montecatini and Florence were used as railheads for the 5th Army.

2. ALLIED RAILWAY BOARD.

The fifth meeting of the Allied Railway Board was held on 17 May 1945, when further review of the work of the Sub-Committees was taken, and decisions given as required.

3. CIVIL ENGINEERING.

Line 65 - Arezzo - Florence. Work proceeded on this line according to programme.

Line 86 - Ortona - Ancona. All work completed except clearing of land slide at Castellana tunnel; it is not expected that this will be cleared before 15 June.

Line 88 - Rome - Avezzano. The section Arsoli - Carsoli was handed over to traffic during the month.

Line 92 - Petrace Bridge. Completed and opened to traffic 31 May 45.

Line 257 - Rome - Viterbo. Opened to traffic 7 May 45.

Line 244 - Bastia - Milera. Work on this line is proceeding slowly due to difficulty in obtaining steel.

Line 279 - Termoli - Campobasso. Opened to traffic.

Private Railway - Benevento - Cancello. Work has proceeded well and all difficulties have been overcome. The line will be available for traffic on 7 June 45.

Work proceeded on the following:

Underbridge at Naples
Permanent repair Riotorto Viaduct
Running shed Leghorn
Various works, Rome
Line 88, Pescara - Chieti
Line 242, Albacina - Civitanova

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Running shed Leghorn
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Line 88, Pescara - Chieti
Line 242, Albacina - Civitanova
Line 245, Porto d'Ascoli - Ascoli
Line 246, Giulianova - Teramo
Line 291, Cancello - Torre Annunziata
Repairs Biferno, Ofanto bridge.

3085

During the month, the following works were handed over by MRS :

Permanent repair to bridges on line 86 (north) Ancona - Bologna and Line 87 Rome - Falconara.

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General:

Great difficulty is experienced, and loss of time incurred, due to the inefficient manner the cement supply question is being handled.

Release notes are issued on factories unable to produce 500 grade cement, other release orders are cancelled, and other factories cannot supply, due to lack of raw materials.

The work is also seriously delayed due to lack of supervision owing to the ISR being unable to obtain any means of road transport.

4. MECHANICAL ENGINEERING:

Rail Car recovery and repair.

(a) Cecchetti Works at Civitanova Marche have experienced difficulties due to material shortages and lack of finance. Financial aid is being given through Intendenti di Finanza, Macerata and fair supply of materials arranged. Repair work proceeds slowly and final figures for the month are not yet in hand.

(b) Rome Smistamento repaired 71. (Recovered 27.)

(c) Bombrini Parodi Delfino have improved output to 78 heavy repaired (all recovered).

(d) Wagon Lits, Rome turned out 8 passenger coaches (all recovered) and 6 freight cars (3 recovered) and are now engaged on re-conversion to ordinary passenger stock of "lying" coaches and Office and Dispensary cars from six ambulance trains now being split up.

Inspection Tours:

In conjunction with MRS, an inspection of Locomotive and Rolling Stock Depots and Workshops was carried out at Genoa, Milan, Turin and Bologna. A separate report has been rendered.

Rail Car Reconnaissance:

Results of rail car reconnaissance carried out by MRS and ISR have been co-ordinated up to 28 May and are attached as Appendix "A".

5. STORES.

With effect from June 1st, 1945, the control of all stores at the ISR Stores Depots at Naples and Rome will revert to the HQ of the ISR, subject to meeting any MRS requirements. This relaxation of MRS control of ISR stores was made possible by the ending of the European war.

The Reuping Creosoting Plant at Naples will be ready to impregnate ties for the Italian State Railways in about two months. Sufficient space for tie storage is now secured and the Base Commandant

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road transport.

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The Reuping Creosoting Plant at Naples will be ready to impregnate ties for the Italian State Railways in about two months. Sufficient space for tie storage is now assured and the Tank Company which occupied the Plant will withdraw all of their property within 60 days. This Division has been instrumental in the reactivation of this plant.



The cement position should improve. It is hoped that with the reduction of Military Railway requirements, this Sub-Commission will receive all the cement required for rehabilitation work.

The tire situation is still serious. Assistance has been given to ISR and their contractors to help them to obtain salvage

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tires from Salvage Depots.

The ISR has received 6 trucks from the British Army out of a quota of 40, and 10 from the American Army out of a quota of 40. The remainder of the trucks are expected during June, those from the U.S.Army to be delivered by the 10th of June.

The Terni Steelworks is now under the control of HQ. AC. The Italian State Railways will receive the major part of their requirements from this plant, bidding through Transportation Sub-Commission. The contracts and details of requirements will be made directly with the Terni-Works by the ISR.

During the month, the Stores Officer attended a Supply Conference of G-4 MTOUSA.

6. TRAFFIC.

Wagon loadings are stadily increasing, as will be noted by the following figures which include all loadings in Sicily and the mainland:-

| | |
|---|---|
| November 1944 | 73582 |
| December 1944 | 85258 |
| January ,1945 | 82594 |
| February 1945 | 86057 |
| March 1945 | 92061 |
| April 1945 | 107962 |

April inventory indicates 30930 freight wagons in service. A wagon in April averaged a load 3.4 times during the month as compared with 2.5 during Decemebr 1944.

The tri-weekly passenger train Foggia-Ortona hasbeen extended to include Pescara.

Agreement has been reached by AFHQ/MRS/AC to establish passenger service three times per week Rome-Arezzo, Rome-Ancona, and Rome-Florence, and it is intended to commence these services on 4 June.

Irregular freight service Rome-Fiumicino has been put on a regular schedule operating as a mixed service so as to afford passenger service without increase in train mileage.

Mixed train service was established on the Rome-Albano line, and the Termoli-Campobasso line.

Additional workers' trains have been reclassified as civilian passenger trains. On the Rome-Viterbo line, tri-weekly service was

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be made directly with the Terni Works by the ISR.

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Irregular freight service Rome-Fiumicino has been put on a regular schedule operating as a mixed service so as to afford passenger service without increase in train mileage.

Mixed train service was established on the Rome-Albano line, and the Termoli-Campobasso line.

Additional workers' trains have been reclassified as civilian passenger trains. On the Rome-Viterbo line, tri-weekly service was increased to daily, and extended from Capranica to Viterbo.

The completion of repairs to the Petrace bridge on line 92 is the most important event of the month. This enables us to expedite traffic and increase wagon efficiency, save fuel and realease badly needed locos and passenger stock. The Rome-Reggio passenger schedule will be reduced by two and half hours.

Repairs to the ferry "Villa" have been completed, and she will run between Messina and San Giovanni, as well as Reggio. The ferry "Messina" will now be put in dry dock for badly needed repairs, which should be completed in July.

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AFF."A"

TRANSPORTATION SUB COMMISSION (RAIL DIVISION) ALLIED COMMISSION, A.P.O. 394.

SUBJECT: ROLLING STOCK - NORTHERN ITALY

In the tables below is a summary of car reconnaissance reports covering cars available in Northe
are submitted as information, and should not be considered as an accurate car census.

SERVICEABLE CARS

| DIVISION | PAGE | BOX | HIGH SIDES | LOW SIDES | FLATS | TANKS | MISCELLANEOUS | T |
|---|---|---|---|---|---|---|---|---|
| VERONA-MOLFANO LINE | - | 538 | 253 | 125 | 171 | - | - | |
| MOLFANO-BRENNER LINE | 97 | 1310 | 878 | 142 | 398 | 101 | - | |
| VERONA | - | - | - | - | + | - | 2000 + | |
| VENICE AREA | 75 | 379 | 895 | 161 | 32 | 23 | 2 | |
| TREVISIO-UDINE-TARVISIO | 8 | - | - | - | - | - | 507 + | |
| GENOA DIVISION | 137 | 342 | 639 | 179 | - | 11 | - | |
| TURIN DIVISION | 225 | 300 | 350 | 300 | 300 | - | - | |
| MILAN DIVISION | 362 | 1287 | 4998 | 460 | 200 | 383 | 723 | |
| TOTAL | 904 | 4156 | 8703 | 1367 | 1101 | 518 | 4232 | 2 |

CARS UNDERGOING REPAIRS AND AWAITING REPAIR

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| VENICE AREA | 313 | 709 | 626 | 101 | 10 | 66 | - |
| TREVISO-UDINE-TARVISIO | 31 | - | - | - | - | - | 933 + |
| GENOA DIVISION | 26 | 88 | - | 94 | 108 | 3 | - |
| TURIN DIVISION | 391 | 370 | 135 | 100 | 100 | 56 | - |
| MILAN DIVISION | 269 | 444 | 232 | 200 | 100 | 56 | - |
| TOTAL | 1030 | 1611 | 991 | 495 | 318 | 181 | 933 |
| GRAND TOTAL | 1934 | 5767 | 9694 | 1862 | 1419 | 699 | 5165 |

+ Types not reported.

CS CR 2

Declassified E.O. 12356 Section 3.3/NND No. 785021

[illegible] (RAILDIVISION) ALLIED COMMISSION, A.P.O. 394.

[illegible] - NORTHERN ITALY

[illegible]les below is a summary of car reconnaissance reports covering cars available in Northern Italy. These [illegible]formation, and should not be considered as an accurate car census.

SERVICEABLE CARS

| | BOX | HIGH SIDES | LOW SIDES | FLATS | TANKS | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|
| - | 538 | 253 | 125 | 171 | - | - | 1787 |
| 97 | 1310 | 870 | 142 | 396 | 101 | - | 2926 |
| - | - | - | - | 7 | - | 2000 + | 2000 |
| 75 | 379 | 885 | 161 | 32 | 23 | 2 | 1557 |
| [illegible]SIO 8 | - | - | - | - | - | 1507 + | 1515 |
| 137 | 342 | 639 | 179 | - | 11 | - | 1308 |
| 225 | 300 | 350 | 300 | 300 | - | - | 1475 |
| 362 | 1287 | 4990 | 460 | 200 | 383 | 723 | 8413 |
| 904 | 4156 | 8703 | 1367 | 1101 | 518 | 4232 | 20961 |

CARS UNDERGOING REPAIRS AND AWAITING REPAIRS

| | | | | | | |
|---|---|---|---|---|---|---|
| 313 | 709 | 626 | 101 | 10 | 66 | - | 1823 |
| [illegible]IO 31 | - | - | - | - | - | 933 + | 964 |
| 26 | 88 | - | 94 | 108 | 3 | - | 319 |
| 391 | 370 | 135 | 100 | 100 | 56 | - | 1152 |
| 269 | 444 | 232 | 200 | 100 | 56 | - | 1301 |
| 1039 | 1611 | 991 | 425 | 318 | 181 | 933 | 5559 |
| 1934 | 3767 | 9694 | 1862 | 1419 | 699 | 5165 | 26540 |

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MAY 1945

PART I - GENERAL

1. OCCUPATION OF NORTHERN ITALY

(a) The end of the Italian campaign during the month resulted in the occupation by the Allies of the whole of Northern Italy. Transportation officers for the northern regions went forward with the regional staffs and are now all at their new posts. Operational control of transport work in the north remained under Headquarters 15th Army Group.

(b) First impressions were that the transportation situation in the north was better than had been expected; fuller details will be given in other parts of this and subsequent reports.

2. IMPORT PROGRAM - TRANSPORTATION REQUIREMENTS

(a) As a result of finding certain facilities in the north, it will be necessary to revise the import program of transportation requirements already submitted to Washington. Data to support this revision is being collected.

3. PERSONNEL

(a) During the month Mr. Merritt H. Taylor returned to Italy to resume his duties as Director of the Sub-Commission.

(b) Three British officers were released for demobilization; three British civilians (the first in the Sub-Commission) have arrived in Italy for duty.

(c) Lists of transportation officers at Headquarters and in the field are attached as Appendices 'A' and 'B'.

4. ACCOUNTS & STATISTICS

(a) A special report is being submitted this month on the work of the Accounts & Statistics Branch. It is given below.

(b) AC Stockpile Accounts Sub-Section 3081

(1) Consequent upon the recent hand-over to Federazione dei Consorzi Agrari, Rome, of the stockpiles at Naples, Leghorn and Ancona, it has been possible to release a number of staff for duty in more northernly areas. However, a skeleton accounts staff (and duplicate records) has been maintained in each of these stockpiles, to act in a supervisory capacity, thereby ensuring that Federazione staff operates effectively the existing procedures for the reception of imported supplies and the principles of accounting as between their own Head Office, Finance Sub-Commission and Transportation Sub-Commission. Naples stockpile was the first to be handed over. The Federazione

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(2) Following the withdrawal of supervisory A.M.G. staff from the former No. 3 AC/AMG Warehouse at Cesena and the late 8th Army AMG Warehouse at Forli, it has been necessary to install accounts staffs in these Warehouses and also to inaugurate duplicate accounts at this Headquarters.

(3) The liberation of northern Italy has made further demands on our personnel, which is already widely dispersed, by the opening up of stockpiles at Genoa and Venice. At one stage of events it appeared that the Federazione Rome and

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Federazione Milan would enjoy separate existences and that for all purposes of accounting and finance, would have to be treated as separate entities. However, recent developments reveal that it has now been accepted in principle that there is only one Federazione, i.e., the Federazione, Roma, but that firm instructions as to future procedure can only be issued after the appointment by AMG of a Commissario for the Federazione, Milan. This appointment is expected to take place in the very near future, following which it is hoped that instructions will be issued whereby the Accounting of Federazione, Milan, and all Consorzi under its present control will be incorporated in the general scheme as existing in Central and Southern Italy.

(c) Movements Statistics Sub-Section

This Sub-Section was formed early in March with the object of determining exactly what commodities and tonnages are being moved by rail and road; also, for compiling daily Sitreps and daily and weekly summaries of ports operations throughout Italy. The results are such that for the first time a reasonably accurate picture is now being obtained of what civilian supplies are moving by road, rail and sea.

(1) Shipping

Originally, information was obtained from various branches of "Movements" in Italy, but this is now received from the Italian Mercantile Marine. Experience to date is proving satisfactory.

(2) Rail

In conjunction with Movements Division (Rail) a new system was introduced for handling the movement of civilian supplies. This system is now working successfully; it started rather slowly, however, owing to poor communication in certain areas, making it impossible for this Section to receive information quickly. This is now being remedied. Statistics compiled since the inauguration of the system shows that approximately 5/8 of programmed traffic actually moves, whereas a large percentage of the balance is not loaded owing to the fault of the consignor, e.g., tid accepted and supplies not loaded. Suitable remedial action is being taken by Movements Division.

(3) Road

Arrangements have been made with ENAC, INT, all G.T. Coys working on civilian account, military and civilian truck pools, to provide figures showing commodities and tonnage lifted. This work is inevitably expanding as more and more transport organizations enter into ENAC control.

## PART II - MOVEMENTS

1. GENERAL

(a) With the complete cessation of hostilities, the movement of refugees and displaced persons became a major problem. The initial flood over the Northern Italian frontiers created acute problems in the Northern evacuation camps and the sudden demands for movement threw a heavy strain on rail, road and shipping transportation. Movement programs were arranged within the capacities available. Increasing demands are being received and AFHQ are making available maximum facilities both by rail and sea.

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(b) Information regarding civilian traffic moved by rail continues to improve and returns from Station Masters, through the various Italian State Railways Compartimenti Headquarters, are arriving with less delay. Failure to submit returns for traffic scheduled for movement decreases weekly. Returns for traffic moved by road are still generally late in reaching this Headquarters.

(c) Lack of progress made by ENIC (The Italian National Road Transport Organization) together with poor operating and bad discipline of the recently activated Italian Military M.T. Units adversely affected all movement programs.

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2. SHIPPING

(a) Following the establishment during April of regular coastwise liner sailings under the control of Comitato Gestione Navi (COGENA), the former bidding procedure for movement of stores by sea on AFHQ has been discontinued with the exception of bids which cannot be met by tonnage under the control of COGENA. All bids for movement during the month have been met, and the total tonnage lifted coastwise amounted to 56,606 tons, including schooner traffic which carried some 21,810 tons of this total. S.S. "Langano" on the Sardinia-Civitavecchia ferry lifted 809 horses and cattle and 420 sheep.

(b) A new service for passengers and freight between Naples - Cagliari - Palermo was started on 18 May with the S.S. "Abazzia" and "Campidoglio" making alternate runs.

(c) During the month a serious situation arose in Sardinia, where, owing to drought and a plague of locusts, there was not sufficient fodder to feed the livestock in the Island. An urgent request was received from the Italian authorities for movement to the Mainland by the end of June of 200,000 sheep and 10,000 cattle for immediate slaughter. The regular cattle ferry "Langano" is now running between Olbia and Civitavecchia loaded to capacity, and further arrangements are being made to increase the movement of these animals. There has been no lifting of the ban on movement of livestock for breeding purposes, owing to the continued prevalence of foot and mouth disease in the Island.

(d) The Italian cruiser "Garibaldi" was allocated to a shuttle service for refugees and displaced persons between Piombino and Messina, and completed two voyages during the last week of the month, carrying about 1,000 repatriates for Sicily each time. In addition, two Italian torpedo boats each carried 100 persons on the same run.

(e) Uncertainty of the phosphate rock program created difficulties in forecasting shipping requirements for the period July-December 1945. This uncertainty also affects the programming for movement of pyrites, as requirements for pyrite are dependent on availability of phosphate rock.

3. RAIL

(a) Figures for the latest four-week period for which statistics are available show that 340,996 tons were programmed for movement on the mainland of Italy, including traffic moving from Sicily to the mainland. A breakdown of this tonnage gives:

| | | |
|---|---|---|
| Tonnage moved | | 206,961 |
| " | not moved | 107,019 |
| " | not accounted for | 27,016 |
| | TOTAL | 340,996 |

3080

Tonnage carried in Sardinia and within the island of Sicily is not included. Of the 27,016 tons not accounted for, it is probable that a large proportion did in fact move, but no Forms MB were received from the stations concerned. It is considered that more than 50% of the tonnage not moved was due to failure of the military service to provide cars, and the balance was due to the non-availability of supplies or stores on dates movement was programmed.

(b) Movement of refugees caused additional strain on the limited railway capacity.

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(b) Movement of refugees caused additional strain on the limited railway capacity. The major movements were from Florence and Terni to Rome and South of Rome. During May, 66 special trains were dispatched carrying a total of 63,[illegible]2 persons.

(c) The end of hostilities in Italy and consequent military re-deployment caused an increase in military tonnage southbound. This, together with movement of prisoners of war and displaced persons, resulted in reduced railway lift for civilian stores on lines 87 and 89/90 and in an acute shortage of box cars, especially in the Naples area during the latter part of the month. Loading of wheat from Castellamare and Torre Annunziata was on a very reduced scale; tonnage out of Naples warehouses was small and loading of foodstuffs generally in the Naples area showed a serious reduction. Efforts were made to counteract this shortage of wagons by using high-side open wagons, even for pilferable stores, but loading programs had to be very much curtailed.

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(d) Northbound traffic from East Italy to Ancona was routed by line 86 in spite of delay in opening the tunnel at Varano. The section Osimo - Ancona was operated by a road link. Southbound traffic also moved over this line.

4. ROAD

(e) Lack of discipline of Italian Military personnel of QM and GT Companies seriously affected all movement upon which they were engaged, causing reduction in tonnage lifted below planned levels; the question has been taken up with AMMA.

(b) The road link on railway line 86 (Osimo - Ancona), by trucks of the 2nd Truck Battalion, conveying stores and refugees, was introduced during the month and is expected to continue until the latter part of June.

(c) On cessation of hostilities every effort was made to obtain road intelligence from Northern Italy and during the early stages road sitreps were issued daily. These were of much value to officers of other Sub-Commissions who were travelling north. Roads generally were in good condition all over Northern Italy.

## PART III- RAIL

1. RAILHEADS

(a) During the month, Faenza and Forli were both used as railheads for the 8th Army. Grizzana, Montecatini and Florence were used as railheads for the 5th Army.

2. ALLIED RAILWAY BOARD

(a) The fifth meeting of the Allied Railway Board was held on 17 May 1945, when further review of the work of the Sub-Committees was taken, and decisions given as required.

3. CIVIL ENGINEERING

(a) Line 65. Arezzo - Florence. Work is going according to program.

(b) Line 86. Ortona - Ancona. All work completed except clearing of land slide at Castellana tunnel; it is not expected that this will be cleared before 15 June.

(c) Line 88. Rome - Avezzano. The section Arsoli - Carsoli was handed over for traffic during the month.

(d) Line 92. Petrace Bridge. Completed and opened to traffic 31 May 1945.

(e) Line 257. Rome - Viterbo. Opened to traffic 7 May 1945.

(f) Line 244. Bastia - Ellera. Work on this line is proceeding slowly due to difficulty in obtaining steel.

(g) Line 279. Termoli - Campobasso. Opened to traffic.

(h) Private Railway. Benevento - Cancello. Work has gone well and all diffi-

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(h) Private Railway. Benevento - Cancello. Work has gone well and all difficulties have been overcome; the line will be available for traffic on 7 June 1945.

(i) Work proceeded on the following:

Underbridge at Naples
Permanent repair Rictorto Viaduct
Running shed Leghorn
Various works, Rome
Line 88. Pescara - Chieti
Line 242. Albacina - Civitanova
Line 245. Porto d'Ascoli - Ascoli
Line 246. Giulianova - Teramo

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Line 291. Cancello - Torre Annunziata
Repairs Biferno, Ofanto bridge

(j) During the month, the following works were handed over by MRS:

Permanent repair to bridges on Line 86 (north) Ancona - Bologna and Line 87 Rome - Falconara.

Difficulty was experienced, and loss of time incurred, due to irregularities in the supply of cement. The whole question is being examined with Industry and Commerce Sub-Commissions.

4. MECHANICAL ENGINEERING

(a) Rail Car Recovery and Repair

(1) Cecchetti Works at Civitanova Marche have experienced difficulties due to material shortages and lack of finance. Financial aid is being given through Intendenti di Finanza, Macerata and fair supply of materials arranged. Repair work proceeds slowly and final figures for the month are not yet in hand.

(2) Rome Smistamento repaired 71. (Recovered 27.)

(3) Bombrini Parodi Delfino have improved output to 78 heavy repaired (all recovered).

(4) Wagon Lits, Rome, turned out 8 passenger coaches (all recovered) and 6 freight cars (3 recovered) and are now engaged on reconversion to ordinary passenger stock of "lying" coaches and Office and Dispensary cars from six ambulance trains now being split up.

(b) Rail Car Reconnaissance

(1) Results of rail car reconnaissance carried out by MRS and ISR have been coordinated up to 28 May and are attached as Appendix "C".

5. STORES

(a) With effect from 1 June 1945, the control of all stores at the ISR Stores Depots at Naples and Rome will revert to the Headquarters of the ISR, subject to meeting any MRS requirements. This relaxation of MRS control of ISR stores was made possible by the ending of the European war.

(b) The Reuping Creosoting Plant at Naples will be ready to impregnate ties for the Italian State Railways in about two months. Sufficient space for tie storage is now assured and the Tank Company which occupied the plant will withdraw all of their property within sixty days. This Sub-Commission has been instrumental in the reactivation of this plant.

(c) The tire situation is still serious. Assistance has been given to ISR and their contractors to help them to obtain salvage tires from Salvage Depots.

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(c) The tire situation is still serious. Assistance has been given to ISR and their contractors to help them to obtain salvage tires from Salvage Depots.

(d) The ISR has received 6 trucks from the British Army out of a quota of 40, and 16 from the American Army out of a quota of 40. The remainder of the trucks are expected during June, those from the U.S. Army to be delivered by the 16th of June.

(e) The Terni Steelworks is now under the control of Headquarters Allied Commission. The Italian State Railways will receive the major part of their requirements from this plant, bidding through Transportation Sub-Commission. The contracts and details of requirements will be made directly with the Terni Works by the ISR.

6. TRAFFIC

(a) Wagon loadings are steadily increasing, as will be noted by the following figures which include all loadings in Sicily and the mainland:

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| | | |
|---|---|---|
| November | 1944 | 73,582 |
| December | 1944 | 85,258 |
| January | 1945 | 82,594 |
| February | 1945 | 86,057 |
| March | 1945 | 92,061 |
| April | 1945 | 1,079,62 |

April inventory indicates 90,930 freight wagons in service. A wagon in April averaged a load 3.4 times during the month as compared with 2.5 during December 1944.

(b) The tri-weekly passenger train Foggia-Ortona has been extended to include Pescara. Agreement has been reached by AFHQ/MRS/AC to establish passenger service three times per week Rome-Arezzo, Rome-Ancona, and Rome-Florence, and it is intended to commence these services on 4 June. Irregular freight service Rome-Fiumicino has been put on a regular schedule operating as a mixed service so as to afford passenger service without increase in train mileage. Mixed train service was established on the Rome-Albano line, and the Termoli-Campobasso line. Additional workers' trains have been reclassified as civilian passenger trains. On the Rome-Viterbo line, tri-weekly service was increased to daily, and extended from Capranica to Viterbo.

(c) The completion of repairs to the Petrace bridge on line 92 was an important event of the month. This enables us to expedite traffic and increase wagon efficiency, save fuel and release badly needed locos and passenger stock. The Rome-Reggio passenger schedule will be reduced by two and one-half hours.

(d) Repairs to the ferry "Villa" have been completed, and she will run between Messina and San Giovanni, as well as Reggio. The ferry "Messina" will now be put in dry dock for badly needed repairs, which should be completed in July.

## PART IV - ROAD

### 1. GENERAL

(a) Arrangements have been made to complete the transfer of some 4,500 trucks to the Italian Government. This transfer is to come under the heading of three groups, the first being that captured equipment now being operated in Sicily, the second being those war department trucks being operated in truck pools throughout liberated Italy numbering some 1,100, and the third consisting of 2,000 new trucks being shipped from the United States.

(b) The transfer of the first two groups should be completed within one month while the Italian Government will take delivery on the third group at the rate of 200 per week.

(c) A tour of the North, during the month, revealed the following:

(1) Passenger Transport. Tram and trolley bus services are operating in Genoa, Turin, Milan, Padova and Bologna. Electricity supply is adequate in all main centers visited.

(2) Civilian Truck Availability. Ufficio Autotrasporti were being organized in all provinces, trucks registered, circulation permits issued and operation commenced under U.S. control with AMG trip tickets. U.D.T., a large trucking organization func-

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been put on a regular schedule operating as a mixed service so as to afford passenger service without increase in train mileage. Mixed train service was established on the Rome-Albano line, and the Termoli-Campobasso line. Additional workers' trains have been reclassified as civilian passenger trains. On the Rome-Viterbo line, tri-weekly service was increased to daily, and extended from Capranica to Viterbo.

(c) The completion of repairs to the Petrace bridge on line 92 was an important event of the month. This enables us to expedite traffic and increase wagon efficiency, save fuel and release badly needed locos and passenger stock. The Rome-Reggio passenger schedule will be reduced by two and one-half hours.

(d) Repairs to the ferry "Villa" have been completed, and she will run between Messina and San Giovanni, as well as Reggio. The ferry "Messina" will now be put in dry dock for badly needed repairs, which should be completed in July.

## PART IV - ROAD

### 1. GENERAL

(a) Arrangements have been made to complete the transfer of some 4,500 trucks to the Italian Government. This transfer is to come under the heading of three groups, the first being that captured equipment now being operated in Sicily, the second being those war department trucks being operated in truck pools throughout liberated Italy numbering some 1,100, and the third consisting of 2,000 new trucks being shipped from the United States.

(b) The transfer of the first two groups should be completed within one month while the Italian Government will take delivery on the third group at the rate of 200 per week.

(c) A tour of the North, during the month, revealed the following:

(1) Passenger Transport. Tram and trolley bus services are operating in Genoa, Turin, Milan, Padova and Bologna. Electricity supply is adequate in all main centers visited.

(2) Civilian Truck Availability. Ufficio Autotrasporti were being organized in all provinces, trucks registered, circulation permits issued and operation commenced under U.A. control with AMG trip tickets; U.D.T., a large trucking organization functioning in Lombardia and Piemonte prior to liberation, was taken over and forms the basis of U.A. in these regions. Civilian trucks are being employed in the internal distribution of civil supplies with the exception of a 400-ton lift provided from U.A. Milan to augment military transport hauling from Forli and Cesena to Cremona railhead for Milan and Turin.

A large number of civilian vehicles were found to be in the hands of the Patriots. Regional Commissioners were taking steps through C.L.N. for all such trucks to be handed over to AMG Truck Pools. Regional Transportation Officers were of the opinion that, when these trucks are operating under U.A. control, sufficient civilian vehicles will be available for internal distribution of supplies, except in

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Venezia and Emilia, where either AC Military Transport or captured enemy vehicles are needed to meet essential commitments in full.

(3) Employment of AC Military Transport. 1 Truck Battalion and 1000, 1002 and 1004 G.T. Coys are operating under 5th Army transportation on the haulage of civil supplies from Forli and Cesena to Cremona railhead and stockpiling at Modena. 3 Platoons of 1001 GT Coy are allotted to Venezia Region, while the fourth remains with 8th Army. 3 Truck Battalion less 2 Coys was moved to Modena on 1 June under control of 15th Army Group. The remaining 2 Coys have been allotted to Emilia Region.

(4) Captured Enemy Transport. Captured enemy transport is still being used by Armies for the movement of prisoners of war, refugees and other commitments. 4,000 unserviceable vehicles are concentrated in parks in Venice area.

No trucks or cars will be handed over to AMG Regions for at least six weeks from 4 June. 15th Army will then determine numbers required for Army usage and report the surplus to AFHQ for allotment to AMG and operation in civilian Truck Pools.

(5) P.O.L. At the outset Army supplies and German stocks were issued to civilian trucks. Pet.Sec. representatives have visited Regions and made allocations covering the current period which are in general adequate to meet existing needs. C.I.P. is functioning and carrying out distribution. A large number of trucks in Lombardia, Venezia and Emilia run on methane. The methane wells in the Lodi, Parma and Piacenza and Rovigo areas are in production and supplies are being obtained for the three above regions. The pipe lines from Parma area to Milan and from Rovigo to Ferrara and Padova are open, but the last named is carrying petrol for 8th Army. Collection for Venezia and Emilia is effected by trucks in cylinders.

(6) Truck Manufacture. Fiat, Turin, are producing 9 trucks and cars per day, but production is limited due to shortage of coal. Lancia, Turin, can commence manufacture in July if coal is supplied. Lancia, Bianchi and Alfa-Romeo at Milan are making cars in very small numbers.

(7) Spare Parts and Tires. Fiat and Lancia at Turin and Fiat, Lancia and Bianchi at Milan are believed to possess good stocks of parts. All large holdings have been frozen by Commerce and Industry Sub-Commissions for listing and release to firms for manufacturing and to civilian trucks through U.A. in each Region. Reports covering the over-all position will be made to Industry and Commerce Sub-Commissions.

3078

Pirelli, Milan, were producing 1,000 truck and car tires in May and possess materials for an additional unknown quantity. Michelin commenced manufacture of tires for Fiat 626 trucks and cars on 22 May at the rate of 50 per day. Sufficient materials are held for about 3,000 more and production can be stepped up to 750 per day if a further supply of materials is allotted. Pirelli stocks amount to some 8,000-9,000 tires of mixed sizes while Michelin possess very limited numbers. Industry and Commerce Divisions concerned are dealing with the over-all problems of manufacture and distribution of stocks available.

2. OPERATIONS

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(6) Truck Manufacture. Fiat, Turin, are producing 3 trucks and cars per day, but production is limited due to shortage of coal. Lancia, Turin, can commence manufacture in July if coal is supplied. Lancia, Bianchi and Alfa-Romeo at Milan are making cars in very small numbers.

(7) Spare Parts and Tires. Fiat and Lancia at Turin and Fiat, Lancia and Bianchi at Milan are believed to possess good stocks of parts. All large holdings have been frozen by Commerce and Industry Sub-Commissions for listing and release to firms for manufacturing and to civilian trucks through U.A. in each Region. Reports covering the over-all position will be made to Industry and Commerce Sub-Commissions.

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2. OPERATIONS

(a) Haulage Commitments

Liberation of the North has materially increased AC road haulage commitments in the territory South of the Army areas. Loading and unloading of AMG supplies to and from shipside and warehouse - railhead lifts have increased at Leghorn during the month. In the Ancona area the tonnage of AMG food to move from warehouse to railhead for Forli and Cesena has risen to 3,500 tons per week while grain stockpiling for the North has been stepped up.

The blocked tunnel on the line between Osimo and Ancona resulted in demands for road transport to lift some 2,000 tons per week of AMG supplies and carriage of large numbers of refugees southbound across the gap.

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Local movement of refugees in the Florence and Forli areas absorbed many trucks and it has been necessary to provide 33 trucks ex 222 G.T. Coy at Florence for the Forli refugee camp.

2 QM Coys ex 3 Truck Battalions have been allotted to Emilia Region for the movement of civil supplies owing to shortage of civilian vehicles.

Grain movements in the Marche-Abruzzi areas have also been increased with the haulage of 3,800 tons per week from warehouses to railhead for rail shipment to the Heel, and Ortona for Chieti and Aquila provinces.

These increased demands have severely strained AC resources of QM Coys, Italian Transport Coys and Truck Pools in the above areas due to the loan of 1,088 trucks to 15th Army Group.

(b) Availability and Locations of AC Military Transport.

Loaned to 15th Army Group - 1 Truck Bn - 320 x 2½-ton trucks
3 " " (6) Coys - 288 x 1½-ton trucks
227-230 I.T.Coys - 480 x 3-ton trucks
TOTAL 1,088 trucks. Lift 2,076 tons.

Toscana Region

| | | | |
|---|---|---|---|
| Leghorn | - | 221 I.T. Coy | - 132 x 1½-ton trucks |
| Florence | - | 3 Pls 222 I.T. Coy | - 96 x 1½-ton trucks |
| TOTAL 228 trucks. Lift 456 tons. | | | |

| | | |
|---|---|---|
| Emilia Region | 2 Coys 3 Truck Bn. | - 96 x 1½-ton trucks |
| | 1 Pl. 222 I.T. Coy | - 33 x ½-ton trucks |
| TOTAL 129 trucks. Lift 258 tons. | | |

| | | |
|---|---|---|
| Marche-Abruzzi | 2 Truck Bn. | - 384 x 1½-ton trucks. |
| | Lift -- 768 tons. | |

With the loan of 1,088 trucks to 15th Army Group, the lift of AC military transport available for AC use dropped from 2,040 tons on 20 April to 1,482 tons at the end of May, although 2 and 3 Truck Bns. and 221, 222 I.T. Coys providing a total lift of 2,074 tons, have come into service.

The over-all picture is that all essential haulage programs in AC territory are being executed, except in the Ancona area where grain and sulphur movements cannot be met in full.

(c) Tonnage Moved by Road Transport.

On priority haulage programs of grain, AMG food, sanse, hemp and sulphur a total of 27,800 tons was hauled in the month, an increase of 800 tons over April.

Figures of total tonnage moved during the whole of May in AC Territory by AC Military Transport, AC/AMG Truck Pools and ENAC are not yet available. Tonnages hauled in the 30 days ending 10 May are:

11-20 April - 108,000 tons
21-30 April - 99,000 tons

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trucks to 15th Army Group.

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Loaned to 15th Army Group - 1 Truck Bn - 320 x 2½-ton trucks
3 " " (6) Coys - 288 x 1½-ton trucks
227-230 I.T.Coys - 480 x 3-ton trucks
TOTAL 1,088 trucks. Lift 2,976 tons.

Toscana Region

Leghorn - 221 I.T. Coy - 132 x 1½-ton trucks
Florence - 3 Pls 222 I.T. Coy - 96 x 1½-ton trucks
TOTAL 228 trucks. Lift 456 tons.

Emilia Region 2 Coys 3 Truck Bn. - 96 x 1½-ton trucks
1 Pl. 222 I.T. Coy - 33 x ½-ton trucks
TOTAL 129 trucks. Lift 258 tons.

Marche-Abruzzi 2 Truck Bn. - 384 x 1½-ton trucks.
Lift -- 768 tons.

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11-20 April - 108,000 tons
21-30 April - 99,000 tons
1-10 May - 91,000 tons

Reduction after 20 April is due to the decrease in I.T. and Q.M. Coys under AC control.

A total of 295,700 tons was carried in April against 241,800 tons in March.

ENAC continues to haul approximately 40,000 tons every 10 days. Total moved in April was 127,282 tons against 132,338 tons in March. ENAC continues to complain that P.O.L. allotment from the Ministry of Commerce falls short of requirements and that a large number of civilian trucks are unable to operate due to lack of fuel. A

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meeting is being arranged with Commerce Sub-Commission and ~~EMAC~~ to clarify the situation generally and to determine whether EMAC has a sound case for increased allotments.

3. SUPPLIES.

(a) The control vehicle situation is progressively improving. 2,601 x 4-ton trucks have been received and about 2/3 of these have been placed in operation, 25 on Public Works supervision and the remainder on trucks control and operation. These were all reconditioned vehicles and arrived in very bad condition, in many cases necessitating complete overhaul.

(b) 1,620 new 1½-ton trucks have been received cased and have been assembled and placed in operation on civil supply services.

(c) Shipments of reconditioned 1½-ton trucks are arriving regularly. 214 have been tallied in and are being prepared for transfer to the Italian Government. As was the case with the control vehicles, many of these were non-runners when landed, many being minus batteries, bodies and numerous minor parts in addition to having suffered considerable damage en route. They are being overhauled by the Truck Maintenance Group and will be conditioned for operation prior to transfer.

(d) 27 tons of spare parts for imported vehicles have landed and are being stocked at the central warehouse of the Truck Maintenance Group for controlled issue to operating units. The first shipment of parts for Italian civilian vehicles imported from Africa under the control of ~~MEL~~ has been received and with proper distribution should enable many more commercial vehicles to return to the road. Over 1,000 tons of spares are scheduled to arrive from this source.

4. MAINTENANCE.

(a) The activities of this section were confined chiefly to matters pertaining to the transfer of the vehicles of the AC-operated ENT (Sicily) and Truck Pools to the Italian Government.

(b) In connection with the former, one officer from Transportation Sub-Commission, together with a Finance Officer and members of the Italian Government, are proceeding to Sicily on 11 June 1945 to complete the transfer.

(c) Every effort has been made to make serviceable all the Truck Pool WD vehicles preparatory to their transfer. Special releases of major assemblies, tires, tubes and other parts of all kinds have been obtained, as a result of which many vehicles previously unserviceable are now road-worthy and fit for transfer.

## PART V - PORT & WAREHOUSE

1. PORTS.

3077

(a) The Port of Civitavecchia was given special attention since this was the first month for its operation as a civilian port under the Italian Government. Towards the end of the month, conditions at Civitavecchia improved greatly, and in particular labor conditions, which resulted in a greater daily discharge of incoming tonnage.

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(b) Surveys were made of the ports of Revenna, Riccione, Rimini, La Spezia, Genoa, Savona and Imperia, in order to ascertain conditions and port gear and equipment available.

2. ROME - FIUMICINO CANAL.

(a) The dredging of the Tiber River which will enable barges to discharge coal and other cargo for Rome at San Paulo, thereby decreasing the need of railroad cars at Fiumicino, was given special attention, and it is expected that this work will be completed about the first half of June.

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3. SCHOONERS.

(a) There were 101 cancellations of schooners allocated because bids on cargoes were not available. Cargoes most affected included citrus fruit, carob beans and wines. This condition is undoubtedly due to the excessive time lag between shippers filing bids and receiving schooner allocations.

(b) It is estimated that no less than 65 schooners were tied up at one time during the month for lack of fuel; some being out of service for 10 days.

(c) When the North of Italy was opened to traffic, many shippers asked for and received permission to change ports of discharge from the south to Piombino and Leghorn.

(d) Many RASC schooners were returned to the COGRL fleet during May.

4. WAREHOUSES.

(a) Genoa. Excellent warehouse facilities were obtained in Genoa in the port area. Allied military personnel were assigned. Capacity is estimated in excess of 50,000 tons, combined inside and open storage. Schooners and coasters may be discharged directly into warehouse. Warehouse area is honeycombed with rail sidings in working condition.

(b) Leghorn. Receipts at Leghorn were very small, due to embargo being placed on receipt of civil supplies in this port. Issues were comparatively heavy, as craft for Genoa loaded at Leghorn. Road and rail shipments continued reasonably heavy. Relatively large unoccupied capacity now exists at Leghorn.

(c) Naples. Warehouse situation in Naples is critical. Greater tonnages are being received than can be stored within warehouse capacity. This situation has been caused by a combination of circumstances, as follows:

(1) Necessity of Naples to receive all West Coast shipments, due to the failure of Genoa to open as scheduled, and embargo on civil supplies into Leghorn.

(2) Failure of supplies to move from Naples by craft to Genoa as scheduled.

Appendix "D" indicates the great excess of receipts over shipments.

Early in the month, before these difficulties were apparent, all Allied military personnel was removed from the warehouses. An Officer-in-Charge and one Non-Com for general supervisory activities remained in Naples, but at an office some distance from the warehouses. It is hoped that in the near future they may be transferred elsewhere. Allied Port Liaison Officer, with several EM/ORs, will remain on duty in Naples as long as it is a military port.

The prospect of an early opening of Genoa Harbor should relieve the Naples situation in two ways; first, by reducing the number of additional ships arriving at Naples; second, by permitting the trans-shipment to Genoa of stores presently on hand in Naples. Further, strenuous efforts are being made by the Food Sub-Commission and UNRRA to force the interested Italian Governmental Departments to issue distribution orders. If rail wagons will be available when these orders are issued, movement can be made

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(d) Ancona. Receipts at Ancona continue high, but inventories remained relatively constant because forward movement was maintained at a very high level, rail shipments being made to Cesena and Forli, as well as water shipments for MGS Austria to Venice. Difficulties in securing sufficient AC/AMG motor transport to load railhead and port from warehouse were overcome by excellent cooperation from local British Military, who continuously supplied numerous 10-ton lorries.

(e) Venice. Excellent warehouse facilities, well servedby rail which is in good working order, were obtained in the old city of Venice. Premises are estimated to hold in excess of 50,000 tons. Staff was assigned for duty. Although warehouse facilities are more than adequate and are on quay-side, at present military port

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authorities are using the quay and a portion of the warehouses for their own purposes. This is a temporary expedient, which will be abandoned when the military develops their main section of the port, which will be Santa Margherita. Then coasters and schooners may unload directly into AMGOM warehouses.

Civil supplies for MGS Austria are being received in Venice by S & T (British Military), and will not be handled by AC/AMG (Italy).

(f) Trieste. Excellent warehouse premises near the port, well served by rail, were earmarked for AC/AMG use in the event of its later being decided to use this port for civil supplies.

(g) Forli and Cesena. These depots handled very large tonnage during the month. Rail receipts frequently exceeded 500 TPD. Releases, all by truck, were as high as 2,000 TPD. It is hoped that with the opening of additional rail lines in the interior, these depots may be closed and a more forward railhead depot established. Further, with the impending opening of Genoa, it is hoped that Northwest Italy may be served, using Genoa as a base. This will depend upon the amount of port capacity allocated to civil supplies at Genoa and the amount of rail and road lift available from Genoa.

(h) Appendix "D" indicates stock movement for the Month of May.

M. B. THOMAS, Colonel
Deputy Director

4 Incls:
Appendices "A" through "D"

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APPENDIX "A"

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR MAY 1945

## LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A - American
B - British

**DIRECTOR**
Mr. Merritt H. Taylor (A)

**DEPUTY DIRECTOR**
Colonel M.B. Thomas (B)

**ADMINISTRATION DIVISION (Tn 1)**
Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
- Capt. C.S. Wyatt (B)
- Lt. M. Steinberg (A)
- W.O. A.A. Di Chello (A)

**PLANNING STAFF (Tn 2)**
- Mr. Charlie Ryan (A)
- Lt.Col. M. Harris (on detchmt) (A)
- Major F.F. Richardson (B)
- Major H.C. Talbot (on detchmt) (B)

**MOVEMENTS DIVISION (Tn 3)**
Chief, Colonel M.J. Sieff (B)

Rail Branch
- Lt.Col. J.W. Baker (B)
- Major C.R. Worthington (B)
- Major J.F.M. Luthie (B)
- Capt. I.F. Clinging (B)

Road Branch
- Lt.Col. C.N. Christensen (B)
- Major C. Stait-Gardner (B)
- Capt. H.J. Mansfield (B)
- Capt. A.A. Gower (B)

Shipping Branch
- Major G.B. Godfrey (B)
- Major A.M. McClure (B)
- Capt. R. Moyle (B)
- Lt. J.H. Hazelton (B)

**RAIL DIVISION (Tn 4)**
Chief, Lt.Col. O.H. Lindberg (B)

**RAIL DIVISION (Tn 4) (Cont'd.)**

Civil Engineering Branch
- Major A.H. Street (B)
- Major E.J. Mole (on detchmt) (B)
- Major P.G. Buckley (on detchmt) (B)
- Capt. M.P.M. Greany (B)
- Capt. L.A. Conway (on detchmt) (B)

Mechanical Engineering Branch
- Major S.L. Baister (B)
- Major E.N.B. Jeffrey (B)
- Capt. F.C. Philby (A)
- Capt. R.C. Bowie (B)

Supply Branch
- Major C.M. Long (A)

**ROAD DIVISION (Tn 5)**
Chief, Mr. G.G. Gross (A)

Operations Branch
- Lt.Col. G. Fernyhough (B)
- Capt. C.E. Squire (B)
- Capt. W. Ainsworth (B)
- Capt. D.R. Richardson (on detchmt) (A)
- Capt. R. Froy (on detchmt) (B)

Maintenance Branch
- Major H.M. Downer (A)
- Major D.C. Moyle (B)

Supply Branch
- Capt. W.G. Peterson (A)

**PORT & WAREHOUSE DIVISION (Tn 6)**
Chief, Mr. R.M. Bezzanella (A)

3075

Operations Branch
- Mr. C.C. Crooks (on detchmt) (A)
- Mr. J.B. Hurley (A)
- Mr. U.S. Ghilardi (B)
- Mr. B. McDonnel (NZ)

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Chief, Lt.Col. W.P. Scoggins (A)

Accounts & Statistics Branch
Capt. C.S. Wyatt (B)
Lt. M. Steinberg (A)
W.O. A.A. Di Chello (A)

PLANNING STAFF (Tn 2)
Mr. Charlie Ryan (A)
Lt.Col. M. Harris (on detchmt) (A)
Major F.P. Richardson (B)
Major H.C. Talbot (on detchmt) (B)

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Chief, Colonel M.J. Sieff (B)

Rail Branch
Lt.Col. J.W. Baker (E)
Major C.H. Worthington (B)
Major J.F.M. Duthie (B)
Capt. I.F. Clinging (B)

Road Branch
Lt.Col. C.N. Christensen (B)
Major C. Strait-Gardner (B)
Capt. H.J. Mansfield (B)
Capt. A.A. Gower (B)

Shipping Branch
Major G.B. Goifrey (B)
Major A.M. McClure (B)
Capt. R. Moyle (B)
Lt. J.H. Hazelton (B)

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Operations Branch
Major A.O. Ping (B)
Major P.G. Matson (A)
Major P.G. Buckley (on detchmt) (B)
Capt. M.P.M. Greany (B)
Capt. L.A. Conway (on detchmt) (B)

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Capt. R.C. Bowie (B)

Supply Branch
Major C.M. Long (A)

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Chief, Mr. G.G. Gross (A)

Operations Branch
Lt.Col. G. Fernyhough (B)
Capt. C.E. Squire (B)
Capt. W. Ainsworth (B)
Capt. D.R. Richardson (on detchmt) (A)
Capt. R. Froy (on detchmt) (B)

Maintenance Branch
Major H.M. Downer (A)
Major D.C. Moyle (B)

Supply Branch
Capt. W.G. Peterson (A)

PORT & WAREHOUSE DIVISION (Tn 6)
Chief, Mr. R.M. Bazzanella (A)

3075

Operations Branch
Mr. C.C. Crooks (on detchmt) (A)
Mr. J.B. Hurley (A)
Mr. U.S. Ghilardi (B)
Mr. B. McDonnel (NZ)

Port Branch
Capt. G.W.E. Warley (B)
Mr. S.P. France (on detchmt) (A)
Mr. A.C. Allman (B)

Warehouse Branch
Major R.H. Klein (A)

Declassified E.O. 12356 Section 3.3/NND No. 765021

APPENDIX 'B'

# TRANSPORTATION SUB-COMMISSION
# MONTHLY REPORT FOR MAY 1945

## LIST OF TRANSPORTATION OFFICERS IN THE FIELD

### ITALIAN GOVERNMENT TERRITORY

| | | |
|---|---|---|
| Reggio - | Capt. B.W. Boddy | (B) |
| Naples - | Major V.R. Bowers | (C) |
| | Major W.T. Martin | (B) |
| | Capt. T.E. Ramsey | (A) |
| Bari - | Major C.W.G. Taylor | (B) |
| Rome - | Capt. S.C. Hall | (A) |
| Ancona - | Capt. W.S. Smith | (B) |
| | Capt. R.L. Bent | (B) |
| | 1st Lt. G.G. Del Merico | (A) |
| | Lieut. E.T. Griffin | (B) |

### TOSCANA REGION

| | |
|---|---|
| Lt.Col. J.A.N. Giles | (B) |
| Major W.F. Blair | (C) |
| Capt. A.C. Ramsey | (A) |
| Capt. W.L. McCullough | (A) |
| 1st Lt. G. Mitchell | (A) |
| 1st Lt. V.A. Pacliro | (A) |

### EMILIA REGION

| | |
|---|---|
| Major G.B. Sowers | (A) |
| Capt. P.E. Hannon | (A) |
| Capt. M.C. Polyblank | (B) |
| 1st Lt. G. Lester | (A) |
| 1st Lt. K.A. Ash | (A) |
| 1st Lt. J.D. Howell | (A) |

### LOMBARDIA REGION

| | |
|---|---|
| Lt.Col. M. Fitzgerald | (A) |
| Capt. W.A. Walker | (A) |
| Capt. W.F. Piper | (B) |
| Capt. W.H. Munn | (B) |
| Capt. D.L. Coleman | (A) |
| Capt. R.J. Woodcock | (B) |
| 1st Lt. G.W. Houston | (A) |
| 1st Lt. M.E. Aronoff | (A) |
| 1st Lt. P.T. O'Donnell | (A) |
| Lieut. K.F. Vaughan | (B) |

### LIGURIA REGION

| | | |
|---|---|---|
| Major H.B. James | (B) | |
| Major E.W. Wickens | (B) | |
| Major W.O. Boyd | (A) | |
| Capt. L. Volstai | (A) | |
| Capt. R.K. Harper | (B) | |
| Capt. J.O. Dodds | (B) | (TD Campobasso) |
| Capt. D.P.S. Monypenny | (B) | |
| Capt. I. Calvanese | (A) | |
| Lieut. A. McD. Clark | (B) | (TD Naples) |

### PIEMONTE REGION

| | | |
|---|---|---|
| Major R.W. Saunders | (A) | |
| Capt. N.A. Dickens | (C) | |
| Capt. S.V. Tredinnick | (B) | |
| Capt. J.L. Zerra | (A) | |
| Capt. Z.M. Santini | (A) | |
| 1st Lt. R.P. Johnson | (A) | |
| 1st Lt. I. Strand | (A) | |
| 1st Lt. L.E. Clerk | (A) | (TD Ascoli) |
| Lieut. A.N.F. Webb | (B) | |

### VENEZIA

| | | |
|---|---|---|
| Colonel J.S. Woodger | (B) | |
| Major G.W. Fletcher | (B) | |
| Capt. J.N. Bowes | (B) | |
| Capt. E.B. Corby | (C) | |
| Capt. A.H. Irvine-Lynch | (B) | |
| Capt. B.G. Jefferson | (B) | |
| Capt. F.R. Price | (B) | (TD Chieti) |
| Capt. J.W.E. Osborne | (UDF) | |
| 1st Lt. R.W. Henley | (A) | |
| Lieut. J.H. Hines-Wragg | (B) | |

### VENEZIA GIULIA

| | | |
|---|---|---|
| Major R.C. Marks | (B) | |
| Capt. J.S. Billinghurst | (B) | (TD Foggia) |

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TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MAY 1945 APPENDIX 'C'

Approximate figures of Rolling Stock in Northern Italy

(a) Serviceable Stock

| DIVISION | PSGR | BOX | HIGH SIDERS | LOW SIDERS | FLATS | TANKS | MISCELLANEOUS |
|---|---|---|---|---|---|---|---|
| VERONA-BOLZANO LINE | - | 538 | 953 | 125 | 171 | - | - |
| BOLZANO-BRENNER LINE | 97 | 1310 | 878 | 142 | 398 | 10 | - |
| VERONA | - | - | - | - | - | - | 2000 + |
| VENICE AREA | 75 | 379 | 885 | 161 | 32 | 23 | 2 |
| TREVISO-UDINE-TARVISIO | 8 | - | - | - | - | - | 1507 + |
| GENOA DIVISION | 137 | 342 | 639 | 179 | - | 11 | - |
| TURIN DIVISION | 225 | 300 | 350 | 300 | 300 | - | - |
| MILAN DIVISION | 362 | 1287 | 4998 | 460 | 200 | 383 | 723 |
| TOTAL | 904 | 4156 | 8703 | 1367 | 1101 | 518 | 4232 |

(b) Stock Undergoing Repairs and awaiting repairs.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| VENICE AREA | 313 | 709 | 626 | 101 | 10 | 66 | - |
| TREVISO-UDINE-TARVISIO | 31 | - | - | - | - | - | 933 + |
| GENOA DIVISION | 26 | 88 | - | 94 | 108 | 3 | - |
| TURIN DIVISION | 391 | 370 | 135 | 100 | 100 | 56 | - |
| MILAN DIVISION | 269 | 444 | 232 | 200 | 100 | 56 | - |
| TOTAL | 1030 | 1611 | 993 | 495 | 318 | 181 | 933 |
| GRAND TOTAL | 1934 | 5767 | 9694 | 1862 | 1419 | 699 | 5165 |

+ Types not reported.

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TRANSPORTATION SUB-COMMISSION

MONTHLY REPORT FOR MAY 1945 APPENDIX 'C'

Approximate figures of Rolling Stock in Northern Italy

(a) Serviceable Stock

| GR | BOX | HIGH SIDERS | LOW SIDERS | FLATS | TANKS | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|
| | 538 | 953 | 125 | 171 | - | - | 1787 |
| | 1310 | 878 | 142 | 398 | 101 | - | 2926 |
| | - | - | - | - | - | 2000 + | 2000 |
| | 379 | 885 | 161 | 32 | 23 | 2 | 1557 |
| | - | - | - | - | - | 1507 + | 1515 |
| | 342 | 639 | 179 | - | 11 | - | 1308 |
| | 300 | 350 | 300 | 300 | - | - | 1475 |
| | 1287 | 4908 | 460 | 200 | 383 | 723 | 8413 |
| | 4156 | 8703 | 1367 | 1101 | 518 | 4232 | 20981 |

(b) Stock Undergoing Repairs and awaiting repairs.

| | | | | | | |
|---|---|---|---|---|---|---|
| | 709 | 626 | 101 | 10 | 66 | - | 1823 |
| | - | - | - | - | - | 933 + | 964 |
| | 88 | - | 94 | 108 | 3 | - | 319 |
| | 370 | 135 | 100 | 100 | 56 | - | 1158 |
| | 444 | 232 | 200 | 100 | 56 | - | 1301 |
| | 1611 | 991 | 495 | 318 | 181 | 933 | 5559 |
| | 5767 | 9694 | 1862 | 1419 | 699 | 5165 | 26540 |

4.10.82

TRANSPORTATION SUB COMMISSION — Appendix "D"

MONTHLY REPORT FOR MAY 1945

| WAREHOUSE | BEG. INVENT. | RECEIVED | ISSUED | INVENT 31 MAY |
|---|---|---|---|---|
| NAPLES : | | | | |
| FOOD | 25,777.9 | 7,838.7 | 11,021.7 | 22,594.9 |
| OTHER | 1,338.1 | 837.6 | 602.7 | 1,573.0 |
| TOTAL | 27,116.0 | 8,676.3 | 11,624.4 | 24,167.9 |
| LEGHORN : | | | | |
| FOOD | 26,696.4 | 8,080.9 | 16,398.7 | 18,378.6 |
| OTHER | 1,824.3 | 1,687.3 | 1,587.1 | 1,925 |
| TOTAL | 28,521.2 | 9,768.2 | 17,985.8 | 20,303.6 |
| ANCONA : | | | | |
| FOOD | 14,377 | 23,827 | 18,583 | 19,621 |
| OTHER | 72 | 232 | 28 | 276 |
| TOTAL | 14,449 | 24,059 | 18,611 | 19,897 |
| GENOA : | | | | |
| FOOD | - | 1,871.9 | 1,694.4 | 177.5 |
| OTHER | - | - | - | - |
| TOTAL | - | 1,871.9 | 1,694.4 | 177.5 |
| FORLI : | | | | |
| FOOD | 12,492 | 3,829 | 10,012 | 6,309 |
| OTHER | - | - | - | - |
| TOTAL | 12,492 | 3,829 | 10,012 | 6,309 |
| CESENA : | | | | |
| FOOD | 6,631.7 | 11,067.5 | 10,107.7 | 7,591.5 |
| OTHER | - | - | - | - |
| TOTAL | 6,631.7 | 11,067.5 | 10,107.7 | 7,591.5 |
| TOTAL WAREHOUSES | | | | |
| FOOD | 85,975 | 55,515 | 67,817.5 | 74,672.5 |
| OTHER | 3,234.9 | 2,756.9 | 2,217.8 | 3,774 |
| TOTAL | 89,209.9 | 59,271.9 | 70,035.3 | 78,446.5 |

NOTES :

1. UNRRA GOODS HANDLED AS FOLLOWS:

| | RECEIVED | ISSUED |
|---|---|---|
| NAPLES | 2,919 | 6,552 |
| LEGHORN | 1,404 | 124 |

4. LEGHORN RECEIVED AND ISSUED:

| | |
|---|---|
| JEEPS-(UNCRATED) | 111 |
| VEHICLES ( " ) | 50 |
| " (ON WHEELS) | 32 |

Declassified E.O. 12356 Section 3.3/NND No. 785021

| | | | | |
|---|---|---|---|---|
| OTHER | 1,824.8 | 1,687.3 | 1,587.1 | 1,925 |
| TOTAL | 28,521.2 | 9,768.2 | 17,985.8 | 20,303.6 |
| **ANCONA :** | | | | |
| FOOD | 14,377 | 23,827 | 18,583 | 19,621 |
| OTHER | 72 | 232 | 28 | 276 |
| TOTAL | 14,449 | 24,059 | 18,611 | 19,897 |
| **GENOA :** | | | | |
| FOOD | - | 1,871.9 | 1,694.4 | 177.5 |
| OTHER | - | - | - | - |
| TOTAL | - | 1,871.9 | 1,694.4 | 177.5 |
| **FORLI :** | | | | |
| FOOD | 12,492 | 3,829 | 10,012 | 6,309 |
| OTHER | - | - | - | - |
| TOTAL | 12,492 | 3,829 | 10,012 | 6,309 |
| **CESENA :** | | | | |
| FOOD | 5,631.7 | 11,067.5 | 10,107.7 | 7,591.5 |
| OTHER | - | - | - | - |
| TOTAL | 6,631.7 | 11,067.5 | 10,107.7 | 7,591.5 |
| **TOTAL WAREHOUSES** | | | | |
| FOOD | 85,975 | 56,515 | 67,817.5 | 74,672.5 |
| OTHER | 3,234.9 | 2,756.9 | 2,217.8 | 3,774 |
| TOTAL | 89,209.9 | 59,271.9 | 70,035.3 | 78,446.5 |

**NOTES :**

1. UNRRA GOODS HANDLED AS FOLLOWS:

| | RECEIVED | ISSUED |
|---|---|---|
| NAPLES | 2,919 | 6,552 |
| LEGHORN | 1,404 | 124 |
| | 4,323 | 6,676 |

2. LEGHORN RECEIVED :
   PORTABLE FLOUR MILLS 36 CASES
   YARN WOOLLEN 193 "

3. LEGHORN RECEIVED: 29,329 CASES OF MEDICAL SUPPLIES AND ISSUED 29,323 CASES

4. LEGHORN RECEIVED AND ISSUED:

| | | |
|---|---|---|
| JEEPS-(UNCRATED) | 111 | |
| VEHICLES ( " ) | 50 | |
| " (ON WHEELS) | 32 | |
| NEW CLOTHING | 3,186 | CASES |
| DISTRIBUTORS | 3 | " |
| KETTLES ASPHALT HEATERS | 10 | " |
| FINISHER CRAWLERS | 4 | " |
| TRACTORS(UNCRATED) | 3 | " |
| ROCK,CRUSHING & SCREENING PLANTS | 2 | BOXES |
| ROAD GRADERS | 4 | " |

5. FIGURES DO NOT INCLUDE OPERATIONS IN BARI.

6. INTER-WAREHOUSE SHIPMENTS ARE INCLUDED IN ABOVE FIGURES AS RECEIPTS AND ISSUES.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

JEH/lml
9 July 1945

Tel. 347
Ref. AC/1.1/30/Tn6

SUBJECT : Monthly Report - June 1945.

TO : Administration Division
Attention: Lt. Col. W. P. Scoggins

1. Ports:

a. Civitavecchia: Port clearance continued to improve. During the month of June this port has handled seven Liberties. Coal amounting to 30,079 tons has been discharged, of which 5,642 tons was into lighters for Fiumicino/Rome.

The floating crane (120 tons) "Trieste" has been secured for use at this port and will be utilized in the work of raising a sunken vessel at present obstructing the South Side (Berth No. 8) Molo Vecchiarl, with view to obtaining an addition alongside berth for Liberty Ships, i.e. after requisite dredging. The "Trieste" will also be employed in lifting and replacing heavy masonry blocks to close the gap blown in the south entrance mole of the harbor, and for handling heavy lifts in the course of general port operations.

b. Piombino: The average discharge has been above expectations and all efforts are being made to increase daily average to 1,500 tons per day which is expected to be accomplished by late July/early August.

c. Genoa: The Port of Genoa is closed indefinitely to Liberty Ships following the recent blowing up of minesweeper.

2. Rome-Fiumicino Canal:

a. Tiber River: Removal of section of barrage at San Paolo commenced on the 16th of June, and other work together with dredging of silt caused by this barrage was nearing completion at end of month. Further dredging required at Sardegna Bend expected complete by 15 July.

3. Warehouse Section:

a. General:

1. Through continued pressure upon the two Italian agencies concerned with this branch, there was a considerable improvement in the efforts and efficiency of the work of Federazione Italiana dei Consorzi Agrari. Unfortunately, the same comment does not apply to Istituto Nazionale per Il Commercio Estero.

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C/V — Port Clearance continued to Peace.

During 12 months ended June 30th last handled 7 vessels and coal to the amount of 30,079 tons has been delegated, of which 5642 tons was into lighters for Dunmanus/Rosse.

The floating crane (120 tons) at Bantry has been removed for ~~repair~~ use at Rosscarbery Port and will be utilised in the work of recovering a sunken vessel at present stationed in the South Side (Berth No. 5) Passage Pierhouse, with view to deepening and adding another berth for Liberty ships, i.e. after required dredging. The ~~Bantry~~ will also be employed in lifting and replacing heavy masonry blocks to close the gap known as the South Entrance Pier Head, and for handling heavy lifts in the course of general port operations.

Pembroke. The above directive has been given effect to and ~~expected~~ made to increase daily average to 1500 tons which is expected to be ~~accomplished~~ attained by early July/early Aug. L B

Declassified E.O. 12356 Section 3.3/NND No. 785021

WAR DEPARTMENT
Q. M. C. Form. No. 401
Revised Apr. 6, 1931

# REQUISITION

(Extra Sheet)

No. .....

Sheet No. .....

| Stock No. | Articles | Unit | On Hand and Due | Consumed | Required | Approved |
|---|---|---|---|---|---|---|
| | | | | | | |

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Declassified E.O. 12356 Section 3.3/NND No. 765021



2. UNRRA cooperated splendidly in attempting to move large quantities of their supplies from the warehouses. Despite their efforts, receipts of UNRRA goods exceeded issues and UNRRA inventory reached a new high. Part of the reason for lack of additional issues was the shortage of rail wagons, making it impossible to move some foods for which rail bids had been accepted.

b. Genoa:

1. Although Genoa received and issued large tonnages of merchandise, the main port of Genoa has not yet been opened, due to serious difficulties in mine sweeping. Receipts at Genoa were accounted for by truck shipments from Leghorn and unloading of Liberties across the beach.

2. Both AMG personnel and the Federazione Italiana dei Consorzio Agrario personnel at Genoa are doing a splendid job, and there is every indication that when Genoa Port finally opens, it will be the most efficient civilian supply operation in Italy.

c. Savona:

1. Because mine clearance in Savona has been more successful than in Genoa, some shipments are being received in this port.

2. The personnel assigned to Genoa will handle both that port and Savona. Most merchandise arriving in Savona will be cleared directly from the port on rail to Genoa and the North.

d. Leghorn:

1. Receipts were exceedingly small, with heavy issues reducing total inventories considerably.

2. Because this situation is likely to continue, some warehouses have been closed in Leghorn and military personnel reduced.

e. Naples:

1. The critical warehouse situation in Naples continued with heavy receipt of AC/AS and UNRRA cargo. Receipts exceeded issues by approximately 5,000 tons.

2. A new warehouse was acquired, which required complete roofing. Work is in progress and warehouse should be opened early in July. Unfortunately, it is not rail served.

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3. Additional changes in military personnel Naples warehouses should improve the operation.

4. The principal cause of the large stockpile of foodstuffs in Naples warehouses is the failure of Genoa to open as scheduled. Some relief has been provided by schooners and coasters moving supplies North. Until Genoa opens, the Naples situation is likely to continue critical because direct shipments from U. S. and U. K. will continue to flow into Naples.

f. Forlì:

1. Depot closed as of 30 June, with all supplies having been issued.

g. Cesena:

1. After a relatively active month, Cesena Depot is preparing to close. Receipts have stopped and issues have continued. It is planned to close this depot by the middle of July.

h. Venice:

1. Although receipts and issues have been small, the warehouse situation in Venice remains difficult because the Army has not evacuated AICOM Venice depots, which they temporarily occupied. This has been caused by the failure of Port Margherita to open for Army use, as scheduled. Further, the Army is using the quay assigned to AICOM, which has resulted in a confused situation. It is hoped the entire situation will presently be solved by the opening of Port Margherita.

i. Bari:

1. Although Bari Warehouse operations do not come under the jurisdiction of this section, the figures of their receipts and issues are included in the Appendix for the first time. It should be noted that their figures include wheat, whereas other warehouse figures do not include wheat.

R. M. BAZZANELLA
Chief, Ports & Warehouse Division

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1-7001

Declassified E.O. 12356 Section 3.3/NND No. 785021

Monthly Report

7 July 1945

Tiber River
Removal of section of barrage at San Paolo commenced on the 16th~~e~~ June and other work together with dredging of silt caused by this barrage was nearing completion at end of month. Further dredging required at Sardegna Bend expected complete by 15 July.

Civitavecchia
Floating crane "Trieste" left Naples at end of June for Civitavecchia but had to put back an account of weather. Now expected to leave again on 6 July after repair to tug.

Piombino
This port was visited on the 25th by Recce party on which Ports & Warehouse Division was represented by Mr. Banzanella, Chief of Division and Mr. Allman of the Ports Branch when proposed construction of wood piers over wreck on North side of pier was investigated with view to utilizing off-loading on to road trucks to warehouses in town. View of Ports and Warehouse Division is that this would be most uneconomical and would not obviate necessity of rail port clearance to meet 1500 tons per day program was agreed.

Genoa
The Port of Genoa is closed indefinitely to Liberty Ships following the recent blowing up of minesweeper.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

IN TER-OFFICE MEMO RHK/rf

Tel. 478700 7 July 1945

Ref. W/1.1/1280/Tn6

SUBJECT : Monthly Report (June) Warehouse Section
Port & Warehouse Division - Transportation Sub-Commission

TO : Chief, Port and Warehouse Division

1. General

a) Through continued pressure upon the two Italian agencies concerned with this branch, there was a considerable improvement in the efforts and efficiency of the work of Federazione Italiana dei Consorzi Agrari. Unfortunately the same comment does not apply to Istituto Nazionale per Il Comercio Estero.

b) UNRRA cooperated splendidly in attempting to move large quantities of their supplies from the warehouses. Despite their efforts, receipts of UNRRA goods exceeded issues and UNRRA inventory reached a new high. Part of the reason for lack of additional issues was the shortage of rail wagons, making it impossible to move some foods for which rail bids had been accepted.

2. GENOA

a) Although Genoa received and issued large tonnages of merchandise, the main port of Genoa has not as yet opened, due to serious difficulties in mine sweeping. Receipts at Genoa were accounted for by truck shipments from Leghorn and unloading of Liberties across the beach.

b) Both AMG personnel and the Consorzio Agrario personnel at Genoa are doing a splendid job, and there is every indication that when Genoa Port finally opens, it will be the most efficient civilian supply operation in Italy.

3. SAVONA

a) Because mine clearance in Savona has been more successful than in Genoa, some shipments are being received in this port.

b) The personnel assigned to Genoa will handle both that port and Savona. Most merchandise arriving in Savona will be cleared directly from the port on rail to Genoa and the North.

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Unclassified E.O. 12356 Section 3.3/NND No. 785021

4. LEGHORN

a) Receipts were exceedingly small, with heavy issues reducing total inventories considerably.

b) Because this situation is likely to continue, some warehouses have been closed in Leghorn and military personnel reduced.

5. NAPLES

a) The critical warehouse situation in Naples continued with heavy receipt of AC/AMG and UNRRA cargo. Receipts exceeded issues by approximately 5,000 tons.

b) A new warehouse was acquired, which required complete roofing. Work is in progress and warehouse should be opened early in July. Unfortunately it is not rail served.

c) Additional changes in military personnel in Naples warehouses should improve the operation.

d) The principal cause of the large stockpile of foodstuffs in Naples warehouses is the failure of Genoa to open as scheduled. Some relief has been provided by schooners and coasters moving supplies North. Until Genoa opens, the Naples situation is likely to continue critical, because direct shipments from U.S. and U.K. will continue to flow into Naples.

6. FORLI

Depot closed as of 30 June, with all supplies having been issued.

7. CESENA

After a relatively active month, Cesena Depot is preparing to close. Receipts have stopped and issues have continued. It is planned to close the depot by the middle of July.

8. VENICE

Although receips and issues have been small, the warehouse situation remains difficult because the Army has not evacuated the Venice depots, which they temporarily occupied. This has been caused by the failure of Port Margherita to open for Army use, as scheduled. Further, the Army is using the quay assigned to ALCOM, which has resulted in a confused situation. It is hoped the entire situation will presently be solved by the opening of Port Margherita.

Declassified E.O. 12356 Section 3.3/NND No. 785021

9. BARI

a) Although Bari Warehouse operations do not come under the jurisdiction of this section, the figures of their receipts and issues are included in the Appendix for the first time. It should be noted that their figures include wheat, whereas other warehouse figures do not include wheat.

Robert H. Klein

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Warehouse Div.

Dictated but not read.

Internal Transportation Sub-Commission, A.C.C.,
C/o Lov 9 Tn.,
APO, Advanced Administrative Echelon.
U.S.A.

Our reference : ACC AG/6-7/15

Date : 2 Feb 44.

MONTHLY REPORT OF ACTIVITIES, JANUARY, 1944.

INTERNAL TRANSPORTATION SUB-COMMISSION, A.C.C.

1. Relations between Movement & Transportation organisation of Allied Military Forces and this Sub-Commission.

This Sub-Commission continues to work side by side with the Movement and Transportation organisation of the Allied Military Forces for the reasons given and under the authority of the AFHQ Directive and Memoranda referred to in paras 1 and 2 of report for period up to 31 December 43, which was rendered on 4 Jan 44 under our reference ACC AG/6-7/1.

The Headquarters of the Sub-Commission is, therefore, still located at APO, Advanced Administrative Echelon and representatives are attached, according to requirements, to the more important Movement and Transportation Offices of the Allied Military Forces throughout occupied territory. Details are shown on the weekly return of officers rendered to G.1(b).

2. Operation of "Sliding System" for Co-ordination of Railway and Shipping Movements with those of Operational Forces.

The working of this system has improved and the following figures briefly indicate results for the month.

(a) Railway freight traffic on mainland for [illegible] :-

| Number of Utes | | | Tonnages arranged | | | | |
|---|---|---|---|---|---|---|---|
| Received | Rejected | Accepted | Foodstuffs, incl Vegetables | Fuel & petroleum | Clothing | Seeds Fertilizer | Iron & Steel |
| nil | 1 | 74 | 17,185 | 7,000 | 64 | 1,500 | nil |

Total Tonnage - 31,250

(b) Railway Personnel Traffic (mainland):-
1,300 Carabinieri - Sent to Naples

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Military Forces and this Sub-Commission.

This Sub-Commission continues to work side by side with the Movement and Transportation organisation of the Allied Military Forces for the reasons given and under the authority of the A.M. Directive and Memorandum referred to in paras 2 and 3 of report for period up to 31 December 43, which was rendered on 2 Jan 44 under our reference AFHQ/G/Ops.

The Headquarters of the Sub-Commission is, therefore, still located at AFHQ Advanced Administrative Echelon and representatives are attached, according to requirements, to the more important Movement and Transportation Offices of the Allied Military Forces throughout occupied territory. Details are shown on the weekly return of officers rendered to A.F.H.Q.

2. Operation of "Bidding System" for Co-ordination of Railway and Shipping Movements with those of Operational Forces.

The working of this system has improved and the following figures briefly indicate results for the month.

(a) Railway freight traffic on mainland for [illegible]:-

| Number of bids | | | Tonnages arranged | | | | |
|---|---|---|---|---|---|---|---|
| Received | Rejected | Accepted | Foodstuffs, including all vegetables | Fuel & petrol | Clothing | Seeds, fertilizer | Labour Units |
| 80 | 6 | 74 | 17,165 | 7,000 | 64 | 2,700 | 50 |

Total Tonnage - 31,979

(b) Railway Personnel Traffic (Mainland):-

1,300 combatants - Bari to Naples
400 refugees - Taranto to Brindisi
1,000 refugees - Naples to Potenza
200 refugees - Naples to Lagonegro

Note:- It has now been arranged that future refugee traffic is a responsibility of the Military Movements organisation.

(c) Shipping freight traffic for [illegible]:-

| Number of bids | | | Tonnages moved |
|---|---|---|---|
| Received | Rejected | Accepted | |
| 8 | 1 | 7 | 4,883 |

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3. additional movements effected at request of [illegible].

Certain movements are arranged outside the "blocking" system, but no complete records are available yet. Some indication of tonnage is given below:-

(a) Short notice "emergency" freight movements (mainland).

| Foodstuffs, including Olive Oil & Vegetables | Fuel and Petrol | Clothing | Miscellaneous |
|---|---|---|---|
| 3,595 | 60 | 10 | 185 |

Total tonnage : 3,850

(b) Distribution of imported foodstuffs from ports (mainland).
No figures yet available, but tonnage is appreciable. In conjunction with Food Sub-Commission plans are being made to deal with heavy future tonnages.

4. Basic Schedule of Trains for civil requirements.

(a) Particulars are shown at Appendix "A". It is a meagre service on account of the very limited resources at present available after the requirements of the Allied Military Forces have been met.

(b) Resources have been so limited that it has been necessary to arrange movement of majority of traffic referred to in paras 2 and 3 on these basic schedule trains. Result has been little or no capacity available for civilian freight movements on a commercial basis.

(c) Congestion of traffic became so serious that hurried arrangements had to be made commencing 10 Jan 44 to curtail drastically the amount of uncontrolled civilian traffic moving on a commercial basis. This was done by introducing a "form of authorisation," which has to be completed by the consignor before any consignment requiring one or more cars is accepted for loading. The system is not a good one, but owing to the continuing necessity to restrict civil railway movements so severely, and the inadequate means of communication, it has not yet been possible to improve it. Efforts are being made to find a practicable way of effecting some improvement.

5. Road Transport.

Field survey of road transport facilities on mainland, to determine what civilian freight motor transport facilities were available and to suggest plan of organisation made

The report, dated 17 Jan 44, was made at the request of and rendered to Central Economic Committee, but owing to the subsequent dissolution of that body it was passed to the Economic

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No figures yet available, but tonnage is appreciable. In conjunction with Food Sub-Commission plans are being made to deal with heavy future tonnages.

4. Basic Schedule of Trains for civil requirements.

(a) Particulars are shown at Appendix "A". It is a meagre service on account of the very limited resources at present available after the requirements of the Allied Military Forces have been met.

(b) Resources have been so limited that it has been necessary to arrange movement of majority of traffic referred to in paras 2 and 3 on these basic schedule trains. Result has been little or no capacity available for civilian freight movements on a commercial basis.

(c) Congestion of traffic became so serious that hurried arrangements had to be made commencing 10 Jan 44 to curtail drastically the amount of uncontrolled civilian traffic moving on a commercial basis. This was done by introducing a "form of authorisation," which has to be completed by the consignor before any consignment requiring one or more cars is accepted for loading. The system is not a good one, but owing to the continued necessity to restrict civil railway movements so severely, and the inadequate means of communication, it has not yet been possible to improve it. Efforts are being made to find a practicable way of effecting some improvement.

5. Road Transport.

Field survey of road transport facilities on mainland, to determine what civilian freight motor transport facilities were available and to suggest plan of organisation.

The report, dated 17 Jun 44, was made at the request of and referred to Central Economic Committee, but owing to the subsequent dissolution of that body it was passed to the Economic Section.

Based on the report a draft detailed Regional and Provincial organisation has been prepared. It was discussed at a meeting with Regional representatives held at HQ on 8 Feb 44 and immediate action to be taken by Regions was decided.

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6. Sicily - (Section 1).

(a) The Transportation Committee referred to in para 9 (a) of December report is still functioning satisfactorily.

(b) The agreed basic Schedule of Trains for AMG/ACC and civilian purposes, was much more liberal than on the mainland. Unfortunately, it has been necessary to curtail the services drastically, particularly passenger trains, owing to serious coal shortage.

(c) The following particulars of the volume of traffic dealt with on the Sicilian Railways for three weeks in January are submitted :-

| Category | Freight moved | |
|---|---|---|
| | Tons | % of total |
| AMG/ACC | 425 | 0.63 |
| Civilians | 8,493 | 12.63 |
| Military | 58,293 | 86.74 |
| | 67,211 | 100 % |

(d) Owing to Military traffic representing such a high proportion of the total tonnage moved, the Military still retain certain of their "movements" personnel on the island to look after their own interests, although the Railways have been returned to civilian operation under AMG supervision. The complete transfer from AMG to ACC conditions should present no serious difficulties.

7. Sardinia (Section 1).

(a) Since the December report was rendered (para 1) refers) the position as regards transportation has been discussed with the Regional Commissioner. He states that the transportation functions are being performed satisfactorily by Major [illegible] (a) and that although the provision of another officer (junior) would be helpful, the immediate need is not vital. The matter will be kept under review.

(b) The position regarding the possibility of the railways being handed over to supervision of ACC remains the same as in December report. This means that Operational forces still desire to retain control.

8. Ports. (para 11 of December report refers.)
All the important ports are still under control of [illegible] Forces. Twelve ports (opposite section) have

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(c) The following particulars of the tonnage of traffic dealt with on the Sicilian Railways for three weeks in January are submitted :-

| Category | Freight moved | |
|---|---|---|
| | Tons | % of total |
| AMG/ACC | 425 | 0.63 |
| Civilians | 8,493 | 12.63 |
| Military | 58,293 | 86.74 |
| | 67,211 | 100 % |

(d) Owing to military traffic representing such a high proportion of the total tonnage moved, the Military still retain certain of their "Movements" personnel on the Islands to look after their own interests, although the Railways have been returned to civilian operation under ACC supervision. The complete transfer from AMG to ACC conditions should present no serious difficulties.

7. Sardinia (Region 6).

(a) Since the December report was rendered (para 1) refers) the position as regards transportation has been discussed with the Regional Commissioner. He states that the transportation functions are being performed satisfactorily by Major U.S. Spann (A) and that although the provision of another officer (junior) would be helpful, the immediate need is not vital. The matter will be kept under review.

(b) The position regarding the possibility of the railways being handed over to supervision of ACC remains the same as in December report. This means that Operational Forces still desire to retain control.

8. Ports. (para 11 of December report refers.)

All the important ports are still under control of Operational Forces. Headquarters (Economic Section) have convened a meeting of all interested parties at request of this sub-commission for 5 Feb 44. It is then hoped to clear up the outstanding points regarding the inter-rel tns functions of those responsible for shipping and supplies with those of this sub-commission.

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9. Inland Waterways.

No activities in this connection have yet arisen.

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10. Conclusion.

The recent decision to transfer this Sub-Commission to the Economic Section is already facilitating the essential close co-ordination of activities with those Sub-Commissions where transportation is particularly important, especially the Food and Industry and Commerce Sub-Commissions. The new arrangement is getting into its stride and rapid improvement is anticipated.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

BASIC SCHEDULE OF TRAINS FOR ENG/AM TRANS AND CIVILIAN RAILWAYS.

27 Jan. 44.

| Section of Railroad | PASSENGER (each way) | FREIGHT (each way) | MIXED (each way) |
|---|---|---|---|
| ITALIAN STATE, STANDARD GAUGE: | | | |
| NAPLES - POTENZA - TARANTO - BRINDISI - BARI | Bi-weekly | One daily | |
| BARI - NAPLETTA | | | One Daily |
| BARI - BRINDISI | | | One Daily |
| BRINDISI - LECCE | | | One Daily |
| BARI - TARANTO (Via Gioia) | | | One Daily |
| BARI - GIOIA | One Daily | | |
| NAPLES - POTENZA | | | Tri-weekly |
| METAPONTO - LAURENZANA | | | Tri-weekly |
| METAPONTO - ROTONDA | | | * Bi-weekly |
| S.IMPERIA - BATTIPAGLIA | | | One Daily |
| NAPOLI - CASERTA - MATAFONTO - TARANTO | | One Daily | Tri-weekly |
| MINARI - FOGGIA | | | x Tri-weekly |
| NAPOLI - NICOTERA | | | One Daily |
| CATANZARO - REGGIO - S.IMPERIA | | | x Tri-weekly |
| ALL-EAST STANDARD GAUGE SYSTEM | Two Daily | One Daily | |
| SECONDARY LINES NOT ON GUAGE: | | | |
| BARI - LATERZA | One Daily | Three Daily | |
| BARI - TOGLITTO | One Daily | | |
| ALTAMURA - GRAVINA | | | Two Daily |
| POTENZA - AVIGLIANO | | | Two Daily |
| POTENZA - CAVUSO | | | Tri-weekly |
| MINERVA - MARSICO - NUOVO | | | Tri-weekly |
| LAGONEGRO - SPEZZANO | | | One Daily |

NOTE: * Service to connect with the NAPLES - TARANTO - BRINDISI - BARI Bi-weekly passenger train, both ways.

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| | | | |
|---|---|---|---|
| BARI - TARANTO (Via Gioia) | | | One Daily |
| BARI - GIOIA | One Daily | | |
| BOLZANO - POTENZA | | | Tri-weekly |
| BOLOGNA - LAGONEGRO | | | Tri-weekly |
| AVELLINO - NOCERA | | | * Bi-weekly |
| S.AGATHIA - BATTIPAGLIA | | | One Daily |
| REGGIO - CERENZANO - METAPONTO - TARANTO | | One Daily | Tri-weekly |
| VIBATI - PAOLA | | | x Tri-weekly |
| REGGIO - MESSINA | | | One Daily |
| CATANZARO - MARINA - S.AGATHIA | | | x Tri-weekly |
| PUB-NET STANDING ORDER SYSTEM | Two Daily | One Daily | |

SECONDARY LINES INTER GRADE:

| | | |
|---|---|---|
| BARI - MATERA | One Daily | Three Daily |
| BARI - TORITTO | One Daily | |
| ALTAMURA - GRAVINA | | Two Daily |
| POTENZA - AVIGLIANO | | Two Daily |
| POTENZA - CASTELLO | | Tri-weekly |
| MELFA - MARIGNO - MONTO | | Tri-weekly |
| LAGONEGRO - SPEZZANO | | One Daily |

NOTE: * Service to connect with the NAPLES - TARANTO - BRINDISI - ROME Tri-weekly passenger train, both ways.

x Service to connect with the REGGIO - CATANZARO - METAPONTO - TARANTO Tri-weekly diner train both ways.

"DAILY" services work only on WEEK DAYS.

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Internal Transportation Sub-Commission, A.C.C.,
C/o Mov & Tn.,
HQ ACMF (Adv Echelon),
C.M.F.

Our reference : ACC Tn/47/12

Date : Mar 44.

MONTHLY REPORT OF ACTIVITIES, FEBRUARY, 1944.

INTERNAL TRANSPORTATION SUB-COMMISSION, A.C.C.

1. Relations between Movement & Transportation Organisations of Allied Military Forces and this Sub-Commission.

This Sub-Commission continues to work side by side with the Movement and Transportation Organisation of the Allied Military forces for the reasons previously given and under the AFHQ Directive and Memoranda referred to in paras 2 and 3 of report for period up to 31 December 43.

The headquarters of the Sub-Commission is, therefore, still located at above address and representatives are attached, according to requirements, to the more important Movement and Transportation Offices of the Allied Military Forces throughout occupied territory. (Details are shown on the monthly return of personnel rendered to G-1, Main HQ ACC through Economic Section.)

2. Operation of weekly "bidding" system for co-ordination of ANC/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities:-

(a) Railway freight traffic required to be moved for ANC/ACC (Mainland):-

| Number of Bids | | | Tonnages of accepted bids | | | |
|---|---|---|---|---|---|---|
| Received | Rejected | Accepted | Foodstuff | Fuel & Pet. | Seeds & Fertilizer. | Misc |
| 85 | 10 | 75 | 19,200 | 3549 | 625 | 630 |

total tonnage of accepted bids : 23,885

(b) Shipping freight traffic for ANC/ACC (not including direct imports from U.S. or U.K.) :-

| Number of Bids | | | Tonnages of accepted bids | | | |
|---|---|---|---|---|---|---|
| Received | Rejected | Accepted | Foodstuffs | Fuel & Pet. | Hemp | Total |

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1. Relations between Movement & Transportation Organisation of Allied Military Forces and this Sub-Commission.

This Sub-Commission continues to work side by side with the Movement and Transportation Organisation of the Allied Military Forces for the reasons previously given and under the AFHQ Directive and Memoranda referred to in paras 2 and 3 of report for period up to 31 December 43.

The headquarters of the Sub-Commission is, therefore, still located at above address and representatives are attached, according to requirements, to the more important Movement and Transportation Offices of the Allied Military Forces throughout occupied territory. (Details are shown on the monthly return of personnel rendered to G-1, Main HQ, ACC through Economic Section.)

2. Operation of weekly "Bidding" system for co-ordination of AMG/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities:-

(a) Railway freight traffic required to be moved for AMG/ACC (Mainland):-

| Number of Bids | | | Tonnages of accepted bids | | | |
|---|---|---|---|---|---|---|
| Received | Rejected | Accepted | Foodstuff | Fuel & Pet. | Seeds & Fertiliser. | Misc |
| 85 | 10 | 75 | 18,290 | 3540 | 625 | 630 |

total tonnage of accepted bids : 23,085

(b) Shipping freight traffic for AMG/ACC (not including direct imports from U.S. or U.K.) :-

| Number of Bids | | | Tonnages of accepted bids | | | | |
|---|---|---|---|---|---|---|---|
| Received | Rejected | Accepted | Foods | Clothing | Mfgrs Metals | Hemp | Total |
| 20 | 1 | 19 | 3912 | 60 | 280 | 110 | 4362 |

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3. Emergency "bids" and other additional movements for AFHQ/ACC
(a) Railway - Emergency bids:-

| Foodstuffs, including Olive Oil & vegetables | Seeds and Fertilizers | Misc. | Total |
|---|---|---|---|
| 560 tons | 400 tons | 63 tons | 1023tons |

(b) Estimated additional railway movements arranged direct, through our field representatives :-

| | | |
|---|---|---|
| Region II - Reggio -(Foodstuffs and other | | 5,000tons |
| Region II - Bari -(essential supplies | | 1,750tons |
| Region V - Foggia - ditto | | 2,000tons |
| | Total: | 10,750tons |

4. Basic Schedule of Trains for civil requirements (Mainland).
(a) Schedule remains the same as shown in Appendix "A" to January report with the following addition under the heading of "Secondary Lines - Metre Gauge" :-
CATANZARO MARINA - ROSSETA - 2 Freight Daily.

(b) Resources continue to be so limited that it is still necessary to arrange movement of majority of traffic referred to in paras 2 and 3 of this report on the basic schedule trains. It has, therefore, been necessary to continue the unsatisfactory form of authorisation system (referred to in para 3(c) of January report) which has the effect of restricting drastically Italian civilian freight movements on a commercial basis.

(c) In addition to the Basic Schedule of Trains 18 suburban and workers' services are in operation. The services vary from one to four trips each per day and operate in the following areas :- Brindisi, Bari, Taranto, Siberi, Catanzaro, Reggio, San Giovanni, San Eufemia, Salerno, Torre Annunziata and Naples.

5. Rail Facilities - improvements.
To minimise handling and save road transport the following improvements in facilities were arranged in conjunction with the AMMAS:-
Naples (i) Rail siding for Cirio Warehouse, San Giovanni
Naples (ii) Rail siding put in working order for S.A. Gaslini
Naples (iii) Rail siding put in working order for 17 Via Emanuel to serve flour mill of Soc. Meridionale di Macenazione.

6. Road Haulage Transport (Para 5 of January Report refers).

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through our field representatives :-

| | | |
|---|---|---|
| Region II - Reggio -(foodstuffs and other | | 5,000tons |
| Region II - Bari -(essential supplies | | 3,750tons |
| Region V - Foggia - ditto | | 2,000tons |
| | total: | 10,750tons |

4. Basic Schedule of Trains for civil requirements (Mainland).

(a) Schedule remains the same as shown in Appendix "A" to January report with the following addition under the heading of "Secondary Lines - Metre Gauge" :-

CATANZARO MARINA - CROTONE - 2 Freight Daily.

(b) Resources continue to be so limited that it is still necessary to arrange movement of majority of traffic referred to in paras 2 and 3 of this report on the basic schedule trains. It has, therefore, been necessary to continue the unsatisfactory form of authorisation system (referred to in para 3(c) of January report) which has the effect of restricting drastically Italian civilian freight movements on a commercial basis.

(c) In addition to the Basic Schedule of Trains 18 suburban and workers' services are in operation. The services vary from one to four trips each per day and operate in the following areas :- Brindisi, Bari, Taranto, Sibari, Catanzaro, Reggio, San Giovanni, San Cufemia, Salerno, Torre Annunziata and Naples.

5. Rail Facilities - improvements.

To minimise handling and save road transport the following improvements in facilities were arranged in conjunction with the AMGOT:-

Naples (i) Rail siding for Cirio Warehouse, San Giovanni
Naples (ii) Rail siding put in working order for S.A. Gaslini
Naples (iii) Rail siding put in working order for 17 Via Emanuel to serve flour mill of Soc. Meridionale di Macenzions.

6. Road Haulage Transport (Para 5 of January Report refers).

(a) The detailed instructions for organisation and operation discussed at action meeting with Regional representatives on 8 Feb 44 were issued under date of 10 Feb 44 and circulated with covering letter from SC and MT Section dated 11 Feb 44.

(b) You have been and are being kept in close touch with the position almost day by day and it is not, therefore, proposed to repeat detailed information in this report.

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6. Road Haulage Transport (Para 5 of January report refers) (Contd).

(c) During the Month Regions (apart from Region I) were not able to complete any local civilian organisations or to arrange for them to be allocated any of the PAC trucks which have been or are being made available. This was chiefly due to shortage of suitable Regional officers and transport to enable the few who were available to get about the country and make necessary contacts. Another vital factor was that Regions had no definite information of the terms under which the trucks would be handed over to the civilian organisations.

(d) As regards 1001 M.T. Coy (100 trucks organised on an Italian military basis), it was most disappointing to find this company was not in a fit state to work when due to be handed over to Region .

(e) The 21st and 22nd QM Truck Coys (Italian) (80 trucks) are now being operated by Region 3.

7. Ports. - (Para 11 of December report and para 8 of January report refers).

All the important ports are still under control of Operational Forces. Questions regarding the specific port functions of this Sub-Commission and the inter-related functions of the Shipping Sub-Commission and Sub-Commissions responsible for Supplies have not been cleared up. In the meantime, bids for movement of civilian supplies by coaster or schooners, are being processed and movements arranged through this sub-commission (para 2(b) of this report refers).

8. Inland Waterways.

No activities in this connection have yet arisen.

9. Sicily - (Region I).

(a) The Transportation Committee referred to in para 9(a) of December 43 report is still functioning satisfactorily.

(b) All civilian railway traffic was suspended in Western Sicily on 11 Feb 44, because of a coal shortage precipitated largely by unexpected use of coal allotted for civilian traffic for movement of military traffic in December, and failure to recoup the civilian allocation so used. Three workers' trains (out of Palermo) were restored to service 21 Feb 44 and the coal situation was reported eased, at least up to the latter half of March.

(c) Rail traffic movements for the four (4) weeks ending 23 Jan 44, 6, 9, and 15 Feb 44 were as follows :

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(d) As regards 1051 A.T. Coy (120 trucks organised on an Italian military basis), it was most disappointing to find this company was not in a fit state to work when due to be handed over to Region 2.

(e) The 21st and 22nd QM Truck Coys (Italian) (80 trucks) are now being operated by Region 3.

7. Ports. - (Para 11 of December report and para 8 of January report refers).

All the important Ports are still under control of Operational Forces. Questions regarding the specific port functions of this Sub-Commission and the inter-related functions of the Shipping Sub-Commission and Sub-Commissions responsible for supplies have not been cleared up. In the meantime, bids for movement of civilian supplies by coaster or schooners, are being processed and movements arranged through this sub-commission (para 2(b) of this report refers).

8. Inland Waterways.

No activities in this connection have yet arisen.

9. Sicily - (Region 1).

(a) The Transportation Committee referred to in para 9(a) of December 43 report is still functioning satisfactorily.

(b) All civilian railway traffic was suspended in Western Sicily on 11 Feb 44, because of a coal shortage precipitated largely by unexpected use of coal allotted for civilian traffic for movement of military traffic in December, and failure to recoup the civilian allocation so used. Three workers' trains (out of Palermo) were restored to service 21 Feb '44 and the coal situation was reported eased, at least up to the latter half of March.

(c) Rail traffic movements for the four (4) weeks ending 29 Jan 44, 5, 9, and 15 Feb 44 were as follows :

| | | | | |
|---|---|---|---|---|
| AMG | - | 3,360 tons | - | 05% of total |
| Civilian | - | 11,897 tons | - | 16% of total |
| Military | - | 58,128 tons | - | 79% of total |
| Total : | | 72,375 tons | | |

(d) Owing to military traffic representing such a high proportion of the total tonnage moved, the Military still retain certain of their "movements" personnel on the island to look after their own interests, although the Railways have been returned to civilian operation under AMG supervision. Negotiations for the complete transfer from AMG to ACC conditions are proceeding satisfactorily.

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10. Sardinia - (Region 6).

The position regarding the possibility of the railways being handed over to supervision of AMG remains the same as in December report. This means that Operational Forces still desire to retain control.

11. Contact with Italian Under-Secretary of State for Railways and Highways.

During most of February General di Raimondo was, unfortunately, ill. He is now fully recovered and close contact with this Sub-Commission has been resumed. The heavy back-log of matters to be dealt with will be cleared up as soon as possible.

S.A. PITCH,
Colonel,
Director, Internal Transportation Sub-Commission, AMG.

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Adm Echelon),
C.M.F.

7 April 1944.

MONTHLY REPORT OF ACTIVITIES, MARCH 1944.

TRANSPORTATION SUB-COMMISSION, ACC.

1. Relations between Movement and Transportation Organisation of Allied Military Forces and this Sub-Commission.

Para 1 of report for February 1944 continues applicable to March activities.

2. Operation of Weekly "Bidding" System for Co-ordination of AMG/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities :-

(a) RAILWAY freight traffic required to be moved for AMG/ACC (Mainland):

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fuel & Petrol | Seeds and Fertilisers | Misc. | TOTAL |
| 126 | 4 | 122 | 16289 | 4560 | 3817 | 1895 | 26561 |

(b) SHIPPING freight traffic for AMG/ACC (excluding direct imports from U.S. or U.K.) :

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fertil iser | Mfgr's Materials | Stone | TOTAL |
| 19 | - | 19 | 1720 | 500 | 1012 | 1800 | 5032 |

3. Emergency "Bids" and other additional movements for AMG/ACC.

(a) Emergency Bids - Railway:

| TONNAGE | | | |
|---|---|---|---|
| Foodstuffs | Seeds and Fertilisers | Misc. | TOTAL |
| 560 | 8242 | 13 | 8815 |

(b) Estimated additional railway movements arranged direct, or through our field representatives :

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March activities.

2. Operation of Weekly "Bidding" System for Co-ordination of ANG/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities :-

(a) RAILWAY freight traffic required to be moved for ANG/ACC (Mainland):

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fuel & Petrol | Seeds and Fertilisers | Misc. | TOTAL |
| 126 | 4 | 122 | 16289 | 4560 | 3817 | 1895 | 26561 |

(b) SHIPPING freight traffic for ANG/ACC (excluding direct imports from U.S. or U.K.) :

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fertil iser | Mfgr's Materials | Stone | TOTAL |
| 19 | - | 19 | 1720 | 500 | 1012 | 1800 | 5032 |

3. Emergency "Bids" and other additional movements for ANG/ACC.

(a) Emergency Bids - Railway:

| TONNAGE | | | |
|---|---|---|---|
| Foodstuffs | Seeds and Fertilisers | Misc. | TOTAL |
| 560 | 8242 | 13 | 8815 |

(b) Estimated additional railway movements arranged direct, or through our field representatives :

| | | | |
|---|---|---|---|
| Region II | - Crotone | ) | 4300 tons |
| Region II | - Reggio | ) Foods and other | 5270 tons |
| Region II | - Bari, Brindisi, Lecce, Taranto | ) civilian supplies | 7050 tons |
| Region V | - Foggia | ) | 2790 tons |
| | | 3056 | 19410 tons |

/4.

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4. Basic Schedule of Trains for Civil Requirements (Mainland).

(a) Schedule remains as shown in Appendix "A" to January report with following additions :-

Standard Gauge :-

FORENZA - MELFI - extended ROCCHETTA - Tri-weekly mixed train (w.e.f. 5 Mar 44.)

ROCCHETTA - SPINAZZOLA - BARLETTA - Tri-weekly mixed train (w.e.f. 5 Mar 44.)

SPINAZZOLA - GOIA DEL COLLE - Tri-weekly mixed train (w.e.f. 20 Mar 44).

Secondary lines - Metre Gauge :-

CATANZARO - COSENZA - 2 freight daily (as reported for February).

(b) Owing to limited resources and priority requirements of Allied Forces it is still necessary to arrange movement of most of rail traffic referred to in paras 2 and 3 above on Basic Schedule trains. It has, therefore, been necessary to continue the unsatisfactory form of authorisation system (referred to in para 3(c) of January report), which has the effect of drastically restricting the movement of Italian freight on a commercial basis.

(c) On the East side, the shortage of locomotives and wagons and the present heavy requirements of Allied Forces, have necessitated the temporary cancellation of the Basic Schedule of trains. Until it is possible to re-institute the civil trains, arrangements have been made with "Movements and Transportation" for really essential civil freight traffic to be conveyed on military trains.

(d) The 18 Suburban and workers' services referred to in para 4(c) of February report continue to operate.

5. Road Haulage Transport.

(a) Up to date trucks have been made available by the Army authorities as follows :-

300 6 x 6 Two and a half ton GMC Trucks from PBS
250 4 x 2 Three ton GS Trucks from British sources.

These have been disposed of as follows :-

PBS Two and a half ton trucks

80 forming 21 and 22 QM Truck Coys. (Italian)., at present working in Region III.
20 to AMG 5 Army
10 to G-4 ACC
140 to Region III
50 balance awaiting allocation.

British Trucks

41 to Region V

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Ortona - Cesena - 2 freight daily (as reported for February).

(b) Owing to limited resources and priority requirements of Allied Forces it is still necessary to arrange movement of most of rail traffic referred to in paras 2 and 3 above on Basic Schedule trains. It has, therefore, been necessary to continue the unsatisfactory form of authorisation system (referred to in para 3(c) of January report), which has the effect of drastically restricting the movement of Italian freight on a commercial basis.

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(d) The 18 Suburban and workers' services referred to in para 4(c) of February report continue to operate.

5. Road Haulage Transport.

(a) Up to date trucks have been made available by the Army authorities as follows :-

300 6 x 6 Two and a half ton GSC Trucks from PBS
250 4 x 2 Three ton GS Trucks from British sources.

These have been disposed of as follows :-

PBS Two and a half ton trucks

80 forming 21 and 22 GM Truck Coys. (Italian)., at present working in Region III.
20 to AMG 5 Army
10 to G-4 AGC
140 to Region III
50 balance awaiting allocation.

British Trucks

41 to Region V
29 to Region III
13 returned to Ordnance - not roadworthy
1 in RAOC for repairs
16 to Displaced Persons Sub-Commission
150 new trucks awaiting allocation.

3055

(c) 1001 Gen. Tpt. Coy. (Italian). This unit is in the process of being completely re-organised and re-equipped and has a British cadre controlling it. It should be ready to start operations by the 12 April at the latest.

/(d).

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5. Road Haulage Transport (continued).

(d) Negotiations with the Italian Government in regard to the haulage organisations in King's Italy are nearing completion. At early date, therefore, it should be possible to allocate all trucks at present available.

6. Ports and Schooner Movements.

(a) All the important Ports are still under control of Operational Forces. Questions regarding the specific port functions of this Sub-Commission and the inter-related functions of the Shipping Sub-Commission and Sub-Commissions responsible for Supplies have not been cleared up. In the meantime, bids for movement of civilian supplies by coaster or schooners, are being processed and movements arranged through this Sub-Commission (para 2(b) of this report refers).

(b) Five schooners have been allotted to Military Movements at Reggio and Crotone for local military and civil supply movements. In addition three schooners have been allotted for local civil supply movements centred on Marletta and two schooners for regular workings between Reggio and Palermo. It is hoped to secure increased allotments of schooners for regular local movements as soon as sufficient evidence of need is furnished by the Regions.

7. Inland Waterways.

No activities in this connection have yet arisen.

8. Sicily -(Region I).

(a) The Transportation Committee referred to in para 9(a) of December 43 report is still functioning satisfactorily.

(b) Although the coal position has improved it has been necessary to restrict civil rail traffic to essential movements only. It is hoped to be able to re-institute a skeleton civilian passenger service throughout the island soon.

(c) Rail traffic movements for four weeks period ending 14 Mar 44 :-

TONNAGES

| Week ending. | AMG | Civilian | Military | TOTAL |
|---|---|---|---|---|
| 22 Feb 44 | 770 | 3057 | 11839 | 15666 |
| 29 Feb 44 | 1104 | 2713 | 6957 | 10774 |
| 7 Mar 44 | 1563 | 5649 | 7139 | 14351 |
| 14 Mar 44 | 626 | 5767 | 4318 | 10711 |
| Total | 4063 | 17186 | 30253 | 51502 |
| Per cent | 8 | 33 | | |

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| 29 Feb 44 | 1104 | 2713 | 6957 | 10774 |
| 7 Mar 44 | 1563 | 5649 | 7139 | 14351 |
| 14 Mar 44 | 626 | 5767 | 4318 | 10711 |
| Total | 4063 | 17186 | 30253 | 51592 |
| Per cent | 8 | 33 | 59 | 100 |

(d) With effect from 16 Mar 44 the complete supervision of the whole of Sicilian Railways became the responsibility of ACC. The necessary technical directive was issued by this Sub-Commission and the Transportation Committee has been re-constituted accordingly.

9. Sardinia - (Region 6).

(a) The position regarding the possibility of the railways being handed over to supervision of ACC remains the same as in December report. This means that Operational Forces still desire to retain control.

/(b).

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9. Sardinia - (Region 6) (continued).

(b) For the period 1 to 26 Mar 44, the quantity of civil supplies carried by railways amounted to 12,199tons.

10. Contact with Italian Under-secretary of State for Railways and Highways.

During the month many meetings were held with Gen. di Raimondo and considerable progress was made.

S.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

F 3053

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

10 May 44.

MONTHLY REPORT OF ACTIVITIES, APRIL 1944.

TRANSPORTATION SUB-COMMISSION, ACC.

1. Relations between Movement and Transportation Organization of Allied Military Forces and this Sub-Commission.

Based on several months experience, joint studies were made of method for obtaining movement of essential civil traffic, by officers of Movements and Transportation Organization of Allied Military Forces and Transportation Sub-Commission, ACC. Based on such studies there was prepared Amendment No. 2. to AQ. AAI. Administrative Instruction No. 14, dated 25 April 1944, entitled "Transportation for Civilian Freight". Also, this Sub-Commission issued ACC Fn. Memorandum No. 3, dated 27 April 1944, entitled "Transportation for ACC and Civilian Freight - Italian Mainland only", which has been issued to all ACC officers concerned. The latter Memorandum codifies and simplifies all existant instructions and will materially simplify the obtaining of rail transport by Regional or other officers of ACC. New "Official ACC Wagon Labels", for rail wagons, have been prepared, printed and distributed in connection with above mentioned Amendment and Memorandum.

2. Operation of Weekly "Bidding" System for Co-ordination of AMG/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities:-

(a) Railway freight traffic required to be moved for AMG/ACC (Mainland):

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fuel & Petrol | Seeds and Fertilisers | Misc. | TOTAL |
| 206 | 16 | 190 | 20067 | 4764 | 5860 | 5770 | 36461 |

(b) SHIPPING freight traffic for AMG/ACC (excluding direct imports from U.S. or U.K.) :

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fertil iser | Mfgr's Materials | Stone | TOTAL |
| 23 | - | 23 | 1800 | 1600 | 1209 | - | 4609 |

3. Emergency "Bids" and other additional movements for AMG/ACC.

(a) Emergency Bids - Railway:

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obtaining movement of essential civil traffic, by officers of Movements and Transportation Organisation of Allied Military Forces and Transportation Sub-Commission, ACC. Based on such studies there was prepared Amendment No. 2. to eq. AAI. Administrative Instruction No. 14, dated 25 April 1944, entitled "Transportation for Civilian Freight". Also, this Sub-Commission issued ACC Tn. Memorandum No. 3, dated 27 April 1944, entitled "Transportation for ACC and Civilian Freight - Italian Mainland only", which has been issued to all ACC officers concerned. The latter Memorandum codifies and simplifies all existant instructions and will materially simplify the obtaining of rail transport by Regional or other officers of ACC. New "Official ACC Wagon Labels", for rail wagons, have been prepared, printed and distributed in connection with above mentioned Amendment and Memorandum.

2. Operation of Weekly "Bidding" System for Co-ordination of AMG/ACC Railway and Shipping Movements with those of Operational Forces.

The following briefly indicates the month's activities:-

(a) RAILWAY freight traffic required to be moved for AMG/ACC (Mainland):

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fuel & Petrol | Seeds and Fertilisers | Misc. | TOTAL |
| 206 | 16 | 190 | 20067 | 4764 | 5860 | 5770 | 36461 |

(b) SHIPPING freight traffic for AMG/ACC (excluding direct imports from U.S. or U.K.) :

| Number of Bids | | | Tonnages of accepted Bids. | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Foods | Fertil iser | Mfgr's Materials | Stone | TOTAL |
| 23 | - | 23 | 1800 | 1500 | 1209 | - | 4609 |

3. Emergency "Bids" and other additional movements for AMG/ACC.

(a) Emergency Bids - Railway:

| Rec'd | Rejected | Accepted | Foods | Fuel & Petrol | Seeds & Fertiliser | Misc. | TOTAL |
|---|---|---|---|---|---|---|---|
| 11 | - | 11 | 1010 | 136 | - | 343 | 1489 |



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(b) Estimated additional Railway movements arranged direct, or through our field representatives :

| | | | |
|---|---|---|---|
| Region II - Bari Brindisi Lecce Taranto | ) | | 11000 tons |
| Region V - Foggia (not including 5 Corps | ) | Food & | 3600 " |
| Region VII - Crotone | ) | other | 2700 " |
| Reggio | ) | Civilian | 2150 " |
| Interior movement | ) | Supplies | 12480 " |
| | | | 31730 " |

4. Basic schedule of Trains for Civil Requirements (Weigland).

(a) The Basic schedule, as such, was in part abandoned at request of military (NAMG) and in its stead this Sub-Commission was given programme of daily lifts of freight over rail lines of major import. This has resulted in better movement as in many cases tonnages are now moved as "fill - outs" to complete loading of military trains, in addition to exclusively civil trains. As conditions of railways improve, especially as regards locomotives and coal, the basic trains, as such, are expected to be restored.

(b) The following Secondary Lines metre ga go have been extended since repairs have been effected to damaged bridges and track :

Potenza - Avigliano - Grassano - Altamura. Total distance of line to Altamura Km. 77.

Continuation of line Matera to terminus of line Montalbano. Total distance of line operating Km. 142.

(c) Form of bid - request for transportation - has been revised, to facilitate preparation and expedite handling by officers desiring rail transport.

(d) Officers of this Sub-Commission, at Reggio, Bari, Brindisi, and Foggia are working in close liaison with Movements & Transportation of military as well as officers of Italian State Railway and are able to expedite shipments, especially when local to one ISC Division. It is anticipated that this field liaison will be extended in future months.

5. Road Haulage Transport.

The following changes have taken place since last month's report.

(a) 21st & 22nd M.T. Truck Coys. (Italian).

The strength of these Coys has been increased from 80 2½ ton trucks (40 vehicles per Coy) to 160 2½ ton trucks (80 vehicles per Coy). The 80 2½ ton G.M.C. trucks required to carry out this increase were obtained as follows :-

20 x 2½ tonners originally allocated to 5 Army.
10 x 2½ " - G-4 AFHQ.
50 x 2½ " balance of 300 trucks from ITO.

These 21st & 22nd Truck Coys are now allocated to 5 Army A.C.

(b) 100th M.T. Coy. (Italian).

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(a) The Basic Schedule, as such, was in part abandoned at request of military (AGRES) and in its stead this Sub-Commission was given programme of daily lifts of freight over rail lines of major import. This has resulted in better movement as in many cases tonnages are now moved as "fill - outs" to complete loading of military trains, in addition to exclusively civil trains. As conditions of railways improve, especially as regards locomotives and coal, the basic trains, as such, are expected to be restored.

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20 x 2½ tonners originally allocated to AMG 5 Army.
10 x 2½ " " " 6-4 AMG.
50 x 2½ " balance of 300 trucks from PBS.

These 21st & 22nd Truck Coys are now allocated to 5 Army AMG.

(b) 1061 S.T. Coy. (Italian).

This Coy has been removed from Region II and allocated to 8 Army AMG Rear. It will be divided up as follows :-

1 Platoon (30 x 3 ton load carriers) at Venafro.
1 Platoon (30 x 3 ton load carriers) at Campobasso.
2 Platoons and HQ with 8 Army AMG Rear.

It was understood that this would release 30 x 3 ton 8 Army AMG trucks, which would be handed to Region V, who will arrange to have them serviced by RASC. as many of the trucks are in poor condition. Latest signal received, however, indicate that only 38 x 3 ton will be available. This matter is being taken up with 8 Army AMG Rear.

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(c) Region III.

Region III have 140 2½ ton American trucks, and 29 British 3 tonners which are placed as follows :-

123 in Naples. 20 in Avellino. 20 in Benevento.

(d) Region II.

A temporary agreement was signed by S.I.T.A. and they have drawn 55 3 tonners, which are placed as follows :-

40 Potenza. 15 Matera.

A temporary agreement was signed by the Ferrovie Sud-Est and they are in the process of drawing 95 3 tonners, which will be distributed as follows:-

Bari 40 (20 already drawn) Taranto 25. Brindisi 15. Lecce 15.

(e) Region V.

This Region has drawn 92 x 3 tonners, which are placed as follows:-

25 Campobasso. 67 Foggia.

Up to the present time the Army authorities have made available 616 trucks, which as shown above, are allocated as follows :-

300 x 2½ ton G.M.C. trucks (supplied by PBS), made up as follows :-

160 forming 21st & 22nd Q.M. Truck Coys (Italian).
140 Region III.
316 x 3 ton trucks (supplied by British sources), made up as :-

29 Region III. 92 Region V. 55 operated by S.I.T.A. (Region II).
95 to be operated by Ferrovie Sud-Est (Region II).
29 not yet drawn - allocated to Region VII.
16 allocated to the Displaced Persons Sub-Commission, ACC.

(f) In addition approx. 150 x 10 ton Fiat Lorries are being made available to us from Mid-East. 50 of these trucks should be shipped by the end of this month, the first 8 should arrive shortly. The exact number of trucks is not known, because they are being re-conditioned by canibalisation.

A further 200 x 30 cwt. trucks are being made available to us, and the latest information from A.A.I. is that it will not be possible to ship them for at least a month, owing to operational requirements.

6. Schooners.

2 Schooners alloted to Palermo - Lipari Iceland Trade.
6 " " to timber carrying Reggio - Sicily.
3 " " Manfredonia.

Release of Rome reserve schooners has improved schooner situation.

Schooners are not now allowed to run between Sardinia and Italian Mainland or Sicily. This makes necessary applications for

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2 Schooners alloted to Palermo - Lipari Island Trade.
6 " " to timber carrying Reggio - Sicily.
3 " " Manfredonia.

Release of Rome reserve schooners has improved schooner situation.

Schooners are not now allowed to run between Sardinia and Italian Mainland or Sicily. This makes necessary applications for coasters which are in short supply and it is dificult to get allotments. Berthing and loading difficulties are increased when coasters are used.

7. Sardinia.

Railways on island are completely in charge of military and this Sub-Commission did not engage in any activities on island.

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8. Sicily.

Supervision of operation of railways in Sicily was turned over to Transportation Sub-Commission, ACC in accordance with AFHQ letter dated 17 March 1944 as of 16 March 1944. April, therefore, was first full month of operation under direct supervision of Sub-Commission. No major difficulties were experienced; it was possible to increase some train services and re-open certain war damaged lines. Progress was made on rehabilitation of Palermo - Messina direct rail line, as well as that Catania - Messina; on both of these lines damage to tunnels and bridges was very severe. Lt.Col. Lindberg, representative of this Sub-Commission, in Sicily, actively assisted by Captains Long and Watson, has secured increase in number of damaged locomotives repaired and worked out plans for salvage of metal scrap for shipment to U.S., in addition to maintaining close supervisory liaison with railway officials.

9. Relations with Italian Officials.

During April closer liaison relations were maintained with Gen di Raimondo, Undersecretary of State for Italian Railways, of the Italian Government. Gen di Raimondo collaborated actively in preparation of ACC Transportation Memorandum No.3, above referred to, and has implemented portions referring to the railway's responsibilities by issuance of appropriate instructions to railway personnel. Gen di Raimondo has promised active co-operation with expanding activity of this Sub-Commission and it is intended to avail every opportunity for co-operative discussion of matters of mutual concern with him.

10. Change in Directorate.

Effective as of 27 April 1944 Colonel S.A. Fitch was relieved of duty as Director, Transportation Sub-Commission and Lieut-Colonel L.S. Vining assumed duty as Director.

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4-7/19

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

LMW/cg.

June, 44.

MONTHLY REPORT OF ACTIVITIES, MAY 1944.

TRANSPORTATION SUB-COMMISSION, ACC.

1. RAILWAYS.

(a) The trend of rehabilitation developing in the south will doubtless continue as the demands of the Armed Forces become more concentrated further north, and this matter is engaging active attention.

(b) The amended system or obtaining rail transport referred to in full in the April report came into operation with movement commencing on and from 22 May 44. This will regularise and control all ACC and civilian movement and should eliminate unauthorised consignments.

(c) Consequent on the handing over of the Bari Division south of Termoli to the Italian State Railways as from 1st April 44, preliminary reports show the operating to be good and timekeeping satisfactory.

(d) Extension and additional services for civilian needs:

Salerno - Pisciano daily passenger service was introduced as from 15 May 44.

Naples - Salerno daily passenger service has been introduced as from 1 June 44.

Bari - Salerno bi-weekly Deisel car passenger service. It has been agreed to introduce this service as from 10 June 44.

Nocera - Avellino bi-weekly mixed service. Owing to heavy traffic for the Avellino line, this service has now been made a daily one.

Gioia Tauro - Bettipaglia daily passenger train. This was extended through to Salerno as from 1 June 44.

(e) Whilst the military control becomes less rigid in the south, in the north the extended territory, and preparations in anticipation of the expansion, led to an increase in traffic to the Army railheads, from which points distribution to stockpiles was maintaine Although heavy army commitments passed over the limited rail routes t Carinola (AMG 5th Army) and to Venafro (AMG 8th Army), all requirement for rail movements submitted by the AMG Armies were met in full. As soon as rail extensions become available, inspections of railheads will be made in order to render maximum assistance to the forward AMG elements.

(f) Postal Services :

Arrangements made as from 9 May 44 for civilian mails to be conveyed twice weekly on the Naples - Bari military passenger trai

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commencing on and from 22 May 44. This will regularise and control all AMG and civilian movement and should eliminate unauthorised consignments.

(c) Consequent on the handing over of the Bari Division south of Termoli to the Italian State Railways as from 1st April 44, preliminary reports show the operating to be good and timekeeping satisfactory.

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(f) Postal Services :

Arrangements made as from 9 May 44 for civilian mails to be conveyed twice weekly on the Naples - Bari military passenger trai It has also been agreed to convey civilian mails from Taranto to Bari and return on the tri-weekly military passenger train from Taranto to Termoli.

(g) Throughout the month, close liaison has been maintained with the Director General of Military Railway Services, and with the Italian State Railways.

(h) A careful survey of Sicilian Railways was made by Lieut-Colonel G.C. Brown towards the end of the month, accompanied by General di Raimondo, Undersecretary of State for Railways and Highway and his comprehensive report is now being closely studied. It is satisfactory to note that the railways in the Island are becoming

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increasingly able to convey such items as building and constructional materials to assist in the rehabilitation of Sicilian industries, and that 94% of the broad gauge tracks are available for operation.

(i) Bids for Rail transportation :

| Nº of BIDS | | | TONS | | | | |
|---|---|---|---|---|---|---|---|
| Total | Rejected | Accepted | Foodstuffs | Fuel and Petrol | Cereals Seed & Fert'ser | Misc. | Total |
| 232 | 6 | 226 | 18410 | 1346 | 7160 | 6053 | 32969 |

Rail Emergency Bids :

| Nº of BIDS | | | TONS | | | | |
|---|---|---|---|---|---|---|---|
| Total | Rejected | Accepted | Foodstuffs | Fuel and Petrol | Cereals Seed & Fert'ser | Misc. | Total |
| 9 | - | 9 | - | - | - | 146 | 146 |

2. COASTERS AND SCHOONERS.

Schooners are a very necessary and essential way of moving commodities in order to relieve the already heavy demands on rail and road. In order to achieve maximum efficiency in the use of schooners a plan is in course of being evolved whereby methods of securing coasters shall be simplified, and where schooners of under 50 tons come under the direct jurisdiction of ADC Transportation Sub-Commission. Full details of the final arrangements will be submitted in a subsequent report.

3. ROADS.

(a) Considerable alternations in the allocation of vehicles have taken place during the month, owing to additional trucks being required for the Anzio - Rome supply line.

(b) It was decided that 100 trucks were required immediately 67 to cover the Anzio - Rome supply line and 33 to be allocated to Region IV. It was also decided that the only way to meet this requirement was to do as follows :

Region III to supply 80 trucks, and 20 trucks to be taken from the 120 in Rome.

28 x 3 ton new British trucks in the vehicle park at Caserta which had not been drawn were allocated to Region III as an off-set against the 80 taken away from them. This means that Region III have had, as a temporary measure for 1 month, to relinquish 52 trucks.

(c) At the present time, the exact allocation of trucks is as follows :-

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| Nº of BIDS | | | TONS | | | | |
|---|---|---|---|---|---|---|---|
| Total | Rejected | Accepted | Foodstuffs | Fuel and Petrol | Cereals Seed & Fert'ser | Misc. | Total |
| 9 | - | 9 | - | - | - | 146 | 146 |

2. COASTERS AND SCHOONERS.

Schooners are a very necessary and essential way of moving commodities in order to relieve the already heavy demands on rail and road. In order to achieve maximum efficiency in the use of schooners a plan is in course of being evolved whereby methods of securing coasters shall be simplified, and where schooners of under 50 tons come under the direct jurisdiction of ACC Transportation Sub-Section. Full details of the final arrangements will be submitted in a subsequent report.

3. ROADS.

(a) Considerable alternations in the allocation of vehicles have taken place during the month, owing to additional trucks being required for the Anzio - Rome supply line.

(b) It was decided that 160 trucks were required immediately 67 to cover the Anzio - Rome supply line and 33 to be allocated to Region IV. It was also decided that the only way to meet this requirement was to do as follows :

Region III to supply 80 trucks, and 20 trucks to be taken from the 120 in Rome.

28 x 3 ton new British trucks in the vehicle park at Corato which had not been drawn were allocated to Region III as an off-set against the 80 taken away from them. This means that Region III have had, as a temporary measure for 1 month, to relinquish 52 trucks.

(c) At the present time, the exact allocation of trucks is as follows :

150 trucks - 21st and 22nd G.M. Truck Coys (Italian)
(120 Rome Sub.Reg. later to Reg.IV,
40 ASG 5th Army).
120 trucks - 1001 Gen.Tpt.Coy.(Italian) ASG 5th Army.
47 trucks - Rome Sub-Region, later Region IV.
117 trucks - Region III.
110 trucks - Region II - (allocated as follows: 55 SITA
30 SUDNET

located as follows : 30 Potenza
25 Matera
40 Bari
15 Taranto

- 3047

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119 trucks - Region V.
5 trucks - G.4 (British) for Food Sub-Commission
29 trucks - Region VII.
16 trucks - Displaced Persons Sub-Commission.
33 trucks - Region IV.

(d) The total number of trucks made available by the Army authorities at the present time is 604 - of which 300 are American Two-and-a-half G.M.C., and 304 British 3 ton. The 1001 Gen. Tpt. Coy. (Italian) 120 trucks, is not included in these figures as this was formed as a separate organisation and not included in the 1000 trucks promised.

(e) Of the 119 trucks in Region V, 27 were obtained from the AMG 8th Army, and therefore, are not included in the total of 604, and this also applies to the 5 trucks with G-4 (British) for the Food Sub-Commission.

(f) The re-allocation of trucks, owing to the circumstances mentioned in para 3 (b) above, has meant that there are only 55 trucks in the four provinces of Apulia as against the 95 originally allocated. These 55 are distributed as follows : Bari 40, Taranto 15, whereas the scheme was that there would be 40 at Bari, 25 at Taranto, 15 at Lecce and 15 at Brindisi. It may well be that the Regional Commissioner may decide to take some trucks away from Potenza (30) and Matera (25) and allocate them to either Lecce and/or Brindisi.

(g) 50 x 10 ton Fiat lorries have been promised and a signal has been received to the effect that 7 are on the way but no notification or their arrival has been received. 200 x 30 cwt. trucks have also been promised but there is no definite news as to when they may be expected.

(h) During the past month, the following tyres and tubes were allotted from the following sources to ASC for the following purposes:

| Nº | Size | FROM | Purpose | Rec'd. |
|---|---|---|---|---|
| 100 | 6,00x16 | F.B.S. | To equip Agric.& Public Works Requisitioned cars. | 0 |
| 100 | 6,00x16 | Br. Ord. | SAME | 70 |
| 285 | various | Hq.AAI. | To have tyres and tubes to exchange in connection with the operation of Bari tyre repair plant | 0 |
| 485 (authorised) | | | (Received) | 70 |

(i) The following tyres and tubes were issued during the past month :

To Agriculture Sub-Commission, to equip newly requisitioned cars in :

| | |
|---|---|
| Region II | - 28 |
| Region IV | - 20 |
| Region VII | - 16 |
| | 64 |

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this also applies to the 3 [illegible] Commission.

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| | |
|---|---|
| Region II | - 28 |
| Region IV | - 20 |
| Region VII | - 16 |
| Total issued | 64 |

(j) Balance of tyres and tubes on hand - 6.

4. COAL.

(a) The responsibility of the Coal Division which was established on 14 May 44 as part of this Sub-Commission [illegible] 1946 (i) To draw up in conjunction with the Italian Government a controlled organisation for handling and distribution of coal. (ii) Prepare the ground for the assumption of other duties appertaining to the above, which in the future may be assigned to it.

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(b) Preparity discussions with representatives of the old Italian Government Coal agencies, merchants and others were held prior to a conference on the 18 May 44 with General di Raimondo, Undersecretary of State for Railways and Highways. There was also present representatives of Finance Sub-Commission, Military Railway Service, and Italian State Railways. It was agreed that the old Railway organisation could be utilised and that detailed proposals would be made.

(c) Details of the previous method of the control or distribution and consumption have been examined and studied and a plan drawn up for future control.

(d) Assistance has been given to the Naples group of wholesale merchants to arrange a temporary site for distribution of coal pending the return by the port authorities of those now in use by the military. A rail served site in the Via Enrico Cosens was reconnoitred and found to be suitable. Negotiations are under way to obtain sanction for the merchants to use it.

L.E. WIVING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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Director, Transportation Sub-Commission, ACC.

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LEV/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

July, 1944.

MONTHLY REPORT OF ACTIVITIES, JUNE, 1944.
TRANSPORTATION SUB COMMISSION, ACC.

1. RAILWAYS.

(a) The month of June has seen considerable alterations to the rail situation in Italy. Priority of reconstruction was changed, in order that Line 90, the Naples-Rome route via Frosinone, could be brought into use at the earliest possible moment. The whole of No 1 Railway Construction and Maintenance Group was supplemented by the entire 1212 Railway Construction and Maintenance Group transferred from the Heel Area specially to deal with the reconstruction beyond Terracina to Rome.

(b) All American railway construction strength was concentrated on line 89, the coastal route Naples-Rome, until the fall of the City itself, when priority of reconstruction was altered, and the bulk of the American Forces were transferred to Line 265, Anzio-Rome, to enable the speedy clearance of the beach head.

(c) Construction on the line north of Ortona has been almost abandoned for the time being, and the South African Railway Group were brought over from that point for the urgent reconstruction of Line 50, Rome-Civitavecchia, in order that the best possible use could be made of the port.

(d) The fluctuating decision of priorities of re-construction is entirely dependent on the lines of communication and the best means of getting supplies to the troops, but ACC must concern itself with the rehabilitation of the Railways as an industry, and consequently examination is made of lines which the military pass by, but which will doubtless be of use in the distribution of food and supply to the population, as the Italian railway system has obviously grown up through the years based on the supply demands of the country. Unfortunately for this point of view, urgent Army needs often lead to complete cannibalisation, such as on the line Vairano-Venafro, where the track was not only used as a road in many places, but almost every sleeper was taken up and used for a more important military requirements.

(e) Although the Naples-Rome route via Frosinone has been opened for military traffic its capacity at the moment is but 4,800 tons daily, and it is anticipated that only the most immediate priorities will be accepted. On the West coast route, the line is likely to be opened for the throughout journey Naples-Rome by July 15, but this line will be limited by the tonnage capacity over the section Campoleone-Rome, which is 1,500 tons daily.

(f) The Rome-Civitavecchia line is open, and ACC traffic is passing by that route as port clearance. Later, the line may be of considerable use to ACC as it operates from Civitavecchia in a southwards direction, and thus will not be of immediate use for military forward requirements. It is also hoped that the Anzio-Rome line will be available for ACC traffic, but as this line links up with the Naples-Rome West line at Campoleone, tonnage is likely to be restricted to approximately 1500 tons per day.

(g) North of Rome, the opening of the lines to Orte and Perugia during July may prove of great help for the distribution of supplies.

(h) So much for the forward areas, but ACC has also to be concerned with the rail routes in Southern Italy. There are bottle-necks which restrict the flow of traffic, and military requirements continue to demand the movement of considerable tonnage. However, apart from the civil tonnage already agreed, we have found that

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ferred from the Heel Area specially to deal with the reconstruction beyond Terracina to Rome.

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(h) So much for the forward areas, but ACC has also to be concerned with the rail routes in Southern Italy. There are bottle-necks which restrict the flow of traffic, and military requirements continue to demand the movement of considerable tonnage. However, apart from the civil tonnage already agreed, we have found that the military authorities have been as helpful as possible in affording facilities for movement of supplies by military trains as and when circumstances allow. In Reggio, Major Blair, the Sub-Commission representative, has been sitting side by side with the organisations of the military movements, the Director General of Military Railways Services, and the Italian State Railways, and such a policy has been fully justified, for on July 7 the Reggio Calabria Division of the Italian State Railways was handed over to ACC entirely for supervision, and as it is anticipated that other such Divisions in the southern territory may follow, steps have already been taken to ensure other officers are fully trained to take up such responsibilities.

(i) The usual meeting of the Transportation Sub-Committee was held at the end of the month, and the regular weekly tonnage meetings continued.



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The system of bidding, whereby in the southern territory after the allotment of long distance tonnage has taken place, local tonnages may be arranged up to the total tonnage available has continued to prove satisfactory, and the following figures are given to indicate the tonnages conveyed:-

| No. of Bids. | | | Tons. | | | |
|---|---|---|---|---|---|---|
| Total | Rejected | Accepted | Foods | Fuel & Petrol | Misc | Total |
| 588 | 55 | 533 | 31490 | 5757 | 6162 | 44409 |

Emergency Bids

| Total | Rejected | Accepted | Foods | Fuel & Petrol | Misc | Total |
|---|---|---|---|---|---|---|
| 85 | | 85 | 3965 | 310 | 916 | 5191 |

| | Tons |
|---|---|
| Local Civilian Traffic within Bari Division | 30,254 |
| Reggio Division | 20,167 |
| Grand Total | 100,021 |

(j) Sicily has continued to be operative under Transportation Sub-Commission supervision, and many of the normal conditions have been reached. We have interested ourselves in the provision of Boots for Sicilian Railwaymen, and are arranging a scheme for distribution in conjunction with the Undersecretary of State for Railways and Highways.

(k) The protection of traffic passing by rail has also been the subject of attention, and this matter is in hand with the Public Safety Sub-Commission, who are dealing with the question of the creation of a Railway Police Force through Governmental Decree.

(l) On the Engineering side, a tour of inspection was made of the Sicilian Railways, with respect to permanent way conditions, which were found to be unsatisfactory, and as a result, efforts are being made to obtain the release of some 18,000 sleepers for immediate use, and a further 12,000 for the current year beginning in July. Repairs, temporary and permanent to damaged structures are proceeding, and it is anticipated that the Simento Bridge will be completed and ready for traffic by August 20. Work on the Palermo-Messina and Catania-Messina lines are progressing satisfactorily, and these lines should be open by early autumn.

(m) On the mainland one of the lines cannibalised for military requirements, that between Termoli and Campobasso has received attention, and negotiations for its re-building satisfactorily completed. Orders for the work to proceed have been issued, and it is hoped that site work will commence during July.

(n) Reconstruction of the bridge River Petroie (Gioia-Tauro) the last broken link on the coast line from Reggio to the north is proceeding satisfactorily. Arrangements having been made to secure the necessary steelwork. It is estimated that this work will be completed by the end of the year.

(o) Stores :- A comprehensive indent by the Italian State Railways has been received, translated and passed to the Director General of Military Railway Services.

2. ROADS.

(a) Since the last monthly report the allocation of vehicles has changed considerably, and set out below are the figures of vehicles allocated to Regions:-

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| Total | Rejected | Accepted | Foods | Fuel & Petrol | Misc | Total |
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| REGION | No OF VEHS | TYPE | REMARKS |
|---|---|---|---|
| II | 120 | 3 ton | |
| III | 57 | 3 ton | |
| | 61 | 2½ ton | |
| | 100 | 3 ton | On loan from AAI |
| IV | 73 | 2½ ton | |
| V | 120 | 3 ton | |
| | 107 | 1½ ton | |
| | 8 | 10 ton | Fiats |
| | 100 | 1 ton | trailers on loan from PBS |
| VII | 9 | 3 ton | |
| | 10 | 1½ ton | |
| VIII | 20 | 3 ton | |

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| REGION | N° of [illegible] | TYPE | REMARKS |
|---|---|---|---|
| AAI 5 Army | 90 | 3 ton | 3 platoons of 548 548 G.T.Coy. |
| AAI 8 Army | 120 | 3 ton | 100lst G.T. Coy. (Italian( |
| CAS Rome Region | 166 | 2½ ton | |
| | 30 | 3 ton | 1 platoon of 548 G.T.Coy. |
| Capt. Miller (Food S.C.,Rome) | 120 | 3 ton | 1 G.T. Coy. from 1 Br.Inf.Div. |
| Displaced Persons (Sub-Commission) | 16 | 3 ton | |
| ACC.Hq.(Food S.C.) | 5 | 3 ton | |

From the above figures it is intended to take the 166 vehicles (2½ ton G.M.C.) from Rome Sub-Region and divide between Regions VIII & IX. The reason for this being, that the 166 were allotted to Rome on the assumption there would be no vehicles in Rome, whereas a considerable number has been obtained and should meet requirements.

(b) There now remain only 59 x 1½ ton Chevrolets to arrive ex ME, and these have all been promised to Region V to assist their harvest, and the new Provinces now under their control. Ten x 1½ ton Chevrolets have just been given from this latest shipment to Region II to assist them in fulfilling a timber commitment for Captain Jarman, Timber Officer, Industry & Commerce. (These ten x 1½ trucks should have gone to Region V). A further consignment of 10 ton flats are expected, but no information of shipment is to hand as yet.

(c) JANIRI TYRE PLANT

This is progressing satisfactorily. R.E.M.E. inform us that the work now being done by R.E. may be completed in 10 days from date of this report. R.E.M.E. are supervising, and providing raw materials for approx 2 to 3 months from date plant commences to operate. On receipt of data concerning raw materials the Requisitioning Division will requisition raw materials for 12 months for the Janiri Plant, a machines (repair) in Naples and small retreading plant in Sicily.

It is anticipated that demands for retreading will be small as Italians now run their tyres till the canvas shows, and to counteract this P.B.S. are releasing C-1 tyres (tyres no longer good for army use) which will be sent to tyre plant for retreading thus forming a stock pile of tyres in readiness for Regional demands.

(d) SERVICE STATUS.

HQ. AAI have authorised the issue of 1 set of spares per 100 vehicles, and authority is now awaited for the collection of these spares and tools. The principle is that extracts have been made from "A" type L.A.D. (Light Aid Detachment) giving a good scale of tools, equipment and spares, and on receipt it is anticipated these will be distributed to Regional garages to assist in obtaining better maintenance and repair - so that W/E and Road Haulage Vehicle census were submitted together.

(e) Census returns for month of June were submitted on time to Lt-Colonel Mill

All B.L.R. certificates (Beyond Local Repair) submitted to Q(AE)AAI. have been exchanged for release notes to collect new vehicles.

All tyres (new) collected from 557 AOD. have been sent to Rome on instructions from Lt-Colonel J.J. Carnes.

3. WATER

(a) The new system of operation of schooners was started in mid-June, and statistics would therefore not reveal a full picture. Schooners of under 50 tons D.W. are being operated by the Comitato Gestione Navi (Co-ge-na) under the supervision of ACC Transportation Sub-Commission, and this tonnage is augmented by temporary allotments by the Schooner Boards. ACC Representatives have inspected ports on the eastern and western coasts with a view to gathering information to assist in comprehending the facilities available. Undoubtedly the grouping together of schooner transport, the registration required, and the desire of Co-ge-na to be helpful has enabled us to relieve in some measures the congestion created by rail bottle necks, but with limited

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have all been promised to Region V to assist their harvest, and the new Provinces now under their control. Ten x 1½ ton Chevrolets have just been given from this latest shipment to Region II to assist them in fulfilling a timber commitment for Captain Jarman, Timber Officer, Industry & Commerce. (These ten x 1½ trucks should have gone to Region V). A further consignment of 10 ton flats are expected, but no information of shipment is to hand as yet.

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(d) SERVICE STATIONS.

HQ. AAI have authorised the issue of 1 set of spares per 100 vehicles, and authority is now awaited for the collection of these spares and tools. The principle is that extracts have been made from 'A' type L.A.D. (Light Aid Detachment) giving a good scale of tools, equipment and spares, and on receipt it is anticipated these will be distributed to Regional garages to assist in obtaining better maintenance and repair.

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(b) However, as military water requirements lessen, the scheme as laid down offers a satisfactory way of restoring to Italian control the operation of coastal shipping. The initial working of the scheme has been very satisfactory in itself, because it has resulted in greater use of available tonnages, and reduction to a minimum of running in ballast. It is a simple scheme which requires no expert knowledge of water movement. The local Co-ge-na representative ties up with the ACC Provincial Supply Officer, gets details of requirements, and endeavours to fulfill them, at the same time advising forward the journeys of his vessels to the Co-ge-na agent at the destination in order to be ready for subsequent cargoes from that point to elsewhere.



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The scheme has been further advanced in Sicily, where the Chambers of Commerce have been given the duty of preliminary examinations and recommendations in regard to all cargoes.

(c) The advantage of handing over of all possible work to the Italians, apart from the basic requirement of rehabilitation, has already become evident where ACC personnel have had to be reduced.

(d) Shipments have been made to ports such as Gaeta and Anzio for newly-opened up Regions, and similar shipments will be made to other Regions established in the Rear of the advance.

(e) The problem of supplies to the forward areas is somewhat different than from that in areas where industry is already well revived. There is a dearth of available transport, and the general picture of required movement has to be understood, and the difficulties of achieving that movement appreciated before the most satisfactory means are found. In such cases, schooner movement can provide useful auxiliary facilities to the already heavy demands for rail & road.

(f) Figures of tonnage of schooners allotted (excluding Sardinia) for shipment of ACC and Civilian goods are:-

| | |
|---|---|
| Over 50 ton schooners - - | 14561 |
| Under " " " - - | 1579 |
| | 16140 |

4. It will be of interest to note some of the information given by Officers serving the field, and it is hoped to expand these items in the next monthly report.

(a) SARDINIA.

Railroads. All rail lines are in operation and are satisfactory as conditions permit. Two ship-loads of imported coal came in during June (some 9000 tons) supplied to the Allied Garrison for Military purposes. Allotments are made to railroad as needed by the Transportation Section of A.G.S.

Conferences have been held with rail and port officers to arrange for supervision and operation of rail and port facilities if and when the present military organisations are removed.

Bus and Truck Traffic. Registration of available motor vehicles is continuing slowly, apparently due to organisational difficulties in the Italian Government and instructions coming from the Italian Ministry at Palermo that differ from P.O.L. instructions that came from A.C.C. We are making an effort to clarify this situation as we insist on compliance with A.C.C. regulations at all times.

The harvest of this time is requiring a large amount of the available civilian transport. Shortage of tyres and repair parts continue to be critical. Allotment of fuel (gasoline, diesel fuel, and lubricating oils) has been adequate for vehicles approved for circulation. Enforcement of regulations on placing of circulation permits on windscreens of cars and trucks has [illegible].

Shipping. Schooner shipping was frozen from Sardinia to Sicily and the mainland. Coastal shipping has been active between ports in Sardinia.

(b) REGION III.

In spite of difficulties a comparison of tonnages (approx) moved over the last three months is very gratifying.

| | RAIL | ROAD | SEA | TOTAL |
|---|---|---|---|---|
| April | 7799 | 13531 | 500 | 21830 |
| May | 14947 | 18535 | | 33482 |
| June | 29842 | 17524 | 1356 | 48722 |

It must be noted that coal tonnage moved is a false figure, as due to the lack of sidings, a large amount of the rail tonnage has to be carried by truck

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| | |
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(a) SARDINIA.

Railroads. All rail lines are in operation and are satisfactory as conditions permit. Two ship-loads of imported coal came in during June (some 9000 tons) supplied to the Allied Garrison for Military purposes. Allotments are made to railroad as needed by the Transportation Section of A.C.S.

Conferences have been held with rail and port officers to arrange for supervision and operation of rail and port facilities if and when the present military organizations are removed.

Bus and Truck Traffic. Registration of available motor vehicles is continuing slowly, apparently due to organisational difficulties in the Italian Government and instructions coming from the Italian Ministry at Salerno that differ from P.C.L. instructions that come from A.C.C. We are making an effort to clarify this situation as we insist on compliance with A.C.C. regulations at all times.

The harvest of this time is requiring a large amount of the available civilian transport. Shortage of tyres and repair parts continue to be critical. Allotment of fuel (gasoline, diesel fuel, and lubricating oils) has been adequate for vehicles approved for circulation. Enforcement of regulations on placing of circulation permits on windscreens of cars and trucks has been lax.

Shipping. Schooner shipping was frozen from Sardinia to Sicily and the mainland. Coastal shipping has been active between ports in Sardinia.

(b) REGION III.

In spite of difficulties a comparison of tonnages (approx) moved over the last three months is very gratifying.

| | RAIL | ROAD | SEA | TOTAL |
|---|---|---|---|---|
| April | 7799 | 13531 | 500 | 21830 |
| May | 14947 | 18535 | | 33482 |
| June | 29842 | 17524 | 1356 | 48722 |

It must be noted that toal tonnage moved is a false figure, as due to the lack of sidings, a large amount of the rail tonnage has to be carried by truck to rail.

Road Section. The Ufficio Trasporti has continued on the up grade, although is not satisfied with their internal administration and contemplate a change. Gross profit on the first full months working was L.2.274.833 plus paymeny to amortisation fund of L.617.200. As was expected there is considerable difficulty in obtaining payment of accounts, (the one exception being our most difficult customers - the Refugee Branch) but these are teething troubles and are being overcome. The loan of 100 Grade 3 and 4 British 3 tonners has proved a mixed blessing, as with continual repairs we have only been able to keep 60% on the road.

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The question of spare parts for the Allied owned vehicles is still unsatisfactory and every effort is being made to overcome it. On receipt of the letter from the Deputy Director Mech. Engineering,

Rome have sunk their prejudice and have promised considerable help, 10 vehicles being at present in their shops, as against an output of nil over last month. I can see no satisfactory alternative for a long term policy to a bulk supply being sold to the Italian administration so that they can accept entire responsibility for repairs and maintenance.

Upwards of 40 trucks have been working nightshifts to cope with the increased load, but this has been done mostly by the U.T.C., the inborn love of leisure (or idleness) of the Neopelitan being a serious obstruction to obtaining any extra work out of the civilian owned vehicles.

The experiment of withholding petrol rations cards from heavy goods vehicles owners has proved satisfactory, although I understand that the non political Direttore of the Consorzio Autotrasporti, and myself are now classified by the vehicle owners as 'Fascisti'. Reynold Tan Mee

The detailed application for tyres was completed and handed in on time.

Machinery for distribution of the tyres, if and when available has been prepared.

In general it is my opinion that crime amongst transportation personnel is on the decrease, partly because profits on nefarious transactions are reduced, and partly because a number of the delinquents are out of harms way in the Poggio Reale. The imprisonment of the two directors of a charcoal carrying firm for ten days for failing to stop one of their drivers carrying passengers has also had a chastening effect on other owners.

Rail. During the first two weeks of June, ACC traffic was very heavy with the result very few civilian bids were excepted. Tonnages bid for were as follows:

| | |
|---|---|
| ACC Traffic | 29,842 tons |
| Civilian Traffic | 424 tons |
| ACC Wagon labels issued | 1,890 |

Civilian bids forwarded to this office by the Capo Compartimento average about 250 weekly, consisting largely of empty wine casks, charcoal and lemons. A large proportion has now been accepted and transported.

A number of emergency requests for empty oil tankers to Poggio for refilling were accepted and despatched shortly after acceptance.

Other emergency requests were accepted and included in Above Totals.

Sea.

Bids for Sea Movement were:-

| | | | |
|---|---|---|---|
| Paper to | Palermo | 100 | |
| " " | Sardinia | 15 | Plus export to U.K. |
| Wax " | Catania | 100 | |
| Boxwood" | Palermo | 66 | |

(c) REGION VIII.

Civil Supply Transportation. A first group of 20 three-ton British military trucks with Italian drivers have been assigned to the Region and are under charge of Regional Transportation Officer. Twelve of these trucks already have reached Region Headquarters. The remainder are awaited. It is believed to be the intention of ACC-Main Headquarters to increase the fleet to sixty vehicles. This number will require to be further increased in the event that civilian trucks are not found in sufficient quantity in the new territories and in good running condition.

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A number of emergency requests for empty oil tankers to Reggio for refilling were accepted and despatched shortly after acceptance.

Other emergency requests were accepted and included in Above Totals.

Sea.

Bids for Sea Movement were:-

| | | | |
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| Paper to | Palermo | 100 | |
| " " | Sardinia | 15 | Plus export to U.K. |
| Wax " | Catania | 100 | |
| Boxwood" | Palermo | 66 | |

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(d) COAL SECTION

(a) Outline proposals for the importation and distribution of coal and coke on a national basis together with a scheme for the collection of various requirements were submitted by the Italian Ministry of Communications. The scheme outlined was in accordance with the Coal Division's ideas and several meeting followed during which more details were discussed.

(b) Briefly it is proposed that the Italian State Railways and the associated wholesale merchant groups will be in future responsible for the discharge of coal carrying steamers in the ports not occupied by the Military, for the distribution within the railway system and for essential civilian requirements either direct or through wholesale merchants. In addition it is proposed that the I.S.R. will be responsible for the distribution of coal required by the Military behind army rear boundaries.

(c) Agreement in principle to the scheme was obtained from the heads of services of A.A.I. and quartermaster P.B.S. Permission was obtained from Movements A.A.I. and D.G.M.R.S. for the Italian Government organisation to get its book keeping and statistical departments in order so that it could function from alongside steamers in those ports occupied by the Military and on the Railways alongside the military organisation on receipt of full authority from A.F.H.Q. A plan embodying the details of the above was drawn up and submitted to Economics Section for approval and transmission to A.F.H.Q. In the meantime the Chief Coal Officer A.F.H.Q. has been called to London for consultation.

(d) The fall of Rome opened the way to the head office of the Italian distributing organisation where "unofficial" discussions were held with the heads of the departments concerned. It is obvious that the head office who have been doing the work for many years are in a better position and could more easily carry out the plan than from an office elsewhere and it is proposed to delay its commencement until the move from Salerno and Naples is complete and communications can be established.

(e) Pending authority to re-establish the Italian Government organisation arrangements have been made whereby coal under the control of Coal Section attached A.A.I. will be released to essential civil consumers. An executive instruction laying down machinery for indenting for supplies was published by RC & MD Section.

(f) The supplies of coal for Rome Utilities presented a problem due to lack of rail and sea communication. Rome Region made their own arrangement with the Armies for supply to be motored temporarily fro the Rome Thermal Electric Stations and a meeting is to be held early in July at A.A.I. to consider future supplies for Rome and areas further North.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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ROADS SECTION

14 August 1944

MONTHLY REPORT OF ACTIVITIES OF ROADS SECTION OF THE TRANSPORTATION SUB COMMISSION

TO: Director of Transportation Sub-Commission.

1. Considerable expansion of the Roads Section has taken place during the month of July 1944. A list of the present functions of this section is as follows:

1. General Administration.
2. Accounting
3. Spare parts
4. Tires
5. Operations
6. Maintenance.

General Administration.- Is self explanatory.

Accounting.- Deals with the proper supervision of various sums of money paid in to ACC accounts by the civilian firms operating military vehicles on our behalf.

Spare Parts.- This constitutes the control and proper distribution in order of urgency of those spare parts necessary to maintain non-military transport on the road. Spare parts in Rome area are gradually being frozen, control of same being assumed by this Section.

Tires.- This forms one of our greatest problems at the moment and it is not easy to see how satisfaction can be given to all concerned. A tire plant for the repair of such is on the point of being opened at Bari and it is hoped that the number of repaired tires (8-1 tires drawn from PBS) will be available in the near future. Unfortunately, these will be of only limited sizes, but should cover a fair percentage of current demands. In addition a number of repair plants in Naples and Rome are being organized to carry out such line of repairs as their machines are capable of executing.

Operations.- This is being handled by an Italian civilian whose main object is to coordinate all movements of vehicles, both military and civilian, engaged in the transport of supplies. Efficiency of such a system naturally takes time, but it is hoped that the result will be a considerable saving of wastage which occurs at present in the shape of vehicles transporting supplies in one direction fully loaded and returning practically empty or partially full.

Maintenance.- It is the responsibility of this Sub-Commission to ensure that proper maintenance is carried out on all vehicles, both military and civilian, working for ACC. To this end regular inspections will be carried out by responsible officers of this Sub-Commission.

2. The General Transport situation as usual is very strained. A certain relief was obtained by the recent arrival of a total of 158 Jeeps, Chevrolets [illegible] and a further 48 are expected [illegible]

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2. Accounting
3. Spare parts
4. Tires
5. Operations
6. Maintenance.

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2. The General Transport situation as usual is very strained. A certain relief was obtained by the recent arrival of a total of 156 Quest Chevrolets trucks from Mideast and a further 42 are expected in the near future. Also approximately 25 x 10 ton Fiats have been received.

Authority has now been received for the permanent allocation to ACC of 100 3-ton trucks which were previously on loan. About 40 of these are of little further use, and it has been agreed that these shall be replaced by serviceable vehicles.

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20 vehicles have been transferred from Region III to meet the needs of a rapidly expanding Region VIII.

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7 more 3-ton vehicles have been taken in charge by Region II under instructions from Hq. A.A.I. These vehicles are employed on the special job of street cleaning in Bari.

3. Statistics.- Current statistics are as follows:

Region II - 117 x 3 ton plus 28 on loan from the Army.
Region III - 197 x 3 ton and 60 x 2½ tonners
Region IV - 72 x 2½ tonners
Region V - 148 x 1½ ton. 17 x 10 tonners 120 x 3 tonners in addition 100 x 1 ton trailers on loan only.

(of these vehicles 100 miscellaneous have been transferred to the new Foggia Province. Exact details are at present not available.)

Region VII - 9F e 3 ton - 10 x 1½ ton.
Region VIII - 40 x 3 tonners
Displaced Persons Sub-Comm. - 16 x 3 tonners.
Road Sub-Commission - 5 x 3 tonners.

In addition to these vehicles there are the following:

With AMG 5th Army - 549 G.T.Co. (120 x 3 ton.) on loan and about to be withdrawn and replaced by civilian lorries and drivers.
1024/1025 Italian Truck.Co. Consisting of 163 x 2½ tonners. At present transporting supplies from Civitavecchia to Siena.
With AMG 8th Army - 1001st G.T.Co. (120x3 tonners) on loan. Operating on the Italian Island of ELBA 4 x 2½ tonners.

This makes a total of 918 vehicles, plus those on loan only.

J.J. CARNES
Colonel, Inf.
Dy. Sub-Comm.
Director, Roads Section

Declassified E.O. 12356 Section 3.3/NND No. 785021

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CWB

J.J. CAUWER
Colonel, Inf.
Tn. Sub-Comm.
Director, Roads Section

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(A)

ROADS SECTION CEM/re

Tn/125/22 4 July 1944.

Embody in monthly report.

SUBJECT: Monthly Report from Roads Section.

TO : Transportation Sub-Commission.

ALLOCATION OF W.D. VEHICLES.

1. Since the last monthly report the allocation of vehicles has changed considerably, and set out below are the figures of vehicles allocated to Regions: -

| REGION | N° OF VEHS | TYPE | REMARKS |
|---|---|---|---|
| II | 120 | 3 ton | |
| III | 57 | 3 ton | |
| | 51 | 2½ ton | |
| | 100 | 3 ton | on loan from AAI. |
| IV | 73 | 2½ ton | |
| V | 120 | 3 ton | |
| | ~~15~~ 107 | 1½ ton | |
| | ~~8~~ 8 | 10 ton | Fiats |
| | 100 | 1 ton | trailers on loan from PBS. |
| VII | 9 | 3 ton | |
| | 10 | 1½ ton | |
| VIII | 20 | 3 ton | |
| AMG 5 Army | 90 | 3 ton | 3 platoons of 548 G.T. Coy. |
| AMG 8 Army | 120 | 3 ton | 1001st G.T. Coy. (Italian) |
| CAS Rome Region | 166 | 2½ ton | |
| | 30 | 3 ton | 1 platoon of 548 G.T. Coy. |
| Capt. Miller (Food Sub-Comm. ROME) | 120 | 3 ton | one G.T. Coy. from 1 Br. Inf. Div. |
| Displaced Persons (Sub-Commission) | 16 | 3 ton | |
| ACC.HQ. (Food S/C) | 5 | 3 ton | |

From the above figures it is ~~hoped~~ intended to take the 166 vehicles (2½ ton G.M.C.) from Rome Sub Region and divide between Regions VIII and IX. The reason for this being, that the 166 were allotted to Rome as an assumption there would be no vehicle in Rome, whereas a considerable number that were planned are needed for maintenance.

ARRIVAL OF NEW VEHICLES.

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From the above figures it is ~~hoped~~ intended to take the 166 vehicles (2½ ton G.M.C.) from Rome Sub Region and divide between Regions VIII and IX. The reason for this being, that the 166 were allotted to Rome at the assumption time there would be no vehicle in Rome, whereas a considerable number have been returned and should meet requirements.

ARRIVAL OF NEW VEHICLES.

2. There now remain only 59 x 1½ ton Chevrolets to arrive ex ME, and these have all be promised to Region V to assist their harvest, and the new Provinces now under their control. Ten x 1½ ton Chevrolets have just been given from this latest shipment to Region II to assist them in fulfilling a timber ~~deficit~~ commitment for Capt. Jarman, (these ten x 1½ ton trucks should have gone to Region V). A further consignment of 10 ton Fiats are expected, but no information of shipment is to hand as yet.

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JANIRI TYRE PLANT.

3. This is progressing satisfactorily. R.E.M.E. inform us that the work now being done by R E may completed in 10 days from date of this report. R.E.M.E. are supervising, and providing raw materials for approx 2 to 3 months from date plant commences to operate. On receipt of data concerning raw materials the Requisitioning Division will requisition raw materials for 12 months for the Janiri Plant, 4 machines (repair) in Naples area and small retreading plant in Sicily.

It is anticipated that demands for retreading will be small as Italians now run their tyres till the canvas shows, and to counteract this P.E.S. are releasing C-1 tyres (tyres no longer good for army use) which will be sent to tyre plant for retreading thus forming a stock pile of tyres in readiness for Regional demands.

SERVICE STATIONS.

4. HQ. AAI. have authorized the issue of 1 set of spares per 100 vehicles, and authority is now awaited for the collection of these spares and tools. The principle is that extracts have been made from "A" type L.A.D. (Light Aid Detchment) giving a good scale of tools, equipment and spares, and on receipt it is anticipated these will be distributed to Regional gareges to assist in obtaining letter maintainence and repairs.

GENERAL.

5. Census returns for month of June were submitted on time to Lt. Col. Miller so that W/E and Road Haulage Vehicle census were submitted together.

All B.L.R. certificates (Beyond Local Repair) submitted to Q(AE) AAI. have been exchanged for release notes to collect new vehicles.

All tyres (new) collected from 557 AOD. have been sent to Rome on instructions from Lt. Col. J.J. Carnes.

C.E. Moretti Capt.

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Capt., RASC
Roads Section

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47/15

GWAP/bm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub - Commission
APO 394

15 September 1944

Tele : 478908
ACC/Tn/R/43
SUBJECT : Monthly Report.
TO : Director, Transportation Sub-Commission.

Herewith Monthly Report of Roads Section for month of August 1944.

Charlotte, Calif

for JAMES J. CARNES
Colonel Inf.
Tn. Sub-Comm.
Director Roads Section.

Lt Barnes.
Can you have this printed on small right angle plate.
Not small type

3034

2. ROADS SECTION

47/15

15 September 1944

MONTHLY REPORT OF ACTIVITIES OF ROADS SECTION OF THE TRANSPORTATION SUB-COMMISSION.

TO: Director, Transportation Sub-Commission.

1. The Monthly Report of the Roads Section ~~of the Transportation Sub-Commission~~ will, in the future, be divided into six Sections as follows:

1. General
2. Operations
3. Maintenance
4. Garage Activities
5. Spare Parts
6. Tires.

I. GENERAL

Increases in the strength of officers has continued to take place. During the month of August 16 new officers were attached for duties, either with this Hq., Lancia Garage, or in the Regions. With the taking over by this Sub-Commission of the Super Garage, four additional officers became available to this Sub-Commission, but will continue in their present positions.

II OPERATIONS.

Italian Government Decrees.

a. Road Haulage Rates.

The Italian Government Decree standardizing Road Haulage Rates has become law throughout that part of the country handed back to the Italian Government and it is also being employed and enforced in AMG territory.

b. Formation of E.N.A.C.

Although the Decree has been approved it has not yet been published and therefore as yet it is not law. Nevertheless in AMG territory, where Inspettorato Compertimentali Motorizzazione Civile personnel are available, and have no bad record, their services are used in organizing Civilian Road Transport. In Florence, the Director of the I.C. is the Vice- Chairman of the Truck Co. formed.

2. Operations:

a. 1024 and 1025 Q.M. Truck Co's. are employed on the haul from Piombino to Florence on behalf of the Food Sub-Commission with a return load of salt from Saline to Talamone (Railroad). This railroad is being moved forward to Bibbona on Monday 11 Sept., which will cut out previous dead miles.

b. 70 2½ GMC's driven by Italian Military personnel, but assigned to Regions have been received and permission has been sought from AFHQ to form a QM Bn. (Truck consisting of at least 3 Co's.

c. The problem of supplying new Regions (Regions VIII, IX, X, XI and XII) with a number of military vehicles is a difficult one and at the moment theonly solution would appear to be that of withdrawing vehicles from Southern Region. This

Declassified E.O. 12356 Section 3.3/NND No. 785021

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d. Feeding of Rome.

The availability of trucks in Rome is capable of dealing with this problem, having regard to the rail tonnage available. The control of trucks in Rome is not yet satisfactory, but every effort is being made to tie this up.

3033

The haulage of potatoes from Avezzano has presented numerous difficulties, not all connected with Road Transport. The main problem has been to supervise the loading at Avezzano and it has been found necessary to send an officer (from the Food Sub-Commission) for this purpose. There has not been time to judge the result for this.

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III. MAINTENANCE:

During the month of August efforts have been made to bring the responsibilities of maintenance of all vehicles held within ACC under onne central department, hacing control of all maintenance personnel, tools and equipment and garages.

Towards the end of the month it was tentatively agreed at a conference attended by representatives of the three departments of ACC Hq. interested in vehicle maintenance that the supervision of maintenance should be the responsibility of this Sub-Commission, and pending the publication of a new Establishment Memorandum on the subject, a Vehicle Maintenance Section has been formed within this department to take care of the problems which until now have remainded outstanding.

One of the most difficult problems in all areas has been that of spare parts, tires etc. In this connection First Aid Kits of spares have been drawn in respect of the British vehicles and a distribution on the basis of the number of vehicles of each type held will shortly be made to Regions.

Although the immediate outlook in the matter of tires supplies is not entirely favorable supplies are coming to hand and with the advancement which has been made in the tire repair plants situation fair supplies should be available in the very near future.

IV. GARAGE ACTIVITIES.

Lancia Works:

1. The complete works, including garage, workshop, showroom and spare parts department was requisitioned and taken over by the Transportation Sub-Commission on 18 August 1944. The electric current was turned on, on 23 Aug. 44.

2. All the Lancia staff and workers were retained and all work is carried out by Lancia. All orders go to Eng. Greco, Direttore of Lancia works. All workers are paid by Lancia as before, but they now get a midday meal as laid down for manuel workers.

All the employees numbered 54 on taking over but they are being increased to 120, the maximum number that can be employed according to Eng. Geco. At 31 Aug. there were 76 employees.

3. All ACC/AMG work done is paid for weekly to Lancia through the Hq. Commandant accounts. A fixed rate has been agreed on for parts, materials and time. Finance Sub-Commission has agreed that payment may be made for repairs to any AMG/ ACC vehicle, whatever Region or other formation it may belong to. This Hq. car's staff are arranging to debit such payments to the Regions etc. concerned.

All other work such as repairs to the Rome Consorzio trucks is paid for direct to Lancia before the vehicle leaves the works.

All bookkeeping is done by Lancia Staff, and no books except a petty cash book are necessary.

4. No supervision by Allied N.C.O. personnel has been found necessary and one officer in charge of workshops, (Capt. Hawksworth)(A) has been found sufficient with a second officer (Lt. Kopp) (A) in charge of spare parts.

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4. No supervision by Allied N.C.O. personnel has been found necessary and one officer in charge of workshops, (Capt. Hawksworth)(A) has been found sufficient with a second officer (Lt. Kopp) (A) in charge of spare parts.

5. Civilian tires (not under our control) and W.D. spare parts are stored in the showroom.

6. The Lancia Spare Parts Depot is also in operation but no parts are issued without a release order. Spare parts are also being manufactured in the workshop when required.

7. As from 28 Aug. 44 no vehicles, whether Lancia's or not, are allowed in for repairs, except ACC/AMG vehicles. The only exceptions are trucks belonging to the Rome Conzorzio or one or two Lancias belonging to AAI or AFHQ. No further Lancias from the Italian Army are being accepted.

8. 80 vehicles from the British Motor Pool which were deadlined are going through the shops. At 31 Aug. 22 had been taken in of which 5 had been finished and returned.



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9. On 31 Aug. 44 there were 31 cars and 7 trucks in the workshop for repairs.

V. SPARE PARTS

1. During the month of August, 79 orders for the release of spare parts for Italian cars were issued. This represents less than 10% of the applications.

2. On 15 August, Lancia works were taken over and the large showroom set apart for W.D. Spare parts. Lt. Kopp (A) has been put in charge.

3. 18 tons of British spare parts have arrived from Naples. They are being unpacked, binned and tabulated.

4. Italian vehicle spares.

a. All spares frozen in Rome Area and issues carefully screened.
b. Steps have been taken to start the manufacture of the most essential spares.
c. Pirelli were asked to re-rubber some silentbloes and made an excellent job of it. Old silentbloes are now being collected and sent to Pirelli for remaking.
d. Bills of lading for 40 tons of spares for Fiat 634 10 ton trucks from Mideast have been received but no notification of their arrival has come. yet been received
e. 4 tons of Fiat pistons and spares are being collected from Naples ordnance.

5. British and U.S. WD Vehicle spares.

a. 18 tons of spares have arrived from Naples and are being unpacked, binned and classified.
b. 3 tons are lying at BARI and will be collected as soon as possible.
c. 8 British MT fitters kits have been received.
d. 50 tires and tubes (9 - 1050 x 16) have been received for British WD vehicles.

6. There has been no difficulty to date in meeting legitimate demands for essential spares.

VI TIRES:

1. Bari Plant was inspected and report submitted. It is still our considered judgement that operation of this plant would not materially decrease the tire shortage.

2. Shuttle supply run was instituted Naples to Rome bringing up C-1 tires for repair (at present 4 trucks 3 trips weekly) bringing some 1400 tires. It is interesting to note here that 781 have been condemned by REME as beyond repair.

3. Raw materials have been requistioned for Pirelli Plant at Via Assisi and materials for reconstruction of Tivoli Plant has been released.

4. Our stocks of tires and tubes were moved from Super Garage to Canada Garage and this section now has direct control of issue.

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b. Steps have been taken to start the manufacture of the most essential spares.

c. Pirelli were asked to re-rubber some silent blocs and made an excellent job of it. Old silent blocs are now being collected and sent to Pirelli for remaking.

d. Bills of lading for 40 tons of spares for Fiat 634 10 ton trucks from Mideast have been received but no notification of their arrival has come. yet ~~come~~ been received

e. 4 tons of Fiat pistons and spares are being collected from Naples ordnance.

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4. Our stocks of tires and tubes were moved from Super Garage to Tanda Garage and this section now has direct control of issue.

5. Accountancy system is now being set up and established in anticipation of billing for tires already issued and those to be issued.

6. Application to AFHQ for derequisition by REME of ASSISI Plant has been forwarded as first step toward control and operation by ACC.

7. Applications on hand for tires/tubes amount to 2468. Tires issued 241. Tires on hand 526.

8. ~~Consignment~~ Consignment of 37 tons of tires and tubes announced arrival Aug. 31 are still enroute. Identified ship carrying them is still unreported at destination port.

9. Warehouses are being located at Bari, Naples and have to be established as destination centers for tires. This is being done in connection with ENAC.

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Wakefield, Capt

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FREG/hl

47/16

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.478704

ACC/Tn/
Date: 12 Sept.'44.

TO : Col. D.S.ADAMS
Director,Tn.Sub.Comm.

S. SUBJECT: Shipping Section, Report for August

The movement for ACC goods by sea is now being incorporated in the overhaul AFHQ commitments and not merely limited to what can be moved by schooners. Forecasts are required for movement a month ahead and if accepted in principle by AFHQ, means are found to move the goods.

This is done firstly by the use of a standing allotment of schooner tonnage to ACC, at present set at 27000 tons D.W. and then by the additional allotment of further schooner or coaster space or when suitable space on larger ships.

For Septem ber the ACC forecast of goods to be carried in categories 1 - 10, was 45 000 D.W. plus 45 000 tons, category 11, wine.

It was agreed by AFHQ to accept bids for the 45 000 in categories 1 - 10 and arrangements made for carrying them by schooners, coasters and liberal ships.

The new system for movement of goods by schooner under which all bids are required to come to ACC Headquarters, is not sufficiently established to give a criterion of its operation. It was not possible owing to the lack of communications and reductions of ACC personnel in Regions to give it immediate effect.

It is still not clear whether this system will work in practice, but that part of the new system by which allotment of schooner for voyages are made at a daily meeting by the ACC. representatives,

Capt.Smith, ACC
Mr.Williams of "Medbo" and

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Capt.Smith, ACC
Mr.Williams of"Medbo" and
Dr.Sarnella of COGENA,

has many advantages.

Schooners can be made to run as ordered and can be disciplined. Such manoeuvres as jettysoning cargo and going off for a spell on the "black market" before returning to carry the original cargo and many similar devices are being reduced to a minimum.



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Owing to the change of system it is not possible to give figures for the amount of goods carried in August, but from August 17 - 31, 3,120 tons were carried using schooners on D.W. tonnage of 5800 tons in all.

The ban on movement of schooners from Sardinia to the main land and Sicily is still in force and approx. 30 schooners are being convoyed from Sardinia to the main land as there is insufficient coastal traffic in Sardinia.

F.R.A.GLANVILLE
Lt.Colonel; R.E.
Shipping Section

Declassified E.O. 12356 Section 3.3/NND No. 785021

30 schooners are being convoyed from Sardinia to the main land as there is insufficient coastal traffic in Sardinia.

F.R.A.GLANVILLE
Lt.Colonel; R.E.
Shipping Section

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CG/lr 47/27

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701 20 October 1944

SUBJECT : Monthly Report. September.

TO : Economic Section
HQ ACC

ACC Tn/47

1. Two copies of an abridged report of activities for September are forwarded herewith.

2. Forty copies of the full report have already been provided.

For D.S. ADAMS
Colonel, C.E.
Director, Tptn S.C.

ABRIDGED MONTHLY REPORT.

RAILWAYS.

1. Rail development has again been able to draw closer to the fighting troops. There has been a considerable increase in freight traffic backloaded from forward areas, thus making best possible use of rolling stock. Such traffic includes wheat, lignite and salt.

2. Plans are in hand for the preparation of advance rehabilitation schedules based on priorities to be indicated by the Italian authorities.

3. The Decree for increase in rail rates and fares has been dealt with and is likely to become law in the near future.

4. On the movements side, officers from AFHQ have been detailed to ACC for the purpose of taking over rail movement work, releasing ACC officers for other specified duties in the field.

5. All engineering works have continued and further examination of lines are in hand.

6. In Sicily, proposed coal reduction is likely to cause considerable difficulty and a great burden on road transport which it is not in a position to meet. Suitable action is being taken to meet the needs of the Island objectively.

Work in the field has continued to progress and develop, and field officers have been maintaining their very high standard of efficiency.

SHIPMENTS, PORTS & WAREHOUSES.

SHIPMENTS.

1. Tonnage was allotted for all available bids of ACC forecast. A 5000 ton ship was allotted for wine from Puglia. Barrel shortage will limit purely wine movements to 5000 tons a month. Centralisation of shipment bids through ACC Headquarters is a considerable handicap.

Practically no bids arrive from Sicily or Southern

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Practically no bids arrive from Sicily or Southern Regions. Existing instructions are not being followed nor chain for bids arranged. All ACC shipment bids for September were accepted by AFHQ to be carried by schooners or other ships. The specific allotment of schooner tonnage to Civil supplies is still only 15,000 tons DW of the smallest and most expensive schooners. During the month were allotted 10,000 tons DW schooners and 3500 tons coasters carrying in all 8000 tons.

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PORTS.

2. The Port of Civitavecchia has been handed over for civil use. Rail served berths for coal and civil supply ships are being arranged. Gear for the discharge has been obtained from Army sources.

WAREHOUSE & FORWARDING SECTION.

3. The above Section is being taken over by this Section of the Transportation Sub-Commission on October 1st.

ROADS.

1. Two cpmplete G.T. Companies (Italian) and 250 American vehicles have been promised by AFHQ in order to alleviate the present critical shortage of transport. It has been decided to organise these companies and vehicles into a QM Truck Battalion.

2. Five additional officers have been assigned to this Sub-Commission.

3. E.M.A.C. is not yet in operation and its policy is meeting with stiff opposition from interested parties. It is hoped, nevertheless, that it will be given a fair trial. In AMG territory the Florence Plan of organising civilian transport is proving very satisfactory.

4. This Sub-Commission has now accepted responsibility for maintenance of all ACC vehicles, both military and civilian. A complete plan is being put into operation.

5. Both the Super and Lancia Garages have been fully booked for work on repairing cars etc., during the current month.

6. Tyres, as ever, are a sore problem. Bitter disappointment was experienced when it was found that a large quantity had been erroneously consigned to us. There is reason to believe, however, that atonement for this will be made in the near future.

D.S. ADAMS
Colonel, C.E.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

3026



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47/24

ABBREVIATED REPORT OF ROADS
SECTION.
(Transportation Sub-Commis-
sion for month of Sept. 44

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Chtheffer, Colt

JAMES J. CARNES,
Colonel, Inf.
Director Roads Section

Declassified E.O. 12356 Section 3.3/NND No. 795021

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Chtheffer, Capt

JAMES J. CARNES,
Colonel, Inf.
Director Roads Section



Declassified E.O. 12356 Section 3.3/NND No. 785021

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47/31

ABRIGED MONTHLY REPORT

TN. SUB - COMM

October 1944

RAIL SECTION

1 During the month there have been many critical moments due to shortage of freight cars, and concern is felt that traffic has been accepted for movement whilst the actual facilities for movement have not been available. Rolling stock has been shipped from Sicily and Sardinia, but this can only be a temporary relief, as it soon gets merged into the general pool. It is most essential that wagons do not stay underload, and every effort must be made to effect speedy clearance.

2 Plans are in hand for close working between MRS and ISR to ensure that rehabilitation of tracks is carried to a greater effect. A number of important lines have been scheduled for repair and contracts signed by the ISR with contractors.
In Southern Italy improved rail services have been agreed. Sardinian Railways have been handed over to AC for supervision.

3 A Decree has been agreed authorising increase in Railway Rates and fares to 100% over June 1943 figures. Severe restriction to coal in Sicily is causing considerable difficulty and urgent requests made for reversion to original tonnage.

SHIPMENTS, PORTS AND WARSHOUSING DIVISION

SHIPMENT

Schooner traffic has been severely curtailed by the weather during the month. Schooners allotted to civil trade are the smallest type which are most effected by weather conditions, being constantly forced into Port and remaining there for days. This state will get worse during the winter and most civil bids have to be carried on other ships set up by AFHQ. The position cannot be improved until larger schooners are allotted to carry civil supplies.

PORTS.

CIVITAVECCHIA

A port Committee is now set up and an AC Port Liaison officer appointed to ensure the smooth turn-over of the Port to civil uses. The rail served Berth should be completed shortly.

CASTELLAMMARE

Declassified E.O. 12356 Section 3.3/NND No. 785021

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CASTELLAMMARE

To enable a discharge of a top-loading of bag grain, lighters and tugs have been obtained for the use of the civil contractors operating these ships, but bad weather has prevented this discharge.

SALERNO

An inspection has been made of the Port 3024 may have to be used for final discharge of ships with civil supplies, in order to avoid the rail congestion round Naples.
The port is capable of taking ships alongside quay with the draught up to 21 ft.

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Warehouse accomodation is being repaired and all necessary arrangements made for accepting a ship with 4000 ton of cargo.

WAREHOUSE

As of 1st October 1944, the Warehouse and Forwarding Division of the Food Sub-Commission became the Warehouse Section of the Shipment, Port and Warehouse Division of the Transportation Sub-Commission.

The following were the principle changes made during the month:

a) AC Dept No. 49 in Siena was turned over to Toscana Region for operation.

b) AC Leghorn accomodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This change was made necessary to accomodate the increase in Food Sub-Commission stock piling activities. Further expansion is contemplated to bring capacity up to 70,000 tons.

ROADS SECTION

1 Of the two G.T. Coys (Italian) promised by AFHQ, one. The 1004 G.T. Coy, has been assigned and is operating out in the Ancona area. Of the american personnel required to operate the Truck Battalion - 9 officers and 20 enlisted men - have been received, but we have no assurance as to a definite date when the remaining necessary personnel will be made available. Three G.M.Truck Coys have been formed and the training of the two more is proceeding. Of the 250 vehicles promised by AFHQ, 100 have been drawn and it has not been considered advisable to draw any more until the necessary supervisory personnel have been obtained.

2. A standard work ticket has been agreed with SHAC and it is hoped that in the course of the next few weeks this standard work ticket will be in operation throughout the whole of occupied Italy.

3. Maintenance instructions have been published setting out a complete system of maintenance to be applied to all vehicles. These instructions have been forwarded to all Regions and the system has now been put into effect. At the present moment a combined maintenance team consisting of two British and two American officers from AFHQ are in the process of making a study of all existing garages and garage facilities.

4. Steps have been taken for the manufacture of a number of spare parts and the outlook is somewhat promising.

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4. Steps have been taken for the manufacture of a number of spare parts and the outlook is somewhat promising.

5. The tire position, although still acute, has improved slightly as a shipment of tires and tubes has been received from Army sources; Tubes, however, are rapidly becoming a more serious problem than tires.

Sd WP Bucquoi

D.S. ADAMS
Colonel, G.S.C.
Director, Fd.Sub.Comm.

3023

Declassified E.O. 12356 Section 3.3/NND No. 795021

47/89

HEADQUARTERS ALLIED COMMISSION
APO 394

TRANSPORTATION SUB-COMMISSION
ROADS

MONTHLY REPORT - OCTOBER 1944.

I GENERAL

One of the G.T. Coys promised by A.F.H.Q. 1004 G.T.Coy, (Italian) is now in operation at Ancona. There has been no further news as to when the second G.T. Coy will be made available. The Q.M. Truck Battalion is in the course of formation - see separate report at II A. below.

II - OPERATIONS

A. Formation of 1st Q.M. Truck Battalion.

The first Truck Battalion(Italian),AC was activated on 6 Oct. 1944,per Ltr Order Hq 2675th Regiment,ACC,dated Oct 6 1944,at this time Company 1024 and 1025th (Italian) were transferred to the Battalion in compliance with this order. Personnel originally allotted for organization consisted of the following.

| | | |
|---|---|---|
| Co 1024 | 5 Officers | 131 Enlisted Men |
| Co 1025 | 4 Officers | 172 Enlisted Men |
| Rome Detachment | 2 Officers | 90 Enlisted Men |

Each of the above subdivision had 1 American Officer supervising the company. 22 Enlisted Men (American) were on the supervisory staffs.

Plans for this Battalion as outlined by higher headquarters call for the organization of eight companies consisting of the following equipment and personnel.

| American | Italian | Transport |
|---|---|---|
| 2 Officers | 5 Officers | 50-2½T 6x6 |
| 10 E M | 105 E M | 1-C&R |
| | | 4-1/4T 4x4. |

In addition an Italian and American Battalion Hq are to be set up as follows:

| American | Italian |
|---|---|
| Bn Commanding Officer | Bn Commanding Officer |
| Adjutant | Adjutant |
| Supply Officer | Supply Officer |
| 5 Enlisted Men | 14 Enlisted Men |

The transport inherited on the date of activation consisted of 188 vehicles of 8 pers/3/4 T 4x4, 86 of which 30 had been requisitioned

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II - OPERATIONS

A. Formation of 1st Q.M. Truck Battalion.

The first Truck Battalion(Italian),AC was activated on 6 Oct. 1944,per Ltr Order Hq 2675th Regiment,ACC,dated Oct 6 1944,at this time Company 1024 and 1025th (Italian) were transferred to the Battalion in compliance with this order. Personnel originally allotted for organization consisted of the following.

| | | |
|---|---|---|
| Co 1024 | 5 Officers | 131 Enlisted Men |
| Co 1025 | 4 Officers | 172 Enlisted Men |
| Rome Detachment | 2 Officers | 90 Enlisted Men |

Each of the above subdivision had 1 American Officer supervising the company. 22 Enlisted Men (American) were on the supervisory staffs.

Plans for this Battalion as outlined by higher headquarters call for the organization of eight companies consisting of the following equipment and personnel.

| American | Italian | Transport |
|---|---|---|
| 2 Officers | 5 Officers | 50-2½T 6x6 |
| 10 E M | 105 E M | 1-C&R |
| | | 4-1/4T 4x4. |

In addition an Italian and American Battalion Hq are to be set up as follows:

| American | Italian |
|---|---|
| Bn Commanding Officer | Bn Commanding Officer |
| Adjutant | Adjutant |
| Supply Officer | Supply Officer |
| 5 Enlisted Men | 14 Enlisted Men |

The transport inherited on the date of activation consisted of 188 vehicles of Trans/S/C AC. Of which 29 had been evacuated but not cleared from records.

On 6 Oct 9 Officers and 20 Enlisted Men arrived from 2698th Tech Sup Regt. and were placed on TD with the Battalion.

Since 6 Oct,1944,date of activation,the following results have been attained:

American Personnel:

| T/O | Officers | Enlisted Men |
|---|---|---|
| | 19 | 85 |
| 2698th TS Regt., | 9 | 20 |
| Balance to Rec'd | 10 | 65 |

38 22

15



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8 Officers and 24 Enlisted Men from AC,5750th Hq & Hq Co, and 2675th Regt, are loaned to Battalion, to carry on present tasks,until T/O authorization is met.

Italian Personnel:

| | | | | | |
|---|---|---|---|---|---|
| First | Company | Officers | 3 | Enlisted Men | 90 |
| 2nd | Company | Officers | 5 | " " | 105 |
| 3rd | Company | Officers | 4 | " " | 105 |
| 4th | Company | Officers | 5 | " " | 103 |
| 5th | Company | Officers | 5 | " " | 96 |
| 6th | Company | Officers | 3 | " " | 96 |
| Battalion Hq | | Officers | 3 | | |
| Surplus of 1024 & 1025 | | | | Enlisted Men | 93 |

| | | |
|---|---|---|
| Personnel Rec'd | 28 Officers | 688 Enlisted Men |
| T/O Strenght | 43 Officers | 854 Enlisted Men |
| Personnel Reqd | 15 Officers | 166 Enlisted Men |

The incoming troops were strictly untrained and had never driven vehicles. Companies 4,5 and 6 are now being trained at a Battalion Hq Operational Training Center. The surplus personnel are physically moving back from Forward Area and will be utilized to complete units here. The 2nd and 3rd Companies are on duty with 5th Army ANG. The First Company is hauling for food Sub Commission in Rome.

V E H I C L E S  S T A T U S

| TYPE | T/E | on HAND | IN ORD | SAL-VAGE | DUE | SOURCE FROM PBS | SOURCE FROM ACC |
|---|---|---|---|---|---|---|---|
| Truck,2½T,6x6 cargo | 401 | 288 | 28 | 1 | 142 | 100 | 188 |
| Truck,¾/4T,4x4 C&R | 9 | 0 | 0 | 0 | 9 | 0 | 0 |
| Truck,¼/4T,4x4 | 34 | 0 | 0 | 0 | 34 | 0 | 0 |
| Motorcycles | 30 | 20 | 0 | 0 | 30 | 0 | 0 |

The above trucks have not been shipped to this organization(188).
The (20) twenty Motorcycles now on hand are of British make and are not suitable for convoy duty.

The 142 trucks listed as due include the (28) in Ord and (1) salvaged.

B.General Transport Companies.

Three General Companies of Transport (Italian) are now

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| | | | |
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|---|---|---|---|---|---|---|---|
| Truck, 2½T, 6x6 cargo | 401 | 288 | 28 | 1 | 142 | 100 | 188 |
| Truck, 3/4T, 4x4 C&R | 9 | 0 | 0 | 0 | 9 | 0 | 0 |
| Truck, 1/4T, 4x4 | 34 | 0 | 0 | 0 | 34 | 0 | 0 |
| Motorcycles | 30 | 20 | 0 | 0 | 30 | 0 | 0 |

The above trucks have not been shipped to this organization(188).
The (20) twenty Motorcycles now on hand are of British make and are not suitable for convoy duty.

The 142 trucks listed as due include the (28) in Ord and (1) salvaged.

B.General Transport Companies.

Three General Companies of Transport (Italian) are now attached to A.C. and until recently they were organized as follows:

1001 G.T. Co AMG 8th Army.
1000 G.T. Co.(Italian) AMG 5th Army.
1004 G.T. Co. attached to the officers i/c Warehousing at Ancona and the wheat haul at Macerata.

The following alterations have now been made with regard to the 1000 G.T. Company. This Company has been withdrawn from AMG 5th Army and has been replaced with the 2nd and 3rd Quarter



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Master Truck Companies. However,as long as the AMG 5th Army are responsible for Florence they will have the right to use 2 platoons of this G.T. Company whilst the remaining 2 platoons and the headquarters are stationed at Leghorn and work under direction of the Warehousing Officer at that port.

C. Civilian Transport and ENAC.

A standard work ticket has been agreed between ourselves and the Italian Government (Ministry of Communications) and this ticket is in the process of being printed. The Italian Government are responsible for the printing of the tickets,which will be used by the ENAC organization in that part of the country handed back to the Italian Government and the Transportation Sub-Commission is responsible for the ticket which will be issued to the AMG regions. In the course of the next few weeks this standard work ticket should be in operation through-out the whole of Italy.

The revized haulage rates have been agreed and they should be operated by the Italian Government in the very near future. As soon as this has been done they will be put into force in all AMG territory.

Despite repeated requests to the various regions,we are not yet receiving details of the tonnage carried by road in the various provinces and a final request has been sent out pointing out that such a return is essential and every effort must be made to see that it is received by this Headquarters. We have asked for a monthly return to be submitted by the 15th of the succeeding month.

The control of Civilian Transport in Rome itself still leaves a great deal to be desired but it is improving.

The potatoes haul from Avezzano has been the source ofcontinual bickerings. The right type ot trucks have not been sent to cope with this haul and it is only after very very strong representation has been made to Regional Headquarters,that an improvement would appear to be taking place. At the present moment approximately 120 tons of potatoes are coming into Rome from Avezzano daily,but the figure aimed at is 250 tons.

III. MAINTENANCE.

A.Maintenance instructions have been published setting out a combined system of Maintenance to be applied to all vehicles. These instructions have been distributed to all Regions and the system is now being put into effect.

B.A combined Maintenance team consisting of two British and American Officers from A.F. HQ. are now in the process of making

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B. A combined Maintenance team consisting of two British and American Officers from A.F. HQ. are now in the process of making a study of all existing garages and garages facilities.

Upon completion of this study garages will be set up and the necessary equipment requisitioned to maintain all vehicles in the Allied Comm ission in all Echelons of Maintenance.

C. The respective G-4's have taken ever the responsability of supplying spares for all W.D. vehicles. A warehouse is now being set up to receive and distribute spares. Civilian spares are still under Capt. Hay's control and all requests for same will be made on Capt. Hay.

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IV. GARAGE ACTIVITIES - SUPER-GARAGE.

The following activities were carried out by the staff of Super-Garage during October 1944.

A. American Motor Maintenance.

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of October were 1,539. This includes both War Department and Civilian vehicles. Out of this number 130 jobs were performed in the Paint Shop. 178 in the Battery Shop,234 in the Welding and Body Repair Shop,548 in the Tire Shop,580 in the Lubrication Section,and 729 jobs were performed by the Mechanics in their various shops. Besides the above mentioned facts 14 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

B. Motor Maintenance Records for Civilian Vehicles.

A new system of maintenance records for civilian type of vehicles has been established. This system will facilitate recording all maintenance work performed on this type of vehicles,and will also provide a closer check on the 1000 mile inspection prescribed for these vehicles.

C. Civilian Transportation.

Civilian vehicles dispatched from 1st of Oct. to 31st of Nov.,N° 1903 dispatches.

W D vehicles dispatched for month of October 697 dispatched for Rome area and 37 vehicles dispatched out of town from 3 to 10 days.

Taxies dispatched for month of October N° 1571.

D.British Motor Pool.

Spares.

October has proved a more satisfactory month for the Br. Motor Pool in so far as its main problem,that of spares,has been less acute. The chief reasons being,more spares available from salvage and in some cases the satisfactory manufacture by local factories. At the present time plans for further improvement are being made by G-4(B) who,with direct co-operation from "Ordnance Supplies" are setting up,what perhaps may be called, an Ordnance Sub-depot.

Work - shops.

During the past month a total of 76 W/shop repairs were carried out,the majority of which were major jobs. This work is almost all effected by Italian Mechanics under British supervision.

Personnel.

More British personnel have been posted and have been replaced by Italian civilians. (Drivers and mechanics). It is

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Personnel.

More British personnel have been posted and have been replaced by Italian civilians. (Drivers and mechanics). It is gratifying here, to record, that the civilian drivers have responded exceedingly well to the instructions in the British system of maintenance and their 406 inspection reports are showing good, and, in a number of instances, excellent maintenance.

Vehicle Issues and Transfers.

40 to 50 vehicles have been drawn from Vehicle Parks, serviced and issued to Regions and Sub-Commissions.

| | | |
|---|---|---|
| Present strength of Pool Vehicles | 3019 | 104. |
| G-4(not on strength of Br. Motor Pool) | | 21 |
| Admin and inspection staff | | 31 |



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| | |
|---|---|
| Italian drivers and mechanics | 66 |
| Br. drivers(essentials for security reasons this also includes drivers of Cols and executive Officers.) | 22 |

E. Civilian Personnel.

A total of 403 civilian workers were employed by the SUPERGARAGE in various capacities during the first 15 days of Oct. and 392 during the last half of the X month.(average 397). Payroll for the month of October amounted to L. 2.025.907.

V. SPARE PARTS.

A. During October,steps have been taken for the manufactire of the following spare parts owing to the drying up of "local resources".

(1) Copper and asbestos gaskets.
(2) Batteries.
(3) Torsion rods for LANCIA-APRILIA rear springing.
(4) Front springs.
(5) Friction discs for LANCIA-APRILIA clutches.
(6) Silentblocs and rubber washers.
(7) Wheels,'16'.

B. Following are details of the above items:-

(1)- Gaskets.

I visited NAPLES on 17th and 18th Oct. to contact a firm who made gaskets by hand. LANCIA & C. NAPLES gave me the address in TORRE DEL GRECO,where I found 6 men working in two small rooms. All gaskets are made by hand of asbestos sheeting and copper 2/10 m/m thick. They stated they could make gaskets for any car or any joint provided a sample was provided. They already had patterns for most LANCIA and FIAT cars but were short of copper and asbestos.

The firm told me they got their copper sheet from a rolling mill in NAPLES which I visited. I found they had a plant capable of rolling copper and other non-ferrous metals down to 1/10 m/m thick and arranged with them to roll copper sheet 2:10 m/m for us.

I then contacted the Supply officer,A.C.C. HQ. NAPLES and finally thru Eng. Services P.B.S. got a release for one ingot of electrolytic copper in possession of ILVA,the large steelworks at BAGNOLI.

I went out and brought back an ingot of 87 K. to the rolling mills and arranged for the rolling and delivery to the gaskets firm in few days.

Prices were arranged for standard gaskets subject to 50% discount if use provided the copper and asbestos.

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Prices were arranged for standard gaskets subject to 50% discount if use provided the copper and asbestos. This is of considerable advantage to us the price for a 1100 FIAT gaskets is 800 L. and I estimate we can provide the copper and asbestos for not more than 50 L. 800 L. less 50% is 400 L. plus 50 L. = 450 L. as against 800 L. . A FIAT 1100 gaskets costs 1000 L. in the open market in ROME.

I anticipated no difficulty in providing the copper but asbestos sheets have proved impossible to find from civilian sources of supply. Ordnance is now being tried but meanwhile I ordered a gasket for a LANCIA-ARDEA to be made of copper and cardboard as an experiment . This has proved very successful and has now completed over 800 Km. including one long



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run of 100 Km. to TERNI and 100 Km. back. After completing 1000 Km. I propose dismounting the cardboard gaskets and taking it to pieces for examination. If,as I expect,all is well,I propose making cardboard gaskets for all types of cars except those with high compression engines.

The same firm can provide copper gaskets for all water joint,etc. and asbestos will be kept for exhaust gaskets and other joints subject to high temperatures.

(2) Batteries.

When in NAPLES I visited the factory of HENSEMBERGER at CASALNOVA,near NAPLES, I found it in possession of REME who were manufacturing complete batteries. I had already arranged for the reconstruction of old batteries by HENSEMBERGER, ROME but they are only repair works and do not manufacture parts. They asked for 6000 positive and negative plates for repair work and the REME Captain i/c Hensemberger NAPLES told me they had the necessary material and could supply in three weeks time provided A.F.H.Q. released.

I called at A.F.H.Q. on may way back to ROME and saw Lt. Col. FRANKLIN,G-5 who is arranging for the necessary release by R.E.M.E.

If supplies are made available by REME,I am satisfied I can provide all the batteries required as most batteries can be rebuilt if plates are available.

(3) Torsion rods and front springs.

The greater number of LANCIA on the road are APRILIAS; This has independent front springings and a system of torsion rods for rear springing. Both are special to LANCIA APRILIAS. Owing to LANCIA keeping all spare parts in their own depots(contrary to FIAT who allowed every garage to stock FIAT spares thereby facilitating the provision of FIAT spares today) it has been necessary to make arrangements for the manufacture of these parts as LANCIA themselves have not been successful in doing so.

The main difficulty was the quality of steel as it has special qualities of elasticity to enable it to act as a spring without breakage. I have found a supply of this steel at the TERNI IRONWORKS,some 60 miles from ROME and hope within a week to have samples bars in ROME in order to get the first torsion rod manufactired. The difficulty is a spline at each end but I am assured that these splines can be cut satisfactorily in ROME.

LANCIA front springs are of the spring balance type and there again it is the steel rather than manufacture that has been the trouble. Brocken springs have been

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LANCIA front springs are of the spring balance type and there again it is the steel rather than manufacture that has been the trouble. Brocken springs have been welded but do not last for long. However TERNI WORKS state they have some steel suitable but as the Germans had complete control of their works during the occupation,they have not yet completed their inventory. They are however hopeful of finding steel suitable for these springs very shortly. If so,they can be manufactured in ROME.

(4).Friction discs for LANCIA clutches.

These are complicated to manufacture as they consist of two plates with sprin or cushioning action and two rings of asbestos on opposite faces. I have been unable to

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find steel of a suitable quality for the discs but have purchased some 130 suitable asbestos rings which will enable us to reface 65 friction discs. This will keep the cars on the road which is, after all, our present aim.

(5). Sitentblocs and rubber washers.

A considerable number of Italian cars use Silentblocs(two collars separated by rubber)to help to eliminate shocks from the road wheels reaching the steering wheel. Owing to the bad quality of the artificial rubber used and the Italian summer heat, large number of these SILENTBLOCS have been giving way, causing loose steering and wheel wobbs. No new ones are available but I asked PIRELLI to take uo the problem of re-rubbering them and this they have successfully accomplised over 300 SILENTBLOCS having been treated.

I now find however that the original silentblocs were made by manufacturing as a separate washer and inserting them under compression. The question of doing this is at present being studied and should be possible of early solution. Meanwhile the re-rubbered silentblocs keep the vehicles on the road but not absorb road shocks to the same extent.

Rubber washers and cups are required for master-wheel cylinders of hydraulic brake systems. PIRELLI agreed to make these and to have the dies made. However, on enquiring regarding delivery, I was informed that if we made the dies, they would make the washers. I am therefore having suitable dies made in LANCIA WORKS-SHOP.

(6) Wheels.

There is general demand for wheels of all models of FIAT and LANCIA$. The shortage of wheels is somewhat difficult to understand as they are not normally a consumable store. I understand however that in a large number of cases, the Germans did not bother to dismount tyres when requisitioning them but took wheels and all. The main demand for wheels, however, is due to the fact that civilian tyres are unprocurable(except in the BLACK MARKET where a 15 x 400 tire sells for $. 300 and a 16 x 6 for $ 500), and the only suitable military tyre is the jeep tyre 600 x 16. As all FIAT$ are fitted with 15" wheels, the problem has been to fit wheels to take 16" jeep tires. This has been done up to the present by welding an additional ½" to the rim of FIAT 15" wheels thereby enabling 16" jeep tires to be fitted. This system is, however, to my mind unsatisfactory as the shoulder on which the tire rests is still only 15" and I am certain that when the wheel turns, and the weight of the vehicle comes on the tire destroying it in a short time, because that part of the tire will be pushed back on to the shoulder and so cause cantinual rubbing of the edge of the tire

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To get over this, I have been arranging for the manufacture in ROME of pressed steel wheels, with bosses to fit FIAT or any other hub and with 16" jeep wheel sections. Owing to limitations of the size of hydraulic presses suitable, I am getting out a design for a wheel in three parts but which only two dies are required. One part is the central steel disc and boss, the other part is a complete half section to take a jeep tire. Two of these rivetted to the central disc will give



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a wheel of the requisite diameter and tire section,the holes for the holding on bolts and the central hub being either stamped out after manufacture or drilled by means of a jig on whether there is sufficient demand for the type of hub to justify the construction of a special die.

The present position is that I have found a press in ROME capable of making these wheels; the TERNI Co. can make the necessary dies also supply steel plates of the required thickness and quality.

I am at present getting full size drawings made of wheel sections based on FIAT and LANCIA outlines but with a jeep wheel tire section. As soon as this is approved,estimates for dies will be called for and it is hoped that,in 4 to 6 weeks time,these wheels will be available for all cars so that jeep tires can be fitted to practically any Italian car.

An alternative suggestion,to alter jeep wheels by cutting out the bosses and welding in bosses of FIAT,LANCIA,etc. wheels is also being investigated. From preliminary drawings,this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance,which at present seems doubtful.

In smaller cars,such as FIAT 1100 and 500(Topolino) experiments with British and American motor tires are being carried out. Two FIAT 500 trucks have already been fitted with British 3.25 x 19 m. cycle tires and have been ~~fitted with~~ running successfully for over a month. These tires are fitted on 19" Italian Balilla wheels (only used by It. Army)which take a 3.25 x 19 m. cycle tire. The centres were cut out and Topolino centres electrically welded in instead. Ths has been found to be perfectly satisfactory and has stood better than a pair of wheels with centres brazed in. The Italian Army,thru Army Sub-Commission, has been asked for 100 Balilla wheels.

Besides this,experiments with American 400 x 18" m. cycle rims and tyres are being carried out with a view to using them on FIAT 1100. The 18"m. cycle rim is to be welded to the 15" rim as,owing to the shape of each,not more than 5/8" separates the rims when in place. So far,no wheel of this construction have been tried owing to the difficulty of getting rims. These,however, will be obtained shortly and the result given in the next monthly report.

## VI. T I R E S.

1. The office and warehouse of the Tire Section moved to the Pirelli Tire Repair Plant at 41 Via Assisi on

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approved,estimates for dies will be called for and it is hoped that,in 4 to 6 weeks time,these wheels will be available for all cars so that jeep tires can be fitted to practically any Italian car.

An alternative suggestion,to alter jeep wheels by cutting out the bosses and welding in bosses of FIAT,LANCIA,etc. wheels is also being investigated. From preliminary drawings,this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance,which at present seems doubtful.

In smaller cars,such as FIAT 1100 and 500(Topolino) experiments with British and American motor tires are being carried out. Two FIAT 500 trucks have already been fitted with British 3.25 x 19 m. cycle tires and have been ~~fitted with~~ running successfully for over a month. These tires are fitted on 19" Italian Balilla wheels (only used by It. Army)which take a 3.25 x 19 m. cycle tire. The centres were cut out and Topolino centres electrically welded in instead. Ths has been found to be perfectly satisfactory and has stood better than a pair of wheels with centres brazed in. The Italian Army,thru Army Sub-Commission, has been asked for 100 Balilla wheels.

Besides this,experiments with American 400 x 18" m. cycle rims and tyres are being carried out with a view to using them on FIAT 1100. The 18"m. cycle rim is to be welded to the 15" rim as,owing to the shape of each,not more than 5/8" separates the rims when in place. So far,no wheel of this construction have been tried owing to the difficulty of getting rims. These,however, will be obtained shortly and the result given in the next monthly report.

## VI. T I R E S.

1. The office and warehouse of the Tire Section moved to the Pirelli Tire Repair Plant at 41 Via Assisi on October 2 '44.

2. By verbal order Col. Carnes,Mr. Charlie Ryan was relieved as Director Tire Section on October 20, 1944 and Capt. Richard B.Bullock placed in charge.

3. Additional personnel were added and reorganization is in progress. The organization is based on the plan of greatly enlarging our present production and scope of operations.

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4. In view of change in section directorship and expansion,a request was made for an audit of all past



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accounts. This has not been accomplished to date. This is extremely necessary and should be brought about immediately.

5. With our increase in personnel and distant office location, transportation problem have become acute. An additional vehicle is needed.

6. Conferences have been held and plans are being made toward reconstructing one repair plant at Florence and one manufacturing plant at Tivoli. These efforts are being done in conjunction with Industry.

7. A shipment of tires and tubes was received from Army sources. These are now being partially distributed to Southern Region and Sicily. Tires and tubes were also sent from our present stocks for distribution in these Regions. Remainder of shipment from Army will be brought to Rome for distribution in other Regions.

8. An inspection and investigation was made by certain officers of A.F./H.Q. in an attempt to expedite the tire production. It is hoped that from this we will be able to get the cooperation necessary to accomplish our mission.

9. Tubes are rapidly becoming a more critical item than tires.

10. Patterns have already been constructed and materials requisitioned for the making of addition cavity moulds needed by the plant at Via Assisi, Rome. Increased power requirements have been made known and requisitions sub-mitted.

11. Arrangements have been made for use of a small repair plant at 188 Via Cavour, Rome.

12. Requisitioned repair materilas have not been received and are urgently needed. It is expected that our production will stop unless material stock is replenished within one week.

13. A system is being devised where by this section will not handle individual applications but will receive bulk weekly requisitions from Regional Transportation Officers. Shipment will then be made to them for further distribution within the Region through ENAC where ENAC is in charge of operations. In other areas the Regional Commissioner will establish priority and make the distribution.

James J. Lanza,

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JAMS J. CARNES,
Colonel,Inf.,
Director,Roads-Section,
Tptn. Sub - Commission.

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TRAG/hl

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REPORT FOR NOVEMBER 1944.

Shipment, Ports and Warehousing Division.

SHIPMENT.

Schooner traffic has been severely curtailed by the weather during the month. Schooners allotted to civil trade are the smallest type which are most effected by weather conditions, being constantly forced into Port and remaining there for days. This state will get worse during the winter and most civil bids have to be carried on other ships set up by AFHQ. The setting up of ships in this way and arrangements for goods and loading are much more difficult to make than for the ordinary schooners. It is not considered that the position will be in any way satisfactory until larger size schooners with a larger aggregate tonnage are allotted to carry civil supplies.

This position has been made clear at MEDBO meetings this month, by the Transportation Sub-Commission representative acting for AC. It has also now been minuted officially that 19000 tons DW. of schooners are all that have been allocated for civil supplies and not 27000 tons as was stated in the C. in C. MED. Memo.

There is therefore a considerable back-log with the goods arranged for moving by schooners allotted to civil trade, as distinct from which AFHQ set up ships.

All bids, (excluding largest wine bids), which were submitted to AFHQ. were all accepted, ships set up including 6000 tons of wine in addition to the 4200 set up in September which arrived at Civitavecchia this month.

For the coast-wise trade ships of approximately 18000 tons DW. were nominated and carried 13000 DW. tons of goods and from Sardinia 2400 tons. Ships nominated for carrying other goods from Sardinia were held up, [redacted] in the last weeks of the month owing to the evacuation of American installations, port acceptance could not be given.

12 of the schooners nominated for [redacted]

1804

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remaining there for days. This state will get worse during the winter and most civil bids have to be carried on other ships set up by AFHQ. The setting up of ships in this way and arrangements for goods and loading are much more difficult to make than for the ordinary schooners. It is not considered that the position will be in any way satisfactory until larger size schooners with a larger aggregate tonnage are allotted to carry civil supplies.

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12 of the schooners nominated for return to the mainland pool, were moved.

A recommendation was obtained from the Regional Commissioner of his requirements, if MEDBO would sanction a coastal pool. These requirements are all schooners under 36 tons and certain sailing ships at present in Sardinia,

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and it is understood that NEDRO will agree to leave them for a coastal pool, and that arrangements with regard to goods to be carried on coastal pool will be set up by Regional Commissioner and implemented by COGENA.

Sardinian pool will not be used for trade from Sardinia to Sicily and the mainland, which will have to be bid through AFHQ for carrying by the main pool.

A considerable number of bids for movement of food stuffs are now being received from Sicily Region and shipping is being set up.

Few bids are received from Southern Region, although schooners have often to run from Naples in ballast.

PORTS.

CIVITAVECCHIA.

A Port Committee is now set up and an AC Port liaison officer appointed to ensure the smooth turn-over of the Port to civil uses. The Rail served Berth being constructed by the D.M.R.S. is not yet complete, but with the arrival of further materials, its completion is expected shortly.

The laying of rail under the supervision of Transportation Sub-Commission Rail Section to Berth 4, is being proceeded with, also the construction of a 1000 ton Warehouse.

A Liberty type ship carrying wine has been discharged in two days short of the allotted period.

CASTELLAMARE.

To enable a discharge of a top-loading of bag grain, lighters and tugs have been obtained for the use of the civil contractors operating these ships, but bad weather has prevented this discharge.

It is understood that the question of safety of tying up to the mole to enable lighter discharge, is not yet settled. The alternative is discharging the top-loading of bagged grain at Naples. The back-log of shipping there is so great that very long delays may be expected in the arrival of the ships

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SALERNO.

An inspection has been made of the Port. It is likely that it may require to be used for final discharge of ships with civil supplies, in order to avoid the rail congestion round Naples.

The Port is capable of taking ships alongside quay with the drought up to 21 ft.

Warehouse accomodation is being repaired and all necessary arrangements made for accepting a ship with 4000 Ton of Cargo.

WAREHOUSE.

As of 1st October 1944, the Warehousing and Forwarding Division of the Food Sub-Commission became the Warehouse Section of the Shipment, Port and Warehouse Division of the Transportation Sub-Commission.

The following were the principle changes made during the month:

a) AC Depot No.49 in Siena was turned over to Toscana Region for operation. Lt.Delmerico and the EM/OR's under his command were transferred to Leghorn, under Capt.Boyd.

b) AC Leghorn accomodations were greatly expanded, increasing the capacity from about 14,000 tons to 40,000 tons. This change was made necessary to accomodate the increase in Food-Sub-Commission stock piling activities. Further explanation is contemplated to bring capacity up to 70,000 tons.

Expansion ?

c) Lt. Ramsey was transferred from AC Naples depots to Leghorn, as Port Liaison Officer.

d) Maj.Martin assumed charge of all AC Naples depots.

Severe difficulties were encountered in attempting to secure the necessary warehouse space in Leghorn, due in the main to lack of cooperation by P.B.S. Real Estate Dept. Further, since the Warehouse Section has no authority to draw supplies and materials from Army sources, rehabilitation work was unusually difficult due to lack of such basic materials as tools, cement, lumber, nails, roofing etc. Capt.Boyd, officer in charge AC Depots in Leghorn deserves much credit for the obstacles he

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It is to be hoped that A T/O, and a T/E can be made with specific authority, in addition, to draw on Military formations for necessary supplies. This is the procedure followed by U.S. Army Railhead Dumps.

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STAFF.

Capt.Hoyle who had been on loan from AFHQ Movements returned to duty there on 31st October.

Lieut. G.W.E.Warley was posted to this Division on October 6th.

J/Comdr.E.Fearnsides previously on loan from G-5 is now posted to AC and remains with this division.

Lt.Geo.Mitchell was assigned to the Transportation S/C and placed on duty as a Warehouse Officer under Capt.Boyd at Leghorn.

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R.C. Glanville
Lt Col RE

for F.R.A. GLANVILLE
Lt.Colonel
Shipping, Ports &
Warehouse Division
In.Sub.Comm.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Roosevelt
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for F.R.A. GRANVILLE
Lt.Colonel
Shipping, Ports &
Warehouse Division
Tn.Sub.Comm.

3010



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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

November, 1944

MONTHLY REPORT OF ACTIVITIES, NOVEMBER 1944
TRANSPORTATION SUB-COMMISSION, A.C.

1. RAILWAYS .

(a) General

Military railheads have continued almost the same as in October. Line 50 reached Pisa on 3 November, line 36 reached Savigno on 21 November, and Cesena on 1 December. Line 65 has not proceeded further than Arezzo, and line 214 still continues short of Perugia, the railhead being at Fabria.

The month of November has seen much rain, with adverse effects on temporary rail structures, and consequent movement of AC supplies.

Line 30 was out of action north of Civitavecchia for most of the month, and this seriously handicapped the movement of lignite from the Ribolla mine to Rome. Line 35/37 suffered breaks which caused difficulty in the movement of grain to Rome. Other temporary breaks in the lines between Naples and Rome brought difficulties in Rome feeding, but it can be recorded with satisfaction that a small stock pile of wheat was available when the month closed. Florence has remained isolated so far as rail service is concerned. But the line 215, which will turn south at Prato will be made available it is hoped in the near future, and a seperate station will be set aside in Florence for Medical and AC supplies.

At the close of the month difficulties arose through adverse weather conditions, in the Calabria Division, and these are reported upon in the Engineering Section.

There have been difficulties in regard to ensuring that authorised movement has taken place, due to failure in spotting rail cars, and for this purpose ten temporary officers have been attached to the Sub-Commission to be placed at points where loading has been most difficult, and towards the end of the month a noted improvement was made.

(b) Reconstruction and Rehabilitation

The Director of Military Railway Services, Brigadier R.D. Weghorn, called a meeting on 22 November '44 to discuss and agree upon a procedure to be adopted in regard to the rehabilitation of the Italian railways, and to decide upon priorities and responsibilities.

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1. RAILWAYS

(a) General

Military railheads have continued almost the same as in October. Line 80 reached Pisa on 2 November, Line 86 reached Savigno on 21 November, and Cesena on 1 December. Line 85 has not proceeded further than Arezzo, and line 214 still continues short of Perugia, the railhead being at Bastia.

The month of November has seen much rain, with adverse effects on temporary rail structures, and consequent movement of AC supplies.

Line 80 was out of action north of Civitavecchia for most of the month, and this seriously handicapped the movement of lignite from the Ribolla mine to Rome. Line 85/87 suffered breaks which caused difficulty in the movement of grain to Rome. Other temporary breaks in the lines between Naples and Rome brought difficulties in Rome feeding, but it can be recorded with satisfaction that a small stock pile of wheat was available when the month closed. Florence has remained isolated so far as rail service is concerned, but the line 315. which will turn south at Prato will be made available it is hoped in the near future, and a separate station will be set aside in Florence for Medical and AC supplies.

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(b) Reconstruction and Rehabilitation

The Director of Military Railway Services, Brigadier R.D. Waghorn, called a meeting on 22 November '44 to discuss and agree upon a procedure to be adopted in regard to the rehabilitation of the Italian railways, and to decide upon priorities and responsibilities.

The work of reconstruction was broadly divided into three standards of priority, as under:-

Priority I - to cover the work essential to opening of the line to traffic to cover immediate military needs at the earliest possible date.

Priority II - to cover work required to improve existing facilities but based on essential military needs.

Priority III - to cover works required for rehabilitation and to improve the economic life of the country, but not of military importance.

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The responsibilities for these priorities were decided under:-

Priority I - A military responsibility, under immediate and direct control of MRS as at present.

Priority II - MRS to furnish details of requirements to AC, who would make arrangements with ISR to carry out the projects, and supervise the carrying out of them.

Priority III - The submission of projects under this head would be entirely a matter for AC and ISR, but before work commenced, approval of D.M.R. would be obtained, with list of materials and equipment, for which MRS assistance would be required. The submission to MRS is essential in order to ensure control over stores in short supply.

Maintenance

Maintenance of track etc., would remain the responsibility of MRS except in such areas as the Director, Military Railway Services had decided to hand over complete control to AC, as in Reggio Calabria.

Maintenance of Equipment - (Locomotive and Rolling Stock)

Owing to the shortage of equipment available, the maintenance of all locomotives and rolling stock will be vested in the MRS, except in such territory as the Director decides that it is possible to hand over control to AC.

Provision was made for a regular monthly meeting, and for a subsidiary sub-committee to be appointed representing DMRS, AC and ISR to review progress in repairs, and to deal in greater detail with decisions reached by the Monthly Meeting.

Stores

A procedure was decided upon in regard to obtaining stores, summarised as under:-

A project would be put to AC and ISR who would both attempt to obtain all possible materials AC would screen the joint results and submit to MRS demands for such stores as were otherwise unobtainable. The screened list submitted by AC would fall under two heads:-

Stores for works of military priority

Stores for works of civil priority

As this meeting is of considerable import to AC in its work of restoring the economic life of the country, the decisions reached have been summarised at length. They form the basis of all future railroad rehabilitation.

(c) Shortage of Rolling Stock

The shortage of rolling stock, recorded in the October report, a little artificial in character owing to the sealing up of certain lines due to incidents on the tracks, righted itself in some measure during the month. Unfortunately, the trend of traffic continues to be from the South, and serious difficulties arose at one time in Sicily owing to the loss of rolling stock to the mainland. Arrangements

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(d) Engineering

The following is list of work in hand and prospected as at 30 November, '44.

(i) Giumarrise (Line 50)

Rebuilding of railway bridge on private line leading from Ribolla Lignite mines in hand. All materials on site. This work is being carried out by the owners of the line "Montecatini"



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Vado-Rosignano (Line 50)

Repair of 4 kms section of railway is in hand to give access to the Solvay plant. Estimated cost 8,000,000 lire. Work should be completed by 20 December '44.

(ii) Arezzo-Florence (Line 85)

Preparation of estimate of repair of this line well in hand. Estimated cost is over 400,000,000 lire, and estimated time is 6 months.

(iii) Ortona-Ancona (Line 86)

Contract let for 1st section Ortona-Pescara. Work to commence 1st December '44 and be completed 31 March '45. Second section Pescara-Giulianova out to tender. Tenders to be submitted 6 December '44. Third and fourth sections, Giulianova-Ancona, drawings complete. Tenders will be called for in few days.

(iv) Rome-Avezzano (Line 88)

Reconstruction approved and work commenced. Line has been opened for traffic Rome-Tandela. Work on remainder in hand. Mines are holding up work on two viaducts, matter in hand with Regional Commissioner, Lazio-Umbria Region.

Sariverio Electric Power Station (Line 88)

An estimate for the repair of this power station has been prepared and submitted by the Electrical Construction Committee for approval. Estimated cost 30,000,000 lire, time 6 months.

(v) Petrace Bridge (Line 92)

Work in hand. Reconstruction of brickwork of the two demolished arches well advanced. Timber piling for temporary steel towers 10% completed.

(vi) Chiusi-Florence (Line 220)

An estimate for the section Chiusi-Sinalunga of this line has been prepared, but the putting of the work in hand has been deferred, pending report on the section Sinalunga-Empoli. Estimated cost of former section 32,000,000 lire, time three months.

(vii) Pisa-Empoli-Florence (Line 219)

Preparation of estimate is in hand.

(viii) Piombino-Campiglia (Line 222)

Work on the repair of this line has commenced, no steelwork is required. Cost 3,40 ,000 lire, the project being likely to be finished before end of January '45.

(ix) Rome-Viterbo (State Railway) (Line 247)

Reconstruction approved. Contract let, work to commence first week in December '44.

(x) Terni-Rieti (Line 277)

Section of line reported upon with recommendation for repair. No authority as yet to proceed with the work.

(xi) Termoli-Campobasso (Line 279)

Work well in hand. 90% completed. Work on Biferno bridge is [illegible] line can be opened.

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and fourth sections. Giulianova-Ancona, drawings complete. Tenders will be called for in few days.

(iv) Rome-Avezzano (Line 88)

Reconstruction approved and work commenced. Line has been opened for traffic Rome-Pandela. Work on remainder in hand. Mines are holding up work on two viaducts, matter in hand with Regional Commissioner, Lazio-Umbria Region.

Sanitaria Electric Power Station (Line 88)

An estimate for the repair of this power station has been prepared and submitted to the Electrical Construction Committee for approval. Estimated cost 20,000,000 lire, time 6 months.

(v) Retrace Bridge (Line 92)

Work in hand. Reconstruction of brickwork of the two demolished arches well advanced. Timber piling for temporary steel towers 10% completed.

(vi) Chiusi-Florence (Line 220)

An estimate for the section Chiusi-Sinalunga of this line has been prepared, but the putting of the work in hand has been deferred, pending report on the section Sinalunga-Empoli. Estimated cost of former section 32,000,000 lire, time three months.

(vii) Pisa-Empoli-Florence (Line 219)

Preparation of estimate in hand.

(viii) Piombino-Campiglia (Line 223)

Work on the repair of this line has commenced, no steelwork is required. Cost 2,400,000 lire, the project being likely to be finished before end of January '45.

(ix) Rome-Viterbo (State Railway) (Line 247)

Reconstruction approved. Contract let, work to commence first week in December '44.

(x) Terni-Rieti (Line 277)

Section of line reported upon with recommendation for repair. No authority as yet to proceed with the work.

(xi) Termoli-Campobasso (Line 279)

Work well in hand. 35% completed. Work on Biferno bridge is to be finished first week in January when line can be opened.

(xii) Avellino-Benevento (Line 281)

Section of line reported with recommendations for repairs. No authority to proceed with work.

(xiii) Avellino-Rocchetta (Line 294)

Section of line reported upon, with recommendation as to reconstruction. No authority to carry out work.

(xiv) New Sidings at Chiusi Station (Line 65)

Points and crossings were put in at Chiusi Station to meet needs of Commerce Sub-Commission.

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CAGLIARI (Sardinia)

Repair of railway shops at Cagliari authorised at cost of 2,500,000 lire.

In connection with the lines referred to above, where authority has not been given for work to proceed, it has been necessary to await a decision in regard to the financial aspect of rehabilitation. This matter fully in hand with Economic Section.

During the month, very bad weather has been experienced, and the following damage occurred on the lines of the FSR under AC supervision in Calabria Division:-

Tyhrrenian Line (Line 93)

Between Copera and Nocera, a bridge collapsed due to flood.

Between S.Eufemia and S.Pietro bridge, piling was washed away. Repairs already effected.

Between Palerna and S.Eufemia, bridge entirely destroyed. Repairs expected to take four days.

Reggio-Brindisi (Line 35)

Between Torre Cerchiara and Trebisacce, track washed away. Repairs expected to take six days.

Between Siri and Tursi, various interruptions. Bridge over river Sinno possibly damaged. Length of time for repairs not yet available. Repair work being hastened.

Traffic for the north route using route Reggio-Sibari-Cosenza-Paola-Battipaglia.

S.Eufemia-Catanzaro (Line 304)

Locomotive derailed and overturned. Traffic resumed 1 Dec '44.

(e) Traffic

No important amendment has taken place in passenger facilities during the month. Stock has not been available for the introduction of the proposed service Naples-Bari via Foggia.

The absence of any rail service linking Rome with the territory it governs is fully appreciated by Transportation Sub-Commission, and every effort is being made to endeavour to obtain some service to enable at least Government officials to proceed to and from the capital. The essential difficulties are two, firstly the acute shortage of passenger stock, even for military needs, and secondly the capacity of the two lines between Naples and Rome. At the moment it is a question of feeding Rome or allowing civilians to travel by train to and from the City, and at all times the answer must be the maintenance of sufficient food supplies. The matter is carefully watched, and as soon as facilities are available, a passenger service between Rome and Naples will take precedence over any other demand.

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Between Copora and Nocera, a bridge collapsed due to flood.

Between S.Eufemia and S.Pietro bridge, piling was washed away. Repairs already effected.

Between Palarma and S.Eufemia, bridge entirely destroyed. Repairs expected to take four days.

Reggio-Brindisi (Line 86)

Between Torre Cerchiara and Trebisacce, track washed away. Repairs expected to take six days.

Between Sibari and Tursi, various interruptions. Bridge over river Sinno possibly damaged. Length of time for repairs not yet available. Repair work being hastened.

Traffic for the north route using route Reggio-Sibari-Cosenza-Paola-Battipaglia.

S.Eufemia-Catanzaro (Line 304)

Locomotive derailed and overturned. Traffic resumed 1 Dec '44.

(e) Traffic

No important amendment has taken place in passenger facilities during the month. Stock has not been available for the introduction of the proposed service Naples-Bari via Foggia.

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The weekly wine train failed to operate between Lecce and Naples on the first Wednesday in November, due to a misunderstanding, whereby the ISR had returned all wine tankers to private owners, and the latter were demanding high prices for the hire of such vehicles. The matter has been put right, and the train of 20 wine tankers has operated for the last three weeks of November.



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(i) R I D S — TONNAGE

| Rec'd | Rejected | Accepted | Food Stuffs | Fuel | Seed Fertiliser | Misc. | TOTAL |
|---|---|---|---|---|---|---|---|
| 3405 | 314 | 3091 | 116264 | 27457 | 20981 | 27529 | 291,056 |

(ii) Emergency Bids:

| Rec'd | Rejected | Accepted | Food Stuffs | Fuel | Seed Fertiliser | Misc | TOTAL |
|---|---|---|---|---|---|---|---|
| 41 | --- | 41 | 5472 | 4865 | 240 | 1501 | 11,478 |

Total (i)+(ii)= 303,034 Tons

(f) Policy

Transportation Sub-Commission favours strongly the point of view that all commodities forwarded by rail, AC and civilian, should be paid for at existing rail rates, except for traffic to the forward Armies for distribution to newly occupied territory. This follows the policy in respect to road transport and an effort is being made to endeavour to introduce a scheme in the new year whereby no traffic other than that defined above will travel on the free voucher system.

The Decree to increase rail rates and fares 100% over the June 1943 figures has become law.

In Sardinia, the representative of the Rail Section has put everything in order for AC supervision of Italian operation.

The question of free conveyance of civilians working for the allies or contractors fully employed by the allies has been further discussed as a policy matter with Finance and Labour Sub-Commissions.

Public Safety Sub-Commission has reported the institution of a Railway Policy organisation, and in the meantime railway employees will be temporarily trained to assist where necessary.

(g) Transportation Committee Meeting

This Meeting was held on 27 November 1944, when the following items put forward were discussed:-

Rome-Naples-Bari restricted service for Courts.
Government Officials, etc.
Conveyance of Smalls (NTSTO traffic).
Use of Port of Civitavecchia.
Extensions of Services. Lines 50, 65 and 65/67.
Shortage of freight wagons to fulfil approved movements.
Unauthorised travel of civilians by rail in Army area.
Pilferages of railway traffic.

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| | | | Stuffs | | Fertiliser | | Total |
|---|---|---|---|---|---|---|---|
| 41 | --- | 41 | 5472 | 4265 | 240 | 1601 | 11,478 |

Total (i)+(ii)= 503,034 Tons

(f) Policy

Transportation Sub-Commission favours strongly the point of view that all commodities forwarded by rail, AC and civilian, should be paid for at existing rail rates, except for traffic to the forward Armies for distribution to newly occupied territory. This follows the policy in respect to road transport and an effort is be ng made to endeavour to introduce a scheme in the new year whereby no traffic other than that defined above will travel on the free voucher system.

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Extensi n of Services, Lines 50, 65 and 65/67.
Shortage of freight wagons to fulfil approved movements.
Unauthorised travel of civilians by rail in Army area.
Pilferages of railway traffic.
Port of Genoa.
Stockpiling at Ancona.

(h) Defascism

The necessary correspondence and meetings have been maintained.

ITEMS OF INTEREST FROM RAILWAY DIVISIONAL REPORTS

(a) SICILY DIVISION

The water situation is still acute. Positi n as at 2359 hours 26 Nov. was as follows:-

3007



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| Type of car | In use in Sicily | Required for Essential Traffic | Deficiency - or Surplus + |
|---|---|---|---|
| BOX | 1537 | 2000 | -463 |
| GONDOLAS | 1986 | 1500 | +486 |
| FLAT | 782 | 500 | +282 |
| TANK | 83 | 75 | + 8 |

Large fruit movement programmes on behalf of the Allied Armies have taken place during the month. This movement has been carried out on the existing schedule of trains. However, civilian movement of fruit cannot take place as a result of the reduced schedules.

Export of fruit on a large scale has been successfully completed. Coal consumption has been such that the ISR have requested an allocation of coal for these special movements.

Liaison with the Navy Yard has continued, and it has been found that the Naval officers have been most helpful and co-operative.

A recent meeting with the officer supervising repair of locomotives, and the Italian State Railway Engineer, produced a cut in the time necessary for the repair of locomotives.

Tonnage moved during the month of November is given below:

| Allied Forces | AC | Italian Forces | Civil | TOTAL |
|---|---|---|---|---|
| 8172 | 758 | 976 | 51129 | 61035 |

## MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE

| | Freight | Pass | Switch | TOTAL | DIESEL |
|---|---|---|---|---|---|
| (a) In service | 64 | 46 | 31 | 141 | 16 |
| (b) Spare | 16 | 11 | 9 | 36 | -- |
| (c) Awaiting light repairs | 62 | 22 | 10 | 94 | 6 |
| (d) Awaiting heavy repairs | 43 | 10 | 10 | 63 | 21 |
| | 207 | 89 | 50 | 346 | 43 |

NARROW GAUGE LOCOMOTIVES (All freight)

| | Adhesion | Rack | TOTAL |
|---|---|---|---|
| (a) In service | 13 | 10 | 23 |
| (b) Spare | 10 | -- | 12 |
| (c) Awaiting light repairs | 7 | 2 | 9 |
| (d) Awaiting heavy repairs | 6 | 12 | 20 |
| | 40 | 24 | 64 |

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

| | BOX | GON | FLAT | TANK | OTHERS | TOTAL |
|---|---|---|---|---|---|---|
| Heavy repairs | 660 | 338 | 228 | 94 | 5 | 995 |
| Light repairs | 78 | 14 | 13 | 90 | 12 | 206 |

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completed. Coal consumption has been such that the ISE have requested an allocation of coal for these special movements.

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|---|---|---|---|---|
| 8172 | 758 | 978 | 51129 | 61035 |

## MOTIVE POWER AND ROLLING STOCK POSITION

STANDARD GAUGE

| | Freight | Pass | Switch | TOTAL | DIESEL |
|---|---|---|---|---|---|
| (a) In service | 84 | 16 | 21 | 121 | 16 |
| (b) Spare | 18 | 11 | 9 | 38 | -- |
| (c) Awaiting light repairs | 62 | 22 | 10 | 94 | 6 |
| (d) Awaiting heavy repairs | 43 | 10 | 10 | 63 | 21 |
| | 207 | 89 | 50 | 346 | 43 |

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|---|---|---|---|
| (a) In service | 13 | 10 | 23 |
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| | 40 | 24 | 64 |

NUMBER OF CARS UNFIT FOR SERVICE BUT REPAIRABLE LOCALLY

| | BOX | GOR | FLAT | TANK | OTHERS | TOTAL |
|---|---|---|---|---|---|---|
| Heavy repairs | 330 | 338 | 228 | 94 | 5 | 995 |
| Light repairs | 72 | 14 | 13 | 90 | 12 | 206 |
| Rebuilding | 492 | 625 | 432 | -- | 4 | 1553 |
| | 894 | 977 | 673 | 184 | 21 | 2754 |

LOCOMOTIVES AND ROLLING STOCK REPAIRED AND SENT FOR REPAIR

| Type | Repairs completed | Entered Shops |
|---|---|---|
| 740 | -- | 1 |
| Wagons | 196 | 208 |
| Coaches | 2 | 9 |

MOVEMENT OF WAGONS ACROSS STRAIT OF MESSINA

Balance:- - 111



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(b) SARDINIA

Complete details in respect of Tonnages conveyed on the railways of Sardinia are not yet to hand.

A representative of the Coal Division, HQ.AC., arrived in Sardinia on 28 November '44. to check coal stocks, and to instruct the State Railways on the procedure for the handling of coal. Several conferences were held.

The Ferrovie dello Stato has received authority to complete repairs to the Cagliari workshops at a cost of two and a half million lire.

During the month inspection trips were made as follows:

| | | |
|---|---|---|
| 5 Nov '44 | IGLESIAS | Shops inspection |
| 6 Nov '44 | OLBIA | Ferry slip inspection |
| 10 Nov '44 | CARBONIA | Inspection of Ferrovie Meridionali |
| 15/16 Nov '44 | SASSARI | Inspection of Ferrovie Strade Ferrate Sarde. Hospital trains and installations en route. |
| 25 Nov '44 | NUORO | Inspection of Ferrovie Complementare |

On 8 November '44, a derailment occurred on the Tirso-Chilivani line of the Ferrovie Complementari. Entire train of five cars and engine were derailed, one person killed and fifteen injured and equipment badly damaged. Accident was caused by a violent cyclone. Investigation was made by the Regional Commissioner and representatives of Transportation Sub-Commission.

During the month, considerable activity continued in the port of Cagliari, putting unexpected burden on the Ferrovie dello Stato and caused them to exceed their coal allotment. The following are some of the movements concerned:-

1,000 tons D.I.D. Supplies for export
800 tons Cheese for export
1,000 tons Pigment for export.

Considerable switching is also necessary for the furnishing by the railways of 300 to 600 tons of water in tank cars to the ships in the port.

At the beginning of the month, only nine of the twenty-one Sulcis coal-burning locos were in service. By the end of the month thirteen were in operation. It is hoped, subject to a supply of carbide to get all the twenty-one Sulcis coal-burning locos on the road by the middle of January '45.

(c) BARI DIVISION

All lines in Bari Compartimento, both Standard and Narrow Gauge are open for traffic. East Coast traffic to Ancona Compartimento

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| | | |
|---|---|---|
| 6 Nov '44 | OLBIA | Ferry slip inspection |
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(c) BARI DIVISION

All lines in Bari Compartimento, both Standard and Narrow Gauge are open for traffic. East Coast traffic to Ancona Compartimento is open for AC and Civilian movement to Ortona.

Shortage of wagons has been a constant feature of the month and a large number of bids accepted within the tonnage allotment have not moved on this account.

Traffic Movement

Due to shortage of wagons, grain loading results have been very poor, only 52% of the wagons requested being supplied, and a further 8% of those not being loaded.

Movement of salt traffic also suffered in the wagon shortage. Of 643 wagons requested, 272 were supplied and only 220 loaded.

No statistics are available of the wine [illegible] actually loaded, but bids were accepted for 8830 tons, including 1680 to Naples and 1870 tons to Ortona.

3006



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An increasing tonnage of "Sanea" (2500 tons) has been accepted for movement, and an increased amount of Olive Oil (403 tons) have been moved by rail to destinations outside Bari Compartiments. This is a small figure considering the large quantities waiting to be transported, but all bids were accepted.

It is interesting to note that when the Bari-Naples passenger train was searched for contraband during the month, on one occasion 10 tons of Olive Oil was discovered secreted on the persons of the travellers and in their baggage.

(d) NAPLES DIVISION

Traffic

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

Transportation Conference

The Deputy Director - Chief of Rails Section, held a Transportation Sub-Commission conference in Naples on 30 November, when Divisional representatives of Bari, Reggio and Naples divisions were able to present their views, and a programme, common to all railway divisions in Southern Italy was agreed upon. It is proposed to hold a similar conference every month, and it is considered that the work will be standardised in the entire Region.

AC and Civil Freight

With effect from 16 December '44, all AC and civil freight movements within the division will be arranged and handled locally with a railway civilian staff, working under Transportation Sub-Commission control and supervision.

Pilferage

The presence of large and well-organised gangs of thieves pilfering Allied property from railway cars on a large scale at many points has come to light. The scale of activity is so large that military representatives consider it a menace to the war effort. Pilferages take place on a large scale on the line S.Giovanni to Salerno, and it is understood that an armed band is operating at Trattamaggiore, where the Capo Stazione has stated that he and his staff have been "held up" on more than one occasion. In Naples, at least four organised gangs have been working in co-operation with railway employees, complete with black market merchants who buy the stolen goods on the spot. In another case, outside Naples, the RTO was fired upon and returned fire on a gang of [illegible] efforts are being made to provide adequate police protection

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AC and Civil Freight

With effect from 18 December '44, all AC and civil freight movements within the Division will be arranged and handled locally with a railway civilian staff, working under Transportation Sub-Commission control and supervision.

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Free Travel for Civil Workers of Allied Forces

Information from the two private railways in this area, involved in this scheme of providing free transportation for workers employed by the Allied Forces to and from their homes to the place of employment has gone the way of most other concessions made to the Italian civilians by the Allied Forces, in that it is being badly abused. Permits which are not transferable are being passed to friends and relatives, they are being used between stations at any times, many of the workers insist on their right to travel first-class, and the railways find that there are so many of these free travel workers and coaches are



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so congested, that they are often unable to collect fares or tickets from other passengers, some of whom even refuse to pay their fares.

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

It is understood that the continuance of this scheme is under review, and the railways themselves are naturally not in favour of its being continued.

Unusual Movements

During the month, the following movements were effected in addition to the normal ones:-

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

Two box cars loaded with women and children from Italian Embassy, Ankara, Naples to Rome.

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

Theatrical party - Naples to Sicily

Theatrical party - Naples to Taranto.

Authorised Loading Returns

It is hoped that ICR will submit accurate returns from all loading stations, effective 1 December '44, of all AC and civil authorised traffic actually moved. Endeavours have been made to secure them for some time, but the Italian machinery is slow to start.

Delay in unloading at Roccasecca

Unloading of grain at Roccasecca has been effected lately at the rate of about two cars daily, while 18 cars were awaiting unloading. Food Sub-Commission have been asked to speed up facilities for unloading, and meantime, more cars than can be dealt with are not being fed forward.

Daily Civilian Passenger Train, Naples-Reggio

By agreement, the stop at Pontecagnano at 0319 hours, of the regular daily civilian passenger train Naples-Reggio is cancelled with effect from 4 December '44. This was requested by the RTO at that point as a means of eliminating some of the pilferage taking place there.

(e) REGGIO(CALABRIA)DIVISION

Wagon situation

The shortage of wagons in this division continues to be acute. The following figures summarise the position:-

| | DEMANDS | | MOVEMENTS | |
|---|---|---|---|---|
| | Total | Daily Average | Total | Daily Average |
| Military | 2771 | 80 | 2850 | 82 |
| AC | 1918 | 55 | 1717 | 49 |
| Civilian | 4684 | 131 | 189 | 6 |
| | 9373 | 266 | 4756 | 137 |

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Embassy, Ankara, Naples to Rome.

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

Theatrical party - Naples to Sicily

Theatrical party - Naples to Taranto.

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It is hoped that ICC will submit accurate returns from all loading stations, effective 1 December '44, of all AC and civil authorised traffic actually moved. Endeavours have been made to secure them for some time, but the Italian machinery is slow to start.

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Unloading of grain at Roccasecca has been affected lately at the rate of about two cars daily, while 18 cars were awaiting unloading. Food Sub-Commission have been asked to speed up facilities for unloading, and meantime, more cars than can be dealt with are not being fed forward.

Daily Civilian Passenger Train, Naples-Reggio

By agreement, the stop at Ponteogneno at 0319 hours, of the regular daily civilian passenger train Naples-Reggio is cancelled with effect from 4 December '44. This was requested by the PCO at that point as a means of eliminating some of the pilferage taking place there.

(e) REGGIO(CALABRIA)DIVISION

Wagon situation

The shortage of wagons in this division continues to be acute. The following figures summarise the position:-

| | DEMANDS | | MOVEMENTS | |
|---|---|---|---|---|
| | Total | Daily Average | Total | Daily Average |
| Military | 2771 | 80 | 2830 | 82 |
| AC | 1918 | 55 | 1717 | 49 |
| Civilian | 4584 | 131 | 189 | 6 |
| | 9273 | 266 | 4736 | 137 |

These figures do not include Docks clearances.

Screening of Civilian Bids

In view of the situation, bids have been screened and cut down to the lowest possible, eliminating cerrubes entirely. It will be observed from the above figures that an average of only 6 wagons daily have been available for civilian traffic.

AC Traffic

Total number of wagons loaded for the month were 1363, giving an average per week of 341.

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S.Eufemia-S.Pietro portion of bridge piles washed away.
Near S.Pietro station points out of order and electric traction effected.

S.Eufemia-Catanzaro Section

S.Eufemia-S.Biase one loco derailed and overturned, and Section flooded. Estimated 6 days suspension of traffic.

Ionica Section

Torre Cerchiara-Trebisacce landslide of embankment.

Oseneca-Sibari Section

Ballast washed away

Turci-Nova Siri

Interruptions at 5 points. 730 metres of track washed away.

It is estimated that most of the above repairs can be effected in a few days (ranging from 3 to 9 days), but the last named is the most serious, and may take a minimum of 10 days to complete. Arrangements to visit this section have been made for 5 Dec inst. Traffic cannot move on West Coast, and all trains north by west coast route must make a detour Reggio-C Tuzzano-Cittanova-Paola (over the mountain)-Battipaglia, which adds considerably to present difficulties.

STORES OFFICER'S REPORT

The Stores Officer has been engaged in the duties of supervision and procurement of railway stores and supplies, also engineer materials for re-construction work of the railways.

Development of sources of supply has been exploited, and the securing of releases of material from various branches of the Military Services, AC., and other control agencies. Excellent co-operation has been received from the Commerce, Industry, Food and Mining Sub-Commissions, AC., also from PAC., AFLI (Italian) Board, Io (Br), ADOS, and Stores Section of MMS.

Rehabilitation of several factories for the manufacturing of railway supplies is in progress, also the repair of a tie and timber treating plant.

Requirements of supplies and materials needed for the next six months is being compiled. These supplies are only those which cannot be independently procured from local resources in Free Italy and in the past have always been secured from outside sources.

DIRECTOR OF TRANSPORTATION OFFICER'S REPORT

During the month of November, a contract was signed by ISR and Romanni Pardi Delfino, whereby rolling wagons are to be repaired at the works at Colleferro. The firm of Romanni are installing a transfer table, and are carrying out alterations to their plant in order to be able to deal with up to 250 heavy repairs per month. In the meantime, the firm is attending some 50 open tracks situated near their road-mixing sites.



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Change of Direction

On 6 Nov '44, Lt.Col. O.F. Lindberg, R.E., was appointed Deputy Director, and Chief of Road Section, vice Lt Col. L.E. Vining, R.E., relieved.

II - ROADS

1. General

Three G.T.Coys are now operating namely the 1,000, 1,001 and 1,004. The 4th G.T.Coy is being made available to us by AFHQ and is reporting on or about the 8th Dec. This is the 1,002 G.T.Coy (Italian)

2. Operations

(a) G.T.Truck Bn.

Arrangements are being made for an Advance H.Q. of the 1st G.T.Truck Bn. to be stationed in Florence. This is subject to billets being obtained in Florence, which presents a certain amount of difficulty, owing to the fact that 5th Army will not allow any personnel North of the Arno. If satisfactory accomodation cannot be obtained the Advance H.Q. will be situated at Lechorn. Immediately this H.Q. has taken up its position on request for transport, both for the G.T.Truck Coy, operating with AFHQ 5th Army and the 1,000 G.T.Coy, will be passed to the Truck Bn. Commander who will be responsible for allocating the necessary vehicles.

(b) G.T.Coys

The three G.T.Coys are operating as follows:

1000 G.T.Coy. at Leghorn working with AFHQ 5th Army, and the Officer i/c Warehouse is.

1001 G.T.Coy. with AFHQ 5th Army

1004 G.T.Coy. at Rocca working with the officer i/c Warehousing and the Officer dealing with the grain haul in Macerata.

It is proposed to use the 4th G.T.Coy, which has been made available in the following manner.

It will proceed to Ancona where it will be responsible for dealing with the wheat haul in Ascoli and Teramo Provinces.

While its main function will be getting wheat to outlying communes before the winter weather condition make this impossible, it will also be responsible for bringing grain to the railhead for shipment elsewhere. On the way to its destination it will be loaded up with supplies of clothing for the devastated areas.

3004

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(c) Civilian Transport in MAAC

The progress in regard to MAAC is very much retarded at the moment owing to the fact that the Italian Government no longer exists. As a result of this the revised haulage rate have not yet been published and the formation of MAAC cannot be completed.

(d) Truck Pool Abruzzi-Marche Region

From a report received from the Transportation Officer, Abruzzi-Marche Region it appears that the Truck Pools are working very satisfactorily. In addition to Truck Pool Nos.3, 4, 5 and 6 already in operation, Truck Pool No.7 for Ancona-Pesaro Provinces was officially activated on 25 Nov '44. 10 three tontrucks have been assigned to Fano in Pesaro to form the nucleus of Truck Pool No.8. A uniform system of accounting for all the Truck Pools has been adopted throughout this Region and this has been found invaluable in correcting inefficiencies among individual pools and in giving a comparative analysis of the finances of the various Pools. These figures show a profit of 9.777.285,35 lire for the month of October and a total profit of 27.446.830,50 lire to date. It is reported that this does not represent a true profit as an estimated 7.000.000 lire of gasoline and 2.000.000 lire of spare parts have been obtained from AFHQ, AC and Armies and these figures have not been taken in consideration in the Profit and Loss account.

Difficulty has also been encountered in collecting amounts due from the Consorzio Agrario.

3. Maintenance

During the month, returns have been received from Regions with information concerning location of Vehicles, present holdings, and Additional requirements of Maintenance Personnel, Equipment, Garages etc. These returns are now being consolidated and every endeavour will be made to meet the requests still outstanding.

The tyres and tubes position is still critical and some vehicles in almost every Region are off the road for want of only tyres and tubes. It is at this time more than ever important that those in charge of transport exercise a careful supervision of those responsible for complying with the regulations published to preserve the life of tyres.

The Spare Parts Section for M.T. Vehicles under the respective C-A have now commenced to function and though the position of spares is still not satisfactory, an increase in number is coming to hand and a useful store has already been built up. This has been largely due to the efforts of a British and American Ordnance Officer who have been attached to this Sub-Section from HQ, who are

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operation. Truck Pool No.7 for Ancona-Pesaro Provinces was officially activated on 25 Nov '44. 10 three tontrucks have been assigned to Fano in Pesaro to form the nucleus of Truck Pool No.5. A uniform system of accounting for all the Truck Pools has been adopted throughout this Region and this has been found invaluable in correcting deficiencies among individual pools and in giving a comparative analysis of the finances of the various pools. These figures show a profit of 2.777.283,55 lire for the month of October and a total profit of 22.446.232,50 lire to date. It is reported that this does not represent a true profit as an estimated 7.000.000 lire of rascaline and 2.000.000 lire of spare parts have been obtained from AFHQ/AC and Armies and these figures have not been taken in consideration in the Profit and Loss account.

Difficulty has also been encountering in collecting amounts due from the Consorzio Agrario.

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4. Tyres

The following deliveries of tyres and tubes were made to the various Regions during the month.

| | |
|---|---|
| Tyres | 2305 |
| Tubes | 1023 |



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No CL tyres have been procured from the Pembker or any other stocks since October 20th 1944. This has enabled this section to clean up existing stock and clarify the accounting records of previous directors. The rejected stock, classified as unrepairable by "B" Sub Kap No 1 Adv. Base Wksp A.T.C. is now

| | |
|---|---|
| 600 x 16 | 1750 |
| 700 x 20 | 817 |

which are being held for the production of boots for repair tyres.

It is believed not advisable to transport scrap tyres from distant points in Italy to Rome for repair. This is because the present raw material stock is nil and the warehousing facilities limited.

A complete reactivation report was made on the Pirelli Tire Production Plant at Tivoli and presented in a joint conference with Transportation Sub-Commission, Industry Sub-Commission and Col. Butterworth of APM. Reconstruction of this plant is now under way and it is hoped that the raw materials were requisitioned by higher authority. The maximum output of this plant if reconstructed as scheduled will be 200 tires and tubes per day.

Three additional tire repair plants in Rome have been requisitioned and refurbished by this section. These will resume operations as soon as requisition for material arrive. The collective output of these will be 110 average per day of various sizes.

It is the aim of this section to re-establish a tire repair plant in each province in liberated Italy. It is hoped that full cooperation can be obtained from all concerned in this effort. Requisitions will be submitted for raw materials for each new plant proposed. This will aid in alleviating the demands for new tires.

A request was made ask me that the Pirelli Plant at Milan, Via Fabio now requisitioned and operated by A.T.C. be turned over to this section for operation by civilian personnel. The former staff, technicians and labourers of this plant are available and anxious to assume full operations.

3. General Activities Super Service

(a) British Motor Pool

During the past month there has been little of any outstanding nature. Work has proceeded with about the average difficulties in regard the spare parts.

The latter part of the month has been the transition period due to the formation of a C-E Spare Parts Section (previously this Motor Pool indented direct). With allowance being made for the short time in operation, results have been fairly good and there is every reason to believe that in a short time when this section is

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present raw material stock is nil on the warehousing facilities limited.

A complete requisition report was made on the Pirelli Tire Production Plant at Tivoli and presented to a joint conference with Transportation Sub-Commission, Industry Sub-Commission and Col. Butterworth of AFHQ. Reconstruction of this plant is now under way and it is hoped that the raw materials will be requisitioned by higher authority. The maximum output of this plant if reconstructed as scheduled will be 200 tires and tubes per day.

Three additional tire repair plants in Rome have been requisitioned and reestablished by this section. These will resume operations as soon as requisitioned raw material arrive. The collective output of these will be 110 average per day of various sizes.

It is the plan of this section to reestablish a tire repair plant in each province in liberated Italy. It is hoped that full cooperation can be obtained from all concerned in this effort. Requisitions will be submitted for raw materials for each new plant provided. This will aid in clearing the demands for new tires.

A request was made advising that the Pirelli Plant at Al, Via Ostiensi now requisitioned and operated by M.T.O.U.S. be turned over to this section for operation by civilian personnel. The former staff, technicians and laborers of this plant are available and anxious to assume full operations.

5. Motor Activities Zone Rome

(a) British Motor Pool

During the past month there has been little of any outstanding nature. Work has proceeded with about the average difficulties in regard the spare parts.

The latter part of the month has been the transition period due to the formation of a G-4 Spare Parts Section (previously this Motor Pool indented direct). With allowance being made for the short time in operation, results have been fairly good and there is every reason to believe that in a short time when this section is established, the problem of spare parts for TC vehicles will be greatly solved.

A further valuable authority for the release of spare parts from salvage Depots has recently been obtained from AFHQ by Transportation Sub-Commission. This will open up fields which have hitherto been difficult and often closed by the Br. Motor Pool.

(b) Vehicle Issues and Transfer

Though in smaller numbers than in the previous month vehicles have been received (in some instances exceeding those class II to class IV and returned.

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Present strength of Pool Vehicles 102
C-4 (not in the strength of B/E) 6
Admin. and Inspection Staff 31
Italian Personnel 86
British drivers (essential for security reason) 32
(This figure also includes drivers of Colonels and Executive Officers)

(c) P.O.L.

During the month the following issues have been made:

Petrol 58060 Galls
Oil and Lubricants 1942 Galls

(d) T/Shops

During the month of November 76 vehicles were repaired in T/Shops. (This is the same figure as for October).

Almost all of these were major Repairs (including a number of re-borse). This increase in major repairs work has been made possible by the setting up of a section T/Shop which now deals with all lower echelon repairs.

(e) American Motor Pool

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of November were 1273. This includes both War Department and Civilian vehicles. Out of this number 151 jobs were performed in the Paint Shop, 160 in the Battery Shop, 213 in the Welding and Body Repair Shop, 404 in the Tire Shop, 360 on the Lubrication Racks, and 652 jobs were performed by the Inspectors in their various shops.

Besides the above mentioned items, 21 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this shops.

(f) Civilian Transportation

Vehicles dispatched for the month of Nov '44, 3646.
T.D. Vehicles dispatched during the month of Nov. 703.
Seats dispatched for the month of Nov. 1650.

6. 1st Truck Co.

During the month of November, the First Company operated in the Rome Area directly under Transportation Sub-Commission, the Second Company moved from Livorno to Florence and is working with AMG 5th Army; the Third Company moved to Ravenna and handled the forward distribution from there. The Fourth and Fifth Companies completed their operational training school in Rome and are now moving forward. The Fourth will reinforce the Second at Florence. The Fifth moves to Livorno to aid in clearance of Port Warehouse to forward dumps.

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Petrol 1942 6-11s
Oil and Lubricants 1942 6-11s

(a) T/Shops

During the month of November 75 vehicles were repaired in T/Shops. (This is the same figure as for October).

Almost all of these were major repairs (including a number of re-borres). This increase in major repairs work has been made possible by the setting up of a section T/Shop which now deals with all lower echelon repairs.

(c) American Motor Pool

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of November were 1,473. This includes both War Department and Civilian vehicles. Out of this number 131 jobs were performed in the Paint Shop, 160 in the Battery Shop, 210 in the Welding and Body Repair Shop, 40% in the Tire Shop, 260 on the Lubrication Racks, and 602 jobs were performed by the Mechanics in their various shops.

Besides the above mentioned items, 91 vehicles were sent to the R.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

(d) Civilian Transportation

Vehicles dispatched for the month of Nov '44. 3646.
T.C. Vehicles dispatched during the month of Nov. 701.
Taxis dispatched for the month of Nov. 1660.

6. 1st Truck Co.

During the month of November, the First Company operated in the Rome Area directly under Transportation Sub-Commission, the Second Company moved from Livorno to Florence and is working with 2NCO 5th Army; the Third Company moved to Pevenchio and handled the forward distribution from there. The Fourth and Fifth Companies completed their operational training school in Rome and are now moving forward. The Fourth will reinforce the Second at Florence. The Fifth moves to Livorno to aid in clearance of Port Warehouse to forward dumps.

The Sixth Company in Rome should complete its washing in another week and be available for duty.

It is contemplated that the Seventh and Eighth Companies will be activated and training will commence in the near future.

The salient problems encountered and still unsolved are:

(a) Control vehicles - The civilian cars assigned are, at best, substitutes; they are inadequate in number, not road worthy for major operations in Fifth Army forward areas and difficult to maintain. The need for the T/O of 3 Command Cars and 40 Jeeps increases daily with the increasing number of companies forward and the degree of control necessary.



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(b) Maintenance parts - The SNL parts scheduled to arrive with the issues of Trucks have never materialized. This means that Ordnance shops are deeply contacted and becoming exasperated with minor requirements in a continual stream.

(c) Replacement of tires and tubes turned in for salvage, unsatisfactory, causing deadline of trucks for that reason alone.

(d) Replacement of salvage trucks. - Under current rules no replacements can be made. Study is being conducted to systematize salvage operation to obtain maximum benefits for unit.

The accomplishments that have been achieved during this month which are gratifying are:

Completion of equipping Italian troops.

Establishment of visual education features in training, thru courtesy of G/S Representative with AFHQ and Special Service Rome.

Establishment of Operational and Training School at Via Vasca Navale.

Establishment of Forward Echelon of Battalion Headquarters actively controlling operations forward. Development of Operational SOP's in Italian and English.

7. Spare Parts

(a) Manufacture:

During the month the following spare parts have been either manufactured or arrangements made for manufacture.

(1) Copper Head Gaskets
(2) Miscellaneous Gaskets
(3) Batteries
(4) Torsion Rods Lancia Aprilia
(5) Pron Springs for Lancia Aprilia
(6) Friction Disks for Lancia Aprilia
(7) Silent Blocs
(8) Rubber Hoses for Hydraulic
(9) 16 inch wheels to take 600 x 16 (Jeep) Tyres
(10) Fan Belts
(11) Differentials Housing for Fiat 1500

Following are details of the above items.

(1) Head Gaskets

As the supply of copper and asbestos sheet ran out, Naples was visited. It was hoped to obtain 600 kilos of suitable copper and arrange with Commerciale Naples to roll it to 2/10 mm thick and supply in lots 12 Dec '44 to Santagata and Salazzo Torre del Greco the firm who are making the gaskets for us. No asbestos sheet could be found either from private sources or from Ordnance. After trying out for three weeks the asbestos cords referred to in our October report

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Establishment of Trade Education Centres in Sicily, thru courtesy of CMC Representative with AFHQ and Special Service Force.

Establishment of Operational and Training School at Via Vasco Navale.

Establishment of Forward Echelon of Battalion Headquarters actively controlling operations forward. Development of Operational SOP's in Italian and English.

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(8) Rubber wrashes for Hydraulic
(9) 16 inch wheels to take 600 x 16 (Jeep) Tyres
(10) Fan belts
(11) Differential Housing for Fiat 1500

Following are details of the above items.

(1) Head Gaskets

As the supply of copper and asbestos sheet ran out. Naples was visited. It was hoped to obtain 600 kilos of suitable copper and arrange with Corradini Naples to roll it to 2/10 mm thick and supply in lead 12 Dec '44 to Contegno and Salazzo Torre del Greco the firm who are making the gaskets for us. No asbestos sheet could be found either from private sources or from Ordnance. After trying out for three weeks the cardboard gaskets referred to in our October report (included a trip to Naples), were taken out but as they showed no sign whatever of any failure, they were not dismounted but replaced in the engine. Arrangements were made for the purchase of a quantity of very good quality cardboard and the firm told to continue manufacturing all gaskets of cardboard excepting when specially indicated otherwise.

The use of cardboard is made possible by the fact that these gaskets are hard-made and completely covered with copper and the cylinder edges reinforced. The firm agreed to purchase a machine to reinforce the small water holes; this will greatly assist in preserving the cardboard. During the month the firm had satisfactorily manufactured a number of special gaskets, hitherto unobtainable in Italy.



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Miscellaneous Gaskets

The same firm had manufactured all types of gaskets for exhaust manifold water joints etc. They have been instructed to keep same quantity of asbestos in stock for gaskets subject to extreme heat e.g. exhaust.

Batteries

Hensemberger at Casanova near Naples was again visited. No progress whatever had been made with the manufacture of the 6000 plates required for the repair of batteries. This appears to be due entirely to AFHQ. As stated in our October report Capt. Morgan R.E.M.E. i/c Hensemberger reported he had the lead and could make the plates in one day and deliver after treated in three weeks. This was on 18 Oct '44. On 30 Oct '44 G-5 AFHQ wrote asking for various particulars although the original description was ample, (this was confirmed on my recent visit to Hensemberger). They also asked if we wanted any separaters. No separaters were in fact required as Hensemberger's had sufficient for their purpose. However, on 8th Nov '44 a letter was forwarded to AFHQ giving all required details. As results of the delay, the factory at Naples are short of lead and cannot now supply the plates. Capt. Morgan stated the lead was being flown from Mid-East, but demands for the Army here were so heavy that he doubted if any would be allocated to Allied Commission. He was asked whether they would manufacture for us if 1½ tons of lead (99.9% pure) was obtained. He said yes, but added that the lead might be commandeered for Army needs. Efforts are now being made to find this lead. AFHQ was visited and Lt Col. Franklin G-5 there stated the supply of these plates had been approved by AFHQ and were to be flown in from Mid-East, there was therefore, nothing else to be done. The whole position is unsatisfactory and new batteries are entirely unobtainable except at fabulous prices (£ 130) for a 12 v batteries, and we cannot get any further batteries repaired or replated for lack of plates which could have been delivered 8 weeks ago. Capt. Morgan was asked whether lead from old batter es would do but he said it contained antimony and iron and is therefore useless. Enquiries have been made in Rome and a firm found who is willing to refine the lead and free it from antimony and iron, but required minimum quantity of 70 tons for the process. Enquiries are proceeding as to whether it is possible to refine a similar quantity provided fuel and current is made available. Meanwhile search is being carried on in salvage dumps where batteries and broken cases may be found and which do not need new plates.

Torsion Rods Lancia Aprilia

Terni Iron Works was visited and have agreed to supply steel rods with the necessary characteristics and manufacture the Torsion Rods themselves. This will save a lot of trouble as all the work will be of course under one roof. A release was obtained for 15 cwt. of the steel involved from [illegible]

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Torsion Rods Lancia Aprilia

Terni Iron Works was visited and have agreed to supply steel rods with the necessary characteristics and manufacture the Torsion Rods themselves. This will save a lot of trouble as all the work will be of course under one roof. A requisition was obtained for 15 cwt. of the steel involved from engineering services MAAC and an order was placed with Terni for 200 Torsion Rods; 8 to be manufactured first as samples and forwarded to us for trial on a car, the balance to follow after approval.

Front Springs

Up to the present we have been unable to trace any suitable steel for spiral springs either from Elva or Terni but enquiries are proceeding.

Friction Disks

We have met all demands by supply of new facings.



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Silent Blocs

Some 200 have been re-rubbered by Pirelli during the month.

Rubber washes

The first die was completed and delivered to Pirelli during November but so far no report has been received from them. As soon as this is received and the die reported satisfactory the manufacture of further dies will be started.

16' Wheels

For the present, the manufacture of 16' pressed steel wheels has been put aside in favour of altering the bosses of jeep wheels.

Some 50 have been collected from old and new dumps run straight, new steel bosses welded and rebored to suit the studs as various types of cars are off the road as 16 x 600 jeep tyres cannot be fitted to them.

Fan Belt

They are now listed for £ 12.00 in the open market in Rome. I took one new one and one which had been left for salvage to the Pirelli. They stated they thought they could manufacture some kind of substitute belt but so far their report has not been received. The importation of suitable cheap fan belts from U.S. should be considered.

Differential Housing for Fiat 1500

Considerable number of these have broken due to wheels of original design and metal. No replacement are available from Fiat sources and Pirelli have made cast brass or alleged bronze housing as substitutes. These however, are completely unreliable in actual use. A firm has been found in Rome who will turn out these housing in mild steel at a reasonable price which will serve until we find good steel.

While at Terni I found they could supply the mild steel required at billets roughly pressed to the final housing required thereby helping to reduce the amount of machinery required. The most satisfactory method of course would be to have these housing cast, and enquiries are now proceeding in Rome as to whether this is possible.

Lancia Theme

(a) Repairs

The following number of cars were dealt with.

| | |
|---|---|
| Brought for repair | 150 |
| Repaired | 148 |
| Awaiting repairs in parts | 18 |

(b) Requisitioned cars

| | |
|---|---|
| Awaiting turning-up spare parts and tyres | 9 |
| Cars ready for registration numbers | 4 |
| Fiats 500 awaiting wheels and tyres, cars | 3 |
| Some trucks | 7 |
| Cars sent to the Super-Cervice for allocation during the month | 5 |

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straight. New steel bases welded and tabored to suit the studs on various types of cars are off the road as 16 x 600 jeep tyres cannot be fitted to them.

Fan Belt

They are now listed for £ 10.00 in the open market in Rome. I took one new one and one which had been left for salvage to the Pirelli. They stated they thought they could manufacture some kind of substitute belt but so far their report has not been received. The importation of suitable cheap fan belts from U.S. should be considered.

Differential Housing for Fiat 1500

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This at Terni I found they could supply the mild steel required as billets roughly pressed to the final housing required thereby helping to reduce the amount of machinery required. The most satisfactory method of course would be to have these housing casts, and enquiries are now proceeding in Rome as to whether this is possible.

Lancia Garage

(a) Repairs

The following number of cars were dealt with.

| | |
|---|---|
| Brought for repair | 150 |
| Repaired | 148 |
| Awaiting repairs in parts | 10 |

(b) Requisitioned cars

| | |
|---|---|
| Awaiting turning-up spare parts and tyres | 9 |
| Cars ready for registration numbers | 4 |
| Fiats 900 awaiting wheels and tyres, cars | 3 |
| Some trucks | 7 |
| Cars sent to the Super-Garage for allocation during the month | 5 |

(c) General

(16' wheels)

During the month the following numbers of old Jeeps wheels were collected:

For conversion to fit Fiat 1100 and 1500, for Lancia Aprilia

| | |
|---|---|
| From Arzic Dumps | 43 |
| From Local Dumps | 12 |
| Actually converted and fitted | 3001 |



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(d) Power

During November some five working days were lost due to lack of electrical power. Lack of light facilities is a severe handicap. Lancia Works are on a high priority circuit (Hospital and telephone exchanges) and it is more often the power is looking here when central Rome has current.

III - SHIPPING

Bad weather has continued to cause serious delays in schooner traffic during the month. The small vessels which are operating are confined to port whenever weather conditions are unfavorable. Many of them are under repair and winter conditions generally reduce the available tonnage. During the month of November goods amounting to 8946 tons were lifted by schooner and 3950 tons by coaster.

All bids submitted to AFHQ during the month have been accepted with the exception of 3600 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with AFHQ and will start on December 25th. The SS Atlantis has been selected for this ferry service and will do two round trips per month. Her capacity will be about 250 personnel and 1000 tons cargo. This should go a very long way to solving the cargo problem between Sardinia and the Mainland.

Considerable difficulty has been experienced in planning ahead for port occupancies owing to late and irregular advices of cereals ship arrivals. A vigorous protest has been launched with AFHQ and it is hoped that this difficulty will disappear.

Sardinia Region has been requested to keep this Sub-Commission informed daily of the exact position of all ships loading, discharging or awaiting discharge in Sardinian ports as this is the only channel of information available either to AC or AFHQ on the position of shipping in the Island. By far the greatest number of bids are received from AC Sicily Reg or practically done from Southern Region, a few from Region IV and V and the remainder from the Sub-Commissions. During the latter half of November a new and comprehensive directive on bidding procedure was drawn up and a revised bid form (SR-2) was printed. The directive is being distributed widely all over Italian territory, to regional headquarters, zone supply officers, provincial commissioners, all Sub-Commissions, all chambers of commerce in the liberated areas and all banks in ports and commercial centers. This should have the effect of clearing up all the confusion which has existed in the mind

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III - SHIPPING

Bad weather has continued to cause serious delays in schooner traffic during the month. The small vessels which are operating are confined to port whenever weather conditions are unfavorable. Many of them are under repair and winter conditions generally reduce the available tonnage. During the month of November goods amounting to 8946 tons were lifted by schooner and 3958 tons by coaster.

All bids submitted to APHC during the month have been accepted with the exception of 6600 tons phosphate rock.

A regular service from Sardinia to Naples has been agreed with APHC and will start on December 25th. The SS Adonis has been selected for this ferry service and will do two round trips per month. Her capacity will be about 250 personnel and 1000 tons cargo. This should go a very long way to solving the cargo problem between Sardinia and the Mainland.

Considerable difficulty has been experienced in planning ahead for port accordances owing to late and irregular advices of vessels ship arrivals. A vigorous protest has been launched with APHC and it is hoped that this difficulty will disappear.

Sardinia Region has been requested to keep this Sub-Commission informed daily of the exact position of all ships loading, discharging or awaiting discharge in Sardinian ports as this is the only channel of information available either to AC or APHC on the position of shipping in the island. By far the greatest number of bids are received from AC Sicily Reg on practically none from Southern Region, a few from Region IV and V and the remainder from the Sub-Commissions. During the latter half of November a new and comprehensive directive on bidding procedure was drawn up and a revised bid form (SF-8) was printed. The directive is being distributed widely all over Italian territory, to regional headquarters, zone supply officers, provincial commissioners, all Sub-Commissions, all chambers of commerce in the liberated areas and all banks in ports and commercial centers. This should have the effect of clearing up all the confusion which has existed in the mind of the average Italian merchant as to the correct manner in applying for shipping space.

PORTS

Civitavecchia

During November the port received its first ships, as a civil port, the EXETER SUNDER with 4500 tons wine, the JOHN HATHORN with 3983 tons of barley and the OMEGA with 4500 tons of coal. The HATHORN took 12 days to discharge at an average of 250 tons per day.



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This figure cannot be taken as a fair indication of the normal rate of discharge for the port as conditionswere abnormal in that the port was only just re-opened, the labor for the most part was new to the job and took a certain amount of time to get organized, and there were no facilities for working in wet weather. In the latter connection, approximately 500 partly used gas capes were drawn from a British Ordnance dump in Rome and delivered to the port where it is hoped they will facilitate the discharge of cargo on rainy days.

Similarly there was some delay in the discharge of the OMISSA due mainly to the non completion of the wharf at the time of her arrival and to the impossibility of night work until catwalks under construction had been completed. In addition to the above mentioned vessels, five salt schooners were also discharged during the last week of November.

Castellammare

This port is still short of considerable amount of port equipment. Only four of the barges supplied to the port are of any use but six more are being sent over on the instructions of AFHQ (G-4 Movements & Transportation). During the month the following ships discharged:-

| | | |
|---|---|---|
| FRANCIS SCOTT | 7766 | tons bulk wheat |
| LOCHSTOCK | 6231 | " " " |
| J.MAUSFIELD | 7732 | " " " |
| IONIAN | 7468 | " Bagged Barley |

The barley ship, Ionian, arrived during the last days of the month but the discharge is causing considerable difficulty owing to the bad and dusty state of the barley as it is impossible to discharge by elevator as the dust makes working conditions impossible and the machinery gets quickly clogged. The discharge will therefore take place by lighter and the cargo backpiled.

Crotone

During the month discharged.

| | | |
|---|---|---|
| J.HATHORN | 2962 | tons Barley |
| GAETA | 6000 | " Phosphate Rock |

Salerno

Salerno came into operation as a civil port during the last week of November and has started off well. The first ship to discharge there was the Sunmuta with 4083 tons bagged wheat. This is unloaded at an average rate of 383 tons per day which is considerably in excess of the rate we had guaranteed, namely, 400 tons per day.

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CAGLIARI due mainly to the non completion of the wharf at the time of arrival and to the impossibility of night work until catwalks under construction had been completed. In addition to the above mentioned vessels, five salt schooners were also discharged during the last week of November.

Castellammare

This port is still short of considerable amount of port equipment. Only four of the barges supplied to the port are of any use but six more are being sent over on the instructions of AFHQ (G-4 Movements & Transportation). During the month the following ships discharged:-

| | | |
|---|---|---|
| FRANCIS MARION | 7765 | tons bulk wheat |
| LOUISVILLE | 8291 | " " " |
| J.MANSFIELD | 7732 | " " " |
| IONIAN | 7468 | " Bagged Barley |

The barley ship, Ionian, arrived during the last days of the month but the discharge is causing considerable difficulty owing to the bad and dusty state of the barley as it is impossible to discharge by elevator as the dust makes working conditions impossible and the machinery gets quickly clogged. The discharge will therefore take place by lighter and the cargo backpiled.

Crotone

During the month discharged.

| | | |
|---|---|---|
| J.HATHORN | 2902 | tons Barley |
| CAPTEA | 6000 | " Phosphate Rock |

Salerno

Salerno came into operation as a civil port during the last week of November and has started off well. The first ship to discharge there was the Scanuta with 4083 tons bagged wheat. This is unloaded at an average rate of 633 tons per day which is considerably in excess of the rate we had guaranteed, namely, 400 tons per day.

LEGHORN

Further expansion in warehouse accommodation in Leghorn resulted from additional allocations by PBS Real Estate Dept., after further pressure had been exerted in our demands. Space allotted was, for the most part, without roofing. Repairs are in progress but it is again stated that this organization has no recognized source of supply for needed materials and tools for such reconstruction. Various military formations of PBS have been helpful as a matter of business rather than a matter of responsibility. Practically all [illegible] were "scrounged". Despite efforts of Public Works & Utilities S/C to be of assistance, their aid has been negligible.

3000



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The termination of the present contract with the Magazzini Generali for the operation of our Naples depots has been under discussion for weeks. If policy could be established by competent authority, it would be of great assistance in adjusting a very inequitable situation, that is costing the Allied Commission an excessive amount of money.

APHQ has stated that greater shipments of AC civil supplies have not been made to Ancona due to insufficient warehouse accommodation. This Section takes great exception to this statement. Warehouse accommodation is planned on best estimates of expected arrivals. Food S/S which is responsible for most of the Ancona tonnage has closely coordinated with this Section at all times. Since APHQ has now indicated that greater port acceptance is possible for AC cargos at Ancona, expansion of warehouse accommodation is under way. This Section prides itself on a record of having accepted ANY tonnage ever offered in ANY port where it has operated.

Indications are current that AC depots in Naples will be used for stock piling of foodstuffs for Northern Italy. There should be no difficulty of handling such a commitment.

On 21 November 1944, by HQ AC Executive Order No.15, the Clothing Section, Medical Supply Branch, Public Health Sub-Commission was transferred to this Section. Since the personnel (Capt.R.C.Marks and 7 E.P./O.R.'s) were not transferred until 28 November 1944 HQ AC Special Order No.301, only preliminary plans were made, for accepting responsibility for the operation of the two depots involved, viz., Naples No.682, and Leghorn 12153.

Tonnages handled for the month of November are indicated on appendix "A".

STAFF

On 2 November 1944 Major A.I. McClure (Br) was assigned to Transportation Sub-Commission, Shipping, Ports & Warehousing Division, as SO-2 (CA). On 11 November 1944 Lt. Charles Crooks took over from Lt Col. F.R.A.Glenville, RE, as Chief, Shipping, Ports & Warehousing Division.

MERRITT H. TAYLOR
DIRECTOR

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Director, FBI

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[illegible] Section

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[illegible] Section

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STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMISSION 925SS.
NOV 1944

| | Food | Non Food | Total | Food | Non Food | Total | Food | Non Food | Total | Food |
|---|---|---|---|---|---|---|---|---|---|---|
| Inventory Beg. Month | 7053.0 | 642.0 | 7695.0: | 5325.5 | 52.3 | 5380.8: | 3439.0 | - | 3439.0: | 16,820. |
| Receipts | 5507.5 | 111.5 | 5618.5: | 19052.5 | 1470.0 | 20522.5: | 600.0 | 1.0 | 601.0: | 25,159. |
| Issues | 3334.5 | 294.0 | 3628.5: | 3179.0 | 439.8 | 3618.8: | 1936.0 | - | 1936.0 | 8,449. |
| Balance end of month | 9225.5 | 459.5 | 9685.0: | 22202.0 | 1022.5 | 23224.5: | 2104.0 | 1.0 | 2104.0: | 33,530. |

NOTES:

1. Soap is included with food items
2. Empty Sacks figure is not included
3. Medical supplies handled in Leghorn by cases as follows:

| | |
|---|---|
| On hand 1 Nov | -0- |
| Received | 3758 |
| Issued | 1643 |
| Balance 30 Nov 1944 | 115 |

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Appendix 'A'

STATEMENT OF STOCK MOVEMENTS
TRANSPORTATION SUB-COMMISSION VESSES.
NOV 1944

| Food | Total | Food | Non Food | Total | Food | Non Food | Total | Food | Non Food | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 42.0 | 7695.0: 6320.5 | 92.3 | 6380.8: 1439.0 | - | 3439.0: 16,820.5 | 694.3 | 17514.8 |
| 11.5 | 5618.5: 10052.5 | 1470.0 | 20522.5 | 600.0 | 1.0 | 601.0: 25,159.5 | 1582.5 | 26742.0 |
| 34.0 | 3528.5: 3179.6 | 439.8 | 3678.8: 1936.0 | - | 1936.0 | 6,449.5 | 793.8 | 9243.3 |
| 87.5 | 9885.0: 22202.0 | 1022.5 | 23224.5: 2104.0 | 1.0 | 2104.0: 33,530.5 | 1483.0 | 35013.5 |

cluded with food items
figure is not included
rtion handled in Leghorn by ships as follows:

| | |
|---|---|
| On hand 1 Nov | -0- |
| Received | 3753 |
| Issued | 3638 |
| Balance 30 Nov 1944 | 115 |

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

December 1944

MONTHLY REPORT ON ACTIVITIES, DECEMBER 1944
TRANSPORTATION SUB-COMMISSION, A.C.

1. RAILHEADS.

Once again, there has been very little alteration in the forward railheads, due to the semi-static conditions on the fronts. The forward railhead on line 96 remains at Cesena, and Pisa is nominally the railhead on line 99, the east coast route. MRS has continued work on line 515 inland from Pisa towards Prato and Florence, and it is hoped the rail terminal will be possible in Florence by the middle of January.

2. RECONSTRUCTION AND REHABILITATION.

The New Works and Contracts Committee, formed jointly of MRS, AC and ISR has met regularly during the month, and a number of difficulties arising from constructional problems and matters of supplies have been dealt with. Financial procedure has been definitely settled by action of Priorities representative on the Committee. The Rail Section is now actively engaged in engineering work on the following lines:-

Line 50 between Vado and Rosignano
50 bis linking Piombino port with line 50
63 doubling tracks between Rome and Orte
55 Arezzo-Florence, reconstruction of track
86 Ortona-Ancona, reconstruction of line
88 Rimo-Avezzano, reconstruction of line
92 Naples-Reggio, rebuilding Petrace bridge
257 Rome-Viterbo, reconstruction of line
277 Terni-Rieti, reconstruction of line
279 Termoli-Campobasso, reconstruction of line
283 Avellino-Benevento, reconstruction of line.

On line 95, between Metaponto and Crotone, a washout of the track caused considerable difficulty in supplying freight cars to Reggio and MRS undertook the repair work for which two bulldozers and 250 men were required.

On line 86, Transportation Sub-Commission engineer has let all contracts and has found it necessary to reside on the side, thus leaving only one engineer at headquarters to superintend all other works in hand.

Line 267, Frascati - Rome has been entirely

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forward railheads, due to the semi-static conditions on the fronts. The forward railhead on line 86 remains at Cesena, and Pisa is nominally the railhead on line 50, the east coast route. MRS has continued work on line 515 inland from Pisa towards Prato and Florence, and it is hoped the rail terminal will be possible in Florence by the middle of January.

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On line 86, Transportation Sub-Commission engineer has let all contracts and has found it necessary to reside on the side, thus leaving only one engineer at headquarters to superintend all other works in hand.

Line 267, Frascati - Rome, has been entirely repaired by "Grivofer" - a voluntary organisation of railwaymen anxious to assist in the rehabilitation of the railways within the limits of their abilities and facilities at their disposal.

3. SHORTAGE OF FREIGHT CARS.

So far as areas controlled by AC are concerned, this has been carefully watched and in spite of the washout blocking traffic to and from Reggio, and (at the same time) Sicily, MRS has managed to ensure a steady flow of wagons into the southern territories.

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Sicily has continued to lose on exchange, and the maintenance of a satisfactory balance is receiving attention.

As a result of careful examination of the Rome-Viterbo private railway, it has been found possible to make arrangements to remove to the State lines 150 freight cars of various types.

The shipment of freight cars from Sardinia is in hand. Rolling stock repair work has continued throughout the month, in Sicily and Italy.

3. SHORTAGE OF FREIGHT CARS ( continued)

Regular consultation with MRS officers has led to a satisfactory placing of freight cars to meet demands, and the absence of any major track damage north of Reggio has permitted the restoration of a flow of cars to meet practically all requirements.

4. MECHANICAL REPORT.

The Wagon Lits Company, now under contract to ISR, turned out 34 freight cars during the month, but latterly turned over to the reconditioning of passenger rolling stock, of which there is a great shortage. The firm of Domenini-Parodi-Delfino at Colleferro also under contract, is speedily arranging its works, and 200 damaged freight cars have already been placed in the sidings for repair. Timber difficulties have been partially met by the release of stocks at Circella and Crotone, and it is hoped that material will be made available in order to ensure the utmost is done to assist in repair work.

5. STORES REPORT.

Stores Officer has been compiling the requirements of supplies and materials urgently needed for next six months by ISR, whilst the additional engineering work now undertaken has led to large increases in material needs for the immediate future, notably cement.

Considerable difficulty has been experienced in ensuring that contractors trucks for road works are satisfactorily tyred, and unless priority can be given to their needs, contract dates may be exceeded.

6. TRAFFIC REPORT.

Difficulties in Sicily, both civilian and freight have continued, due to the controversial cut in coal supplies last October, and constant pressure has been brought to bear in an endeavour to ensure that the monthly tonnage be increased to 10,000 tons. The shortage of passenger stock on the mainland has led to a train track from Naples to Bari via Foggia being established without stock to operate, but an inovation has been the attachment of a civilian passenger coach to an ISR workers' train between Rome and Civitavecchia.

This successful scheme is likely to be extended to other districts in the near future. The first train Naples-Reggio has operated successfully, and was subject to the normal railway rush just

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This successful scheme is likely to be extended to other districts in the near future. The first train Naples-Reggio has operated successfully, and was subject to the normal railway rush just before Christmas, but there is a genuine attempt on the part of the railway staff to ensure that the regulations are not abrogated.

There are still no passenger services operating north of Rome, and workers' conditions in the Ancona district have received special attention, in the hope that some facilities may be placed at their disposal through a regulated system of permits.

The Rome-Viterbo private railway has been granted an extension of power, so that it can operate from 2200 hours to 0600 hours nightly. It is having to find that over 2,000 passengers are conveyed each night, obviously in search of food in the outlying districts.

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This Company was found to be exceeding the fare increases permitted by Decree,and the attention of the Ministry was drawn to the matter. On the Rome-Acilia line,once part of the pre-war popular Rome-Lido service,considerable controversy developed,and many applications were received for a daily service. Unfortunately there was considerable confusion as to the reasons,some claims being to feed Rome,and others to feed Acilia. Lazio-Umbria Region could make no recommendation,but the Commission authorised a service twice a week,and is reviewing the traffic figures regularly.

Of extra-urbane tramways in the Rome District,the lines have extended slowly into the Alborne hills,and only the power question prevents a resumption of services in many cases. These lines are mainly passenger,but the serious shortage of other passenger vehicles gives some priority to the carrying demands of the trams.

A sudden power cut on the private railway Naples-Cumane,led to some difficulties in the conveyence of workers to and from their place of employment,but the matter is being closely watched.

On the Sud Est system,labour difficulties arose,which were not very satisfactorily settled. The private railways work under a 23 year old agreement,where extra work is done daily to avoid Sunday working,and at the moment,the workers have been successful in asserting their right not to work overtime in the week,and also to be paid for a Sunday when they do not work. The matter is primarily one for the Labour Sub-Commission,and close liaison has been maintained.

The following figures are for the month of December 44:-

(i) BIDS / BOOKINGS

| Rec'd | Rejected | Accepted | Food-stuffs | Fuel | Seeds & Fertiliser | Misc. | TOTAL |
|---|---|---|---|---|---|---|---|
| 2028 | 115 | 1913 | 67263 | 29050 | 14303 | 25301 | 155922 |

(ii) EMERGENCY BIDS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 84 | - | 84 | 6810 | 600 | 410 | 3428 | 11248 |

Total (i) and (ii) 167170 tons.

7. TRANSPORTATION COMMITTEE MEETING.

At the Transportation Committee meeting held on 22 December,44 the Chairman,Brigadier A.S.Rhè Philips,announced that this would be the last meeting of its kind,as in the new year an Allied Railway Board would be formed,which would deal with all aspects of civilian railway needs,through sub-committees such as the existing New Works and Contracts Committee. The meeting,nevertheless,successfully fixed the date for the first tri-weekly train for civilians between Naples and Rome as 22 January 45;announced satisfactorily arrange-

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prevents a resumption of services in many areas. [illegible] mainly passenger, but the serious shortage of other passenger vehicles gives some priority to the carrying needs of the trams.

A sudden power cut on the private railway Naples-Sumona, led to some difficulties in the conveyance of workers to and from their place of employment, but the matter is being closely watched.

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The following figures are for the month of December 44:-

| (i) | BIDS | | TONNAGES | | | | |
|---|---|---|---|---|---|---|---|
| Rec'd | Rejected | Accepted | Food-stuffs | Fuel | Seeds & Fertiliser | Misc. | TOTAL |
| 2028 | 115 | 1913 | 87268 | 29050 | 14303 | 25301 | 155922 |
| (ii) | EMERGENCY BIDS | | | | | | |
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8. STAFF CHANGES.

A change of policy has led to staff changes, with the result that at headquarters, it is intended to centralise to a greater extent Civil Engineering, Mechanical Engineering, Stores and Traffic matters, and staff adjustments have been made to meet the changed conditions. The changes are still incomplete, being based on the needs for additional staff to cover future commitments, but preliminary

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authority has been given by the Manpower Board for the addition of three qualified Civil Engineers and eight officers for field work.

## II. ROADS

1. General.

The composition of the Roads Division has been considerably altered during the month of December by two factors :

a. The publication of Establishment Memorandum No.34.
b. The general re-organisation of the Transportation Sub-Commission.

Both these factors are based upon the assumption that Transportation Sub-Commission should be a staff agency rather than an operating one in the pratical sense of the word.

This has resulted in the removal from control by the Roads Division of the various Tyre Plants and of the manufacture and procurement of civilian spare parts. Similarly the operation of both the Super and Lancia Garage is no longer a function of the Roads Division.

The duties of the Roads Division may now be classified as follows:

1) The execution of such movements by road as are required by the Movement Division,having previously advised this Division as to what can be carried by road.
2) The supervision of all operations by road.
3) The provision,maintenance,and repair of road vehicles.
4) The raising of new road Transport units.
5) Liaison with ENAC.

To this end the Roads Division is now sub-divided into 4 sections as follows :

A. Administration
B. Maintenance
C. Operational Control
D. Supply

Functions A,B and C are self-explanatory.Function D consits of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority,and of following up such requisitions until satisfactory results are obtained.

2. Operations.

No.1 Truck Bn.

Six Truck Coys have now been activated and are operating as follows:-

No.1 Truck Coy in Rome directly under orders from the Transportation Sub-Commission.

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No.1 Truck Coy in Rome directly under orders from the Transportation Sub-Commission.

Truck Coys Nos.2 and 4 in Florence working with AMG, 5th Army.
No.3 Truck Coy in Mavacchio working with AMG 5th Army.
No.6 Truck Coy in Lucca working with AMG, 5th Army and No.5 Truck Coy in Leghorn working for AC Warehouses.

Although the Truck Coys are allocated as above the actual method of working is that we have now the Advance Hqs. of the Truck Bn. stationed in Leghorn and all requests for transport are forwarded to this H.Q. so that the maximum lift can be obtained and no

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trucks are left standing idle.

Thus the month of December has seen the consolidation of the operations of the six companies,and a tendency to solve the actual operating problems in the field.

Creation of the remaining two companies of the 1st Bn. has been held up first by non-availability of training accomodation, and later by non-availability of Italian Military personnel. In view of anticipated expansion to 24,instead of the original quota of 8 companies,plans and the organization of cadres to handle future requirements have been set-up as follows:

a. Driving School at 28 Via Vasca Navale,with sufficient personnel to handle the training of two new Coys every two weeks for basic training.

b. Driving School at Via Sannio on the same lines.

c. Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital.(This has not cleared PBS real estate). This will be used to assign 8 Companies for final training in convoy work,and the training of Coy and Bn.operational staff. It is contemplated that a complete Bn.can be dispatched from here for operational needs anywhere forward when operational necessity demands.

Studies are being made in conjunction with Transportation Sub-Commission (Rail) and Food S/C (Warehouses) so that utilization of companies can be made in dispatching future units. It is desired to space companies so that,insofar as possible,battalions or detachments of battalions will be so located geographically as to facilitate battalion supervision and make possible group operations with maximum of control. Orders were issued during this month designating the 1000 GT Company (British) to the Bn.for operations only. No experience can be quoted insofar as the effective date was Jan.1,1945. A complete report will be rendered the following month of January. Studies are being made to facilitate and expedite the proper utilization of the British unit on main arteries where it can operate to best advantage.

A few problems still encountered are as follows:

a. Still no control vehicles or immediate prospects for obtaining same.
b. Necessity of drawing supplies from the rear since forward Q.M. Depots refuse to issue anything.
c. Necessity for a universally recognized designation of this unit,for example:-
In requisitioning from PBS Naples,we can only get supplies as the 1st Truck Bn. A.C. is Coy"F" of the 2675th Regt. we are refused. This necessitates the carrying of [illegible]

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personnel to handle the training of two new Coys every two weeks for basic training.

b. Driving School at Via Salaria on the same lines.

c. Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital.(This has not cleared PBS real estate). This will be used to stage 8 Companies for final training in convoy work,and the training of Coy and Bn.operational staff. It is contemplated that a complete Bn.can be dispatched from here for operational needs anywhere forward when operational necessity demands.

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b. Necessity of drawing supplies from the rear since forward Q.M. Depots refuse to issue anything.
c. Necessity for a universally recognized designation of this unit;for example:-
In requisitioning from PBS Naples,we can only get supplies as the 1st Truck Bn. A.C. As Coy"T" of the 2675th Regt. were refused. This necessitates the revision of the requisitions on M.T. needs and the duplication of accounting with 2675th Regt. AFHQ specifically mentions 1st Truck Bn.does not know Co "T" existed.
d. Supplementary travel ration for the Italian soldier denied. This matter is being taken up.
e. Tyres,Tubes and Batteries still critical.
f. Pilferage and theft begin to make themselves evident.

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3. G.T.Companies.

1000 G.T. Coy has two Platoons and its H.Q. situated in Leghorn and two Platoons in Florence.Requests for transport from this Company are now made through the Advance Hqs. of No.1 Truck Bn. Steps are being taken to withdraw the two Platoons from Florence in order that the whole Company will be located in Leghorn.

1001 G.T. is still attached to AMG,8th Army and is stationed on the East coast in the vicinity of Fano.

1004 G.T.Coy has its Hqs.located at Ancona and is concentrated on the wheat haul from Macerata and Ancona Province to railheads under the supervision of an Officer lent by the Food Sub-Commission specially for this purpose.

1002 G.T. Coy has its Hqs. located at Aquila and this Company is making every effort to get food stuffs into communes which are liable to be isolated for considerable periods owing to weather conditions. The latest reports from the Abruzzi Marche Region stated that this work is proceeding as smoothly as could be anticipated.

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office,who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February 1945.

Truck Pools.

The truck Pools in AMG territory are being supplied with a new standard work ticket so that they will be ready to come into line with ENAC as soon as that organization starts functioning. In fact the Truck Pools are already using this standard work tickets.

4. MAINTENANCE.

Under Establishment Memorandum No.31 dated 28/11/44 responsibility for operation of Headquarter domestic vehicles and garages has been placed with the Headquarters Transportation Officer. As a result a new system of operation and dispatch involving a change over from the assignment system of vehicles to the pooling system of all vehicles with a view to the conservation of use of transport has been put into effect. It is too early at this stage to determine the advantage or otherwise of this system over the old system.

The tyre and tube position is still very critical.Practically, every region has vehicles off the road for want of tyres and tubes : and although the immediate outlook is not favorable every effort is being made to improve the position

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specially for this purpose.

1002 G.T. Coy has its Hqs. located at Aquila and this Company is making every effort to get food stuffs into communes which are liable to be isolated for considerable periods owing to weather conditions. The latest reports from the Abruzzi Marche Region stated that this work is proceeding as smoothly as could be anticipated.

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office, who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February 1945.

Truck Pools.

The truck Pools in AMG territory are being supplied with a new standard work ticket so that they will be ready to come into line with ENAC as soon as that organization starts functioning. In fact the Truck Pools are already using this standard work tickets.

4. MAINTENANCE.

Under Establishment Memorandum No.31 dated 28/11/44 responsibility for operation of Headquarter domestic vehicles and garages has been placed with the Headquarters Transportation Officer. As a result a new system of operation and dispatch involving a change over from the assignment system of vehicles to the pooling system of all vehicles with a view to the conservation of use of transport has been put into effect. It is too early at this stage to determine the advantage or otherwise of this system over the old system.

The tyre and tube position is still very critical. Practically, every region has vehicles off the road for want of tyres and tubes : and although the immediate outlook is not favorable every effort is being made to improve the position.

This office is now studying all possibilities of setting up Higher Echelon workshop under civilian control in order that the Higher Echelon Maintenance of A.C. Transport may be divorced from the Army.

...../7

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III. SHIPPING.

1. During the month of December Transportation Sub-Commission was reorganized on a Military basis.

2. The following tonnages have been lifted by MEDBO schooners:-

| | | |
|---|---|---|
| Food | 3250 | Tons. |
| Salt | 1130 | " |
| Carrubeans | 255 | " |
| Lemons | 540 | " |
| Medical Supplies | 395 | " |
| Wheat | 200 | " |
| Sugar | 325 | " |
| Charcoal | 240 | " |
| Miscellaneous | 2040 | " |
| Island traffic | 1800 | " |
| | 10175 | tons. |

3. The following is a summary of bids and shipments during the month (excluding MEDBO schooners):-

| COMMODITY | BID | LIFTED | OUTSTANDING | MOVED IN EXCESS OF BID |
|---|---|---|---|---|
| Salt | 5300 | 3070 | 2230 | |
| Coal(local movem.) | 2000 | - | 2000 | |
| Mixed cargo | 11714 | 6910 | 4804 | |
| Foodstuffs | 2700 | 3652 | - | 952 |
| Wine | 6000 | 1799 | 4201 (x) | |
| Phosphates | 33100 | 25773 | 7327 | |
| Total | 60814 | 41204 + 952 | 20562 | 952 |
| | | 42156 | | |
| OTHER CIVIL SUPPLIES LIFTED DURING MONTH (NOT BID) | | | | |
| Coal (to civitevecchia) | | 10650 | | |
| Timber | | 2000 | | |
| Grand total supplies lifted | | 54806 | Long tons gross | |

(x) Movement of Wine

Coasters set up for movement of wine during this period were cancelled as they were required for operations. Subsequently, ad-

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| | | |
|---|---|---|
| Sugar | 325 | " |
| Charcoal | 240 | " |
| Miscellaneous | 2040 | " |
| Island traffic | 1800 | " |
| | 10175 | tons. |

3. The following is a summary of bids and shipments during the month (excluding 32250 schooners):-

| COMMODITY | BID | LIFTED | OUTSTANDING | MOVED IN EXCESS OF BID |
|---|---|---|---|---|
| Salt | 5300 | 3070 | 2230 | |
| Coal(local movem.) | 2000 | - | 2000 | |
| Mixed cargo | 11711 | 6910 | 4804 | |
| Foodstuffs | 2750 | 3682 | - | 952 |
| Wine | 5000 | 1799 | 4201 (x) | |
| Phosphates | 33100 | 25773 | 7327 | |
| Total | 63814 | 41204 + 952 | 20562 | 952 |
| | | 42156 | | |

OTHER CIVIL SUPPLIES LIFTED DURING MONTH (NOT BID)

| | | |
|---|---|---|
| Coal (to civilvessels) | 10650 | |
| Timber | 2300 | |
| Grand total supplies lifted | 54806 | Long tons gross |

(x) Movement of Wine

Coasters set up for movement of wine during this period were cancelled as they were required for operations. Subsequently, additional shipping was set up, but wine was not forthcoming. The whole question of provision of wine for shipping set up is being investigated.

...../3

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warehouses accommoda-
also were substantial-
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weather proof space and
ed in open space. Altho
n has reached a new high,
e reversed tendency.
ing zone protective
l isolation will await
s and stock-piling

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ndition this volume, altho
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obtained promptly and work
the strike was to end,
ce were advised by bonar

house area in Naples were
moved because present
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that Truman will see the
ritish influence

ed situation has resulted
ed promptly and work
the strike was to end,
ce were advised by bonar

a very complicated situation has resulted
ed promptly and work
the strike was to end,
ce were advised by bonar

Efforts to locate additional warehouse
unsuccessful, but further search has been
indications are that area now available is

3. AMOUNT - As indicated in the above
tonnage in American ports necessitates
the warehouse section has not been able
quarters to have overcrowded conditions
quarters to have overcrowded conditions
quarters to have overcrowded conditions

2. NAPLES - Receipts and issues at Naples were the highest in many months being more than 2½ times the November tonnage. No particular difficulty was encountered in handling this volume, altho the workers at Depot 677 somewhat complicated matters temporarily by a sit-down strike. They were cleared from the premises by the Military Police, Replacing workers were obtained promptly and work resumed. It appears that the net result of the strike was to our advantage as many poor and mediocre workers were replaced by better ones.

Efforts to locate additional warehouse space in Naples were unsuccessful, but further search has been dropped because present indications are that space now available is adequate.

A very complicated situation has resulted from the dismissal by the Magazzini Generali, with only 3 days notice, of Sig. Lupo, their operational director of the Naples Warehouses. Satisfactory replacement was NOT provided and temporary provisional arrangements were contemplated to tide over a difficult period.

The Sig. Lupo situation was further confused by the fact that concurrently the long delayed conversations with the Banco di Napoli for the revision of the management contract with the Magazzini Generali were imminent. It is hoped that January will see the complete clarification of this entire situation, altho indistinct general warehouse policy is a definite block to a well organized program.

3. ANCONA. - As indicated in the November monthly report, an increase in Ancona port acceptance was contemplated. Unfortunately the Warehouse Section has not been able to secure figures that even approximate requirements for depot accomodation. Whereas Leghorn appears to have overexpanded because of uncertain statement of policy, Ancona appears to have followed the opposite course. Ancona depot requirements are still nebulous, but it is certain that some further expansion (amount unknown) is needed. Consequently this program is being pursued. Present capacity at Ancona is approximately 10,000 tons closed weatherproof space and 5000 tons fenced or walled in open space.

4. UNRRA. - It is contemplated that this section will receive and issue stores for UNRRA. Tentative commitments are 5000 tons for January and 14000 Tons for February. The bulk of these tonnages is foodstuffs, expected to arrive at Naples and Leghorn.

5. TONNAGES - Tonnages handled for the month of November are indicated on Appendix "A".

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HERBERT H. TAYLOR
DIRECTOR

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TRANSPORTATION SUB-COMMISSION
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES MONTHS OF DEC 1944
(All weights in Metric Tons)

| | NAPLES | | | LEGHORN | | | ANCONA | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD |
| INV. 1 DEC | 9051.5 | 633.5 | 9685.0 | 22178.0 | 1046.5 | 23224.5 | 2065.0 | 39.0 | 2104.0 | 33294. |
| REC IN DEC | 17124.0 | 829.5 | 17953.5 | 18939.8 | 1397.3 | 20337.1 | 3953.0 | == | 3953.0 | 40016. |
| ISSUED DEC | 6438.0 | 489.5 | 6927.5 | 6913.2 | 2055.0 | 8968.2 | 2042.0 | 10.0 | 2052.0 | 15393. |
| BAL-31 DEC | 19737.5 | 973.5 | 20711.0 | 34204.6 | 388.8 | 34593.4 | 3976.0 | 29.0 | 4005.0 | 57918. |

NOTES :

1. Soap has been removed from food to other than food. This accounts for differ figures for 30 Nov and 1 Dec. This results in a decrease in food by 236 tons other than food by the same amount; amounts involved are Naples 174 tons; Legh
2. Medical supplies in Leghorn as follows:

| | | |
|---|---|---|
| On hand | 1 Dec | 115 cases |
| Received | 1-31 Dec | 920 " |
| Issued | 1-31 Dec | 1027 " |
| Bal on hand | 31 Dec | 8 " |

3. Tonnages of clothing on hand in Red Cross Depots, under our control at Leghor included in above table.

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TRANSPORTATION SUB-COMMISSION
STATEMENT OF STOCK MOVEMENTS
ALL WAREHOUSES MONTHS OF DEC 1944
(All weights in Metric Tons)

| | | LEGHORN | | | ANCONA | | | TOTAL WAREHOUSES | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL | FOOD | OTHER | TOTAL |
| 3.5 | 9685.0 | 22178.0 | 1046.5 | 23224.5 | 2069.0 | 39.0 | 2104.0 | 33294.5 | 1719.0 | 35013.5 |
| 9.5 | 17953.5 | 18939.8 | 1397.3 | 20337.1 | 3953.0 | == | 3953.0 | 40016.8 | 2226.3 | 42243.0 |
| 9.5 | 6927.5 | 6913.2 | 2055.0 | 8968.2 | 2042.0 | 10.0 | 2052.0 | 15393.2 | 2551.5 | 17947.7 |
| 3.5 | 20711.0 | 34204.6 | 388.8 | 34593.4 | 3976.0 | 29.0 | 4005.0 | 57918.1 | 1391.3 | 59309.4 |

been removed from food to other than food. This accounts for difference in breakdown of
or 30 Nov and 1 Dec.This results in a decrease in food by 236 tons and an increase in
n food by the same amount:amounts involved are Naples 174 tons;Leghorn 24;Ancona 38.
upplies in Leghorn as follows:

| | | |
|---|---|---|
| | 1 Dec | 115 cases |
| | 1-31 Dec | 920 " |
| | 1-31 Dec | 1027 " |
| nd | 31 Dec | 8 " |

of clothing on hand in Red Cross Depots,under our control at Leghorn and Naples,NOT
in above table.

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