

1205

ACC AC209/4/TN4

10000/148/2284

TN5

DEC 1944

10000/140/2284

INSPECTIONS - PALERMO EARL
REGGIO AND NAPLES -
DEC. 1944 JAN. 1945 CAPT BODDY

20 January 1945

Report on visit to Palermo, Reggio Calabria,
Bari and Naples 30 Dec. 44 to 19 Jan. 45
made by Capt. B.W. BODDY, Tptn. S.C.A.C.

- 1 OBJECTS OF VISIT: (1) to confer with Tptn S.C. Reps (Rail)
re points (a) to (g) quoted in minutes of meeting
held at A.C. Hq. Tptn S.C. 28 Dec. 44 and (2) consult
Reps. in regard to general question affecting movement
of AC/Civilian freight.

- 2 RESULTS OF DISCUSSIONS WITH REPS AT BARI, NAPLES, REGGIO
RE POINTS (a) TO (g).

(a) Loading instructions.

Consignor is not advised of acceptance of bid. It is
consignor's job to contact Station Master to ascertain
if bid has been accepted. In practice this appears to
work fairly well. Given far more favourable means of
postal and phone communication it would of course be
better for the Station Masters to send advice to bidders.
Station Master - In all three divisions labels are made
out at Tptn S.C. office and sent through Railway channels
to Station Masters. This acts as advice to Stn. Master
that bids are accepted. No other advice is given except
that Bari Div. I.S.R. print and circulate to Stn M's a
weekly list of all bids accepted for despatch each week
from Stations in the Division.

In Reggio it takes 4 days for labels to reach outlying
stations, Naples 3 to 4 days and Bari 3 days.

Note - This practice of issuing and sending to S M's
labels for all accepted bids is not a good one. An
accepted bid does not mean goods will move. This means
that a number of labels are left in the hands of S M's
unused - a great temptation to them. The proposal that
S M's issue labels (see para 'e' below) will be a step
in the right direction.

(b) Traffic returns.

Requirements noted by all three divisions but none of

re points (a) to (g) quoted in minutes of meeting held at A.C. Hq. Tptn S.C. 28 Dec. 44 and (2) consult Reps. in regard to general question affecting movement of AC/Civilian freight.

2 RESULTS OF DISCUSSIONS WITH REPS AT BARI, NAPLES, REGGIO
RE POINTS (a) TO (g).

(a) Loading instructions.

Consignor is not advised of acceptance of bid. It is consignor's job to contact Station Master to ascertain if bid has been accepted. In practice this appears to work fairly well. Given far more favourable means of postal and phone communication it would of course be better for the Station Masters to send advice to bidders. Station Master - In all three divisions labels are made out at Tptn S.C. office and sent through Railway channels to Station Masters. This acts as advice to Stn. Master that bids are accepted. No other advice is given except that Bari Div. I.S.R. print and circulate to Stn M's a weekly list of all bids accepted for despatch each week from Stations in the Division.

In Reggio it takes 4 days for labels to reach outlying stations, Naples 3 to 4 days and Bari 3 days.

Note - This practice of issuing and sending to S M's labels for all accepted bids is not a good one. An accepted bid does not mean goods will move. This means that a number of labels are left in the hands of S M's unused - a great temptation to them. The proposal that S M's issue labels (see para 'e' below) will be a step in the right direction.

(b) Traffic returns.

Requirements noted by all three divisions but none of them able to comply at once. Communications are the great difficulty. All three divisions are aiming at once to get information required regularly and quickly. Some progress has already been made in all divisions, chiefly in Naples where a return for the week 25 to 31 Dec. was produced. This showed 9697 tons authorised to move and 3047 tons moved (31%). 30 out of 80 station Masters had ~~however~~ failed to comply with the order to send in the return, however, and 2451 tons had been authorised to move from these 30 stations. Therefore the % really moved was 42% (i.e. 3047 tons moved of 7246 tons authorised.)

- 2 -

(c)

Daily signals to Tptn S.C. Hq.

All three divisions were advised of what is wanted but in view of para (b) above it is not yet possible to comply.

(d)

Methods of communication.

These vary in all three divisions but in all three they are slow.

(i) within the I.S.R. Divisions.

REGGIO - It takes Tptn S.C. Rep. 3 days minimum to hear from all stations. Reggio Div. I.S.R. have station to station communication for operating purposes and this cannot be relied on for message passing. The alternative is by train-letter.

BARI - Not all stations are connected by phone. Tape machines exist. Tptn Rep. estimates it would take him minimum 5 days to hear from all stations.

NAPLES - Communications described as 'poor generally' in the I.S.R. Division.

(ii) from the 3 divisions to other divs. and Rome.

REGGIO - Communications by mail are exceedingly slow. Average for letters between Reggio and Rome is 7 to 8 days. Hence, loading programmes and stencilled amendments invariably arrive too late to be acted on. Signal service from and to Reggio by Army channels satisfactory but there is a threat that Army Sigs. may be withdrawn from Reggio soon.

BARI - Mail between Bari and Rome averages 3 to 4 days. This is rather slow for receipt of loading programmes and amendments to them. In bad weather Bari A.C. courier service is frequently cancelled. Signal service satisfactory.

NAPLES - Mail and signal service appear satisfactory.

Note - In view of difficulties between Rome and Reggio and Rome and Bari suggest possibility of Tptn S.C. mail being conveyed by train. Passengers trains now running regularly should be able to ensure this service.

(e)

Wagon labels.

Suggestion that these be issued in blank and numbered serially to S.C. Divisions in the Tptn S.C. Hq.

REGGIO - It takes Tptn S.C. Rep. 3 days from all stations. Reggio Div. I.S.R. have station to station communication for operating purposes and this cannot be relied on for message passing. The alternative is by train-letter.

BARI - Not all stations are connected by phone. Tape machines exist. Tptn Rep. estimates it would take him minimum 5 days to hear from all stations.

NAPLES - Communications described as 'poor generally' in the I.S.R. Division.

(ii) from the 3 divisions to other divs. and Rome.

REGGIO - Communications by mail are exceedingly slow. Average for letters between Reggio and Rome is 7 to 8 days. Hence, loading programmes and stencilled amendments invariably arrive too late to be acted on. Signal service from and to Reggio by Army channels satisfactory but there is a threat that Army Sigs. may be withdrawn from Reggio soon.

BARI - Mail between Bari and Rome averages 3 to 4 days. This is rather slow for receipt of loading programmes and amendments to them. In bad weather Bari A.C. courier service is frequently cancelled. Signal service satisfactory.

NAPLES - Mail and signal service appear satisfactory.

Note - In view of difficulties between Rome and Reggio and Rome and Bari suggest possibility of Tptn S.C. mail being conveyed by train. Passengers trains now running regularly should be able to ensure this service.

(e) Wagon labels.

Suggestion that these be issued in blank and numbered serially to Stn. Masters in the three divisions was heartily welcomed everywhere. Special attention should be given when printing to (a) a good type of paper (b) adequate and good carbon paper to be supplied to S.M.'s and (c) gum. Gum is particularly important to ensure that labels adhere to wagons throughout their journeys. This has not had sufficient attention in the past.

- 3 -

(f) Weekly reports.

Tptn S.C. Reps in the 3 divs. have received new form for compilation of weekly reports. As this form calls for considerable information obtainable only from the I.S.R. it has been given to the I.S.R. to prepare but I gather that little progress has been made so far.

(g) Sicily weekly report.

This will give details in future of tonnage moved by commodities and the figures will show approx 15% under heading 'misc'.

3 GENERAL - Following notes and suggestions are submitted as a result of discussions with Tptn S.C. Reps in regard to AC/Civilian freight movements.

(a) REGGIO DIV.

(i) Due to delays in receipt of loading programmes and amendments thereto Reggio are at the moment loading one week behind prog dates. In the week 8 to 14 Jan. no AC/Civilian freight moved due to (a) break in line at Nova Siri and (b) insufficient loco power to convey all Military traffic over the section Catanzaro/S.Eufemia. Ironically enough this happened when, for the first time for a very long time, there was a good supply of empties in the Div.

Neither the loading prog. nor the amendment to it for the week 8 to 14 Jan. had reached Reggio by the morning of 8 Jan. I ascertained that an I.S.R. Courier leaves Reggio by train Sun and Wed for Rome arriving the following day. If he does a similar journey Rome to Reggio his services would be invaluable.

(ii) Reggio Tptn AC Rep. occasionally get requests for wagons from MMIA. Not being aware of what is authorised to move by MMIA he requests guidance.

(iii) "AC Tonnage allotment", signalled to Reggio weekly from HQ has meant very little to Reggio for some time due to lack of wagons.

(iv) I requested that, in future, copies of Reggio's weekly loading progs. (within the Div. and to Bari and Naples Divs.) be sent regularly to Rome. Rome should arrange for receipt of these progs. to be recorded so that action may be taken in the event of their failure

199

3 GENERAL - Following notes and suggestions are submitted as a result of discussions with Tptn S.C. Reps in regard to AC/Civilian freight movements.

(a) REGGIO DIV.

(i) Due to delays in receipt of loading programmes and amendments thereto Reggio are at the moment loading one week behind prog dates. In the week 8 to 14 Jan. no AC/Civilian freight moved due to (a) break in line at Nova Siri and (b) insufficient loco power to convey all Military traffic over the section Catanzaro/S. Eufemia. Ironically enough this happened when, for the first time for a very long time, there was a good supply of empties in the Div.

Neither the loading prog. nor the amendment to it for the week 8 to 14 Jan. had reached Reggio by the morning of 8 Jan. I ascertained that an I.S.R. Courier leaves Reggio by train Sun and Wed for Rome arriving the following day. If he does a similar journey Rome to Reggio his services would be invaluable.

(ii) Reggio Tptn AC Rep. occasionally get requests for wagons from MMIA. Not being aware of what is authorised to move by MMIA he requests guidance.

(iii) "AC Tonnage allotment", signalled to Reggio weekly from HQ has meant very little to Reggio for some time due to lack of wagons.

(iv) I requested that, in future, copies of Reggio's weekly loading progs. (within the Div. and to Bari and Naples Divs.) be sent regularly to Rome. Rome should arrange for receipt of these progs. to be recorded so that action may be taken in the event of their failure to arrive. 499

(v) Bids for movement from civilians are now coming in regularly through Station Masters to ISR, Reggio thence to Maj. Blair. Owing to the very large numbers of bids weekly (far in excess of the wagons available always) Maj. Blair is putting bidders on an alphabetical list and working down this weekly in an effort to ensure that all bidders get their turn. This involves an enormous amount of clerical work and, when done, is not a guarantee of fairness. ("Antonio G" one week may well appear in the next weeks bids as "Giuseppe A"). In present circumstances there seems to be no good alternative.

(vi) Maj. Blair estimates an average of 50% of traffic authorised actually moves. A typical month (Dec. 44) showed:

Bids received by Reggio	99,470 tons
" rejected	34,210 "
Balance authorised to move	65,260 "
" actually moved	26,900 "
which did not move	38,360 "

Thus 27% of total bids were moved and 41% of bids authorised to move did in fact move. Judging by weekly lists of bids received in Reggio "agrumi" (oranges, lemons, etc.) position in Reggio seems to show that there are at least 10 tons requested to be moved for every 1 ton that can be moved by rail.

(vii) Typical example of Reggio's recent troubles is as follows:
Week 8 to 14 Jan. - no loading prog. or amendment to it received by Jan 8. Copies of bids 1440/4 were received only on 8 Jan. Even had the prog., amendment and copies of bids been received in good time no loading would have taken place due to loco shortage.

(b) BARI DIVISION.

(i) Bids for movement are now coming regularly through Station Masters to ISR Bari who sort and classify them and present them to Tptn SC Rep. From 1000 to 1500 bids are being received weekly and an enormous amount of clerical work is involved, especially for the amount of movement achieved. An example is the week 29 Jan. to 4 Feb. For this week Bari have received 1206 bids for a total movement of 29208 tons from Bari Div. to other Divs. Of the 29208 tons bid 25584 tons were for wine movement. Balance of 3624 tons has been screened down to 1725 tons (all wine bids were deleted) and bids for 1725 tons have been sent to Rome. It is safe to assume that Rome will not accept more than 1400 tons of which, from past experience, 50% (700 tons) will move. Thus, of bids totalling 29208 tons for one week, 700 tons will probably move. This is 2.4 %. Deducting all wine the 700 tons represents 19% of the remaining 3624 tons bids for.

Suggest in present circo ISR and SudEst Rly. should at once advise all Station Masters that no wine will move by rail out of the Div. except by the once weekly wine

1 2 1 4

authorised to move did in fact move. Judging by weekly lists of bids received in Reggio "agrumi" (oranges, lemons, etc.) position in Reggio seems to show that there are at least 10 tons requested to be moved for every 1 ton that can be moved by rail.

(vii) Typical example of Reggio's recent troubles is as follows:
Week 8 to 14 Jan. - no loading prog. or amendment to it received by Jan 8. Copies of bids 1440/4 were received only on 8 Jan. Even had the prog., amendment and copies of bids been received in good time no loading would have taken place due to loco shortage.

(b)

BARI DIVISION.

(i) Bids for movement are now coming regularly through Station Masters to ISR Bari who sort and classify them and present them to Tptn SC Rep. From 1000 to 1500 bids are being received weekly and an enormous amount of clerical work is involved, especially for the amount of movement achieved. An example is the week 29 Jan. to 4 Feb. For this week Bari have received 1206 bids for a total movement of 29208 tons from Bari Div. to other Divs. Of the 29208 tons bid 25584 tons were for wine movement. Balance of 3624 tons has been screened down to 1725 tons (all wine bids were deleted) and bids for 1725 tons have been sent to Rome. It is safe to assume that Rome will not accept more than 1400 tons of which, from past experience, 50% (700 tons) will move. Thus, of bids totalling 29208 tons for one week, 700 tons will probably move. This is 2.4 %. Deducting all wine the 700 tons represents 19% of the remaining 3624 tons bids for.

Suggest in present circo ISR and SudEst Rly. should at once advise all Station Masters that no wine will move by rail out of the Div. except by the once weekly wine 'special' train to Naples or by sea.

^{c/98}
(ii) Weekly AC Tonnage allotment, signalled by Rome to Bari each week is of value in acceptance of bids for movement inside Bari Div. but still does not represent wagons available. Bari do, however, base their local loading prog. strictly within the limits of these tonnages.

- 5 -

Re (iii) Weekly Wine Special Train Lecce to Naples I mentioned complaints re marshalling this train. Maj. Jeffery said he had recommended cancellation of it and adding wine cars to existing freight trains. I stated this could only be done at the expense of other (probably more vital) traffic. He agreed. In absence of specific details of the complaint re working of the train he is continuing normal publication of a loading prog. for the train each week until further notice.

(iv) Maj. Jeffery asks for supply of "OCS" labels. These are already in use in the Naples Div.

(v) For rapid transit of mail between Rome and Bari it would be worth while enquiring if the ISR have any courier service by train (as they have between Reggio and Rome)

(vi) Maj. Taylor is taking over movements section of Bari Div. from Maj. Jeffrey as from 21 Jan.

(c) NAPLES DIVISION.

(i) As stated in para 2(b) of this report Naples has made progress with reports of traffic moved. As however 30 out of 80 Station Masters did not render return ordered, considerable progress has yet to be made. There is no immediate prospect of being able to improve on the present arrangements for a weekly return but it is hoped this will shortly reach Naples Tptn S.C. each Wed. following the week to be ready to be sent to Rome on Friday, two days later.

(ii) I visited Movwit with Maj. Bowers to discuss Movwit suggestions re AC loading progs. but in view of proposed new arrangements commencing 1 Mar. next these are not now worth recording.

(iii) Maj. Bowers reports that misuse is being made of Military labels in the Naples Div. It appears that Civil contractors to the Army are being issued with Mil. labels occasionally in excess of wagons available and are retaining the excess labels and disposing of them illegally.

(d) SICILY DIVISION.

(i) Foodstuffs may not leave the Island without permission of A.C. Palermo.

(ii) All freight movements within the Island take place without bidding or AC labels. Station Masters are guided by re priorities by list given them by A.C. Palermo. Bids are made in the normal way through Tptn SC Palermo for any AC/Civilian movement required to the mainland. If accepted Tptn Palermo issue labels and send them to Station Master at

(v) for... be worth while enquiring if the ISR have any courier service by train (as they have between Reggio and Rome)

(vi) Maj. Taylor is taking over movements section of Bari Div. from Maj. Jeffrey as from 21 Jan.

(c) NAPLES DIVISION.

(i) As stated in para 2(b) of this report Naples has made progress with reports of traffic moved. As however 30 out of 80 Station Masters did not render return ordered, considerable progress has yet to be made. There is no immediate prospect of being able to improve on the present arrangements for a weekly return but it is hoped this will shortly reach Naples Tptn S.C. each Wed. following the week to be ready to be sent to Rome on Friday, two days later.

(ii) I visited Movwit with Maj. Bowers to discuss Movwit suggestions re AC loading progs. but in view of proposed new arrangements commencing 1 Mar. next these are not now worth recording.

(iii) Maj. Bowers reports that misuse is being made of Military labels in the Naples Div. It appears that Civil contractors to the Army are being issued with Mil. labels occasionally in excess of wagons available and are retaining the excess labels and disposing of them illegally.

(d) SICILY DIVISION.

(i) Foodstuffs may not leave the Island without permission of A.C. Palermo.

(ii) All freight movements within the Island take place without bidding or AC labels. Station Masters are guided by re priorities by list given them by A.C. Palermo. Bids are made in the normal way through Tptn SC Palermo for any AC/Civilian movement required to the mainland. If accepted Tptn Palermo issue labels and send them to Station Master at despatching station as the advice of acceptance.

(iii) Maj. Taylor suggested that signal would arrive quicker if sent "restricted and priority" and not "confidential". Loading prog. takes 8 to 10 days from Rome - too slow. Can airmail be used? To avoid delays I arranged for Palermo to signal tonnage requirements to Rome weekly in line sections (as does Reggio) and Rome will signal back tonnages allotted. Palermo then will issue their own loading progs.

(iv) Wagon supply in Sicily apparently always difficult. Continual losses to the mainland complained of as there appears to be no systematic replacement. Weekly loss of wagons is shown clearly in Palermo's weekly report to Rome para 4.

4 GENERAL ITEMS OF INTEREST COMMON TO THE THREE DIVISIONS
(BARI, REGGIO AND NAPLES)

- (i) All Divs. state they have no general reports of undue delays in offloading civilian freight. "Black spot" of Ortona is well in hand at Bari. *unnecessary*
- (ii) Loading days shown in Rome loading progs. are and can be omitted. It is sufficient to state the week during which the goods should be loaded.
- (iii) AC/Civilian traffic moved compared with traffic authorised. Approximate estimates, based now on many months of experience in the Divs., given by Tptn SC Reps are

BARI	50% to 60%
NAPLES	30% to 40%
REGGIO	50%

These figures are slightly lower than I would have estimated. Throughout occupied Italy I would have estimated 65% based on my 8 months at HQ.

(iv) Schooner and Ship Bidding Procedure Directive - published recently - has not reached the three reps. A copy should be sent them.

(v) Copies of Bid Forms (TSC3), with Rome Bid No. thereon and clearly marked "Duplicate" must be sent to Tptn Rep. concerned for all bids accepted in Rome for loading in the three Divs.

(vi) "OCS" labels are now in use in Naples Div. I advised Maj. Bowers to order a monthly return to be made to him by the ISR showing full details of all such labels issued. I fear these labels may lead to other than strictly "OCS" traffic moving.

(vii) The introduction of more "Basic Tonnage Allotments" to the Divs. would enable them to accept their own bids, publish their own loading progs., save vast correspondence and signals between Divs. and Rome and would be very much welcomed by all.

Ortona is well in hand at Bari.

(ii) Loading days shown in Rome loading progs. are ^{unnecessary} and can be omitted. It is sufficient to state the week during which the goods should be loaded.

(iii) AC/Civilian traffic moved compared with traffic authorized. Approximate estimates, based now on many months of experience in the Divs., given by Tptn SC Reps are

BARI	50% to 60%
NAPLES	30% to 40%
REGGIO	50%

These figures are slightly lower than I would have estimated. Throughout occupied Italy I would have estimated 65% based on my 8 months at HQ.

(iv) Schooner and Ship Bidding Procedure Directive - published recently - has not reached the three reps. A copy should be sent them.

(v) Copies of Bid Forms (TSC3), with Rome Bid No. thereon and clearly marked "Duplicate" must be sent to Tptn Rep. concerned for all bids accepted in Rome for loading in the three Divs.

(vi) "OCS" labels are now in use in Naples Div. I advised Maj. Bowers to order a monthly return to be made to him by the ISR showing full details of all such labels issued. I fear these labels may lead to other than strictly "OCS" traffic moving.

(vii) The introduction of more "Basic Tonnage Allotments" to the Divs. would enable them to accept their own bids, publish their own loading progs., save vast correspondence and signals between Divs. and Rome and would be very much welcomed by all.

5 CONCLUSION.

(i) Periodical visits to the "men in the field" by HQ reps. is helpful and welcomed by them.

(ii) Procedure for movement of AC/Civilian traffic as laid down in Tptn S.C. Memorandum No. 3 of 27 Apr. 44 and revised for Bari, Naples and Reggio Divs. ^{as} from 1 Jan. 45 is working still, though it needs "oil in many joints". Poor communications and wagon shortage are the greatest handicaps. While so vast a quantity of Military as well as AC/Civilian freight is offered weekly for rail movement, there does not appear any possibility of an alternative to

- 7 -

to the "bidding system".

(iii) Of rail traffic (AC/Civilian) offered for movement in the three Divs. in minimums of 1 wagonload present position seems to be approximately:

- (a) Traffic bid for 100%
- (b) Traffic accepted for movement 25%
- (c) Traffic actually moved anything from 10% to 15%

B. W. Boddy

B.W. BODDY
Captain
Tptn S.C. A.C.

6700

1 2 2 0

Notes for Lt.Col Lindberg re Capt. Boddy's visit to Sicily,
Bari, Reggio and Naples Divisions of I. S. Rlys: 30 Dec 44
to 12 Jan 45

- 1 Maj. Ping requested "results of work of Capt. Corby at Reggio as "wagon chaser". The answer is that, in that capacity he has achieved very little to date. There are and have been no wagons to find. He has, however, been of very considerable assistance to Maj. Blair in many other directions.
- 2 Ref. Maj Street's request to "remind Maj Blair re daily progress report on the repair of the Nova Siri break in the line" Maj Blair regrets this is impossible as he is quite unable to make daily contact with the Contractors on the job or with Maj Heath (In Bari). The best he can do is to continue sending his weekly progress report which he states he has been sending to Col. Lindberg .
- 3 Maj. Taylor stated he was awaiting news in regard to proposed additional diesel services for the Island of Sicily.

I 2 2 I