

AC/SIWITN-H
Wagon Supply

10000/148/1461
1 Sept '45

0004

RAJ/ic

TRANSPORTATION & SHIPPING SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Dr) Main
C.P.R.

12 January 46

Tel: 24319/9582
Ref: AC/4/4/TN 4

SUBJECT : Port Clearance Toronto.

TO : General Director
I.E.R.

1. On January 1st the steamer "MARA" arrived at Toronto to discharge a cargo of coal and was at the discharging berth on January 1st. Offloading did not commence until 12.00 noon on the following day, when, although a full day had elapsed since berthing, there were only 13 wagons placed. The subsequent history of the discharges up to the 10 January, shows this taking place at half the normal speed owing to insufficient cars viz:-

January	4	13 cars
	5	56 "
	6	33 "
	7	14 "
	8	Nil (owing to strike)
	9	30
	10	40

2. My information is that 70 cars per day were requested - the cars were available in the Compartmento - and an excuse is offered that 91 cars were taken for Allied Military loading. Port Clearance ranks second to Military loading and there is no reason for failure to meet both priorities.
3. Your attention is specially directed to the fact that, although the demand was known on January 1st for 70 cars per day, only 13 were available on January 4th, and only 14 on January 7th. The fact that a strike prevented discharge on January 8th should have enabled surplus of cars to be ready for January 9th, but again, less than half the necessary cars were placed.
4. As far as can now be ascertained, failure to place cars has delayed this steamer at least three days. This is a most serious loss and shows that the local distribution in the Earl Compartmento is even worse than previous complaints have indicated.
5. It is suggested that immediate enquiry be made of all the circumstances in this case and the necessary action be taken to prevent repetition. Your remarks in due course are awaited.

12/1/46

I.S.S.

1. On January 1st the steamer "EXTRA" arrived at Toronto to discharge a cargo of coal and was at the discharging berth on January 3rd. Offloading did not commence until 12.00 noon on the following day, when, although a full day had elapsed since berthing, there were only 18 wagons placed. The subsequent history of the discharge up to the 10 January, shows this taking place at half the normal speed owing to insufficient cars viz:-

January	18 cars
4	56 "
5	33 "
6	42 "
7	Nil (owing to strike)
8	30
9	40
10	

2. My information is that 70 cars per day were requested - the cars were available in the Compartimento - and an excuse is offered that 94 cars were taken for Allied Military loading. Port clearance runs accord to Military loading and there is no reason for failure to meet both priorities.
3. Your attention is specially directed to the fact that, although the demand was known on January 1st for 70 cars per day, only 18 were available on January 4th, and only 14 on January 7th. The fact that a strike prevented discharge on January 8th should have enabled surplus of cars to be ready for January 9th, but again, less than half the necessary cars were placed.
4. As far as can now be ascertained, failure to place cars has delayed this steamer at least three days. This is a most serious loss and shows that the local distribution in the Bari Compartimento is even worse than previous complaints have indicated.
5. It is suggested that immediate enquiry be made of all the circumstances in this case and the necessary action be taken to prevent a repetition. Your remarks in due course are awaited.

Copy to: Chief Movements Allied Com.
(for Major Berridge)

15/1/41
for Director

TELEGRAMMA A MANO

Dalla DIREZIONE GENERALE P.S. = ROMA =
 Alla SOTTOCOMMISSIONE TRASPORTI (Divisione Ferroviaria) - ROMA -

M.312/24959/2/25/455

Roma 20 Dic 1945

- 1°) - Si risponde alla lettera AC/301/3/Tn 4 del 13 and.-
 2°) - Ho interessato il Servizio Movimento perché i trasporti di sale da Margherita Savoia siano senza eccezione assicurati..
 3°) - Attualmente detti trasporti procedono in modo soddisfacente.

DIRETTORE GENERALE

Indi Raimondo

sm

1545

TEL. 478420

KJC/1g

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

11 December 1945.

70-19/PA

SUBJECT : Salt

TO : A.C. Liaison Sect. (Attn. Mr. FRANKS)

1. Please refer to your signal dated 4th December advising that the daily salt train for Margherita could not run because the I.S.R. could not supply box cars and because tarpaulins were short for use with open cars.

2. We took up the above matter with Mr. MOSS and hope he will be able to settle the matter with the I.S.R. so that the necessary number of box cars will be supplied.

3. Concerning paragraph 6 of your signal we have requested the Rome HQ. of the Salt Monopoly to give instructions to the Salt Works at Margherita di Savoia to increase the availability of salt on the quays at Margherita and Barletta. Rome HQ. of the Monopoly promised to send a signal to Margherita at once.

By Command of Rear Admiral Stone :


JAMES H. MERRETT,
Director

Distribution

HQ. A.C. Tn. & Shipping S/C. (Attn. Mr. MOSS)

1544

Senic Tn Officer AG, PARI,
Ref.: G/9/2719,
Tel.: 12519.

8 December 1945

To:- Capo Compartimento FF.SS.
Pari.

1. Reference your Nr.20322-17/69 dated 6th December, 1945.
2. In spite of numerous conversations with various Officials of the ISR, the movement of salt by rail from Margherita di Savoia has not continued satisfactorily.
3. The recent movement of 100 highsides without tarpaulins for the rail shipment of salt from Margherita di Savoia, resulted in the immobilisation of this rail equipment for several days, and is a typical example of heretofore inefficiency.
4. Reference is made to 259/134/Tn3, dated 1 December, 1945, signed by Capt. I.F. Clinging, Transportation & Shipping Sub-Commission, H.Q. Allied Commission, Rome, and addressed to Sig. Ceccotti, Servizio Movimento FF.SS., Sezione Quarta, Rome. It will be noted therefrom that the Salt Monopoly Margherita di Savoia state that for the week of 12 to 18 Nov. bids for 304 rail wagons for movement of salt were accepted but only 141 rail wagons were received for loading.
5. The writer appreciates your personal intervention in the matters discussed during our meeting of 6 December, 1945, and hopes that an improvement in the wagon distribution in the Bari Compartimento will result early therefrom.
6. It is understood that you will report every other day to this Office regarding all transportation matters under discussion.

Very truly yours,

Stanley P. France

Stanley P. France.

Copy to:- H.Q. Allied Commission
Transportation & Shipping
Sub-Commission
for Capt. I.F. Clinging

Food & Agriculture Sub-Commission

Rail Division (Tn 4)

✓ Lt. Jeffreys, A.C. Wagon Controller, c/o Rail Division (Tn4)

3. The recent movement of 100 highsides without tarpaulins for the rail shipment of salt from Margherita di Savoia, resulted in the immobilisation of this rail equipment for several days, and is a typical example of heretofore inefficiency.

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Very truly yours,

Stanley P. France

Stanley P. France.

Copy to:- H.Q. Allied Commission
Transportation & Shipping
Sub-Commission
for Capt. I.F. Clinging
Food & Agriculture Sub-Commission
Rail Division (Tn 4)

✓ Lt. Jeffreys, A.C. Wagon Controller, c/o Rail Division (Tn4)

SPF/rm.

1563

PHONOGRAM BY HAND

FROM : I.S.R. Rome

TO : Tn.Sub-Commission (Rail Division) Rome.

M.312/1981.

Rome 15 Dicembre 1945

1. Ref letter n.AC 301/B/Tn.4 dated 16th Nov.1945.
2. Chief Bari Compartimento charged for shortage cars supply investigation at Margherita di Savoia for salt loading for 225 authorized requests of week 29 Oct., 4 Nov.1945; has informed that in such period, cars supply has been stated by local Allied H.Q., after military priority.
3. At present time salt loading proceed at Margherita di Savoia satisfactorily.

The General Director
Signed DI RAIMONDO

File 5

1542

FONOGRAMMA A MANO

Dalla DIREZIONE GENERALE P.S. = R O M A =
Alla SOTTOCOMMISSIONE TRASPORTI A.B. (Divisione Ferroviaria) = R O M A =
.....
M.312/1981 Roma 15 DIC 1945

- 1°) - Si risponde alla lettera N.A3 301/B/Tn.4 del 16 novembre u.s.-
2°) - Il Capo Compartimento di Bari a cui venne affidato incarico di accertare sulla deficiente fornitura dei carri vuoti a Margherita di Savoia per carico del sale rispetto alle 225 richieste autorizzate nella settimana dal 29 ottobre al 4 novembre u.s., ha informato che in detto periodo la fornitura dei carri venne stabilita giorno per giorno dal quel Comando Alleato dopo assicurati i trasporti militari.
3°) - Attualmente il carico del sale a Margherita di Savoia procede in modo soddisfacente.

IL DIRETTORE GENERALE

Indi Ramiro

1541

Subject:- Movement of Salt by Rail.

Senior Tn Officer AC, BARI,
Tel.: 12519,
Ref.: G/9/2727.

8 December 1945

To:- Eng. T. Carone
Chief of Compartment
Italian State Railways
Bari.

1. Reference is made to the 4th paragraph of my letter G/9/2719 dated 8 December, 1945.
2. Your attention is directed to Ref. 259/134/In3 dated 5 December, 1945, signed by Major C.F. Constable, Transportation & Shipping Sub-Commission, H.Q. Allied Commission, addressed to Mr. Cecchetti, ISR Servizio Movimento, Sezione Quarta. It will be noted therefrom that the Salt Monopoly state that for the week 19-25 Nov. bids were accepted for 298 rail wagons and only 131 wagons were allotted for loading.
3. As a result of our meeting on December 6th, it is understood that you will give your personal attention to the rail transportation matters discussed and that particular attention will be paid to loading programmes and priorities, the efficient distribution of rolling stock within the Compartimento, and the allotment of wagons to the Salt Monopoly at Margherita di Savoia to fill all bids.
4. This Office reiterates that its assistance is available to you in matters beyond your control.

Copy to:- Food and Agriculture
Sub-Commission

✓ Rail Division (Tn 4)

Lt. Jeffreys, A.C. Wagon Controller, c/o Rail Div (Tn 4)

Major C.F. Constable, R.E., H.Q., A.C.,
Transportation & Shipping Sub-Commission. 1540

Stanley P. France
STANLEY P. FRANCE,
Senior Tn Officer,
Allied Commission,
Bari.

dated 8 December, 1945.

2. Your attention is directed to Ref. 259/134/Tn3 dated 5 December, 1945, signed by Major C.F. Constable, Transportation & Shipping Sub-Commission, H.Q. Allied Commission, addressed to Mr. Cecchetti, ISR Servizio Movimento, Sezione Quarta. It will be noted therefrom that the Salt Monopoly state that for the week 19-25 Nov. bids were accepted for 298 rail wagons and only 131 wagons were allotted for loading.

3. As a result of our meeting on December 6th, it is understood that you will give your personal attention to the rail transportation matters discussed and that particular attention will be paid to loading programmes and priorities, the efficient distribution of rolling stock within the Compartimento, and the allotment of wagons to the Salt Monopoly at Margherite di Savoia to fill all bids.

4. This Office reiterates that its assistance is available to you in matters beyond your control.

Stanley P. France

STANLEY P. FRANCE,
Senior Tn Officer,
Allied Commission,
Bari.

Copy to:- Food and Agriculture
Sub-Commission

✓ Rail Division (Tn 4)

Lt. Jeffreys, A.C. Wagon Controller, c/o Rail Div (Tn 4)

Major C.F. Constable, R.E., H.Q., A.C.,
Transportation & Shipping Sub-Commission. 1540

SPF/rm.

File 5

Senior Tn Officer 4C, EARI,
Ref.: G/9/2719,
Tel.: 12519.

8 December 1945

Subject:- Salt Traffic.

To:- Capo Compartimento FF.SS.
Eari.

1. Reference your Nr.20322-17/69 dated 6th December, 1945.
2. In spite of numerous conversations with various Officials of the ISR, the movement of salt by rail from Margherita di Savoia has not continued satisfactorily.
3. The recent movement of 100 highslides without tarpaulins for the rail shipment of salt from Margherita di Savoia, resulted in the immobilisation of this rail equipment for several days, and is a typical example of heretofore inefficiency.
4. Reference is made to 259/134/Tn3, dated 1 December, 1945, signed by Capt. I.F. Clinging, Transportation & Shipping Sub-Commission, H.Q. Allied Commission, Rome, and addressed to Sig. Ceccotti, Servizio Movimento FF.SS., Sezione Quarta, Rome. It will be noted therefrom that the Salt Monopoly Margherita di Savoia state that for the week of 12 to 18 Nov. bids for 304 rail wagons for movement of salt were accepted but only 141 rail wagons were received for loading.
5. The writer appreciates your personal intervention in the matters discussed during our meeting of 6 December, 1945, and hopes that an improvement in the wagon distribution in the Eari Compartimento will result early therefrom.

6. It is understood that you will report every other day to this Office regarding all transportation matters under discussion.

Very truly yours,

Stanley P. France
Stanley P. France.

Copy to:- H.Q. Allied Commission
Transportation & Shipping
Sub-Commission
for Capt. I.F. Clinging

Food & Agriculture Sub-Commission

✓ Rail Division (Tn 4)

1539

✓ Rail Division (Tn 4)

3. the recent movement of 100 highsides without tarpaulins for the rail shipment of salt from Margherita di Savoia, resulted in the immobilisation of this rail equipment for several days, and is a typical example of heretofore inefficiency.

4. Reference is made to 259/134/Tn3, dated 1 December, 1945, signed by Capt. I.F. Clinging, Transportation & Shipping Sub-Commission, H.Q. Allied Commission, Rome, and addressed to Sig. Ceccotti, Servizio Movimento FF.SS., Sezione Quarta, Roma. It will be noted therefrom that the Salt Monopoly Margherita di Savoia state that for the week of 12 to 18 Nov. bids for 304 rail wagons for movement of salt were accepted but only 141 rail wagons were received for loading.

5. The writer appreciates your personal intervention in the matters discussed during our meeting of 5 December, 1945, and hopes that an improvement in the wagon distribution in the Bari Compartimento will result early therefrom.

6. It is understood that you will report every other day to this Office regarding all transportation matters under discussion.

Very truly yours,

Stanley P. France

Stanley P. France.

Copy to:- H.Q. Allied Commission
Transportation & Shipping
Sub-Commission
for Capt. I.F. Clinging
Food & Agriculture Sub-Commission
✓ Rail Division (Tn 4)
Lt. Jeffreys, A.C. Wagon Controller, c/o Rail Division (Tn4)

1539

SPF/rm.

Read 10 Dec 17

File

RAJ/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main
G.M.F.

11 December 45

Tel: 843191/9582
Ref: AG/301/3/Tn 11

SUBJECT: Car Distribution Bari Compartment.

TO: The Director General
Italian State Railways

Reference is to your letter N. 312/491.2.M.1.05 dated 17 Nov. 45.

1. Salt Loadings from Margherita di Savoia are still failing because of faulty distribution at Bari as the following figures show:-

<u>PERIOD</u>	<u>PROGRAMME</u>	<u>LOADED</u>	<u>CAR SITUATION</u>
Nov 5-11	229 Cars	107	Surplus Box cars
19-25	298 "	131	ditto

2. A telegram from Alcon Bari dated 5th Dec advises that the Daily Salt Train is not moving because they wait for Tarpaulins and ISR will not supply Box Cars. Bari Compartment alleges that prohibition of use of Box Cars for Salt is from ISR H.Q.

3. Will you please take urgent measures to prevent these constant failures at Bari.

JA
Director

TEL. 478420

KJC/ig

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

7 December 1945.

70-19/FA

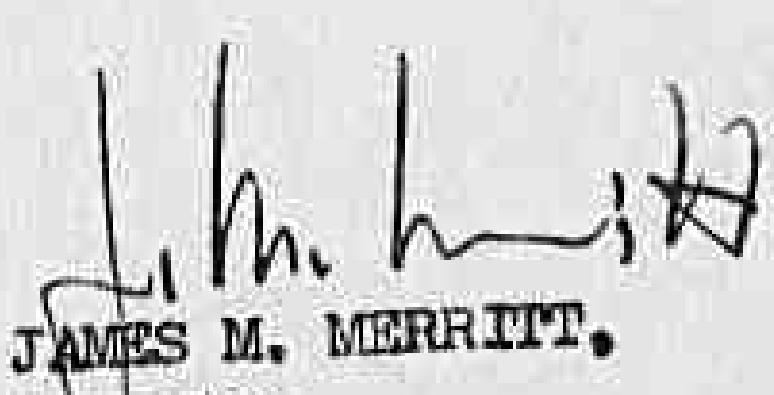
SUBJECT : Special trains of salt from Margherita di Savoia to
the North.

TO : HQ.A.C. Tn. & Shipping S/C., (Attn. Mr. MOSS)

1. Confirming conversation of 6 December (Moss-Curran) we have received a telegram from Mr. France advising us that the daily salt train cannot run commencing 4th December because the ISR will not supply box wagons for the movement and that tarpaulins were not now available for use with open cars. Copy of the telegram is enclosed.

2. You will note that the telegram advises that 100 tarpaulins are on the way but they do not know when they will arrive. Moreover we wish to point out that 100 tarpaulins would provide for only four days of shipment. You will note that the signal states that box cars in Bari are in surplus in the average of 150 a day and it is suggested that 50 a day be allowed to Margherita di Savoia. We will appreciate it if you will arrange for box cars to be supplied as suggested, as salt shipments have top priority among civilian movements.

3. We are always in close touch with HQ.A.C. Movements Water and we know that there is no possibility of securing an increase in sea transportation at the present time in view of the heavy demands upon shipping.


JAMES M. MERRITT,
Director

Enclosures

Copy of telegram from Mr. FRANCE

1537

Distribution

HQ. A.C. Economic Section, Supply Group.
Amministrazione dei Monopoli dello Stato.
(Direzione Generale)
HQ. A.C. Tn. & Shipping S/C.,
(Attn. Capt. CLINGING)

4 DEC1000

R I S T R I C T E D

G/4902
5DEC 9000
ROUTINE

ALCOM BARI FROM FRANCE

HQ ALCOM TN MOV DIV RAIL HQ TN MOV DIV SHIPPING INFO HQ ALCOM FOOD

S/C ATT MAJ CURRAN

RESTRICTED.

SUBJECT SALT TRAFFIC

1. SALINA AT MARGHERITA SAVOIA CANNOT MOVE DAILY SALT TRAIN FOR NORTH COMMENCING TODAY FOR LACK OF WAGON SHEETS AS NO BOX WAGON ARE SUPPLIED BY ISR.
2. ISR INFORM THAT 50 WAGON SHEETS ARE ON WAY FROM TURIN AND 50 FROM MILAN BUT THEY DO NOT KNOW IF AND WHEN WILL ARRIVE.
3. CAPO COMPARTIMENTO BARI IS NOT ALLOWED TO SEND AVAILABLE BOX WAGONS AT MARGHERITA SAVOIA AS SALT IS CONSIDERED CIVILIAN TRAFFIC AND SUCH COMMODITY TO BE LOADED IN OPEN WAGONS WITH SHEETS. SUCH PROHIBITION IS FROM HQ ISR.
4. SEA TRAFFIC MAY BE INCREASED AS AT LEAST 500 TONS DAILY MAY BE LOADED AT MARGHERITA SAVOIA IF VESSELS MAY BE CONTINUOUSLY AVAILABLE.
5. BOX WAGONS ARE IN SURPLUS IN BARI COMPARTIMENTO AT THE AVERAGE OF 150 PER DAY AND IT IS SUGGESTED THAT 50 PER DAY SHALL BE ALLOTTED AT MARGHERITA SAVOIA.
6. IT IS ALSO SUGGESTED TO CALL ATTENTION OF SALT MONOPOLY HQ ROME TO GIVE INSTRUCTIONS AT SALINA TO INCREASE SALT AVAILABILITY ON QUAY AT MARGHERITA FOR LOADING VESSELS.
7. PLEASE NOT BOX WAGONS FOR SALT TRAFFIC.

1536

AC DIST

ACTN: Tn S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC
FOOD AGR S/C
FILE 2 FLOAT

IFC/ele

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

5 December 1945

Tel : 478701

259/136/Tn 3

SUBJECT : Movement of Salt by Rail

TO : Mr. Caccotti,
ISR Servizio Movimento
Sezione Quarta

1. Further to my letter 259/134/Tn 3 dated 1 Dec '45, the Salt Monopoly state that for the week 19 - 25 Nov bids were accepted for 298 rail wagons and only 131 wagons were allotted for loading.

For the Director



C.F. CONSTABLE,
Major R.E.

Copy to : Food and Agriculture Sub-Commission
Rail Division (Tn 4) —
Senior Transportation Officer, AC Bari
Lt. Jeffreys, AC Wagon Controller, c/o Rail Division (Tn 4)

1535

IFC/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

Tel : 478701

23 November 1945

259/132/Tn 3

SUBJECT : Movement of Salt by Rail

TO : Mr. Ceccotti,
ISR Servizio Movimento
Sezione Quarta

1. Further to my letter 259/120/Tn 3 of 14 Nov '45.
2. Salt Monopoly of Margherita di Savoia state that for the week 5 to 11 Nov 229 rail cars were requested for salt shipments from Margherita di Savoia and only 107 were received.

For the Director


I.F. CLINGING,
Captain, R.E.

Copy to : Food & Agriculture Sub-Commission
Rail Division (Tn 4) —
Senior Transportation Officer, AC Bari
Lt. Jeffreys, AC Wagon Controller

0021

PHONOGRAM BY HAND

MINISTRY OF TRANSPORTS
ISR.MOV.SERVICE

N°M.312/1491.2.M.1.03

Rome, 17th Nov. 1945

TO : Th. Sub-Commission AC.,
Rail Division
R O M E

1. Ref.note AC.301.B.Th.4 dated 2nd Nov. 1945 concerning cars allotment on Bari Compartimento.
2. Has been arranged that Chief Bari Compartimento shall make proper investigation upon car distribution service, on his own jurisdiction.
3. Further, informations shall be given as soon as possible.

The General Director
signed DI RAIMONDO

1. Ref.note AC.301.B.Tn.4 dated 2nd Nov. 1945 concerning cars allotment on Bari Compartimento.
2. Has been arranged that Chief Bari Compartimento shall make proper investigation upon car distribution service, on his own jurisdiction.
3. Further, informations shall be given as soon as possible.

The General Director
signed DI RAIMONDO

1533

Fonogramma N. MANO

G-68.

Provenienza DIREZIONE GENERALE ROMA

Destinazione SOTTO COMMISSIONE TRASPORTI A.C. (Divisione Ferroviaria)
ROMA

Ricevuto da ore Trasmesso da ore

N. M.312.1491.2.M.1.03

Data 7 NOV 1945
~~15 novembre 1945~~

- 1)- Si risponde alla lettera AC.301.B.Tn.4.del 2 andante rela-
tiva all'assegnazione carri nel Compartimento di Bari.
- 2)- E' stato disposto perchè il Capo Compartimento di Bari fac-
cia opportuni accertamenti sull'andamento del Servizio ri-
partizione carri nella propria giurisdizione.
- 3)- Si farà seguito appena possibile.

IL DIRETTORE GENERALE

br.

Indi Fairmont

1522

0024

BY HAND

PHONOGRAMME

MINISTRY OF TRANSPORTS
ISR MOVEMENT SERVICE

Ref. M.312/22640/2 MI-03

TO: Tn.Sub-Commission AC.,
Rail Division
R O M E

Rome, 17 NOV. 1945.

- 20/
1. Reply letter AC. 340/13/Tn.4 dated 6th inst. 1945.
 2. Onemore we have advised Chief Bari Compartimento to confirm complaints faultiness causes, as by a/ letter, asking to provide in order, that distribution cars service in the future shall not give other deficiency.
 3. For salt movements from Margherita di Savoia, are now in force arrangements with State Monopolies Direction to effectuate special trains specially for those destined to Northbound.
 4. Might be given further informations as soon as investigations about complains, inconvenients, will be completed.

The General Director
Signed DI RAIMONDO.

Rome, 17 NOV. 1945.

20/

1. Reply letter AC. 349/13/Tn. 4 dated 6th inst. 1945.

2. On 17 Nov. we have advised Chief Bari Compartimento to confirm complaints faultiness causes, as by a/ letter, asking to provide in order, that distribution cars service in the future shall not give other deficiency.

3. For salt movements from Margherita di Savoia, are now in force arrangements with State Monopolies Direction to effectuate special trains specially for those destined to Northbound.

4. Might be given further informations as soon as investigations about complains, inconvenients, will be completed.

The General Director
Signed DI RAIMONDO.

1531

A MANO

Fonogramma N.

G-68.

Provenienza DIREZIONE GENERALE = ROMA =
 Destinazione SOTTO COMMISSIONE TRASPORTI (DIVISIONE FERROVIARIA) ROMA =
 Ricevuto da _____ ore _____ Trasversale da _____ ore _____

17 NOV 1945

N. M. 312/22640/2 M1-03

Data 16/11/45

1°) - Risposta alla lettera AC.301/13/Tn.4 del 6 and.-

2°) - Si è nuovamente interessato il Capo Compartimento di Bari
 ad accertare le cause delle manchevolezze lamentate con la lette=
 ra suddistinta e di provvedere senza eccezione perche in avvenire
 il servizio di ripartizione dei carri vuoti per il carico non
 abbia piu a dare luogo a deficienze.

3°) - Per i trasporti del sale da Margherita di Savoia sono at=
 tivamente in corso pratiche con la Direzione dei Monopoli di
 Stato per la erettuazione di apposite tratte specialmente
 per le destinazioni del Nord.-

./.

1530

4°) - Sarà fatto seguito appena esperite le indagini sugli
inconvenienti lamentati.

IL DIRETTORE GENERALE

Rob. Rammone

SM

COMMUNICATION & SHIPPING DIVISION A.C.

(MAIL DIVISION)

C/o Transportation (3e) Main,

G.M.V.

Tel.: 543191-5502

15 November 1963.

Ref.: 10/101/2/11.6

SUBJECT: Car distribution. Bvt Dept-requests.

TO : The Director General
Italian State Railways.

With further reference to your R/140/20076/2.05/
1000/000/23 dated 04.11.63 with my reply hereto dated 10.11.63.

1. Requests for cars to 1000 units at Murghana at
Devola during the week 23 Oct. to 4 Nov., totalling 215 -
only 60 cars were supplied.
2. The daily wagon inventory from Bari shows that, for
the whole week the shortage of box-cars was 25. As the
figures shown for cars required to always exceeded, the
true position was that there was a daily surplus of box-cars
at Bari.
3. This further instance of extremely inefficient
distribution is quoted to illustrate the urgency of action
to rectify the position.

Director.

Copy to: Chief Transport AG
for Lt. Col. G. S. Worthington
(your 239/140/2/11.6 Nov. in reply).

MATTER: War distribution. Basic Department.

TO: The Director General
Italian State Railways.

With further reference to your n/440/20070/2.05/
1000/000/10 dated Oct. 31st and my reply hereto dated Nov. 08th.

1. Requests for cars to land rails at Margherita di
Stevia during the week of Oct. to 4 Nov., totalled 213 -
only 36 cars were supplied.
2. The daily wagon vacancy from Bari shows that, for
the whole week the shortage of box-cars was 27. As the
figures shown for cars required is always exaggerated, the
true position was that there was a daily surplus of box-cars
at Bari.
3. This further instance of extremely inefficient
distribution is quoted to illustrate the urgency of action
to rectify the position.

Director.

Copy to: Chief Movement AD
for Lt. Col. C. H. Worthington
(your 255/100/10.3 Nov. in return).

1209

IPC/elc

HEADQUARTERS ALLIED COMMISSION

110 194

Transportation Sub-Commission

Ref : 478701

14 November 1945

252/120/En 3

SUBJECT : Movement of Salt by Rail

TO : Mr. Geocotti,
 138 Servizio Movimento,
 Sezione Guerra

1. The Salt Monopoly Margherita di Savoia state that for the week 29 Oct to 4 Nov they requested 225 rail cars for the movement of salt from Margherita di Savoia and only received a total of 66.

2. As salt appears among rationed and controlled food-stuffs priority (4) on the agreed priorities list it is not understood why rail wagons were not made available for this movement.

3. From scrutiny of the forms all from the Bari Compartimento for the period 22 to 28 Oct it is noticed that wagons requested for commodities in priority (4) amounted to 355 wagons. Of these only 167 wagons were loaded and moved.

Wagons requested for the movement of commodities under priority (19) amounted to 130 wagons. Wagons loaded and moved amounted to 157 wagons.

4. The position as stated above calls for enquiry to be made into the wagon distribution in the Bari compartment and the question raised as to why a higher proportion of wagons have been allotted to traffic in the lowest priority.

For the Director

C.M. NORTHINGTON,
 Lt. Colonel, R.E.

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3. From scrutiny of the forms all from the Bari Compartimento for the period 22 to 28 Oct it is noticed that wagons requested for commodities in priority (4) amounted to 355 wagons. Of these only 167 wagons were loaded and moved. Wagons requested for the movement of commodities under priority (19) amounted to 120 wagons. Wagons loaded and moved amounted to 157 wagons.

4. The position as stated above calls for enquiry to be made into the wagon distribution in the Bari Compartimento and the question raised as to why a higher proportion of wagons have been allotted to traffic in the lowest priority.

For the Director

C.B. TOWNINGTON,
Lt. Colonel, R.A.

1528

Copy to : Agriculture Sub-Commission
Food Sub-Commission
Rail Division (In 4)

Senior Transportation Officer, AC Bari

Lt. Jeffreys - AC Wagon Controller.

BAJ/10

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

Tel: 843191/9582
Ref: AC/301/B/Tn 4

6 November 45

SUBJECT : Car Distribution Bari Compartiment.

TO : The Director General
Italian State Railways

With reference to your letter M/340/20670/2.65/100ca/5589/28 dated October 31st.

1. A further serious complaint has now been received that, of 133 cars, programmed for Salt loading at Margherita di Savoia, during the period 22/28 October, only 33 cars were placed.

2. The Box Car position in Bari Compartimento during that week was as follows:-

	EMPTY BOX ON HAND	TOTAL DEMAND FOR BOX CARS
Oct. 21	481	435
" 22	407	334
" 23	572	376
" 24	386	393
" 25	357	431
" 26	353	247
" 27	383	296
Totals	2739	2512

3. It is clear that there was an actual daily surplus in the Bari Compartimento and yet this serious failure to place 100 cars was allowed to occur.

4. The movement of Salt from Margherita has never been satisfactory owing to neglect to place cars, and complaints have been regular: e.g.

Period 27 Aug/2nd Sept.	Programmes 805 tons moved	265 tons
" 24 Sept/28 "	500 "	100 "

The excuse offered on one occasion was that the Salt traffic had been forgotten. Each of these complaints have been reported and assurances given by Servizio Movimento Roma that special attention to the traffic would prevent future failure (Reference M 312-745 dated Sept. 20th and M 312/809 dated Sept. 28th).

5. Other food loadings programmed which have failed to move include:

Sept. 17/23rd 128 tons of wheat for Faenza
Sept. 24/28th 300 tons of Lard from Bari Area.

0033

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4. The movement of salt from Margherita has never been satisfactory owing to neglect to place cars, and complaints have been regular : c.c.

Period 27 Aug/2nd Sept. Programs 305 tons moved 285 tons
" 24 Sept/28 " 500 " " 400 "

The excuse offered on one occasion was that the salt traffic had been forgotten. Each of these complaints have been reported and assurances given by Servizio Movimento Rome that special attention to the traffic would prevent future failure (Reference M 312-745 dated Sept. 20th and M 312/803 dated Sept. 23th).

5. Other food loadings programmed which have failed to move include:

Sept. 17/23rd 128 tons of wheat for Faenza
Sept. 24/28th 300 tons of lard from Bari Area.

These are the subjects of my letters of Oct. 5th and Nov 1st-during each period cars were surplus and available to cover this traffic but were not supplied.

6. The cases mentioned above are specified instances of failure to load large consignments. The general position is that aggregate failures to load in Bari Compartimento are proportionately greater than in other regions, and that this happens while cars are surplus. Obviously there are defects in the local distribution at Bari which urgently need to be rectified.

7. Your comments after enquiry, will be appreciated.

Yd. R. J. W. H.
for Director

HBJ/AL

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

Tel: 343191/9592
Ref: AG/301/B/Tn 4

2 October 45

SUBJECT : Allocation of Wagons in Bari Compartment.

TO : Director General
Italian State Railways

Reference is to your letter M.340/20670/2-65/Toca/6989/28 dated 31st October 45.

1. The suggestion that the car distribution in Bari Compartment has given no cause for complaint is certainly not correct. This can be confirmed by considering my letters to Ing. Bertoli dated Oct. 9th and Oct. 11th under reference AG 301/B/Tn 4.
2. Discussion of the situation at the Wagon Committee meetings reveals that the excuses offered by Bari for repeated failure to carry out proper distribution included (a) lack of engines and (b) shortage of coal.
3. Neither of these two excuses can be sustained and the fact that they were offered to Ing. Bertoli while at the same time your office was being assured that there were no complaints definitely indicates confusion and inefficiency at Bari.
4. Your further investigation and remarks in due course will be appreciated.

f. aut
f. Acting Director

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Your further investigation and remarks in due course will be appreciated.

for Acting Director

1526

Home 23 October 1945

M.340/20670/2.65300/ AC.301/TN4

6989/28

Majoring

Transportation- Sub-Commission AU.

(Rail Division)

BULLDOZER

Subject: Allocation of wagons in Bari Compartment.

1) Reply to your letter AU.301/TN4 dated 21 September last.

2) The Cape Compartment of Bari was at once concerned with this matter.

He states that he contacted the local Allied Commission who assured that no complaint had been made about cars allocation.

3) The same Cape advises that such allocation in Bari Compartment is duly made, according to the dispositions in force.

The General Director

D. Kalmende

30/10/45.

OB.

BUILDING

Subject: Allocation of wagons in Bari Compartiments.

- 1) Reply to your letter AU.301/tn4 dated 21 September last.
- 2) The Cape Compartiments of Bari was at once concerned with this matter.
He states that he contacted the local Allied Commission who assured that no complaint had been made about cars allocation.
- 3) The same Cape advises that such allocation in Bari Compartiments is duly made, according to the dispositions in force.

The General Director

Di Raimondo

30/10/44.

ed.

1303



MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, li 31/10/1945 194

N. N. 340/20670/2.65/500/6989/28

Al N.A.C. 301/Tn 4 del 16-9-1945

OGGETTO

Assegnazione carri nel
Compartimento di Bari.

ALLEGATI N. _____

Al Sig. Maggiore PING
Sottocommissione Trasporti A.C.
Divisione Ferroviaria

S E D E

- Rispondo alla Sua lettera del 21 settembre u.s. AC.301/Tn.4.
- L'oggetto della Sua lettera fu portato subito a conoscenza del Capo Compartimento di Bari il quale mi assicura che recatosi personalmente presso la locale Commissione Alleata ha avuto assicurazione che nessuna lagnanza era stata fatta in merito alla assegnazione dei carri.
- Lo stesso Capo Compartimento mi informa che l'assegnazione dei carri nel Compartimento di Bari viene fatta regolarmente, secondo le disposizioni all'uopo impartite.

IL DIRETTORE GENERALE

Udo Raimondo

1524

BAJ/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Tr) Main
C.M.P.

Tel: SA 3191/9582
Ref: 40/304/D/En 4

1st November 45

SUBJECT : Wheat Loadings Buenos
TO : Ltr General Direction

1. During the week 17/25 Sept. 125 tons of wheat failed to move from Buenos.
2. There was an ample surplus of cars available and this appears to be ~~an~~ another case in which local distribution has failed to cover demands.
3. It is urgently necessary that the causes of these repeated failures should be sought and rectified - will you please take the appropriate action.

P. G. MATSON
MAJOR T.C.

for Director

1523

TRANSIT AND COMMUNICATIONS
(RLL, IV, 1977)
C/O Transportation (RLL) 1977

10 October 1977

101: 81314/1977
105: 102101/1977

REMARKS: Upon supply data comparison.

21: 1. Alom Park for 1977.

Reference is to your letter dated October 14, 1977.

1. It is not stated that there is a shortage of cars in the Park area. A shortage can only exist when there are less supplies available than can be loaded and dispatched in a day. The following figures taken from the Supply Returns, indicate clearly that there is a car out surplus.

DATE	1977	1978	1979	1980	1981	1982
Oct. 11	101	11300	101	1481	1481	1481
12	790	11300	101	1481	1481	1481
13	121	11300	101	1481	1481	1481
14	177	11300	101	1481	1481	1481
15	270	11300	101	1481	1481	1481
TOTAL	932	1570	1421	1481	1481	1481

2. When the aggregate position during these four days was that of 1,451 position available only 1927 were loaded, and that the actual loadings were 1,417 less than the cars demand. Assuming the figures for 1977 and 1978 are correct, the surplus of about 90 of loadings, it is seen that an estimate of 1,451 position were available - 65 in excess of all loadings. Consideration of the daily figures separately given earlier reveals.

3. The daily payment of 13 for 1977 and 90 for 1978 is shown to have been not affected the position available, during the four days under review a total of only 13 for 1977 and 90 for 1978 were passed to 1978.

4. With the option shown as available there should be no difficulty in placing cars to cover each day's normal loadings, provided that the car manufacturer keeps the current offloaded wagon working, as they began earlier, to the next loading berth.

5. The average demand for cars, as shown in item 2, is over 1,400 per day. The highest loading of cars in one day was 1,417 on Oct. 1st. The average loading is about 600 cars. The demand should be limited to cars which will be loaded in one day, and it is only by having cars and reliable demands that the condition can adjust any shortage by 1,400.

6. The above information is provided to you as each day's car demand is shown in the Supply Returns, which show the daily loadings and the total loadings for the month.

1522

References in to your memo dated October 14th.

1. It is not advised that there is a shortage of cars in the West Coast. A shortage can only exist when there are less available than can be loaded and transported in a day. The following figures taken from the report returns, indicate clearly that there is a car shortage.

DATE	LOADS AVAILABLE	LOADS AVAILABLE	TOTAL	EXCESS	DEFICIT
Oct. 11	121	121	121	0	0
12	196	196	196	0	0
13	211	211	211	0	0
14	177	177	177	0	0
15	276	276	276	0	0

Oct 16 992 1570 422 467 451 437 436 432

2. From the approximate picture during these four days that of 431 cars available only 1927 were loaded, and that the actual loadings were 435 less than the cars demanded. Assuming the figures for box and flatbeds which constitute about 90% of loadings, it is seen that an average of 236 trailers were available - 63% in excess of all loadings. Distribution of the daily figures approximately given similar results.

3. The daily payment of 43 box and 90 flatbeds to move cars not affected the position much, as during the four days their rates a total of only 32 box and 99 flatbeds were paid to move.

4. With the trailers shown as available there should be no difficulty in placing cars to cover each day's normal loadings, provided that the Car Distributor keeps the current offloaded wagon loading, as they become empty, to the next loading berth.

5. The average demand for trailers, as shown on Page 3, is over 1100 per day, the highest loading of 1211 in one day was 734 on Oct. 14th, the average loading is about 600 cars. The demand should be limited to cars which will be loaded in one day, and it is only by having excess and reliable trailers that the Committee can adjust any shortage by then.

6. The report situation throughout 1947 is such that each transportation unit, by careful distribution, could load "empty" trailers 24 hours. There is no reason between transportation must be kept to an absolute minimum as being a waste of capacity and power. But transportation normally make sufficient trailers to cover the loading requirements and the means for any deficiency must therefore be supplied and dealt with locally.

By Command of the Admiral (MCM)

L. Aubrey
Director

Copy to: Chief Representative (for Major Constable)

1522

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RL12
Date/Time of Origin: OCT 131600Message Centre No: G/960
Date Time Rec'd: OCT 140930
Precedence: ROUTINEFROM: ALCOM BARI FROM BRANCE
TO : HQ ALCOM TPTN FOR WAGON CONTROL OFFICER.

ACTION

UNCLASSIFIED.

Empty wagon position getting worse. Military requirements are over the availability. If ANCONA may be supplied from other source the BARI Compartimento position will benefy. 45 box wagons and 90 high side wagons are sent daily from BARI Compartimento to ANCONA while outgoing wagons are much more than incoming. Will you please help by at least balancing.

DISTACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

Copy Rail Pw

1521

HAJ/10

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

11 October 45

Tel: 843191/5582
 Ref: AC/501/1/In 4

SUBJECT : Wagon Distribution Bari Compartimento

TO : LSR General Direction
 for Ing. Bertoli

Further to my letter dated October 9th 1945.

1. Daily payments of 45 Box Cars and 90 High Sides from Bari Compartimento to Ancona were confirmed by the Wagon Committee on October 8th.
2. These payments have not been met but on October 10th the returns show 26 Empty Box Cars Potenza to Naples.
3. Thus we have Bari, not only disregarding orders for the proper distribution of cars but actually sending empties to Naples which has already a surplus.
4. Will you please take up specially.

A.C. P.M.G. Major
 for Director

1520

MAIL/12

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)

c/o Transportation (Br) Main

C.I.V.

Tel: 343191/9552

Ref: AD/301/7/7m 4

9 October 45

SUBJECT : Wagon Distribution Bari Compartment.TO : I AM General Direction
for Eng. Bertoli.

1. As at 1700 hours October 7th Bari Compartment to return the following figures of empty cars available and demanded.

Box Cars 276 available	506 demanded
High sides 382	553
Total all types	1234

2. From 1700 hours October 7th to 1700 hours October 8th a total of 322 wagons of all types were loaded.

3. On the same day, October 8th, an urgent message was received by Allied Commission Movement's advising that Civil traffic could not be loaded because all cars were needed for Military loadings.

4. The figures in Pares 1 and 2 clearly show that on October 8th there were at least 320 cars, empty in the Bari area which were available and which remained idle. This does not take into account cars which become available by offloading during the day (451).

5. The Car Distributor at Bari should now be required to give an exact account of his distribution for October 8th showing where 276 Box Cars were placed, whether for Civil or Military loading, and how many were loaded in each case. The same account of 322 High Sides should be demanded.

6. The demands for 506 Box and 553 High Sides are so obviously excessive that an explanation is required showing how these figures are arrived at.

7. You will agree that it is impossible to allocate supplies between Compartment's while local distributors are allowed to operate with such obvious inefficiency and that it is therefore most urgent that immediate action be taken to ensure that both the actual distribution and the returns are dealt with intelligently.

airbmg
for Director

1519

1. As at 1700 hours October 7th Bari Comptent to return the following figures of empty cars available and demanded.

Box Cars 276 available	506 demanded
High sides 382	353
Total all types	1254

2. From 1700 hours October 7th to 1700 hours October 8th a total of 222 wagons of all types were loaded.

3. On the same day, October 8th, an urgent message was received by Allied Commission Movement's advising that Civil traffic could not be loaded because all cars were needed for Military loadings.

4. The figures in Rows 1 and 2 clearly show that on October 8th there were at least 330 cars, empty in the Bari area which were available and which remained idle. This does not take into account cars which became available by offloading during the day (454).

5. The Car Distributor at Bari should now be required to give an exact account of his distribution for October 8th showing where 276 Box Cars were placed, whether for Civil or Military loading, and how many were loaded in each case. The same account of 302 High Sides should be demanded.

6. The demands for 506 Box and 353 High Sides are so obviously excessive that an explanation is required showing how these figures are arrived at.

7. You will agree that it is impossible to allocate supplies between Compartimenti while local distributors are allowed to operate with such obvious inefficiency and that it is therefore most urgent that immediate action be taken to ensure that both the actual distribution and the returns are dealt with intelligently.

Acidm
for Director

1519

*Leaked
Lundin 6/10/45
to 1945
to 1945
re 1945*

SAS/ic

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

5 October 45

Ref. SA.3191/9532
Ref. AC/301/3/In L
5

SUBJECT : Wagon Distribution Bari

TO : ISR General Direction
Action Ing. Biondi

1. It is again necessary to point out that important food loadings are failing on account of the non-supply of cars viz. (period Sept. 24th to 30th).

Commodity	From	To	Programme	Loaded
Salt	S. Margherita	Venice	33 cars	7 cars
Lard	Bari Area	North	36 cars	15 cars

2. If you will compare the number of empty Box cars which were available daily in the Bari Compartimento during this period, according to the figures given in the Daily Wagon Report, with the number of Box Cars actually loaded, you will find that there was a surplus each day.

3. Failure to load important food consignments in these circumstances, should be dealt with most seriously. The wagons were in the Bari Compartimento and they were wasted because nobody appeared to be interested in placing them where they could have been loaded.

4. Will you therefore take such measures as will ensure that such cases cannot be repeated with impunity.

acting May
for Director

Copy to: Movements In Sub-Commission
(Attention Major Constable)
your 259/111/In 3 refers)
" " Alcom Bari for In Officer

1518

a mano
Fonogramma N.

0213.45

G-68.

Provenienza Servizio Movimento Roma
Destinazione Dette Commissione Alleate - magg. Ping. Sede
Ricevuto da _____ ore _____ Trasmesso da _____ ore _____

N. 312/809Data 28 settembre 1945

- 1- Riferimento AC/301/In 4 del 24 c.mf. -
- 2- Sono state impartite disposizioni alla Sezione Movimento di Bari perché assicuri fornitura carri per carichi sale, a Margherita di Ischia, in precedenza ogni altra occorrenza per civili, esecuzione fatta solo durante depositi di fine.
- 3- Si sorvegliare perché disposizioni siano osservate.

Il capo Servizio Movimento

[Signature]

1517

Fonogramma N.A MANO

G-68.

Provenienza SERVIZIO MOVIMENTO =SEDE=

Destinazione SOTTOCOMMISSIONE TRASPORTI A.C. =SEDE=

Ricevuto da ore Trasmesso da ore

N. M.312.745

Data 20.9.1945

1°)- Riferimento AC.301.Tn.4 del 15 corrente.

2°)- La Sezione Movimento di Bari, in risposta a nostra interpellanza circa l'insufficiente assegnazione di carri a Margherita di Savoia per trasporti di sale, riferisce che le occorrenze di quelle saline vengono soddisfatte dopo assicurati i trasporti richiesti dalle Autorità Alleate, le giornaliere dei vuoti per Ancona e Reggio C. ed i trasporti di uva e di altre merci di carattere urgente, premurati da quella Commissione Alleata.

3°)- La predetta Sezione fa presente la necessità di poter disporre di un maggior quantitativo di carri chiusi onde

1516

./.

soddisfare anche le richieste delle Saline di Margherita di Savoia , il cui fabbisogno si aggira sui 20-30 carri al giorno.

IL CAPO DEL SERVIZIO MOVIMENTO,

br.

NR MOSSBA 915
OCT 1ST275739
OCT 021435
ROUTINE

ALCOM BARI

HQ ALCOM TREN FOR KLEBIN HQ ALCOM FOOD FOR CURRAN

UNCLASSIFIED.

Only 7 wagons of salt were railed from MARGHERITA to VENICE Area between 24 and 28 September. Requirement was 33 wagons. Only 13 wagons of lard were despatched from BARI Province to the north during week 24 to 30 September. Requirement 36 wagons. Further shipments both supplies were impossible owing to deficiency box cars and in spite of intervention ALCOM.

DIST

ACTION TM SC 2
FOOD SC 2
INFO CHIEF COMMISSIONER
ECOM SEC 2
FILE 2
FLOAT



BA 917
OCT 2

F/9737
OCT 021430
ROUTINE

ALCOM HARI

NO ALCOM TITH FOR KUKIN HQ ALCOM FOOD FOR CURRAN

UNCLASSIFIED.

10 wagons of salt were despatched from MARGHERITA to VESICE
Region on 30 September.

DIST

ACTION TN SC 2
FOOD SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT



HA 917
OCT 2

F/9137
OCT 021430
ROUTINE

ALCOM BARI

HA ALCOM TTN FOR KLEIN HQ ALCOM FOOD FOR CURRAN

UNCLASSIFIED.

10 wagons of salt were despatched from MARGHERITA to VENICE
Region on 30 September.

DIST

ACTION TN 30 2
FOOD 30 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT



INCOMING MESSAGE ^{TN 2}

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: BA 915

Date/Time of Origin: OCT 1ST

Message Centre No: F/9739

Date Time Rec'd: OCT 021435

Precedence: ROUTINE

FROM ALCOM BARI

TO : HQ ALCOM EPTN FOR KLEIN HQ ALCOM FOOD FOR CURRAN

UNCLASSIFIED.

Only 7 wagons of salt were railed from MARGHERITA to VENICE Area between 24 and 28 September. Requirement was 33 wagons. Only 13 wagons of land were despatched from BARI Province to the north during week 24 to 30 September. Requirement 36 wagons. Further shipments both supplies were impossible owing to deficiency box cars and in spite of intervention ALCOM.

HEADQUARTERS
2-OCT-45

DIST

ACTION TN SC 2
FOOD SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

ACTION

Handwritten signature and date
1513

INCOMING MESSAGE TN 2

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: BA 917

Date/Time of Origin: OCT 2

Message Centre No: F/9737

Date Time Rec'd: OCT 021430

Precedence: ROUTINE

FROM: ALCOM BARI

TO: HQ ALCOM TPTN FOR KLEIN HQ ALCOM FOOD FOR CURRAN

UNCLASSIFIED.

10 wagons of salt were despatched from MARGHERITA to VENICE
Region on 30 September.

DIST

ACTION TN SC 2
FOOD SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

ACTION

HEADQUARTERS

7-OCT-1945

A.

1512

CFC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

2 October 1945

Tele : 478704

259/111/Tn.3.

SUBJECT : Movement of salt from S.Margherita di Savoia
to Northern Italy

TO : Rail Division (Tn.4.) ✓

1. Complaints have reached this office to the effect that the above movements are being seriously hampered by lack of empty box wagons.
2. Salt movement must be considered as first priority and it is requested that the utmost pressure be brought to bear on the I.S.R. to meet this commitment.

For the Director



C.F. CONSTABLE,
Major, R.E.

Copy to : Food Sub-Commission
Alcom Bari for Transportation Officer

1511

By hand

MINISTRY OF TRANSPORTS
ISH MOVEMENT SERVICE.

TO: Major Pino
In. Sub-Commission AC
bldg.

M.312/009.

20 Sept. 1945.

1. Ref.AC/301/m.4 dated 24 September 1945.
2. have been to Bari Mov. Section issued dispositions to ensure cars supply for salt load, to Margherita di Savoia. Such load must have priority to any other civilian request, exception done for deperishable goods.
3. We will survey for disposition, may be observed.

The Chief Movement Service.

Biondi

MINISTRI OF TRANSPORTS
ISR MOVEMENT SERVICE.

Rome 20/9/1945.

N.M.312.745.

1. Ref. AC/301/In.4 dated 15 Sept.1945.
2. Mov.Section of Bari, replying to our request about the shortage allotment of cars to Margherita di Savoia for salt transports, refer that the local salt mines needs are satisfied after ensured Allied Authority priority requests; the daily requests of empty cars for Ancona and Reggio Calabria and grapes and other goods of important character; urged by that Allied Commission.
3. Above section refer about the necessity to dispose of a more large quantity of boxes in order to satisfy Margherita di Savoia salt mines requests which his daily need is about 20 30 cars.

1509

The Chief Movement Service
Signed: B I O N D I

Bari

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

RAJ/10

15 September 45

Tel: 843191/2582
Ref: AG/301/Pn 4

SUBJECT : Wagon Distribution
TO : IAR General Direction
Actions Ing. Bertoli.

1. During the period 27 August to 2 September accepted bids for movement of Salt from S. Margherita to Venezia Region totalled 805 tons - of this only 285 tons moved.
2. There was no shortage of Box Cars in Bari Compartimento during this period, and it is difficult to understand why this important traffic did not move as programmed.
3. Will you please investigate whether sufficient cars were placed and, if not, obtain an explanation of the failure.

Anthony May
for Director

BEST COPY POSSIBLE

ALCON BARI (ACTION) RPTD ALCON BARI (ACTION) RPTD AND VENEZIA
REGION (INFO) RPTD ALCON BARI MILAN (INFO)

8342

13 SEPT. 43

ROUTINE

UNCLASSIFIED PD

PARA ONE PD SUBJECT IS SALT PD

PARA TWO PD WE HAVE RECEIVED TELEGRAM INDICATING IN WEEK TWO SEVEN AUGUST
TO TWO SEPTENNEN MONOPOLY AT MACHHERIFA MAILED TOTAL ONLY TWO EIGHT FIVE
RPTD TWO EIGHT FIVE TONS VENEZIA REGION ALTHOUGH EIGHT ZERO FIVE RPTD EIGHT
ZERO FIVE BID KNEAR WAS ACCEPTED PD

PARA THREE PD SALT SHIPMENT VENEZIA REGION HAVE HIGHEST PRIORITY AMONG FOOD
MOVEMENTS AND CAN PERMIT NOTHING JEOPARDIZE THEM PD REGION IN BAD WAY
BECAUSE SHORTAGE SALT PD

PARA FOUR PD ALCON BARI FOR OLEARY (ACTION) RPTD ALCON BARI FOR TAYLOR (ACTION)
RPTD AND VENEZIA REGION FOR FOOD OFFICER (INFO) RPTD ALCON NORTH MILAN FOR
ELKS FOR WHITE (INFO) FROM ALCON CITY ACESS EAREN

PARA FIVE PD OLEARY TO INVESTIGATE AND IF EXPLANATION LACK RAIL
CARS WILL APPRECIATE ENERGETIC ACTION TAYLOR GUARANTEE RAILROAD CARS
REQUIRED CARS AVAILABLE EVERY FUTURE WEEK PD

PARA FIVE PD AGREED TRANSPORTATION SUBCOMMISSION

DISTRIBUTION: HQ AG TH SO, RAIL DIV.
HQ AG TH SO, MAJOR CONSTABLE

FOOD SO

FOOD

NICHOLAS PLOM 1507
CFO USA
ASSISTANT ADJUTANT

CFC/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

19 September 1945

270/118/Tn 3

SUBJECT : Transport of earth for purifying olive oil

TO : Rail Division (Tn 4) ✓

1. Copy of letter from Consorzio Nazionale degli Industriali Produttori di Olio dalle Sanse is attached.
2. Reference para 2; it would seem that the RTO Bari has no jurisdiction in this matter, and it is requested that suitable action be taken with Movements Bari.
3. With regard to the use of box wagons for this movement, it is recommended that these be provided whenever possible.

For Chief Movements Division



C.F. CONSTABLE,
Major R.E.

Copy to : Food Sub-Commission - your 51-2/127/Food dated 13 Sept refers
Industry Sub-Commission - Chemical Division

Handwritten: 22 Sept 1945
1506

/elc

C O P Y

TRANSLATION

FROM : Consorzio Nazionale degli Industriali Produttori di Olio dalle
Sanse

REF : N. 11484

for info to: S.A.I. Litacrom,
S. Severo
U. Interprovinciale
Cons; Naz; Ind. PODS
Bari

DATE : 7 Sept. 1945

SUBJECT: Transport of earth for purifying
olive oil

TO : FOOD SUB COMMISSION A.C.

1. As that Sub-Commission knows, during the process of production of olive oil it is necessary to use special discolouring earth in order to de-colour the oil, which otherwise could not be used as food. Such earth if exposed to the weather will quickly deteriorate.

2. A signal has reached this Consorzio which, according to instructions issued by the R.T.O. of Bari, prohibits the use of closed rail-cars for the transportation of special merchandise, amongst which is the above-mentioned earth. In the meanwhile, the Soc. Litacrom in S. Severo manufacturing discolouring earth and accessories, should urgently send its products to various refineries such as the S.A. Gaslini in Bari, the Prima Spremitura Triestina di Olio in Bari, the Firm Flli Borrelli also in Bari etc. but it is impossible to effect transportation of these products in open cars, without coverings.

3. The Soc. Litacrom has signalled this Consorzio that they have taken up the matter with the Industry S/C Chemical Division of A.C. with a view to obtain a special concession for said transportation.

4. Assuring you that the said Company has declared corresponds perfectly to the truth and signalling you that it is absolutely necessary that the refining firms receive the material necessary for their activity, we beg that Sub-Commission to take up the matter with the Chemical Division and try and get a favourable issued for the request of the S.A.I. LITACROM.

Il Direttore
(G. Coppella)

1505

ACP/LMI

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (M) MAIN, C. M. F.

18 September 1948

file
Tel. 843238
Ref. AC/301/Tn4

SUBJECT : Bari Compartimento - Wagon Distribution.

TO : Director General, Italian State Railways.

1. It is understood that the Capo di Compartimento at Bari has already written you explaining the desirability of having a separate official to take charge of wagon distribution in the Bari area.
2. We are finding that among the other deficiencies at Bari, there is a failure to distribute freight cars to meet the loading demands, and our officer in the area has asked that immediate steps be taken to insure that one official be specially pointed for this work.
3. It would appear that various officials at different times, each endeavor to deal with the question of wagon distribution, but it is essential that this very important task be allocated to one man alone.
4. Please let me know what arrangements you are able to make.

A.C. [Signature] Major
for Director

Copy to: Movements Division, Rail Section

1594

0064

Subject:- Wagon Distribution.

Senior Tn.Officer AC, BARI,
Tel.: 14261.
Ref.: RL/12/1503.

8 September 1945.

To:- Transportation Sub-Commission
Allied Commission (Rail Division)
o/c Transportation (Br) Main CMF.

Reference your AQ/301/Tn 4 dated 11 JULY 45 to Senior

Transportation Officers.

1. Several Conferences have been held with the Capo Compartimento of BART at one of which Capt Asprey (Q Movements) of the BARI Operating Office was present. (Wagon Distribution as regards Rail Movements is now the responsibility of Capt. Carter of the same Office).

2. At each of these meeting the Capo Compartimento was urged to put one man (or if possible two men on a 24 hour service) on to wagon distribution instead of, as at present, the wagon distribution being the responsibility of several Officials who have other work to do.

3. Capt. Asprey, who considers the wagon distribution by the ISR in this area to be inefficient, has suggested that the wagon distribution Official should work in his Office for a week at least so that he could work in conjunction with the Operating Office Staff and subsequently work in full liaison with that Office.

4. The Capo Compartimento (Ing. Carone) after consideration of this suggestion and of para 6 of your letter AQ/301/Tn 4 dated 3 JULY 45 to Ing. Di Raimondo wrote letter n. M.312 dated 25 Aug. to this Office, copy and translation attached.

5. The arrangements made did not prove satisfactory. The employees Di Tursi, Cornaro and Valerio have other duties and cannot spend sufficient time on the wagon question. Capt Asprey found that De Luca was too inexperienced to be of any use.

6. Attached are copies and translations of two letters reference 2.M.311/Segr.B.3. dated 25 AUG written by Capo Compartimento and Capo Sezione Movimento to HQ ISR regarding the question of the Supply of suitable personnel.

7. The phrase in the Capo Compartimento's letter "the Allies bother me continuously" presumably refers to the repeated requests of Capt. Asprey that wagons be properly distributed and to similar requests by this office and the emphasis placed by this Office

2. At each of these meetings the Capo Compartimento was urged to put one man (or if possible two men on a 24 hour service) on to wagon distribution instead of, as at present, the wagon distribution being the responsibility of several Officials who have other work to do.
3. Capt. Asprey, who considers the wagon distribution by the ISR in this area to be inefficient, has suggested that the wagon distribution Official should work in his Office for a week at least so that he could work in conjunction with the Operating Office Staff and subsequently work in full liaison with that Office.
4. The Capo Compartimento (Ing. Carone) after consideration of this suggestion and of para 6 of your letter AQ/301/Tn 4 dated 3 JULY 45 to Ing. Di Raimondo wrote letter n. M.312 dated 25 Aug. to this Office, copy and translation attached.
5. The arrangements made did not prove satisfactory. The employees Di Tursi, Cornaro and Valerio have other duties and cannot spend sufficient time on the wagon question. Capt Asprey found that De Luca was too inexperienced to be of any use.
6. Attached are copies and translations of two letters reference 2.M.311/Segr.B.3. dated 25 AUG written by Capo Compartimento and Capo Sezione Movimento to HQ ISR regarding the question of the Supply of suitable personnel.
7. The phrase in the Capo Compartimento's letter "the Allies bother me continuously" presumably refers to the repeated requests of Capt. Asprey that wagons be properly distributed and to similar requests by this office and the emphasis placed by this Office on the Capo Compartimento's responsibilities in the matter as defined in para 6 of your above quoted letter to Ing Di Raimondo.
8. The Capo Compartimento considers that the liaison in the past with the Operating Office was adequate but, now that his responsibilities have increased, that he must have additional experienced personnel who are capable of supervising and directing the wagon distribution in accordance with the civilian loading programmes. The problem is of particular importance at the present time in view of the large wine export programme to the

Heel Ports, the large movements of salt ~~from~~ this area and similar movements.

9. As examples of what is happening: a recent check of XBs disclosed that Box Wagons had been used to load such commodities as Scrap copper and empty tins. On another occasion it was observed that on the day's list of the civilian wagon requirements no mention was made of the requirement of 40 Box Wagons for loading Salt at Margherita Savoia. On enquiry the ISR stated that the salt traffic had been forgotten.

10. It is therefore requested that HQ ISR be pressed to assist the Capo Compartimento BARI and supply him with sufficient staff to enable him to carry out his duties.



Major RA,
C.W.G. TAYLOR),
Senior Tn Officer AG,
Bari.

Copies to:- HQ Allied Commission,
for Transportation
Sub-Commission (Mov-Div.
Rail)

Bari Operating Office
(Att. Capt Asprey).

Capo Compartimento FF. SS. - BARI.

CWGT/GM.

Copies to:- HQ Allied Commission,
for Transportation
Sub-Commission (Mov-Div.
Rail)

Bari Operating Office
(Att. Capt Asprey).

Capo Compartimento FF. SS. - BARI.

CWGT/GM.

W. G. Taylor
Major RA,
C.W.G. TAYLOR),
Senior Tn Officer AC,
Bari.

1502

TRANSLATION.

From:- Cape Compartimento ISR, BARI

31 August 45

To:- Major TAYLOR, BARI.

Ref: No.M/311

Subject:- ISR Officials.

Reference to our meeting of this mornning, by order of Cape Compartimento, attached are copies of letters sent to HQ ISR at ROME for better personnel of our wagen distribution Office.

Sgd. ORESTANO.

Chief of Movement Section.

1501

TRANSLATION.

Subject:- Chief of Reparto Circolazione Veicoli.

From:- Compartimento di Bari, Sezione Movimento - IRR.

To:- Direttore General - ROME.

The Movement Section have sent to concerned Service the attached letter requesting that an Official of grade 5 of 4 of proved efficiency and technical experience able for the post of Chief of the Office of wagon distribution, not yet covered after the Chief Inspector Cav. CEPPI and new run by others as good as possible.

According to the importance of such Office in the conditions presently raised and in consideration of the importance of the dependin Services, due to the fact that Allied bother me continuously, please to something in other that the urgent request of the Movement Section would be satisfied.

In order to have some betterment of the personnel of said Office of same Section it is needed that the Chief Supervisor Dett. GODANO Cav. Giuseppe that has been reinstated in Service after the trial for the epuration and passed to Commercial Section for the known instruction to change such personnel, he shall be taken back to the Movement Section.

Said, Official, in fact, for ever 15 years has been always at the wagon distribution and is of well known technical efficiency in such branch, while at the Commercial Section he has a post in matters in which he has not complete knowledge.

Also please let know if you have any objection that Station Master of 1st Class CIRROTTOLA Gennaro which has been also under inquiry in the late matter of the wagons by Capo Compartimento Comm. Benedetti and by a Prefect of the Kingdom.

Said Station Master has, in fact, a well known experience in the matter but due to the past inquiry it will be appreciated the superior approval before utilising him in matter of wagons.

Sgd. Carone.
Capo Compartimento.

TRANSLATION.

Subject:- CHIEF of Reparto Circolazione Veicoli.

From:- Compartimento di Bari, Sezione Movimento - ISR.

To:- Sezione Movimento - ROME -

As known to you with the passage on the April 45, of Chief Inspector Cav. CEPPI Nicola Official of over 40 years service and very much experienced, the post of Chief of the Office of wagon distribution has not been covered yet.

Duly we inform you not only of the absolute need of the replacing of said Official but the great difficulty of the replacement for lack of efficient personnel, as for grade as for technical efficiency, for such reason above mentioned CEPPI was held in service but as from 30 April according to definitive instruction he had to be sent home. Since that date the post of the Chief of wagon distribution Office is held by the Chief Supervisor Cav. PORTOGHESE as good as he can to help the situation with great willingness which is also in charge of his Group and by the Chief of the Office I (Cav. Gecchetti before and now Dott. Cornalis) very busu themselves for their main things to look after.

¶ In this situation it is no longer convenient to go on because all the service of the allotment, utilization and circulation of wagons every day becomes more important.

In fact Allies request the continuous presence of an Official and want to be informed of everything and is very exigent. Every day new services are getting organized and developed i.e.: Separation and so on; the organization of all concerns the service of utilization of rolling stock is changed often and for this reason it is needed the prompt contact of the Official with large possibilities of initiative and also it is necessary a careful and continuous supervision being all the matter of dangerous speculation.

Please may the Service transfer at Bari, urgently, an Official of grade 4 of 5 of long and known experience in the matter that may more and make take the responsibility of this complicated and difficult branch.

We inform you that unsuccessfully we have tried to place Personnel, on hand, executive and clerks, as per grade and technical knowledge and so we have that the commission will be

very much experienced, the post of Chief of the Office of wagon distribution has not been covered yet.

Duly we inform you not only of the absolute need of the replacing of said Official but the great difficulty of the replacement for lack of efficient personnel, as per grade as per technical efficiency, for such reason above mentioned CEPPI was held in service but as from 30 April according to definitive instruction he had to be sent home. Since that date the post of the Chief of wagon distribution Office is held by the Chief Supervisor Cav. PORTOCHESE as good as he can to help the situation with great willingness which is also in charge of his Group and by the Chief of the Office I (Cav. Ceccotti before and now Dott. Cornalis) very busy themselves for their main things to look after.

✓ In this situation it is no longer convenient to go on because all the service of the allotment, utilization and circulation of wagons every day becomes more important.

In fact Allies request the continuous presence of an Official and want to be informed of everything and is very exigent. Every day new services are getting organized and developed i.e.: Septral and so on; the organization of all concerns the service of utilization of rolling stock is changed often and for this reason it is needed the prompt contact of the Official with large possibilities of initiative and also it is necessary a careful and continuous supervision being all the matter of dangerous speculation.

Please may the Service transfer at Bari, urgently, an Official of grade 4 of 5 of long and known experience in the matter that may save and make take the responsibility of this complicated and difficult branch.

We inform you that unsuccessfully we have tried to place Personnel, on hand, executive and clerks, as per grade and technical knowledge and so we hope that the service will take due action.

Sgd. ORESTANO
Cape Sezione Movimento.

1799

MINISTERO DEI TRASPORTI
Ferrovie dello Stato
Compartimento di Bari
Sezione Movimento

Bari, 11 31 Agosto 1945

n° M.311-Segr.B.3

Alleg.n.2-

AL MAGGIORE T A Y L O R
B A R I

Come da intesa verbali per incarico del Sig.
Capo Compartimento, le rimette copia delle lettere
inviate dalla Direzione General Roma per migliorare
il personale del Reparto Circolazione Veicoli.

IL CAPO DELLA SEZIONE MOVIMENTO.
(Firmato)

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Bari 25 Agosto 1945
n.M.311.segr.B.3.

Compartimento di Bari
Sezione Movimento.

OGGETTO: Capo del Reparto
Circolazione Veicoli.

AL DIRETTORE GENERALE

R O M A

La Sezione Movimento ha inviato al proprio Servizio l'unita lettera perche sia inviate a Bari un Funzionario di grado 5° e 4° di provata capacita ed esperienza tecnica per coprire il posto di Capo dell'Ufficio Circolazione Veicoli, rimaste scoperte in seguito alla quiescenza dell'Ispettore P/le Cav. CEPPI ed attualmente fronteggiate con opportuni adattamenti alla meglio.

Avendo avuto modo di rilevare l'importanza nel momento attuale del posto scoperte e considerata l'intensificazione degli importanti servizi inerenti, tanto che il Comando Alleato assilla continuamente anche il sottoscritto, prego vivamente voler intervenire perche si provveda a soddisfare di urgenza la giusta richiesta della Sezione Movimento.

Allo scopo di migliorare per la consistenza del personale dell'Ufficio Circolazioni Veicoli della stessa Sezione occorrerebbe che il Revisore Capo Dett. GODANO Cav. Giuseppe che e stato riammesso in servizio dopo giudizio di epurazione e passato alla Sezione Commerciale per la nota disposizione di spostare detti elementi, ritornasse invece alla Sezione Movimento.

Detto agente infatti per oltre 15 anni, e state sempre alla circolazione veicoli ed e quindi un elemento di notevole capacita tecnica in materia; mentre che alla Sezione Commerciale trovasi in una materia non di sua completa competenza.

Inoltre, pregasi far conoscere, se nulla osta, che venga restituite alla circolazione veicoli il Capo Stazione di l. cl. CIRROTTOLA Gennaro, il quale fu sottoposto, tra l'altro, ad indagini nella recente inchiesta in merito alla questione dei carri da parte del Capo Compartimento Comm. Benedetti e da un Prefetto del Regno.

Detto CS infatti ha notevole capacita tecnica in materia; ma data l'inchiesta svelta si desidererebbe il benessere superiore;

La Sezione Movimento ha inviato al proprio Servizio l'unità letteraria perché sia inviata a Bari un Funzionario di grado 5° e 4° di provata capacità ed esperienza tecnica per coprire il posto di Capo dell'Ufficio Circolazione Veicoli, rimasto scoperto in seguito alla quiescenza dell'Ispettore P/le Cav. G. P. ed attualmente fronteggiato con opportuni adattamenti alla meglio.

Avendo avuto modo di rilevare l'importanza nel momento attuale del posto scoperto e considerata l'intensificazione degli importanti servizi inerenti, tanto che il Comando Alleato assilla continuamente anche il sottoscritto, prego vivamente voler intervenire perché si provveda a soddisfare di urgenza la giusta richiesta della Sezione Movimento.

Allo scopo di migliorare poi la consistenza del personale dell'Ufficio Circolazione Veicoli della stessa Sezione occorrerebbe che il Revisore Capo Dett. GODANO Cav. Giuseppe che è stato riammesso in servizio dopo giudizio di epurazione e passato alla Sezione Commerciale per la nota disposizione di spostare detti elementi, ritornasse invece alla Sezione Movimento.

Dette agente infatti per oltre 15 anni, è stato sempre alla circolazione veicoli ed è quindi un elemento di notevole capacità tecnica in materia; mentre che alla Sezione Commerciale trovasi in una materia non di sua completa competenza.

Inoltre, pregasi far conoscere, se nulla osta, che venga restituito alla circolazione veicoli il Capo Stazione di 1° Cl. CIRROTTOLA Gennaro, il quale fu sottoposto, tra l'altro, ad indagini nella recente inchiesta in merito alla questione dei carri da parte del Capo Compartimento Comm. Benedetti e da un Prefetto del Regno.

Detto GS infatti ha notevole capacità tecnica in materia; ma data l'inchiesta svolta si desidererebbe il benessere superiore; prima di utilizzarlo in materia di carri.

IL CAPO DEL COMPARTIMENTO.

E/te Carone.

1497

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Bar: 25 Agosto 1945
n.M.311-Segr.B.3.

Compartimento di Bari
Sezione Movimento.

=====

OGGETTO: Capo del Reparto
Circolazione Veicoli.

AL SERVIZIO MOVIMENTO

R O M A

Gem'è noto a codeste Servizio col passaggio in
quiescenza il 10 Aprile c.a. dell'Ispettore P/le Cav.Ceppl
Nicola, Funzionario con oltre 40 anni di servizio e con larga
specializzazione in materia, è rimasto scoperto il posto di
Capo Reparto Circolazione Veicoli previsto in organico.

A suo tempo venne fatto presente non solo l'assoluta
necessità della sostituzione del detto Funzionario; ma le gravi
difficoltà della sostituzione stessa per mancanza di elementi
idonei, sia per grado, sia per capacità tecnica, e per tale
motivo il CEPPI venne trattenuto in servizio; ma dovette poi
il 30 Aprile, per le note definitive disposizioni, essere messo
senz'altro in pensione. Da allora le mansioni del Capo del
Reparto Circolazione Veicoli vengono fronteggiate alla meglio,
con assoluta abnegazione, dal Revisore Capo Cav.PORTOGHESE
che è costretto a disimpegnare anche il lavoro del suo gruppo,
nonché dal Capo dell'Ufficio 1° (Cav.Ceccetti prima ed ora Dett.
Cernalis) impegnatissimi anche essi per le loro altre numerose
ed importanti incompenze.

Nella situazione attuale, non è però più conveniente
perdurare in tale adattamento perché tutte il servizio inerente
all'assegnazione, utilizzazione e circolazione veicoli, va
assumendo di giorno in giorno una importanza sempre maggiore.

Infatti il Comando Alleato richiede la continua assistenza
di un Funzionario ed entra nei più minuti dettagli ed è
esigentissimo; si vanno organizzando e sviluppando giornalmente
nuovi servizi, quali la Sepral, etc; si attuano variazioni di
organizzazione in tutta la struttura inerente al servizio
dell'utilizzazione del materiale per cui occorre il pronto
intervento del Funzionario e spesso con larghe iniziative, infine
necessita una oculata e continua opera di sorveglianza, essendo
tutta la materia di preoccupante speculazione.

Si prega quindi codeste Servizio trasferire a Bari di urgenza
un Funzionario con vasta esperienza in

quiescenza il 10 Aprile c.a. dell'Ispettore P/le Cav. Ceppi Nicola, Funzionario con oltre 40 anni di servizio e con larga specializzazione in materia, è rimasto scoperto il posto di Capo Reparto Circolazione Veicoli previste in organico.

A suo tempo venne fatta presente non solo l'assoluta necessità della sostituzione del detto Funzionario; ma le gravi difficoltà della sostituzione stessa per mancanza di elementi idonei, sia per grado, sia per capacità tecnica, e per tale motivo il CEPPI venne trattenuto in servizio; ma dovette poi il 30 Aprile, per le note definitive disposizioni, essere messo senz'altro in pensione. Da allora le mensili del Capo del Reparto Circolazione Veicoli vengono fronteggiate alla meglio, con assoluta abnegazione, dal Revisore Capo Cav. PORTOGHESE che è costretto a disimpegnare anche il lavoro del suo gruppo, nonché dal Capo dell'Ufficio 1° (Cav. Cecchetti prima ed ora Dott. Cernalis) impegnatissimi anche essi per le loro altre numerose ed importanti incombenze.

Nella situazione attuale, non è però più conveniente perdurare in tale adattamento perché tutte il servizio inerente all'assegnazione, utilizzazione e circolazione veicoli, va assumendo di giorno in giorno una importanza sempre maggiore.

Infatti il Comando Alleato richiede la continua assistenza di un Funzionario ed entra nei più minuti dettagli ed è esigentissimo; si vanno organizzando e sviluppando giornalmente nuovi servizi, quali la Sepral, etc; si attuano variazioni di organizzazione in tutta la struttura inerente al servizio dell'utilizzazione del materiale per cui occorre il pronto intervento del Funzionario e spese con larghe iniziative, infine necessita una oculata e continua opera di sorveglianza, essendo tutta la materia di preoccupante speculazione.

Si prega quindi codesto Servizio trasferire a Bari di urgenza un Funzionario di grado 4° e 5° di lunga e provata esperienza in materia, che curi, si interessi ed assuma la responsabilità di questa complessa e difficile partita.

Informasi infine che per quanto da tempo si sia ricercato, mancano assolutamente sul posto, sia del personale esecutivo, sia del personale di ufficio, elementi idonei per grado e per capacità tecnica, e pertanto, s'interessa codesto Servizio per i provvedimenti di competenza.

IL CAPO DELLA SEZIONE MOVIMENTO.

R/to Crestano.

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Compartimento di Bari
Sezione Movimento.
=====

Bari 25 Agosto 1945
n.M.312-

AL MAGGIORE TAYLOR

B A R I

In relazione alle intese verbali intercorse con la S.V. circa l'assegnazione per pochi giorni di un nostro agente presso il Cap.ASPREY allo scopo di coordinare il servizio ripartizione carri, informo che ogni giorno, ripetute volte e per varie ore, gli impiegati Sig.DI TURSI, CORNARO e VALERIO, incaricati di tale servizio prendono continui e dettagliati accordi col detto Capitano.

Comeunque la Sezione Movimento ha incaricato il Sig.Dett. DE LUCA Silvestro dell'Ufficio del Sig.Greco di tenersi a disposizione del Capitano ASPREY alcuni giorni per meglio coordinare tale servizio.

Sgd. IL CAPO DEL COMPARTIMENTO.

1495

TRANSMISSION.

From:- Capo Compartimento FF. SS. - Bari.

25 AUGUST 45

Ref: No. M/312

To:- Major TAYLOR.

Subject:- Appointment of ISR Employee to Capt. ASPREY.

Reference to our conversation regarding the appointment of an Employee of ISR to Capt. Asprey in order to Coordinate wagon allotments for ISR, I beg to inform you that every day, repeatedly and for several hours our employees Sig. Di Tursi, Cornaro and Valerie, are in charge of a/m service and make arrangements, with Capt. Asprey.

Sezione Movimento have now, also, appointed Sig. Dett. De Luca Silvestre of Sig. Greco's Office to be at disposal of Capt. Asprey for a few days for said purpose.

GM.

1494

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Inter Office Memo

/r1

AC/301/Tn4

18 September 1945

SUBJECT : Wine Exports Apulia
TO : Chief, Movements Div.
(Attention Major Worthington)

1. Reference your 271/170/Tn 3 of Sept 8th, no difficulty is anticipated in providing 80 wagons per day for this movement.

ac
A C. PING
Major

for Ching
Randall

1493

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

8 September 1945

271/170/Tn 3

SUBJECT : Wine Exports - Apulia

TO : Rail Division (Tn 4)

1. The attached copy of letter received from P.L.O. Bari is forwarded for your views regarding para 2.
2. Please inform this branch whether, in your opinion, following consultations with the ISR, you consider that the 80 wagons per day can be supplied for the movement of wine in barrels to ports of shipment.

For Chief Movements Division

C.R. Worthington
C.R. WORTHINGTON,
Major R.E.

Copy to : Shipping Branch
Food Sub-Commission
P.L.O. Bari (Attn. Lt. O'Leary)

1492

C O P Y

/elc

ALLIED COMMISSION
LIAISON OFFICE
B A R I

REF. : BA/PL/1/14

3 September 1945

SUBJECT : Wine Export - Apulia

TO : Transportation S/C
Hq. Allied Commission
APO 394.

1. Following is estimated maximum monthly loading capacity. These estimates are, of course, subject to conditions stated ;

<u>Port</u>	<u>Tons monthly</u>	<u>B a s i s</u> <u>No. of ships working</u> <u>at once</u>	<u>Average tonnage</u>
Gallipoli	8000	2	1000
Brindisi	12000	2	1500
Taranto	4000	not more than 5 ships per month	
Barletta	<u>1000</u>	not more than 3 ships per month	
	<u>25000</u>		

2. It will be noted that the above is based on loading of 2 ships of 1000 tons per week in Gallipoli, and 2 ships of 1500 tons per week at Brindisi. This cannot be achieved unless the availability of railway wagons is assured. The complete program will require at least 80 wagons per day. It is therefore requested that allocation of ships be made only after liaison with the rail section.

Copy to : Food Sub-Commission
HQ, Allied Commission
(Attn. Maj. Curran)
APO 394

1291

P.M. O'Leary, Lt.
Liaison Officer (Food)

ALCOM BARI FOR TAYLOR

4584

31 AUG 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD SUBJECT IS MOVEMENT OF SALT BY RAIL FROM MARGHERITA DI
SAVOIA TO VENEZIA REGION PD

PARER TO ALCOM BARI FOR TAYLOR FROM HQ ALCOM CITE ACTTT PARER
SERIOUS SHORTAGE OF SALT IN VENEZIA REGION DUE TO LACK OF BOX
WAGONS FOR MOVEMENT BY RAIL PD SUGGEST THIS SHORTAGE CAUSED BY
BAD LOCAL DISTRIBUTION PD REQUEST ACTION ENSURE EQUITABLE
DISTRIBUTION PD

COPY TO : RAIL DIVISION (for action) ✓
FOOD SC (for info)

Transportation so

478704

*Almonte
Mg.*

NICHOLAS PIONBINO
CWO - U.S.A.
Asst. Adjutant

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