

ACC AC43C/TW4 10000/45/2036 PROGRESS PL
MAY-JUN. 1944

0/148/2036 PROGRESS REPORTS - TREATY
MAY-JUN. 1944

Week Ending 25 June 44

To, The Director,
Transportation Sub Commission A.C.C.
A.P.O. 394.

From: Captain E. N. B. JEFFREY R. E.

27 Jun 44-

Owing to illness, there were no reports for weeks ending 11th, and 18th, June

1. Visits and Inspections.

20 June	To <u>BARI</u> for weekly Trn. ACC meeting for screening of Bids for week commencing 3 July.
" 21 "	To <u>BRINDISI</u> to see PSO and Movements (Rail)
" 22 "	" " " <u>LECCE</u> ", and to check ACC Traffic and Civilian traffic dispatches from S. <u>PANCRASIO</u> , <u>NOVOLI</u> , and <u>CAMPI SALENITINI</u> stations.
" 24 "	" <u>GALLIPOLI</u> to investigate unauthorised loadings.

2. Movement of Civil Traffic.

The following civil traffic tonnage was accepted for movement from stations in the Tn.ACC. TARANTO Area during the week.

<u>Section of Line</u>	<u>Normal Auth. Tonnage</u>	<u>Tonnage Accepted.</u>
SALETERNO) - POTENZA	4400	885
POTENZA - METAPONTO	2275	1200
METAPONTO - TARANTO	2275	1200
TARANTO - BRINDISI	2450	795
TARANTO - BARI	700	225
BRINDISI - BARI	2400	495
LECCE - BRINDISI	700	810
SUD EST	700	1945
BARI - BARLETTA		
	Not in Tn. ACC Area.	
	Taranto.	

The excess over the normal tonnage authorised for the SUD EST Lines was due to the acceptance by Movements of Bids submitted through I.S.R. channels. As this was effected after the Monday meeting, the result was that some of this traffic took the place of bids put through A.C.C. channels, which had been rejected at the meeting in order to bring the total tonnage within the normal limit allowed, which naturally caused unfavourable comment from the PSO's concerned with the rejected bids when the programme was received.

3. Unauthorized Traffic.

Unauthorized Traffic.

It is found that now a stricter control is being kept on civil loadings by the new system in force, attempts to evade this are being made by the use of "Smalls" traffic, or as described in the railway books as "Misto" or Mixed traffic.

In several cases of loadings having no AOC or Military labels that were brought to notice by Movements, the resulting investigation found them to be traffic of this nature, and in more than one instance, the contents of the load were all consigned by the same consignor, and were usually found to be wine in casks. It is understood that ways and means of controlling this traffic

Owing to illness, there were no reports for weeks ending 11th. and 18th. June

1. Visits and Inspections.

20 June To BARI for weekly Tn. ACC meeting for screening of Bids for week commencing 5 July.
 21 " To BRINDISI to see PSO and Movements (Rail)
 22 " " " " and to check ACC Traffic and Civilian traffic dispatches from S. PANICRAZIO, NOVOLI, and CAMPI SALENITINI stations.
 24 " " GALLUPOLI to investigate unauthorised loadings.

2. Movement of Civil Traffic.

The following civil traffic tonnage was accepted for movement from stations in the Tn. ACC. TARANTO Area during the week.

Section of Line	Normal Auth. Tonnage	Tonnage Accepted.
SALERNO - POTENZA	1400	885
POTENZA - METAPONTO	2275	1200
METAPONTO - TARANTO	2275	1200
TARANEO - BRINDISI	2450	795
TARANTO - BARI	700	225
BRINDISI - BARI	2100	495
LECCE - BRINDISI	700	810
SUD EST	700	194.5
BARI - BARLETTA	Not in Tn. ACC Area.	

The excess over the normal tonnage authorised for the SUD EST Lines was due to the acceptance by Movements of Bids submitted through I.S.R. channels. As this was effected after the Monday meeting, the result was that some of this traffic took the place of bids put through A.C.C. channels, which had been rejected at the meeting in order to bring the total tonnage within the normal limit allowed, which naturally caused unfavourable comment from the PSO's concerned with the rejected bids when the programme was received.

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It is found that now a stricter control is being kept on civil loadings by the new system in force, attempts to evade this are being made by the use of "Smalls" traffic, or as described in the railway books as "Misto" or Mixed traffic.

In several cases of loadings having no ACC or Military labels that were brought to notice by Movements, the resulting investigation found them to be traffic of this nature, and in more than one instance, the contents of the load were all consigned by the same consignor, and were usually found to be wine in casks. It is understood that ways and means of controlling this traffic are being considered, but the strictest transit checks will be necessary to stop abuse.

4. Wine Traffic

The following figures obtained from the PSO's respecting wine waiting movement from the provinces are appended for information.

LECCE 120,000 tons, BRINDISI 95,000 tons, TARANTO 95,000 tons.
 TOTAL 250,000 Tons.

Signature
 Captain R.F.

Copies to :

A.Q.M.G. (Movements) TARANTO.

" " BRINDISI.

A.C.C. Regional Supply Officer REGION II

" " TARANTO

" " BRINDISI

" " LECCE ;

" " POTENZA ;

" " Divisional Transportation Officer BARI.

UNIVERSITY OF MICHIGAN

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43/2

Subject: Movement of Civil Traffic.

To: The Director,
Transportation Sub Commission A.C.C.
H.Q. ALLIED CONTROL COMMISSION
A.P.O. 394.

From: Captain E.M.B. JEFFREY R.M.
Tn. Sub. Comm., A.C.C. ~~MEMORANDUM~~ TARANTO.

Reference ACC Tn/91/166/ dated 30 May 44.

1. The 98 wagons of wine that were accepted for movement during W.E. 19 May 44, were authorised under Adv. Adm. Ech. A.F.H.Q. Administrative Instruction No. 14, dated 6 Dec 43, and subsequent directives as mentioned below, which was the method of operation that had, prior to May 22 44, been in force since the I.S.R. took over the operation of their lines in the BARI Division on 1 April 44.
2. The restriction on the movement of wine to 40 tons daily from the whole of BARI Area was understood from the Minutes of the 11th. Meeting of the Transportation Sub Committee held at NAPLES on the 23 Mar 44, to refer to Back Log consignments of Bids Nos. 304 to 330, and as a result of this agreement, bidding for large loads of wine was discontinued by the Provincial Supply Officers, and authorisations for wine movement were restricted to single wagon loads. The wine traffic that has been moving since 1 April 44 was of the latter category.

3. Under the system mentioned above, traffic was moved in the agreed order of priority, i.e. (1) Military Traffic (2) A.C.C. Accepted Bids, (3) Ordinary Authorised Civil Traffic, authorised by the Provincial Supply Officers 2178 in accordance with para. 5(b) of Administrative Instruction No. 14. In agreement with para. (c) of D.O.M.G. (Movements) letter Mov 3/415 dated 8 Mar 44, and FLAMEO Message 0122004 (copy attached), the authorisations for Civil Traffic were collected in the office of Div. Supt. I.S.R. BARI and a list of the loads accepted by the latter as being capable of movement was given daily to Movements East Italy, and a copy of the list was forwarded to BRINDISI for my information.

Unless there was a shortage of wagons, or any instruction to the contrary, the wagons on the list were normally loaded and dispatched, and in each case Div. Supt. BARI sent a written instruction to the Station Master Concerned that the Approval of the R.T.O should first be obtained, to ensure that it was in order for the consignor to load.

4. During the week commencing 22 May 44, the date that the new system of control directed in ACC Tn Memorandum No. 3 came into force, a large number of wagons dispatched during the previous week and earlier, under the old system, were still in transit, and a large number of these accumulated at METAPONTO for marshalling and subsequent onward movement to POTENZA and the NAPLES line.

METAPONTO was visited on 31 May 44, following upon a report received from Movements BRINDISI, and approximately 250 loaded wagons were found to be on hand in the sidings, and a list was personally taken of those wagons that had ordinary civil labels or no labels at all, the number being 154, and with the exception of 2 isolated cases, the dates on the labels were all prior to 22 May.

None of those wagons without labels were, with the exception

dated 6 Dec 43, and subsequent directives as mentioned above, the method of operation that had, prior to May 22 44, been in force since the I.S.R. took over the operation of their lines in the BARI Division on 1 Apr 44.

2. The restriction on the movement of wine to 40 tons daily from the whole of BARI Area was understood from the Minutes of the 11th. Meeting of the Transportation Sub Committee held at MAPIES on the 23 Mar 44 to refer to Back Log consignments of Bids Nos. 304 to 330, and as a result of this agreement, bidding for large loads of wine was discontinued by the Provincial Supply Officers, and authorisations for wine movement were restricted to single wagon loads. The wine traffic that has been moving since 1 Apr 44 was of the latter category.

3. Under the system mentioned above, traffic was moved in the agreed order of priority, i.e. (1) Military Traffic (2) A.C.O. Accepted Bids, (3) Ordinary Authorised Civil Traffic, authorised by the Provincial Supply Officers 2176 in accordance with para. 5(b) of Administrative Instruction No. 14. In agreement with para (c) of D.O.M.G. (Movements) letter Nov 3/415 dated 8 Mar 44, and FLAMBO Message 0422004 (copy attached), the authorisations for Civil Traffic were collected in the office of Div. Supt. I.S.R. BARI and a list of the loads accepted by the latter as being capable of movement was given daily to Movements East Italy, and a copy of the list was forwarded to BRINDISI for my information.

Unless there was a shortage of wagons, or any instruction to the contrary, the wagons on the list were normally loaded and dispatched, and in each case Div. Supt. BARI sent a written instruction to the Station Master Concerned that the APPROVAL OF THE R.T.O should first be obtained, to ensure that it was in order for the consignor to load.

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METAPONTO was visited on 31 May 44, following upon a report received from Movements BRINDISI, and approximately 490 250 loaded wagons were found to be on hand in the sidings, and a list was personally taken of those wagons that had ordinary civil labels or no labels at all, the number being 154, and with the exception of 2 isolated cases, the dates on the labels were all prior to 22 May.

The loading stations of those wagons without labels were, with the exception of a number that could not be immediately traced, obtained, and the following is a summary of the total:

ALIZIO 3	GALATINA 2	NARDO 4	TREPULZI 5
BARI 5	GALATONE 1	NOVOLI 12	TUGLIE 6
BITONTO 1	GALLIPOLI 4	RACALE 2	
BRINDISI 1	GIOTTAGLIE 1	SALICI V. 4	UNKNOWN 22
CALPI SALENITINI 14	GUARDIANO 2	SANARICO 1	
CAPRIANO 3	MANDURIA 3	SAVA 26	
FASANO 1	MARTINA FRANCA 1	SQUINZANO 268	27
COPERTINO 6	MATINO 1	S. PIETRO VERBOTICO 6	10
CORIGLIANO 2	MELISSANO 1	TARANIO 1	

(2).

5. As it has not been possible to visit all the stations on the above list, to confirm the dates of dispatch, a visit was made on 4 June 44 to SQUINZANO which had dispatched the greatest number, and of the 27 wagons concerned, 14 were found to have been dispatched on 24 May, 14 on 20 May, 1 on 18 May and 1 on 19 May. The information being obtained from the "Libro della Spedizione". It was also found that all these wagons were properly authorised by Div. Supt. I.S.R. BARI, and were first authorised by the Provincial Supply Officer on authorisations issued between 20 April 44 and 2 May 44.
6. In conclusion, it can only be assumed that the apparent increase of loading that occurred during the last week of the old system, was due to a drive by the I.S.R. to clear up any outstanding authorisations held by the local stationmasters that had been held up due to local unforeseen wagon shortage or tardiness of consignors in loading, before the new system came into force, and that an easing in the wagon position enabled the Railways to effect this. The last list of loadings authorised by the I.S.R. was issued on 19 May.

TARANTO,
6 June 44.

Enrico Sappay.
Captain R.E.

Copy of FLAMBO Message 012200A (Referred to in para.3 above.)

" From FLAMBO T.O.O. 012200A

To: Action
Info.
(1) Moveit.
(2) Mov Brindisi (3) 6 ROC for SGR FERRARI
(4) ACC TM 2 District for Capt. Hall.

2173

Orig. No. Mov 3/20174

Ref conversation Landon-Donalson (.) Civilian Loadings (.) ACC authorities should be sent to Div. Supt. Office ISR BARI (.) After scrutiny he will give instructions to his local officials to provide wagons in agreement with local Movements and notify local Movements ~~original~~ what wagons should be placed (.) Thus Movements can veto any loading if situation so demands (.) Movements need not see the ACC authority as Div. Supts. order will only be given if authority is in order (.) Tonnages bid for and accepted at weekly POM meetings will always be handled by Movements (.) Agreed Col. Fitch ACC Internal TM Sub Commission.

Distn: Signals 5 Degree of Priority
File Mov 3/95 IMPORTANT.
File Mov 3/R

By teleprints to 1,3,4
Signals to 2.

for Brigadier.
D.Q.M.G. (Movements)

Copy to MOVEIT (Rail)

to clear up any confusion that had been held up due to local unforeseen wagon shortage or tardiness of consignors in loading, before the new system came into force, and that an easing in the wagon position enabled the Railways to effect this. The last list of loadings authorised by the I.S.R. was issued on 19 May.

TARANTO,
6 June 44.

Peris Jeffery,

Captain R.E.

Copy of FLAMBO Message 012200A (Referred to in para.3 above.)

" From FLAMBO T.O.O. 012200A

2175

To: Action (1) Moveit.
Info. {2} Mov Brindisi (3) 6 ROC for Sgr FRANZI
{4} ACC TN 2 District for Capt. Hall.

Orig. No. Mov 5/20174

Ref conversation Landon-Donaldson (.) Civilian Loadings (.) ACC authorities should be sent to Div. Supt. Office ISR BARI (.) After scrutiny he will give instructions to his local officials to provide wagons in agreement with local Movements and notify local Movements of what wagons should be placed (.) Thus Movements can veto any loading if situation so demands (.) Movements need not see the ACC authority as Div. Supts. order will only be given if authority is in order (.) Tonnages bid for and accepted at weekly POM meetings will always be handled by Movements (.) Agreed Col. Fitch ACC Internal TN Sub Commission.

Distn: Signals 5 Degree of Priority
File Mov 5/95 IMPORTANT.
File Mov 5/R By teleprints to 1,3, & 4
1. Spare Signals to 2.
M. File For Brigadier.
D.Q.M.G. (Movements)

Copy to MOVEIT (Rail)
MOV BRINDISI
MOV TARANTO
ACC. TN BARI
ACC REGION 2 (for Lt.Col. RUCK)

TRANSPORTATION SUB-COMMISSION A.C.C. TARANTO.

Weekly Report No. 12.

Week Ending 2 June 44

To The Director,
Transportation Sub-Commission A.C.C.
ALLIED CONTROL COMMISSION,
A.P.O. 394.

From, Captain E.N.B. JEFFREY R.E.

7 June 44.

1. Visits and Inspections.

During the week, visits were made as follows:

- 28 May to FORENZA Respecting Charcoal loadings.
29 " " BARI for weekly Tr. Sub-Commission meeting.
31 " " TARANTO and METAPONTO to see PSO TARANTO and to investigate congestion of civil loaded wagons without new A.C.C. labels.
1 June " POTENZA to see PSO to ensure new system of bidding fully understood, and to discuss projected bids.
2 " " MATERA to see Regional Supply Officer Region II, respecting wine bids for NAPLES Area.
3 " " TARANTO with personal kit and Office files and equipment, to set up in new billet and office.

2. Movement of Civil Traffic.

The following tonnages were accepted for movement during week commencing 29 May from stations within the Tr. ACC TARANTO Area. Maximum tonnage One Way shown.

Section of Line.	Tonnage Authorised.	Tonnage Accepted
SALENO - POTENZA	1400	Nil.
POTENZA - METAPONTO	2275	1280 (West to East)
METAPONTO - TARANTO	2275	340
TARANTO - BRINDISI	2450	195
TARANTO - BARI (ISR)	700	90
SUD EST - BARI	700	700
BRINDISI - BARI	2100	320
LECCE - BRINDISI	700	215
BARI - BARLETTA	875	1440

2174

Due to the large number of wagons authorised under the old system and still in transit since 22 May, held at METAPONTO for onward movement to the NAPLES line, no further dispatch of wagons on this line was allowed for this week. It is requested that when the line is again clear, bids for the movement of wine to NAPLES Area will receive special consideration up to the maximum tonnage allowed on the section of the line concerned i.e. 1400 tons per week, to enable some of the huge backlog of applications to be met. This matter is understood to be receiving the special attention of the Regional Supply Officer Region II, who is mostly concerned, but in view of the considerably underbid tonnage on the other lines, from the wagon position angle at least, it is thought that some increase might be permitted by D.G.M.R.S.

During the week, visits were made as follows:

- 28 May to FORENZA Respecting Charcoal loadings.
- 29 " " BARI for weekly Tr. Sub-Commission meeting.
- 31 " " TARANTO and METAPONTO to see PSO TARANTO and to investigate congestion of civil loaded wagons without new A.C.C. labels.
- 1 June " POTENZA to see PSO to ensure new system of bidding fully understood, and to discuss projected bids.
- 2 " " MATERA to see Regional Supply Officer Region II, respecting wine bids for NAPLES Area.
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2. Movement of Civil Traffic.

The following tonnages were accepted for movement during week commencing 29 May from stations within the Tn. ACC TARANTO Area. Maximum tonnage One Way shown.

Section of Line.		Tonnage Authorised.	Tonnage Accepted
SALERNO -	POTENZA	1400	Nil.
POTENZA -	METAPONTO	2275	1480
METAPONTO -	TARANTO	2275	340
TARANTO -	BRINDISI	2450	195
TARANTO -	BARI (ISR)	700	90
SUD EST -	BARI	700	700
BRINDISI -	BARI	2100	320
LACCE -	BRINDISI	700	245
BARI -	BARLETTA	375	440

2174

Due to the large number of wagons authorised under the old system and still in transit since 22 May, held at METAPONTO for onward movement to the NAPLES line, no further dispatch of wagons on this line was allowed for this week.

It is requested that when the line is again clear, bids for the movement of wine to NAPLES Area will receive special consideration up to the maximum tonnage allowed on the section of the line concerned i.e. 1400 tons per week, to enable some of the huge backlog of applications to be met. This matter is understood to be receiving the special attention of the Regional Supply Officer Region II, who is mostly concerned, but in view of the considerably unbridled tonnage on the other lines, from the wagon position angle at least, it is thought that some increase might be permitted by D.G.M.R.S.

A full report of the investigation of the wagon position at METAPONTO has been forwarded separately.

A verbal request has also been received from the Operating Manager of the SUD EST Railway for an increase from 100 tons per day to 200 tons per day in respect of internal traffic on this rail system. It is requested that this receives favourable consideration, in view of the restriction on the tonnage on the NAPLES line, over which a large amount of SUD EST traffic normally flows.

3. Office Accommodation.

The proposed move mentioned in para. 5 of Weekly Report No. 10

took place on 3 June 44.

The address of this Office is now "Tn. Sub-Commission, A.C.C. TARANTO" and the telephone number is TARANTO 3240. Personal accommodation is in a private billet, and messing is in the A.C.C. Officers Mess.

Lawson
Captain R.E.

Received 10 June 2003; accepted 10 July 2003

1728