

ACC AC43B/TD.4 13000/148/2535 PROGRESS REPORT  
June 1944 - Aug 1944

145/2035 PROGRESS REPORTS - RACE DIVISION  
FAR 1944 - AUG 1945

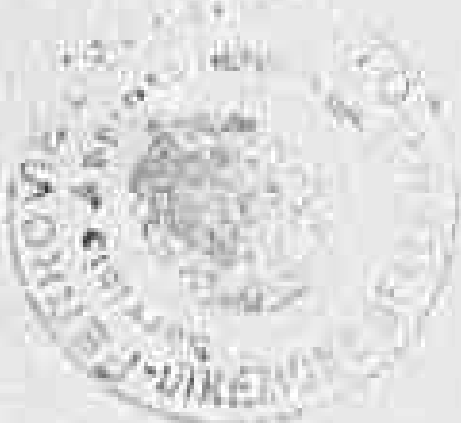
COMPARTIMENTO DI.....B.A.R.I.

| TONNELLAGGIO DI MERCI ACCETTATE PER IL PERIODO DAL.....1..... |            |                         |              |             |
|---------------------------------------------------------------|------------|-------------------------|--------------|-------------|
| AL.....15.....DEL MESE DI .....AGOSTO.....1945                |            |                         |              |             |
| conto Forze<br>Alleate                                        | conto A.O. | Conto Forze<br>Italiane | conto civili | T O T A L E |
| 60.652                                                        | 9.636      | 2.496                   | 21.533       | 94.317      |

2173

4 6 5 9

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



COMPARTIMENTO DI DARI

| SITUAZIONE DEL CARBONE                            |                                            |
|---------------------------------------------------|--------------------------------------------|
| Tonnellate consumate<br>dal 1/2/45... al 15/3/45. | Tonnellate in rimanenza<br>al 15/8/45..... |
| 5.294                                             | 25.734                                     |

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COMPARTIMENTO DI BARI

| SITUAZIONE DEL CARBONE                            |                                            |
|---------------------------------------------------|--------------------------------------------|
| Tonnellate consumate<br>dal 1/8/45... al 15/8/45. | Tonnellate in rimanenza<br>al 15/8/45..... |
| 3.294                                             | 25.794                                     |

COMPARTIMENTO DI BARI

VIAGGIATORI TRASPORTATI E TRENI-KM. PERCORSI PER IL PERIODO DAL... 1945 ... AL... 1945 ...  
DEL MESE DI AGOSTO..... 1945.

| TRENI - KM. PERCORSI    |                                  |         |                                 |                       |        |                            |       |                                 |                         |        |                                 |                         |         |                                 |        |       |
|-------------------------|----------------------------------|---------|---------------------------------|-----------------------|--------|----------------------------|-------|---------------------------------|-------------------------|--------|---------------------------------|-------------------------|---------|---------------------------------|--------|-------|
| Viaggiatori trasportati | Treni-Km. viaggiatori effettuati |         |                                 |                       | Totale | Treni-Km. misti effettuati |       |                                 |                         | Totale | Treni-Km. merci effettuati      |                         |         |                                 | Totale |       |
|                         | con locomotive a vapore          |         | con locomotive Diesel elettrico | Treni-Km. viaggiatori |        | con locomotive a vapore    |       | con locomotive Diesel elettrico | con locomotive a vapore |        | con locomotive Diesel elettrico | con locomotive a vapore |         | con locomotive Diesel elettrico |        |       |
|                         | elettriche                       | carbone |                                 |                       |        | carbone                    | nafta |                                 | carbone                 |        |                                 | nafta                   | carbone |                                 |        | nafta |
|                         |                                  |         |                                 |                       |        |                            |       |                                 |                         |        |                                 |                         |         |                                 |        |       |
| N°                      |                                  |         |                                 |                       |        |                            |       |                                 |                         |        |                                 |                         |         |                                 |        |       |
| 743542                  | -                                | 72678   | -                               | -                     | 72676  | -                          | 6654  | -                               | -                       | 6654   | -                               | 107551                  | -       | -                               |        |       |

## COMPARTIMENTO DI BARI.....

| SPORTATI E TRENI-KM. PERCORSI PER IL PERIODO DAL... <u>1945</u> ... AL... <u>quinto</u> ... |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |
|---------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| TRENI-KM. PERCORSI                                                                          |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |
| viaggiato-<br>tuati                                                                         | le                               | Treni-Km.<br>effettuati          | le                               | Treni-Km.<br>effettuati          | le                               | Treni-Km.<br>effettuati          | le                               | Treni-Km.<br>effettuati          | le                               | Treni-Km.<br>effettuati          | le                               | Treni-Km.<br>effettuati          | le                               |
| locomotiva<br>a vapore                                                                      | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve | con<br>locomotiva<br>moti-<br>ve |
| nafta                                                                                       | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    | Die-<br>sel<br>elet-<br>tric.    |
| 6                                                                                           | -                                | -                                | 72676                            | -                                | 6654                             | -                                | -                                | 6654                             | -                                | 107651                           | -                                | -                                | 107651                           |
|                                                                                             |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  |                                  | 186991                           |

TRANSLATION

FROM : Capo Compartimento  
I.S.R.  
REF : N. M. 311 - Segr 096  
DATE : 9 May 1945

TO : Capt. HALL  
The Sub-Comm  
BARI

SUBJECT : Weekly Progress Report

1. We submit two copies of Weekly Report 23 - 29 April 45.
2. Regarding para 12 this was altered as requested by Major E.H.B. JEFFERY as per attached letter.
3. With effect from week 7 - 13 May 45 the a/m Report will be made out as per letter received from Major BAISTER on 30 April 45 with ref. AC 43B. TN 4.

Signed by  
CAPO COMPARTIMENTO  
I.S.R. - BARI

Translated by TERZILLI - TRICAPICO

2170

C O P Y

CO : Ing. FRANZI  
I.S.R.

Allied Commission  
Transportation Sub-Commission  
(Tn 4. Mech) BARI  
c/o Movements East Italy  
Ref : AC/Tn/BD/LCW "a/222  
Date : 13 Mar 45

Weekly Statistical Report

Some confusion is being caused by misunderstanding of the information required in paragraph 12 of the above report :  
Number of wagons out of Service.

The information required is as follows :-

Current week

- (a) wagons beyond repair and for braking up
- (b) wagons out of service requiring light repairs
- (c) " " " " " heavy "

Past week

- (d) wagons taken out of service during the week
- (e) wagons out of service at commencement of week

The total of figures (a) (b) and (c) should be the figure (e) for the following week.

(Signed by) E.M.B. JEFFREY  
MAJOR R.E.  
AC Tn Sub-Commission

2169

COPY TO :  
A.C. Tn 4

IS R BARI DIV.

ST-10207-00-01013-17-0171146-08-0144

**CONCLUSIONS**

270 *Journal of Management Inquiry* 16(3)

100

269 / 269 / 13 R 16

Debt : 6 Mdy / 1945

Mr. Sub-Commission Rep. AC. C/o Movements E. Italy

: Transportation Sub-Group (Pails) 0% to increase 0%

TRAINING IN STRESS SUPPORT : BRAC COLLEAGUES MONDAY 23 APRIL 45

#6 20090805 SUNDAY 29 april 45

✓ For Basic Schedule of Grades:  
Standard Number:

|                                      | PASS<br>No Kms | FREIGHT<br>No Kms | MIXED<br>No Kms | TOTAL<br>No Kms |
|--------------------------------------|----------------|-------------------|-----------------|-----------------|
|                                      |                |                   |                 |                 |
| (a) of trains (coal) .....           | 230 21618      | 28 4634           | 60 2442         | 418 28684       |
| (b) of trains (diesel) .....         | 342 24138      | 28 4634           | 60 2442         | 430 31214       |
| (c) actually run (coal) .....        |                |                   |                 |                 |
| (d) actually run (diesel) .....      |                |                   |                 |                 |
| 2. For additional to Basic Schedule: | 12 2520        |                   |                 | 12 2520         |
| (e) Coal .....                       |                |                   |                 |                 |

AS previous weeks.

Scilla sibirica = Siberian (Bady, Pl. 1)

|                             | (a) | (b) | (c) | (d) |
|-----------------------------|-----|-----|-----|-----|
| of trains (coal) .....      |     |     |     |     |
| of trains (diesel) .....    |     |     |     |     |
| actually run (coal) .....   |     |     |     |     |
| actually run (diesel) ..... |     |     |     |     |

Additional to Basic Schedule (Priv. Rly.)

|                | (a) | (b) | (c) |
|----------------|-----|-----|-----|
| Coal .....     |     |     |     |
| Diesel .....   |     |     |     |
| Electric ..... |     |     |     |

Attribution to Regio Stereocenter (R<sub>1</sub>R<sub>2</sub>)

|                                   |  |  |  |
|-----------------------------------|--|--|--|
| (a) Coal .....                    |  |  |  |
| (b) Diesel .....                  |  |  |  |
| (c) Electric .....                |  |  |  |
| (d) Neutrons for additional power |  |  |  |

5. *Tonno* moved:

|                     |           |                       |              |
|---------------------|-----------|-----------------------|--------------|
| 5. Tonnage moved:   |           |                       |              |
| <u>ARMED FORCES</u> | <u>10</u> | <u>Italian Forces</u> | <u>Civil</u> |
| 10000               | 0017      | 1283                  | 12219        |
|                     |           |                       | <u>TOTAL</u> |
|                     |           |                       | 72193        |

(Total) 56824 2037 1403  
 (c) Brief particulars of research in connection:

1875 tons wine, 1600 tons salt, 1260 tons cereals, 672 tons foodstuff, 345 tons olive oil, 200 tons coal.

• 2597

Failure to load by consigners especially for transport of cereals, sansa, vegetables.

2168

| PASS      | STRAIGHT | MIXED   | TOTAL     |
|-----------|----------|---------|-----------|
| No Kms    | No Kms   | No Kms  | No Kms    |
| 330 21616 | 28 4634  | 60 2442 | 418 28694 |
| 342 24138 | 28 4634  | 60 2442 | 430 31214 |
| 12 2520   |          |         | 12 2520   |

as previous weeks.

2. TSK Additional to Basic Schedule:

(a) Coal.....

(b) Diesel.....

(c) Electric.....

(d) Reasons for additional move

Additional to Basic Schedule (Priv, Pl)

(a) Coal.....

(b) Diesel.....

(c) Electric.....

(d) Reasons for additional move

Additional to Basic Schedule (Priv, Pl)

(a) Coal.....

(b) Diesel.....

(c) Electric.....

(d) Reasons for additional move

Additional to Basic Schedule (Priv, Pl)

(a) Coal.....

(b) Diesel.....

(c) Electric.....

(d) Reasons for additional move

Additional to Basic Schedule (Priv, Pl)

(a) Coal.....

(b) Diesel.....

(c) Electric.....

(d) Reasons for additional move

5. Tonnage moved:

| (Tons)                                | Allied Forces | IO   | Italian Forces | Civil | TOTAL |
|---------------------------------------|---------------|------|----------------|-------|-------|
| (a) Brief particulars of commodities: | 26624         | 2037 | 1283           | 12219 | 72193 |

1875 tons wine, 1600 tons salt, 1260 tons cereals, 672 tons foodstuff, 345 tons olive oil, 200 tons coal.

(b) Tonnage authorized, but not moved (with reasons) : 2597  
 Failure to load by consigners especially for transport of cereals, sansa, vegetables.  
 Due to lack of rolling stock.

2168

(c) No. of personnel moved or being additional to Basic Schedule : 2358

(d) Breakdown of loading stock : Freight Cars :

| Type       | Loading |       | Empty  |       | Loaded |       | Empty  |       | Loaded |       | Empty  |       | Loaded |       |
|------------|---------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|
|            | Excess  | Short | Excess | Short | Excess | Short | Excess | Short | Excess | Short | Excess | Short | Excess | Short |
| BOX        | 1492    | 53    | 1251   | 265   | 29     | -     | 42     | -     | 4      | -     | -      | -     | 177    | -     |
| HIGH       | 920     | 29    | 847    | 113   | -      | 11    | -      | 11    | -      | 74    | -      | -     | -      | -     |
| FLAT       | 386     | 16    | 342    | 10    | 42     | -     | -      | -     | -      | -     | -      | -     | -      | 76    |
| WINE TANKS | 63      | 108   | 84     | 83    | 4      | -     | -      | -     | -      | -     | -      | -     | -      | -     |
| OTHERS     | 47      | 110   | 146    | 102   | -      | 91    | -      | -     | -      | -     | -      | -     | -      | 90    |
| Total      | 2908    | 316   | 2670   | 581   | 75     | 102   | 258    | 166   |        |       |        |       |        |       |

7. Sections of Line not yet open with reasons:  
 (a) IER Lines These Passenger service  
 (b) Private Lines are suspended due to war  
 exigencies.

- (a) Lucera - Lucera Città  
 (b) Manfredonia - Manfredonia Città  
 (c) Spinzazola - Spinzazola Città

8. Coal position : Prospective Receipts

Tonnage Consumed Tonnage on hand 2030  
 +139 3740

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : IER

| In Service   | Spare | For light repairs | For heavy repairs | PREVIOUSLY<br>Previously | PREVIOUS WEEK'S REPAIRS<br>NOT previously<br>in service |
|--------------|-------|-------------------|-------------------|--------------------------|---------------------------------------------------------|
| FREIGHT 26   | -     | 113               | 67                | 93                       | 87                                                      |
| PASSENGER 28 | -     | 45                | 2                 | 34                       | 13                                                      |
| SWITCH 35    | -     | 83                | 19                | 74                       | 28                                                      |
| TOTAL 179    | -     | 241               | 88                | 201                      | 128                                                     |
| DIESEL 4     | 1     | 7                 | 8                 | -                        | 10                                                      |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUSLY<br>Previously | PREVIOUS WEEK'S REPAIRS<br>NOT previously<br>in service |
|------------|-------|-------------------|-------------------|--------------------------|---------------------------------------------------------|
| FREIGHT    |       |                   |                   |                          |                                                         |
| PASSENGER  |       |                   |                   |                          |                                                         |
| SWITCH     |       |                   |                   |                          |                                                         |
| TOTAL      |       |                   |                   |                          |                                                         |
| DIESEL     |       |                   |                   |                          |                                                         |

11. Narrow Gauge Locomotive position :

|           |  |  |  |  |  |
|-----------|--|--|--|--|--|
| FREIGHT   |  |  |  |  |  |
| PASSENGER |  |  |  |  |  |
| SWITCH    |  |  |  |  |  |
| TOTAL     |  |  |  |  |  |

2167

12. No. of Cars out of service, but repairable locally : Past week

6. Coal position :

Tonnage Consumed Tonnage on hand Prospective Receipts

4139

8746

2000

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ICR

| In Service | Spare | For light repairs | For heavy repairs | Previously in service | PREVIOUS WEEK'S REPAIRS NOT previously in service |
|------------|-------|-------------------|-------------------|-----------------------|---------------------------------------------------|
| TRAMWAY    | -     | 113               | 67                | 93                    | 87                                                |
| PASSENGER  | -     | 43                | 2                 | 34                    | 13                                                |
| SWITCH     | -     | 83                | 19                | 74                    | 28                                                |
| TOTAL      | -     | 241               | 88                | 201                   | 128                                               |
| DIESEL     | 1     | 7                 | 8                 | -                     | 10                                                |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | Previously in service | PREVIOUS WEEK'S REPAIRS NOT previously in service |
|------------|-------|-------------------|-------------------|-----------------------|---------------------------------------------------|
| FREIGHT    |       |                   |                   |                       |                                                   |
| PASSENGER  |       |                   |                   |                       |                                                   |
| SWITCH     |       |                   |                   |                       |                                                   |
| TOTAL      |       |                   |                   |                       |                                                   |
| DIESEL     |       |                   |                   |                       |                                                   |

11. Narrow Gauge Locomotive position :

|           |  |  |  |  |      |
|-----------|--|--|--|--|------|
| FREIGHT   |  |  |  |  |      |
| PASSENGER |  |  |  |  |      |
| SWITCH    |  |  |  |  |      |
| TOTAL     |  |  |  |  | 2167 |

12. No. of Cars out of service, but repairable locally :

|            | Current Week                 |                  | Past Week     |               |                                                     |
|------------|------------------------------|------------------|---------------|---------------|-----------------------------------------------------|
|            | Total of Cars to be repaired | To be demolished | Light repairs | Heavy repairs | Out of Service during the week at someone's expense |
| BOX        | 51                           | -                | 47            | 4             | 417                                                 |
| GON        | 46                           | -                | 44            | 2             | 468                                                 |
| FLAT       | 10                           | -                | 9             | 1             | 207                                                 |
| OTHERS     | 13                           | -                | 12            | 1             | 82                                                  |
| WINE TANKS | 2                            | -                | 5             | -             | 9                                                   |
| TOTAL      | 125                          | -                | 117           | 8             | 1184                                                |
|            |                              |                  |               |               | 140                                                 |

13. General statement indicating progress of track and station building and repair works :

The signal Plant at Candela is now <sup>in</sup> operation. Work for Spinezzola signal Plant are in hand and being continued.

14. Any items of special interest or difficulty not covered by above :

In order to reduce the present inconveniences of alternative tension it is proposed to lower the existing tension in the station yard and in Bari depot. The same will be carried out at Foggia.

2106

*J.C. Hall*

10701  
The signal Plant at Candela is now operational.  
Work for Spinzola signal Plant are in hand  
and being continued.

- I4. Any items of special interest or difficulty  
not covered by above :

In order to reduce the present inconveniences  
of alternative tension it is proposed to lower  
the existing tension in the station yard and  
in Bari depot. The same will be carried out  
at Foggia.

2106

*S. C. Hall*

S. C. HALL Capt. T.O.  
AG. Tn Rail Officer  
BARI Div.

SON/AG

43B/9  
SLB/av

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

30 April 1945

Tel. 843403  
Ref: AC/43 B/Ta 4

SUBJECT : Weekly Report.

TO : Chief Transportation Officer Bari  
for Capt. Hall.

1. Reference weekly reports dated 23 April 45 for week 9-15 April. Sud-Est and I.S.R.
2. Information given in paragraphs 10 and 12 is not what is required, apparently owing to a misunderstanding. In each case, the last column "NOT previously in service" is intended to indicate the numbers (locomotives and cars) actually recovered, i.e. war-damaged or other stock put into service for the first time since the Allied invasion of Italy.
3. It will be appreciated if the above information can be given in future reports.

By command of Rear Admiral Stone:

2165  
S. L. Saintu Major  
DIRECTOR  
2164

TO: Ing. FRANZI  
I.B.N.

Allied Commission  
Transportation Sub Commission  
(Tn 4 Tech) BARI  
c/o Movements East Italy  
Ref.: AG/Tn/BA/IDM 2A/222  
Date: 13 Mar 45

Weekly Statistical Report.

Some confusion is being caused by misunderstanding of the information required in paragraph 12 of the above report : Number of Wagons out of Service.

The information required is as follows:-

Current Week.

- (a) wagons beyond repair and for breaking up.
- (b) wagons out of service requiring light repairs.
- (c) " " " " " Heavy "

Past Week

- (d) wagons taken out of service during the week.
- (e) wagons out of service at commencement of week.

The total of figures (a) (b) and (c) should be the figure (e) for the following week.

*E. J. S. J.*  
MAJOR E.J.  
AG Tn Sub Commission 2103

COPY TO:  
A.C. Tn, 4

I.S.R. BARI DIV

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

Sender's Reference : W/26/ISR 6

Date : 6 Mar 45

FROM : AC Tn Sub Comm Repr c/o Movements E. Italy

TO : Transportation Sub-Comm (Rails) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 000 hours MONDAY 19 Feb 1945

To 2400 hours SUNDAY 25 Feb 1945

1. ISR Basic Schedule of Trains :  
Standard Number :

- (a) of trains (coal) :  
(b) of trains (diesel) :  
(c) actually run (coal) :  
(d) actually run (diesel) :

2. ISR Additional to Basic Schedule :

- (a) Coal :  
(b) Diesel :  
(c) Reason for additional movts

Trains between Bari & Termoli for transport of Railway Employees & Workers

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal) :  
(b) of trains (diesel) :  
(c) actually run (coal) :  
(d) actually run (diesel) :

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal :  
(b) Diesel :  
(c) Electric :  
(d) Reasons for additional movts

5. Tonnage moved :

(Tons) Allied Forces AC Italian Forces Civil TOTAL  
(a) Brief particulars of predominant commodities :  
57,460 1574 954 73,754

1395 tons of Wine, 765 tons of Sansa, 530 tons of Food stuffs, 540 tons of Grains, 700 tons of Salt

(b) Tonnage authorized, but not moved (with reasons) : 1665

Failure to load by Consignors especially sansa and food stuffs

1. ISR Basic Schedule of Trains  
Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

| PASS      | FREIGHT | MIXED   | TOTAL     |
|-----------|---------|---------|-----------|
| No Kms    | No Kms  | No Kms  | No Kms    |
| 542 28998 | 28 4634 | 60 2442 | 400 29074 |
| 324 23548 | 28 4634 | 60 2442 | 442 30594 |
| 42 2520   |         |         | 12 2520   |

2. ISR Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

Trains between Bari & Termoli for transport of Railway Employees & Workers

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

4. Additional to Basic Schedule (Priv. Rly)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

5. Tonnage moved:

|                                                    | Allied Forces | AC   | Italian Forces | Civil  | TOTAL  |
|----------------------------------------------------|---------------|------|----------------|--------|--------|
| (Tons)                                             | 57,460        | 1574 | 954            | 13,766 | 73,754 |
| (a) Brief particulars of predominant commodities : |               |      |                |        |        |

1395 tons of Wine, 765 tons of Samsa, 530 tons of Food stuffs, 540 tons of Grains, 700 tons of Salt

(b) Tonnage authorised, but not moved (with reasons) : 1665

Failure to load by Consignors especially samsa and food stuffs

2162

(c) No of personnel moved on trains additional to Basic Schedule : 3450

6. Interchange of Rolling Stock & Freight Cars :

| TYPE       | RECEIVED |       | DESPATCHED |       | WEEKLY BALANCE |       | RUNNING BALANCE |       |
|------------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
|            | Loaded   | Empty | Loaded     | Empty | Plus           | Minus | Plus            | Minus |
| BOX        | 890      | 538   | 1602       | 34    | -              | 208   | -               | 232   |
| HIGH       | 435      | 297   | 626        | 131   | -              | 25    | -               | -     |
| FLAT       | 160      | 84    | 309        | 28    | -              | 93    | -               | 477   |
| WINE TANKS | 47       | 43    | 82         | 58    | -              | 50    | -               | 134   |
| OTHERS     | 37       | 47    | 144        | 50    | -              | 107   | -               | 185   |
| TOTAL      | 1569     | 1009  | 2760       | 301   | -              | 483   | -               | 1028  |

1997

(a) 1. Lucera - Lucera Citta'  
2. Manfredonia - Manfredonia Citta'  
3. Spinazzola - Spinazzola Citta'

Teaching Procedures      Return on hand      Proper receipt Receipts

4875 8290

| ID         | QUEST/100 | SPAIN | AGE | RECEIVED | FOR | PREVIOUS ITEM'S REPAIRS |                           |
|------------|-----------|-------|-----|----------|-----|-------------------------|---------------------------|
|            |           |       |     |          |     | Previously              | NOT previously in service |
| TRUST      | 115       | -     | -   | 135      | 46  | 89                      | 92                        |
| PAC-BECKER | 32        | -     | -   | 29       | 6   | 23                      | 12                        |
| STATION    | 51        | -     | -   | 44       | 18  | 29                      | 55                        |
| TOTAL      | 198       | -     | -   | 208      | 70  | 141                     | 137                       |
| TRUSTED    | 5         | 1     | -   | 2        | 6   | -                       | 8                         |

| In Service | Spent | For<br>11/30/50<br>repairs | For<br>heavy<br>repairs | PREVIOUS YEAR'S REPAIRS |                              |
|------------|-------|----------------------------|-------------------------|-------------------------|------------------------------|
|            |       |                            |                         | Previously              | NOT previously<br>in service |
| FREIGHT    |       |                            |                         |                         |                              |
| PASSINGER  |       |                            |                         |                         |                              |
| SWITCH     |       |                            |                         |                         |                              |
| TOTAL      |       |                            |                         |                         |                              |
| DIVISID    |       |                            |                         |                         |                              |

[illegible]

12. If a card with a four is exposable looking:

1676

9. Selective Power and Rolling Stock position : ISR

| In Service | Spare | For light running | For heavy running | PREVIOUS WEEK'S REPAIRS |                           |
|------------|-------|-------------------|-------------------|-------------------------|---------------------------|
|            |       |                   |                   | Previously              | NOT previously in service |
| FREIGHT    | 115   | -                 | 135               | 89                      | 92                        |
| PASSENGER  | 32    | -                 | 29                | 23                      | 12                        |
| SWITCH     | 51    | -                 | 44                | 20                      | 33                        |
| TOTAL      | 198   | -                 | 208               | 141                     | 137                       |
| WAGONS     | 5     | 1                 | 2                 | -                       | 8                         |

10. Selective Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light running | For heavy running | PREVIOUS WEEK'S REPAIRS |                           |
|------------|-------|-------------------|-------------------|-------------------------|---------------------------|
|            |       |                   |                   | Previously              | NOT previously in service |
| FREIGHT    |       |                   |                   |                         |                           |
| PASSENGER  |       |                   |                   |                         |                           |
| SWITCH     |       |                   |                   |                         |                           |
| TOTAL      |       |                   |                   |                         |                           |
| DIESEL     |       |                   |                   |                         |                           |

11. Narrow Gauge Locomotive position :

|           |  |  |  |  |  |
|-----------|--|--|--|--|--|
| FREIGHT   |  |  |  |  |  |
| PASSENGER |  |  |  |  |  |
| SWITCH    |  |  |  |  |  |
| TOTAL     |  |  |  |  |  |

2160

12. No. of cars under repair, but repairable loc. loc. :

|            | Rebuilding | Light repairs | Heavy repairs | PREVIOUS WEEK'S REPAIRS |                           |
|------------|------------|---------------|---------------|-------------------------|---------------------------|
|            |            |               |               | Previously              | NOT previously in service |
| BOX        | 698        | 245           | 245           | 122                     | 57                        |
| COU        | 341        | 248           | 272           | 127                     | 44                        |
| FLAT       | 95         | 101           | 171           | 20                      | 10                        |
| OTHERS     | 398        | 62            | 15            | 28                      | 6                         |
| WINE TANKS | 34         | 21            | 5             | 1                       | 1                         |
| TOTAL      | 1566       | 677           | 706           | 302                     | 118                       |

I3. General statement indicating progress of truck and station building and repair works :

As previous week

I4/ Any Items of special interest or difficulty  
not covered as above :

The position as to accumulators is unsatisfactory as Firm PARTENOPE - NAPLES do not succeed replacing them.

In order the consumption of Electric Lamps, which are extremely short, 300 watt lamps are being used for the most important station yards' lighting.

247

A. J. Mink & Co.

C. W. G. TAYLOR, Major R. A.  
AC Trn Sub-Comm

Bar<sup>1</sup> Div

1 6 7 8  
I4/ Any Items of special interest or difficulty  
not covered as above :

The position as to accumulators is unsatisfactory as Farm PAKENOPPE - NAPLES do not succeed replacing them.

In order the consumption of Electric Lamps, which are extremely short, 300 Watt Lamps are being used for the most important station yards' lighting.

2159

*C. W. G. Taylor*

C. W. G. TAYLOR, Major R.A.  
AC Tn Sub-Comm  
Bari Div

CWGT/BT

I.S.K. BARI DIV

TRANSPORTATION SUB-COMMISSION A.C.  
(RAIL SECTION)

C/o Transportation Increment  
C.M.F.

Sender's Reference 24/26/ISR 6

Date : 24 Feb 45

FROM : Tn Sub Comm Repr AC c/o Movements E. Italy

TO : Transportation Sub-Comm (Rails) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 000 hours MONDAY 12 Feb 1945

To 2400 hours SUNDAY 16 Feb 1945

1. ISR Basic Schedule of Trains :  
Standard Number :

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

2. ISR Additional to Basic Schedule:

- (a) Coal.....
- (b) Diesel.....
- (c) Reason for additional movts

Trains between Bari & Termoli for transport of Railway Employees

3. Basic Schedule of Trains (Priv, Rlys)

- (a) of trains (coal).....
- (b) of trains (diesel).....
- (c) actually run (coal).....
- (d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rly)

- (a) Coal.....
- (b) Diesel.....
- (c) Electric.....
- (d) Reasons for additional movts

5. Tonnage moved:

(Tons) Allied Forces 57,406 Italian Forces 1819 71331  
(a) Brief particulars of predominant commodities:

1160 tons of Salt, 1080 tons of grains, 680 tons of Sansa, 495  
tons of foodstuff, 1400 tons of Wine.

(b) Tonnage authorised, but not moved (with reasons) : 1079.

Failure to load by Consignors especially for Sansa and Coal.

2158

Standard Number :

|                           | PASS<br>No Kms | FREIGHT<br>No Kms | LOADED<br>No Kms | TOTAL<br>No Kms |
|---------------------------|----------------|-------------------|------------------|-----------------|
| (a) of trains (coal)      | 312 20938      | 28 4634           | 60 2442          | 400 28074       |
| (b) of trains (diesel)    |                |                   |                  |                 |
| (c) actually run (coal)   | 324 23518      | 28 4634           | 60 2442          | 412 36594       |
| (d) actually run (diesel) |                |                   |                  |                 |

2. ISR Additional to Basic Schedule:

|                                 |         |  |  |         |
|---------------------------------|---------|--|--|---------|
| (a) Coal                        | 12 2520 |  |  | 12 2520 |
| (b) Diesel                      |         |  |  |         |
| (c) Reason for additional movts |         |  |  |         |

Trains between Bari & Termoli for transport of Railway Employees

3. Basic Schedule of Trains (Priv. Rlys)

|                           |  |  |  |  |
|---------------------------|--|--|--|--|
| (a) of trains (coal)      |  |  |  |  |
| (b) of trains (diesel)    |  |  |  |  |
| (c) actually run (coal)   |  |  |  |  |
| (d) actually run (diesel) |  |  |  |  |

4. Additional to Basic Schedule (Priv. Rlys)

|                                  |  |  |  |  |
|----------------------------------|--|--|--|--|
| (a) Coal                         |  |  |  |  |
| (b) Diesel                       |  |  |  |  |
| (c) Electric                     |  |  |  |  |
| (d) Reasons for additional movts |  |  |  |  |

5. Tonnage moved:

|                                                   | Allied Forces | Italian Forces | Civil | TOTAL |
|---------------------------------------------------|---------------|----------------|-------|-------|
| (Tons)                                            | 57,406        | 1819           | 10461 | 71331 |
| (a) Brief particulars of predominant commodities: |               |                |       |       |

1160 tons of Salt, 1080 tons of grains, 680 tons of Sansa, 495 tons of foodstuff, 1480 tons of Wine.

(b) Tonnage authorized, but not moved (with reasons): 1079.

Failure to load by Consignors especially for Sansa and Coal.

(c) No of personnel moved on trains additional to Basic Schedule : 3600.

6. Interchange of Rolling Stock & Freight Cars :

| TYPE       | RECEIVED |       | DESPATCHED |       | WEEKLY BALANCE |       | RUNNING BALANCE |       |
|------------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
|            | Loaded   | Empty | Loaded     | Empty | Plus           | Minus | Plus            | Minus |
| BOX        | 781      | 326   | 1131       | 90    | -              | 114   | -               | 24    |
| HIGH       | 539      | 137   | 642        | 36    | -              | 2     | 25              | -     |
| FLAT       | 112      | 162   | 236        | 21    | 17             | -     | -               | 384   |
| WINE TANKS | 51       | 44    | 58         | 38    | -              | 21    | -               | 84    |
| OTHERS     | 56       | 43    | 129        | 37    | -              | 67    | -               | 78    |
| TOTAL      | 1539     | 712   | 2196       | 242   | 17             | 204   | 25              | 570   |

7. Section of line not in service at present.

(a) Lucera  
(b) Manfredonia  
(c) Spinazzola

These Passenger Services are suspended due to war exigencies.

- (a) 1. Lucera - Lucera Città
2. Manfredonia - Manfredonia Città
3. Spinazzola - Spinazzola Città

| 8. Coal position: | 9. Average consumption | 10. Average on hand | 11. Estimated Receipts |
|-------------------|------------------------|---------------------|------------------------|
| 4514              | 8384                   | 2500                |                        |

Amounts in full for consumption over normal allocation.

| 12. Motive Power and Rolling Stock position: ISR |       |                   |                                                                 |
|--------------------------------------------------|-------|-------------------|-----------------------------------------------------------------|
| In Service                                       | Spare | For heavy repairs | PREVIOUS WORK'S REPAIRS<br>Previously NOT previously in service |
| STEAM I18                                        | -     | 127               | 91                                                              |
| PASSENGER 34                                     | -     | 35                | 30                                                              |
| SWITCH 52                                        | -     | 43                | 25                                                              |
| TOTAL 204                                        | -     | 205               | 146                                                             |
| TRUCKS 5                                         | 1     | 5                 | 4                                                               |
|                                                  |       |                   | 8                                                               |

| 13. Motive Power and Rolling Stock position (Private Railways) |       |                   |                                                                 |
|----------------------------------------------------------------|-------|-------------------|-----------------------------------------------------------------|
| In Service                                                     | Spare | For heavy repairs | PREVIOUS WORK'S REPAIRS<br>Previously NOT previously in service |
| STEAM                                                          |       |                   |                                                                 |
| PASSENGER                                                      |       |                   |                                                                 |
| SWITCH                                                         |       |                   |                                                                 |
| TOTAL                                                          |       |                   |                                                                 |
| TRUCKS                                                         |       |                   |                                                                 |

| 14. Material Consumption position: |             |           |         |
|------------------------------------|-------------|-----------|---------|
| Material                           | Consumption | Inventory | Balance |
| STEAM                              |             |           |         |
| PASSENGER                          |             |           |         |
| SWITCH                             |             |           |         |
| TOTAL                              |             |           |         |

Amounts in full for consumption over normal allocation.

4. Relative Power and Scaling Stock Position : ISR

| Service    | Spares | Light<br>rodium | Dark<br>rodium | Previously<br>in service | Previously<br>NOT previously<br>in service |
|------------|--------|-----------------|----------------|--------------------------|--------------------------------------------|
| RELIGN IIR | -      | 127             | 42             | 91                       | 85                                         |
| RELIGN IIR | -      | 35              | 6              | 30                       | 11                                         |
| RELIGN IIR | -      | 43              | 16             | 25                       | 34                                         |
| TOTAL      | 20     | 205             | 71             | 146                      | 130                                        |
| RELIGN     | 5      | 5               | 7              | 4                        | 8                                          |

10. Relative Power and Scaling Stock Position (Private Railways)

| Service   | Spares | Light<br>rodium | Dark<br>rodium | Previously<br>in service | Previously<br>NOT previously<br>in service |
|-----------|--------|-----------------|----------------|--------------------------|--------------------------------------------|
| FREIGHT   |        |                 |                |                          |                                            |
| PASSENGER |        |                 |                |                          |                                            |
| SHUTTLE   |        |                 |                |                          |                                            |
| TOTAL     |        |                 |                |                          |                                            |
| RELIGN    |        |                 |                |                          |                                            |

11. Narrow Gauge locomotive position :

|           |  |  |  |  |  |
|-----------|--|--|--|--|--|
| RELIGN    |  |  |  |  |  |
| PASSENGER |  |  |  |  |  |
| SHUTTLE   |  |  |  |  |  |
| TOTAL     |  |  |  |  |  |

247

12. No. of cars under repair for service, but repairable locally :

| Service   | Spares | Light<br>rodium | Dark<br>rodium | Previously<br>in service | Previously<br>NOT previously<br>in service |
|-----------|--------|-----------------|----------------|--------------------------|--------------------------------------------|
| RELIGN    | 568    | 192             | 220            | 192                      | 41                                         |
| PASSENGER | 321    | 61              | 173            | 34                       | 9                                          |
| SHUTTLE   | 84     | 05              | 25             | 10                       | 10                                         |
| TOTAL     | 973    | 258             | 418            | 236                      | 60                                         |
| RELIGN    | 34     | 19              | 5              | 17                       | 11                                         |
| TOTAL     | 1404   | 536             | 743            | 290                      | 99                                         |

13. General statement indicating progress of truck  
and station building and repair works.

&

14. Any items of special interest or difficulty not  
covered by above

No matters, apart from those mentioned in last week's  
to report.

*W. G. Taylor 21st*

G. W. G. TAYLOR, Major R.A.  
AC Tn Sub Comm  
Bari Div

OWCE/GT

## (RAIL SECTION)

C.H.F.

Date: Feb. 45

Tn. Sub-Comm. Rep. AC c/o Movements B. ITALY.

: Transportation Sub-Comm (Rails) C/o The Increment C&amp;F

|                           |         |       |
|---------------------------|---------|-------|
| PROGRESS REPORT : 15 Jan. | 15 Jan. | 19 45 |
| PROGRESS REPORT : 15 Jan. | 15 Jan. | 19 45 |

| To | 240hours SUNDAY | 21 Jan. | 1945 |
|----|-----------------|---------|------|
|----|-----------------|---------|------|

### Basic Schedule of Trains :

**Card Number :**

| Card Number :          | PASS<br>No Kms | FREIGHT<br>No Kms | MIXED<br>No Kms | TOTAL<br>No Kms |
|------------------------|----------------|-------------------|-----------------|-----------------|
|                        |                |                   |                 |                 |
| trains (coal) 352      | 20260          | 4634              | 1644            | 26898           |
| trains (diesel) 388    |                |                   |                 |                 |
| ually run (coal) 388   | 20260          | 4634              | 1644            | 26898           |
| ually run (diesel) 388 |                |                   |                 |                 |

### Additional to Basic Sentence:

[illegible]

reason for additional movts

son for additional movts  
between Poggie Plersano is caused with Lewis to whom Naples  
Bari & Termoli for him and of Railway employees & workers.

### Schedule of Trains (D, W, Rlys)

|                                           |       |  |  |  |
|-------------------------------------------|-------|--|--|--|
| trains (coal)                             | ..... |  |  |  |
| trains (diesel)                           | ..... |  |  |  |
| ually run (coal)                          | ..... |  |  |  |
| ually run (diesel)                        | ..... |  |  |  |
| Additional to Basic Schedule (Priv. R.R.) |       |  |  |  |
| l                                         | ..... |  |  |  |
| sel                                       | ..... |  |  |  |
| atric                                     | ..... |  |  |  |

### Functional to Basic Schedule (riv, R<sup>1-4</sup>)

|                              |  |  |  |
|------------------------------|--|--|--|
| 1.....                       |  |  |  |
| sel.....                     |  |  |  |
| ctric.....                   |  |  |  |
| sions for additional reports |  |  |  |

Be moved:

|                      |           |                       |              |              |
|----------------------|-----------|-----------------------|--------------|--------------|
| <u>Allied Forces</u> | <u>AC</u> | <u>Italian Forces</u> | <u>Civil</u> | <u>TOTAL</u> |
| 54.42I               | 2.044     | 1.850                 | 11.02I       | 69.34I       |

of particulars of predominant commodities :

ine. Grain, Vegetables.

Prange authorized, but not moved (with reasons) : 915.

Wreage authorized, but not moved (with reasons) : 915. (the L. had broken)

ailing to load by Cons  
empty Rolling Stock.

(a) of trains (coal).....352  
(b) of trains (diesel).....352  
(c) actually run (coal).....368  
(d) actually run (diesel).....368

2. ISR Additional to Basic Schedule:

(a) Coal.....  
(b) Diesel.....  
(c) Reason for additional movts

*Trains between Poggia Mare and Bari 9 trains to and from Naples  
Bari 9 trains to and from Naples  
Bari 9 trains to and from Naples*

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal).....  
(b) of trains (diesel).....  
(c) actually run (coal).....  
(d) actually run (diesel).....

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal.....  
(b) Diesel.....  
(c) Electric.....  
(d) Reasons for additional movts

5. Tonnage Moved:

|                                  | Italian Forces | Civil  | TOTAL  |
|----------------------------------|----------------|--------|--------|
| (a) Coal                         | 1.850          | 11.021 | 69.341 |
| (b) Diesel                       |                |        |        |
| (c) Electric                     |                |        |        |
| (d) Reasons for additional movts |                |        |        |

(a) Coal 1.850  
(b) Diesel 11.021  
(c) Electric 69.341

Wine, Grain, Vegetables.

(b) Tonnage authorized, but not moved (with reasons): 915.  
Failing to load by Consignors especially for Grain, also 1,000 of empty Rolling Stock.

(c) Use of personnel moved on trains additional to Basic Schedule: 2390.

6. Interchange of Rolling Stock & Freight Cars:

| Type   | RECEIVED |       | DISPATCHED |       | WEEKLY BALANCE |       | RUNNING BALANCE |       |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
|        | Loaded   | Empty | Loaded     | Empty | Plus           | Minus | Plus            | Minus |
| BOX    | 850      | 127   | 840        | 115   | 22             | =     | =               | 133   |
| WAGON  | 485      | 67    | 415        | 51    | 86             | =     | 46              | =     |
| FLAT   | 35       | 41    | 71         | 15    | =              | 10    | =               | 97    |
| OTHERS | 87       | 81    | 144        | 26    | =              | 2     | =               | 197   |
| TOTAL  | 1457     | 316   | 1470       | 207   | 106            | 12    | 46              | 427   |

7. Sections of line not yet over which repairs

(a) I. Lucera - Lucera Città.  
2. Manfredonia - Manfredonia Città  
3. Spinazzola - Spinazzola Città.

These Passenger Services are suspended due to war exigencies.

8. Carriage position: Passenger Receipts

4588 12822 3500

is shown in full for comparison and over normal allocations:

| 9. Motive Power and Rolling Stock position: ISR |        |              |              | PREVIOUS WEEK'S REPAIRS |                           |
|-------------------------------------------------|--------|--------------|--------------|-------------------------|---------------------------|
| In Service                                      | Spares | Light repair | Heavy repair | Previously              | NOT previously in service |
| III                                             | =      | 136          | 42           | 120                     | 78                        |
| 36                                              | =      | 34           | 9            | 42                      | 21                        |
| 55                                              | =      | 40           | 14           | 24                      | 30                        |
| TOTAL 202                                       | =      | 250          | 65           | 186                     | 129                       |
| DISPOS 2                                        | =      | 7            | 13           | 1                       | 19                        |

| 10. Active power and rolling stock position (Private Railways) |        |              |              | PREVIOUS WEEK'S REPAIRS |                           |
|----------------------------------------------------------------|--------|--------------|--------------|-------------------------|---------------------------|
| In Service                                                     | Spares | Light repair | Heavy repair | Previously              | NOT previously in service |
| FREIGHT                                                        |        |              |              |                         |                           |
| PASSENGER                                                      |        |              |              |                         |                           |
| SUITE                                                          |        |              |              |                         |                           |
| TOTAL                                                          |        |              |              |                         |                           |
| DISPOS                                                         |        |              |              |                         |                           |

| 11. Narrow Gauge locomotive position: |        |              |              |
|---------------------------------------|--------|--------------|--------------|
| In Service                            | Spares | Light repair | Heavy repair |
| FREIGHT                               |        |              |              |
| PASSENGER                             |        |              |              |
| SUITE                                 |        |              |              |
| TOTAL                                 |        |              |              |

2174

1687

9. Narrow Gauge and Rolling Stock Position: ISK

| Service   | Spare | Light         |               | Heavy | Previously | NOT previously in service |
|-----------|-------|---------------|---------------|-------|------------|---------------------------|
|           |       | for transport | for transport |       |            |                           |
| TRUCK III | =     | 126           | 42            | 120   | 78         |                           |
| PASSENGER | =     | 54            | 9             | 42    | 21         |                           |
| SHUNT     | =     | 40            | 14            | 24    | 30         |                           |
| TOTAL     | =     | 250           | 65            | 186   | 129        |                           |
| WHEEL     | 2     | 7             | 13            | 1     | 19         |                           |

10. Narrow Gauge and Rolling Stock Position (Private Railways)

| In Service | Spare | Light         |               | Heavy | Previously | NOT previously in service |
|------------|-------|---------------|---------------|-------|------------|---------------------------|
|            |       | for transport | for transport |       |            |                           |
| FREIGHT    |       |               |               |       |            |                           |
| PASSENGER  |       |               |               |       |            |                           |
| SHUNT      |       |               |               |       |            |                           |
| TOTAL      |       |               |               |       |            |                           |
| WHEEL      |       |               |               |       |            |                           |

11. Narrow Gauge Locomotive Position:

|           |  |  |  |  |  |      |
|-----------|--|--|--|--|--|------|
| FREIGHT   |  |  |  |  |  |      |
| PASSENGER |  |  |  |  |  |      |
| SHUNT     |  |  |  |  |  |      |
| TOTAL     |  |  |  |  |  | 2154 |

12. M. of Cars (not in service, but available for use):

|       | Light         | Heavy         | Previously in service | NOT previously in service |
|-------|---------------|---------------|-----------------------|---------------------------|
|       | for transport | for transport |                       |                           |
| BOX   | 531           | 199           | 125                   | 30                        |
| COU   | 280           | 224           | 160                   | 47                        |
| FLAT  | 71            | 77            | 34                    | 14                        |
| OTHER | 339           | 117           | 26                    | 8                         |
| TOTAL | 1231          | 617           | 345                   | 99                        |

I3. General Statement indicating progress of truck and station building and repair works:

Works relating to line maintenance, buildings and engineering structures, telegraph lines Bari to Foggia and between Foggia and Ortona are being continued.

I4. Any Items of special interest or difficulty not covered by above:

The congestion which occurred at Brindisi Centrale and Brindisi Snistamento due to insufficient power is being eliminated.  
No other matters, apart from those mentioned in last week's report, to report.

*C. W. G. Taylor* R.A.

C.W.G. TAYLOR Major R.A.  
AC. Tn. Sub-Comm. Repr.  
Bari Div.

2153

5. Mr.

Sender's Reference : AC/TN/BD/M/26/SER 1

| TO | : Transportation Sub-Comm (Rails) C/c To Increment CMF |
|----|--------------------------------------------------------|
| TO |                                                        |

WEEKLY PROGRESS REPORT : 12 on 000 hours MONDAY 15 Jan. 1945

TO 2400 hours SUNDAY 21 Jan. 1945

Standard Number :

[illegible]

- (a) of trains {coal} .....  
 (b) of trains {diesel} .....  
 (c) actually run {coal} .....  
 (d) actually run {diesel} .....

9 TSP Additional to Basic Schoöulo:

- (a) Carol.....  
(b) Diesel.....  
(c) Reason for additional moves

### A Basic Schedule of Trains (Priv. Rlys)

|                                             |                            |           |            |   |            |
|---------------------------------------------|----------------------------|-----------|------------|---|------------|
| 3. Basic Schedule of Trains (Priv. Rlys)    |                            | 330 16838 | 75 2984    | = | 445519822  |
| (a)                                         | of trains (coal).....      | 405       |            |   |            |
| (b)                                         | of trains (diesel).....    | 48        |            |   |            |
| (c)                                         | actually run (coal).....   | 526       |            |   |            |
| (d)                                         | actually run (diesel)..... | 48        |            |   |            |
| 4. Additional to Basic Schedule (Priv. Rly) |                            | 330 16838 | 75 2984    | = | 445519822  |
| (a)                                         | Coal.....                  | 421       |            |   |            |
| (b)                                         | Diesel.....                | 48        |            |   |            |
| (c)                                         | actually run (coal).....   | 526       |            |   |            |
| (d)                                         | actually run (diesel)..... | 48        |            |   |            |
|                                             |                            | 330 16838 | 75 2984    | = | 445519822  |
|                                             |                            | 4320      |            |   | 4320       |
|                                             |                            | 330 16838 | 196 5400   | = | 624622238  |
|                                             |                            | 4320      |            |   | 4320       |
|                                             |                            | —         | 121 : 2416 | — | 121 : 2416 |

Mathematical to Basic Schedule (Priv. Rly.)

- (a) Coal.....124.....  
(b) Diesel.....=.....  
(c) Electric.....  
(d) Reasons for additional motifs

Reasons for additional moves

Allied Military Traffic, empty wagons and various (i.e. AC transport and coal) and the return of locomotives.

5. Tonnage moved:

|                          |                      |           |                       |              |              |
|--------------------------|----------------------|-----------|-----------------------|--------------|--------------|
| 5. <u>Tonnage moved:</u> | <u>Allied Forces</u> | <u>IC</u> | <u>Italian Forces</u> | <u>Civil</u> | <u>TOTAL</u> |
|                          |                      |           | 1-78                  | 1967         | 9687         |

(Tons)

| (Tons) | 1847                                           | 1695 | 1178 |
|--------|------------------------------------------------|------|------|
| {      | Brief particulars of predominant commodities : |      |      |

1200 tons of Petrol, 700 tons of Mineral Oil, 128 tons of Olive Oil,  
150 tons of Wine, 40 tons of empty barrels, 200 tons of Olive Husks,  
140 tons of Dried Figs.

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(b) Tonnage authorized, but not moved (with reasons) :

Tank of Wine Tank Wagons : 57

Top of zone : Pigs 3, skins 1

1. ISR Basic Schedule of Trains  
Standard Number :

- (a) of trains (coal) .....  
 (b) of trains (diesel) .....  
 (c) actually run (coal) .....  
 (d) actually run (diesel) .....

2. ISR Additional to Basic Schedule:

- (a) Coal .....  
 (b) Diesel .....  
 (c) Reason for additional movts

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal) .....  
 (b) of trains (diesel) .....  
 (c) actually run (coal) .....  
 (d) actually run (diesel) .....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal .....  
 (b) Diesel .....  
 (c) Electric .....  
 (d) Reasons for additional movts

Allied Military Traffic, empty wagons and various (i.e. AC transport and coal) and the return of locomotives.

5. Tonnage moved:

| (Tons)                                             | Allied Forces | AC   | Italian Forces | Civil | TOTAL |
|----------------------------------------------------|---------------|------|----------------|-------|-------|
| (a) Brief particulars of predominant commodities : | 4847          | 1695 | 1178           | 1967  | 9687  |

1200 tons of Petrol, 700 tons of Mineral Oil, 128 tons of Olive Oil,  
 160 tons of Wine, 40 tons of empty barrels, 200 tons of Olive Husks,  
 140 tons of Dried Figs.

(b) Tonnage authorised, but not moved (with reasons) :

Lack of Wine Tank Wagons : 57  
 Lack of wagons : Figs 3, Skins 1  
 Failure to load by Consignor : Flour 6, Sansa 2  
 Bran 1, Empty barrels 9, Almonds-ash 1.

(c) No of personnel moved on trains additional to Basic Schedule : NIL6. Interchange of Rolling Stock & Freight Cars :

| TYPE   | RECEIVED |       | DISPATCHED |       | WEEKLY BALANCE |       | MONTHLY BALANCE |       |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
|        | Loaded   | Empty | Loaded     | Empty | Plus           | Minus | Plus            | Minus |
| BOX    | 183      | 123   | 156        | 50    | 306            | 206   | 100             | =     |
| WAGON  | 215      | 32    | 213        | 54    | 247            | 267   | =               | 20    |
| FLAT   | 72       | 20    | 33         | 44    | 92             | 77    | 15              | =     |
| OTHERS | 28       | 13    | 49         | 14    | 41             | 63    | =               | 22    |
| TOTAL  | 498      | 188   | 451        | 162   | 686            | 613   | 115             | 42    |

| PASS   | WEIGHT | MAILED | TOTAL  |
|--------|--------|--------|--------|
| No Kms | No Kms | No Kms | No Kms |
|        |        |        |        |
|        |        |        |        |
|        |        |        |        |
|        |        |        |        |

|           |          |   |           |
|-----------|----------|---|-----------|
| 320 16838 | 75 2984  | = | 405-19822 |
| 4320      | =        | = | 4320      |
| 330 16838 | 196 5400 | = | 626:22238 |
| 4320      | =        | = | 4320      |
| —         | 121:2416 | — | 121:2416  |

2152



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12. Schedule for and Bellini Stock position : ISR

| Service   | Spares | For     | For     | Previously | PREVIOUSLY UNDER REPAIRS  |
|-----------|--------|---------|---------|------------|---------------------------|
|           |        | light   | heavy   |            | Previously                |
|           |        | repairs | repairs |            | NOT previously in service |
| TRUCKS    |        |         |         |            |                           |
| PASSENGER |        |         |         |            |                           |
| STATION   |        |         |         |            |                           |
| TOTAL     |        |         |         |            |                           |
| UNUSE     |        |         |         |            |                           |

13. Locomotive power and rolling stock position (Private Railways)

| Service       | Spares | For     | For     | Previously | PREVIOUSLY UNDER REPAIRS  |
|---------------|--------|---------|---------|------------|---------------------------|
|               |        | light   | heavy   |            | Previously                |
|               |        | repairs | repairs |            | NOT previously in service |
| TRUCKS } 47   |        |         |         | 1          | 7                         |
| PASSENGER } 5 |        |         |         |            |                           |
| STATION } 1   |        |         |         |            |                           |
| TOTAL 52      | 1      | 4       |         | 8          | 7                         |
| UNUSE         |        |         |         |            |                           |

Loco Borsig No 8 under repair at Padova, loco 870015 & 870019  
 14. Narrow Gauge locomotive position : under repair at Napoli.

2151

|           |  |  |  |  |  |
|-----------|--|--|--|--|--|
| TRUCKS    |  |  |  |  |  |
| PASSENGER |  |  |  |  |  |
| STATION   |  |  |  |  |  |
| TOTAL     |  |  |  |  |  |

15. No. of cars under repair : not available locally :

| Service   | Spares | For     | For     | Previously | PREVIOUSLY UNDER REPAIRS  |
|-----------|--------|---------|---------|------------|---------------------------|
|           |        | light   | heavy   |            | Previously                |
|           |        | repairs | repairs |            | NOT previously in service |
| TRUCKS    |        |         |         | 7          | 59                        |
| PASSENGER |        |         |         | 12         | 57                        |
| STATION   |        |         |         | 13         | 57                        |
| TOTAL 32  | 1      | 32      | 35      | 32         | 156                       |
| UNUSE     |        |         |         |            |                           |

16931

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

13. General statement indicating progress of truck and station building and repair works :

There is still a shortage of sleepers for permanent way to be taken in consideration by the Allied Command. As from the attached schedules there is still persisting lack of wagons and tanks, therefore it is not possible to complete the AC loading programme.

14. Any Items of special interest or difficulty not covered by above :

The workshops in Bari and Lecce and those at Novoli and Zollino are working for reconstructions of wagons and locos, but the former need timber and the latter need oxygen and, especially, carbide.

*W. Taylor* *by RA.*  
C.W.C. TAYLOR, Major R.A.  
AC Tn Sub-Comm  
Bari Div.

2150

CWGT/BT

143 B/4

TRANSPORTATION SUB-COMMISSION (A.C.)  
(RAIL SECTION)  
C/o Transportation Movement  
C.M.F.

Sender's Reference : AC/TN/BD/M 26/ISR 1. Date : 22 Jan 45.

FROM : Tn Sub-Comm Repr. AC C/o Movements E. Italy.

TO : Transportation Sub-Comm (Rails) C/o Tn Increment OR

WEEKLY PROGRESS REPORT : From 0001hours MONDAY 8 January 1945

To 2400hours SUNDAY 14 January 1945

1. ISR Basic Schedule of Trains :  
Standard Number :

| PASS<br>No Kms | FREIGHT<br>No Kms | MIXED<br>No Kms | TOTAL<br>No Kms |
|----------------|-------------------|-----------------|-----------------|
| 20260          | 4634              | 1644            | 26898           |
| = =            | = =               | = =             | = =             |
| as above       | as above          | as above        | as above        |
| = =            | = =               | = =             | = =             |

- (a) of trains (coal) : ..... 352....
- (b) of trains (diesel) : ..... 352....
- (c) actually run (coal) : ..... 352....
- (d) actually run (diesel) : ..... 352....

2. ISR Additional to Basic Schedule :  
(a) Coal : ..... 36....  
(b) Diesel : ..... 36....  
(c) Reason for additional movts  
Trains between Foggia & Cervaro to connect with Trains to & from Naples.  
" " Bari & Termoli for Transport of Railway Employees & Workers.

3. Basic Schedule of Trains (Priv. Rlys)

|                                   |  |
|-----------------------------------|--|
| (a) of trains (coal) : .....      |  |
| (b) of trains (diesel) : .....    |  |
| (c) actually run (coal) : .....   |  |
| (d) actually run (diesel) : ..... |  |

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal : .....
- (b) Diesel : .....
- (c) Electric : .....
- (d) Reasons for additional movts

5. Tonnage moved:

|               |       |                |        |        |
|---------------|-------|----------------|--------|--------|
| Allied Forces | AC    | Italian Forces | Civil  | TOTAL  |
| 41,789        | 5,720 | 2,621          | 14,734 | 62,064 |

(a) Brief particulars of predominant commodities :

Grain, Olive Husks, Olive Oil, Fresh Vegetables, Wine.

(b) Tonnage authorised, but not moved (with reasons) : 1,045.

Failing to load by Consignors especially for Grain & Olive Husks also lack  
of Balling Stock

2159

Standard Number :

- (a) of trains (coal) ..... 352  
 (b) of trains (diesel) ..... 352  
 (c) actually run (coal) ..... 352  
 (d) actually run (diesel) ..... 352

2. TSR Additional to Basic Schedule:

- (a) Coal ..... 36  
 (b) Diesel ..... 37  
 (c) Reason for additional movts

Trains between Foggia & Cervaro to connect with Trains to & from Naples.  
 " " Bari & Termoli for Transport of Railway Employees & Workers.

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal) .....  
 (b) of trains (diesel) .....  
 (c) actually run (coal) .....  
 (d) actually run (diesel) .....

4. Additional to Basic Schedule (Priv. Rlys)

- (a) Coal .....  
 (b) Diesel .....  
 (c) Electric .....  
 (d) Reasons for additional movts

5. Tonnage moved:

|                                                    | Allied Forces | AC    | Italian Forces | Civil  | TOTAL  |
|----------------------------------------------------|---------------|-------|----------------|--------|--------|
| (Tons)                                             | 41,789        | 5,720 | 2,621          | 14,734 | 62,064 |
| (a) Brief particulars of predominant commodities : |               |       |                |        |        |

Grain, Olive Husks, Olive Oil, Fresh Vegetables, Wine.

- (b) Tonnage authorised, but not moved (with reasons) : 1,045.

Failing to load by Consignors especially for Grain & Olive Husks also lack of empty Rolling Stock.

- (c) No of personnel moved on trains additional to Basic Schedule : 2340.

6. Interchange of Rolling Stock & Freight Cars :

| TYPE   | RECEIVED |       | DISPATCHED |       | WEEKLY BALANCE |       | RUNNING BALANCE |       |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
|        | Loaded   | Empty | Loaded     | Empty | Plus           | Minus | Plus            | Minus |
| BOX    | 870      | 141   | 1010       | 156   | -              | 155   | -               | -     |
| HIGH   | 501      | 77    | 549        | 69    | -              | 40    | -               | -     |
| FLAT   | 29       | 43    | 149        | 10    | -              | 87    | -               | -     |
| OTHERS | 135      | 125   | 407        | 48    | -              | 195   | -               | -     |
| TOTAL  | 1535     | 386   | 2115       | 283   | -              | 477   | -               | -     |

2149

## 7. Sections of line not yet open with reasons:

- (a) ISR Lines  
 (b) Private Lines  
 (a) 1. Lucera - Lucera Citta'.  
 2. Manfredonia - Manfredonia Citta'.  
 3. Spinazzola - Spinazzola Citta'.

These Passenger Services are suspended due to war exigencies.

8. Coal position :  
 Tonnage Consumed      Tonnage on hand      Prospective Receipts

4418      12101      5500

Reasons in full for excessive use over normal allocation :

## 9. Motive Power and Rolling Stock position : ISR

| In Service   | Spare | For           |               | Previously | PREVIOUS WEEK'S REPAIRS |                           |
|--------------|-------|---------------|---------------|------------|-------------------------|---------------------------|
|              |       | light repairs | heavy repairs |            | Previously              | NOT previously in service |
| FREIGHT 106  | -     | 30            | 51            | 104        | 81                      |                           |
| PASSENGER 32 | -     | 17            | 16            | 68         | 33                      |                           |
| SWITCH 52    | -     | 21            | 11            | 28         | 32                      |                           |
| TOTAL 190    | -     | 68            | 78            | 200        | 146                     |                           |
| DIESEL 2     | -     | 7             | 13            | 3          | 19                      |                           |

## 10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For           |               | Previously | PREVIOUS WEEK'S REPAIRS |                           |
|------------|-------|---------------|---------------|------------|-------------------------|---------------------------|
|            |       | light repairs | heavy repairs |            | Previously              | NOT previously in service |
| FREIGHT    |       |               |               |            |                         |                           |
| PASSENGER  |       |               |               |            |                         |                           |
| SWITCH     |       |               |               |            |                         |                           |
| TOTAL      |       |               |               |            |                         |                           |
| DIESEL     |       |               |               |            |                         |                           |

## 11. Narrow Gauge Locomotive position :

| In Service | Spare | For           |               | Previously | PREVIOUS WEEK'S REPAIRS |                           |
|------------|-------|---------------|---------------|------------|-------------------------|---------------------------|
|            |       | light repairs | heavy repairs |            | Previously              | NOT previously in service |
| FREIGHT    |       |               |               |            |                         |                           |
| PASSENGER  |       |               |               |            |                         |                           |
| SWITCH     |       |               |               |            |                         |                           |
| TOTAL      |       |               |               |            |                         |                           |

## 12. No. of Cars unfit for service, but repairable locally :

| In Service | Spare | For           |               | Previously | PREVIOUS WEEK'S REPAIRS |                           |
|------------|-------|---------------|---------------|------------|-------------------------|---------------------------|
|            |       | light repairs | heavy repairs |            | Previously              | NOT previously in service |
| FREIGHT    |       |               |               |            |                         |                           |
| PASSENGER  |       |               |               |            |                         |                           |
| SWITCH     |       |               |               |            |                         |                           |
| TOTAL      |       |               |               |            |                         |                           |

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## 9. Motive Power and Rolling Stock position : ISR

| In Service   | Spare | For light repairs | For heavy repairs | Previously | PREVIOUS WEEK'S REPAIRS NOT previously in service |
|--------------|-------|-------------------|-------------------|------------|---------------------------------------------------|
| FREIGHT 106  | -     | 30                | 51                | 104        | 81                                                |
| PASSENGER 32 | -     | 17                | 16                | 68         | 33                                                |
| SWITCH 52    | -     | 21                | 11                | 28         | 32                                                |
| TOTAL 190    | -     | 68                | 78                | 200        | 146                                               |
| DIESEL 2     | -     | 7                 | 13                | 3          | 19                                                |

## 10. Motive Power and Rolling Stock position (private Railways)

| In Service | Spare | For light repairs | For heavy repairs | Previously | PREVIOUS WEEK'S REPAIRS NOT previously in service |
|------------|-------|-------------------|-------------------|------------|---------------------------------------------------|
| FREIGHT    |       |                   |                   |            |                                                   |
| PASSENGER  |       |                   |                   |            |                                                   |
| SWITCH     |       |                   |                   |            |                                                   |
| TOTAL      |       |                   |                   |            |                                                   |
| DIESEL     |       |                   |                   |            |                                                   |

## 11. Narrow Gauge Locomotive position :

|           |  |  |  |  |      |
|-----------|--|--|--|--|------|
| FREIGHT   |  |  |  |  |      |
| PASSENGER |  |  |  |  |      |
| SWITCH    |  |  |  |  |      |
| TOTAL     |  |  |  |  | 2148 |

## 12. No of Cars unfit for service, but repairable locally :

|        | Rebuilding    |               | heavy repairs         |                           | PREVIOUS WEEK'S REPAIRS |                           |
|--------|---------------|---------------|-----------------------|---------------------------|-------------------------|---------------------------|
|        | light repairs | heavy repairs | Previously in service | NOT previously in service | Previously in service   | NOT previously in service |
| BOX    | 257           | 146           | 167                   | 150                       | 36                      |                           |
| GON    | 295           | 212           | 201                   | 90                        | 51                      |                           |
| FLAT   | 69            | 74            | 129                   | 15                        | 12                      |                           |
| OTHERS | 381           | 86            | 50                    | 9                         | 12                      |                           |
| TOTAL  | 1002          | 518           | 547                   | 264                       | 111                     |                           |

13. General statement indicating progress of truck and station building and repair works:  
 Permanent way maintenance has been limited on all lines in ratio to the quantity of sleepers and material available.  
 Reconstruction work on building and other damaged works are carried out according to material, labour and transport available.  
 The reconditioning of telegraph lines, before and especially beyond FOGGIA and as far as ORTONA is in hand.

14. Any Items of special interest or difficulty not covered by above :

As there is still a lack of CARBIDE for lamps. Hand lamps have for this reason been adapted to burn oil.

The Water distribution service by tanks along the lines is not running to programme.

Many batteries in use for long periods in signalling and telephone plants are rapidly deteriorating. American cylindrical dry cells recently supplied have been found unsuitable for this purpose on account of their weak capacity.

A breakdown is anticipated if wet batteries are not supplied in sufficient quantities in lieu of present dry cells.

Accumulator batteries for train lighting are deteriorating, and those sent for repair are not being returned in sufficient number.

For this reason it is becoming a most difficult task to furnish batteries for Ambulance Trains.

A supply of electric bulbs is urgently needed for many plants that at present have no lighting facilities, it is in many cases impossible to provide these with kerosene lamps.

*C.W.G. Taylor*

C.W.G. Taylor Major R.A.  
 AC Tn Sub-Comm Repr.  
 Bari Div.

2157

Transportation Sub-Comm. (Rails)  
Allied Commission  
c/o Movements East Italy  
Ref.: AC.Tn/BD/M/26/46  
Date: 22 Jan. 45

43B  
3

Subject: Progress Report.

To : Tn. Sub-Commission AC. (Rail Section)  
c/o Transportation Increment C.M.F.

Reference AC/74/Tn dated 28 Dec. 44 and Signal  
OI9 dated I9.

1. Report for I.S.R. Compartimento for week 8 - I4  
Jan. 45 in duplicate attached.
2. Reports from SU-EST and CALABRO-LUCANA Railways  
have not yet been received.
3. There will be no difficulty in providing the  
figures weekly.
4. Para I4 in the enclosed report is a translation  
of that supplied by the I.S.R. When I have a further  
knowledge of the district and local conditions I will  
make personal reports.

*C.W.G. Taylor*  
C.W.G. TAYLOR, MAJOR R.A.  
AC.Tn. Sub-Commission Repr.

CWGT/GT

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## TRANSPORTATION SUB-COMMISSION A.C.

(RAIL SECTION)

C/o Transportation Increment

C.M.F.

Sender's Reference : AC/TN/BD/M 26/ISR 1. Date : 22 Jan 45.

FROM : Tn Sub-Comm Repr. AC C/o Movements E. Italy.

TO : Transportation Sub-Comm (Rails) C/o Tn Increment CMF

WEEKLY PROGRESS REPORT : From 000 hours MONDAY 8 January 1945

To 2400 hours SUNDAY 14 January 1945

1. ISR Basic Schedule of Trains  
Standard Number :

(a) of trains (coal) ..... 352...  
 (b) of trains (diesel) ..... 352...  
 (c) actually run (coal) ..... 352...  
 (d) actually run (diesel) ..... 352...

2. ISR Additional to Basic Schedule:

(a) Coal ..... 36...  
 (b) Diesel ..... 36...  
 (c) Reason for additional movts  
 Trains between Foggia & Cervard to connect with Trains to & from Naples.  
 " " Bari & Termoli for Transport of Railway Employees & Workers.

3. Basic Schedule of Trains (Priv. Rlys)

(a) of trains (coal) .....  
 (b) of trains (diesel) .....  
 (c) actually run (coal) .....  
 (d) actually run (diesel) .....

4. Additional to Basic Schedule (Priv. Rlys)

(a) Coal .....  
 (b) Diesel .....  
 (c) Electric .....  
 (d) Reasons for additional movts

5. Tonnage moved:

|                                                    | Allied Forces | AC    | Italian Forces | Civil  | TOTAL  |
|----------------------------------------------------|---------------|-------|----------------|--------|--------|
| (Tons)                                             | 41,789        | 5,720 | 2,621          | 14,734 | 62,064 |
| (a) Brief particulars of predominant commodities : |               |       |                |        |        |

Grain, Olive Husks, Olive Oil, Fresh Vegetables, Wine.

(b) Tonnage authorised, but not moved (with reasons) : 1,045.

Failing to load by Consignors especially for Grain &amp; Olive Husks also lack of empty Rolling Stock.

1. ISR Basic Schedule of Trains :  
Standard Number :

- (a) of trains (coal) ..... 352...  
 (b) of trains (diesel) ..... 352...  
 (c) actually run (coal) ..... 352...  
 (d) actually run (diesel) ..... 352...

2. ISR Additional to Basic Schedule :

- (a) Coal ..... 36...  
 (b) Diesel ..... 37...  
 (c) Reason for additional movts  
 Trains between Foggia & Cervarè to connect with Trains to & from Naples.  
 " " Bari & Termoli for Transport of Railway Employees & Workers.

3. Basic Schedule of Trains (Priv. Rlys)

- (a) of trains (coal) .....  
 (b) of trains (diesel) .....  
 (c) actually run (coal) .....  
 (d) actually run (diesel) .....

4. Additional to Basic Schedule (Priv. Rly)

- (a) Coal .....  
 (b) Diesel .....  
 (c) Electric .....  
 (d) Reasons for additional movts

5. Tonnage moved :

|                                                    | Allied Forces | AC    | Italian Forces | Civil  | TOTAL  |
|----------------------------------------------------|---------------|-------|----------------|--------|--------|
| (Tons)                                             | 41,789        | 5,720 | 2,621          | 14,734 | 62,064 |
| (a) Brief particulars of predominant commodities : |               |       |                |        | 2145   |

Grain, Olive Husks, Olive Oil, Fresh Vegetables, Wine.

- (b) Tonnage authorised, but not moved (with reasons) : 1,045.

Failing to load by Consignors especially for Grain & Olive Husks also lack of empty Rolling Stock.

- (c) Nc of personnel moved on trains additional to Basic Schedule : 2340.

6. Interchange of Rolling Stock & Freight Cars :

| TYPE   | RECEIVED |       | DESPATCHED |       | WEEKLY BALANCE |       | RUNNING BALANCE |       |
|--------|----------|-------|------------|-------|----------------|-------|-----------------|-------|
|        | Loaded   | Empty | Loaded     | Empty | Plus           | Minus | Plus            | Minus |
| BOX    | 870      | 141   | 1010       | 156   | -              | 155   | -               | -     |
| HIGH   | 501      | 77    | 549        | 69    | -              | 40    | -               | -     |
| FLAT   | 29       | 43    | 149        | 10    | -              | 87    | -               | -     |
| OTHERS | 135      | 125   | 407        | 48    | -              | 195   | -               | -     |
| TOTAL  | 1535     | 386   | 2115       | 283   | -              | 477   | -               | -     |

## 7. Sections of Line not yet open with reasons:

- (a) ISR Lines  
 (b) Private Lines  
 (a) 1. Lucera - Lucera Citta'.  
 2. Manfredonia - Manfredonia Citta'.  
 3. Spinazzola - Spinazzola Citta'.

These Passenger Services are suspended  
 due to war exigencies.

8. Coal position : Tonnage Consumed Tonnage on hand Prospective Receipts

4418 12101 5500

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service   | Spare | For light repairs | For heavy repairs | Previously | PREVIOUS WEEK'S REPAIRS NOT previously in service |
|--------------|-------|-------------------|-------------------|------------|---------------------------------------------------|
| FREIGHT 106  | -     | 30                | 51                | 104        | 81                                                |
| PASSENGER 32 | -     | 17                | 16                | 68         | 33                                                |
| SWITCH 52    | -     | 21                | 41                | 28         | 32                                                |
| TOTAL 190    | -     | 68                | 78                | 200        | 146                                               |
| DIESEL 2     | -     | 7                 | 13                | 3          | 19                                                |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | Previously | PREVIOUS WEEK'S REPAIRS NOT previously in service |
|------------|-------|-------------------|-------------------|------------|---------------------------------------------------|
| FREIGHT    |       |                   |                   |            |                                                   |
| PASSENGER  |       |                   |                   |            |                                                   |
| SWITCH     |       |                   |                   |            |                                                   |
| TOTAL      |       |                   |                   |            |                                                   |
| DIESEL     |       |                   |                   |            |                                                   |

2144

## 11. Narrow Gauge Locomotive position :

|           |  |  |  |  |
|-----------|--|--|--|--|
| FREIGHT   |  |  |  |  |
| PASSENGER |  |  |  |  |
| SWITCH    |  |  |  |  |
| TOTAL     |  |  |  |  |

12. No. of Cars unfit for service, but repairable locally :

|  |       |       |                         |
|--|-------|-------|-------------------------|
|  | light | heavy | PREVIOUS WEEK'S REPAIRS |
|--|-------|-------|-------------------------|

Reasons in full for excessive use over normal allocation :

9. Motive Power and Rolling Stock position : ISR

| In Service   | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS<br>Previously | NOT previously in service |
|--------------|-------|-------------------|-------------------|---------------------------------------|---------------------------|
| FREIGHT 106  | -     | 30                | 51                | 104                                   | 81                        |
| PASSENGER 32 | -     | 17                | 16                | 68                                    | 33                        |
| SWITCH 52    | -     | 21                | 11                | 28                                    | 32                        |
| TOTAL 190    | -     | 68                | 78                | 200                                   | 146                       |
| DIESEL 2     | -     | 7                 | 13                | 3                                     | 19                        |

10. Motive Power and Rolling Stock position (Private Railways)

| In Service | Spare | For light repairs | For heavy repairs | PREVIOUS WEEK'S REPAIRS<br>Previously | NOT previously in service |
|------------|-------|-------------------|-------------------|---------------------------------------|---------------------------|
| FREIGHT    |       |                   |                   |                                       |                           |
| PASSENGER  |       |                   |                   |                                       |                           |
| SWITCH     |       |                   |                   |                                       |                           |
| TOTAL      |       |                   |                   |                                       |                           |
| DIESEL     |       |                   |                   |                                       |                           |

11. Narrow Gauge Locomotive position :

|           |  |  |  |  |  |
|-----------|--|--|--|--|--|
| FREIGHT   |  |  |  |  |  |
| PASSENGER |  |  |  |  |  |
| SWITCH    |  |  |  |  |  |
| TOTAL     |  |  |  |  |  |

2154

12. No of Cars unfit for service, but repairable locally :

|        | Rebuilding | light repairs | heavy repairs | PREVIOUS WEEK'S REPAIRS<br>Previously in service | NOT previously in service |
|--------|------------|---------------|---------------|--------------------------------------------------|---------------------------|
| BOX    | 257        | 146           | 167           | 150                                              | 36                        |
| GON    | 295        | 212           | 201           | 90                                               | 51                        |
| FLAT   | 69         | 74            | 129           | 15                                               | 12                        |
| OTHERS | 381        | 86            | 50            | 9                                                | 12                        |
| TOTAL  | 1002       | 518           | 547           | 264                                              | 111                       |

TO : Col; L.S. Vining  
Asst. Director  
HQ ACC (Main )  
APO 394

Transportation Sub-Comm.  
Allied Control Comm.  
C/O Movements E. Italy

Date : 3 Sept. 44  
Ref : ACC/Tn/BD/IV/

SUBJECT : Monthly Report

On Aug. 21st made trip on Calabro - Lucane railway from Bari to Potenza and return particular attention being given to the grain loadings at the different stations on this line.

This railway with few exceptions has turned all their facilities to the handling of wheat, from the fields to storage and flour mills in Gravina, Bari, Altamura and various other stations.

They have handled a total of over 700 wagon loads of grain in the last two months.

On Aug. 31st a trip was made from Bari to Ortona for inspection purposes of the various Civil loading points and although wagons are at the moment very short in this area very good progress has been made in the handling of civil traffic.

We are having considerable difficulty at the larger cities in East Italy account of the P.S.C. officers being withdrawn to other localities and no provision being made to regarding civil rail loadings and bids for same. With the exception of Taranto the whole of East Italy civil traffic problems has to be taken care of, the Bari.

I foresee that P.S.C. would be withdrawn & would be a memorandum

by: *L. S. Vining*

Capt. T.O.  
Div. Supt

43 B/c

1705

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by: *S. J. Taglia*

Capt. T.C.  
Div. Supt  
Bari

I foresaw that P.S.C. would be withdrawn & hence I wrote a memorandum re: bids being put downed to Glavin warships & Compartmenti who will have to put forward bids to local munitions or the Sub Com H.Q. as the case may be 11/13/43

TRANSPORTATION SUB-COMMISSION  
BARI DIVISION

MONTHLY REPORT FOR AUGUST 1944

I. Personnel Staff and Accommodation

NO changes :

2. Civilian Rail Traffic Control

(a) Bidding for Tonnage

Bids have been received regularly from Supply Officers and the Railway, and also in good time and no difficulty has been met in compiling the weekly Programme.

Due to the large amount of Grain moving in the Division a considerable cut has had to be made in other bids to keep within the tonnage limits allotted, but it has been necessary at times to exceed the allotment, particularly on the Sud-Est to Bari and the BARLETTA - BARI Sections, in order to bring essential food stuffs and fuel (Fruit, vegetables and Charcoal) to BARI.

Due to the reorganisation of ACC Southern Region, Supply Officers have been withdrawn for BRINDISI, LECCE, MATERA and POTENZA, and this is resulting in additional work being thrust on this office, in the way of civilian visitors, issue of wagon labels etc; This is a temporary stage however and arrangements are being made for the Consiglio Provinciale dell'Economia of the different Provinces to forward bids weekly for movement originating in their Province.

(b) ACC Wagon Labels

With the withdrawal of the Supply Officers, the question of the Control and issue of labels has arisen.

It has been decided to issue all labels from this office for movement for Provinces having no Supply Office, the procedure being to issue the requisite number of blank labels to the I.S.R.

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(b) ACC Wagon Labels

With the withdrawal of the Supply Officers, the question of the Control and issue of labels has arisen.

It has been decided to issue all labels from this office for movement for Provinces having no Supply Office, the procedure being to issue the requisite number of blank labels to the I.S.R. who then fill in the details and return for checking and stamping. The labels are then returned to the I.S.R. who forward them through railway channels to the Station Masters concerned.

An instruction has been given to the I.S.R. that all unused labels are to be returned to this office, and an instruction has been circulated to all concerned, and this is being adhered to.

29

2. (c) Tonnage allotment  
 Due to military requirements all Italy Compartimento ACC and Civilian Traffic was suspended for period 21 to 27 August. The Programme for this week was therefore cancelled and consignors were told to re-bid. No backlog was carried forward.

Grain Traffic is absorbing most of all of the allotted tonnage on the following sections of the line.

- Potenza - Metaponto
- Taranto - Bari
- Bari - Taranto
- Taranto - Brindisi
- Barletta - Bari
- Sud - Est

As a result, in order to move any other food stuffs the allotment has to be exceeded, but with acquiescence of MOVEIT.

By the number of un-used labels that are being returned, due either to shortage of wagons or not loading within the prescribed period by consignors, it is estimated that the final tonnage actually moved is within the allotment however.

An easing of the military Traffic on Bari - Ortone section has enabled more civilian tonnage to be accepted by MOVEIT over this route.

3. Grain Traffic  
 Daily statements of wagons for Grain requested, provided and loaded are received from the I.S.R. so that a close check is being kept on this movement. It is found that the actual amount being loaded is very much less than the programme requested by the Regional Supply Officers.

Difficulty in placing wagons at inconveniently located stations, and wagon shortage has been partly responsible, but as a result of persistently driving the I.S.R. this cause has diminished, and the main reason for not loading appears now to be slackness on the part of the local Consorzi Agrari, and local shortage of Grain. This was confirmed by a meeting with the Agricultural Officer and Consorzio Agrario officers from Matera Province.

Statistics of the loading from 13 to 31 August are attached.

Bari - Taranto  
Taranto - Brindisi  
Barletta - Bari  
Sud - Est

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5.

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Statistics of the loading from 15 to 31 August are attached.

#### Civilian Traffic Irregularities

Apart from wagon of Almonds from Moicattaro to Angri found to be leaking wine badly at Taranto, no irregularities have come to notice!

2141

4. Locomotive and Rolling Stock operating and Maintenance

DD TR Railways and Staff relinquish their responsibilities to the I.S.R. on or about 12 Sept. 44.

It is understood that Major BAISTER and Lt. FILBEY are being assigned to Bari to supervise the change over.

*W. J. Baister*

Captain R.L.

Copy to :

MOVEIT (Rail)  
ACC Southern Region ( Bari zone )  
File ( for Food Officer )

2140

## GRAIN LOADING (I.S.R)

| Loading Station         | 13 to 31 August 1944 |           |         |       |            |        |           |        |        |        |          |          |            |          |           |         |          |           |           |           |          |           |          |         |
|-------------------------|----------------------|-----------|---------|-------|------------|--------|-----------|--------|--------|--------|----------|----------|------------|----------|-----------|---------|----------|-----------|-----------|-----------|----------|-----------|----------|---------|
|                         | Rapallo Lav.         | S. Nicola | Gravina | Gioia | Spinazzola | Canosa | Santeramo | Foggia | Chieti | Venosa | Grassano | Salandra | Ferrandina | Pisticci | Metaponto | Palazzo | Altamura | Poggio IM | S. Severo | C. Marino | Ortanova | Cerignola | Massafra | Rionero |
| Daily Loading Programme | 6                    | 3         | 4       | I     | 7          | 3      | I         | IO     | 2      | I      | 6        | 6        | 7          | 5        | IO        | I       | 2        | 2         | 4         | .         | 4        |           |          |         |
| Date                    |                      |           |         |       |            |        |           |        |        |        |          |          |            |          |           |         |          |           |           |           |          |           |          |         |
| 13                      | -                    | 2         | 4       |       | 8          |        |           | 6      |        |        | 2        | 3        | 2          | 5        | 4         |         |          |           |           |           |          |           |          |         |
| 14                      | 3                    |           |         |       | 4          | 3      |           | 5      |        |        | 2        | 2        | 2          |          | -         |         | 3        |           |           |           | II       |           |          |         |
| 15                      | -                    |           |         |       | 8          |        |           |        |        |        | 2        | 2        | I          |          | -         |         |          |           |           |           |          |           |          |         |
| 16                      | 3                    |           |         |       | 8          |        |           | 7      |        |        | 3        |          | 2          |          | -         |         | 3        |           |           |           |          |           |          |         |
| 17                      | 3                    |           | I       |       | 9          |        |           | II     |        |        | 5        |          | I          |          | IO        |         | I        |           |           |           |          |           |          |         |
| 18                      | -                    |           |         | I     | 8          |        |           | 8      |        |        | 8        |          | -          | 5        | 12        |         | I        |           |           |           |          |           |          | 2       |
| 19                      | -                    | 3         |         |       | 9          |        |           | 4      |        |        | 7        | I        | -          | 5        | IO        | I       |          |           | 6         |           |          |           |          |         |
| 20                      | 2                    | 3         |         |       | 6          |        |           | 7      |        |        | 4        | 2        | 5          | 4        | 5         | 4       | 2        |           | 7         |           | 3        | 2         |          |         |
| 21                      | 6                    | 2         |         |       | 6          |        |           | 6      |        |        | 4        | I        | -          | 5        | 9         | I       | I        | I         |           |           |          |           |          |         |
| 22                      | 5                    |           |         |       | I          |        |           | 7      |        | 3      | 9        | 2        | -          | 5        | 5         |         |          | 3         |           |           |          |           |          |         |
| 23                      | 4                    |           |         |       |            |        |           | 7      | 4      | 3      |          |          | 5          | 5        | -         |         |          | I         | 6         |           |          |           |          |         |
| 24                      | -                    |           |         |       |            |        |           | 7      | 6      | 3      |          |          | 4          | -        | 5         |         | 4        | I         | 7         |           |          |           |          |         |
| 25                      | 2                    | 4         |         |       |            |        |           | 7      | 3      |        |          |          | 3          | -        | -         |         |          | 2         | 7         |           |          |           |          |         |
| 26                      | 2                    | 2         |         |       |            |        |           | 7      | 5      | 4      |          |          | -          | -        | -         |         | 4        | I         | 6         |           |          |           |          |         |
| 27                      | 5                    | 3         |         |       |            |        |           | 7      |        |        |          |          | -          | -        | -         |         |          |           | 7         |           | I4       |           |          |         |
| 28                      | 5                    | I         |         | 2     | 7          |        | -         |        | 4      | I3     | 6        |          | -          | -        | -         | 4       |          |           | 6         |           |          |           |          |         |
| 29                      | 5                    | -         |         | -     | IO         |        |           | I6     |        | 2      | 4        |          | -          | 5        | -         |         | 5        |           | 7         | 2         |          |           |          |         |
| 30                      | IO                   | 2         | I       | -     | IO         |        |           | 9      |        |        |          |          | IO         | -        | -         |         | 2        |           | 7         |           |          |           |          |         |
| 31                      | 5                    | 2         | -       | -     | II         |        |           | I4     |        |        | -        |          | 3          | -        | -         |         | 2        | 3         | 7         |           |          |           |          |         |

## GRAIN LOADING (I.S.R)

13 to 31 August 1944

| Santeramo | Foggia | Chieti | Venosa | Grassano | Salandra | Ferrandina | Pisticci | Metaponto | Palazzo | Altamura | Poggio IM | S. Severo | C. Marino | Ortanova | Cerignola | Massafra | Rionero | Candela | Scoli P. | Total |
|-----------|--------|--------|--------|----------|----------|------------|----------|-----------|---------|----------|-----------|-----------|-----------|----------|-----------|----------|---------|---------|----------|-------|
| I         | IO     | 2      | I      | 6        | 6        | 7          | 5        | IO        | I       | 2        | 2         | 4         |           | 4        |           |          |         | I       | I        | 87    |
|           | 6      |        |        | 2        | 3        | 2          | 5        | 4         |         |          |           |           |           |          |           |          |         |         |          | 36    |
|           | 5      |        |        | 2        | 2        | 2          |          | -         |         | 3        |           |           |           | II       |           |          |         |         |          | 35    |
|           | 7      |        |        | 3        |          | I          |          | -         |         |          |           |           |           |          |           |          |         |         |          | 12    |
|           | II     |        |        | 5        |          | 2          |          | IO        |         | 3        |           |           |           |          |           |          |         | 6       | 4        | 48    |
|           | 8      |        |        | 8        | I        | -          | 5        | I2        |         | I        |           | 6         |           |          |           |          | 2       |         |          | 53    |
|           | 4      |        |        | 7        | I        | -          | 5        | IO        | I       |          |           | 7         |           |          |           |          |         |         |          | 47    |
|           | 7      |        |        | 4        | 2        | 5          | 4        | 5         | 4       | 2        |           |           |           |          | 3         | 2        |         |         |          | 54    |
|           |        |        |        | 8        | 2        | 6          | 6        | 5         | I       |          |           |           |           |          |           |          |         |         |          | 48    |
|           | 6      |        |        | 4        | I        | -          | 5        | 9         | I       | I        | I         |           |           |          |           |          |         |         |          | 52    |
|           | 7      |        | 3      | 9        | 2        | -          | 5        | 5         |         |          | 3         |           |           |          |           |          |         |         |          | 40    |
|           | 7      | 4      | 3      |          |          | 5          | 5        | -         |         |          | 3         | 6         |           |          |           |          |         |         |          | 46    |
|           | 7      | 6      | 3      |          |          | 4          | -        | 5         |         | 4        | I         | 7         |           |          |           |          |         |         |          | 24    |
|           | 7      | 3      |        |          |          | 3          | -        | -         |         |          | 2         | 6         |           |          |           |          |         |         |          | 27    |
|           | 7      | 5      | 4      |          |          | -          | -        | -         |         | 4        | I         | 7         |           |          | I4        |          |         |         |          | 46    |
| -         | 4      | 4      | I3     | 6        |          | -          | -        | -         | 4       |          |           | 6         |           |          |           |          |         |         |          | I2    |
|           |        |        |        |          |          |            |          |           |         |          |           |           |           |          |           |          |         |         |          | 48    |
|           | I6     |        | 2      | 4        |          | -          | 5        | -         |         | 5        |           | 7         | 2         |          |           |          |         |         |          | 56    |
|           | 9      |        |        |          |          | IO         | -        | -         |         | 2        | 3         | 7         |           |          |           |          |         |         |          | 54    |
|           | I4     |        |        |          |          | 3          | -        | -         |         | 2        | 2         | 7         |           |          |           |          |         |         |          | 46    |

*Transportation*

Date 8 July 1944

To :- Director, Tn. Sub-Commission, HQ. ACC. AFO. 394. CMP

From :- Capt. E.W. Dean, Tn. Sub-Commission, c/o Bari.

Subject :- Report of activities w/e 8 July 44.

- S. 2 July. Left Naples 24 0930 - arrived Bari 1700 hrs
- M. 3 July. Attended meeting for weekly programme at Tn S/Com. Office  
Contacts made :-  
Col. A.C. Payne. DD Tn  
Maj. Knight S.S.O, Region 2  
Capt Lakser S.O. Bari
- T. 4 July Taranto. Contacts - Maj. Craig, P.C., Capt. Sampson, P.S.O.  
Mov. Taranto & R.T.O.  
Brindisi. Contacts. Capt. Shaw Kennedy, P.S.O & Mov.  
Brindisi
- W. 5 July. Contact Mov. East Italy (Maj Wild, Capt Landon & Lieut  
Heyneman)
- Th. 6 July. Inspected Bari Sud-Est Yard, Loco & Carriage shops
- F. 7 July H.Q. Region 2. Lt Col. Ruck etc  
Capt. Hall attending hospital as result of skin infection  
caused by mosquito bite, and in absence of Capt. Jeffrey  
(visiting) & Capt. Lynch (leave day), I covered the  
Office.
- S. 8 July. Capt. Hall still under treatment, continuing to cover  
Office.

In view of your telephonic instructions on Tuesday morning  
my scope in making contacts is limited. An early directive as to my  
exact functions in this area would be appreciated.

2139

-2-

Bari-Naples civilian passenger train. (bi-weekly). Saw departure of this train yesterday. Like other passenger services in this area, trains are greatly overcrowded, passengers riding on buffers, & footboards.

Schooners. Supply Officers at Bari, Taranto & Brindisi are anxious to utilise this method of transportation, but from what I gather their applications for schooners have up to the present brought no results. They are rather sceptical of the arrangements.

*E.W. Dean*  
Captain.

2178

1715