

ACC

AC246/TN 4*

10000/148/2333

MONTHLY
DEC-1944-JAN

10000/148/2333

MONTHLY REPORTS FROM OFFICERS IN
DEC 1944-JAN 1945 FIELD-BARI

Transportation Sub-Comm(Rails)
 Allied Commission
 c/o Movements East Italy
 Ref : AG/Tn/HD/G/4/34
 Date ; 16 Jan. 45

TO : The Director ✓
 Transportation Sub-Comm(Rail Section)
 c/o Transportation Increment
 C.M.F.

SUBJECT : Monthly Report for December 1944
 Bari (Rail) Division

1. General
 Civil Traffic Movement during the month has been normal, i.e. Shortage of closed wagons has restricted movement. Little movement of wine. Applications for movement far in excess of wagon availability.
2. Staff
 Major BAISTER Rolling Stock Maintenance and Stores Section recalled to ROME.
 Capt. HALL Movements Section recalled to ROME, but admitted to 26 (U.S.) General Hospital with acute Sciatica in Right Thigh. Office reorganised under Major JEFFREY to combine the two Sections with assistance of Captain WOODCOCK.
 Major JAMES attached to MOV. FOGGIA for supervision Grain and Salt loadings.
 Captain SAVIGNON attached MOV. BRINDISI for supervision Civil loading and movement.

3. Civil Freight Traffic Statistics

(a) Grain	
Wagons requested	1139
Wagons placed	804
Wagons loaded	704
(b) Salt	
Wagons requested	1907
Wagons placed	434
Wagons loaded	275

(c) ~~Sansa~~ ~~Wagons accepted movement.~~

4. Loading irregularities and supervision of AC Traffic
 (a) The following extracts from MOVEIT Reports for November and December are included for information
 November " A watch was instituted during the month on the movement of A.C. traffic and an Officer and transport was detailed to act in the dual role of Inspector and Liaison Officer. This Officer reports back to HQ approx once per week and spends the remainder of this time travelling in the Area and contacting AC and

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November "A watch was instituted during the month on the movement of A.C. traffic and an Officer and transport was detailed to act in the dual role of Inspector and Liaison Officer. This Officer reports back to HQ approx once per week and spends the remainder of this time travelling in the Area and contacting AC and Railway Officials. Spot checks on station records have been taken and it is interesting to record that not one case of irregular hoarding of rolling stock was observed; in addition no evidence came to light that traffic, other than that duly authorised, had been loaded."

December "AC traffic throughout the Area supervised by a S/Capt Rail who was fully mobile. It is satisfactory to record that, although almost every section of line in this Area was covered, no serious breaches on the part of ISR Station Masters came to light."

(b) Copies of reports from Major JAMES and Captain SAVIG:CN respecting supervision of AC movement in FOGGIA and BRINDISI Areas appended.

5. Railway Construction and P. way Maintenance

Copy of D.A.D.T.M. 4 December Report appended for information ALL lines, Broad and Narrow Gauge in the Compartimento are open for traffic.

6. Civil Railway Personnel

(a) NO unrest has occurred during the month.

(b) (Note report of Captain SAVIG:CN)

Enrico Giffey

MAJOR R.E.
AC Tr Sub-Comm Repr.

1180

APPENDL. 'A'

ALLIED COMMISSION
FOGGIA ZONE

Ref : RT/1

TO : Tn Repr. Bari Division
c/o HQ ISR 23 Via R. Calabria - Bari

FROM : Tn Repr. Attd A.C. FOGGIA Zone

1. I visited Ortona on the 4th of Jan. 45 and saw the arrival of the 1313 train.
2. The rail stores are now being unloaded and dumped in the open.
3. On this occasion AC trucks immediately started to unload some trucks, and work proceeded slowly on account of the totally inadequate number of trucks available.
4. As AC have warehouse space in Ortona, the best method of ensuring the quick turn of rail wagons would be that a good size section of the truck pool now based at Pescara, should be based at the railhead, and should be of sufficient size to ensure that wagons could be cleared the day of arrival. Adequate labor to be made available by AC to ensure immediate unloading.
5. Margherita di Savoia A conference has been arranged between the Supply Officer, Foggia Zone, the Director of the Salt Works, and the Port Commandant and myself for Monday, 8th Jan., when I am sure that a new arrangement that I have already discussed with the supply Officer will be put into operation, and will solve the difficulties.

Move

Signed by
Major H.B. JAMES
Tn Repr. AC Foggia Zone 11/9

SUBJECT : Weekly Report

TO : Transportation Sub-Comm
Bari

Tn Sub-Comm
Brindisi
Ref : WR/6
8 Jan. 45

Period 1 - 7 Jan. 45

Wine Train arrived at BRINDISI from LECCE at 16.46 hrs the 7/1/45 and departed at 03.30 hrs the 8/1/45. This was due to Engine trouble and the fact that the Train Staff needed some rest before departure. There was a delay of nearly two hours at LECCE. Considerable delay in unloading wagons by the C.A.P. occurs here, owing to shortage of personnel and transport, specially when supplies are being sent to the C.A.P. warehouses from the Docks. At present there are 4 - 3 Ton Lorries in working order at the disposal of the C.A.P. instead of 5. The Transport Officer has the matter in hand.

The new system of sending Labels direct to the Capo Stazione for distribution to Consignors is working satisfactorily.

All Labels examined have been in order.

During my journey down from BARI with the Train Staff, there seemed to be a general dissatisfaction concerning the low rate of pay and pensions taking into consideration the high rate of living prevailing at the present moment. No mention was however made of a General Strike, but from their conversation I gathered that a meeting is taking place in the near future to discuss these problems.

Signed by
Captain P. SAVIGNON
Tn Sub-Comm Repr.
AC

SUBJECT : Tn4 BARI COMPARTIMENTO - MONTHLY REPORT DECEMBER 1944

DADTn4
HQ ISR, BARI
Tel : 11479
RD4/1452/

7 Jan. 45

TO : DDtn (Construction)
Tn Increment, CAF

1. Maintenance Track Maintenance continued to be carried out by the civilian railway staff.
2. Accidents and Mishaps One loco and tender with two wagons ran away when approaching Incoronata Bridge. It was not on the through line and was diverted from the actual bridge by the track having been slewed out. No damage resulted to the bridge.
3. There has been a considerable improvement in the speed and efficiency of works since I lodged my complaint with Eng. FRANZI about his Sezione Lavori.

4. Works in progress

Job No	Name of Work	% Completed
86/119	Foggia Subway Reconstruction	45%
302/8	Foggia - Potenza Line - Bridge No. 1	92%
302/9	" " " No. 2	95%
86/120	Biferno Pumping Station	94%
86/126	Incoronata Bridge	55%
86/128	Foggia Spring Shop	30%
86/129	Bari Parco Sud - Siding to Old "D" Dump	15%
	Bari Docks - Track repairs at Berth 1.	90%
	Foggia - Reconstruction of Level Crossing (Check railing completed)	filling not yet started
	Poggionsini - Repairs to Water Supply	80%

5. Works completed

Brindisi Docks - Lifting and packing of track on berths 7 & 8.
Bari Docks - Erection of Water Column.
Brindisi Loco - Erection of Water Column.

6. On instructions from Tn Inc, DADTn4 proceeded to METAPONTO to carry out a reconnaissance of a washout on line on line 95 between TURSI and NOVA SIRI in the Calabria Compartimento. DADTn4 left BARI on night of 13.12.44 and returned on morning of 15.12.44 and despatched report on washout to Tn Inc and AFHQ.
7. DADTn4 returned to METAPONTO, leaving Bari night at 20.12.44 and arriving METAPONTO 0030hrs 21.12.44, to take over duties of Resident Engineer.
8. Recce party of Italian pioneers arrived 24 Dec. 44 with two Indian driven three-tonners and 152 Italian Pioneer Coy arrived by road 26.12.44. 144 Italian Pioneer Coy arrived 27.12.44.
9. Two Bulldozers arrived on 28.12.44 but were unable to start work

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4. Works in progress
- | Job No | Name of Work | % Completed |
|--------|--|-------------------------|
| 86/119 | Foggia Subway Reconstruction | 45% |
| 302/8 | Foggia - Potenza Line - Bridge No. 1 | 92% |
| 302/9 | " " " No. 2 | 95% |
| 86/120 | Biferno Pumping Station | 94% |
| 86/126 | Incoronata Bridge | 55% |
| 86/128 | Foggia Spring Shop | 30% |
| 86/129 | Bari Parco Sud - Siding to OM "D" Dump | 15% |
| | Bari Docks - Track repairs at Berth 1. | 90% |
| | Foggia - Reconstruction of Level Crossing
(Check railing completed) | Filling not yet started |
| | Poggiorsini - Repairs to Water Supply | 80% |
5. Works completed
- Brindisi Docks - Lifting and packing of track on berths 7 & 8.
- Bari Docks - Erection of Water Column.
- Brindisi Loco - Erection of Water Column.
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9. Two Bulldozers arrived on 28.12.44 but were unable to start work until 30.12.44 due to heavy rain.
10. After some troubles, the contractor was persuaded to keep his labour working over the New Year holidays.
11. Out of the total time from DADTn taking over to the end of 1944, eleven days, five days were wet. On the other six days there was a cold but good drying wind blowing.
12. Some difficulty was experienced in getting the works trains operating efficiently from either end of the washout but these difficulties are gradually being cleared. There is no doubt that the best procedure would have been to bring an ISR Traffic men on to the site at the beginning and make him wholly responsible for operating the works train. This has now been down.

MAJOR R.E. - DADTn4
(A. HEATH)

1. TRAFFIC

FOLLOWING TONNAGES BID FOR ALSO WHAT ACTUALLY MOVED

	<u>BID</u>	<u>MOVED</u>
MILITARY	32,720	16,360
A.C.	16,270	2,170
CIVIL	50,480	1,800

See appendix "C"

The low tonnage moved was due to scarcity of wagons. The civilian movement consisted of wine in tank cars and charcoal and furniture within the Division. The wagon situation during the month was the worst since invasion days. Not sufficient empty wagons were returned from the northern Divisions to fill the military loading programme. Grain distribution suffered resulting in complaints from all quarters. Prefects are imploring for an allotment of wagons for charcoal movement. It has been impossible to balance the interchange with Sicily. Severe criticism is falling upon this Office as a result and it is the subject of a separate report to HQ. TN SUB-COMM.

8. SHIPPING.

A. During the month of December 1944, 3964 tons of bagged wheat and 5000 tons of coal were discharged from ships in the Port of Reggio. The wheat was lightered from ship to quay and loaded into covered wagons for distribution in the Province of Reggio. Due to shortage of rolling stock the coal (consigned to I.S.R.) was discharged onto the quay. Five hundred and thirty tons of trunks and roughhewn timber were exported during the month.

B. Particulars of traffic moving in and out of the Port of Reggio are as follows:

(I) "BEAUSJOURS" arrived 1 Dec 44 - cargo 7322 tons bagged wheat, discharged 1522 tons, departed 7 Dec 44 - cargo 5800.

(II) "PORT ROULLE" arrived 1 Dec 44 - cargo 5000 tons coal, discharged 5000 tons, departed 16 Dec 44 - cargo nil.

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- (111) "LE TRAIT" arrived 20 Dec 44 - cargo nil, loaded 530 tons trunks and rough hewn timber, departed 1 Jan. 45.
- (1V) "SIDNEY WRIGHT" arrived 22 Dec 44 - cargo 8662 tons bagged wheat, discharged 2442 tons, departed 30 Dec 44 cargo 6220 tons bagged wheat.

signed: W.F. BLAIR, MAJOR
DIV. SUPT. PN SUB-COMM.

SUBJECT : November Monthly Report

TO : The Director

Transportation Sub-Comm. (Rail Section)
Allied Commission

*C/o Transportation Increment
C.M.F.*

*In Sub-Comm. Rail
Allied Commission
C/o Mr. East India
Ref : AC/TH/3D/IV/
Date : 18 Dec. 44.*

Reference AC/246/TH dated 13 Dec. 44.

1. It is confirmed that wagon supply for A.C. and civilian traffic in DARI Division during the month of NOVEMBER was not good and the following extracts from MOVEMENT Report for November 1944 bear out this assertion.

"The ISR in BARI Compartments continued to achieve efficient operation and it would seem that the limiting factor on the tonnage which can be moved is wagon supply. Offloading at stations and depots in the area remained generally very satisfactory and there were few instances where wagons were held under load for excessive periods."

"Demands for Box wagons were far in excess of Supply and all services suffered most particularly S & T Forage and AGG Grain in the FOGGIA Area."

"The fullest use of open unsheathed wagons for short hauls has been made, but this is not satisfactory during winter weather."

2. It has never been possible for the Provision of wagons for civil traffic to be based on actual requirements.

Military demands have first priority and A.C. and civil traffic get what wagons are left.

The only action that can be taken is to insist as far as possible that such wagons as are available are allotted to A.C. and Civil traffic on a priority basis respecting the loads to be carried.

3. Wagons supplied but not loaded were Grain loading, which consignors are somewhat reluctant to do in any case, and the usual excuse is difficulties in road haulage, and refusal to load in open wagons.

Instructions to and

4. Copies of reports from Officers placed at TABANCO and BRINDISI were forwarded herewith. Lack of transport severely handicaps the activities of these officers, as there is no home transport available.

Ernest J. ...

MAJOR R.E.
AC, TH, Sub-Comm. Rail

1176

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"Demands for Dec wagons were far in excess of Supply and all services suffered most particularly S & 7 Storage and AOD Grain in the FOCHIA Area."

"The fullest use of open unheated wagons for short hauls has been made, but this is not satisfactory during winter weather."

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Instructions to end

4. Copies of reports from Officers placed at TARAHO and BRINDISI were forwarded herewith. Lack of Transport severely handicaps the activities of these officers, as there is no zone transport available.

Ernest S. Kelly

MAJOR R.E.
AC. TH. Sub-Comm. Repor

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WREJ/ST

SECRET

PROGRESS REPORT PERIOD 25 NOV. TO 1 DEC. 1944

Transportation Sub-Commission TAPANTO (Rail Div) Allied Commission

Nov: 25

On authority of Transportation Sub-Commission Bari Rail Division AC letter 45/24/51/11, 24 Nov. I proceeded from Bari to TAPANTO where I contacted Capt. W.J. Sampson acting for Zone Commissioner during the temporary absence of the latter. This officer provided me with a bill of lading and a receipt. I then reported to Major Raygreen DAQMS Movement TAPANTO to whom I inquired my urgent need of the use of a car to enable me to visit outlying sidings to check up on wagons bearing AC labels, he informed me that it was practically impossible to obtain cars, as requisitioning has been out of force some time, he however promised to do his best. Later in the day I contacted Lt. Col. W. Turner Colon Zone Commissioner who received me with his usual courtesy. In the course of conversation he confirmed the great difficulty of obtaining transport but said that he would have enquiries made and that there might, in the near future, be a possibility of obtaining the use of a car to enable me to carry out my duties.

Nov: 26

I contacted Capt. Fothergill and Capt. Carter the two Railway Transport Officers at Taranto Main Station. They gave me every assistance explaining the lay out of the siding and the shunting system in service in the yards. They informed me that as far as the British Military angle was concerned that they obtained a reasonable supply of wagons considering the general shortage in southern Italy. They also referred to AC wagon labels and were of the opinion that a black market existed for these and that they were manipulated at some of the smaller stations. They put forward a suggestion that it would be of considerable assistance if AC labels were typed in black letters and stamped with a coded AC stamp bearing an Officer's initials with his name and rank typed below, as the Italian hand written labels, at present in use, were often difficult to decipher especially after the ink had run owing to dampness. I was informed that the on and off loading of wagons bearing AC labels was completed in reasonable time, the consignees being in most instances to clear their contents as quickly as possible, in most cases by horse transport.

Nov: 27

I again inspected the sidings and stock at Taranto to be fully conversant with conditions prevailing and noted all labels in use. I discovered at 40 ton, long bogie truck, bearing a much defaced and illegible AC labels, this truck was loaded with 15 telegraph poles consigned to the local Electric Light Company whom I at once contacted and had the truck off loaded. For the rest of the day I was confined to Taranto owing to lack of transport.

Nov: 28

I visited the Italian Naval Arsenal at Taranto and noted a considerable number of wagons on the sidings several of which I turned the impression, could have been easily spared for the urgent purpose of transporting grain and flour under AC labels for the civilian population.

Nov: 29

I visited BXT Station and sidings on the suggestion of 1172

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that particular type of grain. In certain instances grain had to pass through a washing process before milling and only a few mills in the zone had the facilities for washing grain.

Nov: 30

Acting on information received I spent the whole day searching for a car but I regret to state without any very tangible results although some of the clues held out possibilities of success.

Dec: 1

I called on Lt. Col. W. Turner Coles who informed me that he thought I had a reasonably sound chance of obtaining a car shortly as one should have been returned by an officer who had recently left the zone. I proceeded to make arrangements for servicing and garage accommodation for this car. I then called on the R.T.O. at TALAMON main station who informed me that the wine train from Taranto to Naples did not run as a separate unit but that six wagons were attached to the night goods train. I also noted that four wagons were being loaded with W & V for Italian Military Rome. Lack of transport has been the reason of my inability to visit the smaller rail sidings and stations in the zone which require inspecting for sleekness in on and off loading and incorrect labels etc.

I have received copies of the rail loading programmes to date, it may be of interest to know that there is a delay in the receipt of mail from Rome Naples and Bari.

R. J. WOODCOCK, Capt.

16th Dec. 1944

RJW/sb

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Tel. Sub-Comm. Report.
Brindisi
Ref BR/1
4 Dec. 44

SUBJECT : Weekly Report

TO : Major Jeffrey
Th. Sub-Comm.
Bari

Period 27th Nov - 2 Dec. 44

27 Nov.

Visited Nov. 26. Th. HQ and contacted D.A. 3. M.C. Port Commandant & Staff Captains Rail and Shipping, also R.T.C. & Capo Stazione. I am in constant touch with Consorzio Agrario, which is handling A.C. supplies at this end, they own five large warehouses here.

The following area is being covered here

- 1) From Brindisi to Fasano
- 2) " " " Mottola
- 3) " " " Mottola

S/Captain Rail & R.T.C. complained that the loading Programmes are sometimes very badly printed and impossible to read. They wanted to know if I covered Lecce as there seems to be a fair traffic there.

28 Nov.

1 x 10 Ton Truck containing Vegetables unloaded here.

29 Nov.

S/S Port Hall arrived with A.C. supplies 7296 Tons distribution as per attached list.

30 Nov.

S/S Bangkok arrived with 2638 Tons of Sugar for A.C. Distribution 600 Tons to San Vito, 400 Tons to Mesagne, 600 Tons to Francavilla, and 1038 Tons to C. Agrario warehouses here.

1 Dec. 44

Arrival of 14 x 15 Tons. Trucks from Lecce with supplies for S/S Arisa expected here in a few days time, also 12 x 15 Tons Trucks with supplies from Bari for S/S Arisa.

2 Dec 44

1 x 15 Ton Truck containing Vegetables from Brindisi unloaded here.
2 x 16 Ton Trucks with supplies from Lecce unloaded here. I induced Consorzio Agrario (Consager) in the weekly loading Programme) to unload them without further delay, as they had arrived here on the 24 Nov. Shortage of transport was their excuse.

3 Dec 44

1 x 11 Ton Truck with wine arrived from Salice.
2 x 11 Ton Trucks with Vegetables arrived from Ostuni.
Up to 17.00 hrs 2392 Tons of Grain ex Port. Hall have been cleared and 42 Tons of Sugar ex S/S Bangkok.

Period 27th Nov - 3 Dec 44

27 Nov.

Visited Nov. 2. In AM and contacted D.A.P.M.C. Port Commandant & Staff Captain Rail and Shipwin, also R.T.C. & Capo Stazione. I am in constant touch with Concesario Agrario, which is handling A.C. supplies at this end, they own five large warehouses here.

The following area is being covered here

- 1) From Brindisi to Fasano
- 2) " " " Francavilla
- 3) " " " Lupatoto

S/Captain Rail & R.T.C. complained that the Loading Programmes are sometimes very badly printed and impossible to read. They wanted to know if I covered Lecce as there seems to be a fair traffic there.

28 Nov.

1 x 10 Ton Truck containing Vegetables unloaded here.

29 Nov.

S/S Port Hall arrived with A.C. supplies 7390 Tons distribution as per attached list.

30 Nov.

S/S Bangkok arrived with 2638 Tons of Sugar for A.C. Distribution 600 Tons to San Vito, 400 Tons to Mésagne, 600 Tons to Francavilla, and 1038 Tons to C. Agrario warehouses here. . .

1 Dec. 44

Arrival of 14 x 15 Tons. Trucks from Lecce with supplies for S/S Arsia expected here in a few days time, also 12 x 15 Tons Trucks with supplies from Bari for S/S Arsia.

2 Dec 44

1 x 15 Ton Truck containing Vegetables from Barietta unloaded here.
2 x 10 Ton Trucks with supplies from Lecce unloaded here. I induced Concesario Agrario (Consager in the weekly Loading Programme) to unload them without further delay, as they had arrived here on the 24 Nov. Shortage of transport was their excuse.

3 Dec 44

1 x 11 Ton Truck with wine arrived from Salice.
2 x 11 Ton Trucks with Vegetables arrived from Ortona
Up to 17.00 hrs 2392 Tons of Grain ex Port Hall have been cleared and 42 Tons of Sugar ex S/S Bangkok.

Remarks

Trucks with supplies for S/S Arsia which arrived here on the 1 Dec. had Military Government labels and not A.C. 900 Tons of Wine shortly expected here by rail for shipment. Total shipment is 1500 Tons, 600 Tons already in warehouses here.

CAPT. P. SAVIGNI
As the Sub-Comd. Port.
Brindisi

M. Sub-Commission
Bridges
Ref: R/2
11 Dec. 44

SUBJECT: Weekly Report
TO: Major Jeffrey
M. Sub-Comm
Bari

Period 4 Dec. - 10 Dec. 1944

4 Dec. 44	1 - 14 Ton.	Truck arrived from S. S. S. S.	Wine
	1 - 12 "	" " " "	" "
	1 - 12 "	" " " "	" "
	1 - 10 "	" " " "	Sulphur
	8 - 18 "	dispatched to Corigliano	Grain
	1 - 18 "	" " " "	" "
	3 - 18 "	" " " "	" "
	3 - 18 "	" " " "	" "
5 Dec. 44	2 - 14 Ton.	Truck arrived from Galatina	Wine
	5 - 11 "	" " " "	" "
	5 - 14 "	" " " "	" "
	1 - 14 "	" " " "	" "
	2 - 13 "	dispatched to Alessano	Grain
	1 - 18 "	" " " "	" "
	2 - 18 "	" " " "	" "
	1 - 18 "	" " " "	" "
6 Dec. 44	12 - 14 Ton.	Truck arrived from Matino	Wine
	2 - 11 "	" " " "	" "
	1 - 10 "	" " " "	Vegetables
	3 - 18 "	dispatched to Alessano	Grain
	2 - 18 "	" " " "	" "
7 Dec. 44	6 - 18 Ton.	Truck dispatched to Corigliano	Grain
	17 - 18 "	" " " "	" "
8 Dec. 44	1 - 12 "	" arrived from Novoli	Wine
	2 - 16 "	" dispatched to Aradeo	Grain
9 Dec. 44	Was informed by Mov. & Th. that 2000 Tons of Flour were to be sent to Gallipoli, Lecce, Parabita and Taranto from 23 B.S.D. Restinco.		
	About 12 Trucks would be loaded everyday - starting as from the 10th.		

10 Dec. 44 1141 Tons of Grain still to be discharged ex Ft. Hall
155 " " Sugar " " " " Bangkok
Remarks I understand from D.A.C.M.S. that it has been impossible to ship the wine, and that the 39 trucks at present under

Period 4 Dec. - 10 Dec. 1944

Date	Quantity	Unit	Origin	Destination	Remarks
4 Dec. 44	1 - 14	Ton.	Truck arrived from Squinzano	W.	Wine
	1 - 12	"	"	"	"
	1 - 12	"	"	Salice	"
	1 - 10	"	"	Modugno	Sulphur
	3 - 18	"	dispatched to Corigliano	"	Grain
	1 - 18	"	"	Maglie	"
	3 - 18	"	"	Aradeo	"
	3 - 18	"	"	Alessano	"
5 Dec. 44	2 - 14	Ton.	Truck arrived from Galatone	W.	Wine
	5 - 14	"	"	Novoli	"
	5 - 14	"	"	Casano	"
	1 - 14	"	"	Viggianno	"
	2 - 18	"	dispatched to Alessano	"	Grain
	1 - 18	"	"	Aradeo	"
	2 - 18	"	"	Casano	"
	1 - 18	"	"	S. Pancrazio	"
6 Dec. 44	12 - 14	Ton.	Truck arrived from Matino	W.	Wine
	2 - 14	"	"	Novoli	"
	1 - 10	"	"	Barletta	Vegetables
	3 - 16	"	dispatched to Alessano	"	Grain
	2 - 18	"	"	Aradeo	"
7 Dec. 44	6 - 18	Ton.	Truck dispatched to Corigliano	"	Grain
	17 - 18	"	"	Maglie	"
8 Dec. 44	1 - 12	"	arrived from Novoli	"	Wine
	2 - 18	"	dispatched to Aradeo	"	Grain
9 Dec. 44	Was informed by Nov. & Tn. that 2000 Tons of Flour were to be sent to Gallipoli, Lecce, Parabita and Taranto from 28 A.S.D. Restinco.				
	About 12 Trucks would be loaded everyday - starting as from the 10th.				
10 Dec. 44	144.1	Tons of Grain	still to be discharged at Ft. Hall		
	155	"	"	"	"
	155	"	"	"	"
Remarks	I understand from D.A.Q.M.G. that it has been impossible to ship the wine, and that the 59 trucks at present under load would be reconsigned to Rome via Benevento.				

CAPT. P. SAVIGNI
AC. Tn. Sub-Com. Repr.
Brindisi

170

SUBJECT : Movement of Civil Traffic by Rail

TO : Capt; SAVIGNON
RAOC

Transportation Sub-Com
Bari Rail Division
Allied Commission
Date : 24 Nov. 44
Ref : AC/Pa/BD/II/

- (1) You will proceed to BRINDISI at the earliest opportunity and will take up the work of this Sub-Commission, reporting to Town Major who will arrange accommodation.
- (2) You will contact A.G.M.G. (rev) BRINDISI and his Staff.
- (3) Your duties will be as follows :
- (a) Supervision of A.C. and Civil Rail Movement in BRINDISI Movements District.
 - (b) Inspection of Civilian wagon loading and loaded wagons in transit to ensure that these are in accordance with the A.C. Loading Programme and that the AOC wagon labels are in order.
 - (c) In conjunction with MOV Rail Traffic Office R.T.O. and Capi Stazione ensure the placing of empty wagons for authorised A.C. and Civil loading, in the following order of priority Grain and Flour, Foodstuff, Sausa, Fuel, other commodities (incl. wine).
 - (4) You will render a weekly report to the office on the above duties, to include any irregularities or difficulties encountered.

MAJOR R.E.

COPY TO : The Director Transportation Sub-Comm. Allied Comm.
Zone Commissioner BARI Zone

1169 "

- (1) You will proceed to BRINDISI at the earliest opportunity and will take up the work of this Sub-Commission, reporting to Town Major who will arrange accommodation.
- (2) You will contact A.G.G. (ov) BRINDISI and his staff.
- (3) Your duties will be as follows:
 - (a) Supervision of A.C. and Civil Rail Movement in BRINDISI Movements District.
 - (b) Inspection of Civilian wagon loading and loaded wagons in transit to ensure that these are in accordance with the A.C. Loading Programme and that the ACC wagon Labels are in order.
 - (c) In conjunction with MOV Rail Traffic Office R.T.O. and Capi Stazioni ensure the placing of empty wagons for authorised A.C. and Civil loading, in the following order of priority Grain and Flour, Foodstuff, Samsa, Fuel, other commodities (incl. wine).
- (4) You will render a weekly report to this office on the above duties, to include any irregularities or difficulties encountered.

MAJOR R.E.

COPY TO : The Director Transportation Sub-Comm. Allied Comm.
Zone Commissioner BARI Zone
AGMG Movements (Rail) BRINDISI
1169 "

ENBJ/BT

SUBJECT : Movement of Civil Traffic by Rail

TO : Capt. R.J. WOODCOCK I.C.

Transportation Sub-Comm
 Rail Division
 Allied Commission
 Date : 24 Nov. 44
 Ref : AC/TA/BD/II/

(1) You will proceed at the earliest opportunity to TARANTO and will take up the work of this sub-commission, reporting on arrival to Zone Commissioner, Allied Commission, who will arrange accommodation and possibly transport.

(2) You will contact A.C. G.G. (Nov) TARANTO and his staff.

(3) Your duties will be as follows :

(a) Supervision of A.C. and Civilian rail movement in TARANTO Movements District.

(b) Inspection of civilian wagon loading and loaded wagons in transit to ensure that these are in accordance with the A.C. Loading Programme and that the A.C. wagon labels are in order.

(c) In conjunction with Movements Rail Traffic Office R.N.O.'s and Civil Station ensure the placing of empty wagons for authorised A.C. and Civil loading, in the following order of priority, Grain, Flour, Foodstuff, Lenses, Fuel, other commodities (incl. wine)

(4) You will render a weekly report to this office on the above duties; to include any irregularities or difficulties encountered.

Erin Jeffery
 MAJOR R.N.O.

1747
Allied Commission
Date : 24 Nov. 44
Ref : AG/TM/RS/IL/

(1) You will proceed at the earliest opportunity to TANAWO and will take up the work of this sub-commission, reporting on arrival to Zone Commissioner, Allied Commission, who will arrange accommodation and possibly transport.

(2) You will contact A.C.C. (AG) TANAWO and his staff.

(3) Your duties will be as follows :

(a) Supervision of A.C.C. and Civilian rail movement in TANAWO Movement District.

(b) Inspection of civilian wagon loading and loaded wagons in transit to ensure that these are in accordance with the A.C.C. loading programme and that the A.C.C. wagon labels are in order.

(c) In conjunction with Movements Rail Traffic Office R.M.C. and Civil Stations ensure the placing of empty wagons for authorised A.C.C. and Civil loading, in the following order of priority, Grain, Flour, Feedstuff, Kansa, Fuel, other commodities (incl. Wine)

(4) You will render a weekly report to this office on the above duties; to include any irregularities or difficulties encountered.

Ernst
Major R.M.C.

COPY TO :

The Director Transportation Sub Comm. Allied Com.
Zone Commissioner TANAWO
A.C.C. Movements (Rail) TANAWO

RMGJ/PT

1748

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION (RAIL)
BARI DIVISION

TO : The Director ✓
Transportation Sub-Com
Allied Commission

Ref: AC/TI/ED/IV/
Date: 7 Dec. 44

MONTHLY REPORT OF NOVEMBER 1944

I. General

All lines in BARI Compartimento both Standard and Narrow Gauge are open for traffic.

East coast traffic to ANCONA Compartimento is open for AC and Civil Movement to Crtona.

Shortage of wagons has been a constant feature of the month and a large number of bids accepted within the tonnage allotment have not moved on this account.

2. Traffic Movement

(a) Grain

Due to shortage of wagons grain loading results have been very poor, only 52% of the wagons requested being supplied, and a further 6% of those not being loaded.

Figures for the month as follows:

<u>Wagons Requested</u>	<u>1171</u>	<u>Wagons Supplied</u>	<u>609</u>
		<u>Wagons loaded</u>	<u>533</u>

(b) Salt Traffic

As for Grain Traffic, movement of Salt has suffered by the wagon shortage.

<u>Wagons Requested</u>	<u>Wagons Supplied</u>	<u>Wagons Loaded</u>
	<u>279</u>	<u>220</u>

TO : The Director ✓
Transportation Sub-Comm
Allied Commission

Ref: AC/TN/EP/IV/
Date: 7 Dec. 44

MONTHLY REPORT OF NOVEMBER 1944

I. General

All lines in BARI Compartimento both Standard and Narrow Gauge are open for traffic.

East coast traffic to ANCONA Compartimento is open for AC and Civil Movement to Ortona.

Shortage of wagons has been a constant feature of the month and a large number of bids accepted within the tonnage allotment have not moved on this account.

2. Traffic Movement

(a) Grain

Due to shortage of wagons grain loading results have been very poor, only 52% of the wagons requested being supplied, and a further 6% of those not being loaded.

Figures for the month as follows:

<u>Wagons Requested</u>	1171,	<u>Wagons Supplied</u>	609
		<u>Wagons loaded</u>	533

(b) Salt Traffic

As for Grain Traffic, movement of Salt has suffered by the wagon shortage.

<u>Wagons Requested</u>	<u>Wagons Supplied</u>	<u>Wagons Loaded</u>
543	279	220

(c) Wine Traffic

Movement of wine was hampered by the return of Tank wagons to private ownership, the effect being that consignors with ACC Labels has no Tanks and people with Tanks had no ACC Labels.

1187

This caused the new weekly wine train to be cancelled in its first week.

No Statistics are available for the tennage actually loaded but bids were accepted for 5880 tons. including I680 to Naples, and I570 to Ortona.

(d) "Sansa" and Olive Oil

An increasing tennage of "Sansa" (Total 2500 tons) has been accepted for movement, and an increased amount of Olive Oil, of the latter 403 tons have been moved by rail to destinations outside BARI Compartimento. This is a very small figure considering the large quantity waiting to be transported, but all bids were accepted.

It is interesting to note that when the BARI - NAPLES Passenger train was searched for contraband during the month on one occasion 10 tons of Olive Oil were discovered secreted on the person of travellers and in their baggage !

E. N. B. Jeffrey
E. N. B. JEFFREY.
MAJOR R.E.

COPY TO :

AC HQ. Southern Region
AC Bari Zone
AC Taranto Zone
MOVEIT

ENEJ/BT

1166

4
12/9/78

AC/TH Regt.
c/o New York Italy
Ref : 42/TH/Am/IT/
Date : 14th Dec. 78

SUBJECT : CIVILIAN REPORT

TO : HQ II. Sub-Com.

The month of November was a very difficult one in so far as carrying civilian traffic was concerned. This was caused primarily by the shortage of box wagons and large military tankers for the week.

The grain traffic has been held up somewhat on this account and also the shortage of covers for the high side wagons. The salt traffic from Margherita Id Sevoia has been held up to a great extent by the same cause.

The wine traffic situation although starting off fairly well the 1st part of November with the authorizing of a 20 tank car wine train from Lecce to Naples fell off to practically nil at the end of the month account of no wine bids being accepted by Rags Rome from this area. This condition still exists at this date causing cancellation of wine train on November 6th account 10 tankers loaded or authorized.

The weekly loading program is as from Monday to Monday and the starting time of Wednesday for the wine train does not give sufficient loading time, the shippers only having Monday and Tuesday to get their tankers loaded for this train.

This office is recommending that the starting time of this train be Saturday or Sunday. This to connect all the weeks loading to ensure that loaded tankers are available each week for this train and to keep these loadings within the prescribed dates on the program and tables.

The Olive Oil traffic is now starting and bids are being sent to Rome Hqs and it is hoped by this office that we can get the necessary authorization to move all of this Olive Oil, soon as possible.

The divisional tonnage at present is very much taken up by the movement of Olive Tanks that have to be moved to the different factories to be pressed for the Olive Oil.

Sc. Hall

CAPT. R.C.

the month of November was a very difficult one in so far as carrying division traffic was concerned. This was caused primarily by the shortage of box cars and very military intentions for the same.

The grain traffic has been held up somewhat on this account and also the shortage of cars for the high side segment.

The salt traffic from the Rio Grande has been held up to a great extent by the same cause.

The wine traffic situation although starting off fairly well the 1st part of November with the authorization of a 20 tank car wine train from Lince to Naples fell off to practically nil at the end of the month account of no wine bids being accepted to the Rio Grande. This condition still exists at this time. The wine traffic from the Rio Grande has been held up to a great extent by the same cause.

The wine traffic from the Rio Grande has been held up to a great extent by the same cause.

The weekly loading program is in the delay to Monday and the starting time of loading for the wine train does not give sufficient loading time, the ship only having Monday and Tuesday to get their tanks loaded for this train.

This office is recommending that the starting time of this train be Saturday or Sunday. This is because all the weeks loading to ensure that loaded tanks are available each week for this train and to keep these loadings within the prescribed dates or the program and tables.

The Olive Oil traffic is now starting and bids are being sent to Rome Hags and is in hopes by this office that we can get the necessary authorization to move all of this Olive Oil, soon as possible.

The divisional tonnage at present is very much taken up by the movement of Olive Tanks that have to be moved to the different factories to be pressed for the Olive Oil.

Sc. Hall

CAPE 2.2.5.
In Room 1165
Burl

EE/HE

Memorandum:

Mr. Taylor

The wine train was delayed the first week owing to ISR mistakenly handing back all wine tenders to private owners, who stood out for high penalties. This matter has been put right for the future, and the wine train duty ran for the last three weeks of November.

As soon as attention was drawn to the difficulties in loading (the original loading date was as requested by ISR), MRS were asked to change round date of running, i.e. the full train from Lecce on Sunday, the empties from Naples on Wednesday.

This was agreed by MRS and notification sent all concerned yesterday.

A. Lindberg, Lt. Col.

12 Dec 44

Noted 13 Dec 44

1143

owing to ISR mistakenly handing back all some tenders to private owners, who stood out for high rentals. This matter has been put right for the future, and the same train duty ran for the last three weeks of November.

As soon as attention was drawn to the difficulties in loading (the original loading date was as requested by ISR), MRS were asked to change round date of running, i.e. the full train from Leam on Sunday, the empties from Napier on Wednesday.

This was agreed by MRS and confirmation sent all concerned yesterday.

A. Lindberg. L. Col.

12. Dec 44

Noted 13 Dec 44

11.3

Taylor

TRANSPORTATION SUB-COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

ACP/ic

Tel : 843207

Our Reference : AC/246/Tn

13 December 44.

TO: Major S.M.B. JEFFREY,
c/o Mon.E. Italy C.M.F.

SUBJECT : November Monthly report.

Reference is to your November Monthly report.

1. It is noted that shortage of wagons is emphasized as a reason for lack of movement of authorized traffic.
2. At the Transportation meeting held at the end of November, all concerned stated that the wagon supply was considerably improved, and perhaps you will explain if this was the case.
3. It has been suggested that provision of wagons is not dealt with on a basis of actual requirements in the Bari division. That is to say, a number of freight cars are sent to Bari division, Military demands are met, and AC is then allotted the balance. If this is true, please say what steps have been taken to rectify the position.
4. It is noted that of the wagons supplied, 70 were not loaded. Please elaborate on this point, as it will be most difficult to argue about shortage of wagons if they are not loaded when supplied full details of failure to load, and if AC or Civil are required.
5. You have been asked to report on the activities of the temporary officers sent you for the specific purpose of "spotting" freight cars to ensure movement is fulfilled. Please include your reply to that point in reply to this communication.

O.H. LINDBERG 110
Lt. Col. R.E.,
Chief Rail Section.

1756

Transportation Sub-Comm
Bari Rail Division
Allied Commission
Date : 25 Nov. 44
Ref : AC/Tn/BD/IV/183

SUBJECT : Report

TO : The Director
Transportation Sub-Comm
Allied Commission

Reference AC Tn/246 dated 14 Nov. 44 respecting
the October Report of HQ Southern Region.

1. As it is understood that the technical side of Rail Transportation is undertaken by ~~the~~ Specialist Staff of the Transportation Sub-Commission, it is not surprising that to the layman the movement of Rail Traffic is wrapped up in mystery, although it would be thought that ACC Tn Memorandum No. 3 which fully describes the procedure concerned was sufficiently explanatory to give the necessary enlightenment.

2. In the FOGGIA Area the Supply Officer regularly submit bids for movement in the proper way to this office, but has had to be reminded of the proper procedure respecting reassignment of wagons by your AC Tn/219/21 dated 8 Nov. 44. Apart from this to say that he is doing the work of this Sub-Commission shows an abysmal ignorance of the true facts.

3. Respecting this Division, the work is being done as you are aware, by this Sub-Commission and the I.S.R. The Consiglio Provinciale dell'Eccelesia merely submit bids or partly take this place of the withdrawn Provincial Supply Officers.

In Calabria a similar procedure takes place as a recent visit when on leave to AC Tn.Repr. Reggio proved.

4. "The best part of 4000 tons of wine carried to Taranto in covered Cars" apparently refers to the emergency move of wine for loading S.S. "Carleton" when it was imperative to get the wine loaded in the short time allowed. A number of covered cars were certainly necessarily used due to shortage of open wagons but it is exaggerating the facts to say that the majority were not of the latter type.

5. Viewing the report as a whole one is struck by its general vagueness and as previously stated, it does not appear to be written by a fully familiar with

413

1757
Reference AC Tm/246 dated 14 Nov. 44 respecting
the October Report of HQ Southern Region.

1. As it is understood that the technical side of Rail Transportation is undertaken by the Specialist Staff of the Transportation Sub-Commission, it is not surprising that to the layman the movement of Rail Traffic is wrapped up in mystery, although it would be thought that ACC Tm Memorandum No. 3 which fully describes the procedure concerned was sufficiently explanatory to give the necessary enlightenment.

2. In the FOGGIA Area the Supply Officer regularly submits bids for movement in the proper way to this office, but has had to be reminded of the proper procedure respecting reassignment of wagons by your AC Tm/219/21 dated 8 Nov. 44. Apart from this to say that he is doing the work of this Sub-Commission shows an abysmal ignorance of the true facts.

3. Respecting this Division, the work is being done as you are aware, by this Sub-Commission and the I.S.F. The Consiglio Provinciale dell'Agroconoma merely submit bids or partly take this place of the withdrawn Provincial Supply Officers.

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5. Viewing the report as a whole one is struck by its general vagueness and as previously stated, it does not appear to be written by a fully familiar with Railway working and all the facts. It is not considered that any serious view can be taken of it.

Ernest Jeffrey

MAJOR R.E.

ENEJ/BT

1758

1758