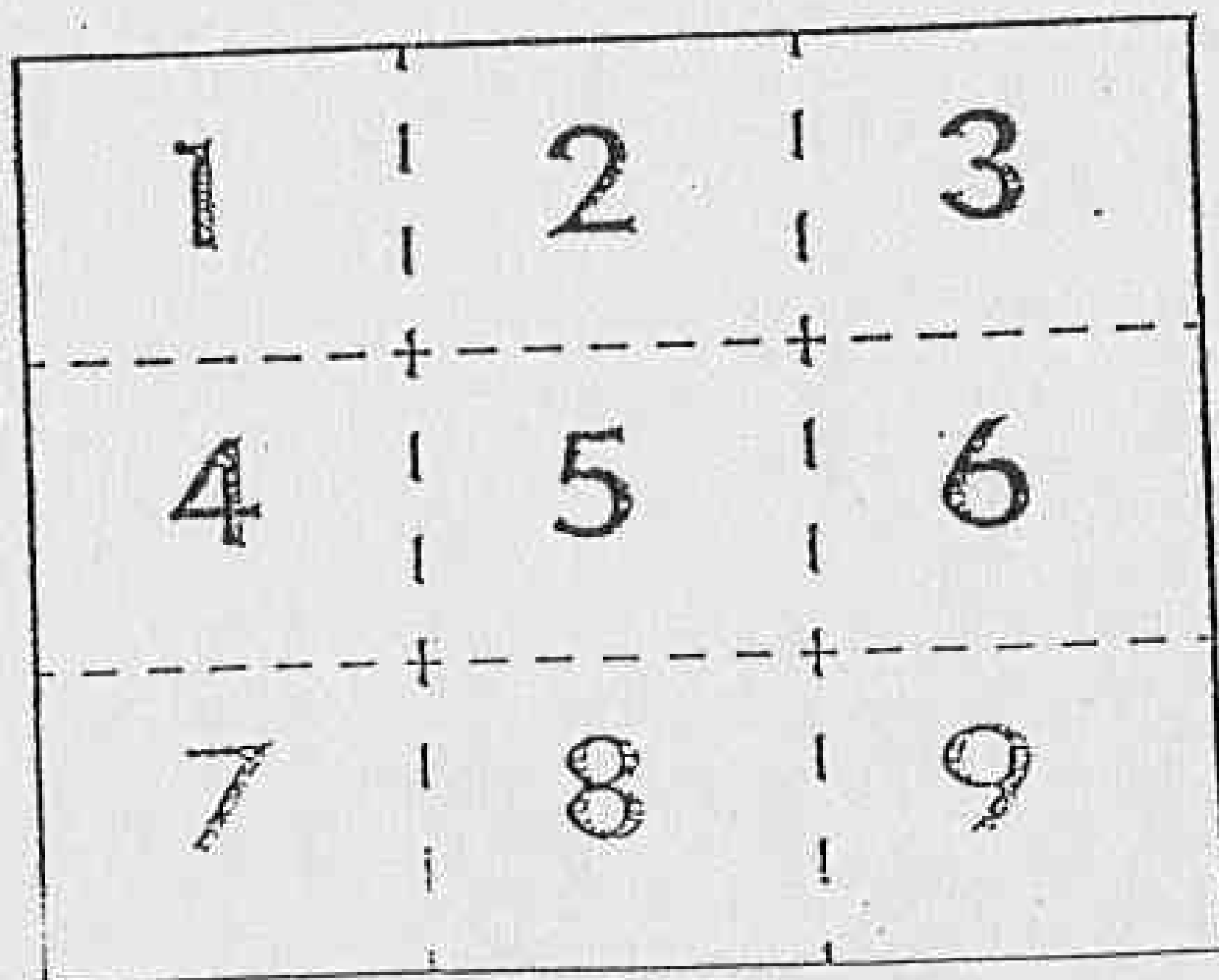
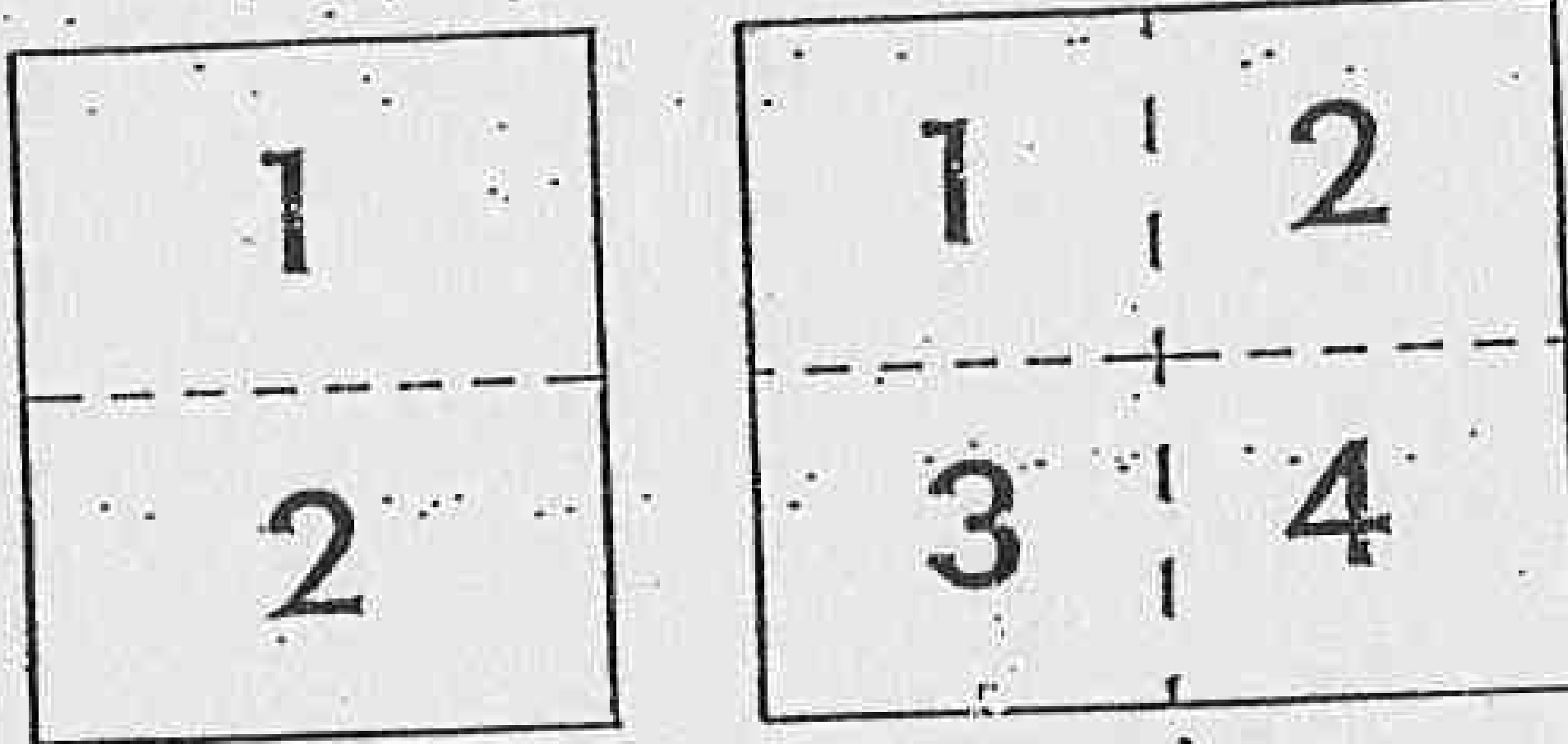


Trans. of Wine
Vol I

10000/148/962
Apr 1441

MAPS AND CHARTS TOO LARGE TO FILM ON ONE EXPOSURE ARE FILMED CLOCKWISE BEGINNING IN THE UPPER LEFT CORNER, LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



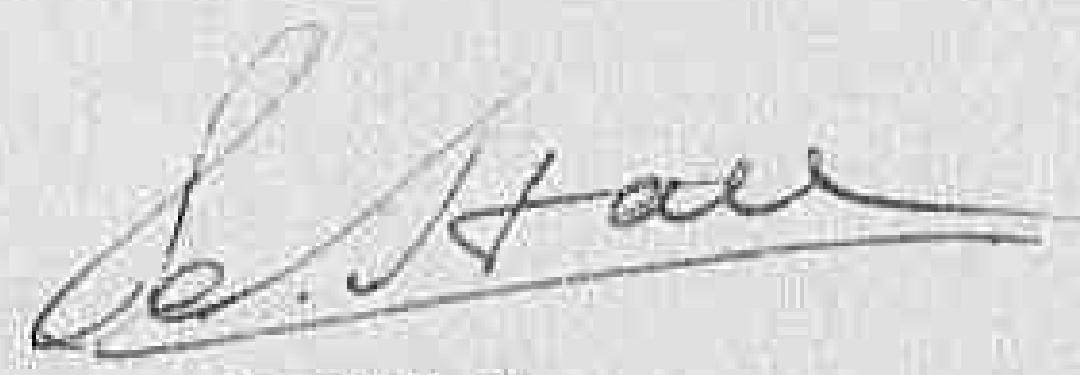
TO : Capt. Piny
P.A. to D. , ACC TN S.-O.

Transportation Sub-Commission
Allied Control Commission
C/o Movements E. Italy
Our Ref ACC/TN/AD/XIII/
Date 23 October 1944.

SUBJECT : Movement of WINE from Puglia
to West Coast Areas.

243/90

1. Your Ref ACC/TN/213 received and it is agreed that Wine Tankcars should be used on all East - West Wine Traffic, when possible.
2. Our weekly Census Figures do not agree with you that there are 200 Wine Tankcars in Apulia. A conservative estimate is approx. 150 of which the Allied and Italian Military require about 70 per week.
3. It is agreed with D.G.M.R.S. that high side open wagons will be furnished if and when Wine Tankcars are not available in the future.



Capt T.C.
ACC Div. Supt.
Bari.

ACC/el

213/89

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

23 October 1944

Our Ref : ACC/IN/243

TO : Food Sub-Commission
HQ. ACC.

SUBJECT : Transportation of wine.

1. Reference is to your letter ACC/74-10/Food dated 10 October 1944, copy to this Sub-Commission.
2. It is requested that such matters be referred to this Sub-Commission for attention and enquiry in future.

D.S. ADAMS
Colonel G.E.
Director, Tr. Sub-Comm.

HQ. ACC.

Food Sub-Commission
Ref. ACC/74-10/FOOD

10 October 1944

TO : Ministry of Comms. - Rome

Copies to : Th. S/Comm.
Ministry of Agriculture

Subject : Rail tank-cars for transportation of comestible oil.

1. We have been informed that ISR recently allotted some tank-cars for transportation of wine from Puglia and Calabria to Naples and Rome.
2. As you are aware, all privately owned tank-cars (belonging to refineries, extraction plants, etc.) has been grouped by this Sub-Commission for transportation comestible oil and of oil destined to the refineries.
3. A regular and speedy transportation of oil from production to consumption centers, and especially by means of tank-cars, owing to the deficiency of available barrels, is essential to the food supply of the civil population and every available tank-car must therefore be employed only for transportation of oil.
4. You are requested to give necessary instructions in order that no more tank-cars be allotted for transportation of wine, pending present circumstances; we would be compelled to take measures against all breaches.

sgd. W.J.LEGG
Col. Director Food S/C.

5327

HEADQUARTERS
ALLIED COM. OF COMMISSIONS
Food Sub Commission
Apr 1944

RS/ks

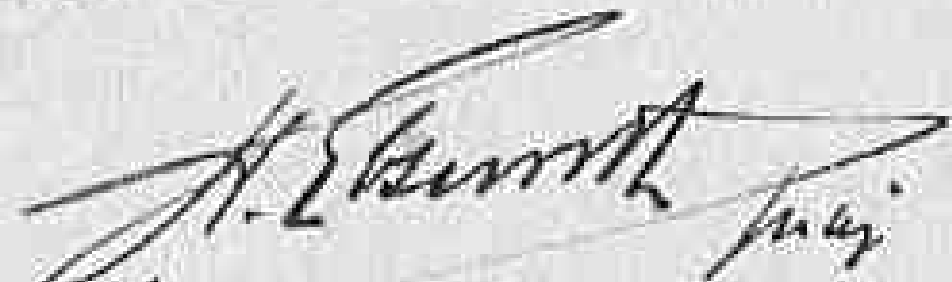
10/October 1944

AGC/74-19/FOOD

OGGETTO : Carri Cisterna per trasporto olio commestibile.

SPETT : Ministero delle Comunicazioni, R. O. M. S.

1. Siamo a conoscenza che ultimamente la ferrovia dello Stato ha concesso dei carri cisterna per il trasporto di vino dalle Puglie e dalla Calabria a Napoli e Roma.
2. Come saprete, a suo tempo, tutti i carri cisterna di proprietà di ditte private (stabilimenti di estrazione, raffinerie, ecc.) sono stati raggruppati da questa Sotto Commissione per il trasporto di olio commestibile e da raffinare.
3. Il celere e regolare trasporto di olio dalle zone di produzione alle zone di consumo, specialmente in carri cisterna visto la scarsità di fusti disponibili, e' essenziale per l'approvvigionamento della popolazione civile, e ogni carro cisterna disponibile deve essere adibito esclusivamente al trasporto di olio.
4. Vi preghiamo voler fare il necessario affinché d'ora innanzi l'assegnazione di carri cisterna per il trasporto di vino venga a cessare, dato le esigenze molto piu' importanti del momento, in caso contrario ci vedremo costretti a prendere delle misure contro gli infrattori.


W. J. LUCE
Colonel
Director, Food Sub Commission

Copies to:
Transportation Sub Commission,
Ministero Agricoltura & Foreste, Com. Gen. dell'Alimentazione

5320

RWH/hl
243/88
File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

21 October 1944

Tel: 478701
Our Ref: ACC.Tn/243

To : Military Railway Service, Rome

SUBJECT: Transportation Wine from Lecce to Naples

1. Following the decision of the last Transportation meeting, it was agreed in principle that a weekly wine train be operated from Lecce to Naples provided only wine tankers were used. The matter has been pursued to the I.S.R. and they appreciate the opportunity offered.

2. Appended hereto are proposed schedules for the full wine train from Lecce to Naples and the empty train from Naples to Lecce.

3. I shall be grateful if you will objectively consider the time-table and would like to know if you approve of its introduction.

4. You will observe that the time-table has a long overall period and it is possible that the State railway may propose that certain tankers be stopped off before reaching Naples.

Would like to know your opinion regarding these matters.

D.S. Adams
D.S. ADAMS
Colonel, C.R.
Director, Tn.Sub.Coma.

/elo

Movement of Wine

NAPLES	D 10.05	A. 21.30
BATTIPAGLIA	A 14.35	D. 17.30
	D 16.24	A. 14.52
POTENZA	A 21.54	D. 10.10
	D 0.01	A. 08.10
METAPONTO	A 5.15	D. 01.45
	D 8.34	A. 23.22
TARANTO	A 10.20	D. 22.00
	D 12.35	A. 19.30
BRINDISI	A 15.53	D. 16.00
	D 18.30	A. 12.52
LECCE	A 21.00	D. 10.58

Translation

Ministry of Communications
I S R General Direction

Subject:
Puglie wine traffic

Rome 19 OT 1344
M 323, 7500/318/03/27/CCA/1067/28

243
85

To Allied Commission
Transport Subcommittee
Economic Section APO 894

- 1) We reply to your letter ACC Tn.243 of 3th october concerning wine transportation from Puglie.
- 2) We have taken note of the approval of the weekly train operation Lecce-Naples via Potenza composed with tanks cars only and we hope that such a train will shortly be allowed to prosecute to Rome.
- 3) After having examined the two proposed schedules, we think preferable the T2 (leave Lecce 1058 hrs. arrive at Naples 2130 hrs.)
If it is possible, and with the means at disposal of the traction, it would be necessary that the train were composed at least of 20 tanks.
- 4) For the return of the empty cars we propose the attached schedule.
- 5) We beg you to let us know the date at which the service will begin.

The Director General

Signed Lo Cigno

Co.ng16

5323 ./.

Schedule of return of one train of empty wine tanks:

Naples	1005	hours
Battipaglia	1435	"
	1624	"
Potenza	2154	"
	001	"
Metaponto	515	"
	834	"
Taranto	1020	"
	1235	"
Brindisi	1553	"
	1830	"
Lecce	2100	"

Roma, 19 01 1944 194 - 11

NM. 323/8500/318/03/17/CCA/1067/28

Al N. _____ del _____



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

OGGETTO

Traffico vino dalle Puglie

Commissione Alleata
Sottocommissione Trasporti
Sezione Economica

A P O 394

ALLEGATI N. -1-

- 1 - Si risponde alla lettera ACC Tn 243 del 3 corrente riguardante i trasporti di vino dalle Puglie.
- 2 - Si prende atto che è stata approvata l'effettuazione di un treno settimanale Lecce - Napoli, via Potenza, composto esclusivamente di carri serbatoio, nella speranza che tale treno possa essere prossimamente fatto proseguire su Roma.
- 3 - Esaminati i due schemi di orario proposti, si ritiene preferibile il T2 (partenza da Lecce ore 10,58, arrivo a Napoli ore 21,30). Compatibilmente con la disponibilità dei mezzi di trazione, occorrerebbe che il treno fosse composto di almeno 20 serbatoi.
- 4 - Per il ritorno dei carri serbatoio vuoti si propone lo schema di orario allegato.
- 5 - Si prega di far conoscere la data in cui potrà iniziarsi il servizio in questione.

IL DIRETTORE GENERALE

Voligno 3322

SCHEMA DI ORARIO DI UN TRENO PER IL RITORNO
SERBATOI VUOTI DA VINO

Napoli	10,05
Battipaglia	14,35
	16,24
Potenza	21,54
	0.01
Metaponto	5,15
	8,34
Taranto	10,20
	12,35
Brindisi	15,53
	18,30
Lecce	21,00

6321

DWB/hl
File

243/84

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

18 October 1944

Tel: 478701
Our Ref: ACC.Tn/243

TO : Capt. Hall
Transportation Sub-Comm. Rep. ACC. BARI

SUBJECT: Movement of wine Puglia to Naples
and Rome areas.

1. It is known that there are approx. 200 wine cars in Apulia and 45 alcohol cars (see my ACC Tn/243/51 of 14 Sept. to D.G.M.R.S. Copy to you).

2. D.G.M.R.S. Rome here express some surprise that box-cars are being used for above traffic. Is it correct to assume there are enough wine-tankers for all traffic authorized? If so, box-cars (very valuable things as you know these days) should not be used.

3. D.G.M.R.S. suggest in many cases wine in barrels can be despatched in open wagons, if and when wine tankers are not available.

4. Your observations early will be appreciated.

Adams
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

Copy to: D.G.M.R.S. Rome
(for Capt. Hartzel)
Movements Section

3320

0981

243/

Transportation Sub-Comm Representative
c/o Capo Compartimento
ROME

16 October 1944

To Transportation Sub Comm. Representative
c/o Movements East Italy

Subject :- Transport of Food & wine from Bari to Rome

The following is a translation of a communication received by the Lazio & Umbria Region (Region IV) from S.A. Cooperativa Indipendente Combattenti, Rome, dated 4 Oct. :-

"To provide for the victualling of Rome, the Unione Indipendente Combattenti is able to organise a convey of private waggons duly equipped from the station of Bari Mungivacca to Rome Ostiense. The train should be composed of

- 15 cistern cars to transport wine
- 10 box cars to transport food

The above mentioned goods, less a percentage for the sale to the members of our Cooperative will be addressed to the Provincial Sector of Victualling of Rome (SERPAL) to the firms authorised by the Serral.

The waggons, including the locomotive, are the property of the Sud Est Railway of Bari, who will also supply the technical staff.

It is understood that our Cooperative Union will provide apply to Bari Mungivacca Station on the transportation bid form TSC/3.

The waggons will be used as much as possible to carry goods of Bari and district.

As all requests for transport should be made from the despatching end, and, as mentioned in the communication, application is being made to Mungivacca Station, you will no doubt have already received the application either direct or through the Provincial Supply Officer, and the bid will be dealt with through the channels laid down.

A similar verbal request has also been received today from CONDRAND, the firm of Forwarding Agents. They will be told that the traffic must be properly bid for at the despatching end. As their request is to all intents similar to that of the Cooperative firm it would appear that 2 agencies are bidding for the same traffic.

0982
by the Lazio & Umbria Region (Region IV) from S.A. Cooperative
Indipendente Combattenti, Rome, dated 4 Oct. :-

"To provide for the victualling of Rome, the Unione Indipendente
Combattenti is able to organise a convoy of private waggons duly
equipped from the station of Bari Mungivacca to Rome Ostiense. The
train should be composed of

- 15 cistern cars to transport wine
- 10 box cars to transport food

The above mentioned goods, less a percentage for the sale to
the members of our Cooperative will be addressed to the Provincial
Sector of Victualling of Rome (SEPRAL) to the firms authorised by
the Serral.

The waggons, including the locomotive, are the property of the
Sud Est Railway of Bari, who will also supply the technical staff.

It is understood that our Cooperative Union will provide apply
to Bari Mungivacca Station on the transportation bid form PSC/3.

The waggons will be used as much as possible to carry goods
of Bari and district.

As all requests for transport should be made from the
despatching end, and, as mentioned in the communication, application
is being made to Mungivacca Station, you will no doubt have already
received the application either direct or through the Provincial
Supply Officer, and the bid will be dealt with through the channels
laid down.

A similar verbal request has also been received today from
GONDRAND, the firm of Forwarding Agents. They will be told that the
traffic must be properly bid for at the despatching end. As their
request is to all intents similar to that of the Cooperative firm
it would appear that 2 agencies are bidding for the same traffic.

E. J. Dean
Capt.

In/ Sub Comm. Representative.

Copy to Director, Transportation Sub-Commission, HQ., ACC ✓

NO. 701st RAILWAY GRAND DIVISION
 Military Railway Service
 Naples

Tn Sub Commission Representative
 A.C.C.
 Naples Division

SUBJECT: Empty wine tankers.

TO : Director
 Transportation Sub Commission
 Hq. A.C.C. A.P.C. 594 G.M.F.

Ref: ACC/Tn/ha 52
 Date: 9 Oct. 1944

1. Reference your ACC Tn/243/75 7 Oct. 1944.
2. To the best of my knowledge at present, the information contained in your para 1 is incorrect.
 I have no knowledge that I.S.R. are being directed to return empty wine tankers to particular stations or merchants for re-loading and would certainly not countenance it.
3. As the complaint mentions "A.C.C. Naples" which is a very vague term, I am enquiring from the Regional Commissioner as to whether any branch of his headquarters can furnish me with any information on the subject, and have requested a statement from Sig. Nevelli who is authorized to issue labels.
4. Your para 3 instructs that no labels be issued covering running of empty tank cars, and that no bids are necessary and I have given instruction to this effect.
 I would point out however that this appears to be a change in policy and I do not know whether the railway company (and R.T.O.'s) have been instructed that movement of empty wine tankers is left to their discretion, and it would appear to leave the way more open to irregularities than when the single journey is covered by a loading programme, bid number, and labels which can be checked by the R.T.O.'s, as has been our practice in the past.
5. I will inform you further on the subject of the I.S.R. complaint when I secure information on it, and if any further information can be obtained from Bari such as actual labels, I will be glad to investigate further.

V.R. Powers
 Major
 (V.R. Powers)

5318

FD/gfh

file

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701

7 October 1944

ACC Tn/243/75

SUBJECT : Movement of Empty Wine Cars

TO : Major Bowers,
: Tn.S.S. Reg. ACC.
: c/o Southern Region, H.Q.

1. Complaint has been made by ISS, Bari, through ACC Reg. at ISL, Nov. East Italy, that ACC, Naples, is supplying merchants with labels for empty wine tank cars carrying the ISS, to return these cars to particular stations and merchants for re-loading.

2. This practice increases the turn round time of tank cars and, except in specially authorized cases, should not be continued.

3. Please ensure that no labels covering empty running of tank cars are issued and, of course, no bids for such empty haulage will be required since all empties should be considered as common use and their movement, when empty, is at the discretion of the railway management.

Link

R
D.S. ADAMS,
Colonel, C.S.,
Director, Tn. C.

Copy to :- H.Q. Movements, East Italy.
Reg. Franci, ISL, Bari
Capt. Bartel, Tn.S.S., Rome.
Capt. Jeffrey, Tn.S.C. Reg. ACC Bari. (Your ACC Tn/243/75 of 29 Sept refers).

5017

SUBJECT : Movement of Empty Wine Tanks - West to East

TO : The Director
Transportation Sub-Comm
HQ ACC (Main)

Transportation S.C.
Allied Control Comm
c/o Movements E.I.

Date : 29 Sept. 44
Ref : EC/Tn/ED/L/92

The attached copy of Capo Sezione Movimen-
to I.S.R. BARE letter I22- 502 - 28-dated 23 Sept.
44 is forwarded for information.

It is understood that no ACC permits are
necessary for movement of Empty Tank Cars as these
are now no longer considered private property but
are moved as other empties.

Will you please note, and relieve West
to East via Potenza ACC Tonnage allotment
accordingly.



Captain R.E.

COPY TO : MOVEIT
Eng. Franzi

5316

EMBJ/BT

REB/nf

TRANSLATION

To ACC - Movements Bari
And
To MOVEMENT Dpt. Rome

Bari Sept. 23rd 44
Ref. 122.502.28

Since sometime ACC Naples issues to several firms labels to operate the transportation of empty wine tank-cars which are despatched from several stations of Naples Compartment to several localities of Puglia to be loaded.

Said firms try thus to secure themselves the allotment of the tank-cars to carry wine from localities belonging to this compartment.

It is clear that above proceedings, not only represent an actual forestalling of transportation means, but they strongly reduce the employment of said cars which should wait until the assignees would succeed in securing themselves new labels for the full load return trip.

Above system does not moreover allow this office to allot the wine-tank-cars in agreement with the instructions issued by that ACC.

We therefore request that ACC to take suitable measures in order to avoid above irregular proceedings, so that empty wine tank-cars returning to these stations be promptly allotted to the firms which ^{already} ~~already~~ the authorization to operate transport by said cars.

The Chief Of Mov. Dept.
Sgd ORESTANO

Bari, li 23 Settembre 1944
n° I22.502.28

Commissione Alleata di Controllo E A R I
p.n. Servizio Movimento ROMA

Da qualche tempo la Commissione Alleata di Controllo di Napoli rilascia a varie Ditte etichette per l'affettuazione di trasporti a vuoto di serbatoi di vino che vengono spediti da stazioni del Compartimento di Napoli a località delle Puglie per prendere carico.

Con ciò le Ditte di cui sopra tendono ad assicurarsi la fornitura dei serbatoi per i trasporti di vino da località di questo Compartimento.

E' evidente che tale procedura, oltre a costituire un vero e proprio accapparramento di mezzi di trasporti, rallenta di molto il ciclo di utilizzazione di tali veicoli che dovrebbero sostare inutilizzati fino a quando le Ditte assegnatarie non riescono ad ottenere le nuove etichette per i trasporti a carico.

Detto sistema inoltre mette questa Sede in condizione di non poter procedere all'assegnazione dei serbatoi da vino col criterio indicato da codesta Commissione.

Si prega pertanto codesta Commissione voler fare gli opportuni passi presso chi di competenza al fine di eliminare tale irregolare procedimento, in modo che i serbatoi da vino di ritorno vuoti a queste stazioni possono essere sollecitamente distribuiti e Ditte che abbiano già ottenuto l'autorizzazione ad effettuare il trasporto in carri della specie.

Il Capo della Sezione
Movimento

(firmato) Crestano

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File 243/73
ACG/EG

3 October 1944

Tele : 478761

ACC Tn/243/

SUBJECT : Wine Traffic - Puglia - Naples - Rome.

TO : Ministry of Communications
Rome

1. Reference is to your letter # 323/318/03/47 of 31 July 44, letter ACC Tn/243/47 and subsequent correspondence on the subject of the movement of the wine traffic.

2. Approval in principle has been given to a weekly wine train from Lecce to Naples via Potenze, provided only wine tank cars are utilized, but it is regretted it is not possible at the moment to extend these services to Rome.

3. Please therefore, advise me by return of the timings proposed. (Two suggested tracks are attached). Please also let me know of the services, in order that arrangements can be made with F.R.C.

4/ Return tracks of empty tankers should be submitted.

Alfred C. Adams
D.S. ADAMS
Colonel, G.S.,
Director, Tn.S/O.

Copy to : Capt. S.C. Hall, c/o Nov. East Italy
Major V.R. Bowers, c/o HQ Southern Region
M.R.S. Rome

3313

06/76

MEMORANDUM FOR THE
 RECORD - To be

T. 2
 member
Accepted
Full time

T. 3
 member

	T. 2 member		T. 3 member
LEWIS	D	10,58	18,00
BOWEN	A	12,52	20,50
	D	10,00	37,05
TARANTO	A	13,30	40,20
	D	20,00	42,10
WILSON	A	23,32	13,12
	D	01,45	15,15
BOYD	A	08,10	23,00
	D	10,10	00,05
BATTENBERRY	A	14,00	05,30
	D	17,30	06,30
WELLS	A	21,30	10,45

6012

AR. 2

Orario della tradotta vino da Lecce a Bari e

LINEA - ROMA

1 2 3 4 5 6 7 8

ROMA

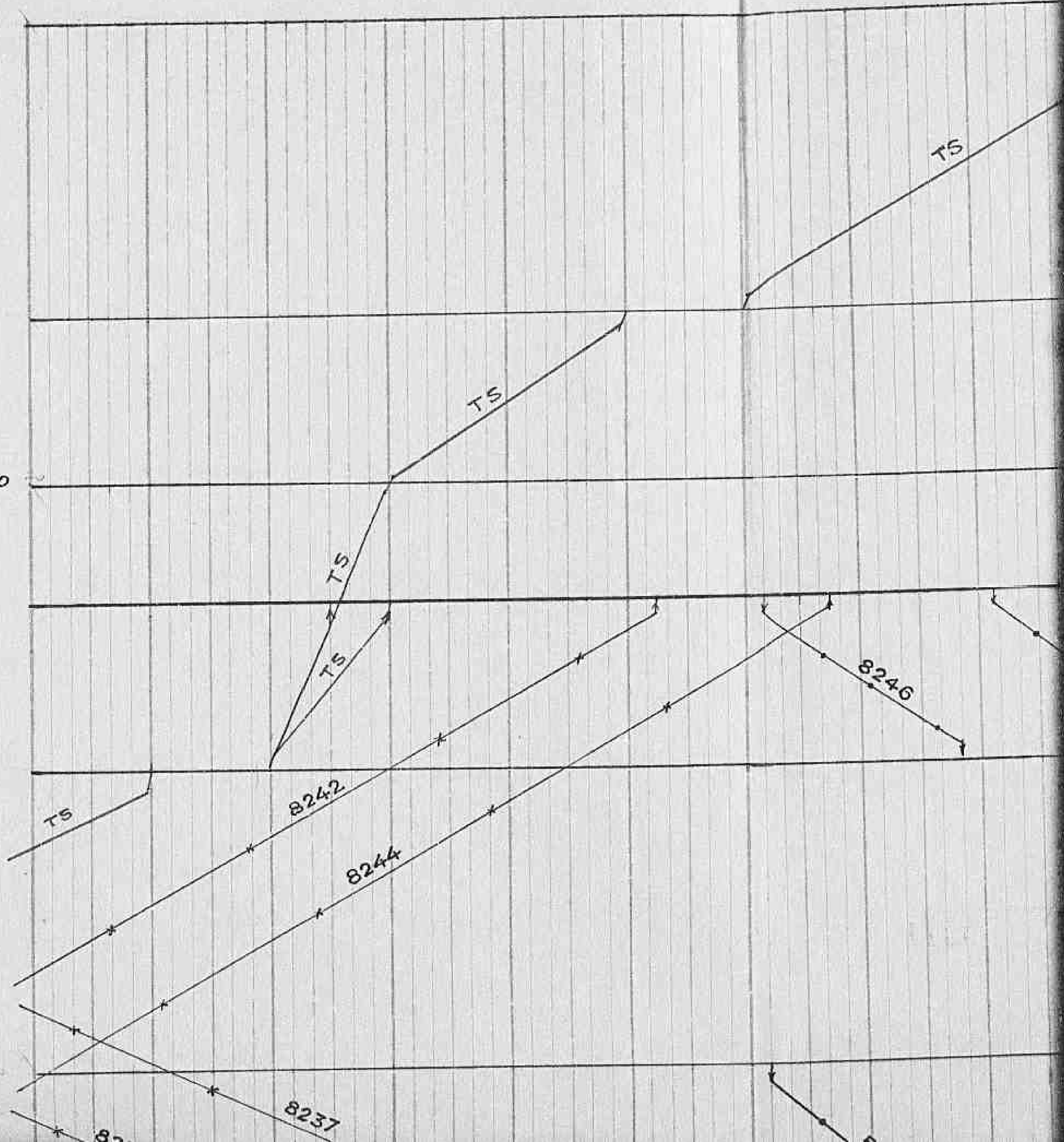
FORMIA

Gricignano

NAPOLI

Caserta

Ariano



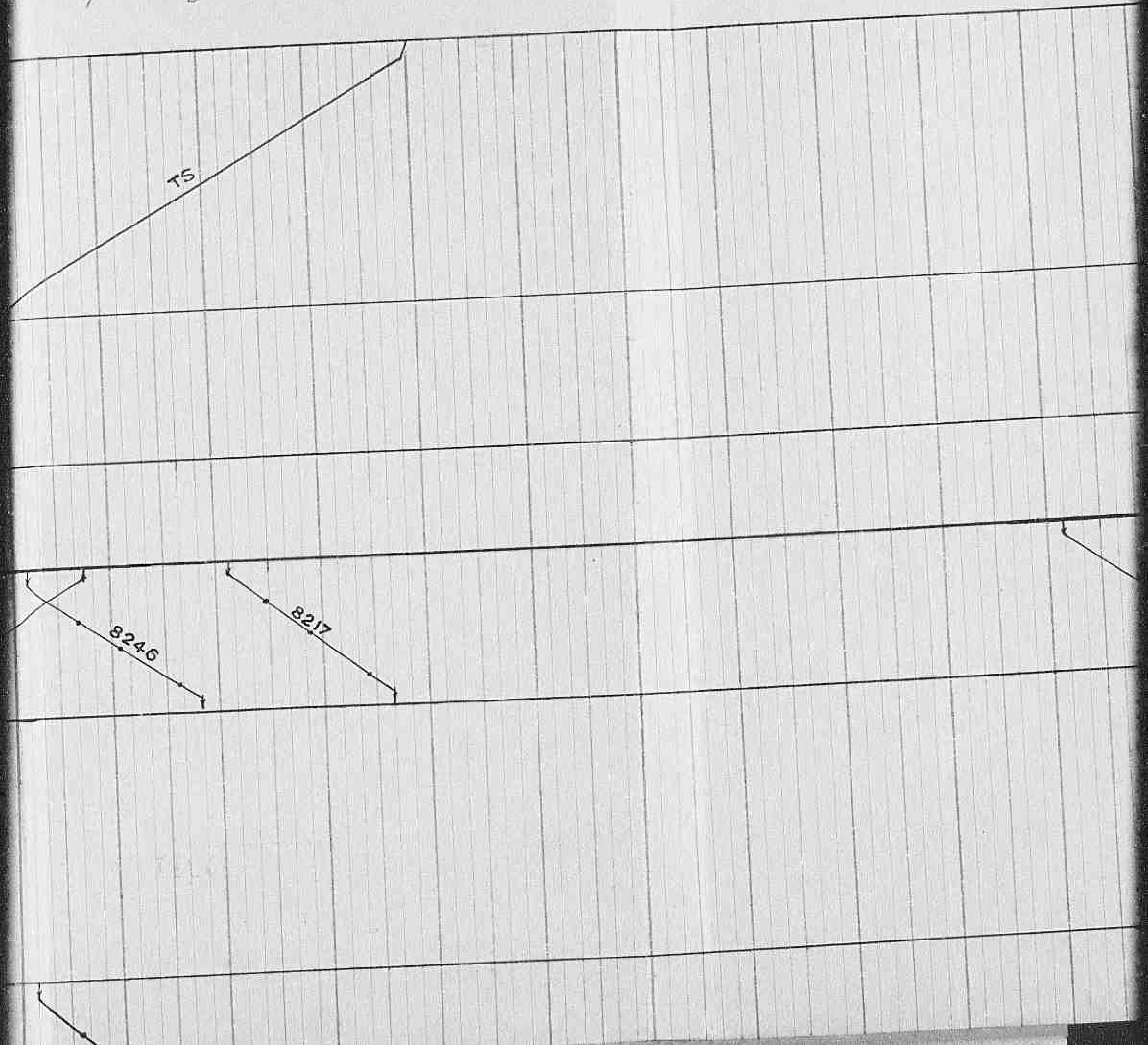
LINEA - ROMA - CASSINO - CASERTA - (NAPOLI) - FOGGIA - BARI -
Lecce a Bari e di una *tradotta straordinaria* da Lecce a Napo

7 8 9 10 11 12 13 14 15 16 17

TS

8246

8217



10 9 9 2

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

ERTA-(NAPOLI)-FOGGIA-BARI-BRINDISI
raordinaria da Lecce a Napoli o Roma

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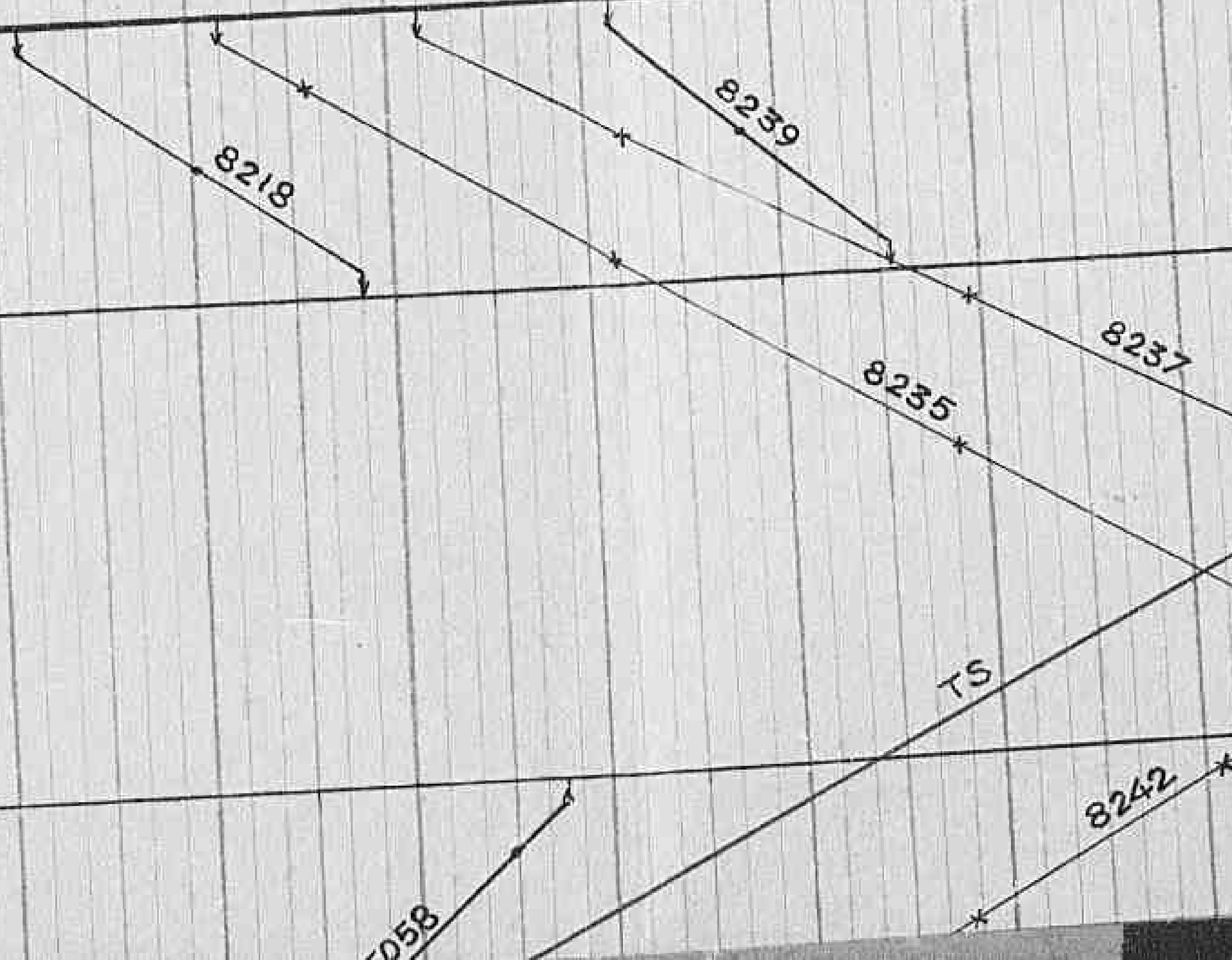
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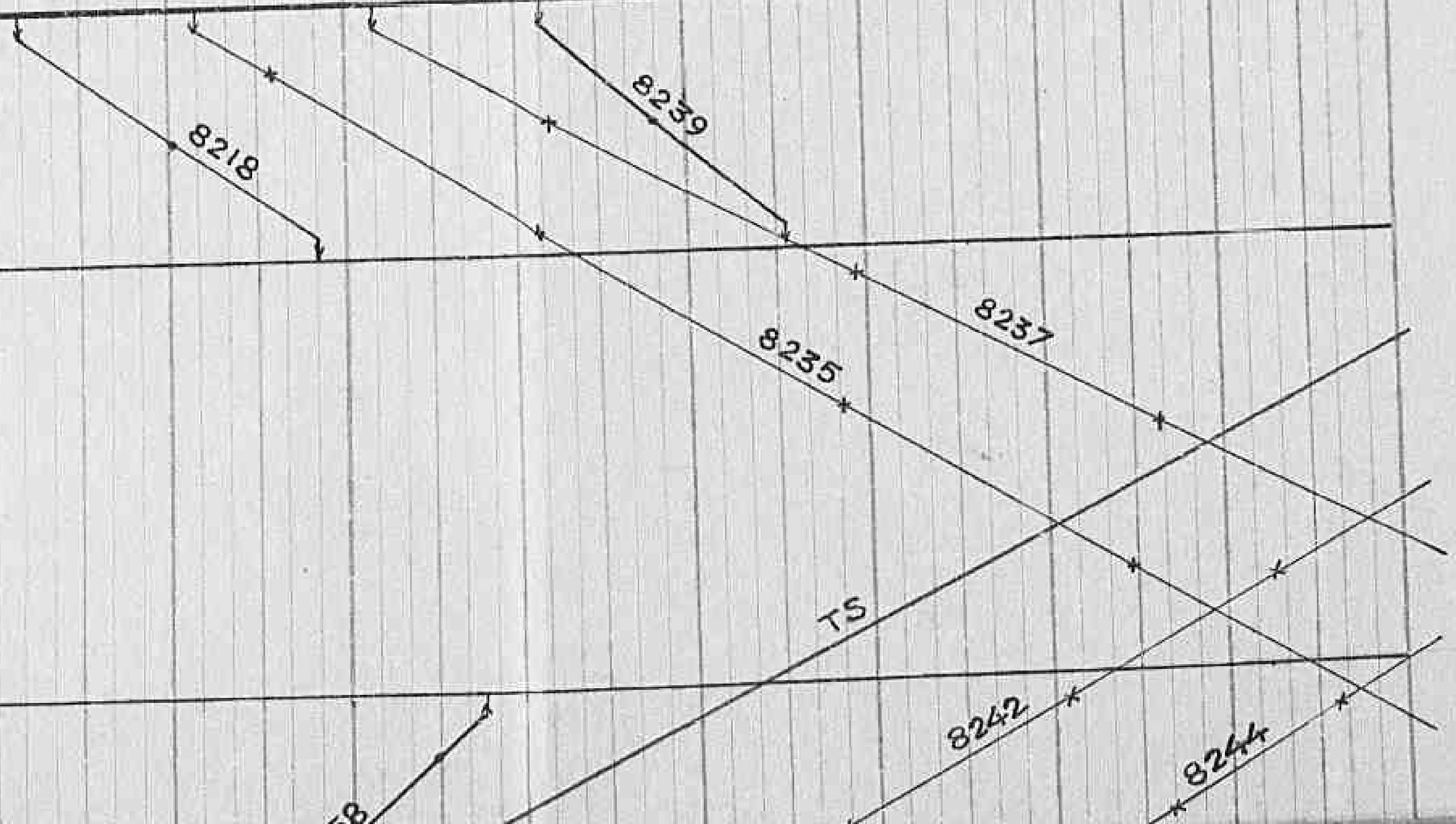
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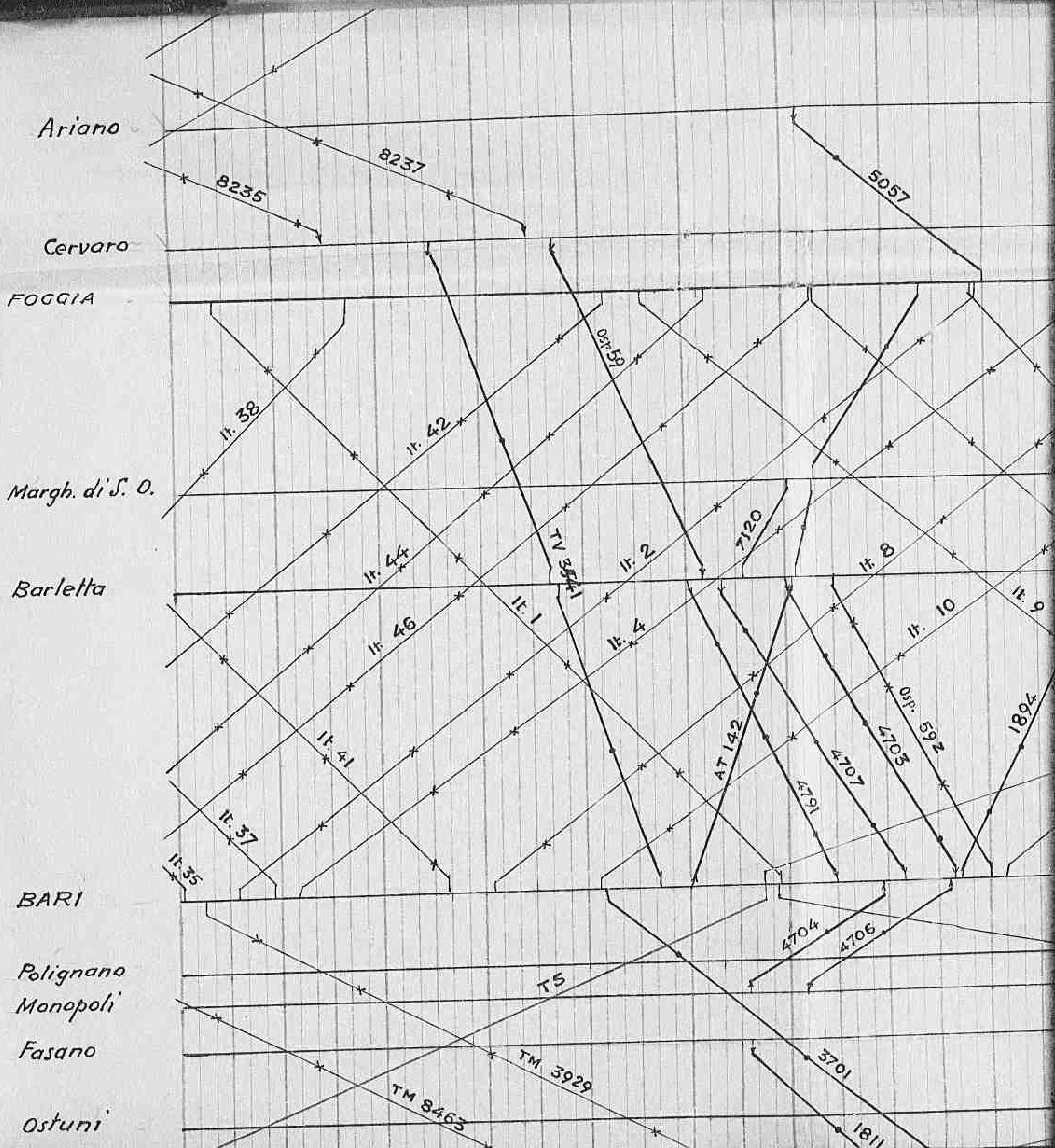
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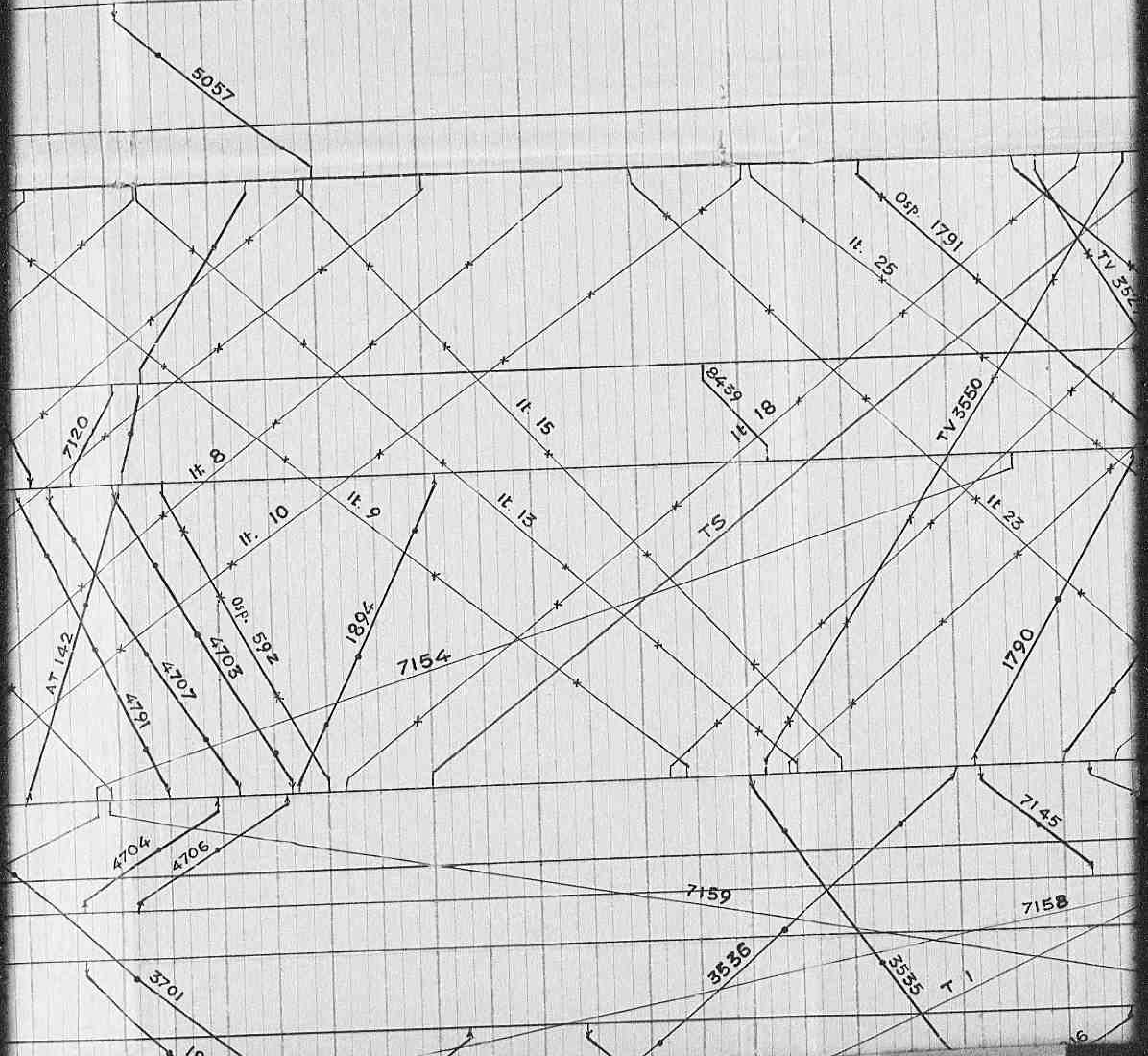


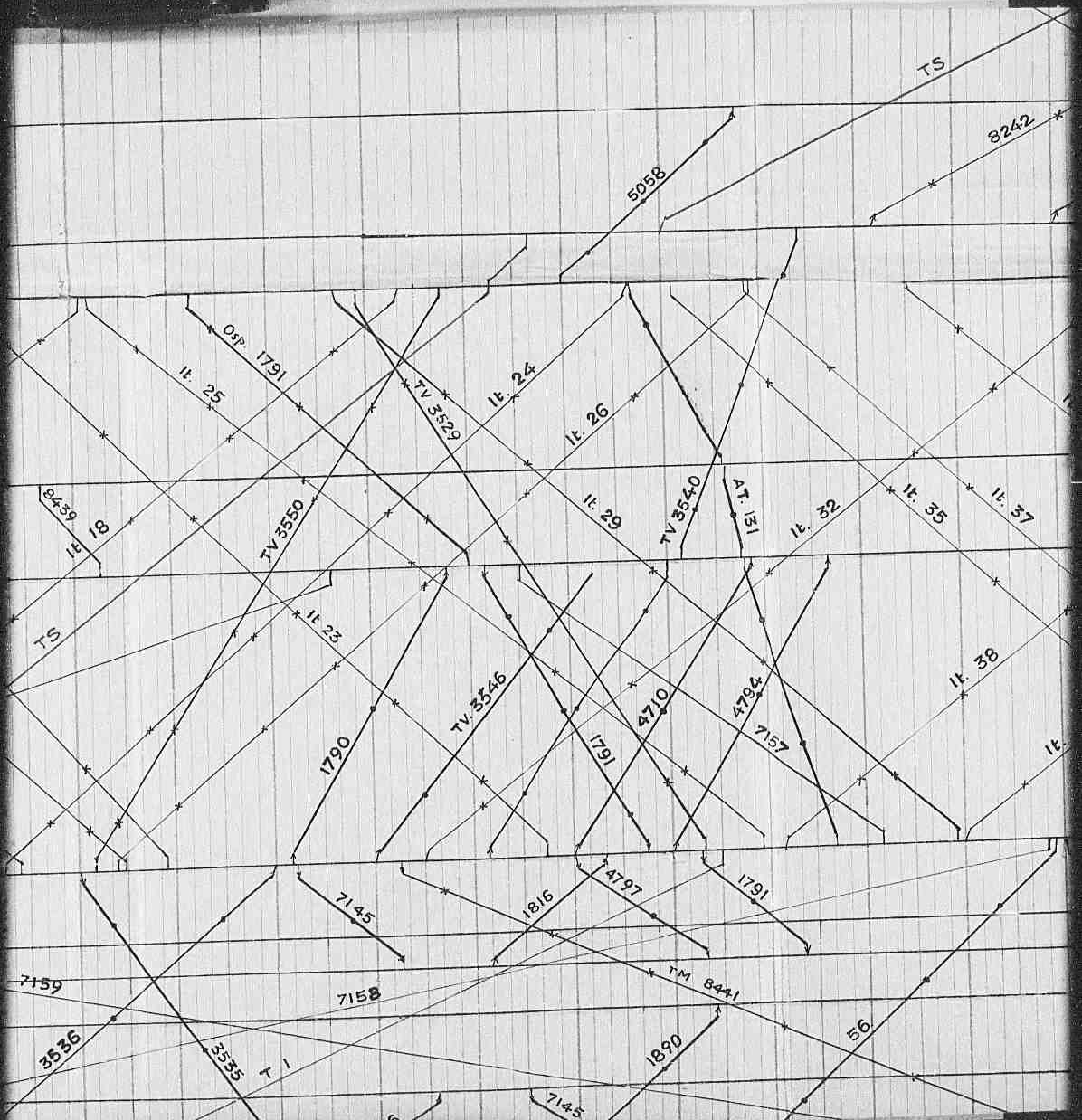
A-BARI-BRINDISI
a Napoli o Roma

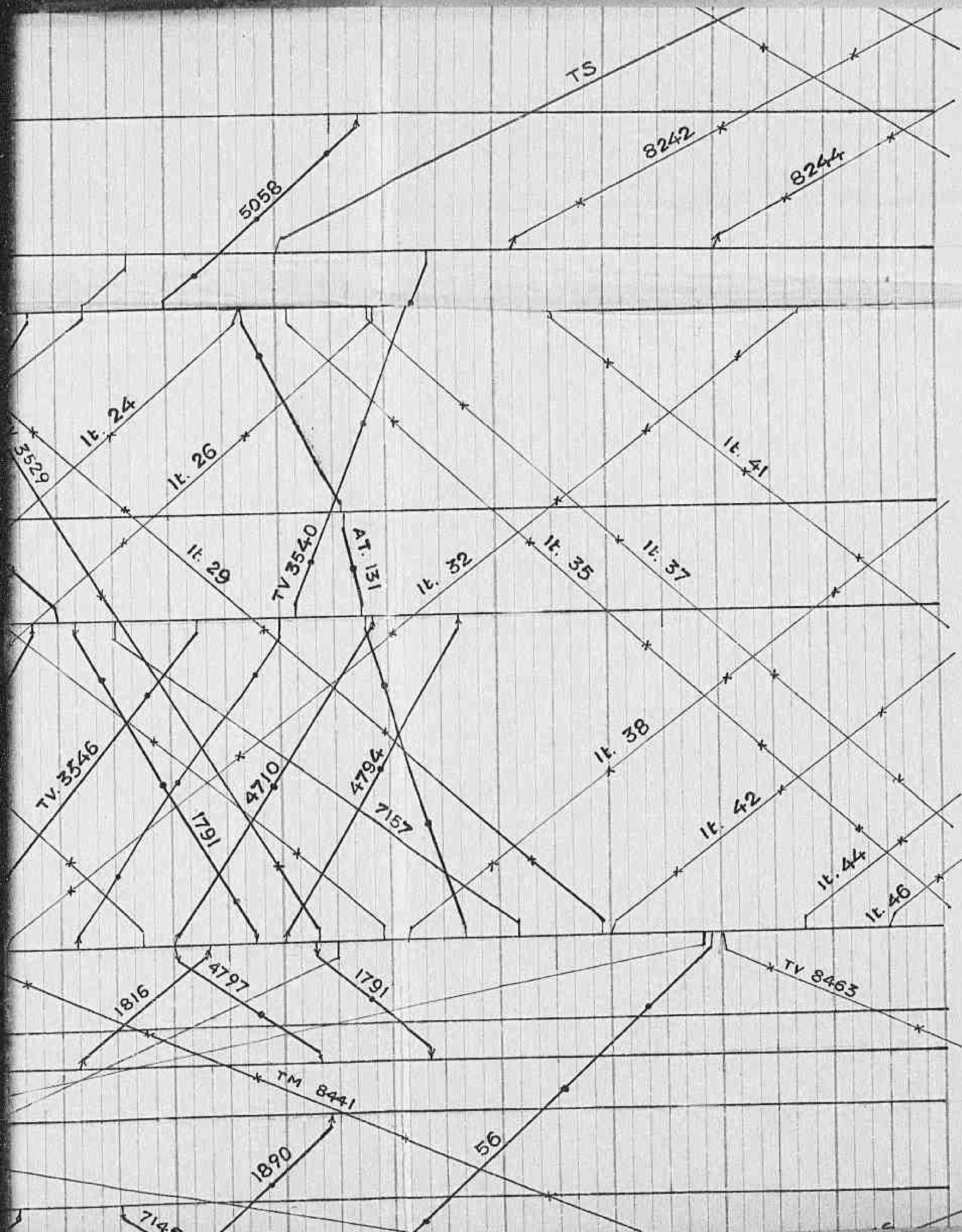
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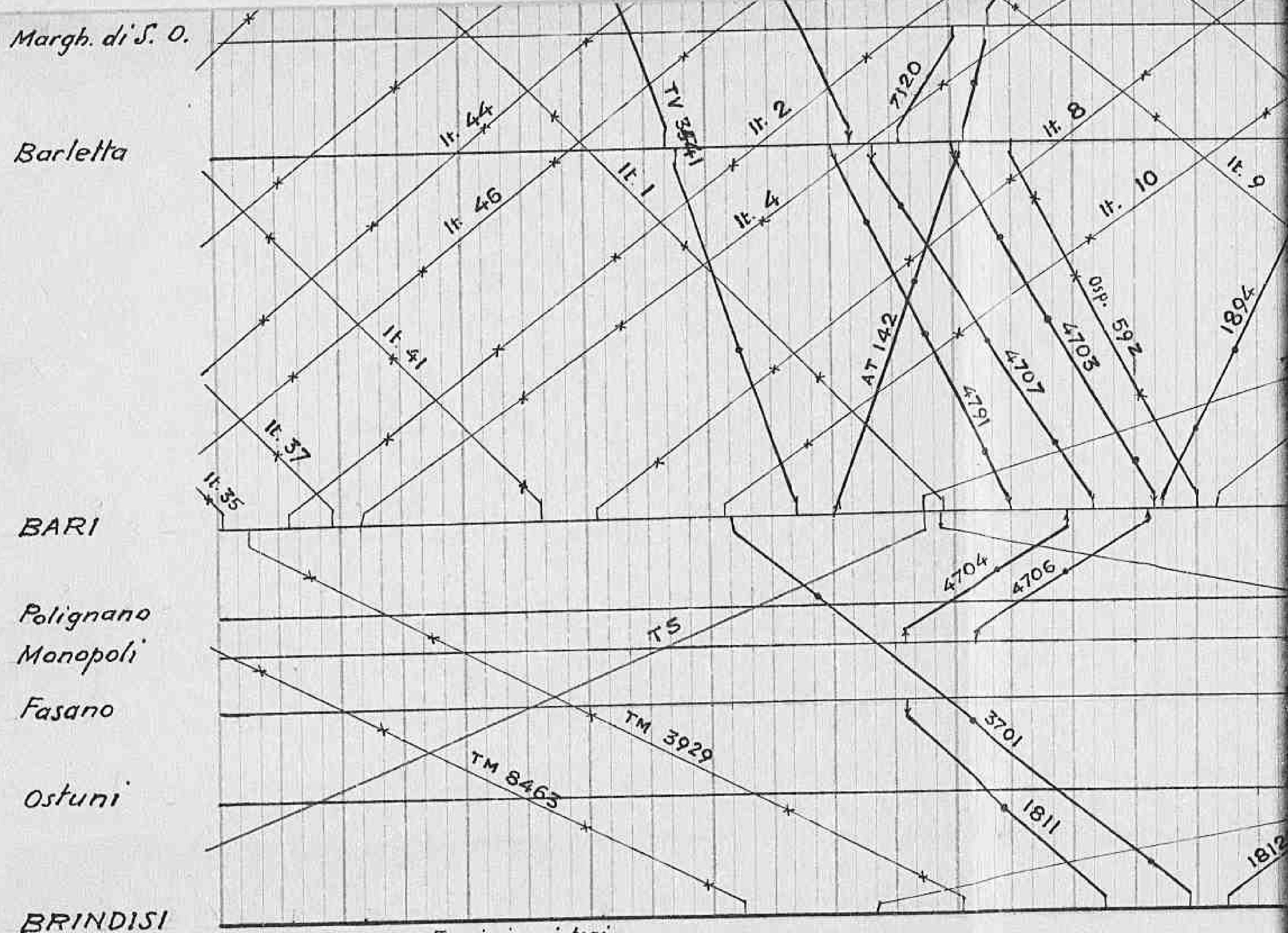




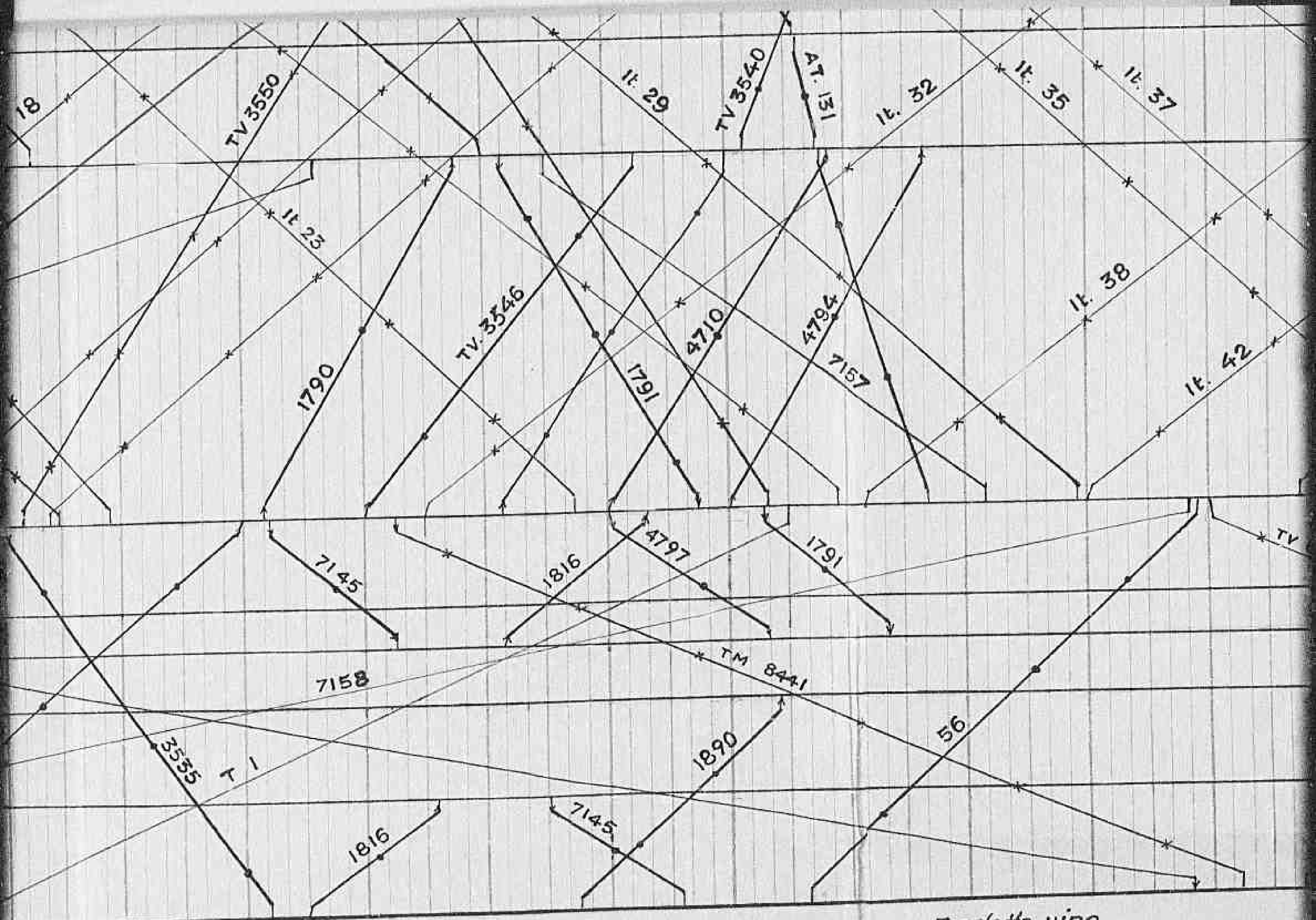






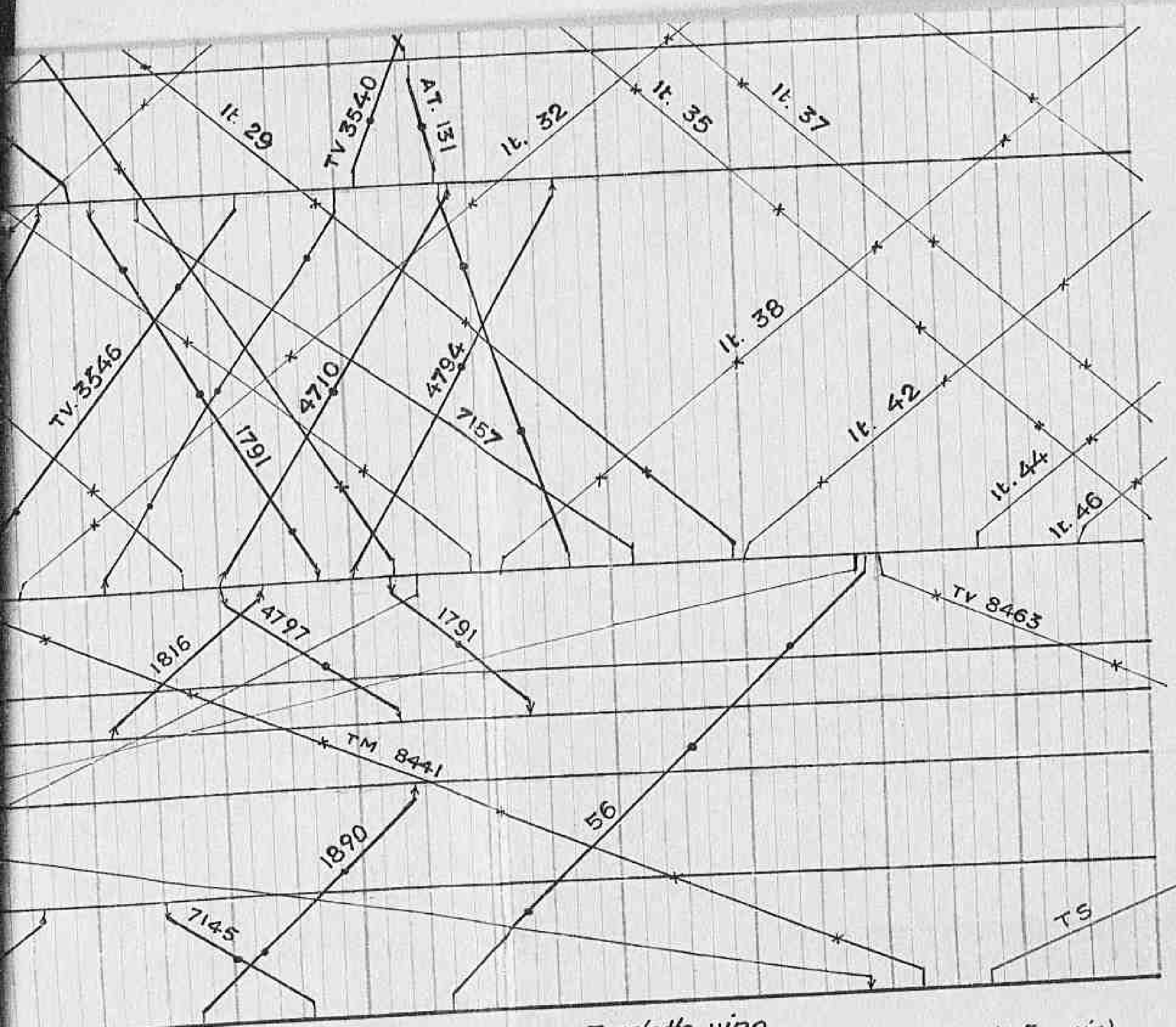


Treni viaggiatori
x Treni per conto forze alleate
 Treni per civili
 0 1 2 3 4 5 6 7 8



— Tradotte vino
— Tradotta vino straordinaria (V)

2 13 14 15 16 17 18 19 20 21 22

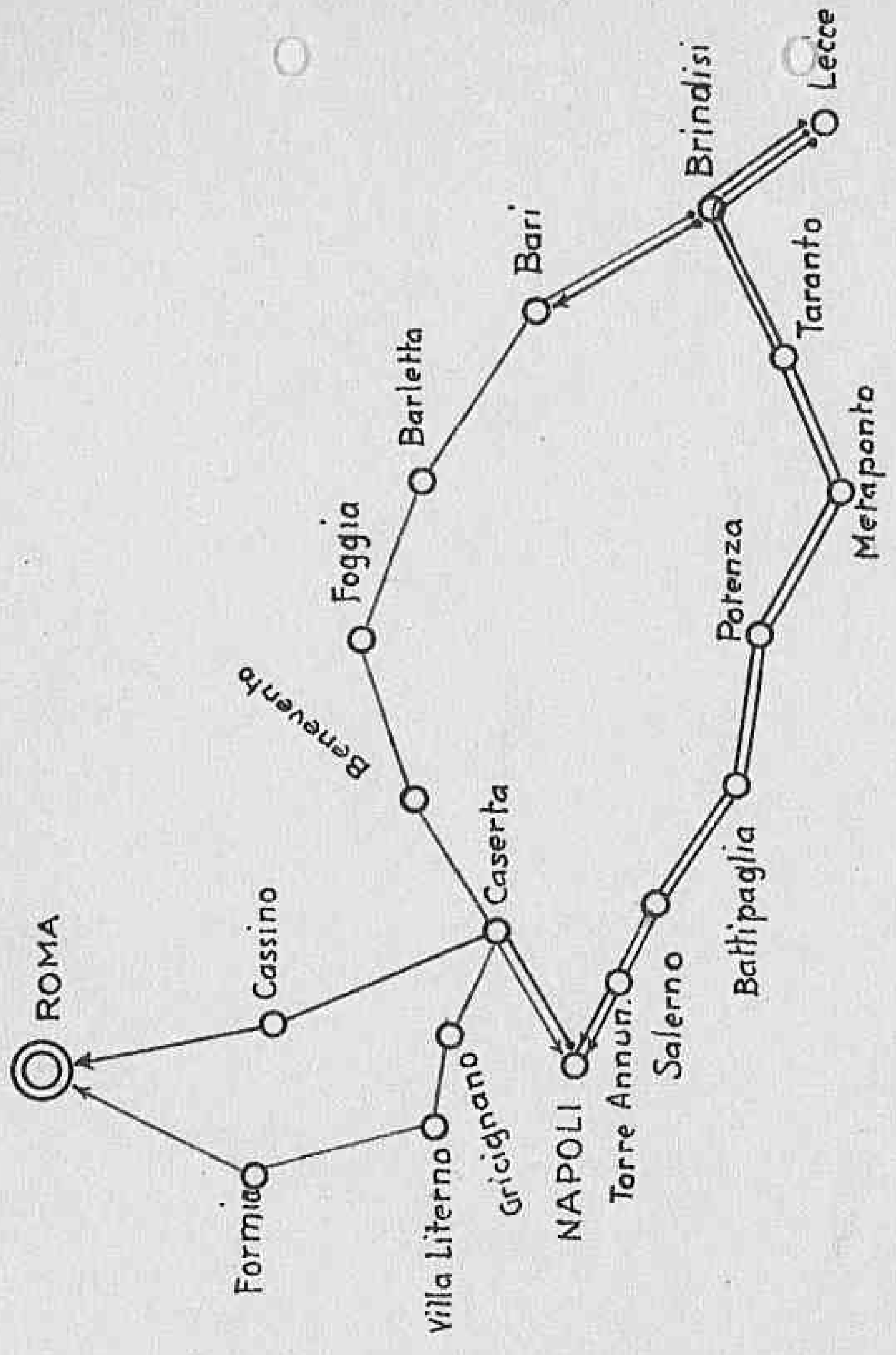


Tradotte vino
Tradotta vino straordinaria (Via Foggia)

16 17 18 19 20 21 22 23 24

TRADOTTE PER TRASPORTO NELL'INTERNO DELLA PVGLIA E DALLA PVGLIA PER NAPOLI E ROMA

-APR. 5-



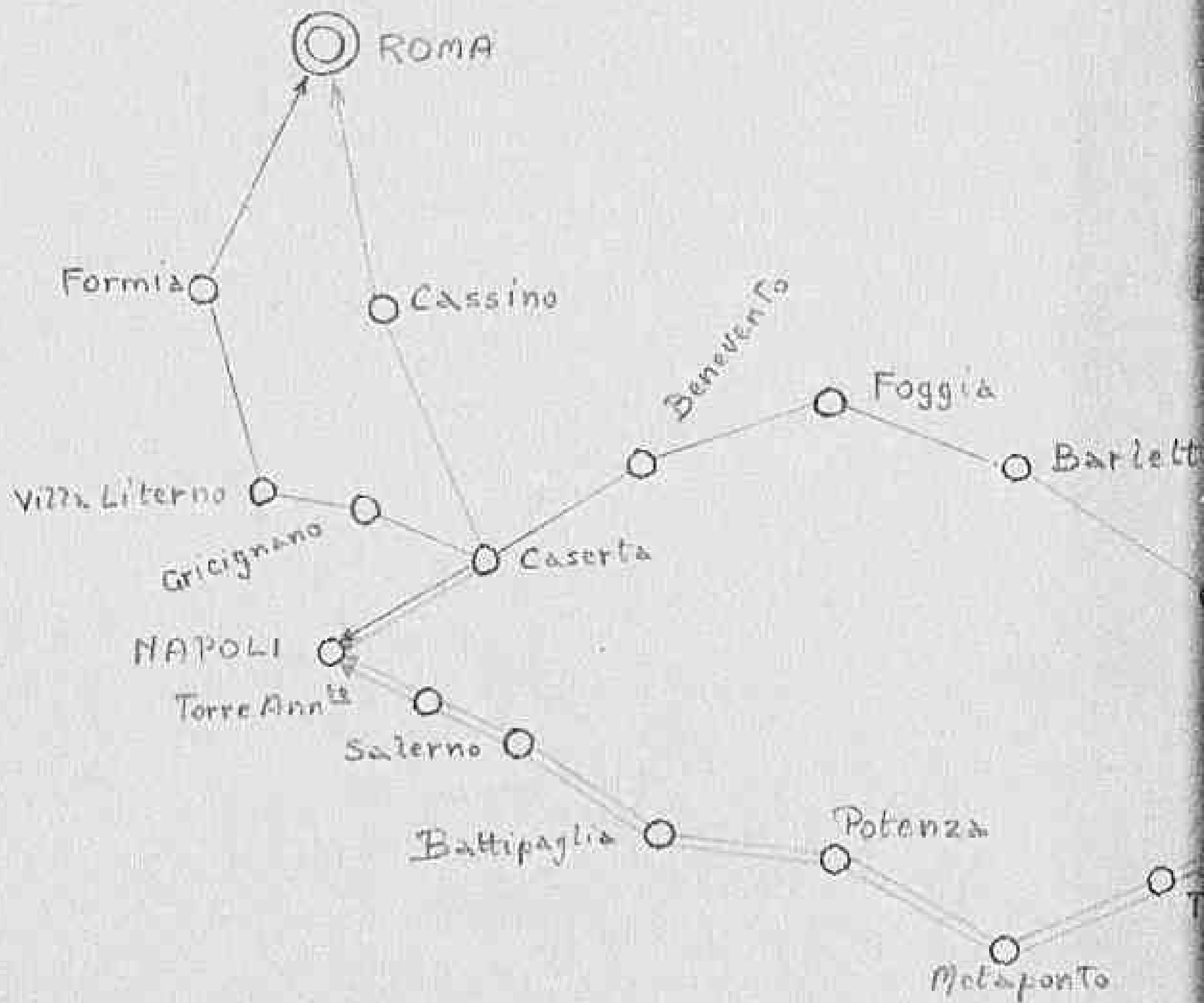
5010

243/71

_____ } Tradotte ordinarie
 _____ } Tradotte da effettuarsi
 _____ } eventualmente in luogo di
 _____ } una delle due tradotte via Potenza.

Trains to operate transports within PUGLIA and from Puglia Toward

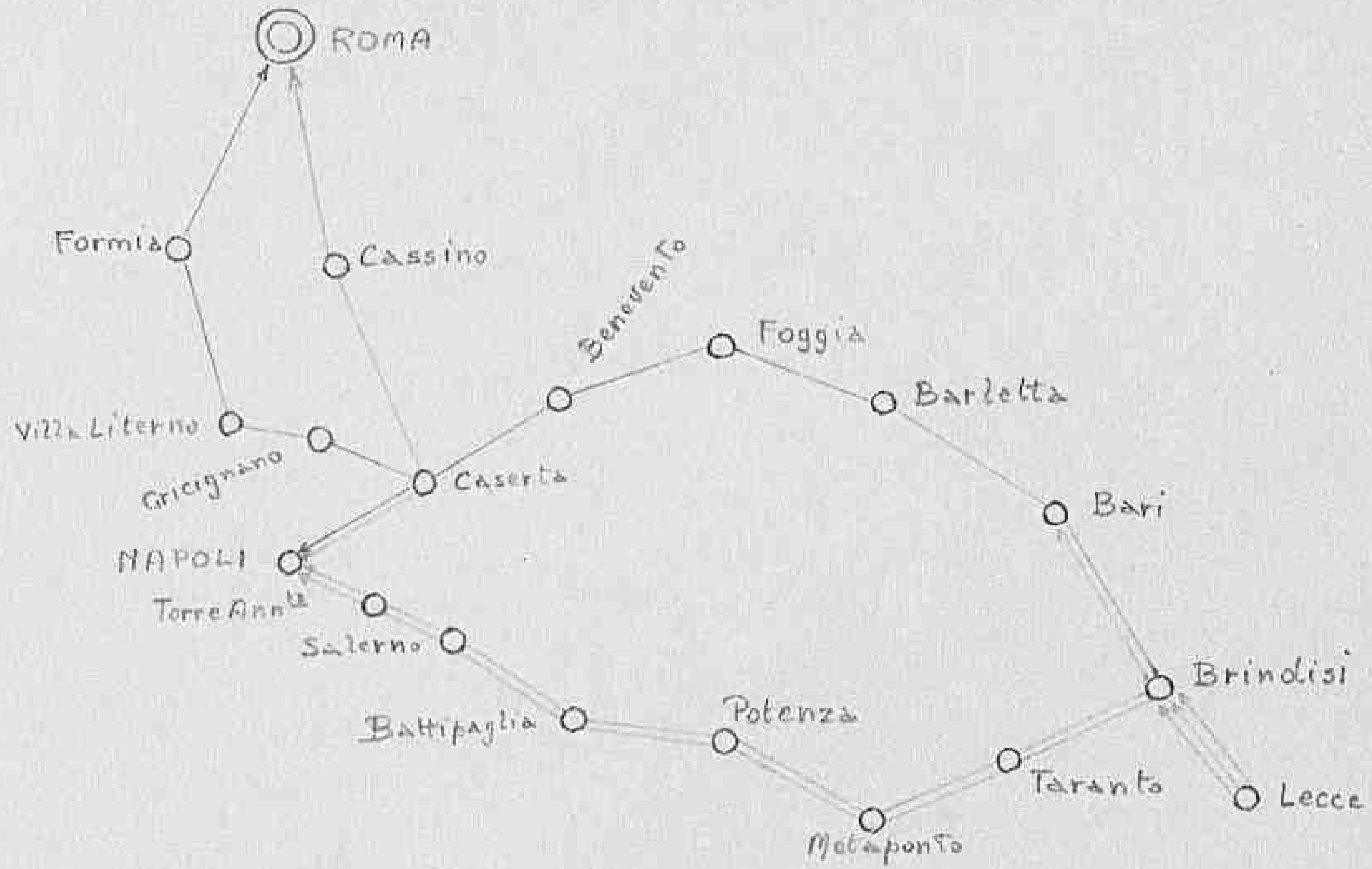
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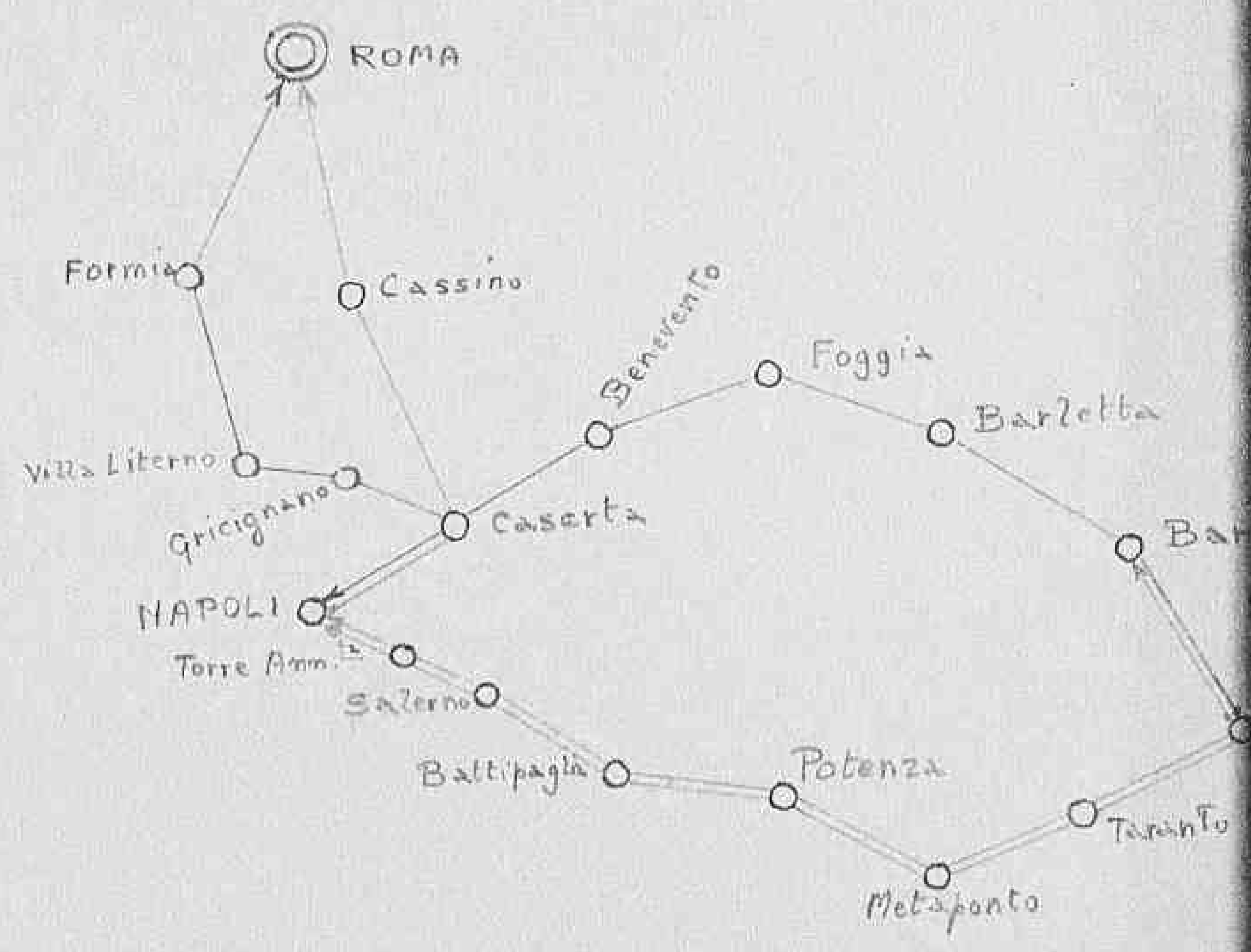
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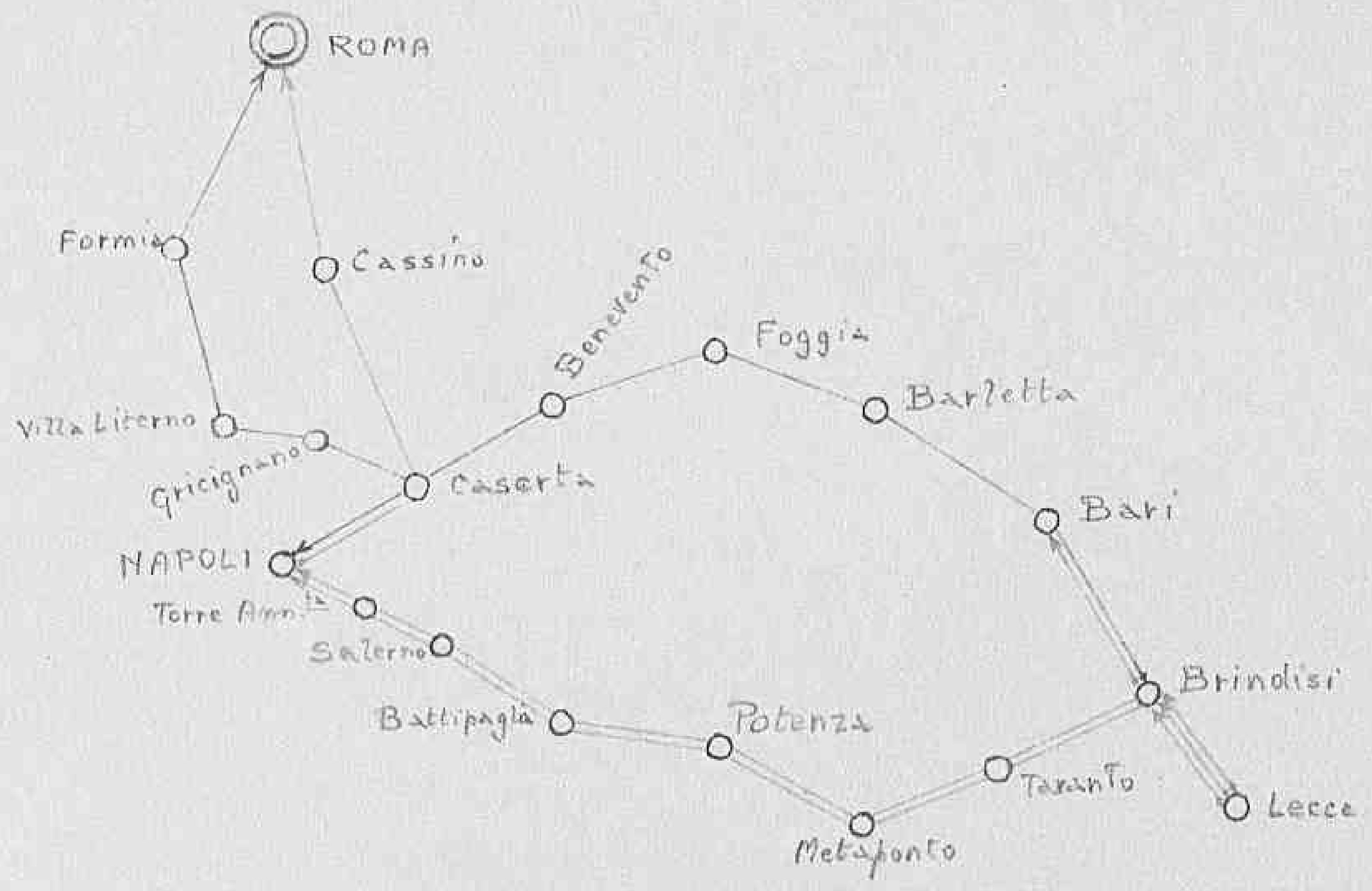
Trains to operate transports within Puglia and from Puglia Toward



In red ordinary trains
 In blue Trains to be eventually effected in replacement of one of the two via Potenza

5308

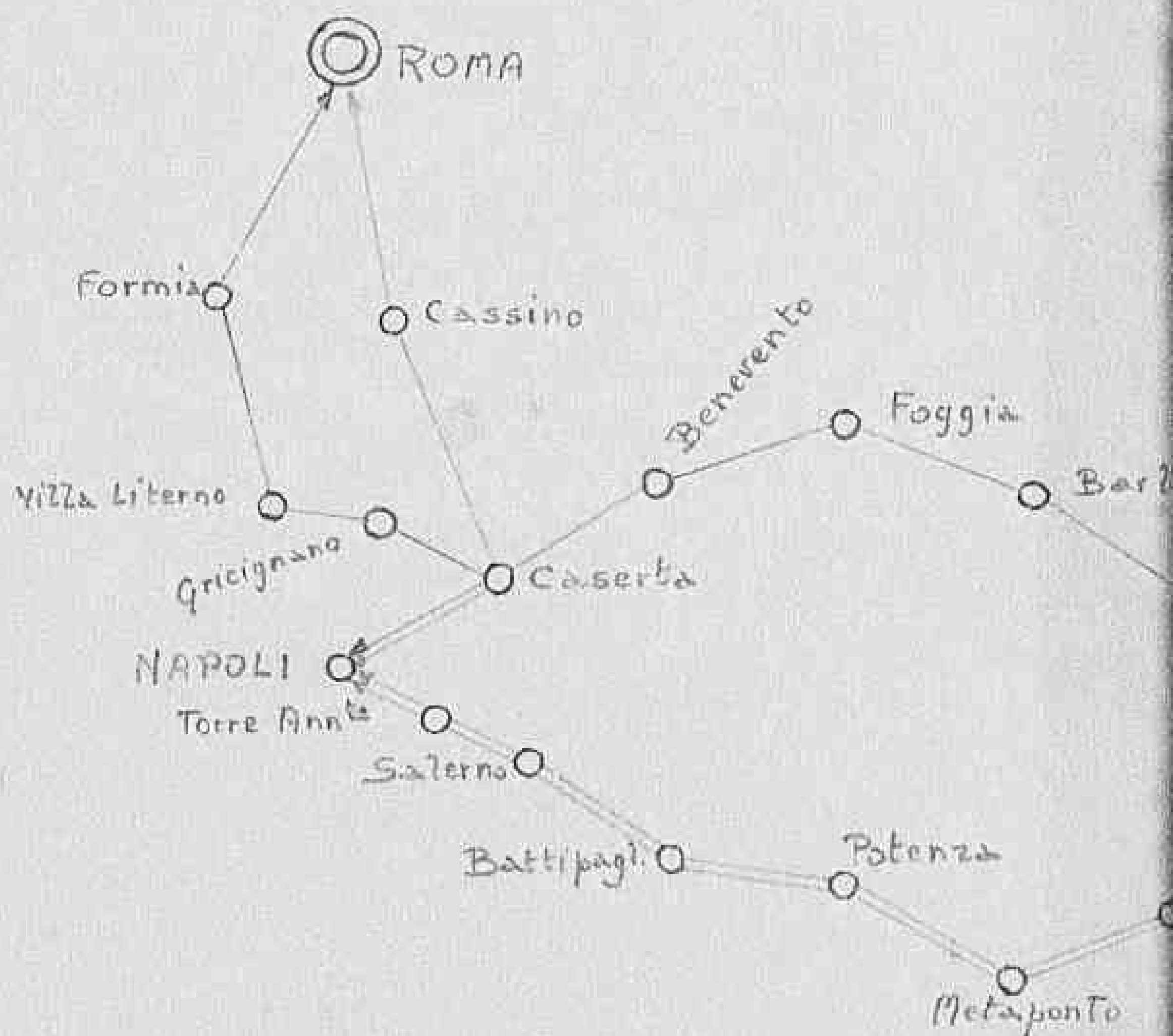
transports within Puglia and from Puglia Toward Naples and Rome



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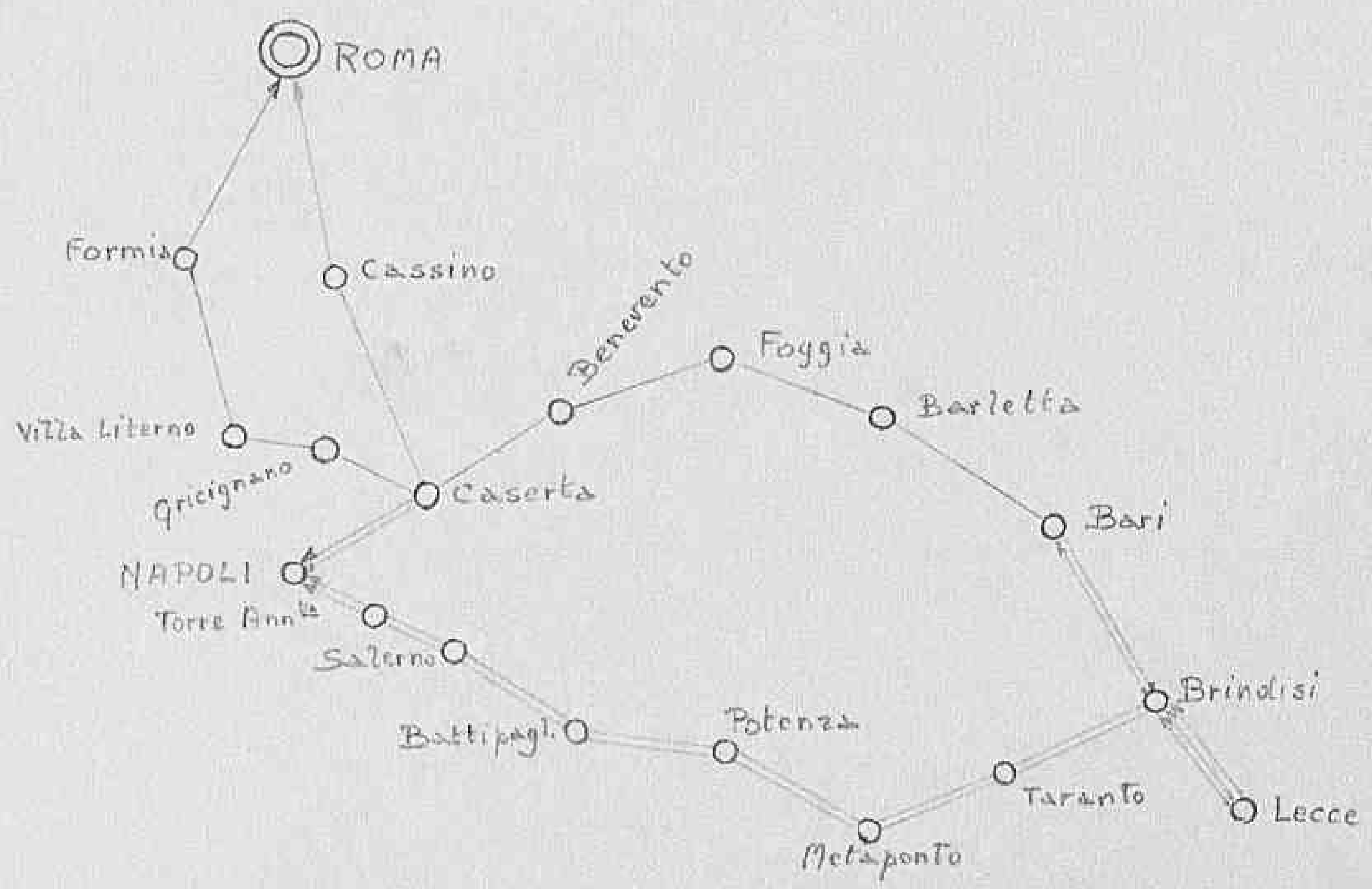
Trains to operate transports within Puglia and from Puglia Toward NAPLES



in red ordinary trains
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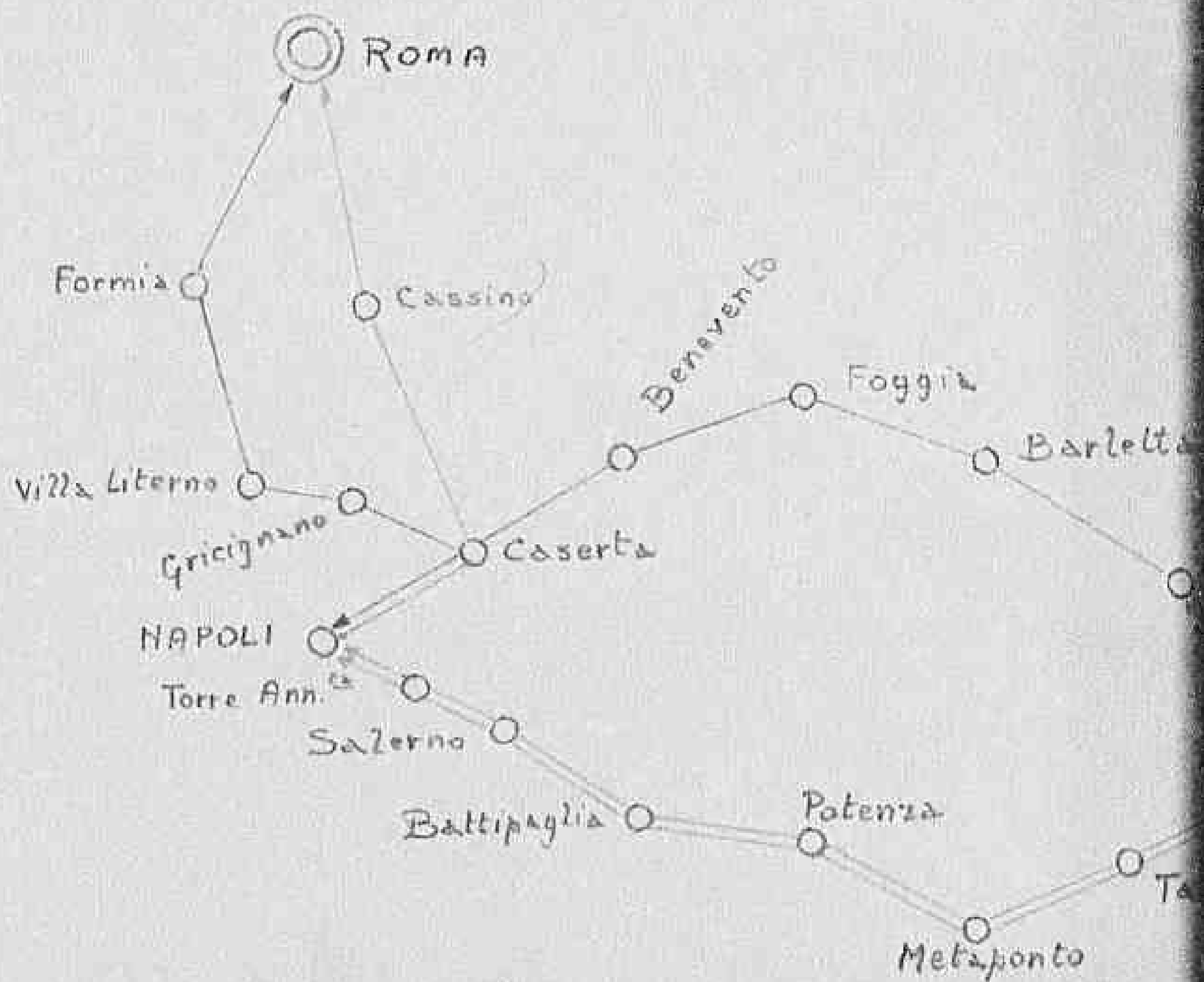
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within Puglia and from Puglia toward NAPLES and ROME



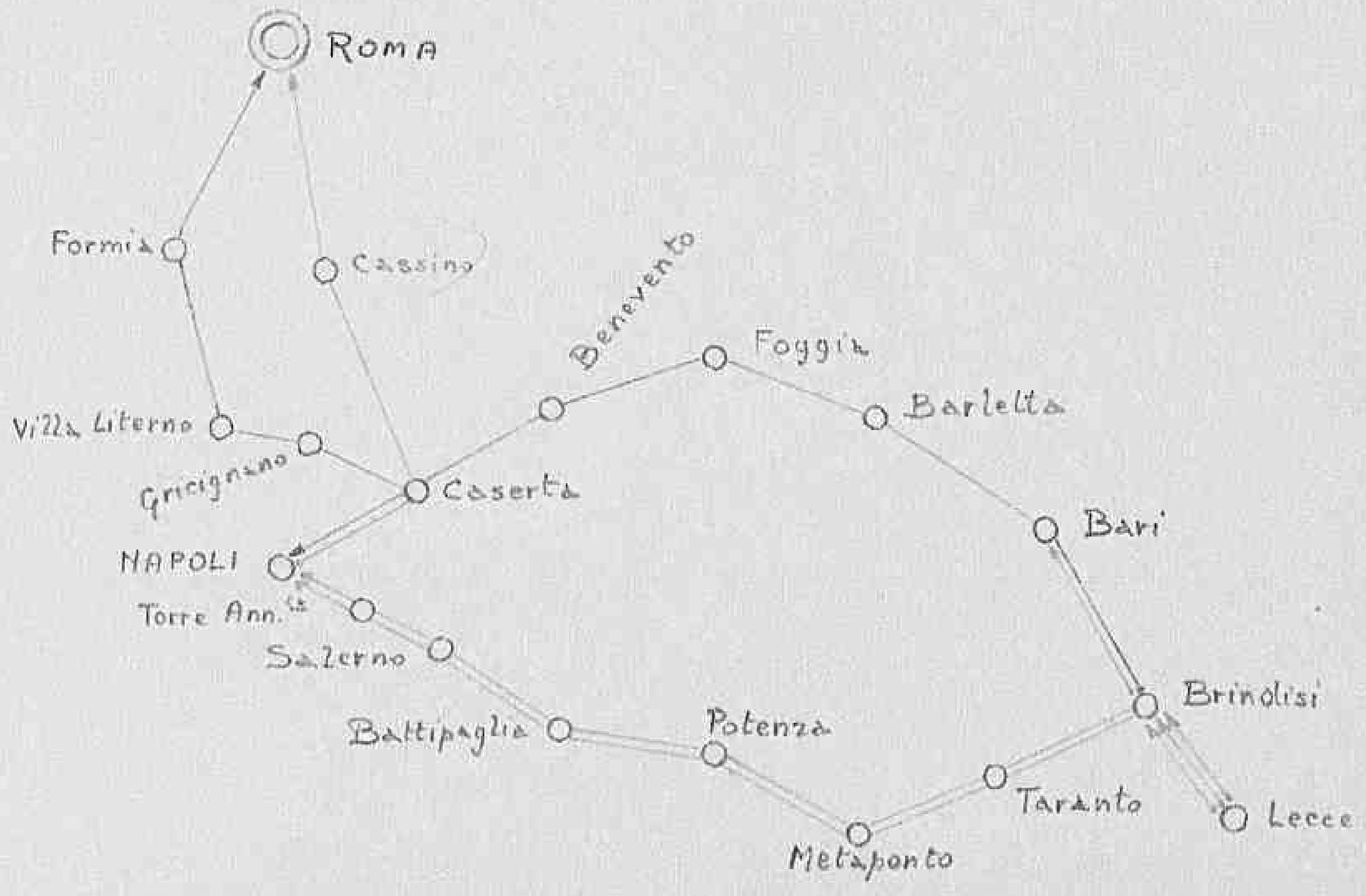
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Trains to operate transports within Puglia and from Puglia Toward NA



in red ordinary trains
in blue trains to be eventually
effected in replacement
of one of the two via
Potenza

Transports within Puglia and from Puglia Toward NAPLES and ROME



Equally
cement
no via

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation & Communications
APO 394

RWB/ms
File
243/88

TR.E. 478701

26 September 1944

ACC TR/RLS/68

SUBJECT : Bids and fuel Bari to other Divisions - Your ACC TR/BD/2.III
of 21 Sep.

TO : Tn.S.G. Rep. (Capt. Jeffery)
ACC Bari

1. Copy of above held. This instruction seems a severe handicap on the small staff of the small station. How is he to find the Consiglio etc.
2. Suggest you arrange to continue system whereby all bidders submit bids to Capo Stazioni as before. Capo Stazioni will then, as you desire, pass these bids to the respective Consiglio Prov.
3. Will you confirm this has been arranged?

Luob

Captain
FOR
D.S. ADAMS,
Colonel, C.E.
Director, Tptn S.G.

BWD/fa

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

243/67

Tele : 478701

Rome, September 22, 44

ACC TR/243/67

SUBJECT : Conveyance of Grapes from Puglia

TO : Minister of Communications
Min. of Comms. Bldg
Rome

1. Reference your letter No. F II/2/6609 dated 14 September with regard to the transportation of grapes from Puglia to Naples and Rome.
2. As you are well aware, every effort is made to provide rail transportation for the conveyance of foodstuffs, fruit and wine, but at present it is not possible to increase the facilities already existing for the conveyance of civil traffic, particularly over the railways from Puglia to Naples and Rome owing to essential military priorities.
3. The matter is constantly receiving attention and if it is at all possible to afford increased services and freight stock, immediate advice will be given you.

adams
D.S. ADAMS
Colonel C.E.,
Director, Tptm.S/C.

22

: ENO. FRANZI

Transportation Sub-Comm.
Allied Control Comm.
c/o Movements E. Italy
Date : 21 Sept. 44
Ref : ACC/TN/BD/XIII/

Dear Sir;

Movement of Wine from Bari Division to other Divisions

Will you please issue an instruction to all Station Masters on the I.S.R. and S.E.R. that no applications for movement of Wine or Fuel must be received by them.

All such applications should be made to the Consiglio Provinciale dell'Economia of the Province in which the loading station is situated.

Ernest Jeffrey
Captain R.E.

Copy to :

- D.ACC. TN. (Main) ✓
- ACC Bari Zone
- ACC Taranto Zone

5303

IL MINISTRO DELLE COMUNICAZIONI

Tru S.C. 243/65
Roma, 14 settembre 1944

Prot. no. F.II/2/6609

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sezione Affari Economici - Sottosezione
Trasporti

R O M A

Viene segnalato da tutti i centri della Puglia che le uve, il cui raccolto quest'anno è abbondantissimo in tale regione, per mancanza di trasporti, vengono abbandonate nei vigneti perchè marciscano e diventano concime.

E ciò è veramente doloroso in rapporto ad una situazione alimentare, come quella nota, di Napoli e Roma, ove l'uva è contesa ad alti prezzi per integrare i pochissimi cibi offerti dal mercato.

Mentre vado organizzando i trasporti con gli automezzi disponibili, per ovviare a così triste condizione di cose voglio chiedere e chieggo a codesta Commissione di Controllo, che ha tanta comprensione per le più urgenti necessità del paese, di disporre un congruo aumento dell'assegnazione dei vagoni ferroviari per trasporto merci e di favorire, sempre compatibilmente con le esigenze militari, qualche estensione di traffico ferroviario.

Così, con i miei tentativi e con le possibilità di codesta Commissione, la sorte del nostro popolo potrà conseguire qualche miglioramento e non andrà disperso il poco di produzione che ancora resta nella grande distruzione della guerra.

HEADQUARTERS
15 SEP 1944
A.C.C.



IL MINISTRO

Cerafina 3302

THE MINISTER OF COMMUNICATIONS

Rome, September 14th 44

TO : ACC - Transportation S/C. Rome

All agricultural centers of Puglia point-out that all wine-grapes whose harvest promised to be particularly plentiful, are left fouling all over the vineyards, to become a fertilizer, for lack of transports.

And this is particularly painful if we considered the well-known conditions of Naples and Rome where they are paying high prices for grapes, in order to may somehow complete the meagre list of foodstuffs offered by the market.

While still organizing some transports with the available motor-vehicles, I intend to beg and I actually beg that ACC, whose appreciation of the most urgent needs of the Country is well known, to congruously increase the allocation of rail-cars for freight-transportation and to somewhat extend, according to the military requirements, the railway traffic, so that above damages may be avoided.

It will thus be possible, by my efforts and the possibilities of that ACC, to obtain some improvement of our folk's conditions and the small production which has been saved from the general destruction operated by the war, will not be wasted.

IL MINISTRO
F.to (Cerabona)

5301

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
11 SEPTEMBER 1944

SUBJECT: WINE AND ALCOHOL TRANSPORT
TO: TRANSPORTATION SUB-COMMISSION, ACC, APO 394
ATTENTION: MAJ. RICHARDSON

1. AS OF 10 AUGUST 1944 A CHECK OF CARS ON THE BARI DIVISION INDICATES THAT WE HAVE APPROXIMATELY TWO HUNDRED WINE CARS AND FORTY FIVE ALCOHOL CARS.

2. CAN YOU PLEASE ADVISE JUST WHAT OUR TONNAGE REQUIREMENTS WILL BE FOR WINE AND ALCOHOL TRANSPORT DURING THE NEXT 30 DAYS, AND WHAT THE FUTURE REQUIREMENTS ARE FOR THESE TYPES OF CARS.

FOR THE DIRECTOR GENERAL:

Charles F. Dougherty
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

5300

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

HWB/ms

File

TELE. 478701

14 September 1944

ACC TR/243/61

SUBJECT: Wine and alcohol cars in Bari Division

TO : D.C.M.H.S.
(for Col. C.F. Dougherty)
APO 400

1. Thank you for your letter 11 Sep. advising that you have 200 wine cars and 45 alcohol cars in Bari Division.
2. In reply to your request as to our tonnage requirements for wine and alcohol during the next 30 days, our weekly tonnage allotment Bari Div. to Naples and Home Areas is so small (1400 tons weekly via potenza) that there is very little tonnage ever available for wine. Bids for alcohol movement are very few indeed.
3. I hope we may be able to accept bids for wine each week for the four weeks commencing 25 Sep. at the rate of about 200 to 300 tons per week. A copy of this letter goes to the rep. of this Sub Commission at Bari who may be glad to advise bidders to use these tankers.
4. If, however, BERTS and Nov. AFHQ can allot us a fixed tonnage to be pulled forward by Military train to Naples so that these cars may run forward loaded and return empty on a regular schedule full use could be made of them. It would be a matter of solving, even in part, of the long outstanding problem of transportation of the large stocks of wine available in Apulia.

LWT

Captain
I.S. ADAMS,
Colonel, C.E.
Director, Tptn. *239*

for

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EWT

for
 Captain
 D.S. ADAMS,
 Colonel, C.F.,
 Director, Tptn, AFHQ

Copy: En S.C. Rep. Bari (Capt Hall)
 Movements, AFHQ

T.M.S.C.

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
7 SEPTEMBER 1944

SUBJECT: TRANSPORTATION OF WINE
TO : TRANSPORTATION SUB-COMMISSION, A.C.C., APO 394

1. YOUR 4 SEPTEMBER 1944, FILE ACC-TN-243/55.
2. THE PROPOSED PLAN FOR MOVING THIS WINE CONTEMPLATES ONE ADDITIONAL FREIGHT TRAIN LECCE TO BARI, ONE ADDITIONAL FREIGHT TRAIN LECCE (VIA POTENZA) TO NAPLES, AND ONE ADDITIONAL FREIGHT TRAIN LECCE (VIA POTENZA AND NAPLES) TO ROME.
3. EXCEPT FOR THE TRAIN FROM LECCE TO BARI, WHICH MIGHT BE HANDLED WITHOUT INTERFERING WITH MILITARY TRAFFIC, IT IS OUR OPINION THAT THE DEMANDS FOR MOVEMENT OF MILITARY TRAFFIC WILL NOT PERMIT THE OPERATION OF THESE ADDITIONAL TRAINS FROM LECCE TO NAPLES AND LECCE TO ROME AT THIS TIME.

Carl R. Gray, Jr.
 CARL R. GRAY, JR.
 BRIGADIER GENERAL, USA
 DIRECTOR GENERAL

CC - DQMG (MOVEMENTS), HQ., A.A.I.
CHIEF OF TRANSPORTATION, AFHQ, APO 512

*Put in this bid later
 on. It is something to get
 one train from Lecce to Bari
 but of course it's Naples &
 Rome that want the wine
 LRG 13/9*

HEADQUARTERS
 10 SET 1944
 A.C.C. 298

1020

SA/ge

HEADQUARTERS
ALLIED CONTROL COMMISSION
AGRICULTURE SUB - COMMISSION
APO 394

AGR/70

6 Sept 1944

SUBJECT : Crisis in Wine in Southern Italy.

TO : H.E. The Minister of Agriculture, Forests
& Fisheries.

1. Reference your No.6390 dated 28 Aug 1944.
2. The problem of wine in Southern Italy and Sicily outlined in your letter has been constantly before this Sub-Commission since early in January. We realize fully the part wine plays in the agricultural economy of Southern Italy and Sicily and the consequence of failing to meet this surplus into deficit areas.
3. The whole problem is essentially one of transportation. Military operations during the winter and in recent days, of which you are well aware, have prevented the use of available Allied or Italian transport for anything except military supplies and the most critical of food items. This is true of rail, road and schooner traffic.
4. In spite of all this a minimum amount (approximately 50 tons) of wine has been moving daily from the Apulia area to Naples. Additional tonnages have been moving by private transport to Rome and other points. With the movement of the military lines forward and the lessening of the strain on all transport it is probable that additional tonnages of rail and possibly schooner movements will be permitted.
5. While transportation is a matter beyond the control of this Sub-Commission, we have been advised that plans are

5747

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5. While transportation is a matter beyond the control of this Sub-Commission, we have been advised that plans are

6297

under way to increase the movement of wine from Southern areas as rapidly as the transport situation will permit. The outlook for increased movement is decidedly hopeful.

BY ORDER OF CAPTAIN STONE (USER)

W.A. HARTMAN
Lt. Colonel
Director

Copy to:
Food Sub-Commission
Transportation S/C

529R

Translation

Rome - 1 SEP 1944

Ministry of Communications
Italian State Railway
General Director Office

our ref. M.321/9103/318
03/17

To the Allied Control Commission
Economic Section APO 394

Subject:
Transportation
wine from Puglia

1) We thank you for the communications contained in points first and second of your letter "ACC/Tn/243/4 dated August 1944.

2) About points 3rd and 4th of the same letter, from which it seems that only tank car could be used for wine transportation from Puglia, we beg to point out that such cars are only 250, out of which 10% are to be deducted as broken. If we consider that the needs anticipated in the preceding letter were 944 cars, it will happen that, utilizing only tank cars, the above said transports will be reduced but to one quarter, with consequent transportation of 20.000 instead of the 81.000 tonnellate foreseen in the program and of the 170.000 requested in reality.

Owing to the time already elapsed and to the great necessity of speeding up forwarding of such freight as above said, we do not think it convenient to foresee their running for a longer period of time.
Therefore, an adequate number of uncovered cars (gondola cars) should be granted if possible besides the tank cars.

3) With reference to the request contained in point 5th of your above said letter, we enclose the following documents:
1) graphic n.1 for route Lecce-Brindisi-Taranto-Potenza-Naples-
running trains normally run; the additional trains proposed

Economical Section AFO 394

Subject:
Transportation
wine from Puglie

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Therefore, an adequate number of uncovered cars (gondola cars) should be granted if possible besides the tank cars.

- 3) With reference to the request contained in point 5th of your above said letter, we enclose the following documents:
 - 1) graphic n.1 for route Lecce-Brindisi-Taranto-Potenza-Naples-Rome, showing trains normally run; the additional trains proposed for wine transportation are indicated in red color, they do not interfere with the existing train circulation. /.

2) graphic n.2 for Brindisi-Foggia-Benevento-Caserta (Naples)-
Rome showing trains normally operated; the additional trains,
which are proposed for wine transportation inside the Puglie,
are indicated in red color. Moreover, in the said graphic an
additional train for the route Brindisi-Bari-Foggia-Benevento-
Caserta Naples (or Rome) has been drawn in blue. It could be
run in substitution of one of the two trains which are proposed
on the Potenza line, as a relief of the latter line.

We enclose a schematic map indicating the routes of the
different additional trains which we suggest to run.

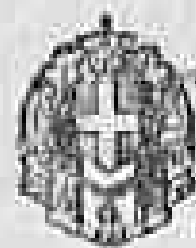
The General Director
signed Di Raimondo

3 charts as examples - see 203/55

1028
100A/436/A2

Roma, - 1 SET. 1944 - 194 - A

N. M. 323/8103/318/03/17



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Al N. _____ del _____

Commissione Alleata di Controllo
Sezione Economica A.P.O. 394

OGGETTO

Trasporto vino dalle Puglie.

ALLEGATI N. 3

1 - Si ringrazia per le comunicazioni di cui ai punti 1° e 2° della vostra lettera n.A.C.C., Tr/243/47 del corrente mese.

2 - In merito ai punti 3° e 4° della lettera stessa, da cui risulta che per i trasporti di vino dalle Puglie, non potrebbero essere utilizzati che i soli carri serbatoio, si fa presente che i detti carri sono solo 250, dei quali sono, però, da detrarsi i guasti, nella misura di circa il 10%.

Se si considera che il fabbisogno preventivato nella precedente lettera era di 944 carri, ne consegue che, utilizzando i soli serbatoi, i trasporti di cui trattasi, verrebbero ad essere ridotti ad un quarto, con lo smaltimento di sole 20.000 tonnellate circa, contro le 81.000 previste nel programma presentato e le 170.000 esistenti.

Dato anche il tempo trascorso, e la impellente necessità di affrettare l'inoltro di questi trasporti, per le ragioni già accennate, non sembra conveniente di prevederne la loro effettuazione in un più largo periodo di tempo.

Occorrerebbe quindi che venisse concesso, se possibile, un adeguato numero di carri comuni scoperti oltre quelli a serbatoio.

./.

A.B.

3 - In evasione alla richiesta di cui al punto 59 della lettera a riferimento, si allegano i seguenti elaborati:

1°) - grafico n.1, per la linea Lecce-Brindisi-Taranto-Potenza-Napoli-Roma, sul quale sono indicati i treni che normalmente si effettuano, ed in colore rosso quelli addizionali proposti per trasporto del vino, senza disturbare la circolazione esistente.

2°) - grafico n.2, per la linea Brindisi-Foggia-Benevento-Caserta (Napoli)-Roma, sul quale sono indicati i treni che normalmente si effettuano ed in colore rosso il treno addizionale proposto per trasporto vino nell'interno delle Puglie:

Inoltre, sul grafico stesso, è stato tracciato in colore bleu un treno addizionale per il percorso Brindisi-Bari-Foggia-Benevento-Caserta-Napoli, (o Roma), che potrebbe essere effettuato in sostituzione di uno dei due treni proposti sulla linea di Potenza, a sollievo di quest'ultima linea.

Si allega infine una cartina schematica, con indicazione degli istradamenti dei diversi treni addizionali che si propone di effettuare.

IL DIRETTORE GENERALE

Vitoli Ramondy

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
AFO 39A

243/53

SA/11
2 August 1944

Tel: 262

AGR/3000

SUBJECT: Wine in Lecce and Sicily.

TO : Economic Section for Food Sub-Commission, Transportation Sub-Commission.

1. Attached is a file of correspondence from the Italian Ministry of Agriculture, Forests, and Fisheries dealing with the much discussed and bandied about subject of wine in Trapani Province Sicily and Lecce Province Italian Mainland.

Both of these areas have in the years gone by depended upon the wine crop for the mainstay of the economic life of their areas and the failure to move the last crop from the vats for the new crop is having not only a most unwholesome psychological effect on the people of these provinces but is striking at the very economic existence of these areas which have little else to sell.

2. As early as 1st December a member of the staff of the Agriculture Sub-Commission reported on the situation in Trapani Sicily. During the winter small amounts were shipped to England as tests but little or no movement of the wine from Trapani to its normal consumption center in Central Italy has taken place. Repeated efforts have been made by the Regional and Provincial offices of Sicily to move the Trapani wine. It is not a question of the inability to find a place to sell the wine. It is a question of transport. The situation in Lecce is even worse than Trapani where some 240,000 tons of the 1943 crop still remains. The wine in Lecce normally flows to Naples and points North, that remaining unsold goes into industrial alcohol. At present the storage tanks of the same 90 plants in Southern Italy are filled with industrial alcohol and it is impossible to divert the huge surplus of wine now growing sour even to industrial alcohol because of lack of capacity for storing the new alcohol. The same situation prevails with respect to vats for storage of the new wine. They are full and the usual story prevails as to tank cars to move the wine. The Lecce situation has been repeatedly called to the attention of ACC by the Regional and Provincial officers and a member of the Sub-Commission early in March visited the area and secured detailed reports on the situation. The matter was taken up with Industry and Commerce Sub-Commission and efforts were made to dispose of the industrial alcohol and some of the cheaper wines. Limited amounts were sold but nothing like enough to relieve the serious situation now prevailing.

3. It is understood that transportation is being provided at the rate of 40 tons per day. If the surplus is moved, even enough to empty a few vats for the coming harvest, that will have to be stepped up many times over. Efforts have been made to secure schooner transport which should be plentiful in that area but with little results thus far.

5292

4. Since failure to alleviate the situation especially in Lecce will have serious economic consequences on the province it is requested that a conference of all interested Sub-Commissions be called and a positive plan of action be inaugurated to relieve the situation in both Trapani and Lecce.



W. A. HARTMAN
Lt. Colonel
Director

MF

TRANSLATION

Rome, 27th July

MINISTRY OF AGRICULTURE AND FORESTS

Allied Control Commission
Agriculture Sub-Commission
Rome

No. 2787

All: 2

SUBJECT Wine problem in Puglia and Sicily

With reference to sheet No. 2384/3 of June 24, we enclose copy of the reply of the Ministry of Communications at whose request letter 1657 of 10/5/44 of this Department as well as the letter June 6, 1944 No 2285/3 are being annexed dealing about the wine situation in Sicily.

The Ministry of Communications, announcing that it disposes of a certain number of vats for transport of wine from the Prov. of Lecce as authorised by the Allied Authorities, we beg the Sub-Commission to intervene so as to allow the immediate utilization of vats in question, given the urgent necessity to get ready at once the wine vessels for the next vintage.

As regards Sicily, whilst awaiting the reply from the Ministry of Communications fixing the number of vats of the Department of Palermo to be disposed of, a number of vats of the Department of Bari could be directed there given the considerable quantity of wine to be transported.

From the Prov. of Trapani alone about two million hectolitres should be sent away, the greater part to distilleries and part for consumption.

(signed) THE MINISTER

5299

Translation
MINISTRY FOR AGRICULTURE AND FORESTS

MX

June 6, 1944

Div.3/9-A N. of prot.2285
SUBJECT: Wines for distillation

The Provincial agricultural Inspectorate of Trapani has forwarded on 22 inst. the following telegram to this Ministry:

"1913 vinegrowers of the province are requesting on account of the prohibition and shortage of transport for large supplies of wine production for 1942 and 1943, and the impossibility to preserve the 1944 campaign production no wine holding receptacles being made wood and cement not being available, to proceed with the distillation on their own account of the part of the wine subject to Finance control. Requesting to examine the situation and to intervene in order to help wine-producing industry, source of provincial social wealth and well-being. Head of the Giordano Inspectorate."

The Association of growers of the Province of Trapani, by letter of May 14 is announcing that in this province about two million of hectolitre of wine, including half of the 1942 production and the entire production of 1943 are available, and requesting that at least part of the wine should be consigned to distilleries, which are unable to process on a vast scale as they are not functioning very efficiently.

In order to avoid most serious economic and moral consequences of a formidable crisis of surplus of production; in order to meet the legitimate wishes of Sicilian vine growers, this Ministry feels itself bound to draw attention to the urgent need to provide for and to enable the immediate utilization of the existing great quantities of wine, the transport difficulties, especially between Sicily and the Continent being rather great.

Meanwhile the Ministry is being asked to examine the request and to give its consent for the distillation of wine in specified centres, however, not reducing excessively the quality of the wine consigned for distillation, or preferably to chose only those distilleries who can give full guarantee.

This method would alleviate appreciably the situation of sicilian vine growing, whilst the vine growers would regain faith and confidence and will give full attention to this predominant branch of sicilian agriculture.

The National Ente for distillation of wine containing matters - which we are keeping informed - has been asked to prepare a plan for the surplus of wine in the Province of Trapani which will not be distilled by the producers themselves.

THE MINISTER
F/to G. Bergami

5239

TRANSLATION

NR

MINISTERO DELLE COMUNICAZIONI
=CABINETTO=

Salerno 30/6/1944

H.F./II/1/1480
Risposta al n.1597/3 of 10/5/1944

SUBJECT: The wine problem of the Province of Lecce. Requisition of private vats for the transport of wine to distilleries.

The Undersecretariat for State railways has transmitted the following note concerning the solution of the wine problem in Puglia and in Sicily as well.

- 1) The F.S. administration has never received autocisterns for wine transport;
- 2) The administration of private cars (vats), as stated in circular dated 25 inst, has passed to the F.S. further to an order by the General Direction of Allied military railway service, who have become the owners of the mentioned cars, until new order, and can dispose of them as of cars of the other type.
- 3) The census of the abovementioned private cars for the transport of wine, has given following results on May 15, at 18 o'cl.

Compartment of Bari	n. 226
" " " Naples	" 36
" " " Reggio Calabria	" 27
Delegation of Cagliari	" -

for Compartment of Palermo are missing all the data.

4) With reference to what has been said in point 2) that the Railway administration disposes of vats as of other cars, and the use of the latter is subject to previous authorization by A.C.C., it is thus necessary that the same procedure must be followed in the request for cars as for cars of other types.

It must be specially noticed that the Allied Commandment has ordered that the stations of the Bari Compartment should not accept requests for wine transport outside the said Compartment. Such demands should be on the other hand addressed to the Provincial Supply Officer of the cargo zone.

As stated in this note every program dealing with any kind question for wine transport must be dealt with by Allied Authority, informing thereof, however, always this Department ^{5.108} the MINISTER

DSA/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

File

Acc/Tn/243/50
8 August 1944.

Tel.220. .

SUBJECT: Movement of Wine

TO : Prefetto Guasco, Brindisi
(Through Regional Commissioner, Region II.)

1. This letter acknowledges receipt of your telegram of 7.8.44, on the subject of the movement of wine from your locality.
2. The ACC has been much concerned about the situation and fully appreciate its serious nature. Efforts have been made to secure not only additional movement by train, but also special request was made to higher Authority for the allocation of schooners for this purpose. However to date additional transport could not be made available due to the priority of Military tonnage. You will agree that the movement of ammunition and other Military Supply must have priority over movement of wine.
3. We are at the present time endeavouring to secure movement by Tank Trains; however the success of our efforts will also depend on the extent of Military priority in train movements as well as availability of equipment.
4. You will understand that we have this problem continually before us and that every effort possible will be made to relieve the situation at least in part.

For Capt.STONE (USNR)

A.G. ANTOLINI
Executive Director
Economic Section

3287

DSA/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

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For Capt.STONE (USNR)

A.G. ANTOLINI
Executive Director
Economic Section

3287

HWE/arn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 994

Our reference : ACC Tn/ 243/9
Date : 17 August 44

TELE. 478701

TO : Regional Tptn Offr
Region 3, A.C.C.

SUBJECT : Line tank cars

1. Ref. your T. 10 of 7 AUG. it does not seem possible for this S.C. to help in any way. We are only concerned with authorising movement of the cars, either full or empty, as bid for within the limits of tonnage available.
2. So far as I am aware A.C.C. have not "allotted" tank cars to individuals, as is suggested in para 1 of attached translation of letter of 4 Aug.
3. It is impossible for this S.C. to guarantee that the empty tankers, when returned, are filled and sent back to the sender. Bids for despatch of wine are, as you know dealt with in the Provinces in strict rotation and this seems the only fair way of accepting bids for movement.
4. If movement Dept. IEM, Naples can suggest how we can help we will certainly give their suggestions our consideration.

D.S. ADAMS,
Colonel,
Director, Transportation Sub-Commission, A.C.C.

Trang SC

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

9123

7 August 44

T. 10.

TO : Transportation Sub-Commission

This application seems sense to me - can we
adjust our system in any way?



J.A.N. GIES

J.A.N. GIES,
Major.,
Regional Tptn. Officer

JG/td.

Copy to: Adjutant's File.

5285

Pro Memoria

Serbatoi di vino

Napoli 4/8/944

Sub Co. Missione Alleata
Trasporti Civili
III Regione - NAFOLI

In merito alla concessione dei serbatoi vuoti fatta da codesto Ufficio ai commercianti della Provincia di Napoli, questa Sede fa presente che le concessioni in parola, senza garantire il ritorno a carico hanno causato lagnanze da parte degli assegnatari i quali, come si è verificato per il passato, temono che, arrivati a destino i veicoli loro assegnati da codesta, vengano requisiti con evidentissimo danno degli utenti stessi. =

Come è noto a Codesto Ufficio, il mittente di un serbatoio vuoto oltre la tassa fissa di L. 500 paga anche Lire 300 per ogni 100 Km invisibili di percorso, ed il fatto che nessuna garanzia di ritorno a carico gli è concessa, oltre la perdita delle somme versate, lo pone nella impossibilità di far fronte ai propri impegni e quello che è più grave gli vieta di approvvigionare la città. =

La concessione contemporanea dei serbatoi a vuoto ed a carico eviterebbe il danno degli utenti che farebbe scendere ai limiti normali il prezzo del vino per la cittadinanza, la quale attualmente deve rinunciare a tale alimento, dato il suo prezzo proibitivo. = Codesto Ufficio non ignora che nei depositi dell'Est vi è attualmente ingentissima quantità di vino conservato in vasche di cemento ed altri recipienti i quali devono al più presto essere vuotati per raccogliere il prodotto del nuovo raccolto che quest'anno è di imponenti proporzioni. =

Garrendo i viaggi dei serbatoi a vuoto ed a carico, si potrebbe, con ritmo accelerato, trasportare dall'Est sensibili scorte di vino con vantaggi soprattutto delle classi meno abbienti, evitando altresì danni al nuovo raccolto, che, come si è detto, è superiore ad ogni aspettativa. =

Va. =

Per la concessione accordata da Codesto Ufficio questa Sede ha da-

sente che le concessioni in parola, senza garantire il ritorno a carico, hanno causato legnenze da parte degli assegnatari i quali, come si è verificato per il passato, temono che, arrivati a destino i veicoli loro assegnati da codesta, vengano requisiti con evidentissimo danno degli utenti stessi. =

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Per le concessioni accordate da Codesto Ufficio questa Sede ha dato corso a quelle con date di scadenza sino al 10 andante e ciò per l'esiguo numero dei veicoli disponibili e nella speranza che le rimanenti concessioni possano essere completate con la concessione del ritorno a carico. =

Manley

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

5287

STATE RAILWAYS
MOVEMENT DEPARTMENTS
Compart of Naples

/at

PRO-MEMORIA

4 Aug 44

SUBJECT : Wine tank-cars.

TO : Transportation Sub-Commission, ACC, Region III, Naples

Regarding the allocation of empty tank-cars as made by that Sub-Commission to the tradesmen of the Province of Naples, we must point out that said allocations, which do not guarantee the return at full load of the tank-cars, have roused the complaints of the allottees who fear that as it has already formerly occurred, where the cars allotted to them by that Sub-Commission, arrive at destination, they will be requisitioned, seriously damaging the allottees.

As that Sub-Commission already knows, the despatcher of an empty tank-car, besides the fixed fee of 500 lire, must pay lire 300 for every 100 Km. distance, and not guarantee of full-load return being given, the despatcher may, not only lose the already paid fees, but also be forced not to fulfill his engagements against his customers and besides he cannot supply with wine the population.

If the allotment of an empty tank-car could contemporaneously guarantee its full load return, it would be possible to avoid above damages for the despatchers and also reduce the price of the wine within normal limits; at present the population is obliged to give up the purchase of wine owing to its exceedingly high price.

That Sub-Commission knows also that huge quantities of wine are presently stored in cement containers and other containers in Eastern Italy and that said containers must be emptied soonest possible in order to receive the production of the new crop which is particularly abundant.

By securing both empty and full-load trips of the tank-cars, it would be possible to carry away in a short time a big quantities of wine, helping especially the less moneyed part of the population, and to avoid loss of the new crop, which as already pointed out, is exceptionally rich.

As for the allocations already granted by this Sub-Commission we have despatched those falling within August 10th both at account of scarcity of available cars and hoping that remaining allocations may be completed with the guarantee of full load return.

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The Chief of the
Movement Department.

ACC/mib

Tels 478701

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
APO 394

Our references: ACC Tn/243/47
Date : 17 AUG. 44

TO : Minister of Communications
for atn. General di Reimonge
SUBJECT: Movement of wine from Southern Territory.

1. Reference is to your letter M323/318/03/17 of the 31 July 1944.

2. You will have observed from the last meeting of the Transportation Sub-Committee that this question received careful attention, and that it was thought possible that the matter might be reviewed with the hope that additional tonnage might be moved in September.

3. It is the opinion of the Director General Military Railways Services that the military demands will not enable any freight cars other than wine tankers to be allocated for this traffic.

4. It is possible, however, that with full use of available wine tankers, additional facilities for movement might assist in some small measure in clearing some of the existing stocks in the Pacific areas.

5. In order that all concerned may be fully apprised of your desire in this direction, it is asked that you submit train charts in quadruplicate as soon as possible showing such additional trains as could be operated without disturbing existing schedules and using the available wine tankers.

6. Details will then be placed before all concerned in time for consideration at the next meeting of the Transportation Committee.

FOR CAPTAIN STONE, (USMR)

Sd William O'Dwyer
WILLIAM O. DWYER
Brigadier General
Vice President
Economic Section

1. Reference is to your letter #323/315/03/47 of the 31

July 1944.

2. You will have observed from the last meeting of the Transportation Sub-Committee that this question received careful attention, and that it was thought possible that the matter might be reviewed with the hope that additional tonnage might be moved in September.

3. It is the opinion of the Director General Military Railways Services that the military demands will not enable any freight cars other than wine tankers to be allocated for this traffic.

4. It is possible, however, that with full use of available wine tankers, additional facilities for movement might assist in some small measure in clearing some of the existing stocks in the Puglia areas.

5. In order that all concerned may be fully apprised of your desire in this direction, it is asked that you submit train charts in quadruplicate as soon as possible showing such additional trains as could be operated without disturbing existing schedules and using the available wine tankers.

6. Details will then be placed before all concerned in time for consideration at the next meeting of the Transportation Committee.

FOR CAPTAIN STONE, (USNR)

Copy to: DMRB
DAME (M) AAY
COT (AFEG)
Economic Section

Sd. William O'Dwyer
5002
WILLIAM O. O'DWYER
Brigadier General
Vice President
Economic Section

1044

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

243/43

A. P. O. 400
16 August 1944

Subject: Movement of Wine from Puglia Districts.

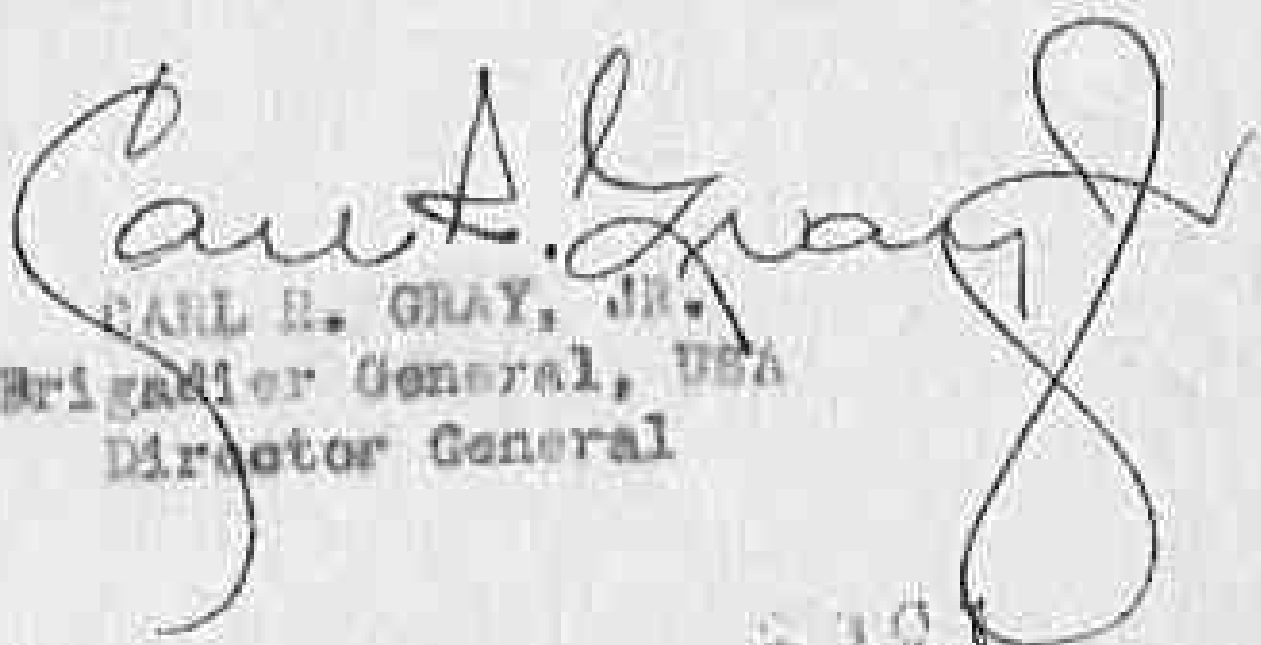
To: President, ACC, APO 334, US Army
Attn: Col. W. G. O'Dwyer, V. Pres., Economic Sect.

1. Acknowledgment is made of your letter of 7 August 1944, ACC Tn/243/43, asking prior information from me as to the possibility of operating any of the trains requested and suggested by General di Raimondo in his letter of 31 July 1944, copy of which was attached, without any adverse effect on the normal requirements of Army movements and the basic schedules of trains.

2. No one recognizes the need of restoring normal economic living to the Italian civilian population as quickly as possible anymore than the Director General. It is his understanding that the matter of the transportation of this wine and grapes was the subject of a discussion at the last meeting of the Transportation Committee of the Allied Control Commission, Transportation Sub-Commission, held on 31 July 1944, and that after due consideration, it was believed that no real movement of this crop could be effected at this time.

3. Our records indicate that there are about 250 wine carrying cars on the Italian State Railways in Allied hands and therefore under the general direction of the Director General. It is believed that within the Bari and Reggio Calabria Divisions that this number of cars can be handled by the Italian State Railways without adversely affecting the schedules and the movement of military stores, but it is equally the Director General's opinion that no additional cars can be allocated for this service without directly affecting adversely the movement of military stores in Southern Italy.

4. There are just not enough cars available as yet to enter into a heavy movement of civilian supplies.


CARL R. GRAY, JR.
Brigadier General, USA
Director General

cc DCSG (M) AAI
GOT AFHQ
ACC Trans Sub-Comm ✓

6281

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

FRAG/af

Tel: 478704

Ref:

14 August 1944
Tn. Sub. 243/45

To: Region 4
Alcoholic Beverages Section

Subject: Transport of Wine to Rome

Reference your EC/1358/2 dated 8 Aug 44.

1. The method of obtaining movement of schooners is laid down in ACC Tn. Sub. Comm Shipping Memo No. 1 dated June 10 under which application is required to be made to the Provincial Supply Officer in Region of export (for Sicily preliminary application to Chamber of Commerce). Applications are passed by the Provincial Supply officer to the local COGENA agent to allot schooner if available. There is understood to be a long waiting list in Sicily for export of wine, also in Puglia. The scarcity of schooners able to move to Anzio, and of schooners for many essential needs is so great that it is unlikely that any will be available in the next few weeks for carrying wines from Sicily to Rome, or from Puglia.

2. It is noted from a letter brought here that a direct recommendation to COGENA Head Office for the allotment of a schooner for carrying of wine from Puglia to Berandina Cantarelli & Figli has been made from your office. It will be seen from Para I that this method is not correct and COGENA can only act on recommendations reaching them through the proper channel.

3. In regard to rail, bids should be submitted by consignors to stationmasters for ACC Provincial Supply Officers. These bids will take their course with those already submitted. Only 400 tons per week is available for movement of wine out of Puglia for all areas.

D.S. Adams
Colonel, C.E.
Tn. Sub Comm.

REB/lr

MINISTRY OF COMMUNICATIONS

State Railways

General Director

Rome, Aug 8th 1944

Ref. 3042/1.10/1.4/Secr.

TO : Mr Col. D.S. ADAMS
ACC Transportation Sub-Commission

SUBJECT : Transportation of wine from Puglie to Naples.

Dear Colonel,

1. I am in receipt of your favour of July 29th ref. ACC Tn/
1243/40.

2. I am sincerly sorry that my note to the Chief of the Bari
Compartment, in order to facilitate the transportation of wine owned
by mr. Gallo Luigi, has been interpreted as favoritism in the
interest of a private citizen at the expenses of other citizens.

I wrote in order to meet the request submitted by the Gene-
ral Sectetary of the Labour's Democracy Party, the question being,
as told me, of this product being loaded and laying in a station for
some time useless by employing needed cars.

However, you will grant me the faculty to submit to you,
where necessary, the request I receive from the Chief of the several
State Administration for urgent needs, leaving to you to decide upon
said requestes.

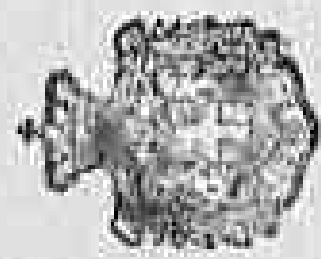
I am obliged to do that for it is my office's duty.

I am very glad to take this opportunity to send you, dear
Colonel, my most hearty greetings.

Truly yours

Gen di Raimondo

5279



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

oi/dr

OGGETTO:

Trasporto di vino Puglie-Napoli

Roma, li 8 Agosto 1944

N. 2042/10/1.4/Segr.

Al N.°

del

*Trasporto
vino puglie
Napoli*

Al Colonnello D.S. ADAMS

Commissione Alleata di Controllo

Sottocommissione Trasporti

R O M A

Caro Colonnello,

- 1) - accuso ricevuta della Vostra lettera n° ACC.Tn./243/40 in data 29 luglio 1944;
- 2) - sono spiacente che la mia segnalazione fatta al Capo Compartimento di Bari per agevolare il trasporto di vino di proprietà del Signor GALLO Luigi, sia stata interpretata nel senso di favorire gli interessi di un privato cittadino a danno di altri.

Io ho scritto per aderire alla richiesta che mi è stata fatta dal Segretario Generale del Partito della Democrazia del Lavoro trattandosi, secondo quanto mi è stato detto, di merce già da tempo caricata e giacente in una stazione con la permanente inutilizzazione di carri quanto mai necessari.

Vorrete tuttavia consentirmi la facoltà di inoltrarVi quando necessario le richieste che mi vengono fatte dai Capi delle varie Amministrazioni dello Stato per esigenze imprevedibili, per quel conto che Voi riterrete di tenerne.

./.

A ciò sono obbligato per dovere di ufficio.
Colgo la gradita occasione, caro Colonnello, per inviar-
Vi i miei saluti più cordiali.

Vostro sinceramente

gen. G. G. Baimondo

AGP/at

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 475701

Our Ref: AGC En/243/43

Date : 7 August 44

TO : Brig. Gen. CARL GRAY Junior
Director General of Military Railway Service.

SUBJECT : Movement of wine from Puglia Districts.

1. The economic life of Southern Italy is dependent to a great degree on the sale of its wine, and you will know that for many months now a stock of nearly 200,000 tons has been immovable by rail or water.
2. In a short time the new crops will be ready, and unless something is done to give some clearance of the existing stock, both the old wine and the grapes for the new will be entirely wasted.
3. From an economic view, wine therefore has a high priority for movement, because the life of the people and their capacity to revive depends on the sale of the only commodity they are able to produce.
4. Attached hereto is a copy of a letter from the Director General of the Italian State Railways. In it he makes some specific suggestions as to how the wine might be cleared and it is asked that you will give some consideration to the point put forward.
5. The normal procedure would be for this matter to be placed on the agenda of the next Transportation Sub-Committee Meeting, but the high level concern as to the economic position of Southern Italy leads me to seek prior information from you as to the possibility of operating any of the trains requested without any adverse effect on the normal requirements of Army movements and the basic schedules of trains.

FOR CAPTAIN STONE, (USNR)

W.G.

WILLIAM G. O'DWYER
Colonel, A.C.
Vice President
Economic Section.

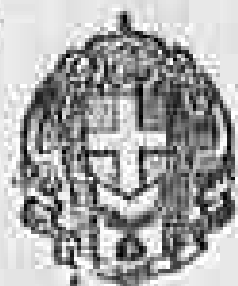
3277

8 LUG. 1944

Roma

N. M.323/318/03/17

243/42



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
IL DIRETTORE GENERALE

COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti

ROMA

Il Ministero dell'Agricoltura e Foreste e gli Enti interessati hanno fatto presente la gravissima situazione che è venuta a determinarsi nelle Puglie - ed in particolare in provincia di Lecce - a causa della rimanenza di ingenti quantitativi di vino prodotto nello scorso anno, parte del quale è andato a male, per l'impossibilità di trasportarlo tempestivamente nelle località di consumo. La situazione è tanto più grave in quanto il vino in questione tiene impegnati i recipienti che dovranno fra qualche mese essere utilizzati per il nuovo raccolto. Pertanto sembra necessario ed urgente intervenire per evitare la perdita del prodotto, facilitandone il trasporto alle località di consumo ed alle distillerie della Campania e delle Puglie.-

Il quantitativo di vino segnalato per il trasporto è di ettolitri 1.800.000 pari a tonnellate 170.000 circa, mentre nel periodo dal 1° gennaio al 31 maggio del c.a. sono state trasportate per Ferrovia soltanto 6.640 tonn. di vino prodotto nelle Puglie.-

Gli interessati chiedono che detta merce sia trasportata per Ferrovia con carri serbatoi e carri aperti.-

Dato il rilevante quantitativo, non è possibile provvedere allo smaltimento completo della merce, per lo sgombrò dei recipienti nel breve periodo di tempo (circa due mesi) che ci separa dal nuovo raccolto; tuttavia, per andare incontro alle giustificate richieste degli interessati, si potrebbero effettuare tradotte ferroviarie - compatibilmente con le altre esigenze dei trasporti e con i mezzi a disposizione - in modo da limitare il danno che deriverebbe alla economia nazionale ed agli interessi dei privati.-

Al riguardo si propone il seguente programma:

una tradotta giornaliera per località nell'interno del Compartimento di Bari, ciascuna della composizione di 34 carri e del peso lordo di tonn. 850 (netto tonn. 510);

due tradotte giornaliera per la Campania, delle quali una alla settimana potrebbe proseguire per Roma, tenuto conto anche della prossima riattivazione della linea Napoli - Formia - Roma. La composizione di ciascuna tradotta si prevede in 28 carri ed il suo peso lordo in tonn. 704 (netto tonn. 420); tenuto conto della doppia trazione e della locomotiva di spinta nei tratti in cui occorre per conservare l'uniformità del peso rimor-

chiato.-

In tal modo, nel periodo di due mesi, potrebbero essere trasportate per Ferrovia circa 81.000 tonn. di vino. Per l'effettuazione del programma di tratte suddette occorrerebbe l'impiego di 944 carri, considerando il ciclo di 8 giorni per i trasporti limitati nell'interno del Compartimento di Bari e di 12 giorni per gli altri. Di detti carri circa 250 potrebbero essere serbatoi privati requisiti che trovansi nei Compartimenti del Sud ed i rimanenti dovrebbero essere carri aperti, da caricarsi con botti.-

Qualora i trasporti suddetti si effettuino esclusivamente con locomotive a vapore, il quantitativo del combustibile occorrente è il seguente: tonn. 11,627 per ogni treno da effettuare nell'ambito del Compartimento di Bari, tonn. 40,716 per ogni treno da effettuare dalla Puglia a Napoli e tonn. 24,035 per ogni treno destinato a proseguire da Napoli per Roma: in tali quantitativi è compreso il combustibile occorrente per i treni di materiale vuoto di ritorno. (Il consumo è pressochè eguale per i treni fra Napoli e Roma tanto se effettuati via Cassino che via Formia, per il maggior onere derivante dalla deviazione Campoleone-Cecchina).

Per l'effettuazione completa del programma di trasporti proposto occorrerebbero pertanto tonn. 3300 circa di combustibile.-

IL DIRETTORE GENERALE

Ugo Raimondo

REB/LF

MINISTRY OF COMMUNICATIONS

State Railways

The General Director

Rome, July 31st 1944

To AGC Transportation Sub-Commission - R O M E

The Ministry of Agriculture and Forests and the other concerned Offices have pointed out the very serious conditions of Puglia, and especially of Lecce province, on account of the very great remnant of wine of last year's production (part of which is already soured) owing to the impossibility to carry it in due time to the places of consumption.

The conditions are even more serious if we consider that said wine engages containers which shall be employed in few months for the new crop's wine.

Therefore it seems necessary and urgent to take measures in order to avoid the waste of said product by making it possible to carry it away to the places of consumption and to the distilleries of Campania and of Puglia.

The whole quantity of wine which should be transported is of abt. 1.800.000 hectoliters corresponding to abt. 170.000 tons, while during the period from January 1st to May 31st 1944 only 6640 tons of Puglia wine have been carried by railway.

Concerned people ask that said wine be carried by Railway, both with tank-cars and with open cars.

Owing to the very great quantity of wine, it will not be possible to carry it away completely in order to clear the containers within the short time (abt. two months) till the new crop; but in order to meet the justified requirements of concerned people, we could organize some wine-trains as far as other needs and the available means can allow it, in order to limit the damages both to national economy and to private interest.

The following programme is proposed.

- one daily train for all places within the Compartment of Bari: composition 34 cars; gross weight 850 tons; net weight 510 tons.

- two daily trains to the Campania one of which could be eventually prolonged once in a week up to Rome, in as much as the line Napoli-Formia-Rome will be soon re-operating. Composition of each train: 28 cars; gross weight 704 tons; net weight 420 tons, having considered two engines and back engine where it is required in order to keep uniform the trailed weight.

5275

- 2 -

By this way it would be possible to carry by railway abt. 81.000 tons of wine within two months; in order to fulfill above programme, abt. 944 cars are required, having considered a 8-days period for the trains running inside the compartment of Bari; and a 12 days period for remainder trains. From above cars, abt. 250 could be requisitioned private tank-cars which are available in the Southern Compartments, while the remainder cars should be of the open type, to be loaded with barrels.

If above transports were operated only with steam-engines the following coal quantities would be necessary: 11,627 tons for each train running inside the Bari compartment; 40,716 tons for each train from Puglia to Naples; 24,035 tons for each train from Naples to Rome; in above quantities is also included the coal for the empty return trains (the coal consumption between Naples and Rome is almost the same both through Cassino and through Formia owing to the deviation Campoleone-Cacchina).

To completely fulfill above programme, abt. 3300 tons of coal would be therefore required.

The General Director
Signed:
Gen. di Raimondo

5274

1054

Col. Adams
Tom

ISA/ml

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APC 394

TEL : 307

ES/50

26 July 1944

SUBJECT: Wine Movement from Region II.

TO : Executive Commissioner

1. Reference your letter on above subject of 22 Jul 44, your reference /212/19/CA and Colonel Zellar's letter on same subject of 9 Jul 44, advise as follows:- The entire question seems one of priority of movement of military supply and I am sure that you must agree with us that the first responsibility is the furthering of the Allied Military Efforts.

2. It is agreed that the existence of this large exportable surplus of wine is not conducive to the improvement of economic conditions in Apulia; further, that the wine, while not essential to support life, would be extremely desirable in Rome and other localities where there is a short supply. However, its movement is of secondary importance to the movement of military supplies and essential food supplies.

3. Complete rail movement East and West has been stopped for a period with all priority to military supply. Other transport requirements of ACC at the moment for the movement of food and fuel have been seriously curtailed due to current military priorities.

4. Efforts have been made and will continue to, to move as much as 5,000 tons possible and we have been fortunate to move approximately 750 tons per week into Naples and a small tonnage into Rome.

5. Mention above has been made of the position of rail transport which is the best method of transport. All motor transport of ACC is now strained to the limit to take care of harvest and other transport needs. Our efforts to freeze small schooners for ACC use have been partially successful and the outlook is improving constantly; we are also making progress with the proper authorities in securing schooners up to 100 tons for our use. This also is temporarily difficult due to the above mentioned current heavy military movements. For example, we yesterday released one of our schooner berths at Anzio to the military for handling of ammunition.

6. Referring to Colonel Zellar's letter, para 2c he states: "Civilian trucks have already been arriving in Brindisi to carry wine to Rome." It is suggested that this is contrary to policy, contrary to instructions, and that Colonel Zellar should be instructed to seize all such vehicles and divert them to his use in handling the harvest. Further, that Rome Region be directed to investigate and explain such unauthorized movement.

7. In para 4, Region II letter it is urged, "that two or three coasters of up to 2000 tons be secured and also an attempt be made to have Liberty ships loaded with wine."

1055
The entire question seems one of priority of movement of military supply and I am sure that you must agree with us that the first responsibility is the furthering of the Allied Military Efforts.

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3. Complete rail movement East and West has been stopped for a period with all priority to military supply. Other transport requirements of ACC at the moment for the movement of food and fuel have been seriously curtailed due to current military priorities.

4. Efforts have been made and will continue to, to move as much as possible and we have been fortunate to move approximately 750 tons per week into Naples and a small tonnage into Rome.

5. Mention above has been made of the position of rail transport which is the best method of transport. All motor transport of ACC is now strained to the limit to take care of harvest and other transport needs. Our efforts to freeze small schooners for ACC use have been partially successful and the outlook is improving constantly; we are also making progress with the proper authorities in securing schooners up to 100 tons for our use. This also is temporarily difficult due to the above mentioned current heavy military movements. For example, we yesterday released one of our schooner berths at Anzio to the military for handling of ammunition.

6. Referring to Colonel Zellar's letter, para 2c he states, "Civilian trucks have already been arriving in Brindisi to carry wine to Rome." It is suggested that this is contrary to policy, contrary to instructions, and that Colonel Zellar should be instructed to advise all such vehicles and divert them to his use in handling the harvest. Further, that Rome Region be directed to investigate and explain such unauthorized movement.

7. In para 4, Region II letter it is urged, "that two or three coasters of up to 2000 tons be secured and also an attempt be made to have Liberty ships loaded with wine."

8. It is not possible at present to secure coasters of this size for reasons mentioned above. As to the statement about Liberty ships, no mention is made as to ports at which such ships would discharge, however, if it is anticipated that they would discharge in Italian ports that is impossible and we do not anticipate it will be possible for shipping wine until military operations have ceased.

William O'Dwyer
WILLIAM O'DWYER
Colonel, A. C.
Vice President
Economic Section

Telephone 478471

ACP/EPH

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/243/40

Date : 29 July '44

TO : General di Raimondo,
Undersecretary of State for Italian Railways & Highways.

SUBJECT : Movement of Wine - Puglia Province to Naples.

1. As you will doubtless have noted from the Minutes of the Transportation Committee Meetings both the Military and ACC are fully aware of the 200,000 tons of wine in Apulia awaiting transport to Naples and other districts, and will know that a very small proportion is brought forward on the basic civil tonnage every week.
2. Means of securing transport for this wine is through the Military bidding system as laid down in ACC Tn Memorandum No. 3. of 27 April 1944.
3. All bids are closely watched and kept in order of date of application, and no favours are permitted or granted to any one person, and strict instructions have been given that bids shall be dealt with in correct rotation.
4. It is somewhat disturbing to learn, therefore, that Signor Luigi Gallo has presented a letter of introduction from you dated 18 July '44 through Professor Patrucco, Secretary of the Labour Democratic Party, to Signor Franzini.
5. Luigi Gallo is very well known to this Sub-Commission and to our transportation representatives in Apulia, for he has made many attempts to secure preferential transport of his wine through incorrect methods.
6. This office and our representatives have carefully explained correct procedure to him on his many visits, and he wishes to be given preference over consignors who have been awaiting to despatch wine for 5 or 6 months, which we refuse to accord him.
7. Transportation Sub-Committee accepted his bid for movement of wine during period 27 March to 2nd April '44 for 400 tons, most of which was moved, and this proves that he is fully aware of the correct procedure.

3272

8. Signor Frensi is working with the utmost co-operation with ACC and is fully aware of the strict procedure and ACC control of civil rail movement. It will be appreciated therefore that the use of your letter as an introduction cannot be but an extreme embarrassment to him.

9. I feel sure you will realize that on matters of National importance it is undesirable that the Secretary of any political party approaches a local officer, and in such cases the correct channel is direct from your Ministry to this Sub-Commission.

10. May I have your assurance that such an unfortunate happening will not recur, and that Signor Frensi will suffer no ill-will through his determined efforts to fulfil the difficult and exacting requirements of ACC to best and fair advantage of all concerned?

ADAMS

D.S. ADAMS,
Colonel, C.E.,
Transportation Sub-Commission.

Confidential

*6275
Tm S E*

SUBJECT : Movement of Wine Puglie Province to Naples - LUIGI GALLO

TO : The Director
Transportation Sub-Commission
Allied Control Commission
APO 594

Transportation Sub-Comm.
Allied Control Commission
c/o Movement E. Italy

Ref/ACC/TM/BD/VIII

Date: 21 July 1944

A personal visit (to this office) has been made by Sig. FRANZI - Capo Compartimento I.S.R. BARI, with LUIGI GALLO, to request that facilities be afforded the latter for the Movement of wine from GROTTAGLIE to NAPLES. This action being taken as a result of a personal letter* from General DI RAIMONDO to Sig. FRANZI requesting this.

As you are aware LUIGI GALLO has made numerous endeavours, this both correct and incorrect channels, to obtain movement of wine, and since no bid has been made by him in the correct way (i.e. through Provincial Supply Officer - TARANTO) it is not possible to comply with General DI RAIMONDO's request to Sig. FRANZI without contravening ACC Administrative Instructions.

It should be stated on LUIGI GALLO's part that a bid for this movement of 400 tons of wine from GROTTAGLIE to NAPLES was accepted by the Transportation Sub Committee, for movement during period 27 March to 2 April 44, this however was curtailed to 100 tons per week (a wagon a day) due to this heavy back-log of wine bids from Puglia Province, and as a result of Military requirements the whole of was could not be moved, and the bid lapsed on 22 May.

LUIGI GALLO has been informed that a new bid must now be made if movement is still required, but so far the only other bid received appears to be a bid for one wagon for VILLA CASTELLI (GROTTAGLIE station) to POMPEI for period 31 July to 6 August 44.

The request from General di RAIMONDO to Sig. FRANZI cannot be but embarrassing to the latter, since he (Sig. FRANZI) is fully aware of the strict procedure of control of rail movement, and it is requested on this account, that General di RAIMONDO be tactfully asked not to repeat such personal request to the I.S.R. bases.



W. S. S. S.

Captain R.E.

* Copy attached.

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Ernst Joffe

Captain R.E.

3270

* Copy attached.

ACP/gfn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/243/38

Date : 20 July '44

TO : Vice President,
Economic Section,
H.Q., ACC.

SUBJECT : Movement of Wine - Southern Districts.

1. Transportation Sub-Commission has been aware of the difficulties existing for the movement of wine in the Southern Provinces, and every effort has and is being made to move as much as possible. The rail position is, however a difficult one, owing to the priority demands of Army movements, and bottle necks existing which restrict tonnage. A big back log of wine bins is in existence mainly because of the necessity of moving more priority food-stuffs and materials of re-habilitation. However, a tonnage of 280 to 430 tons is handled weekly but is against a bulk of 200,000 tons.
2. Quite recently a revised scheme came into being whereby schooners could be made available, and some wine is being shipped at present by this means. Here again, the Army claims priority on the schooners, and with the necessity of moving food to the forward areas, it is not possible to do all we could wish by that means of transport.
3. Region II are kept closely in the picture by correspondence, local and H.Q., Transportation Sub-Commission Weekly Loading Programme and are fully conversant with the situation.
4. While large tonnages of foodstuffs and Military stores continue to be hauled over the Potenza route, total or partial distance, the situation will unfortunately remain the same.
5. H.Q., AAI. are aware of the seriousness of the situation as indicated in the Minutes of both the Transportation Committee, and Transportation Sub-Committee Meetings.

D.S. Adams
D.S. ADAMS,
Colonel, C.E.,
Director, Transportation Sub-
Commission.

Copy @ :- Economic Section.

3204

BBB/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/243/35

Date : 7 July '44

TO : Lt. Col. D.A.W. Ruck,
Regional Economics & Supply Officer,
Region II.

SUBJECT : Blockage of wine in Region II.

1. Reference your BCM/2060/63 of 19 June and my ACC Tn/243/24 of 24 June, Military (Nov. AAI) have now been consulted.

2. Mov. AAI were asked if rail transportation could be provided

(a) from Bari, Lecce, and Taranto area to Termoli and San Severo (Termoli and San Severo to be used as railheads for distribution by road.)

(b) from Bari, Lecce, and Taranto area to Cervaro via Taranto, Gioia del Colle and Rocchetta (Cervaro to be used as railhead for distribution by road).

3. Mov. AAI agree to both suggestions subject to wagons being available and movements required should be arranged with Moveit.

4. Copy of this letter goes to Tn. Sub-Comm. Rep. at Bari who will contact you at once to assist you in every way possible. He will take up with Moveit as shown in para 3 above.

L.F. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to:- Tn. Sub-Comm. Rep. - Bari.

5208

EWD/rg

24/3/44

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/243/25.

Date : 24 June 44.

TO : D.Q.M.G. (Movements),
HQ. AAI, CMF.

SUBJECT : Transportation of Wine ex Apulia.

1. In an effort to reduce the accumulation of Wine still awaiting transportation from the Apulia area, endeavour is being made to divert stocks for disposal in the Campobasso Province, instead of consigning the whole of it to the Naples/Calerno area via the Potenza line.
2. If this diversion can be arranged, rail transportation would be required from the Bari, Lecce, Taranto Area to Termoli and San Severo, which points would be used as railheads for serving the province by road.
3. As this involves transport over Military lines would you please say whether this traffic could be moved. According to estimated requirements, the tonnage would be approximately 900/1200 tons per month.
4. An alternative suggestion, if the Termoli and San Severo project is not possible, would be to transport the wine to ^{Cervaro} ~~Severo~~ via Taranto, Gioia del Colle and Rocchetta and use that station as a distributing point.
5. Your early decision is requested please.

Mov. Report
Approved
Approved this
Moja
P.O.M.

Director, Transportation Sub-Commission, ACC.

1/s/ FFR
for
L.E. VINING,
Lieut-Colonel,
ACC.

5/19/44
agreed with FFR

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Lu ACP/rg

Our reference : ACC Tn/243/ **31**
Date : 28 June 44.

TO : Regional Commissioner,
Region II.

SUBJECT : Movement of Traffic.

1. Reference is to copy of your letter ECA/2015/13 of 23 June 44 to all P.C.s for Supply Officers.

2. I desire to extend thanks to your Regional ^{Commander} Supply Officer for the very valuable assistance he is giving the Transportation Sub-Commission in combatting irregular and unauthorized movement of traffic, and generally supporting to the full the schemes which are introduced to benefit the movers of accepted traffic.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

5256

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Com Sec 216

Jph

Ref/ SCA/2015/13

23 June 44

Subj. Movement of Wine to Potenza.

To: All P.O.'s. for Supply Officers
Major Knight, SEC, Apulia.

HEADQUARTERS
24 JUN 1944
A.C.C.

1. Wine is being moved by rail to Potenza from Apulia in the hope that it may be shipped by rail from there to Region III.
2. This action is an attempt on the part of consignors to evade the existing Bid system and will cease.
3. Supply Officers will satisfy themselves when Bids are inspected that wine for movement to another point in the Region is for consumption in that locality. Consignees may be told that any attempt to convey wine to Region III except by direct Bid from place of origin is not allowed.
4. Wine off loaded at Potenza or elsewhere will be retained and disposed of locally at ruling prices.

[Signature]

Major,
for D.A.W. Ruck, Lieut-Col.
Regional Economics &
Supply Officer.

26 June 53

HGJ/pjh
Copy to: Tptn Sub-Commission, ACC Hq.

6265

EDD/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/243/25.

Date : 24 June 44.

TO : D.Q.M.C. (Movements),
HQ. AAI, CMF.

SUBJECT : Transportation of Wine ex Apulia.

1. In an effort to reduce the accumulation of Wine still awaiting transportation from the Apulia Area, endeavour is being made to divert stocks for disposal in the Campobasso Province, instead of consigning the whole of it to the Naples/SALERNO area via the Potenza line.
2. If this diversion can be arranged, rail transportation would be required from the Bari, Lecce, Taranto Area to Termoli and San Severo, which points would be used as railheads for serving the province by road.
3. As this involves transport over Military lines would you please say whether this traffic could be moved. According to estimated requirements, the tonnage would be approximately 900/1200 tons per month.
4. An alternative suggestion, if the Termoli and San Severo project is not possible, would be to transport the wine to Cevano via Taranto, Gioia del Colle and Rocchetta and use that station as a distributing point.
5. Your early decision is requested please.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

3284

FPR/rs

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394


Our reference : ACC Tn/243/24.

Date : 24 June 44.

TO : Lt-Col. D.A.W. Ruck,
Regional Economics & Supply Officer,
Region II.

SUBJECT : Blockage of Wine in Region II.

1. Reference your letter ECA/2060/63 dated 19 June, information contained in para 2 is encouraging.
2. It must be pointed out that little of this traffic will be moved by rail over the Bari-Barletta-Goggia route as this will continually be used for Military and AMG 5 Corps and AMG POL Corps carried on Military lift, and regular weekly local food stuffs required up that line.
3. The suggested route for Wine transportation is Lecce-Taranto, Gioia del Colle, Spinazzola, Rocchetta to Gervaro. The Military are being approached with request for authority to run over Military lines to Foggia thence Lucera, San Severo and Termoli.
4. It is doubtful if authority will be granted immediately for Military reasons that as the season advances these stations should become available.
5. You will be advised immediately reply is received giving destination stations authorized.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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10871

HEADQUARTERS
LIED CONTROL COMMISSION
REGION II

Com. Dec. (Iph. s.c.) 18

HEADQUARTERS
19 Jun 44
P.C.C.

Ref : ECA/2060/63

Subject : Blockage of Wine in Region II.

To : P.C., Brindisi, Bari, Lecce, Taranto. (for Supply Officer)

1. In letter of even number of 3 Jun 44 to all addressees of this letter, except Supply Officers Brindisi and Taranto, attention was drawn to the urgent need to export wine accumulated in Region II.
2. Demand for this commodity in Region V has now been investigated. Hereunder is copy of letter 38/S dated 14 Jun 44 from P.S.O. Campobasso Province to R.S.O. Region V, from which it will be seen that wine is required in that Province and that a price of 13 - 14 lire, FOR Apulia may be taken as basis of negotiation.

a. The demand for wine Campobasso Province is urgent.

Needed quantities are :

1944 June - balance	4500 qls.
July (normal 9000+ harvesters 4000)	13000 "
August (normal 9000+ harvesters 3000)	12000 "
September	9000 "
October	9000 "
November	9000 "
December (decrease due to local production)	6000 "
January - through March, per month.	6000 "

b. Names Importers :

- Alfano G. Campobasso
- Fratelli Potito "
- Tracassa F. "
- Di Lettaro S. Agnone
- Berardo A. Isernia

c. Prices :

Campobasso must be able to buy at L. 13 - 14 per L. to keep within maximum price of L. 25 to the public. This differential is due, of course, to high cost of truck - cart and mule transport from the railhead. Quantities requested can be divided 1/2 for shipment to Ternoli, 1/2 to San Severo. *

3. P.S.O.'s addressed herewith should make these facts known to exporters so that early contact may be made with importers in Region V. The difficulty of Transportation to West Coast is unlikely to lessen materially and exporters might be well advised to dispose of their stocks to Region V to which the problem of rail transportation is less acute, even though they will not be able to get the fabulous prices prevailing in Naples.

Nofani

in Apulia

investigated. Hereunder is copy of letter to R.S.O. Region V, from which it will be seen that wine is required in that Province and that a price of 15 - 14 lire, FOR Apulia may be taken as basis of negotiation.

a. The demand for wine Campobasso Province is urgent. Needed quantities are:

1944 June - balance	4500 qis.
July (normal 9000* harvesters 4000)	13000 "
August (normal 9000* harvesters 3000)	12000 "
September	9000 "
October	9000 "
November	9000 "
December (decrease due to local production)	6000 "
January - through March, per month.	6000 "

- b. Names Importers:
- Alfano G.
 - Fratelli Potito
 - Tracassa F.
 - Di Lettaro S.
 - Berardo A.

Campobasso
" "
Agnone
Isernia

in Apulia

c. Prices:

Campobasso must be able to buy at L. 13 - 14 per L. to keep within maximum price of L. 25 to the public. This differential is due, of course, to high cost of truck - cart and mile transport from the railhead. Quantities requested can be divided 1/2 for shipment to Termoli, 1/2 to San Severo.

3. P.S.O.'s addressed herewith should make these facts known to exporters so that early contact may be made with importers in Region V. The difficulty of Transportation to West Coast is unlikely to lessen materially and exporters might be well advised to dispose of their stocks to Region V to which the problem of rail transportation is less acute, even though they will not be able to get the fabulous prices prevailing in Naples.

4. Information regarding wine demand in Foggia Province is awaited.

Santhuel
D.A. W. Ruck,
Lt. Col.,
Regional Economics & Supply Officer,
Regional Commissioner.

REJ/GAS

Copy to: HQ. ACC., AIO 394.
" " " " (Food Sub-Commission)
" " " " (Inf. & Com. Sub-Commission)
" " " " (Spec. Sub-Commission)
" " " " (Sec. & Supply Div.) (2 Copies)
RC. Region V.

27 June 1948

FTR/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/243/23

Date : 23 June 44.

Dear Jenkins;

Sorry to hear you have been in dock and hope you are fit again.
(Trust our Mess was not the cause of this).

With regard to the transportation of the wine from your end to the Naples Area we are trying to do our best, with the limited tonnage available, to clear as much as we can.

Although we originally agreed to take 280 tons per week (40 tons per day) when possible we are trying to step this figure up. You will have noticed that for the period 19 - 25 June we accepted bids for 340 tons and for 26 June - 2 July the figure is 390 tons. After our Meeting tomorrow you will be advised as to what has been accepted for the period 3 - 9 July. Incidentally for this latter period the bids received from you now total over 600 tons; your letters of 13 & 14 June enclosing bids from Brindisi & Lecce Provinces were received here after our letter ACC Tn/243/18 of 14 June when the tonnage for this period was 389 tons (acknowledgement by your BCA/2070/RL/12). These further bids for 220 tons makes a total of 609 tons, of which a good percentage will have to be carried over to the period 10 - 16 July.

Apart from this regular bid traffic, the Military, in order to alleviate the acute position agreed to move an additional 700 tons of wine during this present week and we telephoned Col. Ruck on 15 June to send bids for this amount to Capt. Hall so that they could be included in the loading programme. As the Brigadier will doubtless ask how much of this actually moved, I hope you were able to arrange with your P.S.O.s to take full advantage of this, and I shall be glad if you will let me know what quantity you actually got away. This with the 340 tons authorised by us should have enabled you to get about 1000 tons away of this weekly period.

Since writing the above your letter of the 21st has come in covering bids for another 500 tons for the period 10 - 16 July. This means we are now holding bids from you for over 1100 tons. It will take us 3 weeks to shift this amount, which will take us to the period 17 - 23 July inclusive even if we are able to keep up the 60 tons per day. Kindly therefore submit further bids for period 24 - 30 July to reach here by 14 July.

We cannot agree to your suggestion of loading us with bids for 2000 tons. In addition to those we get from Region 2 we have shoals of bids from the other Regs. to say nothing of those from ordinary Civilian consignors for the movement of food-stuffs and other traffic. Further there is always the possibility of your wine merchants securing other means of transporting their wine by sea or road.

F.P. RICHARDSON, Major.

0245
23 JUN 1944

91/502 Econ Sec (Trans.c) 2032

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

4-2266

In -
acc to [unclear]
243/22

Ref. ECA/2070/RL/47

To: Major Richardson, Tptn Sub-Commission
ACC Headquarters, APO 394.

20 June 44
HEADQUARTERS
22 JUN 1944
A.C.C.

Dear Richardson;

I have just come out of hospital and have been trying to get level with the Bid situation as effecting wine.

We appreciate the efforts you are making to help reduce the amount accumulated in this Region, e;g; by military train, schooner, etc.

The following technical difficulties arise at present:

(a) Bids you can't accept become "dead" unless re-submitted. They are thus cut out by bids subsequently put in for later periods.

(b) If we try conscientiously to limit bids submitted to 40 tons a day, it may be that in fact you could move more for a certain period and it is then too late to put in extra bids except in a rush. For this reason we are submitting bids for week 10-16 July, amounting to about 500 tons instead of for 280 tons.

From this end it would be convenient to submit a large number of Bids (already existing), say 2,000 tons, and for you to select as many of these as you can to suit your own convenience as the weeks go by. This might be of advantage to you as you could then select stations of on and off loading to suit your own plans.

Having established the personal touch in such a highly agreeable manner when I came to Naples, I write this D/O to you now and hope that it does not offend the rules.

Sincerely,

Wm L. Jenkins
H. G. Jenkins
Major.

If you can adopt the suggestion above it would enormously assist the somewhat complicated business involved here - H.G.

22 June 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Trans c ✓
1903

HEADQUARTERS
22 JUN 1944
19 Jun 44
A.C.C.

Ref : ECA/2060/61

Subject : Export of Wine from Region II to Region VII.

To : P.C., Bari, Lecce, Brindisi, Taranto (for Supply Officer)

1. Herewith is copy of letter RVII/ES/262/174 of 7 Jun 44 from Regional Economics & Supply Officer, Region VII.

"The wine situation in Region VII is complicated by the "middle price complex" i.e. local production sells for considerably more than prevailing prices in Sicily and Puglia and considerably less than those current in Naples. The nett result is that one half of the population wishes to import and the other half to export. Trade is consequently being restricted to internal movement but if you are able to provide wine to sell here at 12 lire per litre or better and transportation can be arranged supplies would be willingly accepted."

2. Owing to reported export of wine from Region VII to Region III, attention has already been drawn to the fact that no good purpose is to be served by export of this commodity from Region II to Region VII.

3. The position is now further explained and if conditions outlined in above quoted letter arise, bids for transportation in this sense will be considered at this office for submission to Naples. Such bids should be accompanied by a note from originator to the effect that these conditions are satisfied so that Transportation Sub-Commission may be informed when bid is submitted.

4. Regional Economics & Supply Officer, Region VII is asked to notify any change in the position, rendering export of wine to that Region more, or less, desirable.

D.A.W. Rusck.
D.A.W. Rusck. *Pr. Col.*
Lt. Col.,
Regional Economics & Supply Officer,
Regional Commissioner.

PSG/GAS

Copy to : HQ. ACC., APO 394. (Food Sub-Commission)
" " " " (Transportation Sub-Commission) *Handwritten mark*
R.C., Region VII. (for Regional Economics & Supply Officer)

22 June 1944

*Econ Sec (Tn S. C. F.)
U-1770*

*Tpk Sc
Terry*

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

19 JUN 1944

17 June 44

Ref. ECA/2070/RL/42

Subj. Rail Bids - Wine.

To: Headquarters, ACC, APO 394,
Transportation Sub-Commission.

1. Your ACC/Tn/243/18 of 14 June refers, and the information contains it is of great assistance and much appreciated.
2. Regret is expressed re the overlooking of the letter of June 1st. This was written by Major Jenkins, who is at present in hospital, and was overlooked by Lt. Col. Ruck when carrying on for him.
3. With regard to the Bari bids Nos. 81, 83 and 84, these were for 10 tons each, with a total of 30 tons, making the total to be considered for the period 369 tons. As this is in line with the total for the preceding period it is assumed that the figure of 10 tons and the subsequent addition to 369 tons is a typing error.

HE
19 JUN 1944
A. C. C.

D. A. T. Ruck
Lt. Col.
D. A. T. Ruck, Lieut-Col.
Regional Economics &
Supply Officer.
for Regional Commissioner.

19 June 1944
DARR/pjh

ESD/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 994


Our Reference : ACC Tn/243/19

Date : 15 June 44

TO : Regional Commissioner,
H.C., ACC - Region II. (for Regional Supply Officer).

SUBJECT : Rail Transportation - Wine.

1. Confirming telephone message of this afternoon with regard to transportation of wine from Region II area.
2. Owing to tonnage on the military trains from the Bari area westwards via Potenza being available, Movements H.C., A.M.I., have authorized us to load 700 tons (100 tons per day) during the period 19-25 June, in an endeavour to reduce the accumulation of wine awaiting despatch.
3. As requested please send to our Representative at Bari (Capt. Hall) today without fail bids to cover the tonnage in order that a loading programme be prepared and arrangements made with Movements (East Italy) for the wagons to be placed for loading as from Monday next.
4. This 700 tons of wine will be in addition to that for which you have already submitted bids to this Sub-Commission. A separate letter has been sent you to-day with regard to the latter and if possible effort will be made to clear them during the next two bidding periods, i.e., 26 June - 2 July and 3-9 July.
5. The next bids for wine should therefore be for the period 10-16 July.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to Capt Hall, Tn Subcom. Rep.
Bari

3258

LAD/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/243/18

Date : 14 June 44

TO : Regional Commissioner,
H.Q., ACC, Region II,
(for Regional Supply Officer).

SUBJECT : Rail Transportation - Wine etc.,

1. Reference your letter FCA/2070/TLB dated 10 June '44 and 12 June '44 covering bids for transportation from Brindisi, Bari and Tera to for period 26 June to 2 July '44.
2. You have apparently overlooked your letter FCA/2070/TL dated 1 June '44 covering bids which you requested should be considered for the period under note, i.e., 26 June to 2 July which would cover the allocation of the 280 tons.
3. The bids referred to in para 1 above should therefore be deferred to the periods 3-9 July and 10-16 July, but if tonnage permits endeavour will be made to clear all bids submitted by 9 July.
4. To clarify the position a statement is attached showing the bidding periods for which the various bids will be considered by the Transportation Sub-Committee.
5. Bid No. 82 for wine from Canosa to Trova is returned as the station is on a military line and civil goods cannot be unloaded.
6. Bids Nos. 78, 79, 80, 85 and 86 submitted by P.E.O. Bari will be considered for the period 26 June - 2 July and the result will be notified to you after the meeting.

L.E. Vining
L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to:- Tn. Sub-Commission, Rep. BARI.

5207

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

File
243/14

Our Reference : ACC Tn/91/159

Date : 22 May 44

TO : Regional Commissioner,
H.Q., ACC, Region II.

SUBJECT : Rail Transportation.

1. Owing to the quantity of ACC traffic bid for rail transportation from the East coast area to the Naples district and the limited tonnage capacity available on the trains, particularly during the past few weeks, it has been necessary to restrict acceptances to essential commodities.
2. Large quantities of wine were bid for but as priority was given to more essential traffic, only a very limited amount of the wine traffic could be authorized for movement, and instructions were circulated to this effect.
3. These instructions appeared to have been ignored by certain Provincial Supply Officers, and in particular 164 wagons of wine from Lecce and 44 wagons of wine from Taranto were loaded during one weekly period ending 6 May 44.
4. It will be appreciated that the movement of such traffic, which had not been authorized by the Transportation Sub-Committee, causes serious congestion on the railway system to the detriment not only of essential ACC traffic, but of military traffic.
5. A new directive, reference ACC Tn. Memorandum No. 3, dated 27 April 44, dealing with ACC and Civilian traffic has been issued w.e.f. 12 May 44 for all movement on and from 22 May 44.
6. This new system has been introduced to regularize the methods of securing transport, also to eliminate the movement of unauthorized traffic, and in future no traffic which has not been bid for and accepted through the channels laid down therein will be permitted to be loaded or moved.
7. Your attention is drawn to the disregard of instructions, particularly on the part of the P.S.O. at Lecce, and it is requested that the instructions set out in ACC Tn. Memorandum No. 3, referred to in para 5 be strictly adhered to by all concerned.

L. B. Vining

L. B. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to :-
Transportation Sub. Comm. Rep. - Bari
Transportation Sub. Comm. Rep. - Brindisi

EWD/gfh

5256

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

243/10

Our Reference : ACC Tn 91/115

Date : 5 May '44

TO : Regional Commissioner,
H.C., Region II.

SUBJECT : Transportation Irregularities

1. I enclose herewith copy of a report made by our Representative (Capt. Jeffrey) at Brindisi with regard to gross irregularities in endeavouring to secure rail transportation for Wine from Messagne to Pagani.

2. The consignors concerned had applied through the ACC Supply Officer, Brindisi, for authority to despatch 275 tons of Figs from Messagne to Pagani. The bid was duly presented to the Transportation Sub-Committee for consideration, and in view of the priority given to this commodity, the bid was accepted and movement authorized.

3. Having obtained this authority it would appear that the consignors, instead of loading Figs endeavoured to load Wine.

4. Not only were they defrauding the Railways by paying the lower rate applicable to Figs, but what is more serious from a transportation point of view, is the movement of unauthorized consignments at a time when rail facilities are taxed to the fullest extent.

5. Would please let me know what are the views of your Legal & Supply Officer as regards prosecution for the fraudulent bidding and loading of wagons.

L. E. V.

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Wagon No.	Actual Contents	Contents as shown on Freight Warrants	Authorised load by A.C.C.	Consignor	Destination
2434	Wine	Figs	Figs	Pozzi Giuseppe	Pegani
48846	"	"	"	"	"
133078	"	"	"	"	"
157138	"	"	"	"	"
170039	"	"	"	Isidoro Lica	"
16601	"	"	"	"	"
130699	"	"	"	"	"
133036	"	"	"	"	"
133838	"	"	"	"	"
1021025	"	"	"	Matangio Armando	"
1022854	"	"	"	"	"
126385	"	"	"	"	"
1121961	"	"	"	Palameno Francesco	"
1009238	"	"	"	Bello Monaco Santo	"
1004456	"	"	"	"	"
1026351	"	"	"	Rodio Antonio	"
1122912	"	"	"	"	"
1021010	"	"	"	"	"

3234

HEADQUARTERS

243/9

ALLIED CONTROL COMMISSION
Transportation Sub-Commission

Our Reference : ACC Tn/S1/114

Date : 5 May '44

TO : General di Reimondo,
Undersecretary of State for Italian Railways & Highways.

SUBJECT : Transportation Irregularities

1. It has been reported by our Representative at Brindisi that as a result of a complaint made by a local trader with regard to unauthorised despatch of Wine by rail, a visit was made on 21 April to MESSAGNE Station.

2. On arrival at the station a number of loaded wagons were found in the sidings all securely locked ready for despatch, which the stationmaster said contained Figs. Two of the wagons were then opened for inspection and were found to contain Wine. As it was not possible to inspect all the wagons at that time, instructions were given that the wagons were not to be moved.

3. On 23 April another visit was made to the station and the remainder of the wagons were inspected, all of which contained Wine, whereas the authorisation had been issued for Figs.

4. A list giving full details of the numbers of the wagons and the names of the consignors and consignees is attached.

5. On checking our records I find that a bid was presented by the ACC Supply Officer at Brindisi for 275 Tons of Figs to be despatched from Messagne to Pagari and this bid was accepted by the Transportation Sub-Committee at their Meeting on 30 March. This bid was in respect of Figs consigned by the following firms :-

Pesimena Carmelo	20 Tons
Rodio Antonio	130 "
Dello Monaco Santo	25 "
Pozzi Giuseppe	100 "

6. It will be noticed that the above named consignors are among those who had loaded Wine instead of the Figs which had been authorised.

3253

7. This is a case of gross irregularity on the part of the consignors in bidding for the movement of Figs and then substituting Wine when loading. The bid was accepted by the Transportation Sub-Committee as Figs were given a priority. Further they are defrauding the I.S.R. as the charge for conveying Figs from Messagne to Pageni is only L141.51 per ton where for Wine it would be 205.73 Lire per ton, i.e., a difference of 64 Lire per ton.

8. Steps are being taken to commence proceedings against the consignors concerned.

9. The stationmaster at Messagne definitely told our Representative that the wagons contained Figs and he produced the actual authorisation for the loading of Figs. He and his staff must have been aware that Wine was being loaded into the wagons, and that the irregularity was taking place.

10. Will you please advise me what steps you propose taking in the matter.

E.L. VINING;
Lieut-Colonel,
Director, Transportation Sub-Commission, ACO.

It will be noticed that the above named consignors are those who had loaded the wagons with Figs and had been overruled.

Subject:- Movement of Traffic Unauthorised by A.C.C.

To:- The Director
Transportation Sub Commission A.C.C.
H.Q. A.A.I. (Adm Echelon)

From :- Captain E.N.B. Jeffrey R.E.
TN. A.C.C. Representative BRINDISI

Following upon the receipt (by the local ACC Supply Officer) of the complaint a local trader, that whereas altho the A.C.C. Supply Officer would not issue him with an authorisation to send wine from MESSAGNE to NAPLES Area, other traders were loading and dispatching the product from the same station, a visit was made in the evening of 21 April 44 to MESSAGNE station ISR to enquire into the matter.

Upon arrival at the station, a number of loaded wagons were found in the station sidings with the doors secured by means of a nut & bolt, with the latter jammed over to prevent easy removal.

The Station Master was then contacted, and in reply to questions stated that the wagons contained figs, and produced written authorities from Capo Sezione permitting on A.C.C. authorisations, the loading of the latter.

As each authorisation had been endorsed by the Station Master with the wagon number, it was decided to check two loads, and with the aid of a hammer and chisel, a file, a pair of pliers, two spanners and a large tyre lever from the TN.A.C.C. car, the doors of two wagons were opened and the contents found to be wine.

Asked for his explanation the Station Master said that it was not possible for him to see every wagon loaded, but then admitted that he believed that other wagons also contained wine.

As by that time dark, no further action was taken except to tell the Station Master that the matter would be reported to the I.S.R. Authorities and that in the meantime no wagons were to be moved.

On 23 April however a further visit was made to MESSAGNE Station and the remainder of the wagons inspected the results of the complete check were as follows:-

Wagon No.	Actual Contents	Contents as shown on Freight Warrants	Authorised load by A.C.C.	Consignor	Destination
2434	wine	Figs	Figs	Pozzi Giuseppe	Pagan
4884b	"	"	"	"	"
133078	"	"	"	"	"
157138	"	"	"	"	"

MESAGNE to NAPLES Area, other traders were loading and dispatching the product from the same station, a visit was made in the evening of 21 April 44 to MESAGNE station ISR to enquire into the matter.

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As each authorisation had been endorsed by the Station Master with the wagon number, it was decided to check two loads, and with the aid of a hammer and chisel, a file, a pair of pliers, two spanners and a large tyre lever from the M.A.C.C. car, the doors of two wagons were opened and the contents found to be wine.

Asked for his explanation the Station Master said that it was not possible for him to see every wagon loaded, but then admitted that he believed that other wagons also contained wine.

As by that time dark, no further action was taken except to tell the Station Master that the matter would be reported to the I.S.R. Authorities and that in the meantime no wagons were to be moved.

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Wagon No.	Actual Contents	Contents as shown on Freight Warrants	Authorised load by A.C.C.	Consignor	Destination
2434	wine	Figs	Figs	Pozzi Giu- seppe	Pasani
48846	"	"	"	"	"
133078	"	"	"	"	"
157138	"	"	"	"	"
170039	"	"	"	"	"
16601	"	"	"	Isidoro Luca	"
130699	"	"	"	"	"
133036	"	"	"	"	"
133838	"	"	"	"	"
1021025	"	"	"	"	"
1022854	"	"	"	"	"
126385	"	"	"	Marangio mardo	"
1121961	"	"	"	"	"
1009338	"	"	"	Pasameno Francesco	"

Cont.

Wagon No.	Actual Contents	Contents as shown on Freight Warrants	Authorised load by A.C.C.	Consignor	Destination
1004456	wine	figs	figs	Dello Monaco Sento	Pasani
1025351	"	"	"	"	"
1122912	"	"	"	Rodio Antonio	"
1021010	"	"	"	"	"

In addition to the above, there was a loaded wine Tank Wagon No. 514280 privately owned by Rodio Antonio, for which instructions for movement had been issued by Sgr.Orestano, Capo Sezione I.S.R. BARI, altho no authorisation had been issued by A.C.C. An explanation has been requested from Sgr.Orestano. (This Office Tn.ACC/BR/4 dated 20 April 44.

A copy of this report is being forwarded to Sgr.Orestano I.S.R. IN Bari and it is requested that the Senior Officers of the I.S.R. be instructed to ensure that disciplinary action be taken.

It should be mentioned that by the foregoing irregular loadings, a difference of 64.22 lire per ton would have been lost in revenue to the I.S.R., as the Freight Rate between MESSAGNE and PAGANI for wine is understood to be 205.73 l. per ton and for Figs 141.51 l. per ton.

Respecting the unauthorised loads of wine, instructions have been given to Capo Ripartimento BRINDISI who is responsible for MESSAGNE Station that this wine, must be unloaded to release the wagons for other traffic, since only 20 tons per day of authorised wine loading is permitted from this province, and the delay in holding the wagons under load until they could be dispatched cannot be tolerated.

24 Apr '44

[Signature]

Captain R.S.

Copy to :- A.C.C. Provincial Supply Officer BRINDISI
 R.T.O. BRINDISI
 Capo Sezione I.S.R. BARI
 Ripartimento I.S.R. BRINDISI
 Stazione MESSAGNE

In addition to the above, there was a loaded wine Tank Wagon No. 514260 privately owned by Rodio Antonio, for which instructions for movement had been issued by Sgr. Orestano, Capo Sezione I.S.R. BARI, altho no authorisation had been issued by A.C.C. An explanation has been requested from Sgr. Orestano. (This Office In. ACC/BR/4 dated 20 April 44.

A copy of this report is being forwarded to Sgr. Orestano I.S.R. Bari and it is requested that the Senior Officers of the I.S.R. be instructed to ensure that disciplinary action be taken.

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24 Apr '44

R. E. E.

Captain R.E.

Copy to :- A.C.C. Provincial Supply Officer BRINDISI
R.T.O. BRINDISI
Capo Sezione I.S.R. BARI
" Ripartimento I.S.R. BRINDISI
" Stazione MESAGNE
A.Q.M.G. (M) BRINDISI

3251

97/60
203/1
SUBJECT: Request for Adequate Rail Facilities
TO : Director, Internal Tn S/C.

Prov Sup Office, ACC,
Bari
19 APR 44
SUP/R/8aI

1. As has been discussed in previous correspondence, there is a large exportable surplus of wine and carrube in this province.
2. Because of the known shortage of railroad transportation, this problem has not been pressed.
3. Now, however, we believe this problem must be given consideration. There are several reasons:
 - a. There is danger of the wine spoiling.
 - b. The various tanks and containers must be emptied and prepared for the next season's harvest.
 - c. It is difficult, if not impossible, to arrange for import of necessary commodities from other provinces without an exchange of wine or carrube.
 - d. Export of wine is a major enterprise in this province, and continued neglect would bring about serious consequences.
4. At present there is an allocation of 1 wagon of wine per day, and no wagons for carrube. This, of course, is totally inadequate.
5. The system of submitting bids for these wine and carrube shipments is considered impractical and unnecessary.
 - a. There are several hundred requests for shipments. The clerical work involved in making these bids, keeping records of them, and then on the approval of these bids, locating the consignors in the various communes, issuing transportation authorizations, and ensuring that the shipments are made on schedule, is simply too much for the personnel of this office.
6. This office strongly recommends that a basic allotment of at least 7 wagons daily be made for the shipment of wine and carrube from Bari Province to West Italy.
 - a. Such an allotment would simplify procedure and eliminate most of the difficulties outlined in Par 5a, supra.
 - b. It would be sufficient to satisfy the minimum requirements of this province.
 - c. Tank cars, now in the hands of private shippers, would not lie idle.
7. It is requested that this be given early attention, and that this office be notified as to rail authorizations that may be

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- a. There is danger of the wine spoiling.
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- b. It would be sufficient to satisfy the minimum requirements of this province.
- c. Tank cars, now in the hands of private shippers, would not lie idle.

7. It is requested that this be given early attention, and that this office be notified as to rail authorizations that may be expected.

Copy to Major Knight, 350, Apulia
Lt. Lynch, RTO, ACC, II District

H.M. Kelly
H.M. KELLY,
Captain, C&P,
Provincial Supply Officer.

1086