

ACC AC41/TW4 10000/148/2029 REPORTS - OFFICERS
JUN - NOV. 1944

2029 REPORTS - OFFICERS MISCELLANEOUS
JUN - NOV. 1944

HEADQUARTERS
ALLIED COMMISSION
APO 394.
Transportation Sub-Commission

Inter-Office Memo.

7 Nov. 44.

TO : Colonel U.S. Adams,
Director,
Tn. Sub-Comm.

Subject: Rail Engineer's Report: 0930hours 7 Nov. 44.

Line 50 Still damaged North of Grossetto - Repairs by about
(Leghorn) 12 Dec 44.

Line 65 Still out - repairs by about 9 Nov 44.
(Arezzo)

Line 87 O.K.
(Ancone)

Line 89 Coast route NAPLES - ROME - O.K.

Line 90 NAPLES to ROME via CASSINO OUT - Damage report not to
hand.

Movements Section advised.

A.C. Ping
A.C. PING,
Capt. G.L.
Tn. Sub-Comm.

1617

41/5

DECAUVILLE MATERIALS IN REGGIO RAILWAY DIVISION

DECAUVILLE TRACKS

At Reggio Centrale	2939	metres
" Agropoli	300	"
" Metaponto	411	" on coast (heel)
" Villa S. Giovanni	533	"
" Rosarno	200	"
TOTAL	4383	"
	=====	

WAGGONS

At Agropoli	N.5
-------------	-----

SWITCHES

At Reggio	N.7
-----------	-----

TURN-PLATES

At Reggio	N.5
-----------	-----

USELESS MATERIALS AT REGGIO PORT

454 m. of tracks
15 waggons
7 switches

TO

*Warehousing
Div
Shipping Sec
to note for
reference in
case of need.*

Entrance to tunnel 198 metres long. 60' from South portal demolished. Practically no cover. Can be repaired by clearing. 200' from South portal three small demolitions in crown of arch. Small quantity of loose material to be barred down. Formation solid rock. 252' from South portal 20' arch lining demolished. Loose material to be barred down. Formation solid rock. 260' to 410'

42.6 Km. Over bridge demolished. 100 cu.yds. debris requires clearing. Structure bridge over canal. Steelwork demolished. Very slight damage to abutments. 100' track demolished. Will be restored by 20' R.S.J. span.

55.0 Km. Old Crater. 100' track requires packing.

55.4 Km. Monte Malina Halt. Undamaged.

56.1 Km. 15-metre skew bridge over canal completely demolished. To be restored by sleeper crib abutments, or concrete, 20' R.S.J. span and filling bank.

56.8 Km. Debris from crater on line and slight sink in track.

57.0 Km. Damaged rail.

60.9 Km. Magione Station.

2 frogs, 1 left switch, demolished. 3 craters. 2000' track damaged. To restore main line and 2 loops, 2 frogs and 30 rails require to be replaced and 1500' track straightened and lifted.

Magione (60.2 Km.) excl. to Bassignano (70.2 Km.) incl.

61.4 Km. 400' track needs packing.

61.6 Km. Entrance to Magione tunnel, 1300 metres long. Total blockage 100' from South portal. Apparently 50' lining demolished. Overburden 30'. Crater above tunnel 20' deep standing vertical. Overburden consists of very hard clay. 240' from North portal crater in track. 200' track demolished. 30 cu. yds. fill required. Last 160' of tunnel demolished. Maximum overburden 4'. Can be restored by clearing. 600 cu.yds. spoil to be removed.

68.3 Km. 1 1/2-metre under bridge completely demolished. To be replaced by 40' Amco piping and 100 cu.yds filling.

68.2 Km. 7-metre under bridge completely demolished. To be replaced by 40' Amco pipe and 100 cu.yds filling.

69.2 Km. 30' retaining wall, 14' high, above road demolished. Repair will be by dry stone packing.

69.4 Km. 3 sections of retaining wall approximately 10' long x 5' high to be repaired.

69.5 Km. Entrance to tunnel 196 metres long. 60' from South portal demolished. Practically no cover. Can be repaired by clearing. 200' from South portal three small demolitions in crown of arch. Small quantity of loose material to be barred down. Formation solid rock. 232' from South portal 20' arch lining demolished. Loose material to be barred down. Formation solid rock. 269' to 410' arching demolished and portions of walls. Approximately 1000 cu.yds debris to be cleared. Tunnel in solid rock. Last 15' demolished. 20' overburden. Can be repaired by clearing debris.

70.2 Km. Bassignano Station.

All points and crossings demolished. 200 cu.yds rubble from station buildings and overhead water tower to be cleared off tracks. To restore main line and 2 loops four sets points and crossings to be relaid.

Bassignano (70.2 Km.) excl. to Tuoro (75.0 Km.) incl.

70.5 Km. Subway and 60' track demolished. Can be restored by Amco pipe and 100 cu.yds filling.

71.2 Km. 1 1/2 metre culvert completely demolished, and 60' track. Can be replaced by 40' Amco pipe and 100 cu.yds filling.
71.7 Km. 4-metre culvert completely demolished and 60' track. Culvert can be replaced by 20' R.S.J. span and sleeper ories.
72.1 Km. 1 1/2-metre culvert and 60' track demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
72.3 Km. 1 1/2-metre culvert and 60' track completely demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
72.6 Km. 1 1/2-metre culvert and 60' track completely demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
72.8 Km. 1-metre culvert and 60' track completely demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
72.9 Km. 2-metre culvert and 60' track completely demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
73.0 Km. 2-metre culvert and 60' track completely demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
73.1 Km. 1-metre culvert and 60' track completely demolished. Can be restored by 80' Amco pipe and 200 cu.yds filling.
73.4 Km. 5 Amco tracks destroyed. Bomb crater. 150' track demolished.
73.5 Km. 2-metre subway and 60' track completely demolished. Requires 200 cu.yds filling.
73.7 Km. Burnt out trucks. 100' track damaged.

75.0 Km. Turro Station.

All frogs blown. Subway demolished and 900' track damaged. To restore main line and one loop 2 frogs and 900' track to be replaced, and 200 cu.yds fill to subway.

Turro (75.9 Km.) excl. to Terentola (82.2 Km.) incl.

75.4 Km. Crater. Requires 200 cu.yds filling and 150' track.
75.5 Km. 1/8' subway, 1/18' bridge over canal and 1/8' subway in one bridge totally demolished. To be restored by 2/10' light steel ties on slab foundations, 1/20' R.S.J. spans and 300 cu.yds filling.
75.6 Km. Old crater. 100' track requires lifting.
75.8 Km. Old crater. 100' track requires lifting. 100 cu.yds fill required.
76.4 Km. 6-metre subway and 300' track totally demolished. To be restored by 300 cu.yds filling.
76.5 Km. 12-metre subway and 300' track completely demolished. Requires 300 cu.yds filling.
77.2 Km. Tunnel 530' long. North portal demolished, 50' overburden. Can be repaired by clearing debris and building new portal.
81.1 Km. Old crater. 100' track to be lifted.
81.2 Km. 20 cu.yds rubble from over bridge requires clearing.
81.5 Km. 2 rails to be replaced.
82.2 Km. Terentola Station.

2-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling. Can be 1-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling. 5 Armo. tracks destroyed. Bomb crater. 150' track demolished. 2-metre subway and 60' track completely demolished. Requires 200 cu.yds filling. 100' track damaged. Burnt out trucks. 100' track damaged.

75.0 Km. Tuoro Station.

All frogs blown. Subway demolished and 900' track damaged. To restore main line and one loop 2 frogs and 900' track to be replaced, and 200 cu.yds fill to subway.

Tuoro (75.0 Km.) excl. to Terentola (82.2 Km.) incl.

Crater. Requires 200 cu.yds filling and 150' track. 1/8' subway, 1/18' bridge over canal and 1/6' subway in one bridge totally demolished. To be restored by 2/10' light steel trestles on slab foundations, 1/20' R.S.J. spans and 500 cu.yds filling.

Old crater. 100' track requires lifting. 100 cu.yds fill Old crater. 100' track requires lifting. 100 cu.yds fill required.

6-metre subway and 500' track totally demolished. To be restored by 300 cu.yds filling.

3-metre subway and 500' track completely demolished.

Requires 300 cu.yds filling.

Tunnel 530' long. North portal demolished. 50' overburden.

Can be repaired by clearing debris and building new portal.

Old crater. 100' track to be lifted.

20 cu.yds rubble from over bridge requires clearing.

2 rails to be replaced.

82.2 Km. Terentola Station.

1816

EXTRACT FROM REPORT (RMOCE).

COPY.

Subject.

RECCE REPORT : LINE 224 :
TERMI - SPENTOLA :
SECTION PERUGIA -
TERENTOLA.

Ref: A.4.4ED/25.

Headquarters,
 Railway Construction Engineers,
 S.A.E.C. U.D.F. C.M.F.

6 July 1944.

49.6 Km. Ellera Station.

4000' track requires lifting. One frog and 100 burnt out sleepers to be replaced. A certain amount of straightening of track required to provide main line and 3 loops.

Ellera (49.6 Km.) excl. to Magione (60.2 Km.) incl.49.8 Km.

Over bridge demolished. 100 cu.yds. debris requires clearing. 4-metre bridge over canal. Steelwork demolished. Very slight damage to abutments. 100' track demolished. Will be restored by 20' R.S.J. span.

55.0 Km.

Old Crater. 100' track requires packing.

55.4 Km.

Monte Melino Halt.

56.1 Km.

15 1/2-metre skew bridge over canal completely demolished. To be restored by sleeper crib abutments, or concrete, 20' R.S.J. span and filling bank.

56.8 Km.

Debris from crater on line and slight kink in track.

57.0 Km.

Damaged rail.

60.9 Km. Magione Station.

2 frogs, 1 left switch, demolished. 3 craters. 2000' track damaged. To restore main line and 2 loops, 2 frogs and 30 rails require to be replaced and 1500' track straightened and lifted.

Magione (60.2 Km.) excl. to Bassignano (70.2 Km.) incl.61.4 Km.

400' track needs packing.

61.8 Km.

Entrance to Magione tunnel, 1300 metres long. Total blockage 100' from South portal. Apparently 50' lining demolished. Overburden 30'. Crater above tunnel 20' deep standing vertical. Overburden consists of very hard clay. 240' from North portal crater in track. 200' track demolished. 30 cu. yds. fill required. Last 160' of tunnel demolished. Maximum overburden 4'. Can be restored by clearing. 600 cu.yds. spoil to be removed.

68.3 Km.

1 1/2-metre under bridge completely demolished. To be replaced by 40' Armaco piping and 100 cu.yds filling.

68.9 Km.

3-metre under bridge completely demolished. To be replaced by 40' Armaco pipe and 100 cu.yds filling.

69.2 Km.

30' retaining wall, 14' high, above road demolished. Repair will be by dry stone packing.

69.4 Km.

3 sections of retaining wall approximately 10' long x 5' high to be repaired.

69.5 Km.

Entrance to tunnel 198 metres long. 60' from South portal demolished. Practically no cover. Can be repaired by clearing. 200' from South portal three small demolitions in crown of arch. Small quantity of loose material to be barred down. Formation solid rock. 232' from South portal 20' arch lining demolished. Loose

1513

Over bridge demolished. 100 cu.yds. debris requires clearing. 4-metre bridge over canal. Steelwork demolished. Very slight damage to abutments. 100' track demolished. Will be restored by 20' R.S.J. span.

Old Crater. 100' track requires packing.

Undamaged.

15 1/2-metre skew bridge over canal completely demolished. To be restored by sleeper crib abutments, or concrete, 20' R.S.J. span and filling bank.

Debris from crater on line and slight kink in track.

Damaged rail.

60.9 Km. Magione Station.

2 frogs, 1 left switch, demolished. 3 craters. 2000' track damaged. To restore main line and 2 loops, 2 frogs and 30 rails require to be replaced and 1500' track straightened and lifted.

Magione (60.9 Km.) excl. to Bassignano (70.2 Km.) incl.

61.4 Km.

61.8 Km.

400' track needs packing. Entrance to Magione tunnel, 1300 metres long. Total blockage 100' from South portal. Apparently 50' lining demolished. Overburden 30'. Crater above tunnel 20' deep standing vertical. Overburden consists of very hard clay. 240' from North portal crater in track. 200' track demolished. 30 cu. yds. fill required. Last 160' of tunnel demolished. Maximum overburden 4'. Can be restored by clearing. 600 cu.yds. spoil to be removed.

1 1/2-metre under bridge completely demolished. To be replaced by 40' Armco piping and 100 cu.yds filling.

3-metre under bridge completely demolished. To be replaced by

40' Armco pipe and 100 cu.yds filling.

30' retaining wall, 14' high, above road demolished. Repair

will be by dry stone packing.

3 sections of retaining wall approximately 10' long x 5' high to be repaired.

Entrance to tunnel 198 metres long. 60' from South portal demolished.

Practically no cover. Can be repaired by clearing. 200' from

South portal three small demolitions in crown of arch. Small

quantity of loose material to be barred down. Formation solid

rock. 232' from South portal 20' arch lining demolished. Loose

material to be barred down. Formation solid rock. 260' to 410'

arching demolished and portions of walls. Approximately 1000

cu.yds debris to be cleared. Tunnel in solid rock. Last 15'

demolished. 20' overburden. Can be repaired by clearing debris.

70.2 Km. Bassignano Station.

All points and crossings demolished. 200 cu.yds rubble from station buildings and overhead water tower to be cleared off tracks. To restore main line and 2 loops four sets points and crossings to be relaid.

Bassignano (70.2 Km.) excl. to Tuoro (75.0 Km.) incl.

70.5 Km.

Subway and 60' track demolished. Can be restored by Armco pipe and 100 cu.yds filling.

71.2 Km. 1½-metre culvert completely demolished, and 60' track. Can be replaced by 40' Armo pipe and 100 cu.yds filling.
71.7 Km. 4-metre culvert completely demolished and 60' track. Culvert can be replaced by 20' R.S.J. span and sleeper cribs.
72.1 Km. 1½-metre culvert and 60' track demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
72.3 Km. 1½-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
72.6 Km. 1½-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
72.8 Km. 4-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
72.9 Km. 2-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
73.0 Km. 2-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
73.1 Km. 1-metre culvert and 60' track completely demolished. Can be restored by 80' Armo pipe and 200 cu.yds filling.
73.1 Km. 3 Armo. trucks destroyed. Bomb crater. 150' track demolished.
73.3 Km. 2-metre subway and 60' track completely demolished. Requires 200 cu.yds filling.
73.5 Km. Burnt out trucks. 100' track damaged.

75.0 Km. Tuoro Station.

All frogs blown. Subway demolished and 900' track damaged. To restore main line and one loop 2 frogs and 900' track to be replaced, and 200 cu.yds fill to subway.

Tuoro (75.0 Km.) excl. to Terentola (82.2 Km.) incl.

75.1 Km. Crater. Requires 200 cu.yds filling and 150' track.
75.5 Km. 1/8' subway, 1/18' bridge over canal and 1/8' subway in one bridge totally demolished. To be restored by 2/10' light steel trestles on slab foundations, 1/20' R.S.J. spans and 300 cu.yds filling.
75.6 Km. Old crater. 100' track requires lifting.
75.8 Km. Old crater. 100' track requires lifting. 100 cu.yds fill required.
76.4 Km. 6-metre subway and 300' track totally demolished. To be restored by 300 cu.yds filling.
76.5 Km. 3½-metre subway and 300' track completely demolished. Requires 300 cu.yds filling.
77.2 Km. Tunnel 530' long. North portal demolished. 50' overburden. Can be repaired by clearing debris and building new portal.
81.1 Km. Old crater. 100' track to be lifted.
81.2 Km. 20 cu.yds rubble from over bridge requires clearing.
81.3 Km. 2 rails to be replaced.
82.2 Km. Terentola Station.

1-metre culvert and 60' crater completely destroyed.
 restored by 80' Armo pipe and 200 cu.yds filling.
 3 Armo. trucks destroyed. Bomb crater. 150' track demolished.
 2-metre subway and 60' track completely demolished. Requires
 200 cu.yds filling.
 Burnt out trucks. 100' track damaged.

73.5 Km. Tuoro Station.

All frogs blown. Subway demolished and 900' track damaged. To
 restore main line and one loop 2 frogs and 900' track to be
 replaced, and 200 cu.yds fill to subway.

Tuoro (75.0 Km.) excl. to Terentola (82.2 Km.) incl.

75.1 Km. Crater. Requires 200 cu.yds filling and 150' track.
75.5 Km. 1/8' subway, 1/18' bridge over canal and 1/8' subway in one
 bridge totally demolished. To be restored by 2/10' light
 steel trestles on slab foundations, 1/20' R.S.J. spans and
 300 cu.yds filling.
75.6 Km. Old crater. 100' track requires lifting. 100 cu.yds fill
75.8 Km. Old crater. 100' track requires lifting. 100 cu.yds fill
 required.
76.4 Km. 6-metre subway and 300' track totally demolished. To be
 restored by 300 cu.yds filling.
76.5 Km. 3/2-metre subway and 300' track completely demolished.
 Requires 300 cu.yds filling.
77.2 Km. Tunnel 530' long. North portal demolished. 50' overburden.
 Can be repaired by clearing debris and building new portal.
81.1 Km. Old crater. 100' track to be lifted.
81.2 Km. 20 cu.yds rubble from over bridge requires clearing.
81.5 Km. 2 rails to be replaced.
82.2 Km. Terentola Station.

1912

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

RESIDENCES, RAILWAY EMPLOYEES

TO:

CAPO COMPARTIMENTO

I. S. R. REGGIO

REF: REG I/O/49

22 AUG 44

1. During a recent inspection of the Compartimento by the writer it was noticed that an unhealthy condition exists at the entrance to many residences of railway workers due to the continued existence of the barricades erected during bombing days. It would appear that people in passing, who find it necessary to answer the call of nature, take advantage of this partial concealment.
2. It was also noticed that, in some cases, part of the material was missing indicating a possibility that thieves had been at work.
3. After conferring with the Town Major it is considered that the danger period is past and there is no longer a need for this protection.
4. It is suggested that they be removed.

W. F. Blair 1614

W. F. BLAIR, MAJOR

DIV SUPR. TRN SUB-COMM

Copr

H. Q. ACC

TN SUB-Comm

A. P. O. 394

I. S. R. PEGGIO

1. During a recent inspection of the Compartimento by the writer it was noticed that an unhealthy condition exists at the entrance to many residences of railway workers due to the continued existence of the barricades erected during bombing days. It would appear that people in passing, who find it necessary to answer the call of nature, take advantage of this partial concealment.
2. It was also noticed that, in some cases, part of the material was missing indicating a possibility that thieves had been at work.
3. After conferring with the Town Major it is considered that the danger period is past and there is no longer a need for this protection.
4. It is suggested that they be removed.

W. F. Blair 1611

W. F. BLAIR, MAJOR

DIV SUPP. IN SUP-COMM

Corr

H. Q. ACC

TV SUB-Comm

A. P. O 394

0 7 7 0

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

APD 400
11 August 1944.

Subject : Bari Division, I.S.R.

To : Director, Tn. Sub-Commission, A.C.C.,
Hq., A.C.C., A.P.O. 394

1. As instructed, I have visited the Bari Division, where I was given facilities by D.D. Tn. (Rly), Col. Payne, RE, to visit the Depots and locomotive and wagon shops at Bari, Taranto and Foggia. ✓

a. Bari deals with running and light repairs to locomotives, and has a wagon ~~and~~ repair output of about seventy (70) per week.

b. Taranto, in addition to running and light repairs to locomotives, is developing facilities for heavy repairs and has a wagon repair output of 150 per week.

c. Foggia is the main locomotive repair shop of the division, having an output of ten (10) engines per month. In this shop British Military Personnel are being replaced by Italian Civilians.

d. The Foggia wagon repair shop output is from 225 to 250 per week.

2. It appears certain that much military traffic will continue to be carried over the Division for some time to come, and its importance in this respect will exceed that of the Sicily and Calabrian Divisions.

3. When the Division is handed over to Italian operation, the most important question will be that of obtaining essential stores and material which, at present, are obtained through Tn Stores. This has been the subject of a communication from D.D. Tn. (Rly), Bari to Tn (British) Adv. AFHQ CMF requesting that a directive be laid down on the line of action to be followed.

4. It appears probable that the Division will be handed over in the near future to the supervision of A.C.C. Tn. Sub-Commission and, therefore, in view of the importance of its locomotive and wagon shops and engine sheds, I suggest that the locomotive, carriage and wagon section of Tn. Sub-Commission should be located at Bari until such time as other Divisions of the I.S.R. are handed over by M.R.S. From Bari it is possible to supervise Calabria and Sicily equally as well as from Naples.

5. I have discussed this with Col. Mosack, AGM Equipment, MRS. 600 is in entire agreement with my suggestion.

I have agreed
14/8
S.L. Baister
S.L. BAISTER, Major
Tn. Sub-Commission, A.C.C.
attached M.R.S.

LT COL Vining.

The scheme as outlined herein will cause considerable difficulty in respect of the private railways operating in the division mentioned, and to make the Capo Compartimento ISR responsible for them is entirely against Italian precedent.

At the Ministry of Communications, there is a separate department for private railways, which is very jealous of its position.

This is the Ingegnere Generale della Motorizzazione Civile e dei Trasporti in Concessione, and we accepted their existence as long ago as 12 March by a letter to General Di Raimondo, when he raised the point.

The country is divided into divisions for private railways only, and a Capo is installed to look after their interests. In Bari Division, for example, there is already appointed a representative, whose name has been given us, and also one for Reggio Division:-

Comm Dott Ing Maddalo Francesco, Via Calefati 191 Bari.

Comm Dott Ing Maione Enrico, Via Rione Milano, Catanzaro (for Catanzaro district)

There is also one similarly appointed for Naples.

at 2/8

Phone Major Walker and
ask him when is a meeting
to be held to discuss this.
Major Walker was to see Col Fadden
& then we were going to discuss this
JLV 2/8

DRAFT

Transportation (British)

H.Q., A.A.I., C.M.F.

Tn.A. 2/76.

AUG. 44.

SUPPLY OF STORES TO I.S.R.

AND PRIVATELY OWNED RAILWAYS IN BARI COMPARTIMENTO.

1. Reference is made to para. 3(d) of Tn. (Br.) H.Q. A.A.I. letter Tn.A. 1/49 dated 11 Aug. 44.

Stores requirements of the I.S.R. and other railways fall under two headings:

(i) Long term requirements.

These are defined as the requirements for the rehabilitation, maintenance and operation of the railways after D.G.M.R. has relinquished control. Responsibility for estimating such requirements rests with the H.Q. of the I.S.R. and responsibility for procurement of such supplies as cannot be obtained from local resources rests with A.C.C.

(ii) Short term requirements.

These are defined as the minimum current requirements for the maintenance and operation of the railways for military and essential civilian traffic. Until supplies become available as a result of long-term provision action sponsored by A.C.C. short term requirements must be met from local resources or from such military stocks as are available.

2. This directive deals with the supply of the short term requirements of the Bari compartmento of the I.S.R. and the following privately-owned railways:

Sud Est.

dated 11 Aug. 44.

Stores requirements of the I.S.R. and other railways fall under two headings:

(i) Long term requirements.

These are defined as the requirements for the rehabilitation, maintenance and operation of the railways after D.G.M.R. has relinquished control. Responsibility for estimating such requirements rests with the H.Q. of the I.S.R. and responsibility for procurement of such supplies as cannot be obtained from local resources rests with A.C.O.

(ii) Short term requirements.

These are defined as the minimum current requirements for the maintenance and operation of the railways for military and essential civilian traffic. Until supplies become available as a result of long-term provision action sponsored by A.C.O. short term requirements must be met from local resources or from such military stocks as are available.

2. This directive deals with the supply of the short term requirements of the Bari compartmento of the I.S.R. and the following privately-owned railways:

Sud Est.

Ferrovia Calabria Lucano.

Bari - Barletta Tramway.

S. Spirito Bitonto.

3. PREPARATION AND SUBMISSION OF DEMANDS.

- a. Capo di Compartimento, Bari, will be responsible for co-ordinating requirements, and for this purpose will establish a competent stores organisation and nominate one official through whom all routine stores

1698

~~communications~~ matters will be conducted. He will also arrange, as an internal feature of his stores organisation, for the necessary liaison to be maintained with the privately-owned railways listed in para. 2.

b. Capo di Compartimento will utilise to the maximum, by reclamation and pooling, such stocks of materials as already exist in his Compartimento and will also obtain such further supplies as may be obtainable from local sources of production in East Italy. Where such production or the materials required for production are controlled he will apply to A.C.C. Officer, Bari for the necessary backing to secure releases against his orders.

c. The balance of requirements not obtainable as in para. 5b will be demanded by Capo di Compartimento on pro forma as at App. A. Demands will be prepared quarterly and requirements will be classified under the following headings:

- (i) Spare parts required for locomotives and wagons (cars).
- (ii) Consumable stores required for locomotives and wagons.
- (iii) Consumable stores required for general purposes other than (ii) (purposes to be stated).
- (iv) Tools and non-expendable stores required for maintenance and repair of locos and wagons.
- (v) Tools and non-expendable stores required for purposes other than (iv) (purposes to be stated).
- (vi) Signalling stores.

Demands will NOT include the following which are dealt with separately:

Track materials.

1807

and will also obtain such further supplies as may be obtainable from local sources of production in East Italy. Where such production or the materials required for production are controlled he will apply to A.C.C. Officer, Bari for the necessary backing to secure releases against his orders.

c The balance of requirements not obtainable as in para. 5b will be demanded by Capo di Compartimento on pro forma as at App. A. Demands will be prepared quarterly and requirements will be classified under the following headings:

- (i) Spare parts required for locomotives and wagons (cars).
- (ii) Consumable stores required for locomotives and wagons.
- (iii) Consumable stores required for general purposes other than (ii) (purposes to be stated).
- (iv) Tools and non-expendable stores required for maintenance and repair of locos and wagons.
- (v) Tools and non-expendable stores required for purposes other than (iv) (purposes to be stated).
- (vi) Signalling stores.

Demands will NOT include the following which are dealt with separately:

Track materials.
Materials for reconstruction of bridges.
Coal.
Loco and wagon oils and lubricants.
Industrial gases.

1802

d Quarterly demands will be submitted to A.C.C. Officer Bari for screening and Rear H.Q. 3 Tr. Stores Group (Capt. L. Robson) will supply such information and advice as he requires based on experience of

- 3 -

previous issues. If Rear H.Q. 3 Tn. Stores Group moves from Bari assistance in screening will continue to be rendered by O. i/c 525 Tn. Stores Depot or A.D.Tn.2.

e After screening, demands will be certified by A.C.C. Officer Bari and returned to Capo di Compartimento, who will then forward them to the H.Q. of the I.S.R. at Rome.

f The first quarterly demand will be submitted to A.C.C. Officer Bari for screening by 30 Sep. 44.

4. SUPPLY AGAINST DEMANDS.

a Upon receipt of Bari Compartimento demands, H.Q. I.S.R. will arrange to supply such stores as may be available from other Compartimentos of the I.S.R. or from civil sources of production, obtaining where necessary the backing of A.C.C.

b The balance of requirements not obtainable as in para. 4a will be referred to A.C.C. for supply.

c A.C.C. will bid for supplies of materials advised as available by Local Resources Section and refer the balance through A.G.M. Stores M.R.S. to A.D.Tn.2 to arrange supply from British military stocks, provided this does not prejudice supply to British units. Conflicting requirements will be referred to A.G.M. Stores for decision on priority. Stores supplied from military stocks will normally be despatched by rail to one destination from which detailed distribution will be arranged by I.S.R.

d It is not part of the short-term policy to import manufactured spare parts for Italian locos or wagons and parts which are not

1636

f The first quarterly demand will be submitted to A.C.C. Officer Bari for screening by 30 Sep. 44.

4. SUPPLY AGAINST DEMANDS.

a Upon receipt of Bari Compartimento demands, H.Q. I.S.R. will arrange to supply such stores as may be available from other Compartimentos of the I.S.R. or from civil sources of production, obtaining where necessary the backing of A.C.C.

b The balance of requirements not obtainable as in para. 4a will be referred to A.C.C. for supply.

c A.C.C. will bid for supplies of materials advised as available by Local Resources Section and refer the balance through A.G.M. Stores M.R.S. to A.D.Tn.2 to arrange supply from British military stocks, provided this does not prejudice supply to British units. Conflicting requirements will be referred to A.G.M. Stores for decision on priority. Stores supplied from military stocks will normally be despatched by rail to one destination from which detailed distribution will be arranged by I.S.R.

d It is not part of the short-term policy to import manufactured spare parts for Italian locos or wagons and parts which are not available from I.S.R. or military stocks, or by reclamation and cannibalisation, must be manufactured in Italy under I.S.R. arrangements.

5. INTERIM AND EMERGENCY REQUIREMENTS.

a Pending the submission of the first quarterly demand, interim requirements of an urgent nature will be submitted by Capo Compartimento, Bari, through A.C.C. Officer Bari to Rear H.Q. 3 Tn. Stores Group, Bari, who will endeavour to arrange supply from military stocks.

1636

- 4 -

b Emergency requirements pending supplies against quarterly demands will be submitted in the same way.

6. TRACK AND BRIDGE RECONSTRUCTION MATERIALS.

Requirements will be submitted by Capo di Compartimento to Major Heath, Bari, and by the latter through A.D.Tn.4 to A.D.Tn.2.

7. COAL.

a Fuel Agent M.R.S. will continue to submit estimates of railway coal required in Bari Compartimento to Coal Section. A.D.Tn.2 will continue to send Fuel Agent weekly coal returns.

b Monthly allocations of coal to E. Italy, as notified by Fuel Agent will be advised by A.D.Tn.2 to Capt. Robson.

c Capt. Robson will advise Coal Section and Movements, East Italy, of the detailed distribution required of coal from ports to dumps, and will maintain liaison with Capo di Compartimento for this purpose.

d Capo di Compartimento will be entirely responsible for the handling, custody and economical use of coal at I.S.R. dumps and for rendering weekly returns to Capt. Robson for onwards transmission to A.D.Tn.2.

8. LOCO AND WAGON OILS AND LUBRICANTS.

a Until other arrangements are made by Petrol Section for the supply to Bari Compartimento of oils and lubricants, supplies to the I.S.R. will continue to be made from 525 Tn. Stores Depot, Modugno, Bari.

b The privately-owned railways listed in para. 2 are supplied by Pet. Sec. through C.I.P.

1605

- a Fuel Agent M.R.S. will continue to submit estimates of railway coal required in Bari Compartimento to Coal Section. A.D.Tn.2 will continue to send Fuel Agent weekly coal returns.
 - b Monthly allocations of coal to E. Italy, as notified by Fuel Agent will be advised by A.D.Tn.2 to Capt. Robson.
 - c Capt. Robson will advise Coal Section and Movements, East Italy, of the detailed distribution required of coal from ports to dumps, and will maintain liaison with Capo di Compartimento for this purpose.
 - d Capo di Compartimento will be entirely responsible for the handling, custody and economical use of coal at I.S.R. dumps and for rendering weekly returns to Capt. Robson for onwards transmission to A.D.Tn.2.
8. LOCO AND WAGON OILS AND LUBRICANTS.
- a Until other arrangements are made by Petrol Section for the supply to Bari Compartimento of oils and lubricants, supplies to the I.S.R. will continue to be made from 325 Tn. Stores Depot, Modugno, Bari.
 - b The privately-owned railways listed in para. 2 are supplied by Pet. Sec. through C.I.P.
9. INDUSTRIAL GASES.
- a Calcium Carbide for the production of acetylene in low pressure generators and for use in railway hand lamps will be included in quarterly demands under para. 3c(iii).
 - b Monthly estimated requirements of oxygen will be advised to A.C.C. Officer, Bari by Capo di Compartimento 1 month in advance, stating purposes and locations at which required. A.C.C. will apply for an allocation of approved quantities through Local Resources Section.

1605

1630

REQUIRED FOR PERIOD _____ to _____

RICHIESTE PER IL PERIODO da _____ a _____

COLS. 1, 2 and 4 to 8 to be completed by I.S.R.
Colonne 1, 2 e 4 a 8 devono essere riempite dalle IT.SS.
COLS 3 and 9 for A.C.C. use.
Colonne 3 e 9 per uso delle IT.AA. Alleate.

DESCRIPTION (DENOMINAZIONE)		UNIT (UNITA DI MISURA)	QUANTITY REQUIRED (QUANTITA RICHIESTA)	PURPOSE (SCOPO)	FOR A.C.C. USE PER USO delle F.F.AA.
PLAN 1.	ENGLISH 5	6	7	8	9

MEMORANDUM

TO : Lt. Col. L.E. Vinings,
Director, Transportation Sub-Commission, ACC.

SUBJECT : East to West Rail Traffic via Potenza. *Mr. E. Staley did not use*
read instruction sent - then by HQ
but it is clear they did not. *21/6*

1. (a) On Wednesday 14 June 44 Capt. Hall, Transportation Sub-Commission Representative at Bari reported by telephone that he had just received a letter from Movements, East Italy under reference Nov3/309 dated 13 June 44 in which para 4 read :- "It is noted that your programme does not include any East to West traffic as authorised by Transportation Sub-Commission for period 12 - 19 June. This means of course, that no traffic for the West will be loaded this week."

(b) That he had immediately approached Movements, No. 2 District and explained that all traffic East to West via Potenza was included in HQ, ACC Transportation Sub-Commission loading programme of which "Movements" was sent 3 copies and that traffic shown via Potenza in his local programme had been telephoned to him by his HQ, as the bids had arrived in Naples too late to be included in their list.

(c) "Movements" file of Transportation Sub-Committee Minutes and HQ, ACC Transportation Sub-Commission loading programme was produced and after perusal Capt. Hall was told that they presumed that the loading programme was sent to them for reference only just as the Minutes of Transportation Committee and Sub-Committee Meetings had been sent in the past.

(d) That they had never received any instructions from HQ, AAI that they were to supply wagons on receipt of HQ, ACC Transportation loading programmes East to West via Potenza or even Bari Tn. local loading programmes.

(e) "Movements" told Capt. Hall that he could not work off the loading programme in any case as "Consignor" and "Consignee" was not shown thereon.

(This loading programme was produced by HQ, ACC Tn. after perusal of Mov. West Italy System).

2. (a) After the P.O.M. Meeting Thursday 15 June I took the matter up with (M) HQ, AAI and they promised to investigate. They phoned me early Friday 16 June but could give me no satisfactory explanation. I informed them that I would proceed to Bari to investigate and informed Capt. Hall of my intention and finally S/Capt. G. Armitage Flewa accompanied me by plane on Saturday 17 June 44.

The following were present at the Meeting held at No.2 District

Saturday 17 June 44.
Major Wild D.A., Q.M.G. (M) East Italy.
S/Capt. Papworth, (M) East Italy.
Lieut. Reyneman (M) Traffic S/Capt. East Italy.
S/Capt. G. Armitage Flewa (M) HQ, AAI.
Major Richardson, Transportation Sub-Commission, HQ, ACC.
Capt. Hall Transportation Sub-Commission Representative, Bari.

(b) HQ, ACC Transportation loading programme was discussed. "Movements" East Italy stated that they did not consider on receipt of it that any action was drawn to their part and that the supply of wagons was a Transportation

Ma. Richardson
Shall you - good work
Sh. in individual file
21/6

(b) That he had immediately approached Movements, No. 2 District and explained that all traffic East to West via Potenza was included in HQ, ACC Transportation Sub-Commission loading programme of which "Moveit" was sent 3 copies and that traffic shown via Potenza in his local programme had been telephoned to him by his HQ, as the bids had arrived in Naples too late to be included in their list.

(c) "Movements" file of Transportation Sub-Committee Minutes and HQ, ACC Transportation Sub-Commission loading programme was produced and after perusal Capt. Hall was told that they presumed that the loading programme was sent to them for reference only just as the Minutes of Transportation Committee and Sub-Committee Meetings had been sent in the past.

(d) That they had never received any instructions from HQ, AAI that they were to supply wagons on receipt of HQ, ACC Transportation loading programmes East to West via Potenza or even Bari Tn. local loading programmes.

(e) "Movements" told Capt. Hall that he could not work off the loading programme in any case as "Consignor" and "Consignee" was not shown thereon.

(This loading programme was produced by HQ, ACC Tn. after perusal of Mov. West Italy System).

2. (a) After the P.O.M. Meeting Thursday 15 June I took the matter up with (M) HQ, AAI and they promised to investigate. They phoned me early Friday 16 June but could give me no satisfactory explanation. I informed them that I would proceed to Bari to investigate and informed Capt. Hall of my intention and finally S/Capt. G. Armitage Plews accompanied me by plane on Saturday 17 June 44.

The following were present at the Meeting held at No.2 District Saturday 17 June 44.

Major Wild D.A.Q.M.G. (M) East Italy.

S/Capt. Fawcett, (M) East Italy.

Lieut. Heyneman (M) Traffic S/Capt. East Italy.

S/Capt. G. Armitage Plews (M) HQ, AAI.

Major Richardson, Transportation Sub-Commission, HQ, ACC.

Capt. Hall Transportation Sub-Commission Representative, Bari.

(b) HQ, ACC Transportation Loading programme was discussed. "Movements" East Italy stated that they did not consider on receipt of it that any action was required on their part and that the supply of wagons was a Transportation Sub-Commission Representatives responsibility. Their attention was drawn to para 3 of HQ, AAI Administrative Instruction No. 14, Amendment No. 2, reference Nov 3/115 dated 25 April 44.

(c) When asked what action had been taken on receipt of the First Minutes of the Transportation Sub-Committee Meeting dated 23 Dec 43 and subsequent Minutes of these Meetings to which an Appendix "A" gave lists of accepted bids for movement within the specified weekly period. The answer was that no action had been taken.

That no wagons had ever been supplied for civilian traffic except recently when a few had appeared on Capt. Hall's local loading programme.

(d) Traffic Officer (M) objected to two loading programmes and said that all traffic out of Bari Division should be included in Bari Transportation Sub-Commission Representatives loading programme. His attention was drawn to para 5 of Amendment No. 2 mentioned above.

3. AGREED:

(a) That wagons would be supplied as laid down in para 8 of Amendment No. 2 commencing for the loading period 19 June - 25 June 44.

(b) That HQ, ACC Tn. change their loading programme commencing the seven day period 26 June to 2 July inserting the following headings:-

ACC Tn. BID NO.	ORIGINATOR'S BID NO.	CONSIGNOR	ACTUAL LOADING STATION	DESTINATION STATION	CONSIGNEE	COMMODITY	TOTAL TONNAGE

DATES OF WEEKLY PERIOD
1 2 3 4 5 6 7.

(c) That original ACC Bidders be instructed to insert their Originator's Bid No. on ACC Wagon Labels at time of issue as authority for movement. (After word PERMESSO on label and after word CONTENUTO, show contents and TONNAGE).

(d) That the stationmaster be given the Originator's Bid No. by "Movements" when requested to supply wagons so that (c) and (d) co-ordinate.

(e) That the following additional copies of HQ, ACC Tn. loading programme be supplied:-

- 1 to Mov. Bari.
- 1 to Mov. Barletta.
- 1 to Mov. Taranto.
- 1 to Mov. Monopoli.
- 7 to Bari Joint Traffic Office, (including "Movements").

4. Although "Movements" East Italy admit that no wagons have been supplied in the past it does not necessarily mean that NO traffic has moved.

After each meeting from 23 Dec 43 to 13 May 44 Bidders were all advised by this office by advices or signal of the acceptance of their bids with instructions to issue "Authorisations" and lay on wagons through nearest R.T.C. or stationmaster.

The same procedure has been followed by this office since the introduction of the ACC Wagon Label May 44 and it is known that Civilian traffic has moved, wagons having been secured on presentation of wagon labels as authority to load.

"Movements" East Italy knowing that they had not supplied wagons have insisted in the past that when labels were presented to stationmasters for loading, the stationmaster must send the labels to the Capo Compartimento Bari for checking, especially since the last Metaponto blockage.

As "Movements" East Italy filed on receipt Appendix "A" attached to Transportation Sub-Commission Minutes and since May ACC Tn. loading programmes, East to West via Potenza, there is little doubt that bid for and accepted traffic has been turned down and the authorised traffic not moved.

I have reported the situation at Bari verbally to "Movements" HQ, Bari and requested them to send instructions to "Movements" East Italy as follows:-

BID NO.	BID NO.	CONSIGNOR	STATION	STATION	CONSIGNEE	CAPACITY	TONNAGE

DATES OF WEEKLY PERIOD

1 2 3 4 5 6 7.

(c) That original ACC Bidders be instructed to insert their Originator's Bid No. on ACC Wagon Labels at time of issue as authority for movement. (After word PERMIT on label and after word CONTENUTO, show contents and TONNAGE.

(d) That the stationmaster be given the Originator's Bid No. by "Movements" when requested to supply wagons so that (c) and (d) co-ordinate.

(e) That the following additional copies of HQ, ACC Tn. loading programme be supplied:-

- 1 to Mov. Bari.
- 1 to Mov. Barletta.
- 1 to Mov. Taranto.
- 1 to Mov. Monopoli.
- 7 to Bari Joint Traffic Office, (including "Moveit").

4. Although "Movements" East Italy admit that no wagons have been supplied in the past it does not necessarily mean that NO traffic has moved.

After each Meeting from 23 Dec 43 to 13 May 44 Bidders were all advised by this office by advices or signal of the acceptance of their bids with instructions to issue "Authorisations" and lay on wagons through nearest R.T.O. or stationmaster.

The same procedure has been followed by this office since the introduction of the ACC Wagon Label May 44 and it is known that Civilian traffic has moved, wagons having been secured on presentation of wagon labels as authority to load.

"Movements" East Italy knowing that they had not supplied wagons have insisted in the past that when labels were presented to stationmasters for loading, the stationmaster must send the labels to the Capo Compartimento Bari for checking, especially since the last Metaponto blockage.

As "Movements" East Italy filed on receipt Appendix "A" attached to Transportation Sub-Commission Minutes and since May ACC Tn. loading programmes, East to West via Potenza, there is little doubt that bid for and accepted traffic has been turned down and the authorised traffic not moved.

I have reported the situation at Bari verbally to "Movements" HQ, AAI and requested them to send instructions to "Movements" East Italy as follows:

(a) That they are responsible for seeing that civilian traffic is moved in accordance with instructions contained in ACC Tn. weekly loading programmes.

(b) To follow out the procedure set forth in ACC Tn. Memorandum No. 3 dated 27 April 44 based on Amendment No. 2 to Administrative Instruction No. 14 dated 25 April 44 especially para 8.

0780

(c) That a closer co-operation be maintained with this Sub-Commission's representative.

In conclusion I wish to say that I left Movements yesterday mid-day with the assurance that every assistance possible would be given to Capt. Hall and that now the situation had been clarified they would see that wagons were supplied for civilian traffic as detailed on R.Q., ACC Tn. and Bari Tn. Sub-Commission Representatives' weekly loading programmes, so far as possible without detriment to the Allied Forces.

F.P. RICHARDSON,
Major.

20 June 44.

0787