

ACC

AC246/TN.4

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TRANSPORT

APR-NOV. 1944

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TRANSPORTATION

OFFICERS - MONTHLY

APR - NOV 1944

REPORTS - JUNE -
OCTOBER 1944

0246/44

ACP/Ed

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tele : 478701

14 November 1944

Our ref.: AQ Tn/246

TO 1 Major Jeffrey
 c/o Mov. E. Italy

 Major Bowers
 c/o Southern Region

 Major Blair
 c/o Mov. Reggio

SUBJECT : Report

1. Attached Report from Southern Regional Transport Officer.
2. Whilet it cannot be considered as a helpful contribution one might expect, it is severe criticism of the work of this Sub-Commission, it is desirable that some response be received from officers concerned and perhaps you will let me have your remarks.

for *AL*
P.S. ADAMS
Colonel, G.S.,
Director, Tn. S/C.

Enclosure : 1 (Report)

1114

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394 U.S. Army
Transportation Section

TR/SR/12/21

3 November 1944

SUBJECT : October Report, Transportation Section

TO : H.Q. Allied Commission
(for attention of Transportation Section)

Administration. During the month Capt. Moneybenny Transportation Officer for Catanzaro Zone has been struck off strength and Maj. Watkins of Bari Zone has been posted from this Region. Lt. Friedman has been transferred from Taranto Zone, to Bari, to assist Capt. Coleman to whom has been given the responsibility of supervising the two Zones Bari and Taranto. Additional personnel were supposed to have left A.C. H.Q. on 17 October for Southern Region but as yet these have remained as mythical figures.

We have been visited during the month by Lt. Col. Fernyhoughs team of A.P.H.Q. Inspectors, who made a very thorough investigations in the course of which they gave considerable help, and have now the R.E.M.E. team investigating the possibilities of 4th and 5th Echelon repair work.

It is regretted that owing to pressure of work the recording of the W.D. Vehicles, stores etc. has not yet been completed.

It has been noted that during the month there has been continual retrogression in our objective of handing over to Italian Administration and the sooner it is recognised that A.C. Southern Region Transportation Staff is so thin on the ground that they can only be expected to supervise the work in progress, the better. The present situation is that the work of co-ordinating and assisting the Four Regions in Southern Italy which was done by A.C. H.Q. and has been supposedly taken over by the Italian Government, now rests entirely on the shoulders of the Regional Transportation Officer, who together with Lt. Friedman the only officers with over three months experience of transportation in Southern Region. However, no serious case of mental derangement has yet been reported.

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Rail Section. A certain amount of rail traffic (civilian) is still moving, but no one is quite sure how or why. In the Naples Division the I.S.R. are handling all the traffic not handled by various Sub-Commission, in the Foggia Division a much harassed Supply Officer A.C. is doing the work, and at Bari it seems to be done jointly by Transportation Sub-Commission and the Consiglio Provinciale Economia.

In Salerno when any cars are not borrowed by the R.T.O. for 94 Sub-Area, the local station master gives labels to the highest bidder, and in Calabria the situation is rather more obscure. It is not surprising therefore that while there was an acute shortage of box cars for grain and flour the best part of 4000 tons of wine was carried to Taranto in covered cars.

Road Section. The vital necessities in this section are tyres and B.N.A.C. The former is being remedied although first allotments of 710 covers and 304 tubes for Sicily, and 257 covers and 179 tubes for Southern Region does seem a bit peculiar. The price of these tyres is also causing discussion, being in many cases six times the former retail price. However, the fact that there are tyres available is causing unprecedented activity and considerable excitement in the transport sphere.

It is regretted that there has been no apparent progress with B.N.A.C.

There are no items of special interest, not previously reported and the present fleet seems able to cope with the essential load. B.L.R. and deadline vehicles will have to be put on the road before any rehabilitation programme can be put into effect.

During the month we lost three Truck Pool managers, one to another Region, and two to jail.

Accidents figures are commendably low, there being two fatalities during the month.

It is suggested that the A.P.M.C. Inspection committees report be read in conjunction with this to give a true picture of the general condition and maintenance of the V.D. (Civil Supply) vehicles in the Region.

Other Sections. Good relations continue to exist between both sea and air transport offices, two interesting emergency hadle during the month being a ton of newspaper to Sardinia for the next days papers, and a set of radio records to the B.B.C. London delivered seven hours after leaving the Provincia Building.

Cooperation with the Naval, Military and Air Forces has also continued satisfactorily and during the month P.B.S. closed their remaining contracts with daily contractors, handing the work over to the Italian Administration, under which it has functioned smoothly.

1112

J.A.M. GILKS
Lt. Colonel,
Regional Tptn. Officer

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Copy to : B Exec. Offr.
" " : 2 Rome
" " : 1 File

J.A.N. GILES
Lt. Colonel,
Regional Ptn. Officer

1112

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

2nd November 1944.

Reference : ~~Ref. 100~~ 17M/1007

Subject : Report of October Activities - Transportation Division.
To : Headquarters, Allied Commission.
Transportation Sub-Commission.

1. TRUCK TRAFFIC.

(a) During the second week in October, The Regional Transportation Officer (Capt. NEWBY) accompanied by the Transportation Representative of the High Commissioner visited the Provinces of Sassari and Nuoro.

The principal object being to discuss with the Prefects and their officials the needs for the formation of E.N.A.C. under the Decree enacted for that purpose. Much opposition was met at first.

The contention being that an organisation known as the CONSORZIO AUTOTRASPORTI was in fact the same thing.

It was soon proved when no records could be produced that the CONSORZIO had no control over the road TRANSPORT at all. The next objection brought forward was that the Truck owners themselves objected. It was pointed out that if the Truck owners failed to Register under E.N.A.C. no Petroleum Products would be supplied to them and the PREFECT or the High Commissioner had the power to requisition the vehicles.

Long discussions at both Nuoro and Sassari ended in the Prefects deciding to give their whole hearted support to the furtherance of the scheme.

At Sassari, it was found, in spite of opposition from the Director of CONSORZIO DELL'ECONOMIA and the DIRECTOR of the CONSORZIO AUTOTRASPORTI that the Director of R.A.C.I. (The Official Registrar of Automobiles) had commenced registration of TRUCKS under the E.N.A.C. Scheme.

Previous to the above mentioned visit the Cagliari Province Officials had already agreed that the formation of E.N.A.C. was necessary to the ECONOMIC LIFE of the Island.

The figures of registration for E.N.A.C. up to date of this Report are :-

CAGLIARI PROVINCE	550 Owners registered	670 Trucks	) of ALL
SASSARI	"	242	") TYPES
NUORO	"	NOT YET TO HAND.	

The above figures are considered extremely satisfactory.

Authorization has been received by the Ispettorato Della Motorizzazione to employ 23 Road Inspectors for checking the vehicles on the road. They are allocated as follows :-

CAGLIARI PROVINCE

-

10

246/43

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SASSARI "	-	8
NUORO "	-	5

The nominations for the necessary DIRECTORS of E.N.A.C. forwarded to the MINISTER of COMMUNICATIONS by the Ispettorato della Motorizzazione have not yet been approved, but it is hoped by this Headquarters, subject to the approvals arriving in the next day or two, that E.N.A.C. should be well under way by about Nov. 21st.

(b) About 60 Italian Military Trucks have for some months been at the disposal of the High Commissioner for Civil purposes. He received notification from the Italian Military Command that these would be withdrawn on November 1st.

This Headquarters was requested by the High Commissioner to assist in trying to arrange for a number of Military Trucks to be left behind when the Italian Army moved from the Island.

/Continued.....A

A Conference was called at which the Regional Commissioner and the High Commissioner were present. The Regional Commissioner asked the High Commissioner to produce an estimate of the minimum number of vehicles considered necessary for essential services, of vehicles with a load carrying capacity of over 20 Quintals. The Conference was resumed 3 days later at which Col. Simmons of the Army Sub-Commission was invited to be present.

The figure given by the High Commissioner of the vehicles with a load carrying capacity of over 20 Quintals that he considered the minimum necessary was 302. The number actually granted PERMITS was 244. Col. Simmons indicated that he would try and help to make up the deficit with an addition also of 30 or 40 vehicles as a reserve for repairs.

He pointed out that if M.I.A. gave him authority to do this, the vehicles, whilst being runners, would only be vehicles which it was considered were not good enough for Italian Army Combat Service.

It was to be clearly understood that these vehicles were to be under the control of Allied Commission.

The High Commissioner has been requested to supply this Headquarters with a return showing where, how and for what purpose the 302 Trucks are going to be used.

At a later date, Col. Simmons informed the Regional Commissioner that he had recommended to M.I.A. that 100 Italian Military Vehicles in various stages of efficiency be handed over for civilian use.

Included in this, was a recommendation that 5 Ambulances were also handed over. At present there is only 1 Ambulance operating in the Island. The outcome of the Recommendation is eagerly awaited.

In the meantime, the withdrawal of the Military Trucks on November 1st has been suspended.

(c) The suggestion to Transportation Sub-Commission by Signor TOSI (your letter TN/R/1 dated 11th October 1944 refers) that 14 Heavy Trucks were available for Transfer to the Kainad from this Region is the subject of a separate report under cover of this Headquarters letter of even reference, dated 1st November 1944.

The activities of the TOSI Organisation in this Region are watched very closely by the High Commissioner's offices and this Headquarters.

2. BUS TRAFFIC.

The Bus Services are functioning as well as TYRES and SPARE PARTS will allow.

The S.I.T.A. Bus Organisation was approached to buy 32 Tyres suitable for their buses from Black market sources. They took possession of the TYRES and reported the matter to the High Commissioner's office. The TYRES were sequestered and allotted to the S.I.T.A. This has enabled them to re-start the following services which had been suspended for some time. This will ~~materially~~ ^{MATERIALLY} assist the Postal Services.

CAGLIARI PROVINCE

3 October 1944	- Cagliari - Ales - Laconi
"	- Laconi - Oristano
12 "	- Oristano - Sorgono
"	- Sorgono - Abbiadori

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CAGLIARI PROVINCE

3 October 1944 - Cagliari - Ales - Laconi
 " " - Laconi - Oristano
 12 " - Oristano - Sorgono
 " - Sorgono - Abbasanta

1110

NUORO PROVINCE

3 November 1944 - Nuoro - Fonni - Lanusei
 " " - Lanusei - Ierzu - Tertenia
 " " - Ierzu - Gennecresias - Tertenia

3. RAIL ROADS.

(a) Captain Peter G. MATSON, T.O. Representative of the Transportation Sub-Commission (Rail) joined us on Friday, 13th October 1944, so as to be on hand to assist this Headquarters in taking the Railways over from the Military Railway Service.

/Continued(b)

Sanctuary
(b) The Military Railway Service are being moved from SADDINIA. Allied Commission is taking over the office on the dock, formerly occupied by them and arrangements have been made to keep English speaking personnel in this office so there will be a liaison between the Railway and such Army and other units that may require Railway information and service.

(c) The Hospital Train, consisting of eight cars, is being put into condition for transfer to the Mainland.

(d) Request has been made for the following cars to be exported :-

100 Gondolas
50 Flats (ordinary)
50 Box
6 Bogie Flats.

This rolling stock can be spared without causing any difficulties to the present civilian service.

(e) A 300% reduction in imported coal has been made.

The November imported coal allotment for the Railways is 1250 Tons and 1000 Tons per month thereafter. This reduction is rather drastic when considering that 70% of the tonnage moved in the preceding month was civilian. So it means that all possible use must be made of Diesel and Salcis Coal burning power. Some of the secondary lines are substituting some wood for imported coal.

(f) Civilian goods moved during the month without restriction.

(g) Authority was received on 31st October 1944 from Headquarters, Allied Commission to officially take over control of the Railroads from the Military Authorities. *This is being arranged with*

Captain MATSON is arranging this with effect from 1st November 1944.

4. SHIPPING. Attached Report at APPENDIX "A".

5. GENERAL.

Relations with the Transportation Representative of the High Commissioner are very cordial and it is felt at last that our efforts to assist are being appreciated and any suggestions made are being given consideration and in most cases being acted upon.

For the Regional Commissioner,

John H. Newey
Capt

JOHN H. NEWAY.
Captain
Regional Transportation Office

JHN/ejs.

AHS/ef

246/42

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

REF/TN/R/I/6

November 9th 1944

PROGRESS REPORT.

TO : DIRECTOR
TRANSPORTATION SUB COMMISSION
RAILWAYS.

1. Condition of tracks.

Severe damage has been suffered by all lines due to bad weather.

- a) Work is in hand on repairs between Pisa-Lucca Prato - Florence and from Florence to Bologna as far as Appennine tunnel on route 65.
- b) Permission has been requested and estimate submitted to open route 220 Chiusi-Sinalunga so as to enable roofing tiles to be shipped from Sinalunga, commencement of work is awaiting formal approval.
- c) Instructions have been given for the repairs to route 50 between Vado and Rosignano to be carried out urgently so as to enable the Solvay Plant to be put into service.
- d) A survey has been made and preparation of estimate for repair of route 65 from Arezzo to Giovanni Valdarno is in hand, this work is required to enable the lignite mines to recommence.

2. Private Lines.

The reconstruction of the permanent bridge on the line Ribolla- Giuncarico is in hand, but work has

1108

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been seriously delayed due to flooding.

Inspection work has been greatly handicapped due to most of the roads being impassable due to failure of temporary bridges.



A.H. STREET, Major
A.C. TN RAILS
CIVIL ENGINEER
NORTHERN DIVISION

HEADQUARTERS

SOUTHERN REGION, ALLIED COMMISSION

APO 394, U.S. Army

Transportation Section

TMY/SR/12/21

3 November 1944

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TO : H.Q. Allied Commission
(For attention of Transportation Section)

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246/41

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*Extraordinary
by J. J. J.*

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Copy to : 2 Exec. Offr.
" " 2 Rome
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J.A.M. GILES
Lt. Colonel,
Regional Tptn. Officer

1105

JG/mjs

246/40

Put back
5/6/40
Munro
Report

- ① Avellino - Benevento Line N° 281. This entire section of line was inspected and reported upon with recommendations as to reconstruction which would have to provide for the rebuilding of 9 bridges.
- ② Avellino - Rocchetta Line N° 294. This line was surveyed with regard to the damaged structures and reported upon giving the recommendations as to the repair of the eleven demolished bridges has been submitted ~~and for consideration~~ with a view to obtaining authority to carry out the reconstruction work.
- ③ Port of Civitavecchia has been visited on those occasions in connection with the ~~proposed~~ developments. The laying of a siding up to Berth N° 4 and the building of a warehouse adjacent to that berth has been put in hand.
- ④ Rome - Avezzano Line N° 88. ^{Side vias ~~to the~~ ^{longer} made to the} ~~The~~ reconstruction of the first section between Rome and Tivoli, which includes the rebuilding of two bridges. It is now proceeding satisfactorily after a ^{slow} ~~bad~~ start due to the bad weather & the difficulty experienced in obtaining skilled labour. Progress has been considerably speeded up & the completion of these two bridges can be expected within the contract time. Preparations are now being made to commence the work on the remaining two sections now that authority has been granted for the work to proceed.

- (5) Authority has been given for Rome - Viterbo Line N° 257. Authority has been given for the reconstruction of the line. ~~Preparation~~^{Preliminary} Arrangements are well advanced so that the work can be put into operation ~~soon~~ very shortly.
- (6) Ternoli - Campobasso Line N° 279. The reconstruction of the line continues to make excellent progress. A plan of the bridge rebuilding scheme being now completed. Subject to the same progress.
- (7) Petrace River Bridge. Work on the reconstruction has been slow due to the non delivery of timber and the heavy rains which have been experienced. By salvaging timber from many sources as demolished Air Raid shelters etc. the work is proceeding satisfactorily and the river has subsided sufficiently to allow the driving of the temporary timber piles into the river bed.
- (8) Private line Ferrovie Del Nord Rome - Viterbo. This line which is already open to traffic over the temporarily repaired two large bridges is continuing to carry out the permanent reconstruction. Progress is satisfactorily but on the slow side due to the non release of cement. The cement has now just been released and it can be expected that a considerable speeding up of the work will occur.
- 11:3

Difficulties are being experienced chiefly on account of the non release of cement and timber, and also due to ^{the} question of obtaining petrol, naphtha and circulation permits for the various contractors being employed on these reconstruction works.

TRANSPORTATION SUB-COMMISSION (RAIL)

PART DIVISION

Monthly Report for October 1944

TO : The Director
Transportation Sub-Comm.
Allied Commission

1. Personnel and Accommodation

No change.

2. Civilian Rail Traffic Control(a) Bidding System.

Bids are coming in regularly and more or less to time from the Provincial Economic Councils, but more are being received through Railway channels, as the general faith of local exporters in the above councils does not appear to be very strong from reports and complaints that regularly reach this office. A recommendation has been made to Bari Zone Commissioner that AND bids be made through railway channels, and that the Economic Councils restrict their in this respect to the dictation of Economic policy respecting the movement of products etc, as by this method the fortunes of a large number of the community are not placed in the hands of a few rings of individual persons with the inevitable result (a temptation at least) of bribery and corruption (Reference this office letter ACC/Tn/BD/XII dated 25 Oct. 44 " Bids from Rail Transport from Civilian Traders Producers ").

It is also most important that bids should be submitted at the dispatching end, where the position respecting back logs of bids is known. This is particularly so in the case of Food and Agricultural Sub-Comm.

File 246 / 39

OK
4/2/45

TO : The Director
Transportation Sub-Comm
Allied Commission

I. Personnel and Accommodation

No change.

2. Civilian Rail Traffic Control

(a) Bidding System.

Bids are coming in regularly and more or less to time from the Provincial Economic Councils, but more are being received through Railway channels, as the general faith of local exporters in the above councils does not appear to be very strong from reports and complaints that regularly reach this office. A recommendation has been made to Bari Zone Commissioner that ALL bids be made through railway channels, and that the Economic Councils restrict their in this respect to the dictation of Economic policy respecting the movement of products etc, as by this method the fortunes of a large number of the community are not placed in the hands of a few rings of individual persons with the inevitable result (a temptation at least) of bribery and corruption (Reference this office letter ACC/Tr/3D/XII dated 25 Oct.44 "Bids from Rail Transport from Civilian Traders Producers").

It is also most important that bids should be submitted at the dispatching end, where the position respecting back logs of bids is known. This is particularly so in the case of Food and Agricultural Sub-Comm. requirements which should be referred to Zone Supply Officers for compliance as cases have occurred where representatives of Rome Consorzio Agrario come down to Apulia and arranged with local Consorzio Agrario the movement of wine, and as a result large consignments have been allotted to a few local producers, who had not previously made bids, while bids for movement of thousands of tons of wine held in suspense by A.C. Bari Zone Supply, and this office, have remained untouched.

Under the present arrangements A.C. Bari Zone Supply Office and the Provincial Councils pass

- 2 -

all approved bids to this office, which accepts them or submits them to ACC Tn.HQ for consideration according to the tonnage available.

As the bids are always in excess of the tonnage available, a certain backlog always exists, and this should have first priority which can only be achieved if acceptance is given to bids put through these, the correct channels.

A few cases have occurred of bids from and to Stations within the Bari Compartimento being submitted to ACC Tn HQ and appearing on the latter Programme (viz. 7643, 7683, 7684, 7687, 7688).

(b) Tonnage Allotment

In spite of increased tonnage allotments both local and to destinations outside Bari Compartimento, the bids for rail movement are still far in excess of the tonnage that can be moved, and considerable cuts in the bids have to be made each week.

Priority is given to Grain, Oil, Foddstuffs and Fuel and the tonnage does not always cover these. A small movement of wine is accepted, as this usually takes place in the opposite direction to the movement of the priorities mentioned.

The wagon position however is the key to the whole position, and a large percentage of bids accepted within the tonnage allowed are not moved on this account.

(c) ACC Loading Programmes

These are being compiled and printed satisfactorily by the I.S.R.

3. Grain Traffic

Statistics of the monthly movement for 4 weeks ending 29 Oct. 44 are shown on Appendix "A".

4. Olive Oil and Samsa Traffic

This traffic is now starting and between November and February the required movement of Samsa is estimated to be as follows within Bari Compartimento.

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A few cases have occurred of bids from and to Stations within the Bari Compartmento being submitted to ACC In HQ and appearing on the latter Programme (viz. 7643, 7883, 7884, 7887, 7888).

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3. Grain Traffic

Statistics of the monthly movement for 4 weeks ending 29 Oct. 44 are shown on Appendix "A".

4. Olive Oil and Sansa traffic

This traffic is now starting and between November and February the required movement of SANSa is estimated to be as follows within Bari Compartmento.

BARI Province	16,690	tons
TARANTO "	4,500	"
LECCE "	7,080	"
FUGLIA "	11,870	"
POTENZA "	5245	"
MATERA "	8,850	"
BRINDISI "	2,820	"
Total	57,105	"

The movement of Olive Oil does not involve such heavy tonnage and no difficulty in dispatching is anticipated.

b. Wine Traffic

During the month 3790 tons of wine were accepted for movement from Apuglia to Naples and Rome, and 6,320 tons within Bari Compartimento chiefly north to Teroli and Ortona About 4,500 tons of this was shipped from Taranto Port, by sea to Città Vecchia.

Ernesto

MAJOR R.E.

COPY TO :

A.C.	Southern Region	(Bari Zone)
A.C.	"	"
A.C.	"	(Taranto Zone)

ENBJ/BT

1090

1492

APPENDIX "A"

Statistics of Rail Grain Movement BARI Compartimento
2 to 29 October 44

PROVINCE	LOADING STATION	WAGONS PROCESSED	WAGONS LOADED	REMARKS
----------	-----------------	---------------------	------------------	---------

BARI	Altamura	12	22	
	Canosa	5	-	
	Gioia	-	1	
	Gravina	80	49	
	Minervino	13	-	
	Palazzo S.G.	56	37	
	Spinazzola	76	57	
	Santeramo	7	6	
	Total	247	167	

FOGGIA	Apricena	22	18	
	Ascoli S	36	24	
	Chienti	14	85	
	Candela	82	32	
	Foggia	281	30	
	Lucera	-	29	
	Poggio Im.	26	16	
	Ortanova	52	36	
	Rignano	9	-	
	Ripalta	12	17	
	San Severo	40	14	
	Cerignola	-	15	
	Total	576	316	

MATERA	Ginosa	25	8	
	Ferrandina	14	-	
	Grassano	71	74	
	Metaponto	-	54	
	Pisticci	125	48	
	Salandra Grot.	16	1	
	Bernalda	68	2	
	Total	319	188	

POTENZA	Melfi	22	48	1098
	Potenza	28	28	
	Rapallo Lav.	54	22	
	Pignone V.	-	2	

BARI

Altamura	12	22
Canosa	3	-
Gioia	-	1
Gravina	80	49
Minervino	13	-
Palazzo S.G.	50	37
Spinazzola	76	57
Santeramo	7	6
Total	247	167

FOGGIA

Apricena	22	10
Ascoli S	30	24
Chieuti	14	85
Candela	02	32
Foggia	281	30
Lucera	-	29
Poggie Im.	26	10
Ortanova	52	36
Rignano	9	-
Ripalta	12	17
San Severo	40	14
Cerignola	-	15
Total	570	316

MATERA

Ginosa	25	0
Ferrandina	14	-
Grassano	71	74
Metaponto	-	54
Pisticci	125	48
Salandra Grot.	16	1
Bernalda	68	3
Total	319	188

POTENZA

Melfi	22	48
Potenza	28	28
Rapello Lav.	54	22
Rienere V.	-	2
S.Nicola M.	34	-
Venosa	62	28
Total	200	128

1098

(Tons	20,130	11850
GRAND TOTAL	Wagons 1342	799

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
 PROVINCE OF REGGIO IN CALABRIA

246
38

SUBJECT:

TO:

TN SUB-COMM A.C.C.
 MONTHLY REPORT
 OCTOBER 1944
 REGGIO CALABRIA

REF:

1. TRAFFIC.

Due to acute shortage of wagons, no civilian traffic has moved since 15 Oct. Complaints have been received from Military Loading Services that they are not getting sufficient cars to fill their programme. Supply Branch A.C.C. and Prefects of Provinces also complain that it is impossible to distribute grain and flour to the Comunes. Fear of demonstrations is ever present. Three urgent signals have been sent to M.R.S. and H.Q. TN Sub-Comm asking for supply of wagons. On 7 Oct Traffic Branch of M.R.S. instructed that car interchange balance between Calabria and Bari Divisions be maintained as of that date.

These instructions have not been carried out. Four hundred more wagons have been delivered to Bari Division since 7 Oct than have been received from it.

Authority has been received to effect a transfer of wagons from Sicily. Div. Supt that Division agrees can spare 300 opens but not box cars. As military timber loading takes 50 per day, one weeks supply is assured. Further supply must come from the two northern divisions.

Loadings for October were: -

British military	- 426 cars	
American "	- 713 "	1597
Italian "	- 283 "	
A.C.C. Flour & Grain	- 450 "	
Timber	- 162 "	
Civil	- 175 "	

2. Shipping.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

2. SHIPPING.REGGIO.(a) Discharges.

Railway coal	6017	tong
A.C.C. Grain	5233	"
Supplies	60	"

(b) Loadings

Timber	2300	"
--------	------	---

(c) Ferry Working.

	<u>Vehicles</u>	<u>Cars</u>
West-East	666	575
East-West	169	270

9400
①
The ferry boat was out of service for repairs 10-15 Oct inclusive. L.C.Ts were used for military and A.C.C. vehicles and schooners for civil passengers.

CROTONELOADINGS.

<u>NAME</u>	<u>SAILED</u>	<u>TO</u>	<u>TONS</u>	<u>CARGO</u>
Mindsholm	5 Oct	Augusta	1523	Nails & Dunnage
Ezilda Croce	6 Oct	Taranto	850	Dunnage
Bruse Jarl	25 Oct	Ancona	1675	Timber
Constante C	25 Oct	S. Antioco	390	Pit Props

1090

2. OPERATION

9400
②
At 2359 hrs 14 Oct wagon control passed from MOV & IN to I.S.R. the railway have a good setup to handle the distribution but scarcity of wagons has complicated the matter. The Division is divided into three areas for purposes of distribution with centres at Paola, Crotone and Reggio.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

Each area reports to the Capo Sezione Movimento at Reggio who orders the distribution of any surplus stock and ensures priority movement protected. Each centre is given a loading table for movement following week from which they order distribution within their areas.

4. REPAIRS

STOCK

Reports of loco and wagon repair have been forwarded to Major Baister at Bari.

ROADBED

Work train was authorized on Section Paola -Cosenza where roadbed had been washed by rains. Train is still in operation.

BRIDGES

Repairs to bridges have been slow due to difficulty in getting timber and cement. Work on the Petrace Bridge has started and the two masonry arches have been completed as far as possible. A supply of cement is expected at once which will allow the finishing of these arches in a month.

W. F. Blair
W.F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM

1095

706/37

Transp. Sub-Comm. New.
C/O Gov. East Italy
Bari
Date : 6 Nov. 1964
Ref : 100/TM/AN/IV/160

TO : Hdqrs. Transportation Sub-Comm
A.E.O. 394

SUBJECT : Monthly report

BARCELONA DIVISION

3

The past month has been one of the best so far as civilian traffic is concerned despite the shortage of all types of wagons.

The grain traffic in particular is very well in hand, and is about 75% completed.

The demand for the transportation of wine continues to be very heavy as there is still approximately 100,000 tons of wine to be distributed to the various destinations.

The prospects for relief of this commodity is very bright with the authority of D.C.M.S. of the new weekly wine train to the west coast.

It is hoped by this office that there can be a fair and unbiased distribution of these wagons for this weekly train by all concerned.

The salt traffic from Margherita di Savoia continues to be a problem mainly because of the shortage of box wagons and covers for the open wagons.

The average daily loading is about 15 per day at the moment with most of the loadings going to west coast destinations.

It is hoped for a early improvement in the amount of car loadings at Margherita di Savoia so that the salt problem may be eased.

L. Hall
109

CHIEF, T.C.
ACC. Div. Supt.
Bari Div.

SUBJECT : Monthly report

(C) BUREAU DIVISION

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The grain traffic in particular is very well in hand, and is about 75% completed.

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L. Hall
1091

CAPT. E. C.
ACC Div. Supt.
Bari Div.

SH/ew

Tn. Sub Commission A.C.C.

H.S. I.S.R. Bari

2 Nov. 44

Subject: Monthly Report - October 1944

To : Director Transportation Sub Commission A.C.

A.P.O. 394.

Mr. S. L. Bacher, (Mechanical Engineer)

1. The screening of the 3 monthly stores demand received from the I.S.R. was completed at the beginning of the month and the demand returned to the Capo Compartimento for transmission to the Ministry of Communications but up to the present time no release orders for material have been received by Transportation Stores R.E. except in respect of lubricating oils.

2. The position with regard to the privately owned railways is still not yet perfectly clear, but contact has been made with the Ministry of Communications representative in Bari, Comm. Dott. Ing. Maddalo who is not yet in receipt of instructions from the Ministry. During the month the demand of these railways were received but had to be returned for additional information concerning stocks held and quantities used during the preceding 3 months.

3. In connection with stores and material required by the private railways I would emphasise that the Sud Est is in a different position from the remainder because of its large volume of military traffic and should therefore receive special consideration in the releasing of material from Military sources when civilian supplies are not available or are not forthcoming in reasonable time.

4. Emergency demands during the month have been generally met but there has been a shortage of Carbide of Calcium and it is understood that supplies may have to be reduced. It has been possible to resume production of white metal at Biallo's foundry

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4. Emergency demands during the month have been generally met but there has been a shortage of Carbide of Calcium and it is understood that supplies may have to be reduced. It has been possible to resume production of white metal at Biallo's foundry at Bari by reason of the receipt of 6 crucibles obtained by Tn. Sub Commission stores offices at Naples. These crucibles, however have proved to be of poor quality and more are urgently required.

5. D.Tn. (Rlys) is anxious to de-requisition the output from Biallo's foundry at an early date and the I.S.R. have asked for quotations for Castings from some 6 other foundries in the neighborhood of Bari. It is hoped that some satisfactory replies will be received, otherwise it will be desirable to have this

requisition transferred to Tn. Suo Commission.

6. The question of responsibility for the maintenance of W.D. Vehicles operated by the I.S.R. has not yet been determined. This question was discussed with Col. J.F.M. Leese of A.F.H.Q. Transportation (Gr) Section on a recent visit by him to Bari. As a result, A.F.H.Q. have requested H.Q. No 3 District to nominate a suitable unit to cover this work.

In the meantime every endeavour is made to obtain spare parts necessary to keep these vehicles on the road, but the only source of supply open to me is the Salvage Dump. I am trying to obtain release of part-worn tyres to replace worn out tyres in some vehicles, but have not yet succeeded.

7. Locomotive and wagon repairs in Calabria appear to be progressing at the customary rate and from returns received to-date it does not appear that the increased output hoped for in wagon repairs has yet been realised. This is due, at all events in part, to shortage of timber.

8. The project for obtaining a better water supply for locomotives at Crotone has been fully re-examined by the Capo Lavori and Capo Trazione, Reggio Division, and it has been recommended that water should be taken from the Società Pertusola Well at Kilometer 233+338 on the Metaponto-Reggio line. I.S.R. Works Service has been asked for authority for the necessary expenditure, estimated at lire 100,000. A few lengths of piping and elbow bends are required and I have asked 701 Grand Division to supply these.

1092

S.L. Baister

S.L. Baister Major

Tn. Sub Commission A.C. Bari.

1502

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1092

S.L. Baister

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Tn. Sub Commission A.C. Bari.

246/35

Transportation Sub Commission Representative
c/o Capo Compartimento

ROME
31st October 1944

To Director
Transportation Sub Commission
R.C., A.C.C.

Subject Monthly report

On Monday, 25 September 1944, in accordance with instructions on my appointment as ACC Tr. Sub.Com. Divisional Supt., Rome Division, I contacted Ing. Marin, Capo Compartimento, Rome, at his office at 67 Via Regina Elena, and took over the office accommodation previously occupied by Major Street. As it was understood I was to be assigned to Lazio Region I reported the same day to Major M. Harris, Chief of the Road Transportation Section of that Region, and explained my position (my assignment was subsequently issued showing the date of assignment as 10 Sept).

I had a long discussion with Major Harris with regard to the rail transportation problems of his Region, and it was apparent that there was little co-ordination between the various sections and the Transportation branch insofar as the rail side was concerned particularly where movements required embraced both rail and road facilities. As a result of our discussion it was suggested that a separate Movement Control Section be set up within the region who would be responsible for all movement requirements, and who would decide the method to be adopted; i.e. rail or road. This suggestion was submitted to the Regional Commissioner and was agreed to. Within a few days the Central Movement Control Office was set up under the charge of Major Culloton. I contacted the Chiefs of the various Sections (Agriculture, Economics & Supply) to ensure that the methods to be adopted for obtaining rail movement were fully understood, and that their requests for rail transportation were prepared in time for consideration at the weekly PCM Meetings.

Daily contact is now made with all relevant sections of the Lazio Region. They all have their particular difficulties and problems to be solved, and various propositions are discussed in order to secure the fullest acceptance of their requirements. The most serious problem so far which has not yet been satisfactorily solved, is the question of bringing supplies of food, wheat & seed grain to the Frosinone Province. This Area is practically devastated, and although Line 90 runs through the Province, the facilities for dealing with the traffic at the Stations is practically non-existent, as station buildings are demolished, very few sidings

exist and there is an absence of loading dock facilities. Information as to existing facilities has been sought from the Capo Compartimento and the M.R.S., but details given are vague, uncertain, and conflicting, and on inspection have been found to be incorrect in some respects. The only alternative is a personal inspection of the various Stations. The absence of transport has made this matter task almost impossible, and so far the only Stations I have been able to visit in the Frosinone Province are Frosinone, Ferentino and Muralto. I have however visited Terzi (in connection with the movement of seed grain) Antrodoco & Grosseto. These visits have only been possible by obtaining lifts with other officers who have been visiting these areas..

So far as Rome itself is concerned, Tuscolana Goods Station had been set aside for dealing with ACC traffic, but at the beginning of the month, the Military who had previously been using Tor Sapienza Station had to discontinue using that station and decided to use Tuscolana. ACC felt that as a result of this action they would be crowded out. On inspection I gave it as my opinion that there was ample room for both services to use the yard with the present volume of traffic, and for several days I kept a close watch on the yard. So far there has been no difficulty in dealing with both services there. Other depots and yards in Rome have been visited for the purpose of watching traffic (on every occasion I have had to borrow a car).

Various correspondence and instructions from the M.R.S. to the I.S.R. has been shown to me, and any items of principle or importance have been reported to HQ for information. Various statistics with regard to locos, rolling stock etc have also been obtained.

Visits were made to the Gas & Electric Light Works in connection with the receipt of coal and lignite supplies, as difficulty is being experienced owing to the irregular quantities arriving daily.

Reports have been submitted to H/Q. after consultation with Regional and Provincial Officers, in respect of applications for the re-opening of the Rome-Viterbo, Rome-Albano, Rome-Accia-lido, and Rome-Prascati lines, and other liaison work between H.Q. and the I.S.R. has been performed.

1000

With regards to the movements side, the majority of the requests for transport have been for foodstuffs and other essentials coming into Rome. Regular consignments are sponsored by ACC, and although in many cases the point of despatch is outside the Rome

-3-

Compartment, the Station is in the Lazio ACC Region and the request has therefore been submitted through me. Comparatively few civilian requests for rail transport are received for traffic moving within or from the Rome Compartment Area, but many Societies and Agencies are purchasing foodstuffs from Puglia, Calabria, and Sicily, and apply at this end for movement. They are however instructed as to the proper channel through which their requests should be made.

My work has been limited owing to the absence of transport facilities. Endeavour has been made to secure a car and many hours have been spent to no purpose. However a car was assigned to me on the 23 Oct, and on proceeding to take it over it was found to be unfit for the road and had to be towed to garage for overhaul. I received it back on the evening of the 26th, but after 2 days use it broke down again and is now back in garage for further repairs and overhaul. Even when it is delivered again in running condition, it will not be suitable for journeys outside Rome itself.

If any steps can be taken to secure a vehicle which will enable me to cover the whole of my area, it will be appreciated

E. W. Dean
Capt.



1989

1506

SECRET

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION
APO 397

Ref: PCH/2

Subject: Monthly Transportation (Rail) Report for the Month of
September 1944. (Ferrovie della Stato)

Date: 22nd October 1944.

To: Director Transportation Sub-Commission, A.C.C.

1. Number of Trains and Kms Run.

	PASS.		FREIGHT		MIXED		TOTAL	
	Number	Km.	Number	Km.	Number	Km.	Number	Km.
(a) Basic Schedule (Coal)	90	17760	330	36360	300	13040	720	67560
(b) Actually run (Diesel)	630	74790	-	-	-	-	630	74790
(c) Additional to (a)	98	18745	300	27615	313	16035	711	62396
Basic Schedule (Diesel)	635	75870	-	-	-	-	635	75870
(c) Additional to (a)	8	735	15	2955	13	2595	36	6535
Basic Schedule (Diesel)	5	1030	-	-	-	-	5	1080

Trains additional to basic Schedule run for Military needs.

2. Tonnage Moved

Allied Force	A.C.C.	Italian Force	Civil	Total
3500	346	9945	23042	36833

(a) Predominant Commodities

Military materials, Products of Mines, Fuels, Grain, Wine, Coal, Construction and building materials.

(b) Number of passengers handled on regular Trains
" " Special Trains

211786
13474
231,260
surely it is not necessary for over two million persons to travel per month

3. Section of line not open for Traffic with reasons.

All lines open for traffic and no restrictions on the movement of Civilians goods or passengers.

4. Coal Position

Imported	Tonnage Consumed	Tonnage on hand	Prospective Receipt
Sulcis (Sarde)	2282	2283	1085
Total	1096	1245	1600
	3350	4128	1600

5. Motive Power and Rolling Stock Position.

Locomotives

(a) Freight Pass. Switch Total Diesels

12 6 28 11

	PASS.		FREIGHT		MIXED		TOTAL	
	Number	Km.	Number	Km.	Number	Km.	Number	Km.
(a) Basic Schedule (Coal)	90	17760	330	36360	300	13440	720	67560
(b) Actually run (Coal)	630	74790	-	-	-	-	630	74790
(c) Additional to Basic Schedule (Diesel)	98	18745	300	27615	313	16036	711	62396
	635	75870	-	-	-	-	635	75870
	8	785	15	2955	13	2596	36	6536
	5	1080	-	-	-	-	5	1080

Trains additional to basic Schedule run for Military needs.

2. Tonnage Moved								
Allied Force	A.O.C.	Italian Force	Civil	Total				
3500	346	9345	23042	36833				

(a) Predominant Commodities

Military materials, Products of Mines, Fuels, Grain, Wine, Coal, Construction and building materials.

(b) Number of passengers handled on regular Trains
" " Special Trains

211,736
194,711
231,260

surely it is
not necessary
for any live
million persons
to travel per month
to movement of Civilians
2/11

3. Section of line not open for Traffic with reasons.

All lines open for traffic and no restrictions on the movement of goods or passengers.

4. Coal Position

Imported Sulcis (Sardinia)	Tonnage Consumed	Tonnage on hand	Prospective Receipt
2282	2282	2883	1083
1098	1098	1245	1500
3380	3380	4128	1600

5. Motive Power and Rolling Stock Position. Locomotives

	Freight	Pass.	Switch	Total	Diesels
(a) Serviceable	16	6	6	28	14
(b) Spare	5	3	1	9	-
(c) Awaiting light repairs	4	1	2	7	2
(d) Awaiting heavy repairs	13	6	2	21	36
(e) In shop for repairs	14	7	-	21	2
Total	52	23	11	86	54

Number of cars in Service and Repairable

	Coaches	Baggage	Postal	Box	Car	Flat	Flat	Pos	Tank	Crane	Wre- Tot.
(a) Serviceable	23	13	270	420	130	6	10	3	3	3	808
(b) Repairable	134	51	271	253	113	11	21	-	-	-	926
(c) Rebuilding	2	-	18	35	5	-	-	-	-	-	61
Total	159	64	559	708	248	17	31	3	3	3	1795

/Continued six.

6. General Statement indicating progress of Track and Station building and repair works:

Salvaged machinery is being RE-INSTALLED AT the Machine shop in CAGLIARI and repairs to the buildings are being made and shop should be restored to its original capacity by January 1st 1945.

Repair work to damaged Station buildings are progressing favorably.

Any items of special interest or difficulty not covered by above.
(written October 2nd 1944)

(a) This Report is submitted for the Month of September as a record and for Statistical purposes and covers the State Railway only.

(b) Locomotive tyres which are scarce in Italy are to be found here, a list will be prepared and forwarded separately, however at Cagliari there are now three sets mounted and two sets unmounted for 735-740 type locos. (All NEW)

(c) The Military Railway Service Representative is leaving October 27th and the Necessary Organisation has been created by A.C.C. to step in and take charge of the Railway, so there will be no difficulty in the change over.

(d) Railway Officials have been notified to step up repairs to Sulcis Coal burning loco's. There are 21 of these locos here but only 9 are in service.

(e) The following wagons can be immediately spared for shipment to the Mainland.

Has MRS issued in any matter? We

50	Box Wagons.
100	Gondolas
50	Ordinary Flats
6 - 40 ton	Egie Flats. (poz)

The exportation of locos not recommended unless prepared to make heavy repairs after arrival in Mainland as Locos are all in poor condition, the condition will improve as the repairs to the shop at Cagliari progresses. Car repairs also can be stepped up so that more equipment can be exported if necessary.

(f) If it is decided to move equipment from Sardinia, consideration should be given to moving this thru Olbia by Ferry to Civitavecchio which is a twelve to fourteen hour run however twenty days notice must be had to put the Olbia slip in shape and repairs and revision should not be started before it is known what type of Sea Craft will be used.

We should advise
finishes all

J. J. 2/11

PGH/ajs.

1087

Peter G. Watson

PETER G. WATSON.
Captain, TC.
Tn. Sub - Commission
Rep. at E.C. Region 6, A.C.C.

1309

246/33

SECRET

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION
APO 397

Ref: PGM/ajs

SUBJECT : Monthly Transport (Rail) Report for the Month of August 1944.
(Ferrovie dello Stato)

Date : October 22 - 1944.

To : Director Transportation Sub-Commission, A.C.C.

1. No. of Trains and Km's Run.	Pass.		Tonn.		Mixed		Total	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) Basic Schedule (Coal Diesel	93	18352	341	37572	310	13888	745	69812
	651	77283	-	-	-	-	651	77283
(b) Actually Run (Coal Diesel	94	18612	362	41151	312	14456	768	74229
	654	77571	-	-	-	-	654	77571
(c) Additional to Basic Schedule (Coal Diesel	1	260	20	3589	2	568	23	4417
	3	288	-	-	-	-	-	288

Trains in addition to basic schedule run for special Military needs.

2. Tonnage Moved	Allied Force.	A.C.C.	Italian Force.	Civil.	Total.
5157	2877	8677	20944	37645	

(a) Predominant Commodities
Military Materials, Minerals, Coal, Grain, Construction Material, Fuel - Oils, Foodstuffs, Fruits, Vegetables, Ammo.

(b) Number of passengers on Regular Trains	215431
" " " Special	1131
Total	216562

3. Section of line not open for Traffic with reasons
All lines open to traffic and no restrictions on the Movement of civilian goods or passengers.

4. Coal Position.	Tonnage Consumed	Tonnage on Hand	Prospective Receipt
	3563	3239	-

To : Director Transportation Sub-Commission, A.C.C.

1. No. of Trains and Km's Run.

	<u>Pass.</u>		<u>WRT.</u>		<u>Mixed</u>		<u>Total</u>	
	No.	Km.	No.	Km.	No.	Km.	No.	Km.
(a) Basic Schedule (Coal)	93	18352	341	37572	310	13888	745	69812
(Diesel)	651	77283	-	-	-	-	651	77283
(b) Actually Run (Coal)	94	18612	362	41151	312	14456	768	74229
(Diesel)	654	77571	-	-	-	-	654	77571
(c) Additional to (Coal)	1	260	20	3589	2	568	23	447
Basic Schedule (Diesel)	3	288	-	-	-	-	-	288

Trains in addition to basic schedule run for special Military needs.

2. Tonnage Moved

<u>Allied Force.</u>	<u>A.C.C.</u>	<u>Italian Force.</u>	<u>Civil.</u>	<u>Total.</u>
5157	2877	8677	20944	37645

(a) Predominant CommoditiesMilitary Materials, Minerals, Coal, Grain, Construction Material,
Fuel - Oils, Foodstuffs, Fruits, Vegetables, Ammo.

(b) Number of passengers on Regular Trains	-	215431
" " " Special "	-	1131
Total		216,562

3. Section of line not open for Traffic with reasons

All lines open to traffic and no restrictions on the Movement of civilian goods or passengers.

4. Coal Position.

	<u>Tonnage Consumed</u>	<u>Tonnage on Hand</u>	<u>Prospective Receipt</u>
Imported Coal	2563	3239	-
Sulcis (Sard)	1185	694	1600
Total	3748	3933	1600

/Continued.....5.

5. Active Power and Rolling Stock Position

	Freight	Pass	Switch	Total	Diesels
(a) in Service	18	8	6	32	16
(b) spare	4	2	1	7	-
(c) awaiting repairs light	4	1	2	7	5
(d) awaiting repairs heavy	14	6	2	22	31
(e) In shop under repairs	12	6	-	18	2
	52	23	11	86	54

Number of cars in service and repairable

	Coaches	Boys	Box	Gen	Flat	Flat	Flat	Tank	Crane	Wreck	Total
	Potential										
(a) Serviceable	22	13	251	400	100	6	10	3	3	3	808
(b) Repairable	135	51	290	273	143	11	21	-	-	2	926
(c) For rebuilding	2	-	18	35	5	-	-	-	-	1	61
Totals	159	64	559	708	245	17	31	3	6	1795	

6. General Statement indicating progress of track and station building and repair works.

Track in fair condition, maintenance progressing favorably but a shortage of ties and track material exists.

Repairs to Italian Buildings at Cagliari Villasoi Serremanna Liacomer Chilivanni and Olbia are underway.

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

(a) This report is rendered for the month of August as a record for comparison and statistical purposes.

(b) This report covers only the State Railway. Balance of Railway lines are narrow gauge and will be covered by separate reports.

1085

PETER G. MATSON.
Captain
TO
Th. Sub-Commission
Rep. at H.Q. A.C.C.
Region VI.

HEADQUARTERS
ALLIED CONTROL COMMISSION
SARDEGNA REGION

29th September 1944.

To : Headquarter, Allied Control Commission,
Transportation Sub-Commission.

Subject : Report of Activities - Transportation Division.

Reference : Totn/1607.

1. Distribution and Control of Petroleum Products for Civilian Use.

The new PERMIT period commenced on September 1st, 1944. There is a reduction in PERMITS granted as compared with the June 1st Period, see Statistical Data attached, especially in the CAR class, but it is still considered that there are many PERMITS granted which should be eliminated. Constant liaison with the Ispettorato of Motorisation is being kept to assist him in this elimination. The slight extra staff he has been able to get seems to be having a helpful effect on the screening of PERMITS. It is worthy of note that the C.P.E. of Nuoro Province seems to be screening permits extremely well. This is indicated by his many requests to this Headquarters for advice before granting doubtful applications.

2. Truck Traffic. The very limited available HEAVY TRUCKS are still chiefly occupied by the GRANAI DEL POPOLO. The TYRE situation is of course becoming more critical daily. It is hoped that the formation of E.N.A.C. will enable a better survey of the TYRE PROBLEM to be made and it may be possible then to formulate a scheme to assist. There are a large number of PERMITS granted to the small converted CAR type of vehicles, whilst a large percentage of these are not really fit to be on the road; the operators struggle along with them and do materially assist in the INTER-COMMUNAL FOOD TRANSPORTATION PROBLEM.

3. BUS TRAFFIC. This has been completely covered in this Headquarters letter, Reference Totn/1607 dated 27th September 1944.

4. RAILROADS. The situation has not changed since the SURVEY was made by Lt. Col. Lindberg. The control is still in the hands of D.G.M.R.S. The coal supply is very good. Recent movement of Troops and equipment has been handled very successfully by the State Railway.

5. SHIPPING. A report by Captain Turner of the Commerce Division is attached. **APPENDIX 'B'** **1084**

6. GENERAL. The formation of E.N.A.C. has not actually commenced but the Ispettorato Generale della Motorizzazione has received instructions to nominate, for the approval of Minister of Communications, a Director for SARDINIA and one Director for each Province. His task is made very difficult because he has not yet received from the Minister of Communications any scale of Salaries for officials. The Nominations are being submitted to this Headquarters before being forwarded to the Minister of Communications.

The name of the Transport Organisation S.I.T.A. was put forward by the High Commissioner as the best firm to operate a A.C.C. Civilian Road Haulage Scheme but in view of your letter AGC/TW/R/1 dated 5th September 1944

The new PERMIT period commenced on September 1st, 1944. There is a reduction in PERMITS granted as compared with the June 1st Period, see Statistical Data attached, especially in the CAR class, but it is still considered that there are many PERMITS granted which should be eliminated. Constant liaison with the Ispettorato of Motorisation is being kept to assist him in this elimination. The slight extra staff he has been able to get seems to be having a helpful effect on the screening of PERMITS. It is worthy of note that the C.P.E. of Muoro Province seems to be screening permits extremely well. This is indicated by his many requests to this Headquarters for advice before granting doubtful applications.

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The name of the Transport Organisation S.I.T.A. was put forward by the High Commissioner as the best firm to operate a A.C.C. Civilian Road Haulage Scheme but in view of your letter ACC/TN/R/1 dated 5th September 1944 no action has been taken.

Any assistance the Transportation Sub-Commission could give in the forming of a TYRE POOL as outlined in this Headquarters letter TPTN/1607 dated 27th September 1944 would be appreciated.

For the Regional Commissioner.

JHN/ajs.

John H. Newby
JOHN H. NEWBY,
Captain,
Regional Transportation Officer.

1514

Table showing difference
September permits issued
and actual consumption.

C A G L I A R I

	Circul. permit issued		Difference		Allotments P.O.L.		Consumption P.O.L.	
	month August	month Septemb.	+	-	<u>AUGUST</u>		<u>AUGUST</u>	
					Gasoline Kg.	Diesel Kg.	Gasoline Kg.	Diesel Kg.
1) <u>Private Motor Cars</u>								
<u>Doctors</u>	97	97	-	-				
<u>Public Officials</u>	45	45	-	-				
<u>Others</u>	315	289	-	26				
<u>Motorcycles</u>	187	139	-	48				
					50.378	52.900	52.169	42.808
2) <u>Motor Trucks civil.</u>	563	471	-	92				
3) <u>Trucks Public Utilities</u>	17	17	-	-				
4) <u>Motor Buses</u>	27	27	-	-				
5) <u>Civil Street repairs works</u>	10	10	-	-				

Table showing difference between August and September permits issued, ~~and~~ August allotments and actual consumption.

C A G L I A R I

APPENDIX A.

Circul. permit issued		Difference		Allotments P.O.L.		Consumption P.O.L.		Difference	
month August	month Septemb.	+	-	AUGUST Gasoline Kg.	AUGUST Diesel Kg.	AUGUST Gasoline Kg.	AUGUST Diesel Kg.	+	-
97	97	-	-						
45	45	-	-						
315	289	-	26						
187	139	-	48						
				50.373	52.000	52.169	42.808	G. 1791	D. 9192
563	471	-	92						
17	17	-	-						
27	27	-	-						
10	10	-	-						

S A S S A R I

Table showing difference
September permits issued,
and actual consumption.

	Circul. permit issued		Difference		Allotments P.O.L.		Consumption P.O.L.	
	month August	month Septemb.	+	-	<u>AUGUST</u> Gasoline Kg.	Diesel Kgs	<u>AUGUST</u> Gasoline Kg.	Diesel Kg.
1) <u>Private Motor Cars</u>								
<u>Doctors</u>	36	29	-	7				
<u>Public Officials</u>	19	26	7	-				
<u>Others</u>	171	137	-	34				
<u>Motorcycles</u>	91	92	1	-				
					22.947	23.994	22.783	21.384
2) <u>Motor Trucks civil.</u>	170	170	-	-				
3) <u>Trucks Public Utilities</u>	18	18	-	-				
4) <u>Motor Buses</u>	23	23	-	-				
5) <u>Civil. Street repairs works</u>	7	1082						

1517

SASSARI

Table showing difference between August and September permits issued, ~~and~~ August allotments, and actual consumption.

APPENDIX A

Circul. permit issued		Difference		Allotments P.O.L.		Consumption P.O.L.		Difference	
month August	month Septemb.	+	-	<u>AUGUST</u>		<u>AUGUST</u>		+	-
				Gasoline Kg.	Diesel Kgs	Gasoline Kg.	Diesel Kg.	Kg.	Kg.
36	29	-	7						
19	26	7	-						
171	137	-	34						
91	92	1	-						
				22.947	23.994	22.783	21.334	-	G. 164 D. 2160
170	170	-	-						
18	18	-	-						
23	23	-	-						
7	1037								

N U O R O

Table showing difference
September permits issued
and actual consumption

	Circul. permit issued		Difference		Allotments		Consumption	
	month August	month Septemb.	+	-	<u>AUGUST</u> Gasoline Kg.	<u>AUGUST</u> Diesel Kg.	<u>AUGUST</u> Gasoline Kg.	<u>AUGUST</u> Diesel Kg.
1) <u>Private Motor Cars</u>								
<u>Doctors</u>	21	21	-	-				
<u>Public Officials</u>	10	10	-	-				
<u>Others</u>	87	77	-	10				
<u>Motorcycles</u>	54	48	-	6				
					15.344	18.985	11.632	9781
2) <u>Motor Trucks civil.</u>	89	89	-	-				
3) <u>Trucks Public Utilities</u>	2	2	-	-				
4) <u>Motor Buses</u>	20	20	-	-				
5) <u>Civil Street repairs works</u>	5	5	-	-				

NUORO

Table showing difference between August and September permits issued, ~~and~~ August allotments and actual consumption.

APPENDIX A

Circul. permit issued		Difference		Allotments P.O.L.		Consumption P.O.L.		Difference		
month August	month Septemb.	+	-	<u>AUGUST</u> Gasoline Kg.	Diesel Kg.	<u>AUGUST</u> Gasoline Kg.	Diesel Kg.	+	-	
21	21	-	-							
10	10	-	-							
87	77	-	10							
54	48	-	6							
				15.344	18.985	11.632	9781	-		G. 3712 D. 9204
89	89	-	-							
2	2	-	-							
20	20	-	-							
5	5	-	-							

1520

246/31
TM 2652

SUBJECT : Monthly Report of Bari Division - October 1st 1944

TO : Transportation Sub-Comm.
Hq ACC (Main) APO 394

Transportation Sub-Comm
Allied Control Comm
c/o Movements E. Italy

Date : 4 October 1944
Ref : ACC/IN/5D/IV/100

The operation and stores part of the Sud-Est and State Railway were turned back to the Italian personnel of these railways to operate on Sept. 12th with the exception of one operating officer and two East Italy, under the supervision of the ACC representatives at Bari.

The military requirements on the Bari Div. are still very heavy and the civilian requests also continue to be very great.

In view of these demands the wagon situation is very bad and at present only about 50% of the incident for civil wagons are filled.

On a recent trip to Barletta and Margherita di Savoia, it was noticed that the incident for salt was approximately 60 wagons per week of which only 45 were given by Mov. East Italy account of no wagons available.

A trip was made to Gallipoli - Gagliano, Maglie, Lecce and Brindisi on Sept. 29th for the purpose of inspection and observing the heavy loading of wine in this district to ships side at Taranto. Very good progress is being made on the particular shipment and the cooperation is very good from all concerned.

1083

Le. Stan

Capt. T.C.
In Regt.
Bari Div.

Date : 4 October 1944
Ref : AGO/Br/BD/IV/100

The operation and stores part of the Sud-Est and State Railway were turned back to the Italian personnel of these railways to operate on Sept. 12th with the exception of one operating officer and two East Italy, under the supervision of the AGO representatives at Bari.

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A trip was made to Gallipoli - Galliano, Maglie, Lecce and Brindisi on Sept. 25th for the purpose of inspection and observing the heavy loading of wine in this district to ships since at Taranto. Very good progress is being made on the particular shipment and the cooperation is very good from all concerned.

1080

Le. Haver

Capt. F. C.
Tr. Rep.
Bari Div.



RE/ST

SUBJECT : Transportation Sub-Comm. ACC
Bari Division Monthly Report
September 1944

TO : The Director
Transportation Sub-Comm.
ACC (Mail) - APC 394

Transportation Sub-Comm
Allied Control Comm.
c/o Movements E. Italy

Date : 3 October 1944
Ref : ACC/Tn/BD/IV/100

I. Personnel & Accommodation

No change*

2. Civilian Rail Traffic Control

(a) Bidding System

Bidding for Rail Movement has now been passed to the Consiglio Provinciale dell'Economia, who submit bids weekly to ACC Tn Office, BARI.

Bids received through local Station Masters are passed to the Consiglio for screening before being considered.

This system although necessary in order to make the Italians undertake the work themselves, places the Consigli in a very autocratic position, and complaints are frequently received that the methods employed by the latter in accepting or rejecting bids are not entirely unbiased. This is borne out by the large number of bids that are rejected on the lists of bids placed through Station Masters, the explanation, which this office demand from the Consigli, usually being "not a regular exporter."

(b) Tonnage Allotment

Net tonnage signalled as being available for local movement is often very restricted and still has to be exceeded in order to supply BARI with essential food stuff & Fuel. Movement of Grain is partly responsible, but the counting of Empty wine Tanker tonnage is also responsible. As wine Tankers are now railway property, and no longer private ownership (at least in BARI Compartimento) no account should be taken of this tonnage.

1496
1496

Date : 3 October 1944

Ref : ACC/Tn/BD/IV/100

I. Personnel & Accommodation

No change*

2. Civilian Rail Traffic Control(a) Bidding System

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(c) ACC Loading Programmes

The entire compilation of the programmes, or the tonnage screening of bids is now being carried out by the I.S.R. who are doing the work fairly well.

Bids received from ACC and the Provinces are

done
done

collected first by this office, before being given to the I.S.R. to screen and compile into the programme. The Stencil copy of the programme is scrutinised by ACC Tn and any deletions or additions are made before the latter is printed.

(a) ACC Wagon Labels

With the exception of FOGGIA Province all labels authorising movement from Station in BARI Com-
partimento are written and issued to Station Masters by the I.S.R. They are checked and stamped by office before issue to Station Masters however.

3. Grain Traffic

As in the month of August the amount of Grain actually loaded is far below the amounts predicted and programmed as requested by the Economic and Supply Officer;

The number of wagons placed at the Stations concerned, is according to the number daily requested by the Consorzio Agrario responsible for the Grain loading; and not automatically to the number on the programme, in order to economise in the use of empty wagons.

The numbers requested have been with little exception placed, but these have been much below those on the programme and intended by the Economic or Supply Sub-Commission.

As appendix "A" are shown the Statistics concerned.

1078

4. Small Traffic

Due to abuse of the facility given the Railways for Carriage of Parcel and order small lots under 50 KG weight the regular authorisation of closed wagons has been withdrawn.

Small Traffic on the Railways now has to be carried on the Guard vans.

5. Wine Traffic

Wine Traffic was made during the month to

is printed.

(d) ACC Wagon Labels

With the exception of FOGGIA Province all labels authorising movement from Station in Bari Compartimento are written and issued to Station Masters by the I.S.R. They are checked and stamped by Office before issue to Station Masters.

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1078

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Small Traffic on the Railways now has to be carried on the Guard vans.

5. Wine Traffic

A special move was made during the month to clear same of the last years wine remaining to be moved, by means of special Tank trains. Owing however to this short notice of the authority given, it was not possible to move the whole amount authorised, this being due to (1). Difficulty in obtaining the required number of Tank wagons, as nearly 50% of those in the Compartiments are required for Military purposes, and (2) the length of time required by local producers to cart wine to the Stations.

- 3 -

The proposed regular movement of a weekly wine train of Tank Cars is strongly welcomed, as the position in Puglia is acute, for although use is being made of disused underground water cistern to store last years production of wine, the new wine is now in full production, and movement from the area is essential to avoid serious economic waste.

E. J. J. J. J.

Capt; E.E.

ENBJ/BT

Cpy to
 Hoveit
 Commission
 Supply
 BARI, Zone
 All
 Southern Region

1077

APPENDIX A

Statistics of Grain Movement BARI Compartimento 4 weeks.
4 September to 1 October 1944

Province	Railway Station	No. of Wagons unloaded by Exp. for loading	No. of Wagons actually loaded	Remarks
BARI	Altamura	..	39	
	Canosa	15	-	
	Gioia	5	3	
	Gravina	53	12	
	Minervino	15	3	
	Palazzo	24	22	
	Spinazzola	199	146	
	Santeramo	5	-	
	Total	316	225	
FOGGIA	Ascoli S.	31	39	
	Chieti	28	37	
	Candela	18	53	
	Foggia	414	136	
	Lucera	-	5	
	Poggio Imp.	39	29	
	Ortanova	78	63	
	Rignano	-	9	
	Ripalta	26	26	
	S. Severo	85	104	
	Total	719	501	
MATERA	Ferrandina	91	3	
	Grassano	147	63	
	Metaponto	240	81	
	Pisticci	287	81	
	Salandra	-	10	
	Grottole	63	10	
	Total	828	238	1073
POTENZA	Melfi	12	8	
	Potenza	15	3	
	Rapollino-Lav.	178	20	
	Rionero	10	8	
	S. Nicola M.	63	29	
				N.B. 1 wagon = 15 To

by for actually
loading loaded

ARI	Altamura	39	
	Canosa	-	
	Gioia	5	
	Gravina	12	
	Minervino	3	
	Palazzo	22	
	Spinazzola	146	
	Santeramo	-	
	Total	316	225
FOGGIA	Ascoli S.	31	39
	Chieti	28	37
	Candela	18	53
	Foggia	414	136
	Lucera	-	5
	Poggio Imp.	39	29
	Ortanova	78	63
	Rignano	-	9
	Ripalta	26	26
	S. Severo	85	104
	Total	719	501
MATERA	Ferrandina	91	3
	Grassano	147	63
	Metaponto	240	81
	Pisticci	287	81
	Salandra		
	- Grottole	63	10
	Total	828	238
POTENZA	Melfi	12	8
	Potenza	15	3
	Rapollo-Lav.	178	20
	Rionero	10	8
	S. Nicola M.	63	29
	Venosa	30	50
	Total	308	118
N.B. 1 wagon = 15 Tons			
1376			
GRAND TOTAL		(2171)	1082
wagons		(3256)	1623
tons			

Typed by courtesy of O.C.
19 Pioneer Group.

Tm S.C.
SECRET

ALLIED CONTROL COMMISSION.
TRANSPORTATION SUB-COMMISSION,

ANCONA.

October 3rd 1944

Refce:- ACC/Tn 3 ANC.

To:- Director Transportation Sub-Commission,
Headquarters Allied Control Commission, ROME.

From:- Transportation Sub-Commission Representative, ANCONA.

Subject:- MONTHLY REPORT - SEPTEMBER, 1944

Situation of Office:- Via Calatarimi No 1; (Second Floor)

Phone No:- 61 Area Exchange, Extension 245.

Official Address:- C/o H.Q. Movements, 61 Area.

12017 1944

A.C.C.

1. ATTACHMENT :- In accordance with your ACC.Tn/138 dated Sept 2nd I reported for duty with D.D.Tn. on Sept 16th.
Will you please have the assignment published in Part ii Orders so that my position with Region V may be regularised.
2. DUTIES WITH D.D.Tn:- These at present may be summarised under two main headings:-

- (a) Re-habilitation of I.S.R. Employees .
- (b) Welfare of

Col. Earley (DDTn) at my first interview said that he felt these two interests were s-o closely associated with A.C.C. that I should take them over; consequently the DDTn. files on s-subjects were handed to me, and it is in itself a full-time job including housing, food, clothing, permits, M.T. and petrol.

Whilst this perhaps is not the type of work one expected, initially it has its advantages as it is bringing me into contact and close liason with "everybody who is anybody"

Psychological

3. PERMITS FOR RAILWAY EMPLOYEES:- It is a ~~psychological~~ fact that that whenever a restriction is imposed a certain type of people feel that they must get something to enable them to overcome such restriction and the Italian Railway-man is no exception. 1075 by Permits (or every conceivable type) were originally made by DDTn. Staff and sent to AMG. for approving signature and stamp, but I have short-circuited this by coming to an arrangement with the

Psychological

Subject:- MONTHLY REPORT - SEPTEMBER, 1944

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Phone No:- 61 Area Exchange, Extension 245.

Official Address:- C/o H.Q. Movements, 61 Area.

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3. PERMITS FOR RAILWAY EMPLOYEES:- It is a ~~physiological~~ fact that whenever a restriction is imposed a certain type of people feel that they must get something to enable them to overcome such restriction and the Italian Railway-man is no exception. ¹⁰⁷³ Permits (of every conceivable type) were originally made ^{by} DDTn. Staff and sent to AMG. for approving signature and stamp, but I have short-circuited this by coming to an arrangement with the Provincial Commissioner whereby he has delegated to me authority to issue and sign such permits so far as approved railway employees are concerned, and has loaned me a rubber stamp for this purpose. Applications of various sorts became so numerous that in order to regularise the issue I drafted out and had printed 1000 forms as per specimen attached. These were prepared and issued by me on written recommendation of the Capo Compartimento, but I have since passed to him half of the blank forms (all consecutively numbered) with instructions to send them to me all ready prepared for my approval together with a list giving details of each applicant and reason such permit is required. The consecutive No. of

(Sheet 2. Contd)

PERMITS FOR RAILWAY EMPLOYEES (contd)

the permit issued is shewn on the list so that it is known to whom each one is issued.

The issue of permits to live in Ancona has been temporarily suspended for 10 days to enable the Housing Committee to review the situation, and it is contemplated that it will be necessary to remove many non-productive residents from the town, whether they are in their own house or not, in order to make room for military and essential workers during the winter.

4. MOVEMENT OF WORKERS:-

There is a considerable movement of rail and dock workers daily to and from their place of work by W.D., M.T. vehicles.

Vide para (b) of my ACC/Tn3/4 dated Sept 6th Falconara is the chief centre of railway activity and I have pressed for a workers train Ancona/Falconara morning and evening in each direction, to relieve the M.T. situation, but am informed that it is not possible at present to run trains to a definite time schedule due to the uncertainty of military requirements; but I am of the strong opinion that a workmen's train is the answer, (it is only 8 or 9 kilometres) and I am still pressing for it.

The condition is due in no small measure to the fact that previously the Railway Carriage & Wagon Sheds and Shops were at Ancona with the Locomotive Depots at Falconara.

"Someone" decided it would be better, to suit military purposes, to have the C & W Depot at Falconara and the Loco Depot and Ancona, but they omitted to take into consideration the balance of civilian labour. So that now we have the C.&W. Depot at Falconara with its civilian employees living in Ancona and the Loco Depot at Ancona with its civilian employees living at Falconara.

This, I think must be adjusted sooner or later, but I mention it in order to stress the need for a daily Railway and Dock workers train in each direction.

5. FOOD, CLOTHING and BOOTS. I.S.R. Heavy Workers.

The feeding of I.S.R. employees in this Division is gradually getting put on a satisfactory basis, with the opening of their own feeding centres, although difficulties have occurred in isolated towns regarding mid-day meal or train-men. Due to these places being in different Provinces and in some cases different Regions, also until recently due to lack of transport together with the voluminous amount of office work it has not been possible to visit these distant places as one would have wished. A letter from O.C. No 2 Rly Operating Group states (referring to AMG Terni.) "They appear to have no idea of the Railway workers' situation."

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"They appear to have no idea of the Railway workers Scale A Ration Scheme".

The letter certainly warranted a visit to Terni, but it would have meant my being away probably two or three days from here and so a suitable letter was the only recourse.

No Clothing or Boots have yet been received despite many promises, and the Operating Companies in the mountainous districts have expressed themselves very strongly on this point if there is not to be a very grave shortage of I.S.R. man power due to illness caused by lack of warm clothing during the cold weather. Particularly do they reer to night and early-morning workers.

(Sheet 3. Contd.)

FOOD, CLOTHING and BOOTS (Contd)

I casually heard that the Provincial Supply Officer Ancona had had allotted to him 1,000 pairs of repaired boots for heavy workers, and I have persuaded him to ear-mark 500 pairs of these for me at 100 lire per pair. The Capo Compartimento is accompanying me to Jesi tomorrow to inspect them.

6. PORT WORKING :- Rapid strides have been made to increase the port's shipping accommodation, and I understand that at the present time it is dealing with from 1,200 to 1,400 tons per day more than it was scheduled for. This is not at present our concern but it is mentioned as a matter of interest.

AMG Eighth Army receive supplies by ship and transfer to local warehouses here - all dealt with by the Port Detachment.

P.O.W. and Refugees have been shipped out, Movement Control making all arrangements.

I have obtained sea passages to Bari on one or two occasions for I.S.R. Officials who had been sent on urgent duty on instructions from Minister of Communications Rome. Officially arranged through Movement Control.

Labour troubles arose in the Port on Sept 9th among dockers engaged in the discharge of a coal ship on behalf of the Railways. They asked for an extra ration of soap by reason of the nature of the work they were performing. They got the soap and eleven of them got "One month" in addition. When a similar dispute was looming on Sept 18th, the correspondence concerning the first one was handed over to me to "get on with", and as soap was ultimately issued to dispose of the first grievance I felt justified in drawing a box of soap for issue from AMG Warehouse, and did so. There was no stoppage of work, but ways are still being sought by which the box of soap can be written off - it has even been suggested that I pay for it.

7. RAIL MOVES:-

Grain ex Jesi:-

The undermentioned consignments of grain were loaded at Jesi by AMG for despatch to Rome during September.

Sept 20th	3 wagons	50 tons
21st	3 "	50 "
22nd	2 "	40 "
23rd	3 "	60 "
24th	2 "	40 "
25th	2 "	40 "
26th	3 "	60 "

1073

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22nd	2	60
23rd	3	40
24th	2	40
25th	2	60
26th	3	60
27th	3	53
28th	3	53
Total	24 Wagons	453 tons.

1073

Loading is expected to be much heavier during the month of October

Personnel, Civilian :- Arrangements have been made with Movements on behalf of Public Safety for certain civilians, mostly Government Servants or people specially requested to move by AMG to travel to Rome. I have had these formed into organised parties of about 20, for each move, placed the most suitable person in charge of the party and so far the arrangements have worked satisfactorily.

(Sheet 4; Contd)

7. Rail Moves Continued :-

Paper ex Fabriano:-

Sept 11th 2 Wagons containing 36 tons Carta da Bollo railed at Albacino for despatch to Finance Sub-Commission Rome.

Urgent requests were made by Finance Sub-Commission through the Provincial Finance Officer for the despatch of 60 tons Carta da Bollo being held under guard at the Mills in Fabriano, to Rome. H.Q. Movements Ancona were approached but they could tell me nothing about facilities at that place and had no staff in the Fabriano vicinity. It was mutually agreed that I made a recce. myself and let them know the possibilities.

Fabriano itself was entirely out of the question, but I found at Albacino the nearest suitable loading point. Movements agreed to my loading there provided I undertook to do all the Movements documentation, in fact they more or less gave me a carte blanche. I arranged with the Rly Operating Co at Fabriano to put two 20-ton vans in to Albacino, also arranged road transport from the Mill to the Station (5 miles), guard of Carabinieri and two government officials to escort lorries and train, documentation, labelling and also for the train to pick up the loaded freight cars. On returning to Ancona I will details and copies of documents were handed in to H.Q. Movements.

By loading at Albacino as against hauling in to Foligno the nearest official railhead we saved a total of 1800 lorry-kilometres; gained two days in time and saved another set of Carabinieri guards, as with the road transport available we should have been able to load only one freight car on the first day of loading.

A further consignment is in the oiling (65 tons) but I understand Finance Sub-Commission have made a bid for this direct to you and loading will take place at Fabriano when authorised.

8 PERSONAL TRANSPORT:-

I am pleased to report that I have been fortunate in securing a really first-class car for my own use - a practically new Lancia-Aprilia

9 OFFICE EQUIPMENT:-

Referring to my conversation with Col Adams on Sept 24th I am in desperate need of a typewriter and should be glad if one could be sent to me at once. The volume of written work certainly warrants a machine, apart from the more business-like erect than having ones correspondence scrawled in Italian hand-writing.

10

STAFF:- There is an immediate need for an increase in Staff the work is to be carried out efficiently. During a recent interview with Col Earley DDTn; he informed me that he and his Staff would probably be pulling out or here in about a month or six weeks' time

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10 STAFF:-

There is an immediate need for an increase in staff. The work is to be carried out efficiently. During a recent interview with Col Earley DDTn; he informed me that he and his staff would probably be pulling out or here in about a month or six weeks' time and asked me how I felt about taking over. I told him that I was quite confident myself provided I could get some staff, and he agreed it would be hopeless otherwise.

As a preliminary therefore, I submit that there is ample work and responsibility to justify the posting of a second officer (mostly for the indoor work) - a subaltern - a good reliable N.C.O. and a Private (clerk). The balance of the staff can be made up from local civilians. Col. Earley, in view of the enormous undertaking, considers this a very modest estimate. Will you please let me know if such an increase is likely to be sanctioned.

(Sheet No 5.)

11. GENERAL.

In view of the impending departure of the D.D.Mn. and his Staff, Col. Earley has invited me to accompany him on his tours of the Division in order that I may become acquainted with the layout and working.

I have accepted the offer because it forms an essential link in the take over, but it will necessitate my being away from the office anything from two to six days at a stretch.

Very good relations exist between this office and all the other Branches of the Service here: D.D.Mn. and Staff, Movements, Area Headquarters, Provincial Commissioner and the A.M.G. Provincial Officers etc etc. They all are very helpful and things are moving very smoothly.

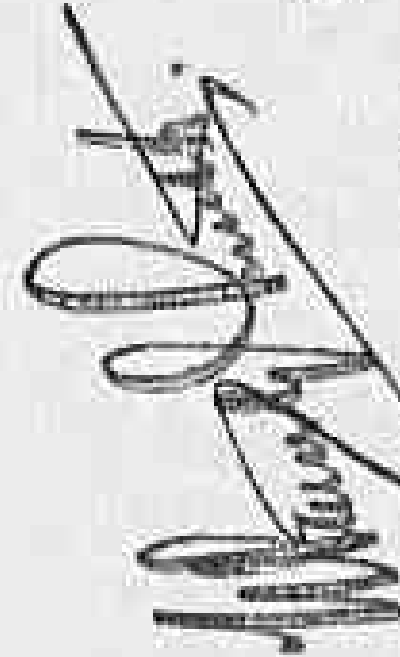
Will you please let me have an up-to-date list showing names of the Transportation Sub-Commission Officers at Headquarters with the telephone numbers and the particular side in which they are concerned. I had to make three separate phone calls to Rome a few days ago before I was able to speak to the appropriate officer dealing with the particular subject about which I desired to converse, and such a list as now asked for would have obviated two of them.

Should any Officer of the Transportation Sub-Comm. have cause to visit Ancona for any reason I shall be pleased to accommodate him, as I have a room reserved with my own accommodation for potential visitors.

Via Calatarimi, No. 1.
Ancona.

Captain, R.E.

W. Stanley Smith.



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1071

7.3. Reference Para 14. Line going to "Press", a Workman's train in each direction both morning & evening has been inaugurated.

W.S.S.

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
 PROVINCE OF REGGIO IN CALABRIA

Tr S.C.
2456
246
28

SUBJECT:

REF:

TO:

PROGRESS REPORT

SEPTEMBER 1944

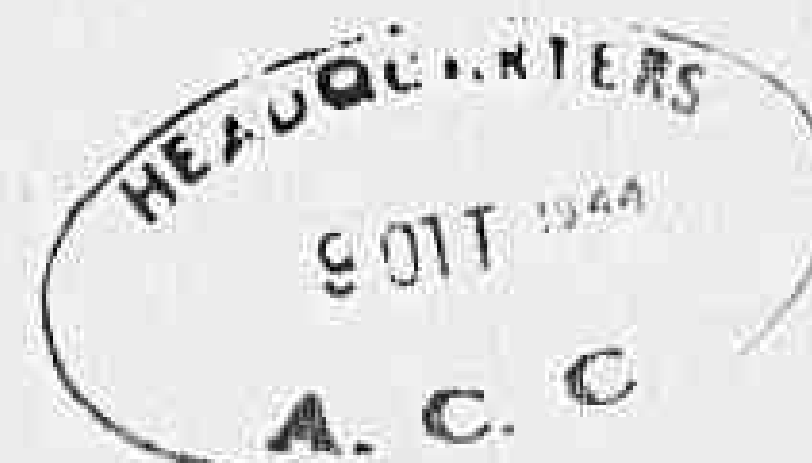
MAJOR W. F. BLAIR

REGGIO CAL.

1. TRAFFIC. Tons forwarded.

Military -- 4200
 A.C.C. -- 5600
 Civil -- 4050

Interchange with Sicily



	<u>LOADS</u>	<u>EMPTIES</u>
Forwarded	387	---
Received	516	240

Due to an exceptionally heavy military movement from Sicily to northern Italy, civil traffic had to be rejected to Naples area for a period of one week.

Wagon situation has improved over previous month. 280 more wagons were received than were forwarded. Open wagons for military timber were plentiful for the first half of the month but the flow from the north slackened and the situation is now rather acute. Message has been sent to M.R.S. to accelerate the supply. High side gondolas received from Sicily are being held at Reggio to cover a coal ship now due.

A request was made to M.R.S. to have empties delivered at Metaponto rather than Agropoli as an operating difficulty is presented in working cars without brakes over the hill from Paola to Cosenza.

Recently 50 empties of this type were at Paola and most of them had to be moved via San Eufemia - Catanzaro - Crotone. The suggestion to deliver at Metaponto was not accepted.

A regular flow of 1000 refugees per week is moving from North Italy to Sicily. There is no movement Sicily to Mainland since restrictions to travel have been resumed. It is understood that a few are leaking through in small boats at night but the Questura and Finance Guards are endeavoring to curb this.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

2. LOCO REPAIR.

Report not received from I.S.R. Will forward to Major Baister when received.

3. WAGON REPAIR.

Reggio Shops - 120. Yard-487. Villa S.Giovanni - Shops - 123.
Peola - Shops - 200

4. REGGIO MESSINAFERRY

The ferry between Reggio and Messina is now operating on the following schedule.

	<u>MESSINA</u>		<u>REGGIO</u>
L V	0700	ARR	0800
A R R	0930	LV	0830
L V	1100	ARR	1200
A R R	1430	LV	1330
L V	1500	ARR	1600
A R R	1715	LV	1615

The noon trip is operated only when military movement required.

The ferry "Villa San Giovanni" now in Messina for repair is expected to be in operation sometime in December.

The "Messina" is now due for a change of oil and small repairs which takes seven days. (L.C.Ts) will be asked for to cover this period.

Traffic handled to Sicily:-

Vehicles - 428. Wagons - 298
Sicily to Italy:- Vehicles-761
Loaded Wagons-560. Empty Wagons-251

B.

1099

Tn. Sub Commission A.C.C.

H.Q. I.S.R. Bari

I Oct. 44

Subject: Monthly Report September 44

To : Director Transportation Sub-Commission A.C.C.

A.P.O. 394.

I. Naples. During the first week of the month workshops and Engine houses under the direction of D.G.M.R.S. in the Naples Area were visited, including the iron foundry at Granili works which has a cupola of 1 ton per hours capacity in operation.

2. Bari Division I.S.R.

In accordance with your A.C.C. Tn/3/ dated 5 Sept. 44.

I moved to Bari on 8 Sept. 44 and took over from DD.Tn. (Rlys) matters relating to the Supply of Stores to the Italian State and Privately Owned Railways in the Bari Division, in accordance with the directives laid down.

D.D. Tn(Rlys) left a Stores Officer, Capt. Moran R.E. for one week to assist during the take-over period, and Rear H.Q. No 3 Tn. Stores Group R.E. remaining at Bari with Capt. LE. Robson R.E., Staff-Captain, Stores, in charge of it.

No 325 T.S.D. Transportation Stores Depot remains at Modugno and 163 Railway Workshops Company RE at Foggia, though the latter has detachments outside the Bari Division.

In order to clarify the situation and discuss details a meeting was held on 16 Sept. 44 by the A.D. Tn. (Stores) of the Transportation Directorate (Lieut. Col. R.E. Coward R.E.) and the C.O. No 3 Transportation Stores Group R.E. (Lieut. Col. W.G. Lake R.E.) with the Capo Compartimento, I.S.R. at which Capt. Moran, Capt. Robson and myself were present together

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This has since been changed by the 4th (Stores) as the Capo is not concerned with private Deps 11/7/44

A meeting called by the Capo Compartimento on the 18 Sept. 44 of representatives of the Privately Owned Railways

1343

was attended by me, when the position as regards these Railways was explained and the methods to be adopted in putting forward these requirements was agreed upon. It has since been intimated by A.D. Tn Stores that arrangements whereby Stores for the privately owned railways will be coordinated by the I.S.R. must be suspended and a further directive on this subject is awaited.

The three monthly requirements Oct-Dec. for the I.S.R. are now in course of screening. Those from the private companys have not yet been received,

3. Supply of Stores.

The Stores requirements submitted during the period have been met, so far as supplies are available, and the arrangements in operation are working smoothly including the supply of industrial gases to I.S.R. and I63 Rly Workshops Coy R.E..

4. Iron Foundry.

The entire output of the Biallo Foundry at Bari is requisitioned for the needs of I.S.R., Tn Railways and sundry other Military requirements and all orders on this foundry are placed through Tn. Sub-Commission representative. In addition to iron castings the foundry produces brass and bronze castings and mixes white metal for locomotive and wagon bearings from virgin metal supplied by Tn. Stores.

The output of brass castings and ~~mixing~~⁴¹⁶⁷ white metal is at present held up awaiting the delivery of crucibles and every effort is being made to obtain these.

5. Vehicles for I.S.R.

The position with regard to road vehicles on loan by the Army to I.S.R. is not clear and has been the subject of a

The three monthly requirements Oct-Dec. for the are now in course of screening. Those from the private companys have not yet been received,

3. Supply of Stores.

The Stores requirements submitted during the period have been met, so far as supplies are available, and the arrangements in operation are working smoothly including the supply of industrial gases to I.S.R. and 163 Rly Workshops Coy R.E..

4. Iron Foundry.

The entire output of the Biallo Foundry at Bari is requisitioned for the needs of I.S.R., Tn Railways and sundry other Military requirements and all orders on this foundry are placed through Tn. Sub-Commission representative. In addition to iron castings the foundry produces brass and bronze castings and mixes white metal for locomotive and wagon bearings from virgin metal supplied by Tn. Stores.

The output of brass castings and ⁴¹⁶⁷white metal is at present held up awaiting the delivery of crucibles and every effort is being made to obtain these.

5. Vehicles for I.S.R.

The position with regard to road vehicles on loan by the Army to I.S.R. is not clear and has been the subject of a separate communication to you (My A.C.C./RD.I./70 dated 27 Sept. 44). In the meantime I have in hand arrangements for obtaining supplies of Petrol and Lubricants for these vehicles from Civilian instead of Military Sources.

6. Ambulance Trains.

Monthly examinations of Ambulance Trains are now being carried out by I.S.R. at Bari and it has been now decided that three monthly examinations shall also be made at Bari

instead of as at present by I63 Rly Workshops Coy R.E. at Foggia. All work will be carried out by I.S.R. staff under Supervision of I63 Rly workshops Coy.

7. Local Contacts.

Contact has been made and maintained with the principal Officials of the I.S.R. and Private Railways.

8. War damaged locomotives - Calabria.

During the month a detailed survey of war damaged locomotives in the Calabrian Division has been made by Lieut.

Philby. These comprise:-

I.S.R. Class.	Nº of engines
47I	I
475	I
47b	I
625	32
735	2
89b	2
980	2
Total	4I

A suggestion with regard to these engines will be forwarded to you in the course of a few days.

1086

9. Officers.

In accordance with your orders Lieut. Philby joined me at Bari on Sept. 23th. 44.

S.L. Baister

S.L. Baister Major

Tn. Sub Commission A.C.C.

Subject: Supply of Stores to I.S.R.
Bari Compartimento.

Transportation Department,

C.M.F.

Tel: Firebox 58.

Tn.A.2/76.

6 Oct. 44.

To:- (See distribution).

1. Supplementary to the policy and direction laid down by the Director General of Military Railways in Information Bulletin No.24 dated 30 Aug. 44, it has been agreed with the Transportation Sub-Commission of the Allied Control Commission that the following detailed procedure will be adopted by Capo di Compartimento, I.S.R. Bari, in the preparation and submission to the A.C.C. officer at Bari of the stores requirements of his Compartimento.

a. Lists of requirements will be submitted at 3-monthly intervals, the first to be submitted during Oct. 44.

b. Requirements will be listed in the form of Appendix A to this letter.

c. Requirements will be classified under the following headings:-

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

d. Lists of requirements will exclude the following which are dealt with separately:-

- (i) Track and bridge reconstruction materials.
- (ii) Coal.
- (iii) Loco and wagon lubricants.
- (iv) Industrial gases.

1065

e. Any supplies of stores which are arranged by A.C.C. from military sources will either be collected by Capo di Compartimento, Bari, or despatched by rail to one destination from which he will arrange detailed distribution.

2. Interim and Emergency requirements.

Interim and emergency requirements of an urgent nature will be submitted as laid down in Information Bulletin No.24 by Capo di Compartimento through A.C.C. officer at Bari. If the requirements cannot be supplied from other sources they will be referred to Capt. Robson, Rear 3 Fm. Stores Group, to endeavour to arrange supply from military sources.

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b. Requirements will be listed in the form of Appendix A to this letter.

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1065

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3. Track and bridge reconstruction materials.

Requirements will be submitted direct to Major Heath, D.A.D. Tn., Bari.

4. Coal.

Until further notice the following procedure will be followed:-

- a. Requirements of coal for the Bari Compartimento will continue to be submitted by this H.Q. to the Fuel Agent of the M.R.S.
- b. Capo di Compartimento will be responsible for advising Capt. Robson, Rear H.Q. 3 Tn. Stores Group, Bari of the detailed requirements of coal at dumps of the I.S.R.

- 2 -

4. Coal (Cont'd.)

c Capt. Robson will be responsible for advising Coal Section and Movements East Italy of the distribution of coal from ports to dumps.

d Capo di Compartimento will be responsible for the handling, custody, and economical use of coal at S.R. dumps and for supplying Capt. Robson with weekly statements showing for each dump the following information:-

- (i) Stock on hand at beginning of week.
- (ii) Receipts during the week.
- (iii) Issues during the week.
- (iv) Stock on hand at end of week.

5. Loco. and wagon lubricants.

Requirements of the I.S.R. will be submitted to Capt. Robson who will arrange for supplies to be made from 325 Tn. Stores Depot, Modugno, Bari.

6. Industrial Gases.

Monthly estimated requirements of oxygen will be submitted to A.C.C. officer, 1 month in advance, stating purposes and locations at which required. A.C.C. will then apply for an allocation of approved quantities from Ordnance.

Calcium carbide for the production of acetylene in low pressure generators and for use in railway hand lamps will be included in quarterly demands, under para. 10(iii).

7. Foggia Railway Workshops.

While Foggia shops remain under military control stores for use in the 163 Rly. Workshop Coy. and will be excluded from Capo di Compartimento's lists of requirements.

8. Requirements of privately-owned railways.

These will not be included in Capo di Compartimento's lists of requirements. Separate arrangements for supply will be made by A.C.C. Transportation Sub-Commission.

R.E. Coward

R.E. COWARD, Lt. Col.,
A.D. Tn. (Stores),
for Brigadier,
Director of Transportation.

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Calcium carbide for the production of acetylene in low pressure generators and for use in railway hand lamps will be included in quarterly demands, under para. 1c(iii).

7. Foggia Railway Workshops.

While Foggia shops remain under military control stores for use in the shops will continue to be ordered through normal military channels by O.C. 163 Rly. Workshop Coy. and will be excluded from Capo di Compartimento's lists of requirements.

8. Requirements of privately-owned railways.

These will not be included in Capo di Compartimento's lists of requirements. Separate arrangements for supply will be made by A.C.C. Transportation Sub-Commission.

Edward

R.E. CONWARD, Lt. Col.,
A.D. Tn. (Stores),
for Brigadier,
Director of Transportation.

Distribution:- D.G.M.R.
Tn. 4.

D.D. Tn., A.F.H.Q.

D.D. Tn. (Rlys.)

Main HQ., 3 Tn. Stores Group.

Rear HQ., 3 Tn. Stores Group.

HQ. A.C.C. Transportation Sub-Commission.

Maj. S.L. Baister, A.C.C. Transportation Sub-Commission (Bari).

Capo di Compartimento, I.S.R., Bari.

BEST COPY POSSIBLE

APPENDIX 'A'.

I.S.R. BARI COMPARTIMENTO - DEMAND FOR STORES (RICHIESTA DI MATERIALI).

REQUIRED FOR PERIOD _____ TO _____

RICHIESTE NEL PERIODO DA _____ a _____

COL. 3 to be left blank by I.S.R.

COLONNA NO.3 DEVE ESSERE LASCIATA IN BIANCO.

[illegible]

1553

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

1024

HEADQUARTERS,
ALLIED CONTROL COMMISSION,
REGION 6.
BNAF.

31 Aug 44.

To : Transportation Sub-Commission,
HQ. Allied Control Commission, APO 394.

Subject : Report of Activities Transportation Division,
Region 6, for month of August 1944.

Reference : HQ/1089.

1. Distribution and control of Petroleum Products for civilians use: Rationing commenced in Sardinia on 1st June 1944. Permits issued on 1st. June expired on 31st. August 1944 and new modified permits have been issued to cover the period of 1st. September to 31st. December. Since new Permit for this issue have not been received, a reserve supply remaining from the 1st. June issue have been modified by printing across the face of it a wide red line thus distinguishing them from the original ones. All of this work has been completed and permits and ration cards have been issued to the public. Instructions were first received from Headquarters A.C.C. that due to the movement of the Italian Government no printing was done on the Circulation Permits and Ration Cards for the September issue and that the old permits would be valid for the month of September. Since it was possible to issue a permit that could be distinguished from the old, this office went ahead and authorised the issue of the modified circulation permits. POL control is considered to be satisfactory. Close watch is being maintained over the general distribution and many questions have been settled. New distributing points have been set up by the CIP, so that now distribution is no longer a problem.

2. Truck and Bus Traffic: Truck Traffic has increased due to the activities of the Granai del Popolo. Owing to the grave shortage of tyres, Heavy Transport is beginning to suffer. The same situation prevails for Auto-busses. It is estimated that 500 tyres of heavy type are necessary to keep them going on all essential services.

3. Railroads: The Standard Gauge railroad is operating to its full capacity, principally for military materials and equipment. Freight haulage however, has been increased considerably on the railroads because of large amount of coal received for that purpose. Secondary railroads in some cases have been used for this purpose. The secondary railroads are supplied with coal and necessary supplies only when they are asked to move essential supplies for the Army. Secondary railroads have also been encouraged to haul as

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4. Shipping: On several occasions small ships have come over from Sicily with fruit and sulphur but the ban on inter-Island trade schooner traffic has not been lifted between Sicily and Sardinia and the Mainland. It is recommended that this situation be re-considered.

5. No action has been taken yet by the High Commissioner of Sardinia on the offer of the loan to them of 12 military trucks.
6. Routine Orders covered movements of civilian supplies by rail and truck and conferences with Italian Government officers on POL problems.

For the Regional Commissioner.

John H. Newby

JOHN H. NEWBY.

Captain.

Regional Transportation Officer.

JHN/KCB.

1002

MILITARY RAILWAY SERVICE
NAPLES.

A.P.O. 400
2 SEPT 1944

Subject : Monthly Report, August 1944
To : Director, Tn Sub-Commission ACC APO 394
From : Major Baister, S.L. Tn Sub-Commission attached M.R.S.

1. Workshops , Bari Division I.S.R.

During the month workshops in the Bari Division were visited at Bari, Taranto and Foggia.

- (a) BARI. The locomotive repair shop is well equipped with 3 ~~roads~~ having 1 double and 1 single drop pit and vertical lifting jacks. There is a small machine shop and an antiquated wheel lathe, also Smith's shop and copper Smith's shop and facilities for acetyline and electric welding.

Up to the present time only running repairs have been dealt with.

The wagon repair shop has good facilities for light repair work and ^{the} output averages 70 wagons per week.

All work is done by Italian personnel except for maintenance work on Ambulance Trains.

- (b) TARANTO. Here loco repair facilities are somewhat restricted at the running shed repair shop. There are two single and one double drop pits but the machine shop is small and cramped and there is no wheel lathe. There is a small Smiths shop and facilities for acetyline and electric welding.

The number of engineers now stationed at Taranto is much in excess of the pre-war number and developments are in progress for increasing repair capacity. A locomotive repair shop which had ~~been~~ dismantled by I.S.R. prior the outbreak of war has been taken over by an enterprise called "Nuova Italia" who are installing machine tools and necessary equipment for dealing with light repairs, for which they have entered into a contract with I.S.R.

The Tosi marine works near Taranto are also under contract for medium and heavy loco repairs and have already turned out one engine after complete overhaul. Their machine shops and boiler shop are excellently equipped with modern plant and they are constructing a locomotive erecting shop with drop pits ¹⁰⁶¹ to enable them to cope more easily with loco work, which they have never before undertaken. The amount of work they can carry out will be dependant on the Naval work in hand, which at present is not considerable having regard to the capacity of their works.

At Taranto also is a small private work shop (Cangiolusi) which has been taken over by British Transportation, R.E. from REME.

- 2 -

Here small parts are being manufactured such as studs;bolts and nuts and,notably,superheater element joints which appear to be a success.

This shop should prove of very great value in supplying many details which are not otherwise available.

The I.S.R. wagon repair shop at Taranto is well equipped for repairing both coaching ~~stock~~ and freight cars and has an average output of 150 wagons per week.

- (c) FOGGIA. The locomotive repair shop here is,after Naples, the most ~~important~~ under Allied control and is operated by a work shop company R.E.(Transportation) in conjunction with I.S.R. officials and workmen. The output averages ten general repairs per month.

Part of the workshop company has already been with-drawn and further with-drawals of military personnel are ~~completed~~ ^{contemplated} as Italian workmen become available and sufficiently trained.

The wagon shop at Foggia is capable of dealing with 225-250 wagons per week.

The carriage shops were almost totally destroyed by bombing,but the I.S.R. have started the work of re-Habilitation and are engaged in repairing machine tools,wheel bay which can be made serviceable.

One of the shops is being re-built as a wagon repair shop.

2. A visit was paid to Rome,where the question of Stores Organisation and arrangements for the Supply of material in the Bari division was discussed with Major Walker and Capt Long and a meeting attended between Brigadier Waghoene and officers of R.E. (Transportation) and Lieut Col Vining and officers of Tn sub-Commission A.C.C.

3. At the request of Tn Sub-Commission representative Reggio,permission was obtained from D.G.M.R.S. to send a narrow gauge locomotive,No.352 of the Calabro Lucano railway to Pietrarsa shop,Naples,for repair. This engine has arrived but is too badly damaged for repairs to be undertaken at the present time when effort must be concentrated on repair of standard gauge locos.

4. It is noted that an important move during the month has been the transfer of locomotives and rolling stock from Sicily to the mainland. In this connection I have kept in touch with A.G.M. Equipment,M.R.S.(Col Hosack) 7 locomotives (5 of 735 Class and 2 of 740 class),3 Diesel Rail Cars and 299 wagons have been brought over under the supervision of Lieut-Col Brown of ~~this~~ Sub-Commission

In addition,Col Hosack asked for any 735 and 740 class engines available in Calabria to be sent forward to Naples. Only one,735-304 is available and will be sent forward after completion of repairs at Reggio,about 5 Sept.

0 3 -

5. During the month D.G.M.R.S. workshops in the Naples area were visited.
6. The movement of D.G.M.R.S. to Rome has now been completed by the transfer of the Rear Echelon.
The former H.Q. in Naples is occupied by 701 Grand Division M.R.S.

S.L. Baister Major

S.L. Baister, Major
Tn Sub-Commission A.C.C.
attached M.R.S.

1059

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

TO:

REF:

REGGIO CAL.

1 SEPT 44

P R O G R E S S R E P O R T A U G U S T

=====

1. TRAFFIC

Approximately 14730 tons military timber and 300 tons British military stores ^{moved during} the month. Also 175 tons Italian Military. 550 tons

A C C supply distribution, olive oil and timber for timber section. 400 tons of Italian Civilian traffic was moved within the division.

Hundreds of bids for civilian traffic outside division are

received but even when tonnage is allowed it cannot move due to scarcity of wagons. Not including the 299 wagons of Sicilian stock received during the month 386 more wagons left the division via Metaponto and Agropoli then have been received via those junctions. This adverse balance, is due to the divisions bordering on the north not returning wagons. Agreed that a few in the grain move and a small part of wheat M.R.S. order do come in. Results are that grain clearing from ship must be loaded in open cars, complaints from military timber shippers and no civilian traffic going out of the division. M.R.S. has been kept advised.

Through train service Palermo and Catania to Messina is starting on 8 th Sept. Proposals have been forwarded to H.Q. TR SUB-COM in detail asking for authority to change schedules of connecting trains on mainland.

Two LCs fitted with track were used, in conjunction with the ferry, to bring 259 cars from Catania and Messina to the mainland.

2. CAR REPAIR SHOPS.

At the Reggio car shops where heavy repair facilities are

Jm S.C. 246/24

A. C. C.

P R O G R E S S R E P O R T A U G U S T

=====

1. TRAFFIC

Approximately 14730 tons military timber and 300 tons ^{British} military stores ^{moved during} the month. Also 173 tons Italian Military. 550 tons A C C supply distribution, olive oil and timber for timber section. 400 tons of Italian Civilian traffic was moved within the division.

Hundreds of bids for civilian traffic outside division are received but even when tonnage is allowed it cannot move due to scarcity of wagons. Not including the 299 wagons of Sicilian stock received during the month 366 more wagons left the division via Metaponto and Agropoli then have been received via those junctions. This adverse balance, is due to the divisions bordering on the north not returning wagons. Agreed that a few in the grain move and a small part of what A.R.S. order do come in. Results are that grain clearing from ship must be loaded in open cars, complaints from military timber shippers and no civilian traffic going out of the division. A.R.S. has been kept advised.

Through train service Palermo and Catania to Messina is starting on 8 th Sept. Proposals have been forwarded to M.Q. TW SUB-COMM in detail asking for authority to change schedules of connecting trains on mainland.

Two ~~LCs~~ fitted with track were used, in conjunction with the ferry, to bring 299 cars from Catania and Messina to the mainland.

2. CAR REPAIR SHOPS.

At the Reggio car shops where heavy repair facilities are available during the period 30 ~~July~~ ^{July} to 2 September 107 cars of various types were repaired. At Paola where light repairs are made, for the same period 179 cars were repaired and at Villa San Giovanni where ~~leak~~ repairs are made, for the same period 129 cars were repaired.

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ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:
TO:

REF:

-2-

Recently sufficient timber was released by the military offering opportunity for the I S R purchasing agent here to purchase a considerable quantity of timber for the repair of cars. This will be delivered shortly the output of repaired cars at Reggio will be increased.

3. LOCOMOTIVE REPAIR.

During the month of August 38 locomotives were repaired at Reggio, Catanzaro and Paola. No increase in the output can be expected until sufficient material which has been ordered arrives. A back log of locomotives out of service awaiting material for repairs.

4. SHIPPING.

REGGIO Commodities discharged from ships during month.
P O L (C.I.P.) III tons. Supplies (A.C.C.) 1490 tons.
Cargoes loaded - nil

CROTONE

Discharged

Supplies (A.C.C.) 6287 tons

Cargoes loaded.

Dunnage for "ESDB" 1361 tons

Mil. timber for Ancona 1520 tons

The "Audun" arrived Crotone 12 Aug and was held awaiting loading instructions and cargo until 21 Aug.

FERRY

Messina-Reggio
Reggio-Messina

PERSONNEL

1465
539

VEHICLES

372
196

Ferry was also used for three trips to Ostia to bring over Sicilian stock. Was also used in lighter service

recently sufficient timber was released by the military affording opportunity for the I S R purchasing agent here to purchase a considerable quantity of timber for the repair of cars. This will be delivered shortly the output of repaired cars at Reggio will be increased.

3. LOCOMOTIVE REPAIR.

During the month of August 33 locomotives were repaired at Reggio, Catanzaro and Paola. No increase in the output can be expected until sufficient material which has been ordered arrives. A back log of locomotives out of service await material for repairs.

4. SHIPPING.

REGGIO Commodities discharged from ships during month.

P O L (C.I.P.) 111 tons. Supplies (A.C.C.) 1430 tons.
Cargoes loaded - nil

CROTONE

Discharged

Supplies (A.C.C.) 6237 tons

Cargoes loaded.

Damage for "ESD Bone" 1361 tons

Mil. timber for Ancona 1520 tons

The "Audun" arrived Crotone 12 Aug and was held awaiting loading instructions and cargo until 21 Aug. 1037

FERRY

Messina-Reggio

Reggio-Messina

VEHICLES

372

195

Ferry was also used for three trips to Catania to bring over Sicilian stock. Was also used in lighter service to unload two liberty ships Robert R. Randall and Russell H. Crittendon with A.C.C. supplies, drawing too much water for Messina and Reggio. Supplies were unloaded onto open wagons on the ferry moored at ships side.

./.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF:

TO:

=3=

5. GENERAL

INSPECTIONS

Maj Blair and Capt Irvine-Lynch made a general inspection of the division including Catanzaro and Cassano on the return journey we inspected the Petrace Bridge we hope it may be possible to release and supply the timber and cement as soon as possible to enable us to get on with this work.

GRAIN

The movement of grain is satisfactory and so far we have worked to schedule. ~~=====~~

TIMBER

There appears to be some difficulty in getting the timber from the forest to quayside for loading of Schooners due to shortage of petrol but use is now being made of motor vehicle and improvement is shown. Timber sec is now bidding for wagons for through movement to Catanzaro via rail.

W. F. Blair

W. F. BLAIR, MAJOR

DIV. SUPPLY, T.M. SUB-204026

246/23

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
1 Sept, 1944

Subject: Monthly Report of Activities, August 1944.
To : Director, Transportation Sub-Commission, A.C.C.
(Attention: Lt. Col. L. E. Vining.)

1. Reference your ACC/TN/47 letter of 27 July, 1944.
2. Following is report of activities during month of August, 1944:
 - (a.) 1-5 August. In office AGM Transportation, Mil. Ry Service, Rome. General transportation activities, including consideration of numbers of cars available and potential sources for additional cars.
 - (b.) 6 August. Under orders of DCMRS, departed for Reggio Calabria, Messina, and various points in Sicily for purpose of selecting cars and locomotives and arranging movement to mainland.
 - (c.) As it was impossible to obtain sufficient cars in Messina area, which was still isolated from remainder of Sicilian railway system, it was necessary to confer with I. S. Rys. officials and set up arrangements for special repair program. Shortage of lumber, nails and related materials held up work. Lumber was obtained from salvaged airplane and glider crates at Catania airport, nails and material from engineer and salvage dumps and program of some ten repaired cars per day inaugurated.
 - (d.) Contact maintained with Captain Matson, A.C.C. In S/C representative in Sicily, who arranged certain assistance for project.
 - (e.) After project had been outlined to transfer 7 locomotives, Colonel Dougherty, AGM Transportation, M.R.S. requested two additional locomotives. These

1055

were inspected in detail as to condition and moved to mainland.

- (f.) Movement of rolling stock over Messina-Reggio ferry was delayed and several conferences with interested officers and civilians were necessary to step up rate of movement.
- (g.) During course of efforts to expedite ferry movements of locomotives and cars across Straits of Messina was impressed by fact that ferry steamer "Messina", the only boat currently operable, is not in good condition. Mentioned to I.S. Ry officials and they requested assistance to have repairs to another boat advanced. Conferred with Captain, Royal Navy, in charge of Messina Naval Dockyard, who agreed to take another ferry damaged by Allied bombings in 1943, into dockyard for repairs to hull. I. S. Ry officials expressed keen appreciation of assistance afforded and stated purpose to do all possible to get boat into service before breakdown of the "Messina" leaves Sicily without ferry connection.
- (h.) While at Reggio conferred with Sezzime Lavori, I.S. Railways, regarding repairs to Gio Tauro bridge, together with Major Blair, A.C.C. Tn S/C representative. Assisted in working out plans for raising blown sections of bridge.
- (i.) Left Reggio 19th August, stopping at M.R.S. Rear Hq, Naples, for conference relative locomotives and cars moved from Sicily and arrived at Rome 21st August.
- (j.) Engaged in miscellaneous Transportation Department work, including survey of rail routes to connection with Allied Forces now in southern France and in gathering data in operating characteristics of rail lines.
- (k.) Studied car requirements for area north of present Italian battle-lines, in preparation of any sudden German retreat and considered means of supply.
- (l.) Assisted I. S. Ry officer from Reggio Division, who had come to Rome to obtain some much needed materials

from I. S. Rys, to obtain same and arranged for movement of cars to Reggio, through Major Richardson.

(m.) Took no "days off", being continually and profitably busy at all times.

C. G. BROWN
Lieut. Colonel, A.U.S.

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

1 September 44

T 37-

SUBJECT : Monthly Transportation Report. Region 3.
Period 1-31 August 44
TO : Transportation Sub-Commission H.Q. A.C.C.

Administration

Staff was reduced on 8 August to 2 Offrs and 2 OR/EM, with 2 additional OR on loan to supervise maintenance. After the meeting to constitute Southern Region great hopes were raised by an official allocation of 17 Offrs for Transportation Div. however by the 31st this was reduced to 7, and I understand further reduction is contemplated.

General

High light of the month was the publication of the Italian Freight rates. They are, in my opinion excessive and there are many mistakes such as the charge for a 1 ton vehicle which is in some cases more than that for a 2 1/4 tonner. However, as publication only took four months, things are looking up. Labour problems continue, chiefly caused by inherent dishonesty, but this will take many years to eradicate.

The future situation regarding general transportation for Southern Region should I think be mentioned here, and has been brought to the attention of the Regional Commissioner. As far as I can ascertain the only authority with power to balance road, rail and sea loads for Southern Italy is the Ministry of Communications, so that the responsibility for movement in general does not rest with A.C.C., nor even its supervision. The three separate departments Road Rail and Sea can only try and ensure the authorised and most economical operation of their own particular type of transport.

Road Section

A new manager of the Allocation Section was installed and has proved a success, and liaison between the Ufficio and Consorzio is satisfactory. Other staff at the Ufficio has undergone several upheavals. Two directors were fired for dishonesty; and the new garage manager proved too honest, caused discontent by endeavouring to stamp out bribery by military methods in a hurry, and in order to avoid a revelation has now parted company with us. The remaining director and the rest of the staff are retreating the work done. On 14 and 15 Capt Hayes, an accountant,

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- 2 -

Owing to a dispute on costs between the Postal authorities, and the Postal Transport contractor, the Prefect was advised to requisition the whole fleet. This was done and the entire service is now being operated under A.C.C. control by the Ufficio Trasporti.

Rail Section

A close watch has been kept on the unloading of civilian rail cars, and the military complaint would appear groundless. The only apparent delays are caused by lost and illegible labels, and trucks standing at wrong depots.

Tonnage for the month fell to 20.433 tons, excluding Rome potatoe figures, which are apparently secret.

Sig. Novelli who has been handling all rail work here is in my opinion quite competent to carry on under the Capo Compartimento as soon as we have confirmation that liason between ISR HQ and Army Q Movements is complete.

Sea

Throughout the whole month this has been handled by the Civilian Agency-Cogena, not altogether satisfactorily, but as prices are high and there is so much money about, I regard any quick change from normal Italian business methods to be more than can be expected.

Air

Several small shipments have been handled, banknotes to Sardinia etc - but traffic is so small that it is unimportant.

JG/td.

Copy to: Ass. Exec. Offr.
Adjutant's File.

Ben H. Gyles
J. A. N. GILES,
Major.,
Regional Tptn. Officer

1051

T.S.C.

TO : The Regional Road Master, Region V

FROM : Regional Civil Transport Division

SUBJECT : Monthly Report

DATE : 17/5/77

BY : 17/5/77

1. During the month of August details were required for the turnover of truck pool No. 1, to Regia Province. This was usually collected as of the 15th of the month and involved the following vehicles: 2 Ford Transit, 2000 cc to motor, 2nd hand trailer and 2nd hand motor. In addition distribution of vehicles on the line was made. All equipment, motor, petrol, oil and was transferred to Regia. L.H. Walker, H.M. Industrial Transport Division, who was given ten days travelling under the former L.O. Dept. Richardson, the L.O. of truck pool No. 1 was transferred to control of truck pool No. 5 which was in Regia, Aswell and Regia Province with headquarters at Aswell. L. H. Hickey, L.O. of truck pool No. 5, which was in Regia was transferred to Aswell and replaced by L. H. Hickey, who was in Regia both truck pool No. 3 and 4 pending a replacement for L. H. Hickey.

For additional trucks were received during the month, some as replacement, some new and three on shipping tickets to be received on line. Two additional trucks were inspected but probably were not found to be suitable in our pool of trucks. However, all vehicles were transferred to Regia for their own vehicles, road vehicles and given and then subject to the needs for dispatch under contract. Several vehicles are in operation.

Regia is being set in motion to activate any or more experimental truck lines to replace the railway lines that are now inactive. An object is to rehabilitate internal commerce and to provide facilities for the movement of goods and materials now present consistent business, but establishment of regular lines should provide more efficient usage for our limited fleet. It is suggested that considerable pressure be exerted to expedite the delivery of the remaining 16 trucks from the stock to ease this situation.

Concession shipping is practically at a standstill after an ambitious start. The reason for the fall lies in the fact that Regia has been unable to furnish a car and driver for a proposed 15 day trip to allow the transfer of goods to the car and driver and set up his machinery for receiving and shipping goods. Until such time as transport is made available no further effort to organize and promote this phase of our transportation problem can be expected.

Our services is rapidly being established in cooperation with the National Postal Office. Unimproved points have been devised and will be issued to approved operators thru Provincial Administrations. Rates and schedules are approved in this office before issuance of permits.

For Regional Commissioners: 1050

W. H. Hickey

BWB/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION (REAR)
Transportation Sub-Commission
APO 394
C/o Region 3.

Our reference : ACC Tn/C/24.
Date : 1 Aug '44.

TO : Transportation Sub-Commission,
HQ. A.C.C. Main, APO 394.

SUBJECT : Monthly Reports.

1. Reference your ACC Tn/47. dated 26 July '44,
following is report of Bid Traffic for the month of July '44:-

(a) BIDS FOR RAIL TRANSPORTATION.

BIDS			TONNAGE			
Received	Rejected	Accepted	Foodstuffs	Fuel & Petrol	Seeds Fertilizer	MISC.
920	324	596	32595	5860	404	4795

TOTAL :- 43654 TONS.

(b) EMERGENCY BIDS.

BIDS			TONNAGE			
Received	Rejected	Accepted	Foodstuffs	Fuel & Petrol	Seeds Fertilizer	MISC.
47	-	47	4588	120	-	314

TOTAL :- 5022 TONS.

Total (a) & (b) :- 48,676 TONS.

1009
Captain.
for D.S. ADAMS,
Colonel,
Director, Transportation Sub-Commission, ACC.

1574

HEADQUARTERS
ALLIED CONTROL HEADQUARTERS
Transportation Sub Commission
APO 394

Tel: 478704

FRAG/af

Ref: ACC.Tn/52

10 August 1944

REPORT OF SCHOONER MOVEMENTS FOR JULY

The system started in June of operating 50 ton schooners by COGENA under the supervision of this Sub Committee for A.C.C. was showing a satisfactory increase of movement. However, at a meeting of MEDBO on 18 July it was decided to cancel this arrangement and revert to a system of bids to be collected through the A.C.C. Tn. Sub. Com. at Headquarters, and submit it weekly to the Schooner Board meeting. It proved impossible to implement this system at such short notice. It was subsequently decided that a view of the whole picture was essential to proper planning, and therefore estimates must be got from the Services and A.C.C. of the amount of goods required to be carried during September, and that then a sub allotment of tonnage according to need would be made.

In the meantime schooners were allotted to COGENA of 12640 d.w. tons (including 1550 d.w. tons of under 20 tons schooners) for A.C.C. and civil requirements. Although it is specifically stated that there is objection to A.C.C. supervising the operations of COGENA, it is assumed that during August, as far as possible, the method laid down in A.C.C. Transportation Shipping Memo. No. I will continue to operate. The allotting of schooners to COGENA, not the whole class up to some certain figure of say 50 or 100 tons does, however, make the scheme difficult to operate, as COGENA agents do not know which are the schooners for which they have to get cargoes lined up, and which are the Service ones.

During the month urgently needed supplies of food and salt and oil for light plants of approximately 2000 tons have been delivered to Rome. Large salt deliveries have been made both by schooner to Castellammare from Trepani, and by coaster from Cagliari. Coasters were also arranged for delivery of 1000 tons of pit props from Cronaneto Licata, and 800 tons of sulphur from Sicily to Cagliari. Considerable deliveries have been made of boxwood to Sicily for export purposes, and 2000 tons of wheat were moved from Castellammare to Reggio and Crotone.

10'8

Various smaller moves have been made round the East and West coast of Italy and round and from Sicily, including small quantities of wine from Sicily to the East.

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108

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Total figures of deliveries made by schooner are not available. COGENA has not been able to dissect it from their information, and only a few A.C.C. Provincial Supply Officers' figures have been received.

F.R.A. Glanville

F.R.A. Glanville
Lt. Colonel, R.E.
Tn. Sub Com.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-commission
Coal Division.
APO. 394.

246/18
P.M.

Our Ref AOC/Tn/CD/55/19

To : Transportation Sub Commission.
H.Q., A.C.C.

Date 18 Aug. 44.

Subj: Monthly report.

One feature of the month has been the amount of unsolicited interest taken by numerous departments in Coal. The meaning of its hackneyed phrase "Black diamonds" is now fully appreciated tho the scarcity of the article is not apparently understood. The Coal Division though small is a very soft hearted body and it was indeed with great sorrow that it had mildly to discourage schemes for present and future developments which would have gladdened the hearts of the pre-war coal merchant.

A great deal of valuable time would be saved if applicants would adhere to the rules laid down when applying for Coal and give in the first instance the full details which practise has shown are absolutely necessary before any application can be approved and forwarded.

The month opened - and closed - with the problem of the lights of Rome and the transport of coal necessary to produce them, coupled with a keen desire of the Armies to "hand this one" also a stockpile of German coal at Gaeta on to Coal Division A.C.C. A meeting at Headquarters divided the responsibilities, leaving the chores to the Coal Division and the doubtful credit to others. Much work by Rome Region to transfer the Gaeta coal to the main line has unfortunately still not produced the necessary rail wagons to complete the transfer. The Power Stations however continued to run thanks to combined efforts of both road and rail. Once supplies and stockpiles are assured it is proposed to start feeding the Gas Works but only, let it be said, to stockpile for the future use.

A proposal to bring coal supplies to Fiumicino was examined and an inspection of the port made. The port lighters and rail are expected to be repaired, and ships and schooners from Sardinia are expected to be provided, assembled and moving early in September. A plan by the Armies to repair and allocate one berth at Civitavecchia for A.C.C. coal is expected to be completed by end of September. Its completion would relieve considerably the "chores" of para 1.

Plans for the repair of rail connections to Ribolla and Pietrafitta Lignite mines north of Rome are under way. Stocks of over 100 thousand tons of Lignite are waiting to be lifted from these mines to the Electric Stations who in return have promised a little power to be allocated to the said mines.

It will be interesting to see from which of the above North, East or West the first supplies arrive. Lignite seems a likely winner at the moment.

1047

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1047

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Numerous conferences with members of the Italian Government State Railways on the take over, discharge, handling and distribution of coal in parts of Italy and the Islands have brought the plans within view of the printers. Mid August should see the beginning of the progressive take over. The Government are actively considering prices of imported and local coal and coke; it is hoped to publish them simultaneously with the scheme.

W. H. M. J.
C. A. OXLEY.
Lieut Colonel.
Coal Division.

246/17

Stores:

Major WS Wachen (TC) in charge, with an office set up in Hq. Mil. Ry. Service, alongside Chief of Stores (Col. McFadden) of that Headquarters, for the purpose and used the function of coordinating demands for railway ^{stores} supplies by I. S. Ry in respect of operations by ISR with the military ^{operations} requiring planning for and release of materials.

ISR operations, ^{requiring planning for and release of materials} in addition to the whole of the compartments of Sicily, Sardinia and Reggio Calabria, such functions as maintenance of roadway (pavement work) in Naples Compartment, and part of Rome compartment, as well as ~~some~~ repairs to shops, ^{other railway} buildings at Naples, & Rome, ^{4th} tunnel and bridge work at numerous points.

D.I.C. is consulted by Chief of Stores, I. S. Ry. on policy and plans for the procurement of supplies (other than coal and petrol) for future railway operations. In conjunction with Chief of Stores, MRS. arranges release of controlled materials through Local Resource Board, and Engineer Supply Office, R.A.A.C.. For example, 300,000 tons for tunnel & bridge work, 30,000 tons (100,000 tons) in Sicily, 18,000 tons in Reggio Calabria, 700 tons cement for shop repair work, glass for shops, tools for shops.

~~Control~~ Confirmed work and obtained in stores matters involved in anticipated return of railways in Bari Compartment to ^{I. S. Ry} ~~control~~ operations, (over)

Developed an estimate (in dollars) ^{for Economic Section} of imports ^{of material and equipment} required for
~~Railway of~~ Italian Railways ^{October 1944 to September 1945} to ~~perform the service necessary to~~
~~meet~~

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

130

TN. SC

SUBJECT: MONTHLY REPORT

REF: REG.

TO: H.Q. ACC
TN SUB-COMM
A.P.O. 384

2 AUG 44

1. Attached are extracts from monthly report submitted by MOV & ACC, Reggio for the month of July 1944. Will you please attach them as an appendix to the report submitted by the writer for the same period and forwarded to you on 31 Jul 44.

W. E. Blair

W. E. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM



1045

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION
 PROVINCE OF REGGIO IN CALABRIA

SUBJECT:

REF: REX

TO:

EXTRACTS FROM MOV REGGIO
 REPORT FOR JULY 1944

BRIEF STATISTICSRAIL

TRAFFIC FORWARD EX

	<u>BRITISH</u>		<u>AMERICAN</u>	
	Wagons	Tons	Wagons	Tons.
REGGIO	223	3754	3	9
CROTONE	582	7527	13	100
COSENZA	==	==	394	9533
TOTAL	834	11576	1226	11435

=====

GENERAL

- (a) REGGIO. 71 empty rail tank cars and 3 diesel rail cars have moved ex Sicily via Reggio to Naples.
- (b) MESSINA. Work on the break in the line between Messina and Palermo is progressing well and it is anticipated that it will be completed by the end of August.
- (c) CROTONE. There is now a definite limit to the amount of timber coming down from the forests and some of this has had to be diverted to the port to complete ships loading.
- (d) COSENZA. Still loading well.

SHIPPINGREGGIO(e) Discharges

Commodities discharged from ships and cleared

Ry Coal	5700 Tons
ACC Supplies	1349 "
POL (CIP)	140 "

Average daily discharge 232 Tons.

1044

(b) Cargoes loaded.

Timber 1980 Tons

(c) Ferry Working.

	<u>Personnel</u>	<u>Vehicles</u>
West-East	13985	2490
East-West	864	213

CROTON

(a) Discharges

Commodities discharged from ships and cleared

ACC GRAIN 874 Tons

(b) Cargoes loaded.

Military Timber	5380 Tons
Pit-props	900 "

Transportation SC.

ALLIED CONTROL COMMISSION

9401

PROVINCE OF REGGIO IN CALABRIA

Reggio Cal.
31 July 44

SUBJECT: Progress Report

REF:

TO: H.Q. Tn Sub-Comm. A.C.C.

Month of July 1944

- 1 Rail (a) Heavy Military Movements caused scarcity of wagons. This coupled with A.C.C. Supply distribution made it impossible to allot any wagons for civilian movement except within the Division.
- (b) Equipment ex Sicily. Sixty one tank cars were brought from Catania by L.C.T. and forwarded to Naples. Three Diesel rail cars arrived by ferry and were forwarded to Naples.

- 2 Shipping "Dwight L. Moody" discharged 6222 tons coal at Reggio. 2648 tons were forwarded to outside points by rail.
- 2648*
700
- "Aida", "Arie Maria", "L. Alfredo" and "Alvarageni" discharged 700 tons wheat at Reggio.
- "Atle Jarl" sailed from Crotone 7 July 1050 tons military timber for Naples
- "Tore Jarl" ex Crotone 9th 900 tons pitprops Licata
- "Bruse Jarl" " 9th 1480 " mil timber Bari
- "Alvarageni" " Reggio 15" 161 " A.C.C. " Messina
- A.C.C. timber shipped Palermo - 345 tons
- " " " Catania - 1733 "
- " " " Siracusa - 730 "

- 3 Train Service Passenger trains running between Gioia Tauro and Battipaglia will be run daily instead of six days per week commencing 6 Aug. 44
- Workmens train between Nicastro and S. Eufemia has been authorized to carry passengers provided it does not increase rolling stock.

- 4 Car Supply The supply of wagons during the month fluctuated considerably. Military timber loading and A.C.C. supply both suffered but M.R.S. has issued instructions to have 75 wagons per day sent to Reggio Division which should improve matters. There is still an adverse balance of 150 wagons in interchange.

W. F. Blair, Major

W.F. BLAIR, Major R.C.A.
Div. Supt. Reggio Cal.

H.Q. I.R.S. NAPLES

A.P.O 400

1 August 44

SUBJECT: Monthly Report, July 1944

TO : Director, Transportation Sub-Commission A.C.C. AFO 394

FROM : Major Baister, S.L. Th. Sub-Commission attached D.C.I.R.S.

Workshop, Naples Area

1. During the month I.R.S. workshops in the Naples Area were visited from time to time and repair methods and practices studied. Every facility and help was given by officers of I.R.S.

Steam locomotive repairs are carried out at Pietrarsa and at 753 Battalion Workshop, Naples Central Yard. Electric and Diesel loco repairs are done at Rimessa Shop, Bagnoli.

Coaches and Rail Cars are repaired at Patteson Shop, Naples. Wagons are dealt with at Bufale Shop, Naples. The Pietrarsa Locomotive Shop can continue to take a limited number of Steam locos for heavy repair from Divisions of I.S.R. which have been handed over to Transportation Sub-Commission for Supervision, but present conditions do not permit of heavy wagon repair being done at Naples for the Divisions handed over to A.C.C.

2. (a) Output of repairs in Calabria

I visited the Calabrian Division I.S.R. between 14 and 22 July. The locomotive position is reasonably good but there is a shortage of rolling stock as elsewhere on the mainland and steps are being taken to increase output so far as local resources permit. This question was the subject of a separate memorandum dated 20 July 44, copy of which was forwarded to you.

(b) Staff employed in Material Traction Section, Calabria

A comparison was made between the numbers of the various grades employed in the Material and Traction Section as at June 1940 and June 1944. This disclosed an increase in effective personnel of 229, the main increases being in workshop grades and labourers. This is stated to be due to the fact that heavier repairs are being undertaken to locomotives and rolling stock than was the case before the Allied invasion. This explanation appears to be reasonable. A table is attached showing the comparison (appendix A). For the purpose of comparison employees on war service with the Italian forces have been ignored in both cases

(c) Water Softening in Calabria.

The water softening plant at Catanzaro Marina is being re-habilitated and repairs are well advanced. The plant should be in operation about 1 August.

132

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1042

(c) Water Softening in Calabria.

The water softening plant at Catanzaro Marina is being re-habilitated and repairs are well advanced. The plant should be in operation about 1 August.

Further consideration is being given by the chief of the Traction Section to the project for bringing a Supply of Softened water from the Montecatini Chemical Works at Crotone to the locomotive depot, a distance of about 1 kilometer. I suggested that it might prove practicable for engines to take water alongside Montecatini Works and so save considerable length of pipe line. Experiments are being made to decide this point.

I have pointed out to the Section chief that full advantage is not obtained from water treatment unless the engine blow-down cock is used frequently to rid the boiler of sediment, which is not done on the I.S.R. and have urged him to introduce this practice.

- 2 -

The question of water treatment in Calabria has been discussed with the water engineer of 701 Grand Division who agrees that treatment should be continued, and chemicals for the treatment of water in the tender tanks will be made available as far as supplies permit.

3. My activities are much restricted by not having at my disposal a motor vehicle, which, I suggest, is essential for the proper performance of my duties.

S. L. Baister

S. L. BAISTER Major
Transportation Sub-Commission
attached D.C.M.R.S.

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Appendix A

CALABRIAN DIVISION I.S.R.

MATERIAL AND TRACTION SECTION

Comparison between Staff employed at 30/6/40 and 30/6/44.

GRADE	NUMBER IN GRADE	
	30 - 6 - 1940	30 - 6 - 1944
Section Chief	1	1
Deputy Section Chief	1	1
Technical Inspector	3	3
Administrative Inspector	2	2
Clerks and Secretaries	62	51
Ushers	7	71
Depot Chiefs	11	5
Engineers (Drivers)	196	178
Assistant Engineers (Firemen)	306	277
Maintenance Squad Fireman	1	---
Maintenance Men	36	38
Foremen Labourers	20	19
Labourers	407	599
Mechanical Foremen & Assistants	16	13
Inspectors	6	5
Shopmen	233	288 & 46*
Total	1308	1537

* Apprentice Shopmen
Transferred from other Sections.

1010

HEADQUARTERS

REGION 3, ALLIED CONTROL COMMISSION

APO 394, U.S. Army

HEADQUARTERS

5 AUG 1944

3 August 1944

T 37-

SUBJECT: Monthly Report - Period ending 31 July 44

TO: Transportation Sub-Commission
H.Q. Allied Control Commission.Administration

Staff has been further reduced to 3 Offrs and 2 OR/EM, but this was augmented on 24th by two O.R. to supervise maintenance of W.D. Vehicles in Ufficio Trasporti.

Reasonably competent Italian personnel has now been trained to take over, when a final hand over becomes necessary.

General.

Publication of Government Freight rates, promised since May, has still not appeared, with the result that contractors can now officially reap a rich harvest, except in the Commune of Naples.

Road Section.

Centralisation of Road bidding in the Consorzio proved unsatisfactory, and was moved back to this Office.

The anticipated change in the directors of the Ufficio took place, Sig. Simeone being removed, and Sig. Mosca being nominated Administrative Director. Collection of accounts due has continued slowly, and pressure is now very strong, with reasonable results. The CIP agency have been helpful with an extended credit, which has now been reduced.

Practically all the grade III and IV trucks have been put through REME workshops, and replacement vouchers for upwards of 40 have been submitted. 20 British 3 tonners were handed over to Region 3, and utilised on northward journey to carry refugees to Frosinone area.

Temporary garage accommodation has been loaned to the Stars and Stripes to cover period of vehicle overhaul and mounting of new printing machinery.

Another drive against haulage delinquents has been begun, with the cooperation of the Questore, and a special squad ^{under the direction} of V Comm. Agresti is in charge of the investigations and prosecutions.

The immediate effect of this has been to raise the number of

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In spite of this additional fleet the Consorzio by utilising the daily petrol distributing system has kept up the required increase of load carrying and has done the work with a saving of approx 20,000 litres under the allotted quota for the month. Four vehicles were involved in fatal accidents, with a casualty list of 11 dead and 17 injured, but in all cases our drivers have been completely exonerated.

A new permanent depot of 20 vehicles has been opened at Salerno, and temporary depots at Scafati and Calvi Risorti are now available to meet heavy rail loading programmes, the vehicles being withdrawn after completion of each bulk movement.

Increased night loading, and the change from Grade II to Grade III and IV trucks has caused a heavy drain on gasoline, but this will be ameliorated on receipt of the promised supplement from

...../Region IV

- 2 -

Region IV.

A passenger bus service between Naples and Rome was inaugurated on 17th of the month, 50 each way daily, and this is being implemented.

All Rome vehicles impounded for various delinquencies have now been released, with the exception of a few private cars.

Rail

I. Total tonnage of ACC bids received for the month amounted to 28,872 tons, of the approx 4000 tons was cancelled for the week 24-30 July by the P.O.M. Bids in respect of this tonnage have been repeated.

There was during the early part of the month a glut of potatoes in the Region and a large tonnage of both ACC and Civ bids was handled.

Subsequently the situation changed and at the request of the Agricultural Section Region 3 subsequent bids for the movement of potatoes from Region 3, except the province of Salerno, were cancelled at very short notice.

2. A small number of Emergency bids were handled including the movement of accumulators for ISR bid for by the Capo Compartimento ^{Naples} ~~Rome~~ several empty olive Oil Tankers and an urgent movement of ~~from~~ Salerno to Sala Consilina.

3. A large number of Civilian Bids were handled and these amounted to a tonnage greatly in excess of what could be carried and were reduced accordingly.

4. Further complaints regarding the failure of Civilians to unload rail cars at Naples Central Yard were received from Rail Div. PBS. The complaints were brought to the notice of the Tn Sub-Commission Naples who were informed of the reasons given for the failure by the RTO and the Capo Compartimento and the Capo Compartimento was requested to investigate and expedite the unloading.

Shipping.

5. There has been and movement of empty wine casks by rail from this region during the month of July and a few owners have requested authority for movement by sea. A certificate stating that there was no objection to the one way movement has been given (in accordance with the Col. Vining's instructions) to the civilians concerned who have then been instructed to apply to CCGANA.

6. A number of ACC shipping bids have been handled to this office in conjunction with Tn Sub-Comm Naples pending a meeting with Lt. Col. Glanville to decide what Officer of Region 3 should be ~~be~~ ^{be} considered the Supply Officer for the purposes of ACC Shipping Memo No I.

R.D. Des May

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JG/ttd.

Copy to: Adjutant's File;
Ass. Exec. Offr.

J.A.N. GILLES
J.A.N. GILLES,
Major,
Regional Tptn. Officer

HEADQUARTERS
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APO 394, U.S. Army

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Temporary garage accommodation has been loaned to the Stars and Stripes to cover period of vehicle overhaul and mounting of new printing machinery. 103.

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ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
4 AUG., 1944

SUBJECT: MONTHLY REPORT OF ACTIVITIES, JULY 1944

TO: DIRECTOR, TRANSPORTATION SUB-COMMISSION, A.C.C.

1. REFERENCE YOUR ACC/TN/47 LETTER OF 26 JULY.

2. FOLLOWING IS REPORT OF ACTIVITIES:

(A.) 1 JULY: IN OFFICE A.G.M., TRANSPORTATION,
MIL. RY. SERVICE, NAPLES - GENERAL TRANSPORTATION
ACTIVITIES.

(B.) 2 JULY - 15 JULY INC. WITH 715TH RAILWAY
OPERATING BATTALION, M.R.S., INCIDENT TO ABSENCE
OF LT. COL. CRYMES, PER ORDERS OF BRIGADIER
GENERAL GRAY. ON RAILWAY BETWEEN CASERTA AND
ROME.

(C.) 16 JULY, GENERAL ACTIVITIES AT HQ, M.R.S.

(D.) 17 JULY, PER ORDER D.G.M.R.S. DEPARTED FOR
REGGIO AND SICILY, TO ARRANGE MOVEMENT OF SOME 300 FREIGHT CARS
AND 3 DIESEL RAIL CARS TO MAINLAND. TO AND INCLUDING 31 JULY
ENGAGED IN THIS WORK, WHICH INCLUDED FITTING UP TWO LOTS WITH
TRACKS TO TRANSPORT CARS CATANIA-REGGIO, AND ARRANGING DETAILS
OF MOVEMENT OF EQUIPMENT NORTHWARD. WORK CARRIED OUT PER
DIRECTION OF D.G.M.R.S.

C. G. BROWN
LIEUTENANT COLONEL, A.U.S.

246/

1ST IND
HQ, MIL RY SERV, APO 400, 4 AUGUST 1944

CGB/SS

TO: COLONEL D. S. ADAMS, DIRECTOR, TRANSPORTATION SUB-COMMISSION, A.C.C.

124/18

1. UPON REPORTING TO D.G.M.R.S., 26 JUNE 1944, WAS ASSIGNED TO ASST. GEN. MGR., TRANSPORTATION DEPARTMENT (COL. C. F. DOUGHERTY.). ENGAGED IN VARIOUS DETAILS OF TRANSPORTATION MOVEMENT AND IN LEARNING OFFICE ROUTINE, ALSO IN BECOMING FAMILIAR WITH RAILWAY YARDS IN NAPLES.

2. ON 7 JULY COL. DOUGHERTY DIRECTED ME TO CHECK SITUATION AT CASERTA, INCIDENT TO HOSPITALIZATION OF LT. COL. CRYMES, 715TH RAILWAY OPERATING BATTALION, SUBSEQUENTLY DIRECTING THAT I STAY AT CASERTA TO ASSIST IN OPERATING CASERTA-ROME LINE. THESE INSTRUCTIONS WERE SUBSEQUENTLY AMPLIFIED. LATER MOVED TO ROME, WHERE HQ OF 715 RAILWAY OPERATING BATTALION WERE LOCATED, ENGAGING IN ALL MANNER OF OPERATING WORK. ON RELEASE OF LT. COL. CRYMES FROM HOSPITAL, CONFERRED WITH HIM, THEN RETURNED TO HQ, M.R.S., WHICH HAD NOW BEEN MOVED FORWARD.

3. ON 17 JULY, COLONEL DOUGHERTY DIRECTED THAT I PROCEED TO NAPLES FOR INSTRUCTIONS RELATIVE CAR EQUIPMENT URGENTLY REQUIRED. AT NAPLES RECEIVED ORDERS (PAR. 5, S.O. 173, OFC. D.G.M.R.S. DTD. 17 JULY 44), DIRECTING THAT I PROCEED AT ONCE TO SICILY. THIS FOR PURPOSE OF OBTAINING 75 TANK CARS, 50 REFRIGERATOR CARS AND MISCELLANEOUS OTHER TYPES TO TOTAL OF 300. GENERAL GRAY ADDED PERSONAL ADVICE TO BRING ALL POSSIBLE RAIL DIESEL CARS.

4. PROCEEDED, BY GOVT M/T, WITHOUT DELAY, REACHING PALERMO 19 JULY. CONFERENCE HAD WITH LT. COL. LINDBERG, SR. REPRESENTATIVE, TN. S/C., A.C.C., EXPLAINING MISSION. REQUESTED LT. COL. LINDBERG TO ACCOMPANY TO RESIDENCE OF CAPO COMPARTIMENTO TUCCIO, I.S. RYS., PALERMO DIVN. THAT EVENING, TO EXPLAIN REQUIREMENTS AND REQUEST CARS BE ASSEMBLED, STARTING EARLY NEXT MORNING. LT. COL. LINDBERG, PLEAD PREVIOUS SOCIAL ENGAGEMENT; VISIT TO DR. TUCCIO MADE, ACCOMPANIED BY CAPT. A. J. SERIENO, 701 R.G.D., M.R.S. ARRANGEMENT FOR FREIGHT CARS EFFECTED.

5. ON 20 JULY CHATTED WITH COL. HANCOCK, REGIONAL COMMISSIONER, A.C.C., REG. 1, EXPLAINING MISSION, AND PRESSING NEED FOR TANK CARS.

6. FOLLOWED CONVERSATIONS WITH LT. COL. LINDBERG, CAPT. MATSON AND I.S. RYS. OFFICIALS AND INSPECTIONS OF DIESEL RAIL CARS, ALSO OF SOME FREIGHT CARS. ALL CONCERNED WERE IN AGREEMENT.

7. PROBLEM OF TRANSPORT OF DESIRED CARS OVER STRAITS OF MESSINA WAS VERY REAL SINCE VARIOUS PEOPLE HAD IDEAS THAT I.S. RY CAR FERRY COULD NOT BE USED FOR TRIPS TO CATANIA. CONSULTED U. S. NAVY OFFICERS AT PALERMO THEN CALLED COL. DOUGHERTY AND WORKED OUT DETAILS FOR USE OF TWO L.C.T.'S AS FERRIES, CATANIA TO REGGIO. PROCEEDED TO CATANIA, LOOKING AT CERTAIN CARS ENROUTE.

8. ON ARRIVAL OF L.C.T.'S ARRANGED FOR BUILDING OF TRACKS ON BOATS AND GOT FERRYING STARTED 24 JULY. A FEW SURPLUS TANK CARS AT MESSINA WERE ARRANGED FOR MOVEMENT TO REGGIO DIRECT.

9. VARYING STORIES AS TO FERRY-BOAT WERE CLEARED AND ONE TRIP WAS MADE ON 28 JULY, TRANSPORTING 3 DIESEL RAIL CARS, (2 FOR D.G.M.R.S. AND 1 AS OFFICE CAR FOR TN, S/C, ACC) FROM CATANIA TO REGGIO.

10. ON 30 JULY PROCEEDED WITH 3 DIESEL RAIL CARS AND ONE FREIGHT CAR, FROM REGGIO TO CAMPI FLEGREI, NAPLES, ARRIVING AT LATTER POINT LATE IN LATTER DATE. CARS TURNED OVER TO 760 RAILWAY SHOP BN., M.R.S. ON 31 JULY IN COL. DOUGHERTY'S OFFICE.

11. ON 1 AUGUST PROCEEDED BY M/T TO PRESENT HQ., M.R.S.


C. G. BROWN
LT. COLONEL., AUS

COPY, WITH COPY OF INITIAL LETTER TO
D.G.M.R.S.
COL. C.F. DOUGHERTY

ARMED CONTROL SOCIETY.

INVESTIGATION SUB COMMISSION (RAIL DIVISION)

Identify Donor's

July 1912.

10. The Director,
Transportation
Administration
Bureau.
WASH., D.C. 20590.

1. Personnel and Staff.

There have been several important sets of changes during the month. On 3rd, the M.A.C. representative from LARSEN, Capt. H. J. D. BENTON U.S. Air Force, was assigned to the M.A.C. Office. On 3rd, Captain M. J. DEAN joined M.A.C. Office from U.S. Air Force. On 27th, Captain S. HILL (US) and Captain HENRY H. M. were withdrawn from the M.A.C. Office and re-assigned to M.A.C. and M.A.C. respectively. The only change in the Civilian Personnel employed, has been the transfer with Capt. JOHN D. DEAN, of one Driver. The Civil Personnel of the M.A.C. Office now consists of 1 Interpreter (Oral and Translating), 1 Typist (English speaking), and 1 Driver.

2. Accountability.

Accommodation.

Office accommodation remains in the I.S. 9 Head Office Building, VIA MARINO CALABRIA, BARI. Telephone 14264, where two rooms are reserved for the use of this Sub Commission.

Personal accommodation for the Officers is in a requisitioned flat at 42 Via BIANCHI ALLIGHIERI (2nd floor), and Messing is with the HQ. Regiment III Mass in CORSO CANOVA.

3. Civilian Rail Traffic Control.

(a) Bidding for Tonnage.
Bids are received from the Regional and Provincial Supply Offices, and the bids are collated and discussed at a meeting each Monday morning with the Chief Supply Officer Region II, and screened for movement the following week. Any applications for movement to stations outside the Baku Division that are received from the Railways, are forwarded to Tm.ACC H.Q. Accepted bids are then made into a storied list, and distributed to all Div. 2 District, (as this office has no duplicate), and distributed to all concerned. Later in the week, on a Friday, an Emergency bid programme is similarly made out.

[illegible]

and motion.

2. Accommodation:

3. Civilian Sail Traffic Control.

Accepted bids are from
Hq. 2 District, (as this office has no duplicate set),
on a Friday, an emergency bid program is
in the week, later in the month, but a "tight rein" has to be kept
on it.

Similarly under 000.

This system is not working fully well, but a change of the Railroad. Respecting the emergency bids, and can bids received from the Railroads, these bids are being on emergency bids, and on request of the Regional Supply Officer, these bids are being latter, at the request of the Comandante del Economía first of all for forwarded by the Railroads to the Comandante del Economía to bids made to the Railroads, even when they are given new priority to bids made.

1423

[illegible]

(b) (7) The following irregularities have been noted during visits made to manufacturing yards, and stations in the Division.

- (i) Labels not dated.
 - (ii) Signatures being illegible due to use of rubber stamps or of a proper signature.
 - (iii) Labels attached in transit from wagon.
 - (iv) Labels not removed from wagon, or properly cancelled.
 - (v) Old labels not removed by station staff when wagons loaded.
- Labels not in possession of loading having been
and ready for dispatch, authority for loading by I.C.R. S&H on authority of
one of Bellairs.
C.M.Warford Smith.
loading.

those converted with the above have been notified.

3. (c) Tonnage allotment.

(2).

On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

MARI DIVISION to MAPLES.
BARI - BARRIETA.
BARI - BARI.

On these sections it has not been possible to accept any tonnage not placed through A.C.C. channels.

Owing to the Regional ban on the movement of grain between provinces, there has been a big drop in the tonnage bids from stations on the Sud Est to MARI.

The movement of grain and flour has caused an increase in the tonnage on the MARI-TO-MARI line, due to the traffic coming into SIDA DE COLIMA from the MOCUMBEA line.

Military requirements during the period 10 to 16 July 44, resulted in a "stop" on all Civil and A.C.C. traffic during this week.

3. (d) Grain Traffic.

Movement of grain from Mexico, Potencia and Bari provinces started early in the month. The total figure of tonnage accepted for rail movement during the month was 8397 tons, of which 2700 tons were for CALABRIA.

As far as this Sub Comandancia part in the arrangements was concerned, no difficulty was encountered. What complications that have arisen from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way, as the proceeds have been in A.C.C. Memorandum No. 3 were rather ignored in this respect, which resulted in some delay to the movement.

Bidding for Grain movement is now taking place in the proper way and has passed "Nine Days Wonder" stage!

3. (e) Civilian Traffic Irregularities.

Few irregularities other than those mentioned respecting the labels have come to notice during the month.

A number of labels have been returned, in cases where the consignee had not used the wagons placed for them. R.S.O's have been asked to restrict future issues of labels to the firms concerned and not to accept their bids, on account of the wasteful war effort involved.

4. (a) Railway Operating, and Maintenance of Rolling Stock.

During the month a tour of inspection of the Locomotive Depots at FORQUILA, C. BARRIO, and TUBERO, was made with ADM. (Mech) A.A.I. and the present arrangements for maintenance of locomotives, carriages, and wagon C. obtained, and their output under military control.

A full report of the matter will shortly be submitted.

(b) I.S.R. Organization

A diagram of the I.S.R. COMANDANCIA organization is attached. The supervisory staff concerned are being contacted.

to BARI.

The movement of Grain and Flour has caused an increase in the tonnage on the KARATTO-MUMBAI line, due to the traffic coming into GIATA DEL GALLI from the ROCCONVIA line.

Military requirements during the period 10 to 16 July 1944 resulted in a "stop" on all traffic and A.S.S. traffic during this week.

2. (a). Grain Traffic.

Movement of Grain from Astoria, Roseburg and other provinces started early in the month. The total figure of tonnage accepted for rail movement during the month was 3397 tons, of which 2700 tons were for CALIFORNIA.

As far as this Sub Committee part in the arrangements was concerned, no difficulty was encountered. What confusion that has arisen from the economic and supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way, as the procedure laid down in ACC. In Memorandum No. 3 were rather ignored in this respect, which resulted in some delay to the movement.

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4. (a). Railway Operation, and Maintenance of Rolling Stock.

During the month a tour of inspection of the locomotive depots at PORTLAND, S. SEVERO, and TARRANT, was made with A.D.P. (Tech) A.A.I. and the present arrangements for maintenance of locomotives, carriages, and wagon examined, and their output under Military control.

A full report of the latter will shortly be submitted.

(b). L.S.R. Organisation

A diagram of the RAIL ORGANISATION is organisation is attached at Appendix. The supervisory staff concerned are being contacted as opportunity offers, so that a full picture of the working is being obtained. It is understood that all the Carpenters are organized on the same lines.

5. Schooner Traffic.

As will be seen from the fortnightly schooner returns a certain amount of traffic has passed, but only a small amount.

In view of the excellent ports in FULMIL Province, it is felt that a lot more could and should be done to use this form of transportation, and the following reasons for its non use are put forward:

- (a) Insufficient contact and cooperation between I.S.O. and C.O.M.A.
- (b) Shortage of registered schooners in the "Pool". Too many vessels are sailing without identification numbers, names or marks, and so avoid identification and incorporation in the "Pool". Steps should be taken to make it a legal offence for vessels to be at sea without identification numbers.

(3).
5. Schooner Traffic (cont'd).

- (c) lack of information to those concerned of the names and numbers of vessels included in the "pool".
Inland Representatives, and Regional Supply Officers should be given this information, and in addition a weekly sailing programme, or advice of the sailings should be sent, so that return loads can be arranged in time, as this usually takes some days.

It is requested that the above points be considered and if possible be conceded, so that a success may be made of the scheme.

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

Transportation Sub Commission
Representative.

1022

CAPO COMPARTIMENTO
(Ing. Comm. FRANZI COSTANTINO)

Sezione Movimento
(Ing. Cav. Uff. Crestano Enrico)

Sezione Commerciale e Traffico
(Dott. Comm. Positano Silvio)
Sg. AG. - ROMA

Sezione Lavori
(Ing. Comm. Partanni Santo)

Sezione Materiale e Trazione
(Ing. Comm. De Martino Ernest)

1 Reparto Foggia
(Cav. De Fante Oreste)

2 Reparto Foggia
(Stefanini Giovanni)
(temporaneamente residente
a Rionero)

3 Reparto Brindisi
(Cav. Clementi Giuseppe)

4 Reparto Taranto
(Ing. Ferone Carlo)

5 Reparto Bari
(Ing. D'Angerio Renato)

6 Reparto Termoli
(Ing. Marsili Ercole)

1 Reparto Bari
(Cav. De Salvatore Ferruccio)

2 Reparto Foggia
(De Vito Salvatore)

3 Reparto Taranto
(De Vitis Arnaldo)

1 Gruppo Reparto Lavori Foggia
(Ing. Cav. Uff. Savoldi Pietro)

1 Reparto Termoli
(Ing. Loperto Giacomo)

2 Reparto Foggia
(Ing. Cav. Uff. Beltrani Vincenzo)

3 Reparto Cerignola
(Tucci Geom. Arturo)

4 Reparto Melfi
(Perit. Ind. Cav. Di Bitetto Luciano)

5 Reparto Spinazzola
(Padalino Geom. Saverio)

(Tutti di residenza a Foggia)

1 Reparto Foggia
(Ing. Cav. Sardella Giuseppe)

2 Reparto Taranto
(Ing. Mochi Ardilio)

3 Reparto Bari
(Ing. Ferrero Tommaso)

2 Gruppo Reparto Lavori Bari
(Ing. Cav. Uff. Zahand Emilio)

6 Reparto Potenza
(Ing. Candiloro Egidio)

7 Reparto Barletta
(Ing. D'Amato Franco)

8 Reparto Bari
(Cav. Uff. Palazzo Raffaele)

9 Reparto Taranto
(Ing. Salviozzi Alberto)

10 Reparto Brindisi
(Ing. Santolucci Francesco)

(Tutti di residenza a Bari)

11
12
13
14

CAPO COMPARTIMENTO
(Ing. Comm. FRANZI COSTANTINO)

Sezione Commerciale e Traffico
(Dott. Comm. Positano Silvio)

Sezione Lavori
(Ing. Comm. Partanni Santo)

Sezione Materiale e Trazione
(Ing. Comm. De Martino Ernesto)

Ufficio Impianti Elettrici
e di Segnalamento
(Ing. Cav. Uff. Morelli Gaetano)

1 Reparto Bari
(Cav. De Salvatore Ferruccio)

1 Reparto Foggia
(Ing. Cav. Serdella Giuseppe)

1 Reparto Foggia
(Carnosino Tommaso)

2 Reparto Foggia
(De Vito Salvatore)

2 Reparto Taranto
(Ing. Mochi Ardelio)

2 Reparto Bari
(Ing. Cav. Poli Matteo)

3 Reparto Taranto
(De Vitis Arnaldo)

3 Reparto Bari
(Ing. Ferrero Tommaso)

3 Reparto Taranto
(Ing. Romanazzi Giovanni)

1 Gruppo Reparto Lavori Foggia
(Ing. Cav. Uff. Savoldi Pietro)

2 Gruppo Reparto Lavori Bari
(Ing. Cav. Uff. Zahari Emilio)

(Tutti di residenza a Bari)

1 Reparto Termoli
(Ing. Leporeto Giacomo)

6 Reparto Potenza
(Ing. Candiloro Egidio)

2 Reparto Foggia
(Ing. Cav. Uff. Beltrami Vincenzo)

7 Reparto Barletta
(Ing. D'Amato Franco)

3 Reparto Cerignola
(Tucci Geom. Arturo)

8 Reparto Bari
(Cav. Uff. Palazzo Raffaele)

4 Reparto Melfi
(Perit. Ind. Cav. Di Bitetto Luciano)

9 Reparto Taranto
(Ing. Salviozzi Alberto)

5 Reparto Spinazzola
(Padalino Geom. Severio)

10 Reparto Brindisi
(Ing. Santolucci Francesco)

(Tutti di residenza a Foggia)

(Tutti di residenza a Bari)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394

M.T. 130/28

7 August 1944

TO: H.Q. A.C.C.
Transportation Sub-Commission.

Subject: Progress report for July 44

Attached is progress report from 6 June 44 on which
date this Office commence working up to July 31.

It is Regretted that the report is a few days late
but change of chief of Division caused the delay.

Y. Perich Capt
for

M.E. McCARTY
Captain

Regional Transportation Officer.

1020

H.J.B./P.W.

P R O G R E S S R E P O R T

ROAD TRANSPORTATION DIVISION
ROME REGION
(Now A.M.G. Reg. IV)

Chief of Division	Major W.C. Ballance
Petrol Sect.	Major Gregory
Admin	Capt. H.J. Birch
Permits for vehicles	Capt. Santini
Requisitioned vehicles	Capt. R. Caron
(Civilian Goods Transport)	Capt. Lery
(Trasporti di Roma)	
Trasporti di Roma	Dott.Eng. Tanfani

In conjunction with the

(I) Ispettorato Compartimentale della Motorizzazione e dei Trasporti.

ISSUE OF CIRCULATING PERMITS AND REQUISITION OF VEHICLES

On 6 June 44 an office was established by Lt. Cacciatore at 137 Via Tomacelli for the registration, licensing and requisition of civilian vehicles in the Comune of Rome this office started with a staff of 18 civilians.

On 7 June the office commenced operations and it was found necessary to ask for additional help Capt. Santini was sent to the section and the office carried on till 30 June when it was moved to the floor above numbered 132 Via Tomacelli.

On this date the licensing and registration of civilian vehicles was taken over by the Ispettorato Motorizzazione. By this time the civilian personnel employed totalled 40 but was reduced to 12.

During this period the office had issued 5690 Circulating permits and 375 vehicles were requisitioned. From 30 June to

1 - 2 -

31 July 44 the office dealt with 214 Requisitioned cars and issued 228 circulating permits. Total number of

temporary permits issued from 7 June to 31 July.44.....	5918
Total of vehicles requisitioned in said period.....	589
Total of vehicles released from requisition.....	37

PETROL SECTION

Work was started in this section under Mag. Gregory on 30 June 44. The first week was chiefly occupied in investigating the situation which was obscure owing to lack of records.

An allocation of P.O.L. was received for July which includes

Petrol.....	326 Tons
Diesel Oil.....	518 "

this was for Rome Region and Province combined. The inadequacy of this allocation, and the difficulties of adjustment between Region and Province, together with the fact that most divisions were putting in piecemeal applications without showing total requirements made it advisable to restrict issues to those absolutely essential until the position became clear.

A meeting was held by Col. King, Pet. Sect. AFHQ. HQ. on 12 July at which the Provincial Petroleum Officer was present and the following revised allocation agreed to.

Province	Petrol 54 Tons	Diesel Oil 190 Tons
Rome Region	" 300 "	" " 160 "

This still seemed too small for the needs of Rome, but Col. King held out no hope of an increase.

The supply to transport under contract was the chief cause of anxiety. It was being authorised from the STA garage according to daily journeys.

Orders on CIP being issued direct from the garage a check was made on 3 July which showed an issue for the day of approximately 30% of the total POL allocation for the Region.

A watch was kept on the situation as the expenditure was not controlled from this office.

By the 7 July the issues on this account had doubled and by

./.

- 3 -

the 14 July were already exceeding the total of the allocation to the Region.

A breakdown in the supplies from Naples caused further difficulties and the Region was without POL on 15th and 16th of July.

The conditions to 31 July were similar but the control was tightened. This was greatly helped by the formation of Trasporti di Roma to handle the civilian truck transport.

5/11/44.

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1027

TRANSPORTATION SUBCOMMISSION A.C.C.
LIAISON OFFICER
703 RAILWAY GRAND DIVISION

Ref TW/R/I/4

Date 5 Aug. 1944

TO DIRECTOR
TRANSPORTATION SUBCOMMISSION
ACC MAIN HEADQUARTERS

ATTENTION: L.Col. E.E. V i n i n g

Subject: Progress Report

I. Conditions of tracks.

- a) Route 50 Rome - Civitavecchia - Leghorn.
This line is now opened as far as Grosseto and repairs are in hand as far as Cecina which place it is hoped to reach by the end of August.
- b) Route 65 Rome - Orte - Arezzo.
Repairs should reach Arezzo by the 10th August.
- c) Route 87 Orte - Foligno - Fabriano - Ancona.
Repairs are completed to Foligno, but no date has yet been given for further opening.

2. Traffic.

- a) Route 90 Naples - Caserta - Rome.
This line has been carrying 4800 net tons daily and will be increased to 5300 as from the 7th August.
- b) Route 89 Naples - Formia - Rome.
This line is handling 1500 tons net daily ex Naples and 200 net tons ex Anzio.

- 3. An inspection has been made and report submitted on the industrial line from Giuncarico to the lignite mine at Ripolla. 1026


A.H. STREET Major
Liaison Officer ACC
Transportation Subcommittee

8388
Transportation Sub-Commission, A.C.C.
c/o Movements East Italy

1st August 1944

To the Director
Transportation Sub-Commission
H.Q. Allied Control Commission (Main)
A.P.O. 394

MONTHLY REPORT

The general report of the Tn. Sub-Comm. Bari Office is being sent by Capt. Jeffrey, in the absence of Capt. Hall, who left for Rome on 27 July 44.

So far as my personal report is concerned, I arrived here from Naples on the evening of Sunday, 2 July 44, and reported at the Office on the Tn. Sub-Comm. Office on the following morning.

I attended the joint Tn & Supply Officers Monday morning Conference when the traffic programme was discussed. Contact was made the same morning with DD Tn. (Col. A.C. Payne) to whom I explained the reason for my being posted to Bari. He had received no notification of my coming, but stated he would be prepared to give me any help. It would appear that he subsequently spoke to Gen. Gray, with the result that I received telephonic instructions from H.Q. Tn. Sub-Commission the following morning to make it clear that at present my presence here was unofficial, which was done.

My efforts have therefore been mainly to make myself acquainted as far as possible with the area covered by this Division. Visits have been made to Taranto, Brindisi, Molfetta, Matera, Altamura & Lecce. These visits were made by road, with the exception of that to Lecce when the journey was made by the Sud Est Diesel rail car service from Bari. (A visit to Potenza by the Diesel of the M.C.L. narrow gauge railway fixed for 27 July had to be postponed, owing to the change over (Capt. Hall's departure) on that date)

Contacts have been made with Movements Officers at District 2 (Moveit) Taranto & Brindisi, also the Provincial Commissioners and Supply Officers of Taranto, Matera, Brindisi & Lecce.

Time has also been occupied in inspecting the various yards in the Bari Area

Bari Central Yard & Loco Sheds
Bari St. Georges Yard
Bari Sud Est Yard & shops
Bari Docks & sidings
Bari Castle sidings

1025

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Bari St. Georges Yard
Bari Sud Est Yard & shops
Bari Docks & sidings
Bari Castle sidings
Brindisi Docks
Molfetta Harbour & shipyard

1025

Contacts have also been made with Ing. Vranzi (Capo Compartimento) Ing. Orestani (Capo Movimento) of the I.S.R. and Ing. Erbetino of the Sud Est Rly.

Time was also spent assisting the Office in Capt. Hall's absence attending hospital, and Capt. Jeffrey being away inspecting in the Division.

When Col. Payne received my official notification of my presence here, arrangements were made for me to spend time with his Officers, and

-2-

a start was made with the Operating Section. Capt. Hall then received instructions to proceed to H.Q. on the 24th July together with Capt. Lynch. Capt. Jeffrey being on a tour of inspection I returned to the Office to relieve Capt. Hall.

Since the departure of Capts. Hall & Lynch, Capt. Jeffrey & myself have been carrying on the normal duties of this Office.

Accommodation. At the moment I am billeting with HQ, Region 2, and thus close contact is kept with the Regional Commissioner (Col. Zellars) and his various departmental Officers. I shall however share with Capt. Jeffrey, the billet which Capt. Hall had requisitioned through the Town Major.

E. J. Dean
Capt.

1024

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Transportation
J. C.
8772

31 July 1944

SUBJECT: Monthly Report - July 1944

TO : Director, Transportation Sub-Commission, ACC

1. Reference letter of 26 July 1944 - ACC Tn/47.

2. Report for month of July as follows:

Liaison officer assigned to M.R.S. 301st Grand Division (stores).

Inspected stores Dept. Naples, Reggio, Palermo & made personal check of various items in stock.

Arranged for release of materials from Italian State Railways.

Arranged for purchases of cross ties for Sicilian Railways.

Arranged for release of material for contractors working for Italian State Railway under Supervision of M.R.S.

Arranged for transfer of materials from one Division to another where urgently needed.

Checked urgent material request of Italian State Railway.

C.M. Long
C.M. LONG,
Captain T.C.
Transportation Sub-Commission

1023

Tel.: 478701

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

CG/lr

Our reference: ACC Tn/246/6
Date : 7 August 1944

TO : Capt. R.N.B. Jeffrey, R.E.
Transportation Sub-Commission Representative
c/o Mov. East Italy CMF.

SUBJECT : Monthly Report - Bari Rail Division

1. Receipt of two copies of your monthly Report for July is acknowledged. However, Appendix "A" was omitted in both cases.
2. Will you please forward two copies of Appendix "A" please.

D.S. Adams
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm

ALLIED CONTROL COMMISSIONTRANSPORTATION SUB COMMISSION (BARI RAIL DIVISION)

July 1944.

Monthly Report

To. The Director,
Transportation Sub Commission,
ALLIED CONTROL COMMISSION,
MAIN. APO 394.

1. Personnel and Staff.

There have been several important Staff changes during the month.

On 3rd, the In.ACC Representative from TARANTO, Capt. E.M.B. JENTLEY R.E. was withdrawn, and joined the BARI Office.

On 3rd, Captain D.W. DEAN joined BARI Office from H.Q. In.ACC Office NAPLES. On 27th, Captain S. HALL (US) and Captain LEWIS-LYNCH R.E. were withdrawn from the BARI Division, and re-assigned to Rome and REGGIO respectively.

The only change in the Civilian Personnel employed, has been the transfer with Captain LEWIS-LYNCH, of one Driver. The Civil personnel of the BARI Office now consists of 1 Interpreter (oral and translating), 1 Typist (English Speaking), and 1 Driver.

2. Accommodation.

Office accommodation remains in the I.S.R. Head Office Building, Via REGGIO CALABRIA, BARI. Telephone 4264, where two rooms are reserved for the use of this Sub Commission.

Personal accommodation for the Officers is in a requisitioned flat at 12 Via DANTE ALIGHIERI (2nd floor), and Messing is with the HQ, Region II Mess in CORSO CAPOVOUR.

3. Civilian Rail Traffic Control.(a) Bidding for Tonnage.

Bids are received from the Regional and Provincial Supply Officers, and the I.S.R. and S.E.R. and are collated and discussed at a meeting each Monday morning with the Chief Supply Officer Region II, and screened for movement the following week. Any applications for movement to stations outside the BARI Division that are received from the Railways, are forwarded to In.ACC H.Q. Accepted bids are then made into a stencilled programme, printed by Movements HQ, 2 District, (as this office has no duplicator), and distributed to all concerned. Later in the week, on a Friday, an Emergency Bid programme is similarly made out.

This system is now working fairly well, but a "tight rein" has to be kept on Emergency Bids, and on bids received from the Railways. Respecting the latter, at the request of the Regional Supply Officer, these bids are being forwarded by the Railways to the Consiglio del Economia first of all for screening, after which they are given next priority to bids made to the Supply Officers, when the tonnage screening takes place.

Additional unnecessary work is still being caused by Provincial Supply officers not submitting their bids at the proper time, or doing so in a form and the latter numbered. The attention of the Regional Supply Officer

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Additional unnecessary work is still being caused by Provincial Supply officers not submitting their bids at the proper time, or in the proper forms and the latter numbered. The attention of the Regional Supply Officer has been drawn to this matter.

(b) A.C.C. Labels.

The following irregularities have been noted during visits made to marshalling yards, and stations in the Division.

- (i) Labels not dated.
- (ii) Signatures being illegible due to use of rubber stamps instead of a proper signature.
- (iii) Labels detached in transit from wagons.
- (iv) Old labels not removed from wagons or properly cancelled.
- (v) Labels not in possession of Station staff when wagons loaded and ready for dispatch, authority for loading having been signalled to Capo Stazione by I.S.R. BARI on authority of loading programme.

Those concerned with the above have been notified.

3.(c) Tonnage allotment.

(2).

On the following sections of the line, the tonnage bid for has been up to the maximum allowed:

BARI DIVISION to NAPLES.
BARI - BARIETTO.
BARIETTO - BARI

On these sections it has not been possible to accept any tonnage not placed through A.C.C. channels.

Owing to the Regional ban on the movement of Wine between Provinces, there has been a big drop in the tonnage bids from stations on the Sud Est to BARI.

The movement of Grain and Flour has caused an increase in the tonnage on the TARANTO-BARI line, due to the traffic coming into GIOLA DEL GOLLE from the ROCCHETTA line.

Military requirements during the period 10 to 16 July 44 resulted in a "stop" on all Civil and A.C.C. traffic during this week.

3.(d). Grain Traffic.

Movement of Grain from Latera, Potenza and Bari Provinces started early in the month, the total figure of tonnage accepted for rail movement during the month was 8397 tons, of which 2700 tons were for CALABRIA.

As far as this Sub Commissions part in the arrangements was concerned, no difficulty was encountered. What complications that have arisen from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way, as the procedure laid down in A.C.C. Memorandum No. 3 were rather ignored in this respect, which resulted in some delay to the movement.

Bidding for Grain movement is now taking place in the proper way and has passed "Nine Days Wonder" stage!

3.(e). Civilian Traffic Irregularities.

Few irregularities other than those mentioned respecting the Labels have come to notice during the month.

A number of labels have been returned, in cases where the consignors had not used the wagons placed for them. P.S.O's have been asked to restrict future issues of labels to the firms concerned and not to accept their bids, on account of the waste of effort involved.

4.(a). Railway Operating, and Maintenance of Rolling Stock.

During the month a tour of inspection of the Locomotive

Depots at FOGGIA, S. SEVERO, and TARANTO, was made with ADTH. (Mech) A.A.I. and the present arrangements for maintenance of Locomotives, Carriages, and Wagons examined, and their output under Military control.

A full report of the matter will shortly be submitted.

(b). I.S.R. Organisation

A diagram of the BARI COMPARTIMENTO organisation is attached at Appendix "A". The Supervisory staff concerned are being contacted to see if any opportunity offers, so that a full picture of the working is being obtained.

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The movement of Grain and Flour has caused an increase in the tonnage on the TARANTO-BARI line, due to the traffic coming into GIOIA DEL COLLE from the ROCCETTA line.

Military requirements during the period 10 to 16 July 44 resulted in a "stop" on all Civil and A.C.O. traffic during this week.

2. (a). Grain Traffic.

Movement of Grain from Matera, Potenza and Bari Provinces started early in the month, the total figure of tonnage accepted for rail movement during the month was 8397 tons, of which 2700 tons were for CALABRIA.

As far as this Sub Commissions part in the arrangements was concerned, no difficulty was encountered. What complications that have arisen from the Economic and Supply point of view, appear to have been due to the failure to assess the location and extent of the tonnage to be moved, and to make the bids for movement ahead in the normal way, as the procedure laid down in A.C.O. Memorandum No. 3 were rather ignored in this respect, which resulted in some delay to the movement.

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A number of labels have been returned, in cases where the consignors had not used the wagons placed for them. P.S.O's have been asked to restrict future issues of labels to the firms concerned and not to accept their bids, on account of the waste of war effort involved.

4. (a). Railway Operating, and Maintenance of Rolling Stock.

During the month a tour of inspection of the Locomotive Depots at FOGGIA, S. SEVERO, and TARANTO, was made with ADIN (Mech) A.A.I. and the present arrangements for maintenance of Locomotives, Carriages, and Wagons examined, and their output under Military control.

A full report of the matter will shortly be submitted.

(b). I.S.R. Organisation

A diagram of the BARI COMPARTIMENTO organisation is attached at Appendix "A". The Supervisory staff concerned are being contacted as opportunity offers, so that a full picture of the working is being obtained. It is understood that all the Compartimentos are organised on the same lines.

5. Schooner Traffic.

As will be seen from the fortnightly Schooner returns a certain amount of traffic has passed, but only a small amount.

In view of the excellent ports in PUGLIA Province, it is felt that a lot more could and should be done to use this form of transportation, and the following reasons for its non use are put forward:

- (a) Insufficient contact and cooperation between P.S.O's and C.O.G.N.A.
- (b) Shortage of registered schooners in the "Pool". Too many vessels are sailing without identification numbers, names or marks, and so avoid identification and incorporation in the "Pool". Steps should be taken to make it a legal offence for vessels to be at sea without identification numbers.

(3).

5. Schooner Traffic (contd).

- (c) Lack of information to those concerned of the names and numbers of vessels included in the "Pool".
Th.ACC Representatives, and Regional Supply Officers should be given this information, and in addition a weekly sailing programme, or advice of the sailings should be sent, so that return loads can be arranged in time, as this usually takes some days.

It is requested that the above points be considered and if possible be conceded, so that a success may be made of the scheme.

David Jeffrey
E. N. B. JEFFREY,
Captain R.E.

Transportation Sub Commission
Representative.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref : SR/OHL/3

Date: 3 May 1944.

TO : Director, Transportation Sub-Commission, ACC.

SUBJECT: Monthly Report (Sicilian Railways) April 1944.

I enclose two memoranda (in duplicate), giving a resume of activities on Sicilian Railways for the month of April 1944.

I have sent a copy to the Regional Commissioner.

For the Regional Commissioner:

O. R. Lindberg, Lt. Col.
O. R. LINDBERG, Lt. Col.,
Lt. Col., Trans. Sub-Comm., ACC,
Rep. at HQ. Reg. I.

No. 1. Copy.

RESUME OF ACTIVITIES ON SICILIAN RAILWAYSApril 1944

During the month 11080 tons of sulphur was moved to ports without difficulty. This was urgent material requested by the Ministry of Supply and was given priority movement over other goods.

Weekly passenger service for western Sicily has proved entirely inadequate so a tri-weekly schedule has been submitted to the Transportation Sub-Commission for approval.

The operation of the Messina Ferry has been handed over to the Railway for operation.

It is estimated that 10000 tons of scrap metal exists on the Railway and arrangements have been made to break this up for shipment to the United States.

April 17th the Railway was threatened with a Strike of clerical employees. The grievance was that wages were inadequate compared to the cost of Food. Conferences have been held between interested parties and a peaceful settlement is being arranged.

55890 tons of Civilian and ACC goods were shipped during the month on the Railway. We are unable to move all of the Catania orange crops offered for shipment to the Palermo Area. The Simeto bridge being out of operation makes the distance 276 Kms further than in previous years, and our allotment of coal will not permit us to move more than 12 cars per day into the Palermo Area, much of the crop is spoiling due to the exportation of oranges this year being out off.

Approximately 3000 Refugees were handled to staging areas and from Staging areas to dispersal points. Due to the lack of passenger coaches, some movements had to be made in boxcars which was unsatisfactory.

1018

S T A T E R A I L W A Y SMonthly ReportApril 1944Maintenance and Repairs

During the month of April; maintenance and repairs have progressed as favorably as possible with the materials available. The Military has the oxygen supply frozen but we have been able to get sufficient to carry on repairs and welding at the shops. There is none available at present for bridge work.

The work on the blocked lines between Palermo-Messina and Catania-Messina is in progress and Contractors are at work on all projects.

A monthly progress report is attached showing the per cent complete and approximate date of completion for bridges and tunnels on the island, also is attached a report of projects completed during the month.

On April 14th, that part of the Palermo-Messina line, between Patti and Capo D'Orlando, was opened to traffic, thereby reducing the blocked line to 40 kilometers.

Repairs to the "Ferro" tunnel at Campofranco, are progressing favourably, and if they are completed soon, it is hoped to open the line about 31 May, Roccapalumba to Agrigento and Port Empedocle. This will cut out the necessity of running via Caltanissetta and Canicattì, and will save fuel and time.

The repairs to the roof of the "Slow speed" freight house at Palermo, are progressing favorably and will be completed about the 15th of May. This freight house is used exclusively by A.C.C. for the storing and handling of flour, food and supplies.

The most important project is the work of building a bridge across the Simeto river near Simeto. We are pressing for the receipt of this timber and anticipate that it will be received shortly. This bridge will be completed in approximately 60 working days after receipt of the material at the bridge site.

STATE RAILWAYSMonthly Progress ReportBridge and Tunnels

April 30, 1944

<u>Proj.No.</u>	<u>Location</u>	<u>Description</u>	<u>% Comp.</u>	<u>Approx. Date of Comp.</u>
404	Palermo-Messina-km 100+974	Masonry Arch 10 m.	50	6/5/44
460	" "	" 105+182 Steel span 45 m.	0	7/31/44
498	" "	" 110+633 Masonry 5 span 11m.ea.	0	7/31/44
22/108	" "	" 117+645 " 7 " 11m.ea.	0	8/31/44
499	" "	" 127+344 Steel 2 " 50m.	0	7/31/44
494	" "	" 133+578 " 2 " 45m.	0	6/30/44
607	" "	" 154+992 Tunnel 1700 m.long	0	7/31/44
325	" "	" 90+483 Masonry 9 spans	50	7/15/44
580	" "	" 217.3-222.8 Tunnel 5445m.long (see note)		6/30/44
188	(Catania) "	" 272+ 3-steel span subways	85	5/26/44
433	" "	" 280+173 Masonry 2 arches 11.7m.ea.	22	5/28/44
432	" "	" 280+654 " 1 " 15m.	20	6/7/44
208/530	" "	" 283+331 Steel by 2 spans 20m.ea.	12	6/7/44
410	" "	" 289+528 Tunnel 362 m.long	5	8/30/44
412	" "	" 291+482 " 179 m. "	0	11/30/44
435	" "	" 295+719 Steel Br.3 spans 2-9+1-11-	35	5/30/44
411	" "	" 298+542 Tunnel 607m. long	0	10/31/44
436	" "	" 301+296 Steel Br.13 spans-16.5m.ea.	3	10/31/44
218	" "	" 302+387 Masonry 1 span 4 m.	40	5/30/44
Ry.	" "	" 302+450 Steel Br.1 " 12 "		6/30/44
328	" "	" 319+747 " " 2 " 19.8m.ea.	75	5/15/44
423	" "	" 313+792 Tunnel 77 m.long	38	7/17/44
422	" "	" 319+117 " 19.8 "	55	5/13/44
Ry.	" "	" 304+880 Steel Br.5 span at 19.8m	100	--
189/434	Palermo Bicocca	" 220+925 4 span steel Br.	27	see note
94/282	Fiumetorto-Caldare	" " " " " " " " " " " "	85	5/30/44
16	Trapani-Marsala	" 171+735 Steel Br. 20m.	30	5/31/44
21	Marsala-C.Vetrano	" 155+107 " " 9m.	0	6/30/44
38	" "	" 140+401 Masonry 3 spans 10 m.	46	6/8/44
20	" "	" 133+471 Steel Br. 30 m.	45	5/31/44

NOTE: -

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189/434 - This bridge will be completed within 60 days of receipt of timber from Calabria.

412 - This tunnel was completely blown up.

Projects shown as 0 % complete - These projects are all started.

1016

S T A T E R A I L W A Y SMonthly Report of Work Completed

April - 1944

<u>Project No.</u>	<u>Location</u>	<u>Description</u>
89	Aragona	Repair Lodging Palace "B"
275	San Stefano	" " house
295	Termini	Clean out and repair ditches
290	Castellammare	Repair Section houses km 66+67
293	Alcamo-Diramazione	" gutters, roofs & trenches.
451	Palermo	Fill up air shelter at Round house
609	Palermo-Trapani	Emergency repairs to Sferracavallo tunnel
128	Fiumetorto-Messina	Repair Section house at km.45+216
142	" "	" " " " " 49+583
197	Agrigento Basso	" main building
226	San Stefano	Protection for bridge piers.
234	Palermo City	Const. hand rails & grating Palazzo Comp.
305	Racalmuto & P.Emp.	Repair flood damages.
549	Palermo City	Purchase supply of water pipe.
150	Aragona C.le	Repair lodging Palace "H"
206	Trapani	" turntable
492	Castellammare	" trans former
493	Palermo C.le	" electric pump
579	Catania	Purchase material
34	Catenanuova	Repair lodgings
77	Fiumetorto-Messina	" small bridge at km 56+313
71	Catania-Messina	" station buildings Ionia-Acireale Guardia Mangano?
124	Delia	" station building
168	Catania C.le	" small barracks for station needs.
254	Termini Imerese	" station installations.
564	Palermo Lolli	" loading siding.

No. 2 Copy -

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref : SR/OHL/3

Date: 3 May 1944.

TO : Director, Transportation Sub-Commission, ACC.

SUBJECT: Monthly Report (Sicilian Railways) April 1944.

I enclose two memoranda (in duplicate), giving a
resume of activities on Sicilian Railways for the month of
April 1944.

I have sent a copy to the Regional Commissioner.

For the Regional Commissioner:

O. H. Lindberg, Lt. Col.

O. H. LINDBERG, R.E.,
Lt. Col., Trans. Sub-Comm., ACC,
Rep. at HQ. Reg. I.

1014

RESUME OF ACTIVITIES ON SICILIAN RAILWAYSApril 1944

During the month 11080 tons of sulphur was moved to ports without difficulty. This was urgent material requested by the Ministry of Supply and was given priority movement over other goods.

Weekly passenger service for western Sicily has proved entirely inadequate so a tri-weekly schedule has been submitted to the Transportation Sub-Commission for approval.

The operation of the Messina Ferry has been handed over to the Railway for operation.

It is estimated that 10000 tons of scrap metal exists on the Railway and arrangements have been made to break this up for shipment to the United States.

April 17th the Railway was threatened with a Strike of clerical employees. The grievance was that wages were inadequate compared to the cost of Food. Conferences have been held between interested parties and a peaceful settlement is being arranged.

55890 tons of Civilian and ACC goods were shipped during the month on the Railway. We are unable to move all of the Catania orange crops offered for shipment to the Palermo Area. The Simeto bridge being out of operation makes the distance 276 Kms further than previous years and our allotment of coal will not permit us to move more than 12 cars per day into the Palermo Area, much of the crop is spoiling due to the exportation of oranges this year being out off.

Approximately 3000 Refugees were handled to staging areas and from Staging areas to dispersal points. Due to the lack of passenger coaches some movements had to be made in boxcars which was unsatisfactory.

S T A T E R A I L W A Y SMonthly ReportApril 1944Maintenance and Repairs

During the month of April; maintenance and repairs have progressed as favorably as possible with the materials available. The Military has the oxygen supply frozen but we have been able to get sufficient to carry on repairs and welding at the shops. There is none available at present for bridge work.

The work on the blocked lines between Palermo-Messina and Catania-Messina is in progress and Contractors are at work on all projects.

A monthly progress report is attached showing the per cent complete and approximate date of completion for bridges and tunnels on the island, also is attached a report of projects completed during the month.

On April 14th, that part of the Palermo-Messina line, between Patti and Capo D'Orlando, was opened to traffic, thereby reducing the blocked line to 40 kilometers.

Repairs to the "Ferro" tunnel at Campofranco, are progressing favourably, and if they are completed soon, it is hoped to open the line about 31 May, Roccapalumba to Agrigento and Port Empedocle. This will cut out the necessity of running via Caltanissetta and Canicattì, and will save fuel and time.

The repairs to the roof of the "Slow speed" freight house at Palermo, are progressing favorably and will be completed about the 15th of May. This freight house is used exclusively by A.C.C. for the storing and handling of flour, food and supplies.

The most important project is the work of building a bridge across the Simeto river near Simeto. We are pressing for the receipt of this timber and anticipate that it will be received shortly. This bridge will be completed in approximately 60 working days after receipt of the material at the bridge site.

1012

STATE RAILWAYSMonthly Progress ReportBridge and Tunnels

April 30, 1944

<u>Proj.No.</u>	<u>Location</u>	<u>Description</u>	<u>% Comp.</u>	<u>Approx. Date of Comp.</u>
404	Palermo-Messina-km 100+974	Masonry Arch 10 m.	50	6/5/44
460	" "	" 105+182 Steel span 45 m.	0	7/31/44
498	" "	" 110+633 Masonry 5 span 11m.ea.	0	7/31/44
22/108	" "	" 117+045 " 7 " 11m.ea.	0	8/31/44
499	" "	" 127+344 Steel 2 " 50m.	0	7/31/44
494	" "	" 133+578 " 2 " 45m.	0	6/30/44
607	" "	" 154+992 Tunnel 1700 m.long	0	7/31/44
325	" "	" 90+483 Masonry 9 spans	50	7/15/44
580	" "	" 217.3-222.8 Tunnel 5445m.long (see note)	6/30/44	
188	(Catania) "	" 272+ 3-steel span subways	85	5/26/44
433	" "	" 280+173 Masonry 2 arches 11.7m.ea.	22	5/28/44
432	" "	" 280+654 " 1 " 15m.	20	6/7/44
208/530	" "	" 283+331 Steel by 2 spans 20m.ea.	12	6/7/44
410	" "	" 289+528 Tunnel 362 m.long	5	8/30/44
412	" "	" 291+482 " 179 m. "	0	11/30/44
435	" "	" 295+719 Steel Br.3 spans 2-9+1+11-	35	5/30/44
411	" "	" 298+542 Tunnel 607m. long	0	10/31/44
436	" "	" 301+296 Steel Br.13 spans-16.5m.ea.	3	10/31/44
418	" "	" 302+387 Masonry 1 span 4 m.	40	5/30/44
Ry.	" "	" 302+450 Steel Br.1 " 12 "		6/30/44
328	" "	" 319+747 " " 2 " 19.8m.ea.	75	5/15/44
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Ry.	" "	" 304+880 Steel Br.5 span at 19.8m	100	--
189/434	Palermo Bicocea	" 220+925 4 span steel Br.	27	see note
94/282	Fiumetorto-Caldaro	" " " " " " " " " " " "	85	5/30/44
16	Trapani-Marsala	" 171+735 Steel Br. 20m.	30	5/31/44
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STATE RAILWAYSMonthly Report of Work Completed

April - 1944

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492	Castellammare	" trans former
493	Palermo C.le	" electric pump
579	Catania	Purchase material
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71	Catania-Messina	" station buildings Ionia-Acireale
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124	Delia	" station building
168	Catania C.le	" small barracks for station needs.
254	Termini Imerese	" station installations.
564	Palermo Lolli	" loading siding.

1629

EWD/gfn

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/246/3

Date : 16 June 44

TO : Major J.A.N. Giles.
Regional Transportation Officer.
H.Q., Region III-ACC.

SUBJECT : Monthly Report - Period ending 31 May 44.

1. With further reference your report T37-8 dated 5 June '44.
2. The difficulties mentioned by you with regard to rail transportation of Italian civil traffic are appreciated. It is agreed that in order to prevent the flooding of the railways with indiscriminate civil consignments, bearing in mind that the tonnage capacity available for ACC/Civilian goods is barely sufficient to meet essential supplies, all bids from Italian consignors should be screened by the appropriate officers concerned in the Region.
3. The present system whereby our representative attached to Region 3 endeavours to have the screening effective before submitting the bids is not satisfactory in view of the amount of work and time involved.
4. The suggestion that a list of the commodities, which should not be moved without the sanction of the Region, be supplied to the Capo Compartimento would help to reduce the number of applications for transport and this should be put into effect.
5. To insist that all prospective bidders should obtain an ACC authority for movement before bidding for transport would necessitate the re-introduction of the permit system, which was abolished when the system of ACC official wagon labels was brought into operation. Further,
 - (a) The Regional officers would probably be inundated with applicants.
 - (b) Consignors in the outlying districts who may wish to send essential goods, although not sponsored by ACC, would have difficulty in contacting an ACC Supply officer. Ensuing delay would be detrimental if goods were perishable.
6. It is suggested that a representative of the Economic & Supply Division attend the weekly Transportation Meeting held at this H.Q., at 1130 hours each Saturday to screen civil bids and assess priorities.

103

W. E. Vining
L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

LEV/dp

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our Ref : ACC Tn/246/2

Date : 8 Jun 44

TO : Major J.A.N. Giles,
Regional Transportation Officer,
H.Q. Region III, A.C.C.,
APO 394 - U.S. Army.

SUBJECT : Monthly Report - period ending 31 May 44.

1. I have to thank you for a very useful and constructive report in your T 37-8 dated 5 Jun 44.
2. The suggestions you have put forward are being examined and considered.

Alvin Capps
for L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

T 37-8

5 June 44

SUBJECT: Monthly report - period ending 31 May, 1944.

TO : Transportation Sub-Commission
H.Q., Allied Control Commission.

Administration.

In consequence of the warning order issued by Brig. Lush arrangements to pass control of Tptn. to Italian Administration have been accelerated, and it is estimated that complete transfer could be effected within 14 days.

Road Section.

Authority has been obtained to transfer control and administration of requisitioned cars used by Region III personnel to H.Q. Commandt. Bids for road transport are now handled by the Consorzio Auto-

trasporti who issue work to both Ufficio Trasporti and the private owner hauliers.

In view of the anticipated withdrawal of military type vehicles arrangements were made to withhold the issue of Carte carburante from owners of vehicles above 2 ton capacity, except when working for ACC carrying, and this has resulted in producing additional civil fleet capacity of 233 tons per day. Unfortunately the condition of these vehicles makes long trips hazardous, but they are quite suitable for short hauls in the vicinity of Naples, and have temporarily replaced the loss of 47 vehicles (6x6) transferred to AMG 5th Army, and 33 vehicles transferred to ACC Region IV.

The civilian transport situation will be improved by the issue of the new Freight Rates applicable to the whole of Southern Italy.

A copy of the Royal Decree is in the hands of the Legal Div. and promulgation is expected in the near future.

A new general manager and a technical director have been appointed to the U.T. della Campania and seem satisfactory.

Supervisory staff at the firm have been reduced from 7 to 2, owing to the continual withdrawal of personnel.

Considerable difficulty is being experienced in finding top grade mechanics owing to the wage level, and application has been made for readjustment.

H.Q., Allied Control Commission.

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Considerable difficulty is being experienced in finding top grade mechanics owing to the wage level, and application has been made for re-adjustment.

Rail Section.

1. With effect from 22 May 1944 the new system of bidding for ACC and Civilian Rail traffic came into force and ACC wagon labels were brought into use.

2. The system appears to be working smoothly and though some ACC and Civilian traffic not bearing the labels has been permitted to travel by the Military Railway Operatives, it appears that as the system becomes thoroughly understood a very great reduction in unauthorised civilian traffic is being made.

3. The difficulties that are arising are only minor ones and are (a) That the bids for rail transport made by Civilians

...../(being

(being made in the first instance to the station master at the proposed despatching railway station who passes them to the Capo Compartimento Naples who passes them to this office) reach this Office unscreened.

It is therefore necessary for Officers concerned with each particular commodity in the Economic and Supply Division to be asked whether the traffic should be permitted to move, which results in the necessity for a large number of telephone calls having to be made on the arrival of the bids at this office. It is proposed, in order to avoid this, to obtain a list of commodities which should not be moved without the sanction of the Economic and Supply Division from that Division and give a copy of it to the Capo Compartimento who will then be able to omit from his bids those commodities which should not be moved without the prior sanction of the Economic and Supply Division. (The Capo Compartimento will also be able to instruct the Civilian concerned that they must get an ACC Authority for the movement before bidding for transport). A further check will also be made by this Office to ensure that no bids for the transport of such commodities is made.

(b) The lapse of time which must elapse between the time a Civilian makes his bid to the Station Master concerned and the granting of the permission for the transport. This lapse can never under the new system be less than about 10 days but in view of the fact that all essential supplies are moved by ACC such delay does not appear to be of any importance as regards the country as a whole. In any event at the present time very little civilian traffic can move by rail owing to the shortage of rail waggons etc.

Tonnage moved by rail during the past month are :-

May 1944

Commodity	From	TO	Tons
Hemp	Prattameggione	Sarno	280
Hemp	Sarno	Naples	224
Matches	Naples	Salerno	1
Matches	Naples	Avellino	1
Salt	Castellammare	Naples	120
Soya Beans	Maddaloni	Naples	100
Olive Husks	Eboli	Castellammare	100
Phosphate	Ilva	Portici	210
Pasta	Caserta	Naples	300
Sulphur	Benevento	Portici	340
Sulphur	Benevento	Naples	100
Cement	Castelfranco	Benevento	200
Flour	Naples	Avellino	2400
Sundries	Naples	Avellino	1183

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Matches	Naples	Avellino	1
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Soya Beans	Maddaloni	Naples	100
Olive Husks	Eboli	Castellammare	100
Phosphate	Ilva	Portici	210
Pasta	Caserta	Naples	300
Sulphur	Benevento	Portici	340
Sulphur	Benevento	Naples	100
Cement	Castelfranco	Benevento	200
Flour	Naples	Avellino	2400
Sundries	Naples	Avellino	1183
Sundries	Naples	Mantoro	84
Flour	Naples	Mantoro	84
Sundries	Naples	Salerno	1191
Flour	Naples	Benevento	1100
Sundries	Naples	Benevento	895
Sundries	Naples	S. Maria	439
Bran	Maddaloni	Avellino	60
Flour	Castellammare	Various	1800
Wheat	Castellammare	Various	3000
Charcoal Wood	Lagonegro	Naples	740
Charcoal Wood	Sapri	Naples	220
Threshing Machine	Scafati	Foggia	24
		Authorizations	351
			14947

A. P. Deshpande

J.A.W. GILES, Major,
Regional Transportation Officer.

IG/td to:- Adj. File.
Copy to:- Asst. Exec. Offr.

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