

ACC 10000/148/1

AMOUNT 5079 CS
10001 YOU

BUS . BUS SERVICE
Sept. - Oct 1943

FOIA	DATE	REF	FROM / TO	SUBJECT
1-3	1 Sept.		To Col. Saity from Capt. M. Island. Slide Bus Service	
4-5	1 Sept.	N625	From Pinheiro Della. Comuncagione Bus Service	
6	1 Sept.		From Col. Saity To Capt. M. - - - - - in Bus Service	
7-8	2 Sept.	5079	To SCAO S. 7 Provisions	
9	2 Sept.	5079	To SCAO Palermo	
10	3 Sept.	5079	To SCAO - <u>ATT Capt. Levitt</u>	
11-12	2 Sept.	5079	To SCAO	
13	4 Sept.	5079	To Col. Saity from Capt. Mone	
14	26 Aug.	5079	From SCAO Caltanissetta } To 10009	
15	7 Sept.	6079	To Col. Saity	
16	9 "	5079	To SCAO Caltanissetta	
17	8 Sept.	CA 12	From SCAO Catania	
18	30 Aug.	5079/CS	From Soc. A. Induchia Ant. Lm } From 5009	
19	16 Sept.	5079	Capt. M. M. M. } Sept 14	
20-21	16 Sept.	5079	From Capt. M. M. M. } Copy on 5009/CS 710008	
22-24	18 Sept.	5079	" Società An. Industriale Autobus	
25-26	14 "	Aut 961	" Società An. Ind. Autobus	
27-29	24 "	10001	To Dott. S. L. Ind. Ind. } Ind. Ind. } Trav. S. P. Palermo	
30	24 "	10001	Bus T. Ind. } Bus T. Ind. } Tab. -	
31	18 "	10001	From Dott. Salvatore Restivo	
32	20 "	10001	" " " "	
33	25 "	10001	" " " "	
34	25 "	10001	" Col. P. S. L. L. L.	
35	23 "	AR/02	" SCAO Ragusa	
36	5 Oct.	10001	To SCAO Palermo	
37-46	9 "	10001	To 10th Salvatore P. L. L.	
47	9 "	10001	" SCAO Palermo	
50	2 "	10001	From Capt. Kennedy	
51	9 "	10001	" " " "	
52-53	10 "	10001	To SCAO Catania	
54-55	8 "	CA 12	" " " "	
56	10 "	10001	To SCAO S.	
57-58	11 "	10001	To SCAO Ragusa	

Ref No	Date	Account No	Description	Amount
20-21	16 Sept	5079	From Capt Jennings (Capt Jennings)	10000
22-24	18 Sept	5079	Securities for Industrial Automobile	10000
25-26	14	5079	Securities for Industrial Automobile	10000
27-29	24	10001	To Det. Salvo Bus Ferry Table -	10000
30	24	10001	From Det. Salvatore Restivo	10000
31	18	10001	"	10000
32	20	10001	"	10000
33	25	10001	"	10000
34	25	10001	Ret Pelletti	10000
35	23	10001	SEAO Ragusa	10000
36	5 Oct	10001	To SEAO Palermo	10000
37-46	9	10001	To 1st Salvatore Polei	10000
49	9	10001	To SEAO Palermo	10000
50	2	10001	From Capt Kennedy	10000
51	9	10001	To "	10000
52-53	10	10001	To SEAO Catania	10000
54-55	8	10001	To SEAO Catania	10000
56	10	10001	To SEAO Catania	10000
57-58	11	10001	To SEAO Catania	10000
59	11	10001	To SEAO Catania	10000
60-61	12	10001	To SEAO Catania	10000
62-66	12	10001	To SEAO Catania	10000
67	12	10001	To SEAO Catania	10000
68-69	17	10001	To SEAO Catania	10000
70-72	14	10001	To SEAO Catania	10000
73-74	16	10001	To SEAO Catania	10000
75	19	10001	To SEAO Catania	10000
76-80	11	10001	To SEAO Catania	10000
81	10	10001	To SEAO Catania	10000
82	20	10001	To SEAO Catania	10000
83-87	18	10001	To SEAO Catania	10000
88	25	10001	To SEAO Catania	10000
89	25	10001	To SEAO Catania	10000

85

Abandoned Bus - 11 pairs
 Cost of Bus

ALLIED MILITARY GOVERNMENT
Palermo Province

CP/STL/nr

Law

20 October 1943

720/43
10001
86

SUBJECT: Use of Motorvehicle

TO : Lt. Col. L. B. Denmore, AMDOT Headquarters

THRU : Chief Staff Officer

see 36

1. In reference to your letter AMDOT/10001/TCU, 5 Oct. 1943, Capt. J. F. Davies, Civil Affairs Officer of Corleone writes that the vehicle in question, an autobus rebuilt by the Comune, is customarily used for the transport of grain; that it is one of the few he has to perform that work and to serve the Provincial Consorzio.

2. On the day in question, it had been sent in to transport refugees who had homes and work in Palermo but who were living on relief in Corleone, there being no other transportation available between Corleone and Palermo.

3. In view of these circumstances, I feel that the truck in question is being used to good advantage.

Charles Polletti
CHARLES POLLETTI
Lt. Colonel
Senior Civil Affairs Officer

2/10/43
Wtd CRm.

84

85

Salvaged Bus at Cefalù
and Barcellona.

AMCCT/10001/
TCU

TO: S.G.A.C. - Palermo

20 Oct. 3

1. Reference is made to your memorandum dated 18 Oct. 4) in which you request C.A.O. at Barcellona to be instructed to return a certain captured enemy bus to C.A.O., Cefalù.
2. In the near future a plan will be put into operation for the consolidation of all bus services in the island.
3. For that reason it does not seem advisable for us to delve into the question of right of possession now, as that will be determined by the plan referred to when it is put into operation.

CRM/AS
e RYM

CR

(DB)

CHARLES W. STOFFORD
Colonel, G.S.C.
Chief Staff Officer

83

701
File

ALLIED MILITARY GOVERNMENT
Palermo Province

CP/ep

18 October 1943

1000/84
KAW

MEMORANDUM:

TO : Chief Staff Officer - AMGOT HEADQUARTERS

1. On October 2, 1943, Major Foster, CAO at Cefalu granted permission to salvage an abandoned bus and repair it for service. The individual spent thousands of lire and found all the spare parts himself to repair this bus. When it was repaired Major Dring, CAO at Barcellona stepped in and took the bus away.

2. In view of the fact that we were just preventing further loss of material by repairing the bus, the individual supplied his own parts and paid all expenses and since Barcellona had allowed the bus to lie abandoned it is desired that Major Dring be instructed to return this bus for service under Major Foster at Cefalu.

HEADQUARTERS
700
20 OCT 1943
AMGOT

Charles Poletti
CHARLES POLETTI
Lt. Colonel
Senior Civil Affairs Officer

- ENCL - 3
- 1. Permission to Salvage.
 - 2. Receipt for bus.
 - 3. Note, Major Dring.

*Order
with [unclear]*

Strongly we need all the
parts we can find in
this district for repair
of our own transport of
which we are greatly in
need.

James Wagon
C/O. Powell
Provinc. Affairs

6 bot 1943

DRING

81

AMGOT

(Allied Military Government of Occupied Territories)

OFFICE OF CIVIL AFFAIRS

CEPALD

83
S. P. [unclear]

October 2, 1943

In Spina, Pietro, as a representative of the comune of Gratteri, has permission to salvage and take to Gratteri an abandoned Italian or German army bus, to be repaired and used by the comune.

Donald C. Foster
DONALD C. FOSTER,
Major CWP CAS

80

questo atubus vogliono
pendente i carni niri dopo
che io spai circa lire venti
mila per metterlo in abiti
e inga e per farlo ai suoi amici
Stiffia Peter

Quando il comuno a sua
disposizione di L. amazione
alla un autobus e per un suo
impegno un amob. formula

113

A. Deput. Campbell moste effigione
Civik e transport in Cassione
Soborno

Il sottovento ha spisa visto per
lorafino demeritato a Grathen (Lobum)

Dupremo che in Dato 10. Luglio 1941

edemifurto hant bus di forza 8990.47
che festa scoglio Grathen l'assori stg.

Minimato con una macchina
autoguida e materialata di un pteu

prutor prii scoglio.

Postato prutor h'era l'interpente
ad Cammistanio Cistole di Cepale abbe

e intersezione un premetto in Dato

2. Ottobre 1943 di potere mettere in effigione

L'and bus abbonamento Mithunio Gemma

per il Dato scoglio un loro potere per fine

a J. Suro Datto (spettim) esse o h'olati abbando

un auch ambekute 38. Ho. sp'olati Di gemme

Cambrio anspate ed altro l'olanti o una sp'ata

di poche h' h'olanti. Ca mulla prante per postomela

Supplero che in data 10 giugno 1943

esibivasi a me il Sig. Di. Forza 8290 RA.
che aveva ricevuto l'ordine di arresto.

Un momento con una macchina
autografata e mandata di non poter
prestar più servizio.

Posto presso la mia abitazione
ad Camerino città di Cepali ebbe

è intenzioni non presentate in data

2. ottobre 1943 di potere essere in ufficio
l'and bust abbandonati N. 1000. 1000000

per il detto servizio in loro potere per
a J. Suro Letti (questo) del 10 ottobre addizionale
in arch. imbucate 38. 10. 1943. 1000000 Di. Forza

Cambio impieghi ed altro lavoro o una volta
di poche lire biglietti da mille presentate per portarle

i. c. P. Di. J. Forza 8290 RA. 1000000
ad un altro indirizzo Di. Forza 8290 RA. 1000000
Supplero J. J. Di. Forza 8290 RA. 1000000
La Letti Forza 8290 RA. 1000000

*Can Oppenheimer
da Offisa Pietro
Palermo 15/10/1743*

13

8

25/10/43
Noted CRM

1004/704
R



Director of Immigration Service.

Director of Immigration,
Communications and Facilities,
Flight B.S.,
Palermo.

1. Reference No. 10001/1001 dated 10.10.43 received here on 15.10.43.
2. In view of the nature of the complaint and the importance of maintaining the Bus Service for the use of persons on official business, I took steps to ensure sufficient control when the bus next arrived at Palermo. This it did via Bagusa at 5.30 a.m. on 19.10.43. On examination of the passengers, I found that passes had been issued, but not endorsed to permit travel on the bus.

Person to whom issued.

- Debbeno Carlo
Palermo.
To visit Catania on business, and return.
- Assaro Giorgia
Palermo.
A member of Quersura returning from leave at Medina.
- Cuzzullo Michele
Palermo.
A prison warder returning from leave at Victoria with wife and child.
- Alfano Costas.
Bagusa.
Proceeding to Palermo to take up residence.
- Leoni Umberto.
Palermo.
Proceeding to and from Catania re business.
- Incessora Biagio.
Palermo.
A child rejoining his family at Medina.
- Ciudice Vincenzo.
Palermo.
A prison warder returning from leave to Palermo.
- Motta Concetta.
Palermo.
Traveling to Bato with her husband returning home.
- Leali Sante.
Palermo.

Place leaving.

Debbono Carlo
 To visit Catania on Perfume business, and return.
 Amato Giorgio
 A number of spectators returning from leave at Messina.
 Damascio Michele
 A prison warder returning from leave at Aitteria with wife and child.
 Alfonso Costano.
 Proceeding to Palermo to take up residence.
 Lenzi Umberto.
 Proceeding to and from Catania re perfume business.
 Invernosa Biagio.
 A child rejoining his family at Comiso.
 Giudice Vinonista.
 A prison warder returning from leave to Palermo.
 Natto Concetta.
 Travelling to Me to with her husband returning home.
 Leali Sante.
 Returning home at ?
 La Motta Giovanni.
 Returning home to Siracusa.
 Specourilla Maria.
 Returning home to Siracusa.
 Vasselo Angelo.
 Visiting family at Ragusa.
 Parronfer Angelo.
 Proceeding to and from Palermo for the purpose of getting his pay.

Palermo

Scaviale Sebastiano. Palermo.
 Proceeding to and from Catania re his perfume business.
 Emma Reale. Partinico.
 Visiting sick father in Catania. Ragusa.
 Brungio Angelo. Palermo.
 Visiting men in hospital at Palermo.
 Caspial Paolo. Palermo.
 Prison Warden returning from Furlongh.

3. It will be noted that of the selection of passes given:-

- 1, case from Palermo.
- 2 " " Ragusa.
- 1 " " Partinico.

A total of 17 persons who were on this bus on what cannot be strictly described as 'official business'.

- 4. On questioning the conductor of the vehicle, he stated he knew nothing of any restriction.
- 5. I would suggest the remedy for this complaint rests upon greater control of issue of passes at Palermo and adequate instruction to the Italian personnel in charge of the transport.
- 6. Submitted for information.

76

Barbaricina

Major S.C.A.P.O.
 For Lt-Col. S.C.A.O.
 A.M.C.C.F.

Birmingham.
 20 Oct 43.

10001 81

10 Ottobre 1943 *de*

PALESMO
Istituto Nazionale Trasporti

Vis Giocchino Di Marzo, 3

PALERMO

Istituto Nazionale Trasporti

DELEGAZIONE PER L'ESERCIZIO DELLE
AUTOLINEE DELLA SICILIA

Per N. 209-d.l./T
Espresso alla lettera N

Comanda A.M.T.O.T. S.O.

Palermo
Via Zari

Spett.

OGGETTO

A seguito del rilievo fattoci circa la ridotta fermata a Catania del n.º autobus che ha effettuato il giro della Sicilia - il giorno 4 ottobre in partenza da Palermo - abbiamo accertato che detto autobus si è regolarmente fermato a Catania nel punto stabilito (Piazza Duomo) dalle 13,35 alle 14 e cioè per i 25 minuti stabiliti in orario .

Inoltre il n.º impiegato di scorta si è recato alla Prefettura per presentarsi al Governatore ma il Carabiniere di servizio gli ha impedito l'ingresso dicendogli che il Governatore non trovavasi in ufficio.

ISTITUTO NAZIONALE TRASPORTI

*Y. B. ...
C. B. ...*

75

*him that the Governor was
Referring to your remark about the abridged stay at Catania of our bus that has effected the journey a round Sicily - started from Palermo on October 4 - we have ascertained that the said bus has regularly stopped at Catania, at the established*

0006110

A seguito del rilievo fattoci circa la ridotta fermata a Catania del no/ autobus che ha effettuato il giro della Sicilia - il giorno 4 ottobre in partenza da Palermo - abbiamo accertato che detto autobus si è regolarmente fermato a Catania nel punto stabilito (Piazza Duomo) alle 13.35 e cioè per i 25 minuti stabiliti in orario .

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ISTITUTO NAZIONALE DEI TRASPORTI

75

him that the Governor was not at office.

Handwritten notes:
G. De...
C. De...
F. ...

Referring to your remark about the abridged stay at Catania of our bus that has effected the journey a round Sicily - started from Palermo on October 4 - we have ascertained that the said bus has regularly stopped at Catania, at the established point (Piazza Duomo) from 1.35 p.m. to 2.5 p.m. that is to say 25 minutes as established in the time-table. - Besides, our escort - employee has gone to the Prefecture to present himself to the Governor, but the Carabinieri in service has forbidden him admission, telling

10001 80

11 Ottobre 1943
Istituto Nazionale Trasporti

Via Gioacchino Di Marzo, 3
PALERMO

Istituto Nazionale Trasporti

DELEGAZIONE PER L'ESERCIZIO DELLE
AUTOLINEE DELLA SICILIA

Prot. N. 205-81/TM

Espresso alla lettera N

del

OGGETTO

Servizio autobus nel giro di Sicilia-

Il giornale " SICILIA LIBERATA " pubblica l'articolo "Segnalazione" alla quale abbiamo risposto con la lettera che si allega in copia.

Sta di fatto che qualche incidente si è verificato vertente sulla competenza a rilasciare permessi di viaggio sugli autobus abilitati al servizio in oggetto.

Lunedì, 11 corr., ad esempio, mi è presentato alla partenza da Palermo un impiegato delle Carceri il quale pretendeva di prender posto sulla vettura esibendo un permesso rilasciato da un Colonnello Americano, il quale dichiarava che il suddetto impiegato doveva recarsi in provincia di Catania, per usufruire di una licenza, e ritornare a Palermo.

Il ne/ funzionario di scorta fece rilevare che tale permesso non era sufficiente ad usufruire del servizio disposto da detto Comando, e nonchè un Maggiore Americano che trovavasi sull'autobus dichiarò che un permesso firmato da un Colonnello dello era sufficiente e pertanto invitò il ne/ funzionario di scorta a lasciar dare la vettura l'abitatore di detto permesso.

Di tali incidenti se ne verificano in tutte le località attraversate dal ne/ servizio e pertanto si permettano pregare questo Comando perchè voglia tirare opportune circolari in merito e farci tenere un esemplare del permesso da ritenersi valido su tale linea fornendosi i pertinenti elementi dei quali poter desumere la validità o meno dei permessi in parola i quali dovrebbero essere uniformati nella loro formulazione.

Servizio autobus nel giro di Sicilia-

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Sta di fatto che qualche incidente si è verificato vertente sulla competenza a rilasciare permessi di viaggio sugli autobus attribuiti al servizio in oggetto.

Lunedì, 11 corr., ad esempio, si è presentato alla partenza da Palermo un impiegato delle Carceri il quale pretendeva di prender posto sulla vettura salendo un permesso rilasciato da un Colonnello Ameritano, il quale dichiarava che il suddetto impiegato doveva recarsi in provincia di Catania, per usufruire di una licenza, e ritornare a Palermo.

Il ns/ funzionario di esorta fece rilevare che tale permesso non era sufficiente ad usufruire del servizio disposto da codesto Comando, nonchè un Maggiore Ameritano che trovavasi sull'autobus dichiarò che un permesso firmato da un Colonnello era sufficiente e pertanto invitò il ns/ funzionario di esorta a lasciar andare in vettura l'esibitore di detto permesso.

Di tali incidenti ce ne verificano in tutte le località attraversate dal ns/ servizio e pertanto di permettiamo pregare codesto Comando perchè voglia firmare opportune circolari in merito a farci tenere un esemplare del permesso da ritenersi valido su tale linea ferroviaria cortesi elementi dai quali poter dedurre la validità o meno dei permessi in parola i quali dovrebbero essere unificati nella loro formulazione.

Si rimane in attesa di cortesi disposizioni in merito.

G. G. G.
M. D.

74

ISTITUTO NAZIONALE TRAS

Allegati n° 2

11th October 43¹⁹

Object: Bus service for journey a round Sicily.

The newspaper "Sicilia Liberata" publishes the attached "Signalling", to which we have answered as per alleged copy of our letter.

It is true that some incidents have taken place with regard to the competence of issuing permits for travelling on the busses destined to the above-mentioned service.

Last Monday, 11th inst., for instance, an employee of the prisons has presented himself at the moment of the departure from Palermo, pretending to take place on the bus, and exhibiting a permit issued by an American Colonel (manager of the prisons), who declared that the aforesaid employee was to go to the province of Catania to enjoy a leave and come back to Palermo.

Our escort employee pointed out that this permit was not sufficient for availing oneself of the service ordered by your Command; but an American Major who was on the bus declared that a permit signed by a Colonel was sufficient, and therefore invited our employee to allow the bearer of the permit to enter into the bus.

73

Similar incidents happen in all the places traversed by our service; we therefore beg your Command to issue appropriate circulars regarding the matter,

and to furnish us an exemplar of the permit
that is to be considered efficient on this line,
giving us the explanations or indications necessary
to be able to infer the validity or not of those
permits, which ought to be all equal in their wording.
Waiting for kind provisions in this matter,



43. TP-902

Palermo, 11 Ottobre 1943-

Al

Sig. Direttore
del Giornale "SICILIA LIBERATA"

Palermo
Via S. Abile

A seguito della segnalazione fatta dal Suo giornale (edizione di lunedì 11 corr.), riteniamo utile chiarire quanto appresso:

Il nu/ Istituto effettua servizi di linea extraurbani quotidiani e su tali servizi sono ammessi tutti i viaggiatori muniti di regolare permesso rilasciato dai Comuni in conformità alla recente disposizione Prefettizia.

Evidentemente, però, la segnalazione di cui trattasi in quanto si riferisce a servizi non quotidiani, si occupa della linea bisettimanale che da Palermo, attraverso Agrigento-Milena-Magusa-Siracusa - Catania - Enna e Caltanissetta, ritorna a Palermo.

Tale linea non è un comune e normale servizio interurbano ed è nettamente da distinguersi dagli altri servizi quotidiani gestiti dal nostro Istituto; infatti essa non è compresa nei nostri orari.

Traattasi di un servizio particolarissimo disposto dall'AMGOT Quartiere Generale e riservato specialmente agli Ufficiali dell'AMGOT. L'Amgot H.Q. qui e dai centri da noi toccati inoltre, per motivi speciali che non è di nostra competenza valutare, concede a determinate persone e col massimo rigore di usufruire di tale servizio interprovinciale. Tali persone vengono munite di speciale permesso da non confondersi con quelli rilasciati per uscire dalla Provincia con mezzi propri.

Siamo ben lieti dell'occasione che ci ha consentito e nell'interesse del pubblico, di fornire tali chiarimenti (e preghiamo di voler rendere di pubblica ragione l'inesattezza della segnalazione avuta) ed avremmo anzi prevenuta la segnalazione comunicando al Suo giornale programma, orari e tariffe - attraverso il competente Ufficio dell'AMGOT - se si fosse trattato di un nuovo pubblico servizio.

A seguito della segnalazione fatta dal Suo giornale (edizione di lu-
nedì 11 corr.), riteniamo utile chiarire quanto appreso:

Il ns/ Istituto effettua servizi di linea extrasurbani quotidiani e su tali servizi
si sono avvertiti tutti i viaggiatori muniti di regolare permesso rilasciato dai Comuni in
conformità alla recente disposizione Prefettizia.

Evidentemente, però, in segnalazione di cui trattasi in quanto si riferisce a
servizi non quotidiani, si occupa della linea bisettimanale che da Palermo, attraverso
Agrigento-Licata-Regina- Siracusa - Catania - Busa e Caltanissette, ritorna a Palermo.

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tinguersi dagli altri servizi quotidiani gestiti dal nostro Istituto; infatti essa non
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Siamo ben lieti dell'occasione che ci ha consentito; nell'interesse del pubblico,
di fornire tali chiarimenti (e preghiamo di voler rendere di pubblica ragione l'inses-
tezza della segnalazione avuta) ed avremo anzi prevenuta la segnalazione comunicando al
Suo giornale programma, orari e tariffe - attraverso il competente Ufficio dell'AMGOT - se
si fosse trattato di un nuovo pubblico servizio.

Diatinti saluti.

Copy 77

Palermo, 11th Oct 1943.

To the Manager of the newspaper 'Sicilia liberata'
Palermo.

Referring to your 'signalling' on your newspaper, (edition of Monday 11th inst.), we deem useful to explain what follows:

Our Institute effects daily services of extra-urban lines, and to these services there are admitted all the travellers furnished with regular permits issued by the Communes according to the recent provisions of the Prefecture.

71

Evidently, however, your signalling, referring to not daily services, regards the line which twice a week goes from Palermo, through Agrigento - Licata - Ragusa - Siracusa - Donna - Caltanissetta, and back to Palermo.

This line is not a common and normal inter-urban service, and is ~~absolutely~~ quite different from the other daily services run by our Institute, indeed it is not included in our time-tables.

It concerns a particular service, ordered by A.M.G. D.T. Headquarters, and reserved especially for the officers of the A.M.G.D.T. - The August H.2. here, and those of the other places traversed by our line, grant to determined persons, and ~~we~~ for special reasons (which it is not our competence to value) - and with utmost rigour - the permit of availing themselves of this interprovincial service. - Those persons are furnished

with special permits, not to be confused with those granted for leaving the Province with one's own means.

We are glad of the opportunity which has come sent us - in the public's interest - to furnish these explanations (and we beg you to make known the inaccuracy of the your remarks), and we should even have anticipated your remark pointing out to your newspaper the programme, timetable and rates - through the competent Office of A.M.J.O.T., - if the new service were a public one.

with best regards,

Segnalazioni

ISTITUTO TRASPORTI

Cittadini che dopo una breve prova si fanno strada burocraticamente possono ottenere il permesso di circolazione sulle linee motorizzate extraurbane, vedendo da noi per segnalare che questo documento non viene riconosciuto dall'Istituto Nazionale Trasporti i cui funzionari sostengono di non avere ulteriori istruzioni.

Qualche non esecuto le autorizzazioni per l'uso della Strada quotidiana il cittadino rischia, per una circolare non arrivata a tempo, di perdere tre o quattro giorni, tanto preziosi per la sua attività o tanto preziosi per il bilancio economico della sua famiglia.

sui Doniper

La testa di ponte stabilita
dopo i successi delle truppe
è stata ulteriormente ampliata
e consolidata. Dalla testa di
ponte di Poryjanskij i russi
continuano in direzione di Kie
un'attacco vigoroso di carri armati,
cannoni e di uomini.
Lungo il corso del fiume Doniper
per grandi concentramenti di
truppe tedesche sono stati affari
cali e bombardati dall'aviazione
russa. Si calcola che sui Doniper
i tedeschi abbiano circa 5 Div
sioni blindate, 14 Divisioni di
fanteria e 2 Divisioni di S. S.
Questa notevole massa di uomini
si trova in condizioni gravissime
dopo la travolgente offensiva
russa.
170 carri armati e 47 aeroplani
tedeschi sono stati distrutti per
il dai russi.

Signalling.

76

Istituto Trasporti (Carriage Institute).

Civilians who, after a series of bureaucratic difficulties, succeed in obtaining the circulation permit for the extra-urban motor bus-lines, come to us in order to signal that this document is not recognized by the S.N.T., whose employees pretend not yet to have got instructions.

Thus, since the bus-line for the internal of Sicily is not a daily service, the civilian, because of a circular which hasn't arrived in time, risks to lose three or four days, precious for his activity, or heavy for the economical balance of his family.

70

A. M. G. C. T.
ALCAMO

Rev
①

DATE 7th October 1943.

Subject - Bus Services.

To. Major Hartmeyer
Capt Hewitt.

Transport.
A. M. G. C. T. H. G.
8. Via Bari. PALERMO

HEADQUARTERS
TCU
14 OCT 1943
AMGOT

ALCAMO - PALERMO - Bus Service - operated by
GALATI Bros - ALCAMO - Prov. TRAPANI.

Recently, I received orders through TRAPANI. H.G. that only essential service busses were permitted to operate - i.e. those transporting essential workers. The order stated also that only petrol should be used & that Naptha is not permitted. Accordingly, I ordered Galati Bros to cease operating. They have now put in a request for resumption of this service, endorsed by the Mayor of ALCAMO. Although this bus service does not transport essential workers, but mainly business men, refugees, & persons visiting specialists in PALERMO - it is now the only means of communication between ALCAMO & PALERMO for the general public. However, the bus operates on Naptha & there is supposed to be a shortage of this product on the Island. This Naptha, I am given to understand is issued by the "Circolo ferroviario di PALERMO" on the authority of AMGOT.

69

SCARDINO BROS - PIAZZA DOMENICO PIRANI - PALERMO.
& also CAMPOREALE - Prov. Trapani.

Having stopped the ALCAMO - PALERMO service as stated above, I found yesterday ~~on~~ going to CAMPOREALE that the PALERMO - ST CIPPORELLE - CAMPOREALE bus service operated by Scardino Bros & consuming Naptha is still running by permission of Col Poletti.

In addition Scardino also operates two other bus services
PALERMO - ST GIUSEPPE IGNATO: using Naptha
PALERMO - ST CIPPORELLE - using Petrol.

All these three services are daily services (Continued)

21/10/43. This matter came to me so late there is no need for copy now. Whole question is clarified (?) by instructions re licensing, permits and gas ration sent out by Col. Hapty & by S. ERM. ②

A. M. G. O. T.

ALCAMO

(2)

(Continued)

DATE 7th October 1943

- ②. Under these circumstances it does not seem fair to stop Galatia Service between ALCAMO - PALERMO if Scardino is permitted to operate his services, two of which are using Naptha.
- ③. Therefore, I shall be glad if you will clarify the whole question of these bus services. I would mention that there are hundreds of trucks operated by private owners in the Island which are consuming Naptha also & these trucks are not all on essential service.
- ④. Furthermore, according to instructions received from AMGOT H. G. permits should be given to persons wishing to travel outside the province - i.e. from one province to another. ALCAMO in Trapani province, is only 4 Kilometers from the inter Provincial border & it would be quite impossible for me to attempt to issue daily 60-65 permits (the capacity of Galatia bus) - there is far too much other work of a more important nature to accomplish.
- ⑤. If there is an actual shortage of Naptha it would appear that these bus services operating on this fuel will have to be restricted or terminated, because sooner or later there will be no supply of this fuel remaining to operate the vehicles belonging to A.M.G.O.T. Civilian Supply.
In ALCAMO alone we have some trucks which operate on Naptha transporting grain from the Province of Agrigento - all the other Communes are probably similarly situated & if through shortage of naptha they have to cease operating - the result will be obvious.

68 V.D. Kelaart Capt
V.D. KELAART
ALCAMO

File

216

AMCOT/10004/RCB
AMCOT HQ SICILY
12 October 43

69
ALCIS

MEMORANDUM FOR THE RECORD

TO : C.O., 21st Squadron, RAF

1. On 7 Sept. 43 an autobus bearing license number RA 10001 was taken from RAI (company Palermo) by a representative of your squadron.
2. RAI is operating bus services in Palermo under the direct order and command of AMCOT.
3. AMCOT is given exclusive control over the property of organizations such as this. We must insist that this vehicle be returned to its owner.

For the Chief Civil Affairs Officer.

CMB/301
CRM
100

CHARLES W. HOFFMAN
Colonel, U. S. G.
Chief Staff Officer

66

65

7 September 1943

68

Vehicle Number PA 10808 has been requisitioned from
S.A.I.A. for use by 283rd Squadron R. A. F.
Condition of vehicle - Fair

W. H. Smith
283rd Sq

67

74

Abandoned Buses

ASAC/10001
TCU

SCAD, Palermo

19 October 5

1. Reference is made to your letter dated 16 Oct. 43, subject, "Abandoned Buses".
2. This office had previously heard the same rumor but upon investigation has been unable to discover the buses mentioned.
3. If you will have your informant give us what information he has, we will make further investigation. Should any buses be secured, they will be put into operation by this division at once.

CSM/jrl

E Rm.

70
L. D. DOWNHORN
Lt. Col., S. C.
Director, Transportation,
Communications & Utilities

ALLIED MILITARY GOVERNMENT
Palermo Province

10001

CP/RL/nr

ha.
73
/

16 October 1943

SUBJECT: Abandoned Buses

TO : Chief Staff Officer, AMGOT Headquarters

1. Information has reached this office that there are approximately forty abandoned military buses in the vicinity of Barcellona, Messina. At the present time, these buses are being stripped and destroyed by the civilians.

2. The private companies providing bus service in Palermo would be willing to purchase these vehicles and put them in running order. If this is not permitted, would it be possible for AMGOT Headquarters to take over these buses and assign a certain percentage to Palermo Province?

HEADQUARTERS
TO
17 OCT 1943
AMGOT

Charles Poletti
CHARLES POLETTI
Lt. Colonel
Senior Civil Affairs Officer

Order
to...

Request for tires and tubes.
Mitta Salvatore Restivo.
Via Catania, 8 Bis,
Palermo.

~~AMCOT/10000/TCU~~

14 Oct.

Handwritten initials and number:
KAW
72

1. In reply to your request for tires and tubes, dated 12 October 1943, AMCOT HQ. does not have any such stock to draw from to assist any individual firm.
2. If your firm has information as to where these sized tires and tubes may be made available for use, this office will cooperate in an effort to make them available for purchase to you, through Lt. I. M. Calvanese.

IMC/tbw

Handwritten initials: JWD

L. D. DENSTONE,
Lt. Col., S.C.,
Director, Transportation,
Communications & Utilities.

Handwritten note:
Not Sent -
Man Gone Away

BEST COPY POSSIBLE

DITTA

Dot. SALVATORE RESTIVO

AUTOSERVIZI PUBBLICI DI LINEA



Cagliari Richiesta Coperture e Camere d'Aria

Palermo 12 Ottobre 1943
VIA CATANIA, 8 B
TEL. 17.530-10.474



AL COMANDO DELLE FF.AA. ALLEATE
A. M. G. O. T.

NO 2 4 L E R M O

La sottoscritta Ditta che gestisce gli autoservizi pubblici di linea tra Palermo-Villabate e Palermo-Misilmeri, chiede a questo Comando l'assegnazione complessiva di 6.55 coperture e camere d'aria della misura 1100 x 20 e 34 x 7, da montare sugli autobus di sua proprietà adibiti agli autoservizi da essa gestiti.

Per dette coperture e camere d'aria la scrivente potrà versare a questo Comando altrettante coperture e camere d'aria fuori uso.

Si fa presente che l'assegnazione di dette coperture e camere è di grande necessità, in caso contrario, la scrivente si vedrà costretta a dovere sospendere i servizi da essa gestiti.

Dot. Dott. Salvatore Restivo

PALESTINO.
Oct. 12, 1943.

10001
Ras.
70

Subject: Request for Tires and Tubes.

To : The Allied Command,
ANGOT - Palermo.

The undersigned firm which operates public auto service lines between Palermo-Villabate and Palermo-Misilmeri, asks the Allied Command for permission to have 35 tires and tubes, size 1100 x 20 and 34 x 7 - to mount on our buses.

For these tires and tubes, the undersigned firm can give to the Allied Command as many other tires and tubes out of use.

It is to be borne in mind that the assigning of said tires and tubes is an urgent matter. If this request is refused the firm will be compelled to suspend its services.

Firm: Dott. Salvatore Restivo,
Public Auto Service Lines .

Messerschmid

I.N.T.,
ATTENTION: Dr. Salini, Director.

12 October 53

AMOR/AGOR/AGOR

1. Report on Bus - line operation and proposed third bus to be put into service on same line.

2. Fuel Requirement:

- 1. Trucks
- 11. Buses.

3. Schedule of stops as to location in various cities.

4. Report as to whether or not all drivers on bus line are fully informed as to stops; where, when, postal service, etc.

5. Organization Chart of I.N.T.

6. Names, address, and location of every I.N.T. establishment such as garages, offices, etc. (in Palermo - and outside Palermo).

7. Persons charged with responsibility for operating each one in No. 6.

8. Names and address and departmental charge of all I.N.T. Directors, administrators, office heads, etc.

McCalver

I. M. CALVER
1st Lt., U.S. Army
Transportation, Communications,
and Utilization Division.

AM/AGOR

Note: In reference to the new registration

1. Eviction

11. Busset.

- 3. Schedule of stops as to location in various cities.
- 4. Report as to whether or not all drivers on bus lines are fully informed as to stops; ware, when, postal services, etc.
- 5. Organisation Chart of I.N.T.
- 6. Name, address, and location of every I.N.T. establishment such as garages, offices, etc. (in Palermo - and outside Palermo).
- 7. Persons charged with responsibility for operating each one in No. 6.
- 8. Names and address and departmental charts of all I.N.T. directors, administrators, office heads, etc.

Handwritten scribbles

J.M. Calvo

DDP/MSB

I. H. CALVO
1st Lt., U.S.C.
Transportation, Communications,
and Utilization Division.

Note: In reference to the new registration
Angot vehicles will comply to the extent
that it will have licensing same as
other civilian vehicles by presenting
in tabular form a chart of Angot by
vehicle under INT operation.

J.M. Calvo

75

Memorandum

AMDOT/10001/100

Officer in Charge, Salvage Dept 201.

19 October 3

The bearer of this note, Sgt. Ferrus, is the Director of S.A.I.A. Bus Company in Palermo. His operations are under the direction of AMDOT. Anything that you can do to assist him in his efforts to secure tires will be appreciated.

CRS/EDG.

CLAUDE R. MOGARD
Capt., C. M. F.,
Transportation, Communications
and Utilities Division.

59

58

S.A.I.A. Bus Co.
S.O.A.O., Release

60

61
R

12 October 3

1. Reference is made to letter of S.A.I.A. Bus Company dated 20 Sept. 45, copy attached.
2. Request is made that G.I.C. Con's investigate statements in this letter and report findings.

CRM

L. D. HENNING
Maj. Gen., S. C.
Director, Transportation,
Organizations & Utilities.

Industria S.p.A. Industrie Autobus
Capitale S.p.A. 2000000000



HEADQUARTERS
11 OCT 1943
AMGOT

Palermo Sept. 20, 1943
Industria Autobus

10001

To The A.M.G.O.T.
Civil Affaires
P A L E R M O

SUBJECT: Restitution of buses.

This firm had requisitioned, by the Italian Army, 18 buses of the Alfa Romeo 85 A type, especially built for urban service of Palermo.

After the occupation of Sicily by the Allied forces, such buses have not been utilized by the Allied forces, and consequently they are available.

This firm has tried to locate them and has requested the Allied Command the authority to have them, when one or more of them had been located.

It is known that two or three of them are in possession of the firm, Macaluso of Cerda, probably assigned to them.

Seeing that such buses are not fit for the service for which Macaluso has been authorized, in as much as they were built with a special structure for urban service only, and considering further that they are superfluous to his necessities, this firm requests the preference on such buses and have them assigned to it, in order to facilitate the bus-line service of Palermo.

This firm has already been deprived of a good part of its material, and the lack of extra parts make it difficult to reestablish all the bus-lines ordered and that may further be ordered by the Allied Command.

This firm will appreciate the interest that the Allied Command may take on this regard.

SOCIETA AN. IND. AUTOBUS
11 Consiglieri Delegati
(Ing. Enrico Ferraro)

Form 10-20-43 - C.F.C. 2802

To The A.M.G.O.T.
Civil Affairs
F A L E R M O

AMGOT

SUBJECT: Restitution of buses.

This firm had requisitioned, by the Italian Army, 18 buses of the Alfa Romeo 85 A type, especially built for urban service of Palermo

After the occupation of Sicily by the Allied forces, such buses have not been utilized by the Allied forces, and consequently they are available.

This firm has tried to locate them and has requested the Allied Command the authority to have them, when one or more of them had been located.

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This firm has already been deprived of a good part of its material, and the lack of extra parts make it difficult to reestablish all the bus-lines ordered and that may further be ordered by the Allied Command.

This firm will appreciate the interest that the Allied Command may take on this regard.

SOCIETA AN. IND. AUTOMOB
ii Consiglieri Delegati
(Ing. Mario Ferrarone)



Law

SEAS Bus Service.
S.C.A.O., Rome.

35

2100/1000/1000

11 October 5

1. Reference is made to your DE/102 dated 23 Sept. 43, subject: SEAS Bus Service.
2. Instructions have been given to the drivers to be on the alert for stop signals at the Municipalities of the Governorates of Victoria, Comiso, and Modica.
3. If the bus is full the driver will stop momentarily to advise of that fact.

CRM.

J. D.
 J. D. [Signature]
 Lt. Col., S. C.
 Director, Transportation,
 Communications & Utilities.

56

58

Law

AMXIT Bus Service
S.C.A.C., Ragusa

57

A 1002/1002/2

11 October 5

1. Reference is made to your PR/103 dated 5 Oct. 43, subject "AMXIT Bus Service".
2. Instructions have been issued that the bus will stop at the Piazza del Impero, Ragusa, instead of the Prefettura. This change becomes effective with the bus leaving Palermo, Wednesday, 15 Oct. 43.

DMB/JKI
Distribution
30/70

L.D.
L. D. DESMARCHES
Lt. Col., S. C.
Director, Transportation,
Communications & Utilities
Division

57

Subject:- GOT Bus Service.

To:- ANGOT H.Q. Sicily.

PR/02

From:- ANGOT, Province of Ragusa.

5 Oct 43.

The ANGOT Bus has been instructed to call at the Prefettura.

In order to control arrival and departure etc. and to facilitate despatch of mails, please arrange that ANGOT H.Q. Piazza del Impero be substituted for Prefettura.

HEADQUARTERS
349 H&R
ANGOT

[Handwritten signature]

It-Col.
S.C.A.O. ANGOT,
Province of Ragusa.

Ragusa.

AMGOT Bus Service.

AMGOT/100 3/100

SCAG's: Agrigento, Ragusa, Siracusa,
Catania, Caltanissetta, Enna. 10 Oct. 43 ⁵⁶
RCV

1. The drivers of the AMGOT bus service that makes twice weekly trips on the route Palermo - Agrigento - Licata - Ragusa - Siracusa - Catania - Enna - Caltanissetta - Palermo have reported that their responsibility for carrying only passengers holding special permits is interfered with because no adequate police control is afforded at stations along the route.

2. You are reminded that this is not a general passenger service but is restricted to governmental officials, public utility representatives, and others of similar character who have a reason to travel of importance to AMGOT. No one is permitted on the bus who does not have a pass signed by an S.C.A.C. or an AMGOT HQ. officer specifically directing him to ride.

3. Unless sufficient police control can be provided by local authorities it will be necessary for this bus service to cease.

CMS/tbw
CRM.

100
L. D. DENSMORE,
Lt. Col., S.C.,
Director, Transportation,
Communications & Utilities.

SUBJECT:- AMGOT Bus Service.

To:- AMGOT S.O.
PALERMO.

From:- Lt. Col. Welleley,
S.O.A.C.
Province of Catania.

Our Ref:- CA7/127.
Flow



I had a check made today of the persons who were travelling in the Palermo Bus. I found that although the bus was full there were only 4 persons who could be considered to enter into the category of "Public Officials, Public Utility Representatives, Bank Agents, and those who were given Special Permission to Travel". All those who had passed to travel to Palermo for any reason were allowed to proceed but the majority of these were private people travelling for purely private reasons and a large proportion were women.

It is the practice of this office to issue a Special Bus Permit (specimen copy enclosed) quite apart from the ordinary travelling pass.

I suggest that if it is desired to keep places in the bus only for those persons who fall into the categories mentioned in your original letter of Sep 2nd, AMGOT/5079/CN, it is desirable that this practice should be universally followed, and that the travellers in the bus should be controlled at its various stopping places as well as by the conductor himself. Otherwise, people who have a right to travel will not be able to find room.

52

J. Welleley

Lt. Col.
S.O.A.C.

Catania.
8 Oct 43.
enc: 1

*(PT) R 1001
13/10/43
R 1001
R 1001*

allowed to proceed but the majority of these were private
proportion were women.

It is the practice of this office to issue a Special
Bus Permit (specimen copy enclosed) quite apart from the
ordinary travelling pass.

I suggest that if it is desired to keep places in
the bus only for those persons who fall into the categories
mentioned in your original letter of Sep 2nd, AM303/5079/CS,
it is desirable that this practice should be universally
followed, and that the travellers in the bus should be
controlled at its various stopping places as well as by the
conductor himself. Otherwise, people who have a right to
travel will not be able to find room.

52

J. W. Weller

Lt. Col.
S.W.A.C.

Catania,
5 Oct 43.
Encl:

*Go to
J. W. Weller*

*(PPT
13 Oct R 1000
R
R
R)*

Copy to:- S.C.A.C.

Syracuse.
Messina.
Agrigento.

film

SPECIMEN COPY.

A.M.G.O.E.
CATANIA.

54

5 Ottobre 1943.

Si autorizza il latore della presente, Sig. CARONARO
Domenico, detentore di un permesso rilasciato dal CC.RR.
di PALERMO, a viaggiare sull'autobus partente da CATANIA
per PALERMO. Questa autorizzazione non garantisce
qualsiasi posto sull'autobus ed è valida per il solo
viaggio di andata. Il passeggero dovrà pagare l'importo
del biglietto.

VALIDITA' DELLA PRESENTE - 30 OTTOBRE 1943.

51

SGD. G. WILLESLEY.

RECOP
STAMP.

Lt. Col.
S.O.A.O.
CATANIA.

AMTRAK Bus Services
B.O.A.C. Division.

AMTRAK/10001/200

File
53

50
10 October 3

1. Reference is made to your letter AMT/127 dated 5 Oct. 63, subject: AMTRAK Bus Services.
2. Instructions have been given that the bus should not leave before its regularly scheduled time.
3. The bus driver's copy of the coupon related in your letter is that he stopped at the regularly scheduled stopping place. Obviously this office cannot supervise bus drivers while en route. For that reason no appropriate instruction such as you have given is. The driver in this instance has been warned and directed to abide by his schedule and orders.
4. On the other hand you appreciate I am sure that these drivers are faced with a difficult task in trying to maintain some semblance of order on their vehicles. May I urge that your police should be provided at the bus stop to insure that only those entitled to do so board the bus and that it is not over loaded. Reports have come to me that the buses are being overloaded to an extent that they can not be kept in service unless the practice stops. Police should be instructed to keep all passengers from the bus when the driver determines that he has a sufficient load.
5. As soon as vehicles can be made available the present service will be expanded.

AD
L. D. BISHOP
Lt. Col., U. S. C.
Director, Transportation,
Communications & Utilization.

AMT/127.
Copy To: File 50/127

C O P Y

SUBJECT:- ARGOT Bus Service

Our Ref:- CAT/127.

To:- ARGOT H.Q.
PALERMO.

From:- Lt. Col. Wellesley,
S.C.A.O.
Province of Catania.

Today, the Palermo Bus did not stop in Catania in spite of the fact that a messenger waved a very urgent letter for your H.Q. which he had been instructed to give to the driver. Moreover, the bus left Catania ahead of schedule. No doubt the reason for this behaviour was that the Bus was full and the driver did not want to take on any more passengers. At the same time he should, I submit, have stopped to take on mail.

These facts are reported to you for such action as you may see fit to take.

/s/ G. Wellesley

Lt. Col.
S/C.A.O.

Catania.
5 Oct 43.

Public Transport.

S.C.A.O., Trapani
Attn: Capt. H. D. Kennedy.

REC /10001/TGU

9 Oct.

3

50

Handwritten initials/signature

1. Reference is made to your letter dated Oct. 2, 1943, subject - Public Transport.

2. The powers of S.C.A.O.'s with regard to licensing vehicles and issuance of permits will be defined in a directive now under preparation by Public Safety Division to implement a General Order No. 9 which will be published as of 25 Oct. 43.

3. For that reason no opinion is given on the questions you ask.

CRM/tbw
CRM.

Handwritten signature
L. D. DEEMORE,
Lt. Col., S.C.,
Director, Transportation,
Communications & Utilities.

48

10001 file

50

October 2, 1943



SUBJECT: Public Transport.

TO : Chief of Staff, Hq. AMGOT, Palermo, through
S.C.A.C., Trapani for Transportation Division.

Bus Services.

May these be authorized for essential workers and passengers at the discretion of this office on condition that only petrol vehicles are used and no Nafts. Fares to be controlled, vehicles registered and tax paid.

Taxicabs.

Are these to be allowed to operate for use in genuine cases of necessity on condition that registration is carried out and fuel is rationed to them. Fares to be controlled by Prefettura and tax paid?

H. H. ...
Civilian Supplies
Trapani

49 Kew

MEMORANDUM

Request to institute bus service.

S.C.A.O., Palermo.

ATTENTION: Capt. Lewis.

9 October 3

The attached request is referred to you as it is with regard to a proposed bus line for Palermo Province.

CD/ED.

CRm.

TD

L. D. BENTON
Lt. Col., S. C.
Director, Transportation,
Communications & Utilization.

Request of Società Anonima Siciliana
Trasporti for raise in rates. AMCOE/ 10001/70U

Dott. Salvatore Dolce, Direttore
Ispettorato Generale Della Motor-
izzazione Civile e Dei Trasporti
in Concessione, PALERMO.

9 Oct.

Plan
48

1. I transmit herewith the application of Società Anonima Siciliana Trasporti for an increase in rates.
2. Will you please have an investigation and recommendation made in the same manner as you are doing in the case of the request of S.A.I.A.

CBM/tbw

CRM
CLAUDE R. WIKARD,
Capt., C.M.P.,
Civilian Transportation
Officer.

I sent the original to Dolce by messenger.

7 Oct 43

Col: - This situation is identical with one I have with S A I A, one of my bus companies. In that case after conferring with Dave Morse on the labor angle I turned the matter over to Dipartimento Generale della Motorizzazione Civile e dei Trasporti in Concessione. That mouthful is the Motor Vehicle Dept. One of their jobs is to set rates for all passenger service. My suggestion is that we throw this baby in their lap

C.R.M.

I know of
PWS

44

12

10

10

3 Oct 43

Col. Densmore -

Handed to
me by Ing. Zava SGEs,
for transmittal to you. Sug-
gested tariff increases on
S.GEs's subsidiary street
railway Co.

F.D.P.

43

Annex 1.

46

Details of the alterations of the expenses for the next period, in comparison with 1942.

Management and General Expenses:

In 1942, the expenses amounting to £3.651.000, were composed as follows:

- 1 st) Salaries: management and management's employees	£ 500.000.-
- 2 nd) Setting aside for liquidation funds of managers	200.000.-
- 3 rd) Stationery articles, printing materials, telegraphic and telephonic expenses, travelling expenses, cleaning of offices and maintenance of furniture	190.000.-
- 4 th) Taxes and duties, fire insurance, civil responsibility, legal and judiciary expenses, contractual rents, etc.	831.000.-
- 5 th) Collection duty	420.000.-
- 6 th) Various burdens of the Concern, for contingency-insurances of the personnel, and various insurances of the management employees, movement and maintenance	£ 1.450.000.-
	<hr/>
	£ 3.651.000.-

42

For the next period, the setting aside for liquidation funds of managers

(Annex I)
US

- 2 -

is to be excluded, since it refers to a regulation of arrears quotas, ordered by law. So that the expenses of 1942 would be reduced to

carried over £ 3,651,000.-
260,000.-
£ 3,391,000.-

Supposed that the expenses of items 3 and 4 remain unaltered, the increase foreseen of 100% concerns only items 1 and 6, viz.:

£ 500,000.- + £ 1,450,000. £ 1,950,000

The expense of item 5 (Collection duty) in consequence of the larger collections due to increased rates, is to be risen of

£ 660,000
£ 6,000,000.-

Movement:

In 1942 the expense of £ 3,900,000.- was composed as follows:

Salaries and wages £ 3,500,000
Stationery articles, printing materials, tickets, and various ~~other~~ office expenses 400,000
£ 3,900,000

In consequence of the foreseen contraction of the km-distances to be run, the wages paid in 1942, would be limited of

41
£ 600,000

so that the expense of 1942 would amount to

£ 3,300,000

Annex 1 44

Carriage over £ 3.300.000.-

The increase foreseen, of 100% upon salaries and wages would therefore be equal to the difference between £ 3.500.000 and £ 600.000.-, viz.

£ 2.900.000.-
<u>£ 6.200.000.-</u>

Traction:

In 1942 the specific consumption of electric power resulted equal to kWh. 1.70 per Km-bus (car).

We suppose however that in the next period this coefficient must be risen to 1.80, because the tramway service during a part of 1942 was extended to some lines which successively were run by filobussey.

Taking therefore ^{this factor} into consideration, the consumption of electric power would amount aggregately to:

Km. = car 2.600.000 x 1.80, viz.: about kWh. 4.700.000, which, at the price of lire 1.- per kWh. amount to

£ 4.700.000.-

Maintenance:

In 1942 the expense of £ 6.713.000.- was composed as follows:

40

1 st) Salaries and wages - - - - -	£ 2.000.000.-
2 nd) Materials, working (manufacturing), carriage expenses of the materials	£ 4.500.000
	<u>6.500.000</u>

43

	Carried over	£ 6,500,000.-
3 rd) Maintenance of tools and equipment, " of workshop - premises and garages, consumption of electric power for workshop - motors	£	213,000.-
		<u>6,713,000.-</u>

Considering the expense of Item 3 as unaltered, the foreseen increases reflect:

100% for salaries and wages	£	2,000,000
150% " materials, manufacturing and carriage, about	£	6,600,000
		<u>£ 15,300,000</u>

Li able Interests :

These are foreseen for an equal amount as in 1942 £ 1,350,000.-

Redemption and Renewal :

We foresee the same quota as for 1942, which has been calculated in the measure of ~~7%~~ about 7.4% upon an installation value of £ 43,270,000.- £ 3,200,000.-

42

Relation.

The economical situation determined by the extraordinary, many exigencies of war, acting upon the various working elements, has put our firm - and will successively do so still more - in a very difficult condition, so that a normal carriage service cannot be granted.

The detailed investigation of this situation reveals what follows:

The economical treatment of the personnel is absolutely disproportionate to the to-day's high cost of life. Urgent adequate measures are necessary; the problem is impelling in view of the near resuming of the services; it could not be delayed without serious repercussions upon the regular turn of services.

The average gross amount of the monthly salaries for every employee is of about £ 1400.- and for every workman of about £ 800.; which, obviously, does in no way correspond to the present economical conditions.

33

A substantial modification is therefore necessary, which cannot be inferior to the

- 2 -

41
doubling of the salaries and wages, and this is to be considered as a minimum.

In relation with these increases, the burdens of the firm, with respect to the insurances etc. of the personnel, will also be redoubled.

Regarding the materials, the manufacturing, and the carriages, the cost of which have undergone a sensible increase, we foresee, actually, a minimum increase of 150%.

On the basis of the above mentioned considerations, we have drawn out, hereafter, a comparative ~~to~~ table, reflecting the expenses of 1942, and those foreseen for the new period. For the latter we have taken into account that the programme of services, in comparison with 1942, will suffer a reduction of the km. distances of about 30%, as well for the probably reduced supply of electric power by the producing Society, as for the eventual interruptions of the transit depending of the demolition of damaged buildings, and of the repairing works of the roads, as for the earlier leaving off of the services due to the kerfire.

- 3 -

40

Applying the above mentioned percentage of the reduction to the km. 3.663.000 run in 1942, the km. which are to be foreseen for a near period would be equal to about 2.600.000.

The comparative table results therefore as follows:

	Balance of expenses of 1942	Estimate of expenses with modified elements
managing and general expenses	£ 3.651.000.-	£ 6.000.000.-
Movement - - - - -	3.900.000.-	6.200.000.-
Traction - - - - -	3.394.000.-	4.400.000.-
Maintenance - - - - -	6.813.000.-	15.300.000.-
Liable interests - - - - -	1.344.000.	1.350.000.-
Redemption and renewal	3.228.000.-	3.200.000.-
	<u>£ 22.230.000.-</u>	<u>£ 36.450.000.-</u>

As it can be observed by comparing the two situations, the new period would have to support a larger expense of about £ 14.500.000; which can be balanced only by increasing the rates, since these are the only sources of income of the concern.

In order to facilitate the control, we have drawn out the situation with more details in Annex 1. -

Annex 2 shows the modifications of the

rates which we propose to apply with respect to those of 1942 in order to balance the larger expenses.

We want to explain:

Taking for basis the traffic of 1942 on our lines, it results that during the year 1942 n° 41.120.000 travellers have been carried, included the subscribers, for a distance of Km. 3.663.000, with an average of ^{abt} 11 travellers per Km. -

Applying a reduction of ~~25~~ about 25% to that average, as a consequence of the contraction of the traffic, which will probably take place due to the increase of the rates, and to the elimination of the masses of military persons and their families from the circulation, and due also ^{to} the probable resuming of the circulation of the various carriage means, - it results that, during the foreseen new period, about 8 persons per Km. will be carried.

and since for the said period, as above stated, we suppose that a distance of Km. 2.600.000 will be run, it ensues that the total number of travellers to be carried would be equal to:

8 travellers x Km. 2.600.000 = Travellers: ^{about} 21.000.000, ^{about} 35
 which, with respect to 1942, results to be inferior of about 45%. -

-5-

A

Applying to this reduced number of travellers the modifications of the rates as above stated, a larger amount of about £ 14.800.000 would be cashed, almost par to the foreseen larger expenses.

With respect to the new rates, we want to explain that, in consideration of the serious difficulty of getting the paper and printing the tickets, and ~~also~~ considering also the necessity of reducing as much as possible the size of the tickets, and since the services are urban and suburban, and the distribution and control of the tickets is therefore difficult, we have judged opportune to group the numerous types of tickets actually existing, forming six types for the system of Palermo, and one type for the section of Trapani.

In order to maintain the facilities for the laborers, we have foreseen a rate for the workmen class, with distribution of the respective tickets up to 8 o'clock, while, in order to avoid a larger increase of the rates, we propose the abolition of the correspondance tickets, of those of the return-tickets, and of the subscriptions.

6

37

For more detailed explanation we allego the table of the old rates, and that of the proposed new ones, as per annex n° 3 and 4.

In consideration of what precedes, the complete results of the new period, in comparison with those of 1942, present the situation specified with annex n° 5. —

36
CW

Improper use of Motor Vehicles.

AMCOT/10001/PCW

S.C.A.G., Palermo.

5 October 5

1. On 1 Oct., 43 an autobus No. 3482 bearing a painted sign AMCOT, Corleone, driven by Piodace Giovanni, was parked at Via Bari 28, Palermo. It was loaded with furniture which was being unloaded.

2. Capt. Misari and Lt. Galvanese of Transportation Division, AMCOT HQ, questioned the driver, who produced a pass reading as follows:

Sept. 31, 43

This truck No. 3482 is authorized to go to Palermo for the use of the Caserma of Corleone.

J. F. DAVIES,
Capt.

3. One Elvira Guadara, who was present, claimed to be the owner of the furniture. She stated that she had made arrangements with Capt. P.J. Davies, S.C.A.G., Corleone, to move it to Palermo.

4. Although the vehicle was a converted bus, it is capable of transporting goods, and was so being used.

5. The desperate need for vehicles to move essential foods and supplies makes such use to appear to be inexcusable. Since this vehicle is apparently not needed for essential service by the Caserma of Corleone, would it be possible to have it delivered to Transportation Section, AMCOT HQ, for use in the Island wide service.

32

AMCOT/PCW.

L. D. DEWBUSH
Lt. Col., S. C.
Director, Transportation.

10

Subject:- AMGOT Bus Service

From:- AMGOT H. Sicily

From:- AMGOT Province of Ragusa

59

10001

10001

23 Sept 43

Kew
35

Reference your AMGOT/5079/CS dated 2 Sep 43.

I request that the Bus driver should look out for signal stops at Municipios Vittoria, Comiso and Modica.-

HEADQUARTERS
T.C.U.S.
AMGOT
TH

John

It-Col
S.C.A.O. AMGOT
Province of Ragusa

Ragusa

31

ALLIED MILITARY GOVERNMENT
Palermo Province

10001
0

CP/RL/mr

Raw
34

25 September 1943

SUBJECT: Sale of Vehicles
TO : Chief Staff Officer, AMGOT Headquarters

This Headquarters has located several abandoned Italian Army busses. These vehicles are needed for the restoration of bus service in Palermo Province and will be of great aid to the bus services now in operation.

Permission is desired to sell these busses to the private bus corporations now providing service.

HEADQUARTERS
TMC
25 SEP 1943
AMGOT

Charles Poletti

CHARLES POLETTI
Lt. Colonel
Senior Civil Affairs Officer

AM907 Hg

12 Oct 43

Shells Salvador Reston
La Cabaña, Manila

1. You are authorized to turn
over the grassy area at
the airport - former of Bureau
Records Dept. the trees
referred to in your letter of
Sept 22 (Alfa Romeo) Eng #
22-11133

This has now not prepared by
the Station Army of the U.S. Army
it is the property of Secata.

2. Secata is required to pay you
the expenses incurred by you in
putting up a retaining wall

Lt Col L.H. Brown

AM907 Hg

10001
R 00
331

DITTA
Dott. SALVATORE RESTIVO

UFFICIO SERVIZIO PUBBLICI DI LINEA



Copy to Purchase of bus
To The A.M.G.O.I.
Civil Affairs
PALESTRO

Palermo Sept. 25, 1943
VIA CATANIA, 8, 80
TEL. 17.338-18.474

HEADQUARTERS
T.M.C.
7551173
AMGOT

Following our request of Sept. 18, 1943, to you, regarding the requisition of our buses by the Italian Government, and according to your authorization of Sept. 23, 1943, we have recuperated an abandoned bus on the roadside near the town of Villabate.

The bus is an Alfa Romeo 500 Diesel, with chassis No. 2151403, and motor No. 2251173.

The condition of the bus, as it was found and as can be ascertained is as follows:

- 1) Motor fused
- 2) Chassis broken
- 3) Radiator out of order
- 4) Electric plant out of order
- 5) Carriage in a bad state
- 6) Seats missing
- 7) Tires in fair state, one of which bursted

200 39 A J

The above description represents the condition of the bus, judged at first glance, not considering other damages that may be found after dismounting the motor, the transmission and other essential parts of the bus.

In consideration of what we have said in our previous letter of Sept. 18, 1943, to you, and having ascertained that the bus recuperated is not of our property, we beg you to dispose the transfer of property in our favor and in payment, at a price adequate to the actual condition of the bus, and in consideration of the great expense that we have to undergo in order to put the vehicle in functioning condition.

Yours truly,

Salvatore Restivo

Following our request of Sept. 16, 1943, to you, regarding the requisition of our buses by the Italian Government, and according to your authorization of Sept. 23, 1943, we have recuperated an abandoned bus on the roadside near the town of Villabate.

The bus is an Alfa Romeo 500 Diesel, with chassis N°. 2151403, and motor N°. 2251173.

The condition of the bus, as it was found and as can be ascertained is as follows:

- 1) Motor fused
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- 3) Radiator out of order
- 4) Electric plant out of order
- 5) Carriage in a bad state
- 6) Seats missing
- 7) Tires in fair state. One of which bursted

200 39 A 9

The above description represents the condition of the bus, judged at first glance, not considering other damages that may be found after dismounting the motor, the transmission and other essential parts of the bus.

In consideration of that we have said in our previous letter of Sept. 16, 1943, to you, and having ascertained that the bus recuperated is not of our property, we beg you to dispose the transfer of property in our favor and in payment, at a price adequate to the actual condition of the bus, and in consideration of the great expense that we have to undergo in order to put the vehicle in functioning condition.

Yours truly,

Disposizione Sped. in abb. post. 2/11/43

Recl. to Co. Rend. 2000

[Handwritten signature]

30 Sept 1943

Memo to Col Boluk
Re. File 10001-
"Bus & Truck Survey"

① See Page 32.

Suggest these trucks be located and made a part of your I N T set up either to use as parts or as trucks. At all times water trucks will be required. Road contractors are asking for water trucks now.

② Necessary Action

Wesley
30 Sept,

DITTA
Dott. SALVATORE RESTIVO
AUTOSERVIZI PUBBLICI DI LINEA

Palermo
VIA CATANIA, 8 84
TEL. 17.530-18.474

Sept. 20, 1943

32/KW



Coppetta Assignment of trucks
To The A.M.G.O.T.
Civil Affairs
PALERMO

We beg to inform the Allied Command that at Portella di Mare, near Palermo, there are several naphtha trucks abandoned by the German Army, and that are now in a very bad condition and missing of several essential parts.

Considering the difficulties of transportation and our necessity of having a freight transport of our own, we kindly request to be authorized to take two or three of them for the auxiliary transportation work of our bus-line service.

With many thanks,

Yours very truly,

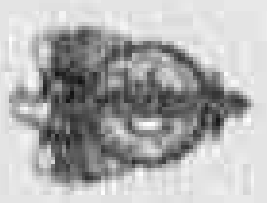
26

Ditta Dott. *Restivo*
Restivo

*note to
col Balak
30 Sept
AD*

10001
Palermo 18 Sept. 1943
VIA CATANIA 8 51
TEL. 333 18 474

DITTA
DOH. SALVATORE RESTIVO
AUTOSERVIZI PUBBLICI DI LINEA



Copella Restitution of Buses

To the A.M.G.O.T.
Civil Service
PALERMO

This firm has had requisitioned, by the Italian Army, two buses of large capacity, of the Alfa Romeo type, used in urban service in our concession.

After the occupation of Sicily by the Allied Army, such buses have not been used by the Allied forces and consequently have remained available, therefore this firm has tried to locate them and ask, the Allied Command, the permission to have them again, in order to be able to put its Bus-line service in normal functioning power.

This firm will be very thankful to the Allied Command for the interest that it may take on his behalf

Yours truly,

Attila D'Agostino, Restivo

*add
to 30
18*

GRANIO DEL SERVIZIO

Servizio biestimatorio che si effettua nei giorni di lunedì e venerdì.

30/0001
New

Località	km.	Arrivo.	Partenza
Nelumbo Stan. Controllo - (Via Carloleone) - Castelbaronia.	181		715
Agrigento Prefettura	171	1305	1330
Lipari Meridionale	192	1525	1600
Ragusa Prefettura	204	1920 (x)	700
Siracusa Prefettura	376	1050	1110
Catania Piazza Duomo	453	1500	1535
Enna Prefettura	504	2010 (xx)	1045
Galtanissetta Prefettura	601	1240	1350
Nelumbo Stan. Controllo	741	1915	-

24

(x) Pernottazione a Ragusa

(xx) " " di Enna.

24

Memorandum.

AMGOT/10001/TCU

Dott. Salini
Istituto Nazionale, Trasporti, 24 Sept.
Palermo.

Law
29
/

An investigation has been made by the Labor Division, AMGOT HQ., of the wage scale of INT employees. It has approved the following wage scale:

Artisti	- 40	lira per day
Manovali	- 29.50	" " "
Manovali conduttori	- 31.50	" " "

This scale is approved in consideration of the fact that the *presenza* previously paid has been abolished.

CRM/tbw

CLAUDE R. MINARD,
Capt., C.M.P.,
Transportation Division.

Copy to: Labor Division.

To: Capt C. Mearns
Communications Division

9/22/43
28

1. Attached info accurate
2. The increase should be granted as substitute for the abolished paygrade

Dean A. Moore
C/ASAC

I.N.T. ✓ La Loggia - HINARD
O.A.R.O.

27
R.C.

* Paghe Maurizi ed artisti. Mod. f. n. 1/57
che si propongono essere

- 1) Artista - paga attuale £ 30. presenza £ 10 (1)
- 2) Maurizi " " £ 19.50 presenza £ 10
- 3) Maurizi condotti - paga attuale 21.50 presenza £ 10

(1) L'indennità di presenza dal 1° settembre è stata sospesa per disposizione della Prefettura.

In attesa delle modificazioni definitive delle tabelle
salariali, in conformità alla nota verbale
di ritenere opportuno concedere un premio di
rendimento Maurizi - personale addetto
al carico e lo carico della merce sugli aut-
carri) e di presenza per gli artisti rispettiva-
mente di £ 20.50 e £ 30.00.

22

Il che superiore...
comprato by...
by...

C. F. A.
UNIONE PROVINCIALE DI PALERMO
Sezione di _____

DISTINTA delle spese postali e telegrafiche sostenute durante il mese di _____
e di cui si chiede il rimborso:

Posta ordinaria _____ L _____

* raccomandata _____

* espresso _____

Telegrammi _____

TOTALE L _____

li _____

48

IL DELEGATO COMUNALE

48 si ordina il pagamento della presente distinta.

Palermo, li _____

IL DIRETTORE

Mem. Col. Boland.

Re File # 10001

"Bus & Truck"

① See Page 26. This has been seen since 14 Sept.

② Società Anonima Industria Automobili Usale del Fante 48 Palermo reports Italian Govt regard some of their buses. They were paid for them.

③ They say 2 of these buses are now "by the MACHUSO FIRM of CERDA"

④ These 2 buses should be located and then proper disposition determined. Since the Italian Govt paid for them they belong to us.

Rensman

30 Sept.

20 SEP 1943 5079/2 *evg*
KW

Allied Military Government
Civil Affairs Office
Palermo

Subject: Alfa Romeo 75 A
motor-buses
Request of restitution

Italian Government required to our Mana-
gement Nu. 18 motor-buses Alfa Romeo 75 A,
employed for the civil service of Palermo.
After the occupation of Sicily, the Allies
have made no use of these motor-buses
and so our management has requested the
assignment of the motor-buses above mentioned.
We have known that two of these motor-buses
are now by the Macaluso Firm of Canda,
perhaps in consequence of a request of
assignment.

We point out to you that the Macaluso Firm
of Canda, above mentioned, cannot make
use of these motor-buses for the type of the
motor-cars. Therefore we think that it is
more right to give back the motor-buses
to our ~~Italian~~ Management, because they
were of our property and for giving us
the possibility of organize the civil service

...for the area under of Palermo.
After the occupation of Sicily, the Allies
had made no use of these motor-buses
and ~~so~~ ^{our} management has requested the
assignment of the motor-buses, above mentioned.
We have known that two of these motor-buses
are now by the Macaluso Firm of Cerda,
perhaps in consequence of a request of
assignment. 20

We point out to you that the Macaluso Firm
of Cerda, above mentioned, cannot make
use of these motor-buses for the type of the
motor-cars. Therefore we think that it is
more right to give back the motor-buses
to our ~~Firm~~ ^{Firm} Management, because they
were of our property and for giving us
the possibility of organize the civil service
of Palermo.

Therefore we beg this Command to take
interest for the restitution and the
assignment of two motor-buses, above
mentioned.

Soc. Am. Ind. Autobus
Il Consiglieri Delegato
Signed: Ing. Enrico Ferrusa.

S. A. I. A.

SOCIETA ANONIMA INDUSTRIA AUTOBUS

CAPITALE L. 3.500.000 INT. VENG.

Prot. 961.

Palermo, 14 Settembre 1943
Viale dei Partigiani, 45

COMANDO FORZE ALLEATE

Ufficio Affari Civili

P A L E R M O

Autobus Alfa Romeo 85 A.
Richiesta di restituzione.

L'azienda ebbe requisiti dall'esercito italiano, fra l'altro, nel 8 autobus Alfa Romeo 85 A carrozzati per il servizio urbano di Palermo. Dopo l'occupazione della Sicilia, tale materiale non è stato utilizzato dalle Forze Alleate, e si è reso disponibile; sicchè l'azienda ha cercato di rintracciarlo e ne ha richiesto man mano l'assegnazione al Comando delle Forze Alleate.

Risulta che due di tali autobus si trovano presso la ditta Macaluso di Carda, forse in seguito a richiesta di assegnazione.

L'azienda scrivente mentre rileva che detti autobus sono inadatti allo speciale servizio già connesso alla ditta Macaluso, per il tipo di carrozzatura, ed esuberante alle sue necessità, ritiene di potere avanzare una aspettativa legittima di preferenza all'assegnazione, sia perchè tratterebbe di restituzione di materiale che le apparteneva, sia per fronteggiare le necessità dei servizi di Palermo.

L'azienda già privata di buona parte del suo materiale, e per la mancanza di ricambi, non sarebbe poi in grado di ripristinare tutti i servizi di Palermo che gradatamente vengono disposti dal Comando delle Forze Alleate.

Si interessa pertanto Cotesto Comando per la restituzione ed assegnazione dei due veicoli sopra specificati.

19

SOCIETA AN. INT. VENG.
Il Comandante
(Prof. Mario Scarama)

L'azienda ebbe requisiti dall'esercito italiano, fra l'altro, n°10 autobus Alfa Romeo 85 a carrozzati per il servizio urbano di Palermo. Dopo l'occupazione della Sicilia, tale materiale non è stato utilizzato dalle Forze Alleate, e si è reso disponibile; sicché l'azienda ha cercato di rintracciarlo e ne ha richiesto man mano l'assegnazione al Comando delle Forze Alleate.

Risulta che due di tali autobus si trovano presso la ditta Macaluso di Cerda, forse in seguito a richiesta di assegnazione.

L'azienda scrivente mentre rileva che detti autobus sono inadatti allo speciale servizio già connesso alla ditta Macaluso, per il tipo di carrozzatura, ed esuberante alle sue necessità, ritiene di potere avanzare una aspettativa legittima di preferenza all'assegnazione, sia perché tratterebbe di restituzione di materiale che le apparteneva, sia per fronteggiare le necessità dei servizi di Palermo.

L'azienda già privata di buona parte del suo materiale, e per la mancanza di ricambi, non sarebbe poi in grado di ripristinare tutti i servizi di Palermo che gradatamente vengono disposti dal Comando delle Forze Alleate.

Si interessa pertanto Cotesto Comando per la restituzione ed assegnazione dei due veicoli sopra specificati.

19

SOCIETA' ALFA ROMEO S.p.A.
 41013 Modigliana (M.O.)
 (Aut. Anon. 1/1912)

5079 . 18 Sept 43
JH/KC

This is apparently a request to have the terms set for payment for use of requisitioned vehicles. I judge that the vehicles were used by 7th Army. For that reason it would seem that the letter should be forwarded to 7th Army Hq.

L.R.M.



Consorzio Provinciale per la Viticoltura di

Riservata per esclusivo uso di ufficio

N. 18

di _____ 19__

Si trasmettono i seguenti dati relativi alle quotazioni dei ^{mosti} ~~vini~~ di (*) _____
durante la settimana dal _____ al _____

I prezzi sotto segnati si riferiscono a quelli realizzati dai venditori per le singole qua-
lità e per vendite all'ingrosso.

Data	QUALITÀ (*)	Prezzi per ettogrado o per quintale	Consegna (°)

Cons. 1157 - 18 - 35 - 6000

Quotazioni delle uve:

Andamenti del mercato:

Capt. Morrison
 The District Commo of the United States Army
 Palermo 23

On the 31 July have been requisitioned for freight the two vans:
 Target PA 5944 with bill of requisition # 13008 with 18 seats
 PA 6701 " " " " # 13011 " 16 "

On 1 August the van
 Target PA 10742 with bill of requisition # 13016 with 10 seats
 On the 3 Aug the van PA 5944 has been given back, while on
 12 Aug. the other two vans has been substituted with tourist cars
 with following targets:
 PA # 5251 and PA # 5451 (?) both with 25 seats.

The cleaning, ordinary keeping up and reparations are
 done through the organization in which paraffin the cars
 every night are recovered.
 The van has been delivered, the second with 100 litres of
 kafa and the third with 75 litres of kafa, whilst the
 first came in and went out practically without consump-
 tion of paraffin. (1)

In view of instructions at the back of the book of as-
 quisition it is asked to establish the daily quota of
 freight, considering the expenses of upkeep of our orga-
 nization, and moderation of payment.

(1) Further 75 litres of kafa were furnished on 2 Aug.

On 1 August the bus

Target PA 10742 with 16 litres of acquisition # 13016 with 16 seats
On the 2 Aug the bus P 5944 has been purchased, while on
12 Aug. the other two bus has been substituted with four seats.

with following target:
PA # 5451 and PA # 5451 (?) both with 25 seats.

The cleaning, ordinary keepup and reparations are
done through the organization in which parafe the cars
every night are received.

The car has been delivered, the second with 100 litres of
kafte and the third with 75 litres of kafte, whilst the
first came in and went out practically without consump-
tion of fuel. (1)

In view of instructions at the back of the bill of ac-
quisition it is asked to establish the days quota of
freight, considering the excesses of transport of our orga-
nization, and necessities of pay ment

(1) Further 75 litres of kafte were furnished on 2 Aug.
to the car PA 10742.

ENTE ECONOMICO DELLA ZOOTECCNIA
UFFICIO PROVINCIALE DI PALERMO

Polemo, h _____ 104
Via Bari, 6 - Telefono 0452 17365

N. di post _____
Espresso n _____
OGGETTO _____

TA 18

Indirizzo: Via Bari, 6 - 0452 - Roma

Classified B.O. 12356 Section 3.3/NND No. 785021

20 SEP 1943

Società An. Industria Autobus

Capitale Lire L. 3.500.000 int. vers.

RCO
22



HEADQUARTERS
c.s.
15 SEP 1943
AMGOT

Palermo 11 Settembre 1943
Viale del Fante

AL COMANDANTE DISTRETTUALE ESERCITO DEGLI STATI UNITI

PALERMO

In data 31 Luglio abbiamo avuto requisito a noleggio i due autobus:

Targa PA 5944 con bollotta requisition N:13008 con 18 posti a sedere.=

" PA 10701 " " " " N:13011 " 16 " " "

In data 1 Agosto n.c. l'autobus:

Targa PA 10742 con bollotta di requisition N:13016 con 16 posti a sedere.=

In data 3 Agosto è stata restituita l'autobus PA.5944, mentre in data 12 Agosto gli altri 2 sono stati sostituiti con vetture di gran turismo alle seguenti targhe:

PA N:545I e PA N:945I entrambi con 25 posti a sedere.=

La pulizia, l'ordinaria manutenzione e le riparazioni sono disimpegnate dall'azienda che da ricovero tutte le notti alle macchine nel proprio garage.=

Le macchine sono state consegnate la seconda con 100 litri di nafta e la terza con 75 litri, mentre la prima è entrata ed uscita praticamente senza consumo di carburante.= (1)

In forza delle istruzioni a tergo del foglio di requisizione si chiede di voler stabilire la quota giornaliera di noleggio, tenuta presente la spesa di manutenzione a carico della n./a. azienda, e le modalità di pagamento.=

Trabucchi, 10.745.70.48 - C. P. C. 28074

SOCIETÀ AN. IND. AUT. BUS
Il Direttore
(Ing. Enrico Ferruzzi)

16

(1) Altri litri 75 di nafta ebbimo a rifornire il 2 Agosto alla vettura PA10742.=

Bus

5079 18



S.O.C. AN INDUSTRIA AUTOBUS

PALESMO
VIALE DEL PAESE

To the A.M.G.O.P.

PALESMO

PALESMO, August 30, 1943

*Gene will be in position for 40 kg nails.
Sold them to subject itemized request.
Leo [Signature]*

10753 10146 - C. P. C. 28078

Having this firm reestablished the Bus-line service, it is necessary to supply itself with various material needed for reparing.

Our furnishers, as the FIAT in Via La Marmora and the firm Philippe Guisani in Via Roma 99; cannot supply us because, as they say, all the material has been blocked by the Allied Authorities.

We beg to request the authorization to provide us of the list indispensable.

Yours truly,

Luigi Ferraro

PA 31/8

15

B

SUBJECT:- ANGOT Bus Service.

5079

Our Ref:- CAT/127.
Your Ref:- ANGOT/5079/43.
D:- 2 Sep 43.

17

To:- ANGOT H.Q.
PALERMO.

From:- Lt. Col. Wellerley,
S.C.A.O.
Province of Catania.

HEADQUARTERS
17 SEP 1943
ANGOT

3 SEP 1943
5079/2
RCW

It is suggested that the Bus Service should stop in Catania in the Piazza Duomo and not in front of the Prefettura. The Prefettura is ruined by bombing and abandoned and is moreover situated in a comparatively narrow and very crowded street.

Refer - 12

J. Wellerley

Catania.
8 Sep 43.

To see

Capt. ...

Lt. Col.
S.C.A.O.

13 Sept. 43.

I gave necessary order

C.R.M.

16

12

4 Sept. 43

To: Lt. Col. Seitz

1. For your info + then file
2. The Emma policy marches on!

De Witt House
Capt. AC.

4 Sept 43

SICILIA LIBERATA

13

CRONACA DI PALE

Tutte le organizzazioni fasciste di datori di lavoro e lavoratori abolite

Anche il Consiglio Provinciale delle Corporazioni è stato sciolto

Il Governo Militare Alleato Provincia di Palermo

Considerata la necessità di abolire tutte le organizzazioni esistenti nella Provincia dei datori di lavoro e dei lavoratori;

Considerata la necessità di abolire il Consiglio delle Corporazioni della Provincia di Palermo;

Visto l'art. 19 della legge comunale e provinciale ed in virtù dei poteri conferiti;

ORDINA

1) L'Unione prov. fasc. degli agricoltori, l'Unione prov. fasc. degli industriali, l'Unione prov. fasc. dei commercianti, l'Unione prov. fasc. delle Az. del credito e della assicurazione, l'Unione prov. fasc. dei professionisti ed artisti, l'Unione prov. fasc. dei lavoratori dell'agricoltura, l'Unione prov. fasc. dei lavoratori della industria, l'Unione prov. fasc. dei lavoratori del commercio, l'Unione prov. fasc. dei lavoratori delle Az.

credito e assicurazione, compresi i relativi Sindacati dipendenti o qualsiasi altra sezione o reparto delle organizzazioni suddette, sono abolite.

2) Il Consiglio Provinciale delle Corporazioni è abolito.

3) Le proprietà, i fondi, i mobili e tutte le attività, che si trovano in potere di tutte le organizzazioni suddette, nonché del Consiglio Provinciale delle Corporazioni, sono trasferiti all'Ufficio della Custodia della Proprietà (Property Custodian) del Governo Militare Alleato di questa Provincia.

4) Le Organizzazioni suddette nonché il Consiglio Provinciale delle Corporazioni, presenteranno subito al detto Ufficio della Custodia della Proprietà l'inventario di tutto quanto è attualmente in loro possesso.

Palermo, 3 Settembre 1943

CHARLES POLETTI
Tenente Colonnello
Ufficiale Superiore Addetto agli Affari Civili

vole sollecitazioni, hanno provveduto ad un impianto torpedio di fortuna, mobilitando tutti i tecnici anglo-americani e quelli locali.

Si tratterà soltanto di una interruzione di pochi giorni, tre o quattro, la quale, però, non potrà consentire il lavoro ai militari e ai civili, e per conseguenza non renderà possibile la distribuzione del pane.

Il caso di forza maggiore non può essere incolpato ad alcuno. E' anzi, evidente che le Autorità Alleate, in questa particolare ed incresciosa congiuntura, hanno dimostrato tutto il loro generoso interesse, la loro appassionata sollecitudine per risolvere l'importante problema.

Problema che avrà, fra pochi giorni, una soluzione radicale.

Pasticceria Iris
avverte la rispettabile Clientela di avere iniziato la vendita
Via Roma 144

Assistenza comunale
Il Governo Militare Alleato, sin dal primo momento dell'occupazione, si è ripresentato di vostro incontro alle categorie più bisognose della popolazione e, genericamente, ha prestat...

Restituire il mal tolto

F' giunta l'ora

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LIBERATA

NO DI INFORMAZIONI

Sabato 4 Settembre 1943

Amministrazione: Palermo: Via Stabile Cent. 60

Comunicato straordinario del Quartiere Alleato

Le truppe britanniche e canadesi dell'VIII Armata su vari punti della costa calabra

avuto luogo alle 4,30 di ieri mattina con truppe a motozattere e anfibi e appoggiate dal fuoco delle avi da guerra britanniche e dall'Aviazione Alleata

La fortezza euroca dove si prevede una lotta abbastanza dura a causa del terreno montagnoso.

Lo sbarco è stato proceduto da una grande offensiva aerea durata 15 giorni che ha avuto per scopo di scardinare tutto il sistema difensivo e di comunicazioni dell'Italia centro-meridionale e in speciale modo delle Calabrie.

L'aviazione anglo-americana in questo periodo di tempo ha compiuto 500 voli di guerra danneggiando e distruggendo vie di comunicazione, ponti, linee ferrate e strade nazionali, aerodromi, campi militari e altri obiettivi bellici di grande importanza.

velivoli italo tedeschi sono stati abbattuti. Anche il nodo ferroviario di Cancellò che smista le comunicazioni per le Puglie ha subito un duro bombardamento.

Le piazzaforti, le vie di comunicazione i centri ferroviari e concentramenti di truppe e automerzi e depositi di munizioni sono stati attaccati quasi ininterrottamente da formazioni anglo americane che hanno prodotto con lo sgancio di forti quantitativi di esplosivo danni rilevanti. Anche in queste azioni l'attività dei cacciatori italo tedeschi è stata sensibile.

Numerosi combattimenti si sono svolti nel cielo calabro

mentre dalle operazioni della giornata 15 apparecchi alleati non hanno fatto ritorno.

Le Armate sovietiche a 50 Km. da Smolensk

MOSCA, 1

La gigantesca battaglia sul fronte orientale su un fronte di 1.100 km. vede sempre nuovi successi delle Armate sovietiche.

Nel settore di Smolensk si continua a combattere su una linea di 160 km. e le truppe russe, che hanno liberato nella loro marcia oltre 130 località, si trovano a soli 50 km. da quel caposaldo. Ogni azione difensiva dei tedeschi è decisamente stroncata e 400 soldati

SUBJECT: - ~~ASSET Bus Service~~

ASSET/ASST/AS

ASSET H.Q. BUREAU

2. Sept. 43

12
JC
Kly

To: S.C.A.Co. PALERMO,
AGRICENTO,
RAGUSA,
SIRACUSA,
MESA,
CAZIMONTANA,
CAZIMIA.

1. A bus service to accommodate public officials, public utility representatives, bank agents, and others who are given special permission to travel, will commence on Monday, 6. Sept. 1943.
2. The first bus will leave from in front of the Central Railroad Station, Palermo, at 0700 hrs. It will make scheduled stops as shown on the accompanying time table, and will arrive at Palermo on its return on Wed., 8. Sept. 1943, at 1440 hrs. The second bus will leave Palermo at 0700 hrs. on Wednesday, 8. Sept. 1943, and make a similar trip returning to Palermo on Friday, 10. Sept. 1943 at 1440 hrs. Similar service will be rendered each week until further notice.
3. The point of arrival and departure in each of the Provincial capitals will be the Prefecture. The point of arrival and departure in Idrata will be the Municipia. Stops will be made to discharge passengers at any Comune along the route. Lay overs in comunes or provincial capitals are impossible if schedules are to be maintained. Until such time as special arrangements are made to signal drivers, no stops will be made other than those scheduled for the purpose of receiving passengers. S.C.A.Co. are authorized to arrange with drivers for such signal stops in their province.
4. Drivers have been instructed that no passenger shall be accepted who does not have a special authorization from an S.C.A.Co., or a C.A.Co., showing that he is entitled to be a bus passenger.
5. The buses will be able to accommodate 30 passengers. Regular rates of fare now existing will be charged passengers.

PA 3/4

12

Charles M. Spenser
CHARLES M. SPENSER,
Lt. Col. C.S.C.
Chief Staff Officer.

AMOT AIR SERVICE - SCHEDULE

11

<u>Place.</u>	<u>Arrive.</u>	<u>Depart.</u>
Palermo		0700
Agrigento (Via Corleonesiroad)	1230	1300
Mazza	1500	1530
Ragusa	1920 (lay over night)	0700
Siracusa	1040	1110
Catania	1415	1445
Mazza	1920 (lay over night)	0700
Caltanissetta	0830	0900
Palermo	1440	

File 5079

Raw

11

RJI

10
J.F.

AMCOT/5079/CS
AMCOT HQ SINGLY
5 September 43

Memorandum on Bandung Bus Service

To: S.C.A.C. Palermo
ATTENTION: Capt. Levitt

The enclosed letter was delivered to me by Salini of I.M.F.
I do not know whether this is a part of the system you contemplated
starting again or not. In any event, since this is a provincial
matter, I am referring it to you for answer and explanation of the
action that was taken by us.

PA
3/9/43

CSM/372

1 incl.

CLAUDE R. MITCHELL
Capt., C. M. P.
Transportation Officer
Civilian Supply Division

R.J.

9
J.F.

AMCOT/5073/03

AMCOT HQ SIGLIX

2 September 1943

Subject: Return of Truck belonging to INT

To : S.C.A.C., Palermo Province
Attention: C.A.O. Corleone

1. INT is the truck and bus subsidiary of the State Railways. It is operating under the direct supervision and control of AMCOT HQ, Civilian Supply Division.
2. The director of INT advises that one of his trucks has been requisitioned by the C.A.O. of Corleone.
3. Since the control and supervision of inter-provincial transportation is directly under AMCOT HQ and since the equipment is extremely limited this vehicle should be returned to INT for such use immediately.

For the Chief Civil Affairs Officer:

[Signature]

CHARLES M. SPOFFORD
Lt. Col., G. S. C.
Chief Staff Officer

[Handwritten initials]

9

2

SUBJECT: AMEX Bus Service

AMEX/STATE/CO.

AMEX H.Q. SICILY.

2, Sept. 43.

8
J-1

To: S.C.A.Co. PALERMO,
MESSINA,
SIRACUSA,
CATANIA,
CAIRANO/AGOSTA,
MESSINA.

For

1. A bus service to accommodate public officials, public utility representatives, bank agents, and others who are given special permission to travel, will commence on Monday, 6, Sept. 1943.
2. The first bus will leave from in front of the Central Railroad Station, Palermo, at 0700 hrs. It will make scheduled stops as shown on the accompanying time table, and will arrive at Palermo on its return on Wed., 8, Sept. 1943, at 1440 hrs. The second bus will leave Palermo at 0700 hrs. on Wednesday, 8, Sept. 1943, and make a similar trip returning to Palermo on Friday, 10, Sept. 1943 at 1440 hrs. Similar service will be rendered each week until further notice.
3. The point of arrival and departure in each of the Provincial capitals will be the Prefecture. The point of arrival and departure in Messina will be the Municipio. Stops will be made to discharge passengers at any towns along the route. Lay overs in towns or provincial capitals are impossible if schedules are to be maintained. Until such time as special arrangements are made to signal drivers, no stops will be made other than those scheduled for the purpose of receiving passengers. S.C.A.Co. are authorized to arrange with drivers for such signal stops in their provinces.
4. Drivers have been instructed that no passenger shall be accepted who does not have a special authorization from an S.C.A.Co., or a C.A.Co., showing that he is entitled to be a bus passenger.
5. The buses will be able to accommodate 30 passengers. Regular rates of fare now existing will be charged passengers.

8

Charles M. Stafford
CHARLES M. STAFFORD,
Lt. Col. G.S.C.,
Chief Staff Officer.

2

AMTOL BUS SERVICE - SCHEDULE

<u>Place</u>	<u>Arrive</u>	<u>Depart</u>
Palermo		0700
Agrigento (Via Corleonesi)	1230	1300
Mazara	1500	1530
Mazara	1920 (lay over night)	0700
Mazara	1040	1110
Mazara	1415	1445
Mazara	1920 (lay over night)	0700
Mazara	0630	0700
Mazara	1440	

7

5379/01

plu
1/9/43

6
J.F.
Kew

Capt. Howard -
How about air bus service
then cut island? What is

Status

800

1-9-43

I am to receive a report tomorrow. I have
ordered that it should be ready to start as of
Mon. next but can not promise until I get report
tomorrow

C.R.M.

PA

3/9

AUTOLINEA : Palermo-Agrigento-Licata-Ragusa-Siracusa-Catania-Enna-Caltanissetta-Palermo

2 SEP 1943

Servizio biettimale che si effettua nei giorni di lunedì e mercoledì

5079/9
Kew

Località	Km.	Arrivo	Partenza
Palermo	--	--	7,--
Agrigento	140	12,30	13,--
Licata	192	15,--	15,30
Ragusa	264	19,20 (x)	7,--
Siracusa	376	10,40	11,10
Catania	453	14,15	14,45
Enna	564	19,20 (xx)	7,--
Caltanissetta	601	8,30	9,--
Palermo	741	14,40	--

(x) Pernottazione a Ragusa

(xx) " " a Enna

5

Will leave from Central Rail Station Palermo - Other towns

Palermo	---	---	7,--
Agrigento	140	12,30	13,--
Licata	192	15,--	15,30
Reggio	284	19,20 (x)	7,--
Siracusa	376	10,40	11,10
Catania	453	14,15	14,45
Enna	564	19,20 (xx)	7,--
Caltanissetta	601	8,30	9,--
Palermo	741	14,40	---

(x) Pernottazione a Reggio

(xx) " ad Enna

52

*Will leave from Central Rail Station Palermo - Other towns
the Prefecture - Tricata - Municipios
H/V*

4

MINISTERO DELLE COMUNICAZIONI
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE



ISPETTORATO COMPARTIMENTALE DI PALERMO

All. 2

Palermo, 1 settembre 1943

Prot. N. 6/25

AL GOVERNO MILITARE ALLEATO
A.M.G.O.T./ H.Q.

OGGETTO: Autoservizi bisettimanale riservato
Palermo-Agrigento-Licata-Ragusa-Si-
racusa-Catania-Enna-Caltanissetta-
Palermo.-

In relazione alle disposizioni verbalmente impartite dal Signor
Capitano Mynard, si allega alla presente un prospetto di orario stu-
diato da questo Ufficio per l'esecuzione dell'autoservizio in ogget-
to, da espletarsi nei giorni di lunedì e mercoledì.

Detto prospetto è stato compilato tenendo presente quale velocità
media di marcia del veicolo che dovrà essere impiegato, (Lancia 3 RO.P
della potenza di 52 HP, a 32 posti) quella di 25 Km. all'ora, la qua-
le difficilmente potrà essere superata, dato l'attuale stato delle
strade da percorrere.

Come si vede dallo stesso prospetto è stata prevista una sosta
di 30 minuti in ciascuna delle città allacciate dall'autoservizio e
sono stati previsti due pernottamenti rispettivamente a Ragusa e ad

AL GOVERNO MILITARE ALLEATO

A.M.G.O.T./ H.Q.

OGGETTO: Autoservizio bisettimanale riservato
Palermo-Agrigento-Licata-Ragusa-Si-
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della potenza di 52 HP, a 32 posti) quella di 25 Km. all'ora, la qua-
le difficilmente potrà essere superata, dato l'attuale stato delle
strade da percorrere.

Come si vede dallo stesso prospetto è stata prevista una sosta
di 30 minuti in ciascuna delle città allacciate dall'autoservizio e
sono stati previsti due pernottamenti rispettivamente a Ragusa e ad
Enna.

Il percorso tra Palermo e Ragusa risulta così effettuato in ore
12,30, quello fra Ragusa ed Enna in ore 12,20 e quello, infine fra
Enna e Palermo in ore 7,40.

Da ciò risulta che per potere espletare il servizio adottando
l'orario di cui sopra bisogna impiegare complessivamente circa due

R/V

giorni e mezzo, ma qualora si volesse anticipare la partenza da Palermo di un'ora e mezzo, portandola cioè alle ore 5,30, si potrebbe pernottare in tal caso a Siracusa, arrivando alla ora 21,40 circa, e l'indomani si potrebbe ripartire per Palermo alle ore 5,30 per arrivare in tale città alle ore 21 circa.

Tutti accordi presi con l'Istituto Nazionale Trasporti risulta che il servizio sarà disimpegnato con due macchine del tipo di cui sopra, le quali faranno rispettivamente servizio ogni lunedì ed ogni mercoledì; comunque è stato anche disposto che altra macchina sia mantenuta di riserva, per ogni eventualità.

Si fa riserva di indicare il numero delle targhe di dette macchine ed il nominativo dei conducenti che le dovranno condurre.

Per le opportune disposizioni da dare all'Istituto Nazionale Trasporti occorrerà altresì precisare tutti i capilinea dai quali dovrà avvenire la partenza dell'autobus di servizio nelle varie città da esso collegate.

Premesso quanto sopra si dà intanto assicurazione che l'INT è in condizione di potere iniziare, il servizio da lunedì 6 corrente, come disposto dal Sig. Capitano Myard.

/ IL DIRETTORE COMPARTIMENTALE

Luigi Lombino

Ed Spafford -
Client

In the case of so we
will get out lots of information
to SCFO's - I should think
a mail study could be put
around

PTB
Approved for CSC
Cantrell

5079/CS

3

1 Sept 43 J.F.

Memorandum to Lt Col Seitz

Subject: - Island wide bus service.

Rees

In accordance with your orders a bus service to accommodate public officials, public utility representatives, bank agents, and others who are given special permission to travel will commence on Monday, 6 Sept 1943.

The first bus will leave from in front of the Central Railroad Station, Palermo, at 0700 it will make scheduled stops as shown on the accompanying time table and return to Palermo on Wed, 8 Sept 1943 at 1440 hour. The second bus will leave Palermo at 0700 on Wed, 8 Sept 1943 and make a similar trip returning to Palermo on Fri, 10 Sept 1943 at 1440 hour.

The point of arrival and departure in each of the provincial capitals will be the Prefecture. The point of arrival and departure in Vicata will be the Municipio. Stops will be made to discharge passengers at any Commune along the route. Lay overs in Communes or provincial capitals are of course impossible if schedules are to be

2

maintained. ~~Unless~~ Until special arrangements are made to signal bus drivers no stops will be made at commands to receive passengers. If such service is necessary it can be arranged.

Instructions are being given to bus drivers that no one shall be accepted as a passenger who does not possess a special authorization from a SCAO or CAO showing that he is entitled to be a passenger on the AMBOT Bus Line.

The buses will be able to accommodate 30 passengers. Immediate notice should be given to SCAOs of the institution of this service.

Claude R. Minard
Capt. CDRP.
Transportation Officer CDR.

2

gaguel /

AMGOT BUS SCHEDULE

Place	Arrive	Depart
Palermo		0700
Agrigento (via Corleone road)	1230	1300
Licata	1500	1530
Ragusa	1920 (lay over night)	0700
Siracusa	1040	1110
Catania	1415	1445
Enna	1920 (lay over night)	0700
Caltanissetta	0830	0900
Palermo	1440	

0612