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

ACC 10000|148|245 (1 of 2 folders)

430/TN/1

RAIL GENERAL

AUG. 1944 - JAN. 1947

VOL

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

VOL. II

GENERAL

AUG. 1944 - JAN. 1947

0961

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

Ext. 470 HEADQUARTERS ALLIED COMMISSION AMS/nt
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

816

Ref. : AC/430/Tn.1 30 Jan 47

Subject : Russian Liaison Party

To : Q (Mov) Liaison
Rome.

1. Reference letter AC/430/Tn.1 of 28 Jan 47.

2. Movement is now requested for 4th Feb 47.

3. Will you please arrange for attachement of coaches and vans to the international Train on 4th Feb to Villach and to civilian train thence to Vienna.

A.H.STREET,Lt.Coo.
Director

Copy to Director General I.S. .
Please have 1 1st Class coach,
1 2nd Class coach
1 Baggage Van , available for this date.
Copy to E.C.I.T.O.
Copy to Capt. KINSLEY ,Executive Commissioner's Office.

0962

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/rib

815

28 Jan 47

Ref. : AC/430/Tn.1

Subject : Move of Russian Liaison Group.

To : Q (Mov) Liaison ,
Rome.

1. Reference letter AC/430/Tn.1 of 23rd Jan 47.

2. Please cancel booking for 31st January 47.

3. Date movement required will be notified later.

A.H.STREET
Lt.Colonel
Director.

COPY TO :

Director General I.C.R. ;
E.C.I.T.O. ;
Capt. KNIBLEY, Exec. Commissioner's Office.

430

0963

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

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/nb

814

Ref. : AC/430/Tn.1

23 Jan 47

Subject : Movement Russian Liaison.

To : - Q (Mov) Liaison,
Rome.

1. Reference conversation Lt.Cols. CONSTABLE and STREET.

2. The following is confirmed.
a. Officer in charge Col.PAVKO.
b. Number of bodies 48 including families.
c. Accommodation required.
1 1st Class, 1 2nd Class, and 1 Baggage Van.
d. Move from Rome to Brest-Litovsk.
e. Arrangements requested for military movement Rome-Vienna after Vienna arrangements will be made by occupying power.
f. No feeding arrangements will be required as rations have been supplied.
g. Move to take place most suitable day between Jan 30th and Feb 2nd 47.
h. Ministry of Transport have agreed to supply civilian coaches on your request.
i. Payment will be made by party travelling if required.
j. Coaches to be attached to international train.

3. Please advise as early as possible date of travel.

A.H.STREET
Lt.Colonel
Director.

0 9 6 41

Declassified E.O. 12356 Section 3.3/NND No. 185021

Capt Wallace

Subject : Percentage of Rail Usings Civil to Military.

Transportation.
G.H.Q. C.M.F.

Tel : Rome 2544.
Ref : Trans/79/170

22 January 1947 813

To : D.S.T.,
G.H.Q. C.M.F.

1. Herewith for months of October and November 1946 based on gross ton kilometrage figures supplied by Italian State Railways the percentage of civil traffic to total traffic for Italian Mainland, Sicily and Sardinia.

October 1946. Percentage of civil to total 94.5
November 1946. " " " " " 95.5

2. Breakdown of military traffic showing percentage usings by various Allied Forces for months of October and November 1946 have already been submitted.

2nd. Lieut. R.M.
for Colonel.
Deputy Director of Transportation.
(R. LAWLS).

Copies to : Fiscal Section M.R.C.
Allied Commission, Coal Division.

430

transport
H915

Subject :- NIGHTSTOP ON TORCHLIGHT

HQ MOVEMENTS
ROME
MOV/LOC/112 812
Tele : Rome 478031

Distribution : See Below

12 Jan 47

1. W.E.F. 20 Jan 47 and whenever either of the above named trains is making the normal weekly duty run between CASERTA, TRIESTE and return, it has been agreed that, on what has been up to date, the empty coaching stock from ROME to CASERTA and return, Officers may now be allowed to travel.

2. Bookings for the Southbound journey will be made through Rail Booking Office, HQ MOVEMENTS ROME (telephone ROME 478066) and for the Northbound journey through RTO NAPLES CENTRAL (telephone NAPLES 54003).

3. Timings of the train will be as follows :-

ROME	dep	0940	hours Monday
CASERTA	arr	1410	hours Monday

o-o-o-

it has been agreed that on, what has been up to date, the empty coaching stock from ROME to CASERTA and return, Officers may now be allowed to travel.

2. Bookings for the Southbound journey will be made through Rail Booking Office, HQ MOVEMENTS ROME (telephone ROME 478066) and for the Northbound journey through RTO NAPLES CENTRAL (telephone NAPLES 54003).

3. Timings of the train will be as follows :-

ROME	dep	0940	hours Monday
CASERTA	arr	1410	hours Monday
CASERTA	dep	1250	hours Friday
ROME	arr	1735	hours Friday

4. No meals will be provided on the train and schedule (as in para 3) cannot be guaranteed.

(D.LEVY) Major R.E.
D.A.Q.M.G.(M).

Distribution
(RTO ROME TERMINI (3)
(Copies to be handed to both T.C.O's)
RTO NAPLES CENTRAL
A/RTO CASERTA
Q(MOV) GHQ CMF
R.A.O.C. (3)
CASERTA ENCLAVE (3)
MOV LIAISON ROME

INTERNAL :
D.A.Q.M.G.(M).
S/CAPT Q(M)
TRAFFIC OFFICER
ADMIN OFFICER
TRAFFIC OFFICE (5)

ROME ALLIED ARMY COMMAND

Allied Commission

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

0967

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AG/4/fm

811

11 January 1947

AG/430/Tn.1

Subject : Travel of Civilian Labourers.

To : 218 Sub - Area.

1. Attached are copies of correspondence passed between Q(Mov) GHQ, the LSR and this office.

2. We shall be glad to hear if you can enable us to reply to the LSR.

A.H.STREET
Lt.Colonel
Director.

Enclosure: G 213.2173.48/Locs/10877/3 of 18 Nov.46 from LSR.
AG/430/Tn.1 of 3th Jan.47 to Q(Mov) GHQ.
Mov.3/304/2 of 7th Jan. from Q(Mov) GHQ.

0968

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

Transportation.
G.H.Q. O.M.F.

Tel : Fradus 2234
Ref : TnSF/70/166

9 January 1947

819

Subject : Rail Statistics.

To : D.S.T.,
G.H.Q., O.M.F.

1. Further to my letter reference TnSF/70 dated 16 December 1946.

2. Attached herewith please find breakdowns of military traffic showing percentages of usings by various Allied Forces for months of July, August, September, October and November 1946.

2nd.Lieut.R.E.
for Colonel.
Deputy Director of Transportation.
(R. [illegible]).

Enclos.

Copies to : Fiscal Section M.R.S.
Allied Commission Coal Division.

400

0 9 6 91

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

TOTAL MILITARY RAIL TRAFFIC

ITALIAN MAINLAND

Month of July 1946.

Account.	Ton - Kms.	Percentage to Total
American	12,826,251	16.689
British	64,015,961	83.296
Italian	1,248	.002
French	7,634	.010
Greek	912	.001
Jugoslav	1,651	.002
Czechoslovak	188	-
TOTAL	76,854,045	100.000

Passenger portion of traffic converted from Passenger-Kilometers to Ton-Kilometers on the basis of 40 persons equivalent to 20 tons.

809

0970

Declassified E.O. 12356 Section 3.3/NND No. 185021

TOTAL MILITARY RAIL TRAFFIC

ITALIAN MAINLAND.

Month of August 1946.

Account.	Ton-Kms.	Percentage to Total
American	7,598,453	11.705
British	57,297,860	88.265
Italian	5,095	.008
French	7,634	.013
Russian	107	-
Rumanian	742	-
Jugoslav	5,717	.009
Greek	282	-
Czechoslovak	494	-
Belgian	180	-
TOTAL	64,916,564	100.000

608

Passenger portion of traffic converted from Passenger-Kilometers to Ton-Kilometers on the basis of 40 persons equivalent to 20 tons.

0991

Declassified E.O. 12356 Section 3.3/NND No. 185021

TOTAL MILITARY R.T.K. TRAFFIC

ITALIAN MAINLAND

Month of September 1946.

Accounts.	Ton-Kms.	Percentage to total.
American	11,076,192	20.090
British	43,991,698	79.778
French	45,475	.082
Italian	4,757	.009
Jugoslav	22,231	.041
Belgian	255	-
TOTAL	55,142,608	100.000

807

Passenger portion of traffic converted from Passenger-Kilometers to Ton-Kilometers on the basis of 40 persons equivalent to 20 tons.

Declassified E.O. 12356 Section 3.3/NND No. 185021

806

TOTAL MILITARY RAIL TRAFFIC.

ITALIAN MAINLAND.

Month of October 1946.

Account.	Ton-kms.	Percentage to Total.
American	12,634,858	33.250
British	25,358,545	66.681
Italian	16,646	.044
French	1,495	.003
Jugoslav	8,438	.022
TOTAL	37,999,982	100.000

Passenger portion of traffic converted from Passenger-Kilometers to Ton-Kilometers on the basis of 40 persons equivalent to 20 tons.

0973

Declassified E.O. 12356 Section 3.3/NND No. 185021

TOTAL MILITARY R.R. TRAFFIC

ITALIAN MAINLAND

Month of November 1946.

Account.	Ton-Kms.	Percentage to Total.
American	4,550,965	14.968
British	25,799,563	84.855
French	9,188	.030
Greek	389	.001
Italian	1,082	.004
Jugoslav	43,108	.142
TOTAL	30,404,295	100.000

805

Passenger portion of traffic converted from Passenger-Kilometers to Ton-Kilometers on the basis of 40 persons to 20 tons.

0974

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

Mov 3/301/2

Tel : PADUA 22672

7 Jan 47

Subject : TRAVEL OF CIVILIAN LABOURERS

To : ALLIED COMMISSION
ECONOMIC DIVISION
APO 794
C.M.F.

1. Ref your AC/430/TN1 dated 3 Jan 47.

2. It is regretted that this Branch cannot help you in this matter.

3. G(SD) Branch of this GHQ have advised that the records of 211 Sub Area should have been passed through 217 Area to 218 Sub Area and it is suggested that you make enquiries direct to that Sub Area.

(D.J. BAVERSTOCK) Major
for Colonel,
Colonel Q(Mov)

804

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
AFO 794
EXECUTIVE DIVISION
Transportation Sub - Division

A13/fm

AC/430/Tn.1

3 January 47

Subject : Travel of Civil Labourers.

To : G(Mov)G.H.Q.
C.M.P.

1. The enclosed letter is forwarded to you in the hope that you may be able to assist, as Sub-Area 211 is now closed and this office has no records of the number of the passes issued.

2. It is appreciated that this request might have been forwarded to 217 or 218 Sub Areas but it is considered that if the information is still available it would probably be in your hands.

3. Any information that will enable a reply to be sent to the State Railways would be appreciated.

A.H.STREET
Lt.Colonel
Director.

1 - Encl. Cpy of letter C.213.21738.18 Locn/10977/5 of 18th November 46.

0976

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/fm

AC/430/Tn.1

28 December 46

Subject : Tarpaulins for Wagons.

To : The Director General,
U.S.R.

1. Reference your letter A 121/335/20-15 Icca/1143/33 of 14th December.

2. The voucher No 264.8032 for 1981 tarpaulins was forwarded, together with your letter, to Transportation (British) at the Ministry of Transport under our reference AC/430/Tn.1 of 14th September 46.

A.H.STREET
Lt.Colonel
Director.

0977

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 HEADQUARTERS ALLIED COMMISSION AFB/Tn
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AC/430/Tn.1 28 December 46

Subject : Tarpaulins for Wagons.

To : The Director General,
U.S.Z.

1. Reference your letter A 121/335/20-15 Loco/1143/33 of 14th December.

2. The voucher No 264032 for 3997 tarpaulins was forwarded, together with your letter, to Transportation (British) at the Ministry of Transport under our reference AC/430/Tn.1 of 14th September 46.

A.H.STREET
Lt.Colonel
Director.

0978

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
A.C.
ECONOMIC DIVISION
Transportation Sub - Division

AHG/fm

20 Dec.1946

AC/430/Tn.1

Subject : Biscuits.

To : Director General
I.S.R.

1. Reference attached copy of letter from the Capo Compartimento Florence.

2. It is regretted that it is not now possible to change these biscuits due to the length of time since they were issued i.e. ten months.

3. If these biscuits had been discovered inedible they should have been exchanged with the others in July last.

4. It will be appreciated if you will advise the Capo Compartimento to this effect.

A.H.STRUST
Lt.Colonel
Director.

1 - Enclosure : - Copy of letter No 20671/11.6, dated 6/12/46, from Capo Compartimento Florence.

Copy to : Rome Area Allied Command,
Ref.Letter ST 235/3 of 16th Dec.46.

809

I/S.R. Direction General

Rome 23 DIC. 1948

C.213.21738.48/ mcm 11800/5

Subject:
Trips effected on account of the Allies

To: Lt. Col. Street - A.C.
Sub-Commission (Rail Division)

This H.Q. asked the MRS (copy of letter enclosed) to intervene by the HQ.211 Sub Area Ancona in order to know the number of trips effected by the workers on account of the Allies, in the trains indicated in the letter.

M.R.S. informed us that the AC. has authority to issue instructions on this behalf.

Therefore will you please intervene and arrange this matter, we thank you in advance.

Your early reply will be appreciated.

Director General
Sgd. Di Raimondo

AF.22/12/cb.

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

Allies, in the trains indicated in the letter.

M.R.S. informed us that the AC. has authority to issue instructions on this behalf.

Therefore will you please intervene and arrange this matter, we thank you in advance.

Your early reply will be appreciated.

Director General
Sgd. Di Raimondo

AF.22/12/cb.

739

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

Capt Miller ED/1/4/0

Lowe Alex 4464

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO 54

APPENDIX 'A'

REGULAR MILITARY TROOP TRAIN

ARRANGEMENTS IN CMF EFFECTIVE 30 DEC 46

Mov 3/332/1.

Tel : PADUA 22315

19 Dec 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(M)

798

Distribution :

As for GHQ WI No 54 dated 14 Dec 46.

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

REGULAR MILITARY TROOP TRAIN

19 Dec 46

ARRANGEMENTS IN CMF EFFECTIVE 30 DEC 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(Mov)

798

Distribution :

As for CMG WI No 54 dated 14 Dec 46.

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

Appendix 'A'

W.I. NO. 54

Weekly timings for Venezia Giulia are :

NORTHBOUND

Monday & Wednesday

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

SOUTHBOUND

Tuesday & Thursday

	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1315	1345
PADUA	1915	

797

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

UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1355	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

(M) MEAL HALT

SEEBACH		1056
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

797

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

EMPTY STOCK

PADUA		2200
TREVISO	2235	2345
UDINE	0210	0220
TARVISIO	0430	

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO 54

APPENDIX 'A'

REGULAR MILITARY TROOP TRAIN

ARRANGEMENTS IN CMF EFFECTIVE 30 DEC 46

Mcv 3/332/1

Tel : PADUA 22315

19 Dec 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

796

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(M)

Distribution :

As far GHQ WI No 54 dated 14 Dec 46.

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

Appendix 'A'

W.I. NO. 54

Weekly timings for Venezia Giulia are :

NORTHBOUND

	Monday & Wednesday	
	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

	Friday	
PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

SOUTHBOUND

	Tuesday & Thursday	
	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

795

	Saturday	
VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

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

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

(M) MEAL HALT

	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

795

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

EMPTY STOCK

PADUA		2200
TREVISO	2235	2345
UDINE	0210	0220
TRIESTE	0430	

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO 54

APPENDIX 'A'

REGULAR MILITARY TROOP TRAIN

ARRANGEMENTS IN CMF EFFECTIVE 30 DEC 46

Mcv 3/352/1

Tel : PADUA 22315

19 Dec 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

794

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(M)

Distribution :

As for GHQ WI No 54 dated 14 Dec 46.

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

Appendix 'A'

W.I. NO. 54

Weekly timings for Venezia Giulia are :

NORTHBOUND

	Monday & Wednesday	
	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

	Friday	
PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

SOUTHBOUND

	Tuesday & Thursday	
	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

	Saturday	
VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

793

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

TRIESTE		0930
UDINE (M)	1115	1215
T.VISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

P.DUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
T.VISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

(M) MEAL HALT

VILLACH SEEBACH		1030
T.VISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
P.DUA	0010	

793

Saturday

VILLACH SEEBACH		1030
T.VISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
P.DUA	1915	

EMPTY STOCK

P.DUA		2200
TREVISO	2235	2345
UDINE	0210	0220
TARVISIO	0430	

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO 54

APPENDIX 'A'

REGULAR MILITARY TROOP TRAIN

ARRANGEMENTS IN CMF EFFECTIVE 30 DEC 46

Mov 3/332/1

Tel : PADUA 22315

19 Dec 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(M)

Distribution :

As for GHQ WI No 54 dated 14 Dec 46.

792

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

Appendix 'A'

W.I. NO. 54

Weekly timings for Venezia Giulia are :

NORTHBOUND

Monday & Wednesday

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

SOUTHBOUND

Tuesday & Thursday

	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
P.C.M.	0010	

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

791

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

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1335	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

(M) MEAL HALT

Tuesday & Thursday

	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

EMPTY STOCK

PADUA		2200
TREVISO	2235	2345
UDINE	0210	0220
TRIESTE	0430	

791

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO 54 — Mov 3/332/1

APPENDIX 'A' — Tel : PADUA 22315

REGULAR MILITARY TROOP TRAIN — 19 Dec 46

ARRANGEMENTS IN CMF EFFECTIVE 30 DEC 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(M)

799

Distribution :

As for GHQ WI No 54 dated 14 Dec 46.

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

Appendix 'A'

W.T. NO. 54.

Weekly timings for Venezia Giulia are :

NORTHBOUND

Monday & Wednesday

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

SOUTHBOUND

Tuesday & Thursday

	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845

789

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

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1353	1450
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

(M) MEAL HALT

VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

789

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

EMPTY STOCK

PADUA		2200
TREVISO	2235	2345
UDINE	0210	0220
TRIESTE	0430	

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO 54

APPENDIX 'A'

REGULAR MILITARY TROOP TRAIN

ARRANGEMENTS IN OMF EFFECTIVE 30 DEC 46

Mov 3/332/1

Tel : PADUA 22315

19 Dec 46

Herewith Appendix A to a/n Working Instruction showing weekly timings for the Venezia Giulia Shuttle.

788

(D.J. BAVERSTOCK) MAJOR
for Colonel,
Colonel Q(M)

Distribution :

As for GHQ WI No 54 dated 14 Dec 46.

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

Appendix 'A'

W.I. NO. 54

Weekly timings for Venezia Giulia are :

NORTHBOUND

	Monday & Wednesday	
	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

	Friday	
PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

SOUTHBOUND

	Tuesday & Thursday	
	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

	Saturday	
VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

787

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

	Arr.	Dep.
TRIESTE		0930
UDINE (M)	1115	1215
TARVISIO	1455	1524
VILLACH SEEBACH	1647	

Friday

PADUA		0930
MESTRE	1005	1035
TREVISO	1100	1110
UDINE (M)	1333	1430
TARVISIO	1715	1745
ARNOLDSTEIN	1800	1830
VILLACH SEEBACH	1906	

(M) MEAL HALT

	Arr.	Dep.
VILLACH SEEBACH		1030
TARVISIO	1130	1142
UDINE (M)	1405	1510
TRIESTE	1715	

EMPTY STOCK - Thursdays only

TRIESTE		1800
UDINE	1955	2000
PADUA	0010	

Saturday

VILLACH SEEBACH		1030
TARVISIO	1130	1140
UDINE (M)	1410	1510
TREVISO	1730	1745
MESTRE	1815	1845
PADUA	1915	

EMPTY STOCK

PADUA		2200
TREVISO	2255	2345
UDINE	0210	0320
TRIESTE	0430	

787

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

1001

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

MINISTERO DEI TRASP[illegible]TI

FERROVIE DE[illegible]O STATO
DIREZIONE GENERALE

Roma, [illegible]2[illegible]4 DIC. 1946 794

N° C.213.21738.48/Area 1120 6/5

Al N° del

OGGETTO

Viaggi operai per conto alleati.
All. 2

Sig. Lt. Col. Street - A.C.
Sub-Commission (Rail Division) 781
R O M A
Via Vittorio Veneto

Queste Ferrovie con la lettera di cui si acclude copia avevano interessato il Military Railway Service ad intervenire affinchè il HQ 211 Sub-Area di Ancona fornisse il quantitativo dei viaggi eseguiti finora dagli operai per conto degli alleati sui treni indicati nella lettera stessa.

Il MRS però ha qui fatto presente che la competenza a dare le disposizioni del caso è dell'A.C.

Si prega pertanto codesta Sub-Commission di voler compiacersi intervenire nel senso richiesto, del che si ringrazia sin d'ora, restando in attesa di cortesi comunicazioni.=

IL DIRETTORE GENERALE
Ing. Ravenna

Roma, li 18 NOV. 1946

C.213.21738.48/Zacc/10877/5

Serv.Comm.le e Traffico

MILITARY RAILWAY SERVICE

S E D E

Viaggi operai civili
per conto alleati

In base alle disposizioni emanate nel mese di luglio 1944 (MRS - Ufficio del Direttore Generale - n.AFO 400 del 23 detto mese) gli operai civili viaggianti per conto delle Forze militari alleate sulle linee di questa Amministrazione per recarsi dalle proprie residenze al posto di lavoro erano muniti di buoni settimanali.

Sulla scorta dei buoni emessi doveva aver luogo il rimborso delle tasse dovute.

Successivamente, la Sottocommissione trasporti AC. (Divisione Ferroviaria)-Trasporti (Br) Main CMF, con lettere AC/95/Tn.4 del 6 novembre 1945 dispose che i rendiconti relativi ai viaggi in oggetto venissero presentati per il rimborso al Ministero italiano del Tesoro.

Questo Servizio infatti ha da tempo trasmesso al citato Ministero i rendiconti afferenti ai viaggi compiuti sulle linee dei Compartimenti di Bari, Napoli e Roma.

Allo scopo di avere gli elementi necessari per la compilazione degli analoghi viaggi compiuti sulle linee del Compartimento di Ancona quella Sezione Commerciale si è rivolta all'HQ 211 Sub Area di Ancona, il quale però si è limitato a comunicare il tipo dei permessi di viaggio da considerare validi ed assicurando che in avvenire avrebbe

785

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

In base alle disposizioni emanate nel mese di luglio 1944 (AMS - Ufficio del Direttore Generale - n.AFO 400 del 23 detto mese) gli operai civili viaggianti per conto delle Forze militari alleate sulle linee di questa Amministrazione per recarsi dalle proprie residenze al posto di lavoro erano muniti di buoni settimanali.

Sulla scorta dei buoni emessi doveva aver luogo il rimborso delle tasse dovute.

Successivamente, la Sottocommissione trasporti AC. (Divisione Ferroviaria-Trasporti (Br) Main GHQ, con lettere AC/95/Tn.4 del 6 novembre 1945 dispose che i rendiconti relativi ai viaggi in oggetto venissero presentati per il rimborso al Ministero Italiano del Tesoro.

Questo Servizio infatti ha da tempo trasmesso al citato Ministero i rendiconti afferenti ai viaggi compiuti sulle linee dei Compartimenti di Bari, Napoli e Roma.

Allo scopo di avere gli elementi necessari per la compilazione degli analoghi viaggi compiuti sulle linee del Compartimento di Ancona quella Sezione Commerciale si è rivolta all'HQ 211 Sub Area di Ancona, il quale però si è limitato a comunicare il tipo dei permessi di viaggio da considerare validi ed assicurando che in avvenire avrebbe segnalato le generalità di ogni operaio autorizzato a viaggiare gratuitamente.

Premesso che il movimento degli operai è avvenuto

./.

785

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

sui treni 4315 - 4316 della linea Ancona-Fabriano; TV 1 e TV 2 della linea Ancona-Pesaro e 4333 - 4336 della linea Ancona-Civitanova, nell'intento di poter ricuperare le tasse spettantici, si prega codesto Servizio di compiacersi intervenire affinchè il predetto HQ 211 Sub Area di Ancona fornisca il quantitativo dei viaggi eseguiti fino ad ora sui treni anzi detti.

Si ringrazia sin d'ora per le disposizioni che verranno date al riguardo e si resta in attesa di cortesi ulteriori comunicazioni.

IL DIRETTORE GENERALE

F.to DI RAIMONDO

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

Ministero degli Affari Esteri

D.G.A.P. UFF.VIII

ROUGH TRANSLATION

N. 19/41746/140

783

MEMORANDUM FOR THE ALLIED COMMISSION

SUBJECT: Italian railway-carriages lying at the station of Ramer= berg-Wasserburg.

1. It appears that on the side tracks of the rail= way station of Ramerberg-Wasserburg/Inn are still lying 14 Italian railway-carriages as specified in the attached list. They were part of a hospital train with a dentist laboratory whose material, on May 1946, was handed over to the local Displaced Persons Committee.

2. The Ministry of Foreign Affairs would be much obliged to the Allied Commission if they would get in touch with the Omgus Restitution Branch in order that the aforesaid carriages be handed over to the Italian Government.

3. It seems that the a/m carriages have been left unguarded, and consequently every delay means the complete loss of the fittings and material attached to them.

4. The Ministry of Foreign Affairs would be thank= ful to the Allied Commission for the information they will kindly supply on the matter.

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

SUBJECT: Italian railway-carriages lying at the station of Ramer= berg-Wasserburg.

1. It appears that on the side tracks of the rail= way station of Ramerberg-Wasserburg/Inn are still lying 14 Italian railway-carriages as specified in the attached list. They were part of a hospital train with a dentist laboratory whose material, on May 1946, was handed over to the local Displaced Persons Committee.

2. The Ministry of Foreign Affairs would be much obliged to the Allied Commission if they would get in touch with the Omgus Restitution Branch in order that the aforesaid carriages be handed over to the Italian Government.

3. It seems that the a/m carriages have been left unguarded, and consequently every delay means the complete loss of the fittings and material attached to them.

4. The Ministry of Foreign Affairs would be thank= ful to the Allied Commission for the information they will kindly supply on the matter.

Rome, December 17th, 1946.

ENCL.

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

1006

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

i' lienischer Lazarettzug au der Strecke

HAMERBERG – WASSERBURG

Nummer:	Wagennummer	Firma und Baujahr	
1).	Cz 36467	OFFICINA FERROVIARE MILANO	Baujahr 1933
2).	Cz 36382	SOCIETA' OM. MILANO	" 1932
3).	Cz 36298	OFFICINA DI AREZZO	" 1932
4).	Cz 36262	" " "	" 1931
5).	Cz 36945	SOCIETA' ITALIANA ERNESTO BREDA	" 1935
6).	Cz 37158	OFFICINA PISTOIA S.GIORGIO	" 1935
7).	Cz 36643	SOCIETA' OM MILANO	" 1933
8).	Cz 36688	" " "	" 1933
9).	Cz 36966	SOCIETA' ITALIANA ERNESTO BREDA	" 1935
10).	Dz 88323	" " " " "	1935
11).	Dz 88361	" " " " "	1935
12).	ABz 54371	" " " " "	1932
13).	Cz 36698	SOCIETA' OM ITALIANA	" 1932
14).	FFIz 146070	" " "	" 1929

782

Sollte der Zug nicht bald abgeholt werden, so ist damit zu rechnen, dass innerhalb 14 Tagen auch keine Fensterscheiben mehr verhanden sind.

1007

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ministero degli Affari Esteri

D.G.A.P.VIII

19/ 41.46 C

140

781

MEMORANDUM PER LA COMMISSIONE ALLEATA

Ogg.: Vagoni italiani giacenti nella stazione di Ramerbeg - Wasserburg

1. Risulta che sui binari di smistamento della Stazione di Ramerberg-Wasserburg/Inn sono tuttora giacenti 14 vagoni italiani di cui all'elenco allegato. Essi facevano parte del treno ospedale con un gabinetto dentistico il cui materiale è stato nel maggio scorso consegnato al locale Comitato Profughi.

2. Si prega vivamente la Commissione Alleata di voler interessare l'Omgus Restitution Branch affinchè sia disposta la restituzione al Governo Italiano dei predetti 14 vagoni.

3. Sembra che i vagoni siano incustoditi e che perciò ogni ritardo comporti la completa asportazione degli infissi e dei materiali dei vagoni stessi.

4. Si sarà molto grati per le informazioni che si vorranno cortesemente fornire al riguardo.

Roma, li 17 DIC. 1946

MINISTERO DEGLI AFFARI ESTERI

All. Vari

1008

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

italienischer Lazarettzug auf der Strecke

RAMERBERG - WASSERBURG

Nummer:	Wagennummer	Firma und Baujahr	
1).	Cz 36467	OFFICINA FERROVIARE MILANO	Baujahr 1933
2).	Cz 36382	SOCIETA' OM. MILANO	" 1932
3).	Cz 36298	OFFICINA DI AREZZO	" 1932
4).	Cz 36262	" " "	" 1933
5).	Cz 36945	SOCIETA' ITALIANA ERNESTO BREDA	" 1935
6).	Cz 37158	OFFICINA PISTOIA S.GIORGIO	" 1935
7).	Cz 36643	SOCIETA' OM MILANO	" 1933
8).	Cz 36688	" " "	" 1933
9).	Cz 36966	SOCIETA' ITALIANA ERNESTO BREDA	" 1935
10).	Dz 88323	" " " " "	1935
11).	Dz 88361	" " " " "	1935
12).	ABz 54371	" " " " "	1932
13).	Cz 36698	SOCIETA' OM ITALIANA	" 1932
14).	EFIz 146070	" " "	" 1928

Sollte der Zug nicht bald abgeholt werden, so ist damit zu rechnen, dass innerhalb 14 Tagen auch keine Fensterscheiben mehr verhanden sind.

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

ROME AREA ALLIED COMMAND
APO No. 794 U.S. ARMY

Tel 66602
ST 235/S

16 Dec. 46

SUBJECT : Service Biscuits

To : HQ Allied Commission CTF.

1. Attached herewith letter from MINISTRO DEI TRASPORTI No. 20671/11.6, dated 6 December 46 for information and necessary action.

R.B.R. MacMAHAY, Major
C.C., R.A.S.C.
Rome Area Allied Command

RM/pc

1010

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

UFFICIO DEL CAPO COMPARTIMENTO
FIRENZE

Firenze, 6 DIC 1946

N. 29677/II.6

Al N. ..... del .....

777

OGGETTO

Biscuits Service

C.O. 105 D.I.D. Depot-
British Office

R O M A
Via Pietralata

1. This Rly Compartimento wishes to make the last exchange of some 1600 pounds damaged biscuits service, belonging to the 30 Tons allocation made to us by General Hqts C.M.F., and drawn from 105 D.I.D. Depot in Florence in February 1946.-

2. Preceding exchange of damaged amount was made during July '46 at 105 D.I.D. Depot at Foligno.

3. Please, kindly give us assurance that exchange can be made at your warehouse or advise where to apply for same.

UFFICIO DEL CAPO COMPARTIMENTO

IL F.F.CAPO COMPARTIMENTO
(Ing. Severo Rissone)

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Servizio Commerciale e del Traffico

N.° 2 Allegat 2 alla lettera del

N.° C.213.21738.48

al Sig. Lt. Col. Street - AC - Sub-commission (Rail Division) Roma

786

Q (MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

Subject : MILITARY TROOP TRAIN SERVICES OVER CHRISTMAS 1946 PERIOD

Mov 3/335/1

Tel : PADUA 22315

To : DISTRIBUTION BELOW

17 Dec 46

1. Ref this Branch letter Mov 3/335/1 dated 13 Dec 46.

2. Cancel Para 2 (a).

3. A special train will depart VILLACH on 24 Dec at 1500 hrs arriving PADUA approx 2359 hrs the same day if the numbers of personnel in 316 Transit Camp at 0900 hrs 24 Dec 46 for destinations between VILLACH and PADUA are over fifty.

4. TN CHQ will ensure that this train path is reserved.

5. Q (Mov) BTA will advise this office by telephone of the numbers of personnel in 316 Transit Camp at 0900 hrs 24 Dec 46 by 1000 hrs that day, when the decision whether to run the train will be made.

6. As the last pre-Christmas train ex CALAIS arrives VILLACH at 1142 hrs on 23 Dec, 316 Transit Camp will make every endeavour to clear all Southbound personnel on the International departing VILLACH for NAPLES at 2152 hrs 23 Dec.

(E.S. TRUSLER) Lt.Col.
for Colonel
Colonel Q (M)

DISTRIBUTION : (External)

War Office	(6)		
Q (M) BASF	(6)		
Q (M) BAOR	(5)	INTERNAL :	
Q (Mov) BTA	(6)		
Mov VILLACH	(3)	'A' (3)	EFI
Mov TRIESTE	(6)	'Q' (3)	FA
Mov VENICE	(6)	'G' (3)	SMO
Mov ROME	(6)	TN (6)	SDO
Mov NAPLES	(6)	C of S	CAMP
Mov Traffic PADUA	(3)	DAG	Car Coy
Mov UDINE	(3)		APO
Mov Liaison ROME	(6)	Brig i/c Admin	Col Q (M)
1 ROG	(6)	RA	
189 Rly Op Coy	(6)	Engr	
86 Area	(3)	DSO	

778

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

4. TN GHQ will ensure that this train path is reserved.

5. Q (Mov) BTA will advise this office by telephone of the numbers of personnel in 316 Transit Camp at 0900 hrs 24 Dec 46 by 1000 hrs that day, when the decision whether to run the train will be made.

6. As the last pre-Christmas train ex CALAIS arrives VILLACH at 1142 hrs on 23 Dec, 316 Transit Camp will make every endeavour to clear all Southbound personnel on the International departing VILLACH for NAPLES at 2152 hrs 23 Dec.

(S.S. TRUSLER) Lt.Col.
for Colonel
Colonel Q (M)

DISTRIBUTION : (External)

War Office	(6)
Q (M) BASE	(6)
Q (M) BAOR	(6)
Q (Mov) BTA	(6)
Mov VILLACH	(3)
Mov TRIESTE	(6)
Mov VENICE	(6)
Mov ROME	(6)
Mov NAPLES	(6)
Mov Traffic PADUA	(3)
Mov UDINE	(3)
Mov Liaison ROME	(6)
1 ROC	(6)
189 Rly Op Coy	(6)
86 Area	(3)
217 Area	(3)
218 Sub Area	(3)
PADUA Garrison	(3)
RAAC	(3)
AFHQ (CASERTA Enclave)	(12)
A.C. ROME	(6)
Transit Control VILLACH	(6)
1 Armd Div	(6)
1 AGRA	(6)
02E	(3)
Welfare ABANO	(3)
Tn VILLACH	
316 Transit Camp	

INTERNAL :

'A'	(3)	EFI	
'Q'	(3)	FA	
'G'	(3)	SMC	
TN	(6)	SDO	
C of S ~~AAG~~ DS AG		CAMP	
		Car Coy	178
		APO	
Brig i/c Admin		Col Q (M)	
RA			
Engr			
CSO			
Svy			
Postal			
Chaplains			
S & T			
Med			
Ord			
REME	(2)		
Pay			
Provost			
Lab			
V & R			
P & SS			

130

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

Q(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

Rome & shipping

Amendment No 1

Subject : MILITARY TROOP TRAIN SERVICES
OVER CHRISTMAS 1946 PERIOD

Mov 3/335/1

Tel:PADUA 82315 776

To : DISTRIBUTION BELOW

13 Dec 46

1. Ref this Branch letter Mov 3/335/1 of 9 Dec 46.

2. Delete all reference to the following :-

(a) Service 2 Special train departs VILLACH at approx 15 00 hrs 24 Dec to PADUA only.

(b) Service 6

(c) Service 9

3. Service 7 - Families Train. Amend date ex VENICE to read 28 Dec.

4. Service 12. Amend to read. No service from 22 - 26 Dec inclusive.

5. For information(Services 6&9)Personnel proceeding to and from ROME on leave now travel on International. Personnel proceeding between MILAN - BOLOGNA - MILAN will, w.e.f. 18 Dec 46 travel on the civilian Rapido Service. Separate instructions have been issued on this subject as amendments to working instructions.

(E.S. TRUSLER) Lt.Col.
for Colonel,
Colonel Q(M)

DISTRIBUTION : (External)

War Office	(6)		
Q (M) BASE	(6)		
Q (M) ELOB	(6)		
Q (Mov) BTA	(6)	'A'	(3)
Mov VILLACH	(3)	'Q'	(3)
Mov TRIESTE	(6)	'G'	(3)
Mov VENICE	(6)	TN	(6)
Mov BOLOGNA	(6)		
Mov NAPLES	(6)		
Mov Traffic PADUA	(3)		
Mov UDINE	(3)		
Mov Liaison ROME	(6)		

INTERNAL :

C of S	EFI
MS	FA
JAG	SMC
Brig i/c Admin	SDO
PA	CAMP

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

2. Delete all reference to the following :

(a) Service 2 Special train departs VILLACH at approx 15 00 hrs 24 Dec to PADUA only.

(b) Service 6

(c) Service 9

3. Service 7 - Families Train. Amend date ex VENICE to read 28 Dec.

4. Service 12. Amend to read. No service from 2 2 - 26 Dec inclusive.

5. For information(Services 6&9)Personnel proceeding to and from ROME on leave now travel on International. Personnel proceeding between MILAN - BOLOGNA - MILAN will, w.e.f. 18 Dec 46 travel on the civilian Rapido Service. Separate instructions have been issued on this subject as amendments to working instructions.

(E.S. TRUSLER) Lt.Col.
for Colonel,
Colonel Q(M)

DISTRIBUTION : (External)

War Office	(6)
Q (M) BASE	(3)
Q (M) BAOR	(6)
Q (Mov) BTA	(6)
Mov VILLACH	(3)
Mov TRIESTE	(6)
Mov VENICE	(6)
Mov BOLOGNA	(6)
Mov NAPLES	(6)
Mov Traffic PADUA	(3)
Mov UDINE	(3)
Mov Liaison ROME	(6)
1 ROG	(6)
189 Rly Op Coy	(6)
86 Area	(3)
217 Area	(3)
218 Sub Area	(3)
PADUA Garrison	(3)
RAAC	(3)
AFHQ (CASERTA Enclave)	(12)
A.C. ROME	(6)
Transit Control VILLACH	(6)
1 Armd Div	(6)
1 AGRA	(6)
G2E	(3)
Welfare AFHQ	(3)

INTERNAL :

'A'	(3)
'Q'	(3)
'G'	(3)
TN	(6)
C of S	
DS	
JAG	
Brig i/c Admin	
RA	
Engr	
CSO	
Svy	
Postal	
Chaplains	
S & T	
Med	
Ord	
REME	(2)
Pay	
Provost	
Lab	
V & R	
P & SS	

EFI
FL
SAC
SDO
CAMP
Car Coy
APO
Col Q(M)

430

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

Troops & shipping

Q (MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

GHQ WORKING INSTRUCTION NO. 54

REGULAR MILITARY TROOP TRAIN
ARRANGEMENTS IN CHF EFFECTIVE 30 DEC 1946

775

Mov 3/332/1

Tel: PADUA 22315

14 Dec 46

1. The NAPLES-VILLACH service will run daily commencing 30 Dec 46 comprised of two upper and three lower class coaches. Personnel for Medloc 'C' will be despatched only on the trains departing NAPLES on Sundays, Tuesdays and Thursdays.

2. The VILLACH-NAPLES service will run daily commencing 30 Dec 46 comprised of two upper and three lower class coaches.

3. The VENEZIA GIULIA shuttle will run on the following schedule commencing 30 Dec 46. (Composition 2 upper and 11 lower class coaches).

Monday-----	TRIESTE - VILLACH
Tuesday----	VILLACH - TRIESTE
Wednesday--	TRIESTE - VILLACH
Thursday---	VILLACH - TRIESTE - PADUA
Friday-----	PADUA - VILLACH
Saturday---	VILLACH - PADUA - TRIESTE
Sunday-----	Stabled at TRIESTE

4. Timings for services detailed in Para 3 will be notified to all concerned later.

(E.S. TRUSLER,) Lt.Col.
for Colonel
Q (M)

DISTRIBUTION: (External)

War Office	(6)	1 AGRA	(6)	Colonel Q (M)	
Q (M) BASF	(6)	02E	(5)		
Q (M) BAOR	(6)	Welfare ABANO	(3)		
Q (Mov) BTA	(6)				
Mov VILLACH	(3)	INTERNAL			
Mov TRIESTE	(6)	"	(3)	REME	(2)
Mov VENICE	(6)	"	(3)	Pay	

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

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Friday-----	PADUA - VILLACH
Saturday---	VILLACH - PADUA - TRIESTE
Sunday-----	Stabled at TRIESTE

4. Timings for services detailed in Para 3 will be notified to all concerned later.

(E.S. TRUSLER,) Lt.Col.
for Colonel

DISTRIBUTION: (External)

War Office	(6)	1 AGRA	(6)	Colonel Q (M)	
Q (M) BASF	(6)	02E	(3)		
Q (M) BAOR	(6)	Welfare ARANO	(3)		
Q (Mov) BTA	(6)				
Mov VILLACH	(3)	INTERNAL			
Mov TRIESTE	(6)	'A'	(3)	REME	(2)
Mov VENICE	(6)	'Q'	(3)	Pay	
Mov BOLOGNA	(6)	'G'	(3)	Provost	
Mov NAPLES	(6)	TN	(6)	Lab	
Mov Traffic PADUA	(3)	C of S		V & R	
Mov UDINE	(3)	MS		P & SS	
Mov Liaison RCME	(6)	JAG		EFI	
1 ROG	(6)	Brig i/c Admin		FA	
189 Rly Op Co	(6)	RA		SMO	
86 Area	(3)	Engr		SDO	
217 Area	(3)	CSO		CMP	
218 Sub Area	(3)	Svy		Car Coy	
PADUA Garrison	(3)	Postal		APO	
RAMO	(3)	Chaplains		Col Q (M)	
AFHQ (CASERTA Enclave)	(12)	S & T			
A.C. RCME	(6)	Med			
Transit Control VILLACH	(6)	Ord			
1 Armd Div	(6)				
316 Transit Camp	(1)				

1130

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

Q (MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

Transportation Branch.

Subject : MILITARY TROOP TRAIN SERVICES
OVER CHRISTMAS 1946 PERIOD

Mov 3/335/1

Tel : PADUA 22315

774

To : DISTRIBUTION BELOW

9 Dec 46

1. Attached schedule detailing Military Troop train arrangements in CMF over the Christmas 1946 period is forwarded for information and necessary action.

2. Movements Areas will take action within their movement boundaries to ensure that this programme works smoothly. Mov Liaison ROME and TN CHQ (where applicable) will arrange working details direct with the ISR.

(E.S. TRUSLER) Lt.Col.
for Colonel
Colonel Q (M)

DISTRIBUTION : (External)

War Office	(6)
Q (M) BASF	(6)
Q (M) BAOR	(6)
Q (Mov) BTA	(6)
Mov VILLACH	(3)
Mov TRIESTE	(6)
Mov VENICE	(6)
Mov BOLOGNA	(6)
Mov NAPLES	(6)
Mov Traffic PADUA	(3)
Mov UDINE	(3)
Mov Liaison ROME	(6)
1 ROG	(6)
189 Rly Op Co	(6)
86 Area	(3)
217 Area	(3)
218 Sub Area	(3)
PADUA Garrison	(3)
RAAC	(3)
AFHQ (CASERTA Enclave)	(12)
A.C. ROME	(6)
Transit Control VILLACH	(6)

INTERNAL

'A'	(3)
'Q'	(3)
'G'	(3)
TN	(6)
C of S	
MS	
JAG	
Brig i/c Admin	
RA	
Engr	
CSO	
Svy	
Postal	
Chaplains	
S & T	
Med	
Ord	
REME	(2)
Pay	
Provost	

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

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(E.S. THUSLER) Lt.Col.
for Colonel
Colonel Q (M)

DISTRIBUTION : (External)

War Office	(6)
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Q (M) BAOR	(6)
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Mov NAPLES	(6)
Mov Traffic PADUA	(3)
Mov UDINE	(3)
Mov Liaison ROME	(6)
1 ROC	(6)
189 Rly Op Co	(6)
86 Area	(3)
217 Area	(3)
218 Sub Area	(3)
PADUA Garrison	(3)
RAAC	(3)
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A.C. ROME	(6)
Transit Control VILLACH	(6)
1 Armd Div	(6)
1 AGRA	(6)
02E	(3)
Welfare ABANO	(3)

INTERNAL

'A'	(3)
'Q'	(3)
'G'	(3)
TN	(6)
C of S	
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RA	
Engr	
CSO	
Svy	
Postal	
Chaplains	
S & T	
Med	
Ord	
REME	(2)
Pay	
Provost	
Lab	
V & R	
P & SS	
EFI	
FA	
SMC	
SDO	
CAMP	
Car Coy	
APO	
Col Q (M)	

130

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

1020

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

773

SERVICES OVER CHRISTMAS PERIOD - MILITARY TROOP TRAINS

1. NAPLES - VILLACH

Normal Service until (and including) departure ex NAPLES 16 Dec.

Service thereafter :

(a)	17 Dec	-	Cancelled	(Medloc Feeder)
(b)	18 Dec	-	Normal	(International)
(c)	19 Dec	-	Cancelled	(Medloc Feeder)
(d)	20 Dec	-	Normal	(International)
(e)	21 Dec	-	Normal	(International)
(f)	22 Dec	-	Cancelled	(Medloc Feeder)
(g)	23 Dec	-	NAPLES to PADUA only	(International)
(h)	24 Dec	-	Cancelled	(Medloc Feeder)
(i)	25 Dec	-	Cancelled	(International)

Normal daily service re-commences 26 Dec.

Empty Stock Working (NAPLES - VILLACH)

(a)	17 Dec	-	(Feeder Set)
(b)	19 Dec	-	(- do -)
(c)	22 Dec	-	(- do -)
(d)	24 Dec	- (PADUA - VILLACH)	(International Set)

2. VILLACH - NAPLES

Normal Daily Service
departure ex VILLACH

Special train depart
24 Dec to PADUA only

Service cancelled on

Normal daily service

Empty stock working (

Declassified E.O. 12356 Section 3.3/NND No. 185021

SERVICES OVER CHRISTMAS PERIOD - MILITARY TROOP TRAINS

nd including)
Dec.

ed (Medloc Feeder)
(International)
ed (Medloc Feeder)
(International)
(International)
ed (Medloc Feeder)
to PADUA only (International)
ed (Medloc Feeder)
ed (International)

e-commences 26 Dec.

APLES - VILLACH)

(Feeder Set)
(- do -)
(- do -)
VILLACH) (International Set)

2. VILLACH - NAPLES

Normal Daily Service until (and including) departure ex VILLACH 23 Dec.

Special train departs VILLACH at approx 1500 hrs 24 Dec to PADUA only.

Service cancelled on 24 Dec (International)
25 Dec (Medloc Feeder)

Normal daily service recommences 26 Dec.

Empty stock working (VILLACH - NAPLES) - NIL.

1022

Declassified E.O. 12356 Section 3.3/NND No. 185021

(3) VILLACH - TRIESTE

772

Dep. VILLACH 17,19,23,27, and 29 Dec.

Empty stock working required - NIL

(4) TRIESTE - VILL

Dep. TRIESTE

Empty stock wo

(5) CORTINA LEAVE TRAIN

Normal service both directions.

(6) ROME LEAVE TRA

Normal service

Dep ROME North

(7) FAMILIES TRAIN

Normal, as programmed, dep VENICE 27 Dec.

(8) VENICE - PADUA

Cancel 25 and

(9) MILAN - BOLOGNA

Cancel 25 Dec in both directions

(10) FLAGSTAFF

(a) Northbound
(b) Southbound

(N.B. PADUA -

T 0 2 3

Declassified E.O. 12356 Section 3.3/NND No. 185021

,19,23,27, and 29 Dec. ing required - NIL	(4) TRIESTE - VILLACH Dep. TRIESTE 16,18,26,28 and 30 Dec. Empty stock working dep TRIESTE 22 Dec.
AIN both directions.	(6) ROME LEAVE TRAIN Normal service Southbound. Dep ROME Northbound 26 Dec (instead of 24 Dec) - Same path.
rammed, dep VENICE 27 Dec.	(8) VENICE - PADUA DIESEL Cancel 25 and 26 Dec in both directions
n both directions	(10) FLAGSTAFF (a) Northbound: Runs NAPLES-PADUA only 23 Dec. (b) Southbound: Runs PADUA-NAPLES 26 Dec. (N.B. PADUA - TRIESTE and return cancelled over Christmas period)

1024

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

771

(11) VILLACH - CALAIS (Medloc C)

No service from 22 - 26 Dec. incl.

(12) CALAIS -

No servi

1025

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

H - CALAIS (Medloc C)

rvice from 22 - 26 Dec. incl.

(12) CALAIS - VILLACH (Medloc C)

No service from 24 - 26 Dec incl.

Rome - 8 December 1946

M.331.12367/251.G.E. /Icca 10951/HH

ALLIED COMMISSION - APO 794

770

1. Ref. to letter A.C.430/Tn.1 dated 22 November last.

2. The tank-car 504636 belonging to "Cisa-Viscosa" results to be requisitioned by the Allied HQs of Genoa, since 5 July 1945 and remarked with n. N W 309.

3. Also the tanks, belonging to "Prima Spremitura di Olio S.A.", i.e. n.531401, 531422 and 531427 were requisitioned by the Allied HQs Genoa, respect. on 12/6/45, 1/7/45 and 22/5/46, and remarked with the numbers NW 114,296 and 497.

4. The I.S.R., by letter M.331.5694.251 GE.Icca9040/44 of 3 May last, addressed to M.R.S. Direction, pointed out the difficult situation of the Italian Oil-Factories, as regards shortage of tanks fitted for oil movement, owing to the fact that 60 of such tanks (including the 3 ones of "Prima Spremitura") had been requisitioned by the Allied HQs Genoa. At the same time the ISR requested to examine the possibility to release such tanks to their owners.

5. By letter MLR.290/20, dated 26 June last, the "Q" Mvt. Liaison Office Rome, replied that "the Allied Military Authorities were unable to determine the owners of the requisitioned tanks.

[illegible] the military requirements will be reduced thus

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

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5. By letter MLR.290/20, dated 26 June last, the "Q" Mvt. Liaison Office Rome, replied that "the Allied Military Authorities were unable to determine the owners of the requisitioned tanks.

When the military requirements will be reduced thus rendering possible the release of such cars, the derequisition shall be made on the basis of the car capacity, and not of quality or type."

6. Later, the I.S.R., by letter M.331-10528.261.393 / 264.6 Icca/10313/44 dated 20 September last, also addressed to "Q" Mvt, owing to continuous entreaties of the owners, pointed out that among the tanks requisitioned at Genoa and those

400 ./.

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

used by the Allied HQs at Bari, Naples, Falconara M., Leghorn S.Marco and Venice, some were privately owned, and that for these the ISR had to pay the Hire - cost; therefore the ISR requested to replace said private cars by ISR ones. No reply was given up to day to this request.

7. With reference to the point 2 of the letter AC.430/769 we inform you that the ISR would be very glad to return private cars not only to "Cisa Viscosa" and "Prima Spremitura Oli" but to all owners, which cars are still permanently used by the Allied HQs.

8. We send back the papers and we are awaiting for your reply.

The General Director
Sgd. Di Raimondo

Na.7/XII.cb.

INDUSTRY & UTILITIES S/C
DEC 9 1943

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

1029

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

MINISTERO DEI TRASPORTI

FERROVIE DELLO ST.
DIREZIONE GENERALE

OGGETTO

Roma, li 16 Dicembre 1946

N° M.331/12367/251.G.E/Ieca
10951/44

Al N° del

~~Q. (Movements)~~
~~COMMISSIONE ALLEATA - APO 794~~

= S E D E =

768

ALLEGATI N. I inserto

1) - Riferimento lettera A.C./430/Tn 1 del 22 novembre u.s.

2) - Il serbatoio 504636 della "CISA - VISCOSA" risulta requisito dal Comando Alleato di Genova dal 5/7/1945 e rimarcato col N.NW 309.

3) - Le cisterne della "PRIMA SPREMITURA TRIESTINA DI OLIO S.A." 531401=531422 e 531427, anch'esse sono state requisite dal Comando Militare Alleato di Genova rispettivamente in data 12/6/1945.= 1°/7/1945 e 22/5/1946 e rimarcate coi N. NW 114.=296 e 497.=

4) - Questa Amministrazione con lettera M.331/5694/251 G.E.Ieca 9040/44 del 3 maggio u.s. nel far presente alla Direzione M.R.S., le difficoltà che incontrano le Ditte Italiane per l'industria olearia in relazione al fabbisogno di carri cisterna all'uopo specializzati, in considerazione che 60 di essi, fra i quali i tre reclamati dalla Prima Spremitura di oli, sono stati requisiti dal Comando Alleato ferroviario di Genova, pregava di esaminare benevolmente la questione e vedere se non era possibile che le suaccennate cisterne venissero restituite alle Ditte proprietarie, disponendone la derequisizione.

5) - Con lettera MLR 290/20 in data 26 giugno c.a. il Q (Movements) Laison Office di Roma, rispondeva che "le Autorità Militari Alleate non erano in grado di definire la proprietà dei serbatoi che erano ancora sotto requisizione e che allorchè le esigenze militari fossero ridotte e quindi possibile derequisire questi carri, la derequisizione sarebbe stata fatta con criterio inerente alla capacità dei medesimi senza ricorrere a discriminazione qualitativa".

6) - Infine quest'Amministrazione, con lettera M.331/10528/$\frac{261.393}{264.6}$ Icca 10313/44 del 20 settembre u.s., pure diretta al "Q (Movements), pressata dalle continue sollecitazioni dei proprietari, faceva presente che fra i serbatoi requisiti a Genova e quelli utilizzati a Bari, Napoli, Falconara Marittima, Livorno S.Marco e Venezia dal Comando Alleato ve ne erano alcuni di proprietà privata per i quali quest'Amministrazione corrisponde il nolo e chiedeva di sostituire gli stessi con altrettanti di proprietà F.S.Nessuna risposta è pervenuta fino ad oggi a detta richiesta.

./.

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

7) - In relazione al punto 2 della lettera a riferimento, questa Amministrazione sarebbe ben lieta di restituire non solo alle Società Cisa Viscosa e Prima Spremitura di oli, ma anche a tutti i proprietari, i loro carri, attualmente utilizzati in via permanente dal Comando Alleato.

8) - Nel restituire gli allegati, si resta in attesa di riscontro.

IL DIRETTORE GENERALE

Bs.

DEC 9 - 1946

1031

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

MINISTERO DEI TRASPORTI

FERROVIE DELLO ST.
DIREZIONE GENERALE

Roma, li 16 settembre 1946

N° M.331/12367/251.G.E/Posta
10951/Uff

Al N° del

~~Q. (Movements)~~
~~COMMISSIONE ALLEATA - APO 794~~
= S E D E =

OGGETTO

768

ALLEGATI N. 1 inserto

1) - Riferimento lettera A.C./430/Tn 1 del 22 novembre u.s.

2) - Il serbatoio 504636 della "CISA - VISCOSA" risulta requisito dal Comando Alleato di Genova dal 5/7/1945 e rimarcato col N.NW 309.

3) - Le cisterne della "PRIMA SPREMITURA TRIESTINA DI OLIO S.A." 531401=531422 e 531427, anch'esse sono state requisite dal Comando Militare Alleato di Genova rispettivamente in data 12/6/1945.= 1°/7/1945 e 22/5/1946 e rimarcate coi N. NW 114.=296 e 497.=

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1032

Declassified E.O. 12356 Section 3.3/NND No. 185021

7) - In relazione al punto 2 della lettera a riferimento, questa Amministrazione sarebbe ben lieta di restituire non solo alle Società Cisa Viscosa e Prima Spremitura di oli, ma anche a tutti i proprietari, i loro carri, attualmente utilizzati in via permanente dal Comando Alleato.

8) - Nel restituire gli allegati, si resta in attesa di riscontro.

IL DIRETTORE GENERALE

Bs.

DEC 9 - 1946

1033

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

C.I.S.A. VISCOSA
COMPAGNIA INDUSTRIALE SOCIETÀ ANONIMA VISCOSA
CAPITALE SOCIALE L. 257.125.000 INTERAMENTE VERSATO
SEDE IN ROMA - VIA DEI SABINI, 4

DIREZIONE GENERALE

ROMA, CASELLA POSTALE 450
TEL. INTERF. 67490
TEL. CENTR. 661841

ROMA, 20 November 1946

737

Since April 1941 the tank-bit No. 504.636 owned by the Society " C.I.S.A. VISCOSA " was hired to the State Railways for the transport of petroleum products from Rumany, on the Government's account.

On the 15th of November 1945 the above mentioned tank-bit was being used at the Compartment of Genoa, by the Allies for their fuels transportation.

Following the full resumption of the workings at our factories of Rome, Padua and Rieti, we direly need the service of the tank-bit in question, in order to facilitate the supply of raw materials, which is very difficult at the present time with the other few tanks at our factories' disposal.

We must point out that our tank-bit No. 504.636 has been re-numbered by the Allied Command with the No. N.W. 309.-

---

traduzione

Fino dall'aprile 1941 la cisterna 504.636, di nostra proprietà, fu noleggiata dalle F.S. per trasporti di petrolio dalla Romania, per conto del Governo

Il 15.11.45 detta cisterna era usata nel Compartimento di Genova dagli Alleati.

Data la ripresa dei lavori ai nri impianti di Roma, Padova e Rieti, ci occorre assolutamente detta cisterna, per facilitare la fornitura delle materie grezze, cosa molto difficile attualmente data la penuria di cisterne alle nostre officine.

Detta cisterna fu rimarcata dal Comando alleato col N: N. W 309.

1034

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

58 Claims & Hirings
A S.484 C.M.F.
Olio

Subject : Claim by civilian firm Prima Spremitura Treistina S.A., Trieste

CH/84/C/204/483
19/9/46

To : HQ. Allied Commission
Executive Officer
Claims Board
APO 794 CMF.

Ref the attached self-esplanatory correspondence.

As the claim appears to be a purely AMG concern could you deal with the matter and inform claimant on the position of his claim, please.

Major DAD
for AD. 58 Claims & Hirings

CG/fab.

Encl/

Rif. corrispondenza allegata.
Dato che il reclamo sembra sia di esclusiva competenza dell' AMG. pregasi esaminarlo informandone poi il reclamante.

766

Copia

september 27 th. 1945

raccomandata

To al comando alleato Militare
Allied Military Government
MILANO

Dear Sirs,

We are inrormed that our tank =railread=car No.531=422 was, at the fitting moment, required from the Germans and after the deliverance, from the Allied Authorities and sent at Milano = Scalo Farini .=

It result therefore seized from the A.M.G. and, given that our factory need this car, ror the conveyance of his eatable oil (note that also other 7 tank=cars No. 531410 = No.531=400 = 531401 = 531408 = 531418 = 531423 = 531427) have been seized from the German Authorities during the war = no notice till now of them , please to let us have your news in this matter and for the payment of the hire; if possible, also any notices 765 ror the other 7 tank = cars .=

Thanking you in advance, we remain, Dear Sirs,

Yours very respectrully

traduzione
Ci risulta che la cisterna 531-422 fu requisita dai tedeschi;

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

raccomandata

To al comando alleato Militare
Allied Military Government
MILANO

Dear Sirs,

We are informed that our tank =railread=car No.531=422 was, at the fitting moment, required from the Germans and after the deliverance, from the Allied Authorities and sent at Milano = Scalo Farini .=

It result therefore seized from the A.M.G. and, given that our factory need this car, for the conveyance of nis eatable oil (note that also other 7 tank=cars No. 531401=10 = No.531=400 = 531401 = 531408 = 531418 = 531423 = 531427) have been seized from the German Authorities during the war = no notice till now of them , please to let us have your news in this matter and for the payment of the hire; if possible, also any notices 765 for the other 7 tank = cars .=

Thanking you in advance, we remain, Dear Sirs,

Yours very respectfully

traduzione

Ci risulta che la cisterna 531-422 fu requisita dai tedeschi, dopo la liberazione fu presa dagli Alleati e inviata a Milano Farini Pertanto tale cisterna è [redacted] a disposizione degli Alleati.
Dato che i nostri impianti ne han bisogno per trasporto di olio commestibile, preghiamo Vi farci avere notizie al riguardo, nonchè circa il pagamento del nolo.
Da notare che durante la guerra i tedeschi ci requisirono altre 7 cisterne vi (vedi sopra). Se possibile gradiremo informazioni anche su queste ultime.

Ringraziamo...

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

58 Claims & Hirings
Corso Matteotti 22
Milano

Oggetto:- Requisizione di carri cisterna.

764

Spett.
PRIMA SPREMITURA D'OLIO S.A.
Via Timavo 54
MONFALCONE

CH/84/C/204/483
3 sett. 46

Con riferimento alla Vostra lettera r/dl in data 30 luglio u.s., questo ufficio vi deve informare che non ha mai ricevuto la vostra lettera del 1° aprile 1946. Onde facilitarci nella ricerca della vostra pratica, vogliate inviarci tutti i particolari di detta requisizione, nonché specificarci da quale unità alleata le cisterne sono state adoperate durante un dato periodo. Se per caso detta pratica fosse stata a suo tempo già iniziata da qualche altro ufficio alleato, vogliate indicarcelo dandoci l'eventuale numero di riferimento della pratica stessa.

Major D.A.D.
for A.D. 58 Claims and Hirings.

CC/ag

Asking more details for tracing of file. Letter of 1/4/46 never received by this office.

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

1038

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

Translation

9.11.46

Requisitioning of tank-cars.

Your CH/64/C/204/483 dated 3 inst. to hand, we 763
hasten to enclose herewith copy of letters dated 27/9/45, 1/4/45, 30/7/46 (the latter was firstly addressed to Genoa and it has been actually trasmitted to your office).

Re the three tank-cars, as per ours of 1/4/46, we only know that the same have been requisitioned by the G.M.A. and that the tank No. 531401 was re-marked NW 114, the tank No. 531422 re-marked NW 296, whilst it has now come to our knowledge the new number of the third tank No. 531427.

The FF.SS. (State Railways) of Milan informed us that the tanks were used in Genoa by the G.M.A. who, as mentioned in our dated 30/7/46, never answered our correspondence in this connection.

We await for an early reply and we remain,

Yours faithfully

PRIMA SPREMITURA TRIESTINA OLIO S.A.

3 encls.

(Translated by A. GRIFFIN)

sent to RMG

1039

Declassified E.O. 12356 Section 3.3/NND No. 185021

PRIMA SPREMITURA TRIESTINA D'OLIO S. A.

CAPITALE INTERAMENTE VERSATO L. 15.000.000
SEDE LEGALE TRIESTE - GALLERIA [illegible]TTI N. 1
UFFICI AMMINISTRATIVI MONFALCONE - VIA TIMAVO N. 54

Telegrammi:
LUZZATTICO - MONFALCONE
Telefoni: Monfalcone 13 e 23

C. P. C. Trieste 6917

Indirizzo postale:
CASELLA POSTALE N. 13
MONFALCONE

x/dl

Monfalcone, 9 settembre 1946

762

A.D. Claims & Hirings
Received 12 SEP 10:6

Al

58 Claims & Hirings

M I L A N O

Corso Matteotti No. 22

Requisizione di carri cisterna

In possesso della vostra dd.3 corr. CH/84/C/204/48 ci facciamo premura accludervi alla presente, copia delle lettere d.d. 27/9/1945, 1/4/46 e 30/7/46 (quest'ultime erano indirizzate a Genova, da dove, evidentemente, sono state girate a voi) .=

Riguardo i tre carri cisterna, di cui alla ns.dd. 1 aprile u.s., noi sappiamo soltanto che sono stati requisiti dal G.M.A. e che la cisterna No. 531401 è stata rimarcata NW 114, la 531422 rimarcata NW 296, mentre della terza No. 531427, ignoriamo il numero di rimarcatura .=

Le FF.SS. di Milano ci avevano comunicato che le cisterne erano utilizzate a Genova, appunto dal G.M.A., il quale,come detto nella nostra dd. 30 luglio u.s., alle nostre lettere non ha dato riscontro alcuno .=

Restiamo in attesa di una sollecita evasione,frattanto distintamente vi salutiamo.=

PRIMA SPREMITURA TRIESTINA D'OLIO S.A.

3 allegati

1040

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

1040 46

Translation

761

Tank-Cars.

Our application lodged with the A.M.G. of Milan re the de-requisitioning of our tank-cars
No. 531401 (remarked NW 114)
No. 531422 (remarked NW 296)
No. 531427 (we don't know the new number),
which appear to be in Genoa at disposal of the A.M.G., has never been answered.

Owing to the fact that several of our 23 tanks were taken to Germany and that now we are pressed for the few ones remained which should be used for the conveyance of the eatable oil of our production, we beg you to give instructions for the de-requisition of the three a/m tanks and for the payment of the hiring for the period in which the same have been used.

Awaiting your reply, we remain,

Yours faithfully

Translated by A. GRIFFIN.

Copia

1 aprile 1946

769

Al

Comando Militare Alleato
60 sub area

Genova

Palazzo Ilva

Carri cisterna =

Alla nostra richiesta rivolta all' AM.G. di Mi-
lano riguardo la derequisizione delle nostre cisterne :

No. 531401 = rimarcata NW 114

No. 531422 = " NW 296

No. 531427 = non sappiamo come rimarcata

che si troverebbero costì, utilizzate da codesto A.M.G., non è stata data alcuna risposta .=

Siccome delle nostre 23 cisterne, parecchie sono state portate in Germania ed abbiamo urgente bisogno di poter disporre di quelle poche rimaste, per il trasporto dell'olio commestibile di nostra produzione, vi preghiamo di voler provvedere alla derequisizione delle suddette tre cisterne da voi utilizzate, nonchè al regolamento del noleggio per il periodo in cui risultano essere state utilizzate .=

In attesa, ringraziandovi, distintamente vi salutiamo .=

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

I 0 4 2

Declassified E.O. 12356 Section 3.3/NND No. 185021

0307.46

Translation

Requisitioning of tank-cars.

Further to ours dated 1/4/45, we shall be particularly obliged if you give instructions for the de-requisitioning and payment of hiring about our 3 tank-cars No. 531401-531422-531427.

Thanking you in advance, we are.

(translated by A. GRIFFIN)

759

r/dl

Copia

30 luglio 1946

Al

Comando Militare Alleato
60 sub Area

Genova

Requisizione carri cisterna =

Facciamo seguito alla nostra dd.1 aprile u.s. e vi saremo particolarmente grati, se vorrete disporre per la de= requisizione e regolazione del noleggio per le nostre tre cisterne:

No. 531401 = 531422 = 531427

Ringraziandovi, distintamente vi salutiamo.=

758

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

1024

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

Prim Spremitura Triestina d'Olio S.A
Monfalcone.

Monfalcone 30 Jul 46

To Allied Command
60 Sub-Area
Genoa

Subject:- Requisition of tankers.

We beg to refer to our letter of the 1st April last and we will be grateful if you will give instructions in order to de-requisition and settle the hiring of our three tankers

Ns.531401 - 531422 - 531427

Thanking you etc.

Sgd. Prima Spremitura Triestina d'Olio

1045

Declassified E.O. 12356 Section 3.3/NND No. 185021

PRIMA SPREMITURA TRIESTINA D'OLIO S. A.

CAPITALE INTERAMENTE VERSATO [illegible].000.000
SEDE LEGALE TRIESTE GALLERIA [illegible] N. 1
UFFICI AMMINISTRATIVI MONFALCONE - VIA TIMAVO N. 54

Telegrammi:
LUZZATTICO - MONFALCONE
Telefoni: Monfalcone 13 e 29

C. P. C. Trieste 6917

Indirizzo postale:
CASELLA POSTALE N. 13
MONFALCONE

r/dl

Monfalcone, 30 luglio 1946

Al

Comando Militare Alleato
60 sub. Area

Genova

756

Requisizione carri cisterna

Facciamo seguito alla nostra dd.1 aprile u.s. e vi saremo particolarmente grati, se vorrete disporre per la dere= quisizione e regolazione del noleggio per le nostre tre cisterne:

N1.531401 = 531422 = 531427

Ringraziandovi, distintamente vi salutiamo.=

PRIMA SPREMITURA TRIESTINA D'OLIO S.A.

1046

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

I.S.R. STORES SERVICE

Rome 14 DIC. 1946
A. 121/335/20-15/Ina 1113/33

Subject:
Tarpaulins for cars.

To War Department
Transportation and Shipping
Branch - H.2. A.C. 1PO 794

Will you please confirm the receipt of voucher for Stores 755
2.S.D. 557 B.O.D. signed for the acceptance of 3981 tarpaulins sent by letter A.12 A/281/109 on the 6 Sept. 1946.

The Chief of Service
sgd Notarloberti

AF ng 14/12

1047

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

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Approvvigionamenti

Roma, 16 DIC. 1946 - anno 794

N° A.12A/835/20-15/Mca

Al N° ____ del 11143/33

OGGETTO

Copertoni per carri merci

ALLEGATI N. ____

WAR DEPARTMENT
Iptn e Shipping Branch
H.2. A C

A.P.O. 794

Si prega codesto Comando di voler cortesemente confermare il ricevimento della nota di consegna " Youcher for stores 2.S.D. 557 B.O.D." firmata per l'accettazione di 3981 copertoni, trasmessa con lettera A.12A/281/109 del 6 settembre c.a.

754

per IL CAPO DEL SERVIZIO
Mosciatobich.

M

1048

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AC/In

4 December 46

AC/430/Tn.1

Subject : Transport for Italian State Railways.

To : Transportation C.M.S.
C.M.F.

753

1. Reference your TT A/223 of 28th Nov.

2. The vehicles referred to in letters:

A 27/5217/104.10.46 - ICCA 9014/3.
TnA 1/223 of 6th May 46.
AC/430/Tn.1 of 9th May 46.
TnA 1/223 of 4th October 46.
AC/430/Tn.1 of 31st October 46.

are an entirely a different category to those referred to in letter AC/Tn/14/75 C.E. of 25th June 45.

3. The former are vehicles loaned to the Rail division of the ICC direct by the railway operating group of TI Main at Bari.

4. The latter form part of a very large number of surplus war vehicles definitely handed over to the Ministry of Transport by C.M.S.

5. There is no record in this office that these vehicles were taken over by the Transportation Subcommission of A.C. and we should be glad if you would let us have a copy of the receipt, to enable us to claim these vehicles from the ICC.

A.V. HICKET
Lt.Colonel
Director.

162

1049

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

Subject: Purchase of White Metal in U.K.

Transportation.
G.H.Q. C.M.F.

Tel. Padua 22344
Ref. Tn.5F/39/15

24 November 1946. 752

To: The Divisional Officer,
E.O.I.T.O. (ORMOA) Italy.
A.P.O. 3.551
C.M.F.

1. Reference your 404/1/3 dated 16 September 46.

2. Enclosed herewith translation of letter received from the I.S.R. reference A38/18364/017/ICOA 10929/33 dated 25 November 1946, requesting that the supply of white metal from the Marine Trading and Manufacturing Co Ltd. be expedited.

3. Will you please deal with this matter, which as stated in the above letter is now extremely urgent.

S.C. EKEY. S/Capt., Tn.,
for Colonel,
Deputy Director of Transportation

Encl.
SGE/GP3.

Copy to: 'Q' (Mov) G.H.Q. C.M.F.
Allied Commission (Tn. Sub-Commission) A.P.O.
'Q' (Mov) Liaison Rome.
U.N.R.R.A. (Italy)
I.S.R. Stores Dept. Rome (for Attn. Ing. Bracci)

101
430

1050

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

Copy.

I.S.R. - Stores Service.

Rome 25 November 1946

A.38/13364/C.17/IGCA 10929/33

Subject:

Purchase in England of antifriction metal

TRANSPORTATION G.H.Q. -C.M.F.
(attn. L.Col. Reynolds) 751

1. Reference is made to your letter Tn/A.2/76.1. dated Sept.11. 1946 addressed to the Transportation Allied Sub Commission Italy and to other bodies (copy was also sent to this HQ)

2. You are kindly asked to let us know if the Marine Trading Manufacturing Co.Ltd., London - on the basis of the Contract which was stipulated with them, covering the purchase of 300 tons white metal antifriction alloy 3 - will be able to deliver to us further amounts of the same item in addition to the 43 tons already supplied.

As you know - in order to secure the running of the locos and of the cars carrying out our transports and those on behalf on UNRRA and of the Allies - it is essential to have such metal.

The necessity of getting it grows every day and therefore we have again to ask for your intervention with the purpose to obtain that the a/s Company continue the supply in question.

We are confident in your help and we are awaiting to be informed on the matter.

The Chief of Service

Sgd. Bracci.

1610

1051

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

Subject : Transport for Italian State Railways

Transportation,
G.H.Q., C.M.F.

Tel : Padua 22344

Ref : Tn.A/223.

28 November 1946.

To : HQ Allied Commission,
Ecomomic Division,
Transportation Sub-Division,
APO 794

1. Reference your AC/430/TN.1 dated 31 October 46 and further to my Tn.A1/223 of 4 October 46

750

2. Procuration of military transport by the ISR was arranged by the Allied Commission, and vehicles are therefore still on financial charge to AC.

3. While it is not possible to inform you of the dates these vehicles were actually given to the ISR, I would refer you to a similar transaction regarding vehicles for the Turin, Milan and Florence areas. (Your AC/TN/44/78CF dated 25 June 45 of which enclosed copy refers)

4. The only way this Directorate was concerned was in the issue of circulation permits, and assistance in the supply of petrol.

5. As we are no longer interested in this matter, it is suggested that you now arrange to put these vehicles up for disposal through the C.D.O.

Capt., R.E.,
for Colonel,
Deputy Director of Transportation.
(S.G.ELEY).

160

Copy to :- Director General, ISR.

7052

Declassified E.O. 12356 Section 3.3/NND No. 185021

COPY

TRANSPORTATION SUB-COMMISSION
(RAIL DIVISION)
C/o Transportation (Br) Main
C.M.F.

Tel : 843239
Ref : AC/TN/44/78 C.E.

25 June 1945

749

Subject : Lorries.

To : Major Buckley (3)
Capt. Conway (3)
Major Richard (3)

1. It has been arranged with the Italian State Railways that lorries as below will be sent for use of the work sections at Turin, Milan, Genoa, Florence.

2. These lorries are being supplied so that they can be hired to contractors.

3. These lorries will be under the sole control of the ISR but supervision must be exercised to ensure that they are used for priority works.

4. The upkeep of these lorries is the responsibility of the ISR.

5. Where needed the MRS have promised to assist with the petrol supply if other arrangements cannot be made.

6.

Turin and Genoa	50
Milan	50
Florence	30

Signed. J.P.BUCKLEY
Major
for A.H.STREET, Major.

Copy to : DMRS
Eng Lo Cigno

160a

105

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

Ext.470

ALLIED COMMISSION
APO 794
BRITISH SECTION
Transportation Sub - Division

AFF/Tn.

22 December 45

TC/430/Tn.1

748

Subject : Tank Wagons.

To : Director General
I.S.R.

1. Reference attached letters from G.I.S.A.Vicenza and Prima Sprastura Trieatina d'Alio. S.A.

2. We shall be glad to hear if you can trace these wagons and also if it is now possible to return same to the owners.

A.H.HERBERT
Lt.Colonel
Director.

Copy to : Q(Mov)Liaison.

Encl. - Correspondence.

159

430

Q (MOVEMENTS)
GHQ CMF
Tel:PADUA 22672

Mov 3/332/1/-

21 Nov 46

747

Q (MOV) WORKING INSTRUCTION NO 44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO 6

1. Ref GHQ Working Instruction No 44 Amendment No 5 dated 21 Oct 46.

2. The address to which Copy No.3 of AB 494A and Copy No.4 of AB 497A should be forwarded weekly (i.e. Transportation GHQ CMF) refers only to warrants issued by RTO's in ITALY.

3. All warrants issued in BTA will of course, continue to be sent to TN (F) VIENNA in accordance with current instructions as issued by Q (Movements) B.T.A.

(E.S.TRUSLER) Lt.Col.
for Colonel
Colonel Q (M)

Distribution :-

Q (Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
		HQ RAC	4
Q (Mov) HQ BTA	12	GHQ 2nd Echelon	2
Mov Polcorps	6	PBS Main	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
HQ Movements BOLOGNA	10	HQ BTA	1
HQ Movements TRIESTE	8	REAR AHQ RAF ITALY	2
HQ Movements VENICE	8		

Internal - GHQ - CMF
"Q" Mov 1/4
"A" Col Q(M) Sec(4)

AFHQ

G-4(HTOUSA)

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

2. The address to which Copy No.3 of AB 494A and Copy No.4 of AB 497A should be forwarded weekly (i.e. Transportation GHQ CMF) refers only to warrants issued by RTO's in ITALY.

3. All warrants issued in BTA will of course, continue to be sent to TO (F) VIENNA in accordance with current instructions as issued by Q (Movements) B.T.A.

(E.S.TRUSLER) Lt.Col.
for Colonel
Colonel Q (M)

Distribution :-

Q (Mov) Liaison ROME	6
HQ Movements NAPLES	10
Q (Mov) HQ BTA	12
Mov Polcorps	6
AC Tn Sub Comm ROME	2
HQ Movements BOLOGNA	10
HQ Movements TRIESTE	8
HQ Movements VENICE	8

AC Tn Sub Comm for ECITO	6
HQ 3 District	6
HQ RAMC	4
GHQ 2nd Echelon	2
FBS Main	2
AHQ RAF ITALY for Movements	10
HQ BTA	1
REAR AHQ RAF ITALY	2

Internal - GHQ - CMF

"Q" Mov 1/4
"A" Col Q(M) Sec(4)
G(SD)
G(Br)
Provost
Med
Welfare (2)
Tn

AFHQ

G-4(MTOUSA)
G-4(A)
G-5
UNRRA (DP Offr)

158

430

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

1056

Declassified E.O. 12356 Section 3.3/NND No. 185021

ALL MILITARY GOVERNMENT
PORT LAISON OFFICE
VENICE

14 November 46

Tel : 27704

Sub : Mixed Supps despatched ex SS BARTLESVILLE VICTORY.

To : A.M.G. Udine
Food Officer

Ref : VG/AMG/TN/PORTS/4/190

Attached please find list of rail cars despatched 28 and 29 October 46 containing mixed supplies ex SS Bartlesville Victory.

For the Chief Transportation Officer

George G. Bossard 1st. Lt. T.C.

Port Liaison Officer
Trieste and Venice

Copy to: - HQ. AC.
Economic Section
R o m e

AMG Udine - Pr. Supply Officer -

157

430

1057

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

Sub:- SUPPLIES EX S. [illegible]ARTLESVILLE VICTORY. Copy

To :- A.M.G.
PORT LIAISON OFFICER
VENICE

1. Herewith list of Rail Wagons and contents despatched ex the a/m vessel to A.M.G. Udine.

Wagon No.	No. Packages	Contents	Weight T.	Weight C.
28.10.46.				
33057	927	Mixed Supplies	15	0
13050	953	" "	15	5
166396	1125	" "	18	0
20883	945	" "	15	0
		" "		
		" "		
29.10.46.		" "		
377120	68	" "	4	4
175922	491	" "	10	7
46585	650	" "	13	13
32899	736	" "	12	12
141445	801	" "	12	16
7110941	687	" "	11	0
161259	812	" "	13	0
1010881	830	" "	13	5
225085	661	" "	10	12
280015	601	" "	9	13
59106	164	" "	12	5
1026383	54	" "	5	8
187697	48	" "	5	0
6009	567	" "	13	4
41252	583	" "	15	0
2208365	574	" "	14	0
113516	535	" "	12	0
134095	449	" "	10	6
153135	106	" "	10	4
205051	762	" "	12	4
	14.725		264	18

2. The actual weight of these Supplies was 358 tons, the figure of 264 tons 18 Cwts. is due to bad estimation of weights by Italian Checkers.

Venice,
9 November 46.

signed by Major, R.E.
Dock Superintendent, Ven

745 154 439

1058

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

Enc.4.70

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AED/Tn

AC/430/Tn.1

22 October 46

Subject : A.C. Compartment.

To : Director General I.S.F.
Ministry of Transport
Italian Government.

1. It has been decided that in future it will not be necessary to reserve a compartment for A.C. personnel on any train run by the I.S.F.

A.E. Straker
Lt.Colonel
Director.

Copy to : - Q.Mov.Liaison - Rome.
- Camp Commandant A.C.

744

(MOVE ENTS)
GHQ CMF
Tel:PADUA 22673

Mov 3/332/1/-

21 Oct 46

Q(MOV)WORKING INSTRUCTION NO 44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 5

1. This cancels Working Instruction No. 44 Amendment No. 4 issued 25 Sep 46.

2. The correct address to which Copy No. 3 of A.B. 494 A and Copy No. 4 of A.B. 497 A should be forwarded weekly is : -

Transportation
GHQ. CMF.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A.BARTHOLOMEW) MAJOR
for Colonel
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for BOLTO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) HQ BTA	12	GHQ 2nd Echelon	2
Mov Polcorps	6	FRS Main	2
AC Tn Sub Comm ROME	2		-
		AHQ RAF ITALY for Movements	10
HQ Movements BOLOGNA	10	HQ BTA	1
HQ Movements TRIESTE	8	REAR AHQ RAF ITALY	2
HQ Movements VENICE	8		

Internal - GHQ - CMF

"Q" Mov 1/4
"A" Col Q(M) Sec(4)
C(SD)

AFHQ

G-4(MTOUSA)
G-4(A)

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

of A.B. 497 A should be forwarded weekly is : -

Transportation
GHQ. CMF.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A.BARTHOLOMEW) MAJOR
for Colonel
Colonel Q(Mov).

Distribution:-

Q(Mov.) Liaison RCTE	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) HQ BTA	12	GHQ 2nd Echelon	2
Mov Polcorps	6	FSS Main	2
AC Tn Sub Comm RCTE	2		-
		AHQ RAF ITALY for Movements	10
HQ Movements BOLOGNA	10	HQ BTA	1
HQ Movements TRIESTE	8	REAR AHQ RAF ITALY	2
HQ Movements VENICE	8		

Internal - GHQ - CMF		AFHQ
"Q"	Mov 1/4	
"A"	Col Q(M) Sec(4)	G-4(MTOUSA)
G(SD)		G-4(A)
FA(Br)		G-5
Provost		UNNRA (DP Offr)
Med		
Welfare	(2)	

155
1320
7/3

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

Q(MOVEMENTS)
GHQ CMF
Tel:PADUA 22673

Nov 3/332/1/-

21 Oct 46

Q(MOV)WORKING INSTRUCTION NO 44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 5

1. This cancels Working Instruction No. 44 Amendment No. 4 issued 25 Sep 46.

2. The correct address to which Copy No. 3 of A.B. 494 A and Copy No. 4 of A.B. 497 A should be forwarded weekly is : -

Transportation
GHQ. CMF.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A. BARTHOLOMEW) MAJOR
for Colonel
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for BCITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) HQ BTA	12	GHQ 2nd Echelon	2
Mov Polcorps	6	PBS Main	2
AC Tn Sub Comm ROME	2		-
		AHQ RAF ITALY for Movements	10
HQ Movements BOLOGNA	10	HQ BTA	1
HQ Movements TRIESTE	8	REAR AHQ RAF ITALY	2
HQ Movements VENICE	8		

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

1. This cancels Working Instruction No. 44 Amendment No. 4 [illegible] Sep 46.

2. The correct address to which Copy No. 3 of A.B. 494 A and Copy No. 4 of A.B. 497 A should be forwarded weekly is : -

Transportation
GHQ. CMF.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A.BARTHOLOMEW) MAJOR
for Colonel
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) HQ BTA	12	GHQ 2nd Echelon	2
Mov Polcorps	6	PBS Main	2
AC Tn Sub Comm ROME	2		-
		AHQ RAF ITALY for Movements	10
HQ Movements BOLOGNA	10	HQ BTA	1
HQ Movements TRIESTE	8	MMAR AHQ RAF ITALY	2
HQ Movements VENICE	8		

Internal - GHQ - CMF

"Q"	Mov 1/4
"A"	Col Q(2) Sec(4)
G(SD)	
FA(Br)	
Provost	
Med	
Welfare	(2)

AFHQ

G-4(AFCUSA)
G-4(A)
G-5
UNRRA (DP Offr)

7:2

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

T 0 6 3

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/fm

AC/430/Tn.1

31 October 46

Subject : Transport for Italian State Railways.

To : Transportation (Br) Main
C.M.F.

1. Your TnA 1/223 of 4th October received today.

2. These Lorries were I believe loaned to the I.S.R. by Transportation British and the handling of these vehicles has in no way been an A.C. commitment.

A.H. STREET
Lt. Colonel
Director.

1547:1

Subject : Transport for Italian State Railways.

Transportation (Br) Main,
C. M. F.

Tel : Rome 343191
Ext 9374

Ref : Tn.A.1/223

To : H.Q. Allied Commission
Transportation & Shipping
Sub-Commission
(Rail Division)

4 October 46

1. Reference our Tn.A.1/223 dated 6 May 46 with attached I.S.R. letter dated 30 April 46.

2. The a/m I.S.R. letter gave details of nine (9) WD Vehicles in use by the I.S.R. in their Bari Compartimento for which they require circulation permits.

3. The u/m vehicles are concerned, previous permits expired on 30 June 1945.

Hillman	M 4776691
Bedford	L 4879838
	L 518221
	L 4879052
	L 4879073
	L 528150
	L 525777
	L 517811
	L 4881571

4. As it is considered that this is an A.C. responsibility, therefore, will you please arrange issue of the necessary permits.

E. L. Lyon
Major, RE,

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

1. Reference our Tn.A.1/223 dated 6 May 46 with attached I.S.R. letter dated 30 April 46.

2. The a/m I.S.R. letter gave details of nine (9) WD Vehicles in use by the I.S.R. in their Bari Compartimento for which they require circulation permits.

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Hillman	M 4776691
Bedford	L 4879838
	L 518221
	L 4879052
	L 4879073
	L 528150
	L 525777
	L 517811
	L 4881571

4. As it is considered that this is an A.C. responsibility, therefore, will you please arrange issue of the necessary permits.

E.C.Lyon

Major, RE,
for Colonel,
Deputy Director of Transportation.
(E.C.LYON)

740

copy to : Director General,
I.S.R.

153

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

1066

(MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

Mov 3/332/1

Tel : rADUn 22673

14 Oct 46

WORKING INSTRUCTION NO.43 : AMENDMENT NO.6.

1. Military/Civilian trains frequently include civilian Postal Sorting Carriages.

2. Under no circumstances should military personnel be loaded in these civilian sorting vans.

(A.BARTHOLOMEW) MAJOR
for Colonel
Colonel Q(M)

DISTRIBUTION :

Q (Mov) Liaison Office ROME.
HQ Movements NAPLES.
" " BOLOGNA.
" " VENICE.
" " TRIESTE.
Q (Mov) BTA.
AC TI Sub Commission ROME.
DMRS ITALY.
AC TI Sub Commission for EGITO.
HQ 3 District.
HQ ROME Area Allied Command.
GHQ 2nd Echelon.
TBS South.

INTERNAL :

" "
" "
G (SD)
Provost
Med
Welfare
G 4 AMTOUS.
G 4 (a)
G 5
UNRRA (Disp.Pers.Offr)

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

2. Under no circumstances [illegible] in these civilian sorting vans.

(A. BARTHOLOMEW) MAJOR
for Colonel
Colonel G(M)

DISTRIBUTION :

Q (Mov) Liaison Office ROME.
HQ Movements NAPLES.
" " BOLOGNA.
" " VENICE.
" " TRIESTE.
Q (Mov) BTA.
AC TI Sub Commission ROME.
DIRS ITALY.
AC TI Sub Commission for AUSTRIA.
HQ 3 District.
HQ ROME Area Allied Command.
GHQ 2nd Echelon.
IBS South.
IBS Main.
AHQ RAF ITALY for Movements.
HQ BTA.
ACA (Br) for Movements.

INTERNAL :

" "
" "
G (SD)
Provost
Med
Welfare
G 4 AUSTRUS.
G 4 (A)
G 5
UNRRA (Disp.Pers.Offr)

739

152

Declassified E.O. 12356 Section 3.3/NND No. 185021

1068

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 HEADQUARTERS ALLIED COMMISSION AFS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 10 October 46

Subject: Shipment of Materials to Trieste.

To : Ministry of Transport
Att: Sez.Movimento, Ing.Cellini.

1. Requests railway wagon for shipment to Sopral, Trieste for Food Officer, Allied Military Government, Venezia Giulia of materials from Istituto Poligrafico dello State as soon as possible.

2. Further request that shipment be guarded.

A.H.STREET
Lt.Colonel
Director.

151

1069

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

HEADQUARTERS ALLIED COMMISSION
AFO 794
Communications Sub-Commission CGLM/ec

P.41.395.CS 10 October 1946

SUBJECT: Postal Sorting Carriages.

TO : Q.Movements Liaison Officer ROME

Further to this Office letters P.41.354.CS of 10 May 1946 and P.41.375.CS of 5 July 1946.

The Ministry of Posts and Telecommunications reports that two postal sorting carrieges numbered UM 8215 and 8236 which have been fitted with benches and previously used for transport of passengers on the Rome-Avezzano line are now lying in the marshalling yard of the Rome Termini station unused.

May instructions please be given for these two carriages to be returned to the Postal Administration through the nearest Squadra di Rialzo, where the temporary fittings would be dismantled.

With the continuing and rapid development of the Italian Postal services the need for every serviceable sorting carriage to be available to the postal administration becomes more imperative and it is requested that further action is now taken for the early return of some of the postal sorting carriages used on the military trains to Gorizia. In this latter connection the following numbered vehicles are quoted by the Minister. UZ.1303.1311.1318.1327.

430

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

It is emphasised that these carriages are definitely required for sorting duties on the various train routes and NOT for the mere conveyance of bulk sealed mails between stations as in the case of the Army Postal services requirements.

As this whole matter also seriously involves the general rehabilitation aspect of Italys normal internal arrangements a copy of this correspondence is being forwarded to the Inland Transport Division to UNRRA for consideration.

Cfy L Haddock Major
for L.R.HUMBERT,
Lt.Col.Sig.C.
Director.

Copies to:
Economic Section A.C. (Transportation Branch)
MRS c/o ISR ROME
Inland Transport Division UNRRA INA Bldg. ROME
E.C.I.T.O. ROME
Director General Ministry of Posts and
Telecomms (803456/8/9 of 7 October '46 refers).

150

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 8 October 46

Subject : Petition of Mrs. Teresa Garcia-Greco.

To : Miss Dolores Marchetti
Via Eleonora Duse,3
Rome.

The papers sent with your letter of October 1st are herewith returned.

It is regretted that this Branch is unable to help you as all transportation matters have been returned to the Minister of Transport.

A.H.STREET
Lt.Colonel
Director.

Encl. As above.

140

1072

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 794
Transportation and Shipping Branch

U R G E N T

AC/430Tn.1 1 Oct.46

Subject : Request for Wagon.

To : Director General
Italian State Railways.

1. Please arrange for a wagon to be placed at Rome Termini and attached to the passenger train to Sicily tomorrow 2nd October for the conveyance of the remains of Marchese Costarello.

2. This request is from Admiral Stone as the Marchese was the husband of Admiral Fitch (U.S.N.) sister.

3. Please advice by telephone 489081 - Ext 470 time of departure of train and where wagon will be placed.

A.H.STREET
Lt.Colonel
Director.

Original al Ministero dei Trasporti

148

735

1073

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 26 Sept. 46

Subject : Resumption of Trough Traffic
Italy - Austria.

To : Control Commission,
Austria.

1. Attached correspondence is forwarded to you at the request of the Italian Ministry of Foreign Affairs.

2. Your assistance in helping the restoration of this important traffic will be appreciated.

A.H.STREET
Lt.Colonel
Director.

Incl.Correspondence.

147

Q(Movements)
GHQ C.M.F.
Tel: FREEDOM 320

Mov 3/332/1/-

25 Sep 46.

Q(MOV)WORKING INSTRUCTION NO.44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 4

1. Incorrect addresses are being used persistently by RTO's when forwarding Copy No.4 of AB 497 A and Copy No.3 of AB 494 A to Transportation (British).

2. The correct address is:-

Transportation (Br) Main,
ROME.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A.BARTHOLOMEW)MAJOR
for Colonel,
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q(Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	OC Train & Rly Gds ITALY	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
Mov CMNo.	1	HQ BTA	1
Rear HQ XIII Corps	1	REAR AHQ RAF ITALY	2
HQ Movements BOLOGNA	10		
Internal - GHQ CMF		AFHQ	
"Q" Mov 1/4			

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

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2. The correct address is:-

Transportation (Br) Main,
ROME.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A. BARTHOLOMEW) MAJOR
for Colonel,
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q(Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	OC Train & Rly Gds ITALY	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
Mov CENSA	1	HQ BTA	1
Rear HQ XIII Corps	1	REAR AHQ RAF ITALY	2
HQ Movements BOLOGNA	10		

Internal - GHQ CMF

"Q"	Mov 1/4	
"A"	Col Q(M) Sec(4)	
G(SD)		
FA(Br)		
Provost		
Med		
Welfare (2)		

AFHQ

G-4 (MTOUSA
G-4 (A)
G-5
UNRRA (DP Offr)

146

733 430

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

Q(Movements)
GHQ C.M.F
Tel: FREEDOM 320

Mov 3/332/1/-

25 Sep 46.

Q(MOV)WORKING INSTRUCTION NO.44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 4

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2. The correct address is:-

Transportation (Br) Main,
ROME.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A.BARTHOLOMEW)MAJOR
for Colonel,
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	5
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q(Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	CC Train & Rly Gds ITALY	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
Mov CMFA	1	HQ BTA	1
Rear HQ XIII Corps	1	REAR AHQ RAF ITALY	2
HQ Movements BOLOGNA	10		

Internal - GHQ C.M.F

AFHQ

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

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2. The correct address is:-

Transportation (Br) Main,
ROME.

3. Movements Areas will ensure that this is brought to the notice of all RTO's.

(A. BARTHOLOMEW) Major
for Colonel,
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q(Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q(Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	OC Train & Rly Gds ITALY	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
Mov CMFA	1	HQ BTA	1
Rear HQ XIII Corps	1	REAR AHQ RAF ITALY	2
HQ Movements BOLOGNA	10		
Internal - GHQ CMF		AFHQ	
"Q"	Mov 1/4		
"A"	Col Q(M) Sec(4)	G-4 (MTOUSA	
G(SD)		G-4 (A)	
FA(Br)		G-5	
Provost		UNRRA (DP Offr)	
Med			
Welfare (2)			

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

1078

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AFS/En
APO 794
Transportation and Shipping Branch

AC/470/Tn.1 26 Sept. 46

Subject : Resumption of Trough Traffic
Italy - Austria.

To : Control Commission,
Austria.

1. Attached correspondence is forwarded to you at the request of the Italian Ministry of Foreign Affairs.

2. Your assistance in helping the restoration of this important traffic will be appreciated.

A.H. SUTTER
Lt.Colonel
Director.

Incl. Correspondence.

Val/Di

Ministero degli Affari Esteri

DUPLICATE

6/3164/1232

MEMORANDUM FOR THE ALLIED COMMISSION

Directions for the resumption of traffic through the Brennero pass as well as for the re-establishment of some passenger-trains, have been agreed upon on November 13th and 14th, 1945, in a meeting held at Verona which was attended by a representative of the Ministry for Foreign Affairs and a representative of the Allied Authorities.

While on the part of the Italian Railways the agreements have been brought into force forthwith, the same are not being observed by the Austrian railways on account of the Allied Command for the Brennero zone's opposition.

This inconvenience has been repeatedly signalled to E.C.I.T.O. either on Italian initiative or following requests received by said office. A copy of letter, even number, dispatched by the Italian Ministry for Transports to E.C.I.T.O., is herewith enclosed for reference.

In the Bidac conference held in Venice on July 19th 1946, the matter was reconsidered and the following addition was included in the final report:

" As for the establishment of passengers coaches

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

MEMORANDUM FOR THE ALLIED COMMISSION

Directions for the resumption of traffic through the Brennero pass as well as for the re-establishment of some passenger-trains, have been agreed upon on November 13th and 14th, 1945, in a meeting held at Verona which was attended by a representative of the Ministry for Foreign Affairs and a representative of the Allied Authorities.

While on the part of the Italian Railways the agreements have been brought into force forthwith, the same are not being observed by the Austrian railways on account of the Allied Command for the Brennero zone's opposition.

This inconvenience has been repeatedly signalled to E.C.I.T.O. either on Italian initiative or following requests received by said office. A copy of letter, even number, dispatched by the Italian Ministry for Transports to E.C.I.T.O., is herewith enclosed for reference.

In the Bidac conference held in Venice on July 19th 1945, the matter was reconsidered and the following addition was included in the final report:

" As for the establishment of passengers coaches between Italy and Austria, which was brought up in the order of the day by E.C.I.T.O., it was suggested by the French officer, Commandant Dalmas, that, in order to resume the a/m traffic, it was necessary that the two Governments concerned

730

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

made a formal request to the Control Commission in Vienna."

The Ministry for Foreign Affairs would therefore be much obliged to the Allied Commission if they could kindly bring this matter to the knowledge of the Control Commission in Vienna, in order that a solution might be reached as soon as possible.

Rome, September 25th, 1946.

ENCL.

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

kindly bring this matter to the knowledge of the Control Commission in Vienna, in order that a solution might be reached as soon as possible.

Rome, September 25th, 1946.

ENCL.

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

1083

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION OF COPY

Ministero dei Trasporti
Ferrovie dello Stato

Roma, lì

n. C. 232.21505.59

SUBJECT: Resumption of traffic with Austria through Brennero Pass.
TO : E.C.I.T.O. (ORMOA) Italy A.P.O. S.55.

1. Reference is made to letter n.RY-408 dated July 31st 1946, to which a reply was given by letter M215/49/6 dated July 31st informing that direct communications between Udine and Villaco were resumed.

2. As far as it concerns communications with Austria through the Brennero pass we deem it opportune to recall the existing precedents.

3. In the conference held at Verona on November 13th and 14th 1945, attended by representatives of the Allied Commands concerned, it was pointed out, also by the French, the necessity to resume direct communications with Austria and though the Italian Railways Administration immediately took measures for the execution of the agreement, nothing was done by the Austrian Railways Administration, also because of opposition from the Allied authorities concerned.

4. With letter n.P.138/X.F./E dated December 27th 1945, the French Military Government for Austria requested us for a quick resumption of traffic through the Brennero Pass. With letter n.C. 232.2804.6 (45) dated February 7th, 1946, we answered pointing out the opportunity that said Government intervened directly with the competent Allied Command assuring that we had already completed the Verona program.

./.

729

1084

Declassified E.O. 12356 Section 3.3/NND No. 185021

5. Subsequently, following a communication dispatched by Commandant Dalmas, Railways director in the French Military Government for Austria, to Colonel Wortington and, in his absence, received by Colonel Street, the Transport Sub-Commission, with its note AC/379/TN dated January 21st, 1946, requested this Administration to improve the railways organization at the Brennero Pass. With our letter n.232.20398.6 dated February 8th, it was confirmed the execution of all measures pertinent the railways Administration and it was made known that the difficulties mentioned by Mr. Dalmas concerned the railway line between Gries and Brennero Pass in Austrian territory, on which no traffic was possible owing to the Allied Command's opposition.

On this occasion, it was suggested to apply directly to the same Allied Command.

6. With note n.Rif.C. 450 dated February 15th we were asked to give further informations on the a/m matter. With letter n.C.232.20398.6 dated February 25th we supplied the requested informations and confirmed that the difficulties pointed out by Mr. Dalmas were due to the fact that the Austrian trains did not reach the Brennero Station, because the foregoing Command would not consent to the program agreed upon at Verona. We insisted that it was necessary to apply to the a/m Allied Authorities in order to obtain that the Austrian trains could reach the Brennero Pass.

We renewed our suggestion with letter n.C.232.12320 dated May 12th, in reply to note n.ACP.CH/US dated April 25th.

7. As, until now, notwithstanding our efforts, the railways situation in Austrian territory is practically unchanged and it has not been possible to obtain thus far that pas=

1085

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

sengers trains from Innsbruck reach the Brennero Pass, it seems that the Allied Authorities have some reasons, which we are not aware of, to oppose the submitted solution.

8. As, however, at the conference held in Venice on July 7th, the Italian intervention was requested once more on this matter, this Ministry deems opportune to take the same into further consideration.

signed The Minister

1156

MINISTERO DEGLI AFFARI ESTERI
738

Q(Movements)
GHQ CMF
Tele : FREEDOM 320

Mov 3/335/13

23 Sep 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER
MEDLOC "C"
MEDLOC PERIOD 7 - 13 Oct.

RAIL
(N.B. All figures daily)

CATEGORY		C VILLACH BAL CMF	CALAIS XIII Corps	CALAIS BTA	Total
	Redeployment				
	Release Class 'A'	51	58	42	151
ARMY	Release Class 'B'	12	9	5	26
	Leave	58	214	93	365
	Python	21	30	18	69
	Release	2	1	-	3
RAF	Tour Expired	4	4	1	9
	Leave	9	6	1	16
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		-	-	-	-
Womens Services		6	2	6	14

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

MEDLOC "C"
MEDLOC PERIOD 7 - 13 Oct.

RAIL
(N.B. All figures daily)

CATEGORY		C VILLACH	CALAIS		Total
		BAL C&F	XIII Corps	BTA	
	Redeployment				
	Release Class 'A'	51	58	42	151
ARMY	Release Class 'B'	12	9	5	26
	Leave	58	214	93	365
	Python	21	30	18	69
	Release	2	1	-	3
RAF	Tour Expired	4	4	1	9
	Leave	9	6	1	16
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		-	-	-	-
Womens Services		6	2	6	14
SUS		-	-	-	-
Poles on Compassionate Leave		3	-	-	3
TOTALS		189	344	176	~~709~~ 727
TOTAL AVERAGE DAILY LIFT	Bid	189	344	176	709
	Capacity				909

430

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

Q(Movements)
GHQ CMF
Tele: FREEDOM 320.

Mov 3/335/13

16 Sep 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER MEDLOC "C"

MEDLOC PERIOD:- 30 Sep - 6 Oct.

CATEGORY		RAIL (N.B. All figures daily) VILLACH - CALAIS			Total
		BAL CMF	XIII Corps	BTA	
	Redeployment				
ARMY	Release Class'A'	44	94	48	186
	Release Class'B'	12	9	5	26
	Leave	60	214	93	367
	Python	20	30	18	68
RAF	Release	6	6	-	12
	Tour Expired	6	3	1	10
	Leave	9	5	1	15
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		-	-	1	1
Women's Services		7	2	7	16
SUS		-	-	-	-
Poles on Compassionate Leave		3	-	-	3

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

		VILLACH C - CALAIS			Total
		BAL CMF	XIII Corps	BTA	
	Redeployment				
	Release Class'A'	44	94	48	186
ARMY	Release Class'B'	12	9	5	26
	Leave	60	214	93	367
	Python	20	30	18	68
	Release	6	6	-	12
RAF	Tour Expired	6	3	1	10
	Leave	9	5	1	15
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		-	-	1	1
Women's Services		7	2	7	16
SUS		-	-	-	-
Poles on Compassionate Leave		3	-	-	3
TOTALS		190	383	184	757
	Bid	190	383	184	757
TOTAL AVERAGE DAILY LIFT Capacity					909

430

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

1090

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 14 Sept.46

Subject : Wagon Sheets.

To : Transportation British
Ministry of Transport
Rome.

1. Herewith receipt voucher 2.048032 received from stores section I.S.R. together with covering letter.

A.H.STREET
Lt.Colonel
Director.

Incl. - As above.

Subject :- Purchase of White Metal in U.K. by I.S.R.

Transportation (Br) Main,
C.M.F.

Tel : Firebox 9363
Ref : Tn.A.2/76/1

11 Sept 1946

To :- Transportation Sub-Commission
Allied Commission (Italy) ✓

Copy to :- Q (Mov) G.H.Q.
UNRRA (Italy)
ECITO (QRMOA) ITALY
Q (Mov) Liaison Officer Rome
I.S.R. Stores Dept Rome.

1. Reference the attached translation of a letter from the I.S.R. Stores Dept to this H.Q. enclosing translated copies of letters between the Marine Trading and Manufacturing Co. Ltd., Italian Government Representatives in London and the I.S.R.

2. It will be seen that the I.S.R. placed a contract with the Marine Trading and Manufacturing Co. Ltd., London for the supply of 300 tons of White Metal for delivery ex works at the rate of 75 tons monthly commencing March 1946. So far only 43 tons of White Metal has been received by the I.S.R. against this contract. The composition of the White Metal is :-

Copper 1,5%, Tin 14%, Antimony 15%, Pure Lead 69,5%.

3. The Marine Trading and Manufacturing Co. Ltd. now state that due to insufficient allocations of Pure Lead they are unable to proceed with the balance of the contract.

4. The I.S.R. have represented this matter to me as they fear that the non availability of White Metal may adversely affect the operation of the railways in the near future, and that this in turn may affect their ability to provide satisfactorily for the movement of Allied military traffic which is their responsibility. On my instructions they have investigated the availability of Pure Lead in Italy but they state sufficient quantities could not be made available for shipment to the U.K. to assist the firm in

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

I.S.R. Stores Dept Rome.

1. Reference the attached translation of a letter from the I.S.R. Stores Dept to this H.Q. enclosing translated copies of letters between the Marine Trading and Manufacturing Co. Ltd., Italian Government Representatives in London and the I.S.R.

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5. It is thought that, as the breakdown of rail services due to the lack of White Metal would effect the movement of UNRRA and essential civilian traffic, sufficient justification exists for a higher priority to be given to the supply of this material.

No action, however, can be taken by this H.Q. through military channels as this is a civil demand and was originally sponsored by you. Will you, therefore, please take action either to ensure that sufficient priority is given to this demand to enable the Ministry of Supply to increase the allocation of Pure Lead to the firm concerned to enable them to complete the contract for the I.S.R. or endeavour to arrange the supply of White Metal from other sources.

6. Will you please advise this H.Q. the results of your negotiations.

D.H. REYNOLDS, Major, R.E.
for Colonel,
Deputy Director of Transportation

430

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

MINISTRY OF TRANSPORTS

ISR. STORES DEPARTMENT

A.38/279/C.17/ICCA/10301/33

September 7th 1946

To:Th.(Br)Main
C.M.P.
attn. Lt.Col.Reynolds
Building

Subject :- Purchase of white metal (anti-friction) in U.K.

1. It has been arranged with "Marine Trading & Manufacturing Co. Ltd", Condor House 14 - St.Paul's Churchyard - London E.C.4 that 300 tons of white metal (anti-friction) be supplied to ISR. The alloy has to be equal to the one commonly used by ISR (known Alloy 3) and has the following composition Copper (Cu) 1,5% - Tin (Sn) 14% - Antimony (Sb) 15% - Lead (Pb) 69,50%, with the usual to tolerances.

2. You will find herewith copy of our letter dated 30 Nov. 1945 addressed to the a/m Co. through our Commercial Attache c/o Italian Embassy London, and copy of the authority issued by Th Sub Commission Rail Division C.M.F., dated 6 August 1945, and copy of the contract.

3. The white metal is used for bearings of rolling Stock (locos and wagons) its use is very large, and its purchase is rather difficult due to the shortage of the metals necessary to manufacturs the alloy in question.

4. "Marine Trading & Manufacturing Co. has already shipped 43 tons (approx) of the alloy.

5. Our Commercial Attache in London advised us that the Firm in question is experiencing difficulties to carry out the outstanding supply of white m. (257 tons) due to the shortage of lead on London market.

6. We are therefore applying to your HQ, begging for your intervention on the matter, so that these difficulties be removed and Marine Trading & Manufacturing Co. be enabled to manufacture other quantities of the metal in question, whereof supply is badly needed by us.

7. In such a way ISR Administration will be in a condition tosecure the train operation (the military trains included) whereof correct operation is very necessary.

8. Your early reply on the matter will be greatly appreciated.

(Signed) Dept. Chief
BRACCI

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

Copper (Cu) 1,5% - Tin (Sn) 14% - Antimony (Sb) 15% - Lead (Pb) 69,50%, wi
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8. Your early reply on the matter will be greatly appreciated.

(Signed) Dept. Chief
BRACCI

723

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

COPY

MINISTRY OF TRANSPORTS

I.S.R. STORES DEPT

A.38/8224/C.17

30 November 1945

To : Marine Trading & Manufacturing Co. Ltd.

Condor House, 14 St.Paul's Churchyard, London A.C.4

Subject :- White Metal
(Anti-friction)

Reference is to our previous correspondence on the matter, and to your letter dated 29 August 1945, to which we have not answered in due time as waiting for the necessary arrangements with the Italian Ministry of Reconstruction.

As you probably are aware, the a/m Ministry confirmed to your Firm (through the Italian Embassy in London) and to us, the purchase of 300 tons of white metal (anti-friction), Italian Railways "lega 3".

We agree on the price of Lst 98.15.0 quoted by your letter dated 29 August, and we agree also that the deliveries be made during the months as from January to April 1946.

WE are waiting for your communication (even by telegraph) giving the details of each shipment and for the documents necessary for the withdrawal of the alloy in question. We beg you therefore to contact our Commercial Attache Mr. Vittorio Signorelli.

As far as the "Express" alloy is concerned, we are hereby confirming that we are still looking for the second box, for which withdrawal we received the waybill and the due notice from Movements Office, in Naples.

You will be advised of the results of our investigations.

(Signed) The Department Chief
BRACCI

Declassified E.O. 12356 Section 3.3/NNC No. 185021

COPY

MARINE TRADING & MANUFACTURING Co. Ltd.

Conlor House - 14 St.Paul's Churchyard

25 January 1946

Subject : Contract F.S. n.3

300 tons of wagons bearing alloy

The Representative of the
Italian Government

1 Three King's Yard - Davies Street

London W 1.

We confirm having sold to you :

300 (three hundred) English tons wagon bearing alloy
(Italian Railways "tipo lega 3")

Composition	1,5%	copper
	14%	tin
	15%	antimony
	69,5%	lead
tolerance for tin, antimony, lead :		0,5%
" " copper		0,25%
total maximum impurities		0,5%

at £.108,1[illegible] per English ton inclusive of packing, ex Works.

The above price compared with the price quoted on Dec. 7th takes into account the increase in official prices of metals fixed by Ministry of Supply as from January 15th 19[illegible] and is of course again subject to prices of raw material being unaltered on the 3rd after receipt of allocation and export license. In case of alteration, the price to be revised according to variation of prices.

Delivery: At Works 75 tons monthly as from March 1946 (subject to strikes, accidents or other causes whatever beyond our direct control hindering production directly or indirectly).

Payment: Net cash by irrevocable letter of credit in our favour, valid for not less than 3 months and to be renewed if delivery delayed by causes beyond our direct control, available when material ready for despatch at the works, against presentation of our invoice, and the manufacturers' analysis certificate and weighing certificate.

Above contract subject to obtaining raw material allocation and export license.

Declassified E.O. 12356 Section 3.3/NND No. 1855021

London W 1.

We confirm having sold to you :

300 (three hundred) English tons wagon bearing alloy
(Italian Railways "tipo lega 3")

Composition	1,5%	copper
	14%	tin
	15%	antimony
	69,5%	lead
tolerance for tin, antimony, lead :		0,5%
" " copper		0,25%
total maximum impurities		0,5%

at L.108, 17s. 6d. per English ton inclusive of packing, ex Works.

The above price compared with the price quoted on Dec. 7th takes into account the increase in official prices of metals fixed by Ministry of Supply as from January 15th 1946 and is of course again subject to prices of raw material being unaltered on the 3rd after receipt of allocation and export license. In case of alteration, the price to be revised according to variation of prices.

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Payment: Net cash by irrevocable letter of credit in our favour, valid for not less than 3 months and to be renewed if delivery delayed by causes beyond our direct control, available when material ready for despatch at the works, against presentation of our invoice, and the manufacturers' analysis certificate and weighing certificate.

Above contract subject to obtaining raw material allocation and export license.

Any dispute arising out of this contract to be settled by arbitration in usual manner, according to the General Contract Rules of London Metal Exchange (Independent referee Metallurgist in case of divergence of analysis, Daniel B. Griffith, London).

Please return duplicate of this contract duly signed by you in agreement.

221

Yours faithfully

Marine Trading & MAFG CO LTD

.....

Managing Director

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

COPY

Tn Sub Commission AC

6 August 1945

Rail Division C.M.F.

AC/MMT.5/1/177/Tn 4

Chief of Stores Service I.S.R.

attn. Ing. Bracci
Building

Subject : White Metal

1. Reference your A.38/685/C/17 dated 1 August in regard to purchasing a supply of white metal from the "Marine Trading and Mfg Co - London".

2. According to information published by the press on 4 August 1945, the restrictions on purchases by Italy in foreign markets has been lifted and you are therefore free to make the contract with the a/m firm.

3. Due to shortage of raw materials in Italy, it will be advantageous if you can purchase between 100 and 300 tons from the a/m firm.

4. You are authorized to proceed with purchase, keeping this HQ. advised of developments.

(Signed) Major Long

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

Q (Movements)
GHQ CMF
Tele: FREEDOM 320

Mov 3/335/13

10 Sep 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER MEDLOC "C"

MEDLOC PERIOD 23 Sept - 29 Sept 46.

CATEGORY		RAIL (N.B. All figures daily) C VILLACH - CALAIS			
		BAL CMF	XIII Corps	BTA	Total
	Redeployment				
ARMY	Release Class 'A'	78	121	73	272
	Release Class 'B'	32	30	27	89
	Leave	57	214	101	372
	Python	14	9	5	28
RAF	Release	6	3	1	10
	Tour Expired	17	5	2	24
	Leave	7	4	1	12
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		1	1	1	3
Women's Services		9	8	7	18

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

CATEGORY		C VILLACH - CALAIS			Total
		BAL CMF	XIII Corps	BTA	
	Redeployment				
ARMY	Release Class 'A'	78	121	73	272
	Release Class 'B'	32	30	27	89
	Leave	57	214	101	372
	Python	14	9	5	28
RAF	Release	6	3	1	10
	Tour Expired	17	5	2	24
	Leave	7	4	1	12
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		1	1	1	3
Women's Services		9	2	7	18
SUS		-	-	-	~~719~~
Poles on Compassionate Leave		3	-	-	3
TOTALS		247	409	228	884
	Bid	247	409	228	884
TOTAL AVERAGE DAILY LIFT Capacity					909

143
430

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

1101

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 6 September 46

Subject : Applications for Reemployment.

To : Director General
Italian State Railways.

1. Attached original applications for reeplayment sent to A.F.H.Q. by the following:

a - Angelo Cosentino.
b - Salvatore Ottuso.
c - Salvatore Russo.
d - Pasquale Amato.
e - Giuseppe Tuttarosa.

2. The letters are forwarded to you as these questions, now that the control of the railways has been returned to the Italian Government are without the scope of the Military Authorities.

A.H.STREET
Lt.Colonel
Director.

Incl. Applications for Reemployment.

147

718

Declassified E.O. 12356 Section 3.3/NND No. 185021

Translation

From World Wide Development Corporation
3, Piazza Esquabelli, Rome.

23 Aug 46.

To : Transportation and Shipping Branch
HQ, AC. Rome.

1. Attached hereto is a copy of application for assignment of refrigerating cars, submitted by this Office to the Ministry of Communications.

2. All favorable action from the part of AC will be much appreciated.

(Sgd) Illegible.

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

3275

CON

Subject :- Wagon Sheets.

Transportation (Br) Main,
C.M.F.

Tel : Firebox 9596
Ref : Tn.A.2/76/1

27 Sept 46.

To :- H.Q. Allied Commission
A.P.O. 794
Tn. and Shipping Branch.

1. Reference your AC/430/TM1 dated 14 Sept 46 and confirming telephone conversation of even date (Lt.Col Street - Capt. Eley,.

2. Enclosed herewith Voucher No. 2.048032 together with covering letter from the I.S.R.

Encl.

S.G. ELEY, S/Capt., R.E.
for Colonel,
Deputy Director of Transportation.

C.C.C. 1819 E.O.D.

157

1716

Ministry of Transp ts
I.S.R. Direction General
Stores Dept.

September 10th 1946
Ref: A.12.A/281/109/Tra 10519/35

WAR DEPARTMENT
IPTN E SHIPPING BRANCH
HQ. AC.
APO 794
~~Military Railway Service~~
~~Building~~

Subject:
Tarpaulins for freight wagons.

On 6 June 1946, your Directorate addressed to our Office, for the acceptance, the Voucher for stores 2.SD.557 B.O.D., covering 4000 tarpaulins for freight wagons, carried by s/s Orata, delivered to ISR "Agenzia Marittima" Naples during April 1946.

We requested Naples Stores Section to sign the voucher in question. They stated, however, that the tarpaulins actually delivered were 3981 instead of 4000.

Proper investigation were, therefore, carried out with the following results:

The tarpaulins, packed in bags, each containing one or two of them, were delivered during the unloading operations of the ship. We were not allowed to check the number of the tarpaulins contained in the bags, as the Allied Authorities stated that we had accept, as correct, the quantity shown on the bill.

It is to be noted that during the unloading operations it was raining, and therefore the Allied Authorities used a certain number of the tarpaulins in question to cover some goods deposited on

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

On 6 June 1946, your Directorate addressed to our Office, for the acceptance, the Voucher for stores 2.SD.557 B.O.D., covering 4000 tarpaulins for freight wagons, carried by s/s Crata, delivered to ISR "Agenzia Marittima" Naples during April 1946.

We requested Naples Stores Section to sign the voucher in question. They stated, however, that the tarpaulins actually delivered were 3981 instead of 4000.

Proper investigation were, therefore, carried out with the following results:

The tarpaulins, packed in bags, each containing one or two of them, were delivered during the unloading operations of the ship. We were not allowed to check the number of the tarpaulins contained in the bags, as the Allied Authorities stated that we had accept, as correct, the quantity shown on the bill.

It is to be noted that during the unloading operations it was raining, and therefore the Allied Authorities used a certain number of the tarpaulins in question to cover some goods deposited on Bausan quay.

Our Office in Naples after having noted the missing of 19 tarpaulins, pointed out to the Officer in charge of the guard, that a certain number of the wagon sheets was left on the quay and that it was easy to trace them by their type, make, colcur, ect.

715

The British Officer, although he agreed that some of those tarpaulins belonged to our stock, refused to hand over them, deeming it that some exchange with military wagons sheets could happen.

./.

Declassified E.O. 12356 Section 3.3/NND No. 155021

1106

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

VOUCHER OR STORES ISSUED BY THE SOD

ORDER NO.	DATE OF DESPATCH	NATURE OF DESPATCH/DEGREE OF URGENCY	SOD	TYPE OF VOUCHER	DATE OF VOUCHER
	15-4-46	S.	SD.557 B.O.D.	COVERING	18-4-46.

TRANSPORTATION SUB COMMISSION A.C.
(RAIL DIVISION)
C.O TRANSPORTATION (BR) MAIN

POGGIOREALE 185.
WARCHOUSE.
NAPLES

G4/1

DESPATCHED BY	RECEIVED BY

MARK	SECTION / DESIGNATION	PART NUMBER	QUANTITIES REQUIRED	QUANTITIES ISSUED	QUANTITIES TO FOLLOW	RATE	AMOUNT
	J1						
COVERS W/PROOF 30'X15'		4978	4000	4000			

Copertoni impiombabili
Dall'Autorità Alleate ci sono stati consegnati effettivi
n° 3981 copertoni anzidetti Hanno.-

Il Capo Riparto

STORES ISSUED TO POGGIOREALE WARCHOUSE NAPLES FOR IBR.
DIRECT FROM SS. "ORATA"
2/JOB/92/14 AUTHY COPO LETTER COPO1531/6(384)DTD. 8-1-46.

714

* Stores issued on Delivery Order or Issue Voucher
© The MOST ECONOMICAL PACKAGE WOULD BE AND SHOULD BE USED

To be brought to charge on the ENGINEER'S RETURN

ENGINEER'S REQUISITION NO.	DATE	SIGNATURE FOR STORES

1407

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

VOUCHER(OR STORES ISSUED BY THE A.C.O.

5D.557 B.D.D.

TYPE OF VOUCHER COVERING

DATE OF VOUCHER 18-4-46.

CONTROL NO. 2. 048032

SPECIAL INSTRUCTIONS G4/11 A

POGGIOREALE 1RS. WARCHOUSE NAPLES

SION A.C.

R) MAIN

SECTION	PART NUMBER	QUANTITIES REQUIRED	ISSUED	TO FOLLOW	RATE	AMOUNT	PACKAGE TYPE	MARKS
J1	4978	4000	4000					

Q Alleati ci sono stati consegnati effettivamente numero unità 4000.-

Il Capo Rizzato

GGIOREALE WARCHOUSE NAPLES FOR 1BR.

TA"

AUTHY COPO LETTER COPO1531/6(384)DTD. 8-1-46.

AMD/Q

714

RECEIVED IN GOOD CONDITION | DATE | SIGNATURE FOR STORES | SIGN AND RETURN

1108

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

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

Roma, 10 SET. 1946 - 194

N° A.12.A/ 281 /109/Tua
10319/43

Al N° del

OGGETTO

Copertoni per carri merci

ALLEGATI N. 1

WAR DEPARTMENT

IPTN E SHIPPING BRANCH

H &. AO.

APO 794

In data 6 giugno c.a.,codesto Comando rimise,per l'accetta= zione,la nota "Voucher for stores 2.SD.557 B.O.D" riguardante 4000 copertoni per carri merci,provenienti dal s/s Crata, con= segnati all'Agenzia Marittima di Napoli nell'aprile scorso.

Interessato quel Riparto Approvvigionamenti a firmare la nota di consegna succitata,il medesimo riferì che i copertoni ricevuti erano risultati 3981 anziché 4000.

In seguito a ciò sono state esperite opportune indagini che hanno appurato quanto segue :

-La consegna dei copertoni avvenne allo sbarco del piroscafo,in sacchi chiusi,contenenti ciascuno uno o due copertoni,ma non fu consentito di accertare il contenuto dei sacchi stessi,di mano in mano che venivano caricati sugli automezzi,in quanto le Autorità Inglesi dichiararono che dovevasi senz'altro accettare come esat= to il quantitativo indicato sulla polizza.

E' da notare,che durante le operazioni di sbarco,si verificò un acquazzone,per cui le Autorità stesse utilizzarono un certo numero di detti copertoni per riparare le merci giacenti sulla banchina del pontile Bausan.

Dopo constatata la mancanza dei 19 copertoni,l'Agenzia fece presente all'Ufficiale preposto alla sorveglianza,che una parte dei copertoni stessi era rimasta sul pontile,ed era agevole iden tificarli in quanto facilmente distinguibili dagli altri apparte nenti all'Armata Inglese,sia per il tipo,la marca,il colore,ecc.

L'Ufficiale Inglese pur ammettendo che taluni dei copertoni suddetti facevano parte della nostra partita,si rifiutò di dare= segnarli,esprimendo il dubbio che si fosse verificato uno scam= bio con copertoni militari;né ritenne di tener conto delle ob= biezioni avanzate dall'Agenzia Marittima,la quale fece presente che data la minuziosa verifica di ogni automezzo fatta dalla M.P. era da escludersi in modo assoluto che avesse potuto sfug= gire a detta verifica la presenza di copertoni tanto diversi da quelli a noi destinati.

713

Tanto si comunica per le ulteriori indagini che codesto

./.

Declassified E.O. 12356 Section 3.3/NND No. 185021

Comando ritenesse utile disporre.

Si rimette intanto, qui allegata la nota di consegna firmata per l'accettazione di 3981 copertoni.-

- IL CAPO DEL SERVIZIO -

11 SEP 1945

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

Copy

Translation

From : World Wide Development Corporation.
3, Piazza Mignanelli, Rome.

23 Aug 46

To : Ministry of Communication
Director General of FSR.
Rome.

1. The U.N.R.R.A., Section Rome, is in charge of providing "Regina" crapes from Bari region for import into the U.K.

2. The a/m supply shall be transported by refrigerating cars only (English or other make).

3. To apply to the Ministry of Communications to make sure that 20 refrigerating cars at least be put at our disposal for the month of September by State Railways Director, ection Bari, all applications for assignment of the a/m rolling stock, submitted by our purveyors from Puglie to the Section Bari, having been unsuccessful.

(sgd)Col. E.Cullingan.

712

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

WORLD WIDE DEVOLOPMENT CORPORATION
PIAZZA MIGNANELLI 3
ROME - ITALY

MAIN OFFICE
NEW YORK CITY

CABLE - CULITALY
TELEPHONE 60043

PALERMO
NAPLES
MILAN
FLORENCE

WASHINGTON, D. C.
RIO DE JANEIRO
LONDON
PARIS
CAIRO

Roma 28 Agosto 1946

All'ALLIED COMMISSION
Sottocommissione Trasporti
Via Veneto
R O M A

Questa Corporation ha inviato in data odierna la lettera della quale si unisce copia al Ministero delle Comunicazioni onde ottenere un'assegnazione di carri frigoriferi per il trasporto di uva da tavola in Inghilterra.

Saremo vivamente grati a codesto Alto Comando se volesse cortesemente adoperarsi presso il Ministero delle Comunicazioni allo scopo di ottenere quanto richiesto.

Con la massima osservanza.

711

COPIA

Roma 28 Agosto 1946

Al Ministero delle Comunicazioni- Direzione Generale delle F.F.S.S.
Direzione Generale dei Trasporti
R O M A

Questa sede di Roma della World Wide Development Corporation deve effettuare delle forniture di uva da tavola "Regina" dalla zona di produzione di Bari, per l'Inghilterra.

Data la necessità di effettuare detti invii unicamente con carri frigoriferi a sagoma inglese, oppure normali, e data la impossibilità per i nostri fornitori pugliesi di ricedere detti carri in assegnazione dal compartimento di Bari, preghiamo vivamente codesto Onorevole Ministero di voler provvedere ad assegnarci presso il compartimento di Bari, per il mese di settembre almeno Nº 20 carri frigoriferi, onde metterci in condizioni di poter effettuare le previste forniture.

Con preghiera di cortese sollecito riscontro bene distintamente Vi salutiamo.

p (Col. E. Cullingan)

15-

710

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

Questa sede di Roma della World Wide Development Corporation deve effettuare delle forniture di uva da tavola "Regina" dalla zona di produzione di Bari, per l'Inghilterra.

Data la necessità di effettuare detti invii unicamente con carri frigoriferi a sagoma inglese, oppure normali, e data la impossibilità per i nostri fornitori pugliesi di ricedere detti carri in assegnazione dal compartimento di Bari, preghiamo vivamente codesto Onorevole Ministero di voler provvedere ad assegnarci presso il compartimento di Bari, per il mese di settembre almeno N° 20 carri frigoriferi, onde metterci in condizioni di poter effettuare le previste forniture.

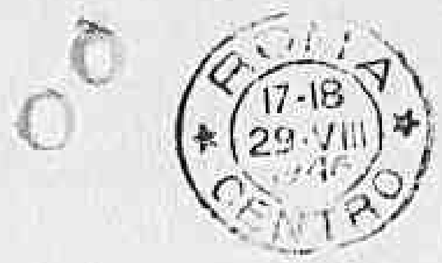
Con preghiera di cortese sollecito riscontro bene distintamente Vi salutiamo.

(Col. E. Cullingan)

1111 e 710

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

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



All'ALLIED COMMISSION

Sottocommissione Trasporti

Via Veneto

R O M A

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

ORLD WIDE DEVOLOPMENT CORPORATION
PIAZZA MIGNANELLI 3
ROME - ITALY

FIERA DI MILANO
12 — 27
SETT. — 1946

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

CIV-AFF.

INFORMAL ROUTING SLIP Log: 2318 1113

ALLIED FORCE HEADQUARTERS
APO 512

File _____ Suspense:

SUBJECT: Letter from Angelo Cosentino, dated 22 August 1946.

No.	From	Phone	To	Date	
1.	AG Cps, (Trans)	227	Allied Commission	27 Aug. 46	Translation furnished for appropriate disposition.

Incl:
1 ltr/trans

M. Frances Aman
M. FRANCES AMAN
Captain, AGD
Actg Adjutant General

AHO

ALLIED COMMISSION
2812 709
HEADQUARTERS
1 SET

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

Licata, 22 August 1946

To: The A.T.O.U.S.A. - Caserta -

I, the undersigned, Angelo Cosentino, born at Licata on 1st January 1892, am applying to your Command for the following:

On 31 December 1922, while working as a laborer to the Locomotive Depot in Licata, I was fired for having participated into the political strikes which took place in August of the same year. On 28 July 1943, upon the arrival of the Allies, I was reintegrated to my employment. But on 8 July 1946 the fascist Directorate of the Locomotive Depot discharged me once again inasmuch as my employment was not continuative.

I am a veteran of the First World War and a brother of nine died in the same war while fighting for his Fatherland. I am therefore applying to your Command in the hope that you will take into consideration my case. I have forwarded an application to the General Directorate of the Railways, a second one to the Sindacato Centrale and the third one to the Compartmental Section in Palermo.

As untill now no consideration has been paid to my situation, I am applying to you in the hope that you will rid us of the Fascists who are still holding important offices of the Italian Government.

Accept my best regards.

s/ Angelo Cosentino

ALLIED COMMISSION SECT. HEAD... 2912 708

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

TRANSLATION

Licata, 22 August 1946

TO: The M.T.O.U.S.A. - Caserta -

I, the undersigned, Angelo Cosentino, born at Licata on 1st January 1892, am applying to your Command for the following:

On 31 December 1922, while working as a laborer to the Locomotive Depot in Licata, I was fired for having participated into the political strikes which took place in August of the same year. On 26 July 1943, upon the arrival of the Allies, I was reintegrated to my employment. But on 9 July 1946 the Fascist Directorate of the Locomotive Depot discharged me once again inasmuch as my employment was not continuative.

I am a veteran of the First World War and a brother of mine died in the same war while fighting for his Fatherland. I am therefore applying to your Command in the hope that you will take into consideration my case. I have forwarded an application to the General Directorate of the Railways, a second one to the Sindacato Centrale and the third one to the Compartmental Section in Palermo.

As untill now no consideration has been paid to my situation, I am applying to you in the hope that you will rid us of the Fascists who are still holding important offices of the Italian Government.

Accept my best regards.

s/ Angelo Cosentino

DIVISION
12
707.

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

TRANSLATION

Licata, 22 August 1946

TO: The M.T.O.U.S.A. - Caserta -

I, the undersigned, Angelo Cosentino, born at Licata on 1st January 1892, am applying to your Command for the following:

On 31 December 1922, while working as a laborer to the Locomotive Depot in Licata, I was fired for having participated into the political strikes which took place in August of the same year. On 28 July 1943, upon the arrival of the Allies, I was reintegrated to my employment. But on 9 July 1946 the Fascist Directorate of the Locomotive Depot discharged me once again inasmuch as my employment was not continuative.

I am a veteran of the First World War and a brother of mine died in the same war while fighting for his Fatherland. I am therefore applying to your Command in the hope that you will take into consideration my case. I have forwarded an application to the General Directorate of the Railways, a second one to the Sindacato Centrale and the third one to the Compartmental Section in Palermo.

As untill now no consideration has been paid to my situation, I am applying to you in the hope that you will rid us of the fascists who are still holding important offices of the Italian Government.

Accept my best regards.

s/ Angelo Cosentino

SECRET SERVICE CENSORSHIP COMMISSION 28 12 706 MEDITERRANEAN

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

CIVAFF.
1115

INFORMAL ROUTING SLIP Log: 2319

ALLIED FORCE HEADQUARTERS
APO 512

File _____ Suspense:

SUBJECT: Letter from Giuseppe Tutterosa, dated 22 August 1946.

No.	From	Phone	To	Date	
1.	AG Ops. (Trans)	227	Allied Commission	27 Aug. 46	Translation furnished for appropriate disposition.

M. Frances Aman
M. FRANCES AMAN
Captain, AGD
Asst Adjutant General

Incl:
1 ltr/trans

Transportation Branch
Rep. Hq attached Economic Section
for AFHQ. Suggest we should pass them to
the Italian Ministry concerned for any action
they deem appropriate
3/9/46 M. Cauby
U.S.C.A. Section

ALLIED COMMISSION HEADQUARTERS SECTION 2917 27 AUG 1946

1 SET

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

TRANSLATION

Licata, 22 August 1945

TO: The Allied Headquarters - Caserta -

I, the undersigned, Giuseppe Tuttarosa, born at Licata on 7 June 1896 and a resident thereof, am applying to your Command for the following:

In 1940 I was hired as a laborer by the Locomotive Depot of Licata but on 25 March 1943 I was discharged for lack of work. On 27 August 1943 I was rehired by the American Command but on 9 July 1945 I have been once again discharged.

I have contacted the Directorate in Palermo in order to remake my work but until now no consideration has been paid to my case. Being unemployed and having to provide with means of livelihood 11 children, I am finding myself in the direst distress.

I am applying to your Command in the hope that you will do your best in order to settle my situation. I wholeheartedly thank you. Accept my best regards.

s/ Giuseppe Tuttarosa.

ALLIED COMMISSION SECTION 2817 HEADQUARTERS

1405

704

1422

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

Licata, 22 August 1946

TO: The Allied Headquarters - Caserta -

I, the undersigned, Giuseppe Tuttarosa, born at Licata on 7 June 1896 and a resident thereof, am applying to your Command for the following:

In 1920 I was hired as a laborer by the Locomotive Depot of Licata but on 23 March 1923 I was discharged for lack of work. On 27 August 1943 I was rehired by the American Command but on 9 July 1946 I have been once again discharged.

I have contacted the Directorate in Palermo in order to resume my work but untill now no consideration has been paid to my case. Being unemployed and having to provide with means of livelihood 11 children, I am finding myself in the direst distress.

I am applying to your Command in the hope that you will do your best in order to settle my situation. I wholeheartedly thank you. Accept my best regards.

s/ Giuseppe Tuttarosa.

1407

ALLIED COMMISSION
SECTION
27703
HEADQUARTERS

1123

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

Licata, 22 August 1946

TO: The Allied Headquarters - Caserta -

I, the undersigned, Giuseppe Tuttarosa, born at Licata on 7 June 1896 and a resident thereof, am applying to your Command for the following:

In 1920 I was hired as a laborer by the Locomotive Depot of Licata but on 23 March 1923 I was discharged for lack of work. On 27 August 1943 I was rehired by the American Command but on 9 July 1946 I have been once again discharged.

I have contacted the Directorate in Palermo in order to resume my work but untill now no consideration has been paid to my case. Being unemployed and having to provide with means of livelihood 11 children, I am finding myself in the direst distress.

I am applying to your Command in the hope that you will do your best in order to settle my situation. I wholeheartedly thank you. Accept my best regards.

s/ Giuseppe Tuttarosa.

1109

ALLIED COMMISSION 2702 MEDICAL

Declassified E.O. 12356 Section 3.3/NND No. 185021

CIV-AFF.
1114

INFORMAL ROUTING SLIP Log: 2317

ALLIED FORCE HEADQUARTERS
APO 512

File _____ Suspense:

SUBJECT: Letter from Pasquale Amato, dated 22 August 1946.

No.	From	Phone	To	Date	
1.	AG Ops. (Trans)	227	Allied Commission	27 Aug. 46	Translation furnished for appropriate disposition.

M. Frances Aman
M. FRANCES AMAN
Captain, AGD
Asst Adjutant General

Incl:
1 ltr/trans

ALLIED COMMISSION HEADQUARTERS
27/15
2

1 SET
701

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

Licata, 29 August 1946

I, the undersigned, Pasquale Amato, son of Giuseppe, born on 1 May 1927 at Licata, inform your Command of the following:

On 8 August 1943 I was hired by the American Labor Board and assigned to the Locomotive Depot of Licata. But the compartmental office in Palermo on 6 October 1943 discharged me because of my under-age.

They promised me that I would have resumed my work as soon as I reached the required age. It is my intention to inform you that these nonsensical dispositions are issued by Fascist officials who are still in power.

While begging your Command to take into consideration my case, I send you my most heartfelt thanks.

Devoutly yours

s/ Pasquale Amato
Corso Serrovira No 200
Licata.

ALLIED COMMISSION
HEADQUARTERS
2165

1126

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

Licata, 22 August 1946

I, the undersigned, Pasquale Amato, son of Giuseppe, born on 1 May 1927 at Licata, inform your Command of the following:

On 3 August 1943 I was hired by the American Labor Board and assigned to the Locomotive Depot of Licata. But the compartmental Office in Palermo on 9 October 1943 discharged me because of my under-age.

They promised me that I would have resumed my work as soon as I reached the required age. It is my intention to inform you that these nonsensical dispositions are issued by Fascist Officials who are still in power.

While begging your Command to take into consideration my case, I send you my most heartfelt thanks.

Devoutly yours

s/ Pasquale Amato
Corso Serrovira No 200
Licata.

699

ALLIED COMMISSION FOR AUSTRIA
2915
HEADQUARTERS

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

CIV-AFF.

INFORMAL ROUTING SLIP Log: 2316

1112

ALLIED FORCE HEADQUARTERS
APO 512

File _____ Suspense:

SUBJECT: Letter from Salvatore Cituso, dated 22 August 1946.

No.	From	Phone	To	Date	
1.	AG Ops. (Trans)	227	Allied Commission	27 Aug. 46	Translation furnished for appropriate disposition.

Incl:
1 ltr/trans

M. Frances Aman
M. FRANCES AMAN
Contr. AGD
Asst Adjutant General

1410K

ALLIED COMMISSION
HEADQUARTERS
29698
1 SET. 1946

1128

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

Licata, 22 August 1946

I, the undersigned, Salvatore Ottuso, son of the late Antonino, born on 23 January 1927 at Licata (Agrigento Province), am applying to your Honorable Command for the following:

On 8 August 1943 I was hired by the Locomotive Depot of Licata but a few months later and exactly on 9 October 1943 I was discharged because of my under-age. They promised me that I would have resumed my work as soon as I reached the required age.

The fact I want to denounce is that fascist officials are still running the most-important offices of the Government.

Therefore I am applying to you in the hope that you will take proper and adequate steps in order to settle my status. While awaiting for your kind reply, I thank you wholeheartedly.

Devoutly yours

s/ Salvatore Ottuso
Corso Serrovire No 220
Licata (Agrigento)

1409

ALLIED COMMISSION
2813 697

Q (MOVEMENTS)
GHQ CMF
TEL : FREEDOM 878

Mov 3/367/2

5 SEP 46

SUBJECT : Mov 3/7 (Rail. Road. Air & MFO)
Weekly Sitrep No. 75.

RAIL INTELLIGENCE.

Construction

Line		Present State of Work
5	BUSSELENO - MODANE	Line Opened to traffic 2 Sep 46

D.J. WATERSTOCK. MAJOR,
for Colonel,
Colonel Q (MOV).

DISTRIBUTION.
Q (MOVEMENTS) HQ BTA
Q (MOVEMENTS) HQ REAR XIII CORPS
HQ MOVEMENTS NAPLES
HQ MOVEMENTS GENOA
HQ MOVEMENTS BOLOGNA
HQ AC TN SUB COMM
Q (MOV) LIAISON OFFICE, ROME
"Q" GHQ CMF.

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

RAIL INTELLIGENCE.

Construction

Line		Present State of Work
5	BUSSELENO - MODANE	Line Opened to traffic 2 Sep 46

D.J. PATRICK. MAJOR,
for Colonel,
Colonel Q (MOV).

DISTRIBUTION.
Q (MOVEMENTS) HQ BTA
Q (MOVEMENTS) HQ REAR XIII CORPS
HQ MOVEMENTS NAPLES
HQ MOVEMENTS GENOA
HQ MOVEMENTS BOLOGNA
HQ AC TN SUB COMM
Q (MOV) LIAISON OFFICE, ROME
"Q" GHQ CMF.

139

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

Q(Movements)
GHQ CMF
Tele : FREEDOM 320

Mov 3/335/13/-

3 Sep 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER MEDLOC "C"

MEDLOC PERIOD 16 Sep - 22 Sep.

CATEGORY		RAIL (N.B. All figures daily) C VILLACH - CALAIS			
		EAL CMF	XIII CORPS	BTA	TOTAL
	Redeployment				
ARMY	Release Class 'A'	81	103	66	250
	Release Class 'B'	14	9	5	28
	Leave	113	215	104	432
	Python	34	30	27	91
RAF	Release	3	1	-	4
	Tour Expired	9	2	1	12
	Leave	4	2	1	7
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		-	-	1	1
Women's Services		10	2	7	19
SUS Roles on		-	-	-	-

645

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

CATEGORY		RAIL (N.B. All figures daily) C VILLACH - CALAIS			TOTAL
		BAL CMF	XIII CORPS	BTA	
	Redeployment				
ARMY	Release Class 'A'	81	103	66	250
	Release Class 'B'	14	9	5	28
	Leave	113	215	104	432
	Python	34	30	27	91
RAF	Release	3	1	-	4
	Tour Expired	9	2	1	12
	Leave	4	2	1	7
RN		4	6	-	10
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Male Uniformed Civilians		-	-	1	1
Women's Services		10	2	7	19
SUS		-	-	-	-
Poles on Compassionate Leave		3	-	-	3
TOTALS		294	384	222	900
TOTAL AVERAGE DAILY LIFT	Bid	294	384	222	900
	Capacity				909

Distribution as per Mov 3/335/13 dated 27 Aug 46.

695

430

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

1133

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

HEADQUARTERS ALLIED COMMISSION
APO 794
Communications Sub-Commission OCLM/jo

F.41.309.08 30 August 1946

URGENT

SUBJECT: Return of Baggage Truck No.02065 from Villach prior to unloading.

TO : Q (Mov) Liaison
Room.

1. The Director General Ministry of Posts and Telecommunications reports that Baggage truck No.02065 containing foreign mail dispatches from Italian offices, has been returned to Naples without being unloaded at Villach.

2. The mail was dispatched from Venice with train No.922 on the 6 Aug.46 delivered at Tarvisio at 03.43 hrs on the 7 Aug. by the Italian postal agents to the Austrian agents, and it is asserted that at Villach the truck was not unloaded but returned on train 921 at 20.12 hrs on the 7 Aug. arriving at Naples on the 9 Aug.46.

3. The mistreatment has resulted in serious loss of postal packets. Seven foreign dispatches (white labels) and 26 dispatches (red labels) have been found. Three sacks had been opened and no labels now available. One sack had been ripped open at the side. Twenty one registered items bear traces of having been tampered with.

4. The fullest details of the remaining contents of the truck have been recorded at the Naples Ferrovia Sorting Office, including schedules of "items recovered open", "remaining contents of parcels", "details of addresses on wrapping paper of parcels of which no contents remain" and "lists of registered items which have again been dispatched from Naples to Venice for onward transmission".

5. May the earliest enquiries be made into the incorrect treatment of the truck containing the mail.

6. Separate reports have been furnished to the Italian State Railways by the Ministry of Posts and Telecommunications as it is known that the train is of both Military and Civilian composition.

694

J.P. Shaddock Major
for Lt.Col. Sig.C.
Director.

Copy to:
Communications officer AMG XIII Corps
Director Transportation and Shipping Branch A.C.H.Q.

230

Q(Movements)
GHQ CMF
Tel: FREEDOM 320

Mov 3/332/1

3 July 46

Q(MOV)WORKING INSTRUCTION NO.44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 3

1. Amendment No 1 dated 27 April 46 is cancelled and the following instructions will be observed forthwith.

2. In the case of Warrants issued for personnel of CVWW the name of the subsidiary body must be shewn on the Warrant, the term CVWW is NOT sufficient. In addition the name of the individual in the case of individual travel,or the name of the individual in charge in the case of party travel,will be shewn in all above cases, and in all cases where Warrants are issued to non Military and military sponsored organisations. It is of the utmost importance that such details are inserted in order that appropriate charges may be debited against the organisation or department concerned.

3. All Warrants and copies thereof, both Freight and Personnel will be fully and legibly completed and will be signed by the RTO or other responsible person delegated by him.

4. The breakdown of personnel will be shewn on each Warrant, i.e.officers, other ranks, female officers, female other ranks, wives, children, etc. In addition the reference to the authority for the journey will be shewn in respect of military sponsored and non military organisations.

5. Warrants for special military personnel trains will shew the total number of axles, and the number of baggage and motor car vans.

6. Movements Areas will make periodic checks on the issues of all Warrants in their Areas to ensure that instructions are being observed.

7. Movements Areas will ensure that the provisions of Working Instruction No 44 and amendments thereto are read and fully understood by all RTOs and others concerned under their command, this applies particularly when changes of staff take place.

C.F. CONSTABLE LT. COL.
for Colonel,
Colonel Q(Mov).

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

2. In the case of Warrants issued for personnel of CWWW the name of the subsidiary body must be shewn on the Warrant, the term CWWW is NOT sufficient. In addition the name of the individual in the case of individual travel, or the name of the individual in charge in the case of party travel, will be shewn in all above cases, and in all cases where Warrants are issued to non military and military sponsored organisations. It is of the utmost importance that such details are inserted in order that appropriate charges may be debited against the organisation or department concerned.

3. All Warrants and copies thereof, both Freight and Personnel will be fully and legibly completed and will be signed by the RTO or other responsible person delegated by him.

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C.F. CONSTABLE LT. COL.
for Colonel,
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q (Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q (Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	CC Train & Rly Gds ITALY	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
Mov GENOA	1	HQ BTA	1
Rear HQ XIII Corps	1	AC AUSTRIA (Br) for Movements	6
Tn (Main) ROME	1	REAR AHQ RAF ITALY	2
HQ Movements BOLOGNA	10		
Internal - GHQ CMF		AFHQ	
"Q" Mov 1/4		G-4 (MTOUSA)	
"A" Col Q(M) Sec (4)		G-4 (A)	
G(SD)		G-5	
FA(Br)		UNRRA (DI Offr)	
Provost			
Med			
Welfare (2)			

(131)

430

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

Q(Movements)
GHQ CMF
Tel: FREEDOM 320

Mov 3/332/1

3 July 46

Q(MOV)WORKING INSTRUCTION NO.44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 3

1. Amendment No 1 dated 27 April 46 is cancelled and the following instructions will be observed forthwith.

2. In the case of Warrants issued for personnel of CVWW the name of the subsidiary body must be shewn on the Warrant, the term CVWW is NOT sufficient. In addition the name of the individual in the case of individual travel,or the name of the individual in charge in the case of party travel,will be shewn in all above cases, and in all cases where Warrants are issued to non military and military sponsored organisations. It is of the utmost importance that such details are inserted in order that appropriate charges may be debited against the organisation or department concerned.

3. All Warrants and copies thereof, both Freight and Personnel will be fully and legibly completed and will be signed by the RTO or other responsible person delegated by him.

4. The breakdown of personnel will be shewn on each Warrant, i.e.officers, other ranks, female officers, female other ranks, wives, children, etc. In addition the reference to the authority for the journey will be shewn in respect of military sponsored and non military organisations.

5. Warrants for special military personnel trains will shew the total number of axles, and the number of baggage and motor car vans.

6. Movements Areas will make periodic checks on the issues of all Warrants in their Areas to ensure that instructions are being observed.

7. Movements Areas will ensure that the provisions of Working Instruction No 44 and amendments thereto are read and fully understood by all RTOs and others concerned under their command, this applies particularly when changes of staff take place.

692

C.F. CONSTABLE LT. COL.
for Colonel,

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

In addition the name of the individual in the case of individual travel, or the name of the individual in charge in the case of party travel, will be shewn in all above cases, and in all cases where Warrants are issued to non Military and military sponsored organisations. It is of the utmost importance that such details are inserted in order that appropriate charges may be debited against the organisation or department concerned.

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5. Warrants for special military personnel trains will shew the total number of axles, and the number of baggage and motor car vans.

6. Movements Areas will make periodic checks on the issues of all Warrants in their Areas to ensure that instructions are being observed.

7. Movements Areas will ensure that the provisions of Working Instruction No 44 and amendments thereto are read and fully understood by all RTOs and others concerned under their command, this applies particularly when changes of staff take place.

692

C.F. CONSTABLE LT. COL.
for Colonel,
Colonel Q(Mov).

Distribution:-

Q(Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	10	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q (Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q (Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	CC Train & Rly Gds ITALY	2
AC Tn Sub Comm ROME	2	AHQ RAF ITALY for Movements	10
Mov GENOA	1	HQ BTA	1
Rear HQ XIII Corps	1	AC AUSTRIA (Br) for Movements	6
Tn (Main) ROME	1	REAR AHQ RAF ITALY	2
HQ Movements BOLOGNA	10		

Internal - GHQ CMF

"Q" Mov 1/4
"A" Col Q(M) Sec (4)
G(SD)
FA(Sr)
Provost
Med
Welfare (2)

AFHQ

G-4 (MTOUSA)
G-4 (A)
G-5
UNNRA (DI Offr)

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

Q (Movements)
GHQ CMF
Tele : FREEDOM 320

Mov 3/335/13

27 Aug 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER MEDLOC "C"

MEDLOC PERIOD 9 Sept - 15 Sept.

CATEGORY		RAIL (N.B. All figures daily) C VILLACH - CALAIS			TOTAL
		BAL CMF	XIII Corps	BTA	
ARMY	Redeployment				
	Release Class 'A'	82	83	63	228
	Release Class 'B'	14	10	6	30
	Python	34	30	27	91
	Leave	171	214	104	489
RAF	Release	6	1	1	8
	Tour Expired	13	2	1	16
	Leave	4	1	1	6
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Wemens' Services		10	1	7	18
RN		4	6	-	10
Male Uniformed Civilians		1	-	1	2
Poles on Compassionate Leave		3	-	-	3
TOTALS		361	362	221	944

691

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

CATEGORY		VILLACH - CALAIS			TOTAL
		BAL C&F	XIII Corps	BTA	
	Redeployment				
	Release Class 'A'	82	83	63	228
ARMY	Release Class 'B'	14	10	6	30
	Python	34	30	27	91
	Leave	171	214	104	489
	Release	6	1	1	8
RAF	Tour Expired	13	2	1	16
	Leave	4	1	1	6
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Wemens' Services		10	1	7	18
RN		4	6	-	10
Male Uniformed Civilians		1	-	1	2
Poles on Compassionate Leave		3	-	-	3
TOTALS		361	362	221	944
TOTAL AVERAGE DAILY LIFT	Bid	361	362	221	944
	Capacity				909

Distribution as per Mov 3/335/13 dated 20 Aug 46.

691

430

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

Q(MOVEMENTS)
GHQ CMF
TEL : FREEDOM 876

Mov 3/367/2

22 Aug 46.

Subject : Mov 3/7 (Rail, Road, Air & MFO)
Weekly Sitrep No. 73.

RAIL INTELLIGENCE.

Construction

Line		Present State of Work
5	BUSSELENO - MODANE	ETC 1 Sept 1946.

E.S. TRUSLER. Major,
for Colonel,
Colonel Q(Mov).

Distribution:

Q (Movements) HQ BTA
Q (Movements) HQ Rear XIII Corps
HQ Movements NAPLES
HQ Movements GENOA
HQ Movements BOLOGNA
HQ AC Tn Sub Comm.
Q (Mov) Liaison Office, ROME
"Q" GHQ CMF.

699

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

Construction Line		Present State of Work
5	BUSSELENO - MODANE	ETC 1 Sept 1946.

E.S. TRUSLER. Major,
for Colonel,
Colonel Q(Mov).

Distribution:

Q (Movements) HQ BTA
Q (Movements) HQ Rear XIII Corps
HQ Movements NAPLES
HQ Movements GENOA
HQ Movements BOLOGNA
HQ AC Tn Sub Comm.
Q (Mov) Liaison Office, ROME
"Q" GHQ CMF.

699

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

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

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

22 August 1946

Ref.: 5805/EC

SUBJECT: Ligurian Railways.

TO : Director,
Transportation & Shipping Branch.

The attached charts received from the C.L.O. Liguria Liaison Group are forwarded herewith for your information and retention.

BY COMMAND OF REAR ADMIRAL STONE:

F. McMaster Brig and RE

Executive Officer | Brigadier, Commissioner.

Q (Movements)
GHQ CMF
Tele: FREEDOM 320

Mov 3/335/13

20 Aug 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER MEDLOC "C"

MEDLOC PERIOD 2 Sept - 8 Sept 46.

CATEGORY		RAIL (N.B. All figures daily) C VILLACH - CALAIS			Total
		BAL CMF	XIII Corps	BTA	
ARMY	Redeployment				
	Release Class 'A'	82	115	61	258
	Release Class 'B'	14	10	6	30
	Python	38	31	27	96
	Leave	35	214	111	360
RAF	Release	9	2	1	12
	Tour Expired	18	3	2	23
	Leave	3	2	1	6
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Wemens' Services		4	2	7	13
RN		4	6	-	10
Male Uniformed Civilians		1	-	1	2
Poles on Compassionate Leave		3	-	-	3
TOTALS		230	399	227	856
		230	399	227	856

688

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

		BAL CMF	XIII Corps	BTA	
ARMY	Redeployment				
	Release Class 'A'	82	115	61	258
	Release Class 'B'	14	10	6	30
	Python	38	31	27	96
	Leave	35	214	111	360
RAF	Release	9	2	1	12
	Tour Expired	18	3	2	23
	Leave	3	2	1	6
Compassionate, Courses, Duty & Misc etc.		19	14	10	43
Wemens' Services		4	2	7	13
RN		4	6	-	10
Male Uniformed Civilians		1	-	1	2
Poles on Compassionate Leave		3	-	-	3
TOTALS		230	399	227	856
	Bid	230	399	227	856
TOTAL AVERAGE DAILY LIFT Capacity					909

688

Distribution as per Mov 3/335/13 dated 12 Aug 46.

1369

430

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

1145

Declassified E.O. 12356 Section 3.3/NND No. 185021

AHS/fn

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

16 Agosto 1946

AC/430/Tn.1

Oggetto : Materiale per la Ferrovia Benevento - Cancello.

A : A.R.A.R.
Roma.

1. Si fa riferimento alla nostra AC/430/Tn.1 del 3 Maggio u.s.

2. Il Direttore della ferrovia in oggetto e' entrato in trattative con questa Sotto Commissione.

3. La ricostruzione della linea Benevento - Cancello e' stata effettuata con materiale britannico.

4. Sono stati richiesti in assegnazione 4000 bulloni tipo R 36 per ganascio occorrenti per portare a termine la ricostruzione di cui si tratta.

5. Questo materiale si trova giacente nel Magazzino di scarico TM a Cancello, sotto il vostro controllo.

6. Si prega di cedere immediatamente i detti 4000 bulloni alla Ferrovia di Cancello - Benevento, essendo indispensabili alla ricostruzione di tale linea ferroviaria.

7. Fu comunicato a suo tempo alla Direzione della ferrovia Cancello - Benevento che i bulloni erano stati trasferiti alle Ferrovie dello Stato, le quali smentiscono di aver ricevuto il materiale in questione.

8. Si prega informare questa Sotto Commissione non appena l'assegnazione del materiale verra' effettuata.

A.H. PERRET
Lt.Colonel
Director.

687

135

Q(Movements)
GHQ CMF
Tele: FREEDOM 320

Mov 3/335/13

12 Aug 46.

SCHEDULE OF PERSONNEL MOVEMENT OVER MEDLOC "C"

MEDLOC PERIOD 26 Aug - 1 Sept 46.

RAIL
(N.B. All figures daily)

CATEGORY		C VILLACH-CALAIS			Total
		DAL CMF	XIII Corps	BTA	
	Redeployment				
	Release Class'A'	97	122	71	290
ARMY	Release Class'B'	13	10	6	29
	Python	24	21	14	59
	Leave	23	143	121	287
	Release	19	9	2	30
RAF	Tour Expired	18	7	3	28
	Leave	4	1	1	6
Compassionate, Courses, Duty & Misc etc.		19	11	10	40
Womens' Services		4	1	6	11
RN		4	6	-	10
Poles on Compassionate Leave		3	-	-	3
Male Uniformed Civilians		-	-	1	1
TOTALS		228	331	235	794
	Bid	228	331	235	794
TOTAL AVERAGE DAILY LIFT	Capacity				909

686

Declassified E.O. 12356 Section 3.3/NND No. 775021

	Redeployment				
	Release Class'A'	97	122	71	290
ARMY	Release Class'B'	13	10	6	29
	Python	24	21	14	59
	Leave	23	143	121	287
	Release	19	9	2	30
RAF	Tour Expired	18	7	3	28
	Leave	4	1	1	6
Compassionate, Courses, Duty & Misc etc.		19	11	10	40
Womens' Services		4	1	6	11
RN		4	6	-	10
Poles on Compassionate Leave		3	-	-	3
Male Uniformed Civilians		-	-	1	1
TOTALS		228	331	235	794
	Bid	228	331	235	794
TOTAL AVERAGE DAILY LIFT Capacity					909

Distribution as per Mov 3/335/13 dated 29 July 46.

(154)

430

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

ospetto A

MINISTERO DEI TRASPORTI
Ispettorato Generale della M.C. e T.C.

FERROVIE CONCESSE ALL'INDUSTRIA PRIVATA
Dati mensili per la C.A. Sez. Trasporti
Mese di Giugno

Allegato alla lettera n.2623 /320 Roma, 5 Agosto 1946

	Scartamento normale	Scartamento ridotto
1. Chilometri di binario riattivati	-	20
2. Linee riattivate	-	Fiuggi-Alatri km. 16
3. Linee riattivate a doppio binario	-	-
4. Linee elettrificate	-	-
5. Vagoni riparati		
a) cisterne	10	-
b) merci	90	70
c) altri	5	13
6. Carrozze per viaggiatori	35	22
7. Bagagliai	-	-
8. Ambulanti postali	-	-
9. Locomotive riparate		
a) a vapore	12	8
b) elettriche	2	1
c) automotrici elettriche	2	8
d) automotrici Diesel	4	2
10. Carbone consumato tonn.	7.800	4.000
11. Riserva carbone "	8.000	3.000
12. Inconvenienti di esercizio	-	-
13. Chilometri percorsi		
viaggiatori	805.121	531.309

685

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

1. Chilometri di binario riattivati	-	20
2. Linee riattivate	-	Fiuggi-Alatri km. 16
3. Linee riattivate a doppio binario	-	-
4. Linee elettrificate	-	-
5. Vagoni riparati		
a) cisterne	10	-
b) merci	90	70
c) altri	5	13
6. Carrozze per viaggiatori	35	22
7. Bagagliai	-	-
8. Ambulanti postali	-	-
9. Locomotive riparate		
a) a vapore	12	8
b) elettriche	2	1
c) automotrici elettriche	2	8
d) automotrici Diesel	4	2
10. Carbone consumato tonn.	7.800	4.000
11. Riserva carbone "	8.000	3.000
12. Inconvenienti di esercizio	-	-
13. Chilometri percorsi		
a) treni viaggiatori	805.121	531.309
b) treni merci	91.044	73.761

685

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

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

I.G.M. 239

Roma - 5 - 1946

dei Trasporti

Ministero ~~delle Comunicazioni~~

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

COMANDO DELLA COMMISSIONE ALLEATA - Sez. Trasporti e Navigazione.

Div. S.A.T.
Prot. N. 2623 /320 Allegati 2.

Risp. al foglio del AC/170 I
24 aprile 1946

OGGETTO: Notizie sulle ferrovie e autoveicoli
Mese di Giugno.

Si trasmettono uniti alla presente, i prospetti afferenti al mese di giugno dei dati statistici richiesti da codesta Commissione.

Il prospetto A comprende i dati relativi alla riattivazione di linee, alla riparazione dei rotabili, al consumo di carbone ed al traffico viaggiatori e merci relativamente alle Ferrovie concesse a scartamento normale e ridotto.

Il prospetto B comprende i dati relativi agli autoveicoli entrati in circolazione durante il mese.

IL DIRETTORE GENERALE

Bari/S.G.

I.S.I.

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION.

FROM : MINISTRY OF TRANSPORT,
Insp.Gen.of Civil Motorization.

5 August 1946.

REF.No. : 2623/320

SUBJECT : Monthly Report for June - Rail & Road.

TO : Transportation & Shipping S/C,
HQ.AC.Rome.

1. Attached hereto is the Statistical Monthly Report for June, as required.

2. Enclosure 'A' embraces the following statements:

a.Rehabilitation of Lines;
b.Repairs of the Rolling Stock;
c.Consumption of Coal;
d.Passenger Traffic;
e.Goods Traffic.

(The above statements relate to both normal and narrow-gauge State Railways).

3. Enclosure 'B' shows dates on which various vehicles were put into circulation during the Month of June.

(Sgd) Illegible,

Director General.

1329

683

1152

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AHS/fm

AC/430/Tn.1

22 August 1946

Subject : Postal Vans.

To : Act. Vice President
Economic Section
HQ. AC.

1. Reference AC/430/Tn.1 of 12 August copy of which was sent you.

2. A reply has been received from Q.Mov. Liaison to the effect that G.H.Q. cannot release the vans in question.

A.H.STREET
Lt. Colonel
Director.

Copy to : Director Communications Branch.
Director General I.S.R.
E.C.I.T.C.

131 402

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

Subject : Release of postal vans.

To : Transportation and Shipping Branch
HQ Allied Commission
APO 794

Q (Movements)
Liaison Office
Rome
Tele. Firebox 843191
Ext. 9302

MLR/271/23
21 August 46

1. Reference your AC/430/Tn.1 of 12 Aug.

2. The question of the release of 7 postal vans has been raised with GHQ, and it is confirmed that they are required for carriage of military mail and cannot be returned.

L Laraman
(M.P. LARAMAN) Lt. Col.RE
A.Q.M.G. (M).

MPL/ec

Copy to : Mov. 3 G.H.Q. C.M.F.
ECITO/AMGOT.

130
181

1154

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

Ref.A.70 HEADQUARTERS ALLIED CONTROL COMMISSION AEB/En
APO 742
Transportation and Shipping Branch

AC/430/TR.4 12 August 1946

Subject : Postal Vans.

To : Q (Mov) Lübeck
Rear.

1. Reference your MIR/271/19 of 7th August.

2. Reference para 2.
This matter was brought up again at the suggestion of the FMG Mov. AF.Eq. in letter Ref A/362/4 of 20th June, as presumably they considered that they would be in a position to give a definite reply by that date.

3. On the 30th June there were a total of 207 postal vans in service, 7 of which are used by Non-military or 37 available as required to 1930, then the longer time occupied on the journeys is considered it is obvious that this number is inadequate for the traffic to be handled.

4. Since the 1st April till 30th June 52 postal vans have been repaired and restored to service by the I.T.E. or an average of 17 per month which is considering good when the immense programme of rolling stock repair is considered.

5. It would appear from para 3 b of your letter that the postal vans in question are being used for conveyance of parcels and heavy mail from Hagen to Villach. If this mail cannot be routed via Calais ~~as suggested~~ surely it would be possible to use box vans for this direct service and free the postal vans for service in which distribution to various stations en route has to be made.

6. It is requested that this matter be again considered.

S. Street Lt. Col.
A.A. STREET
Lt. Colonel
Director.

Copy to : - Asst. Vice President Ex. Cont. U.S.C.
(with copy of MIR/271/19)
- Director Communications Sub-Commission, U.S.C.
(with copy of MIR/271/19)
- Director General I.T.E.R.
- E.C.I.T.C.

289
129

Q (Movements) Liaison Office
ROME

Tele : Firebox 843191 Ext. 9302

MLR/271/19

7 August 46

Subject : Release of postal vans

To : Transportation & Shipping Branch
HQ. Allied Commission
A.P.O. 794, C.M.F.

Copy to : Mov 3, G.H.Q. C.M.F.
Director General, I.S.R. (Bldg)

1. Reference your AC/430/Tn.1 of 29 July.

2. It is noted from Q (Movements) GHQ letter Mov 3/362/1 of 17 June that the DDAPS had pointed out that the 7 postal vans in question were at present required and could not be returned. There seems little point in raising this matter with GHQ so soon after your previous request, as the situation is hardly likely to have changed to any extent.

3. From preliminary enquiries the following information has been obtained :

(a) - All British Army mail received by air in Italy is delivered to all destinations in this country by road transport.

(b) - The postal vans on service between Naples and Villach are used for parcel and heavy mail which could not conveniently be carried in road transport.

(c) - It is understood that on 30 June 46 of the 330 postal vans assigned to postal services, 125 were not in good order. There are, therefore, nearly 200 vans now remaining on postal services compared with the 539 vans in the original assignment provided by the Convention of 22 Sep. 1932.

4. From this it appears that a very small percentage of available postal vans are being used by the military, who are, in the main, using road transport. The special priority given in all Commands to troops mail need hardly be emphasised by this office, being so well known to all HQs.

5. If immediate and possibly temporary repairs could be carried out on

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

1. Reference your AC/430/Tn.1 of 29 July.

2. It is noted from Q (Movements) GHQ letter Mov 3/362/1 of 17 June that the DDAPS had pointed out that the 7 postal vans in question were at present required and could not be returned. There seems little point in raising this matter with GHQ so soon after your previous request, as the situation is hardly likely to have changed to any extent.

3. From preliminary enquiries the following information has been obtained :

(a) - All British Army mail received by air in Italy is delivered to all destinations in this country by road transport.

(b) - The postal vans on service between Naples and Villach are used for parcel and heavy mail which could not conveniently be carried in road transport.

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4. From this it appears that a very small percentage of available postal vans are being used by the military, who are, in the main, using road transport. The special priority given in all Commands to troops mail need hardly be emphasised by this office, being so well known to all HQs.

5. If immediate and possibly temporary repairs could be carried out on these vans needing repairs the vans now used by the military would be more than compensated for.

6. As this matter was raised at the last meeting of the Joint Railway Committee on 26 July presided over by the Director General of the Italian State Railways, a copy of this letter is being forwarded to him.

7. It is felt that box vans could be utilized for clearance of gift parcels from ports, since these shipments are usually made in bulk from U.S.A., and it is not therefore essential for special type postal vans.

(M.P. LARAMAN),
Lt. Col. R.E.
A.Q.M.G. (M).

MPL/mb

128

130

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

1157

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

TN BR
127

3 August 1945

SUBJECT: Civilian Service on USA Military Trains.

TO: Director General Italian State Railways.

1. The need for expanding civilian passenger service in Italy is recognized by the undersigned and in order to provide some additional service, permission is given to add civilian vehicles to USA military trains as follows:

a. Add one 6-axle Postal-Baggage car to train 85 to run daily in each direction between Rome and Naples.

b. Add two 10-compartment coaches to Train 400 to run daily in each direction between Leghorn and Milano.

2. Please advise if you wish to introduce this service and if so what date it should become effective.

W.T.KELLY
Lt. Col.TC
Deputy Director

Copies furnished:
Hqs MTOUSA G-4 Section
Director Military Railway Service.
Chief Transportation PBS, Leghorn
Allied Commission, Rome
ECITO(CMMOs) Italy.

127

678

Hea 9883/39
31 LUG. 1946

M I N U T E S

of the meeting held by the Joint Railway Committe on 26 July 1946 at D.G. ISR. Offices. -

Present were:

Gen. Di Raimondo - I.S.R. Gen. Director	(on the Chair)	
Ing. Biondi - Chief of Movt. Service	(I.S.R.)	
" Corbellini " " Traction "	(")	
Dr. Fazio - ICCA	(")	
Lt. Col. Laraman - Q. Movements		
" " Kelly - D.D. M.R.S.		
" " Street - A.C. Transportation		
" " Ping - E C I T O		
Cap. Tritton - Tn. 3 (Oper.)		
Mr. Gower - U N R R A		

Gen. Di Raimondo welcomed the Delegates and asked whether they had some comments on the Minutes of the last meeting.

Lt. Col. Laraman asked whether further information were available concerning the bridge on the Po River at Pontelagoscuro (Point 3).

Cap. Tritton reported that col. Pottle and the Construction Group (Tn.) were going to consider the technical possibility to move the Allied transports on that line.

Gen. Di Raimondo and Ing. Corbellini expalined that the maximum of 570 tonn. refers to the hauling capacity of the locomotives and not to weight that the a/m bridge can support.

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

Ing. Biondi - Chief of Movt. Service (")
" Corbellini " " Traction " (")
Dr. Fazio - ICCA (")
Lt. Col. Laraman - R. Movements
" " Kelly - D.D. M.R.S.
" " Street - A.C. Transportation
" " Ping - E C I T O
Cap. Tritton - Tn. 3 (Oper.)
Mr. Gower - U N R R A

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Gen. Di Raimondo and Ing. Corbellini expalined that the maximum of 570 tonn. refers to the hauling capacity of the locomotives and not to weight that the a/m bridge can support.

Gen. Di Raimondo however assured that allied military transports will be still moved through Verona.

Lt. Col. Laraman, reported that the question of coaches (Point 1) was discussed both in Caserta and in London and hoped that part of this stock will be returned in short time.

Lt. Col. Street pointed out that the M.R.S. are still using 7 postal vans, for which it was suggested the restitution within the 15 of July; however this could not yet be made, lacking the

677
(26)
1337

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

approval of the higher Authorities.

Lt. Col. Kelly asked if the Post Administration had complained about the shortage of postal vans.

Gen. Di Raimondo replied affirmatively and requested the M.R.S. to make all efforts to meet the increasing requirements of I.S.R.

Lt. Col. Ping pointed out that the Italian Post Administration are in great need of such stock, having to face the important movements of gifts coming from America.

Lt. Col. Laraman referred to point ~~xx~~ 2 of last Minutes and asked for further information about the reopening of Modane transit.

Gen. Di Raimondo reported that the rehabilitation on the Italian section is completed; it results that for the French section are still needed from 30 to 60 days.

Lt. Col. Ping said that Brig. Fellowes, now in Paris, will let know definite information.

Gen. Di Raimondo said that in shorter time will be reopened the lines Faenza - Massalombarda and Faenza - Ravenna.
On this area are located important Sugar Factories. Consequently, I.S.R. must supply the necessary stock to move about 40.000 tonn. of beet-roots.

Lt. Col. Laraman said to have received from I.S.R. many complaints concerning incidents between the railway agents or civilian and military escort. He suggested to warn said agents and the civilians that they must not approach military trains.

Ing. Biondi said that such warning was issued to station personnel

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

Lt. Col. Ping pointed out that the Italian Post Administration are in great need of such stock, having to face the important movements of gifts coming from America.

Lt. Col. Laraman referred to point ~~xxx~~ 2 of last Minutes and asked for further information about the reopening of Modane transit.

Gen. Di Raimondo reported that the rehabilitation on the Italian section is completed; it results that for the French section are still needed from 30 to 60 days.

Lt. Col. Ping said that Brig. Fellowes, now in Paris, will let know definite information.

Gen. Di Raimondo said that in shorter time will be reopened the lines Faenza - Massalombarda and Faenza - Ravenna.
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Ing. Biondi said that such warning was issued to station personnel not directly involved in train circulation.

Lt. Col. Laraman pointed out the difficulty for the military escort to distinguish at once a civilian from a railway agent, as many I.S.R. personnel, due to the lack of clothes are not wearing the prescribed uniform.

676

Gen. Di Raimondo requested that the guards should in any case request the person to stop before firing.

Lt. Col. Laraman replied that the escort, although armed with automatic weapon, must give a warning shot in the air. He stated

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

that any incident reported by I.S.R. is promptly investigated by the Allies; however, he did not always agree with the investigation made by I.S.R. bodies, as for instance in the case of boy recently killed because had entered the station yard.

Lt. Col. Laraman assured that he was trying to eliminate all interference of the trains Commanders in railway operation.

Lt. Col. Laraman reported that the Caserta HQs requested to add a sleeping car on the Naples - Villach train, but the W.L.Company could not comply with, because of the shortage of such coaches.

Gen. Di Raimondo suggested to contact the Direction of W.L. in Paris on this matter.

Lt. Col. Ping suggested that, in order to improve international traffic, especially through Tarvis, further and more definite agreements should be taken with Austrian Customs Authorities.

Discussion of the to-day Agenda

1. Gen. Di Raimondo reported that France has returned to Italy 6 coaches heavily damaged, it is felt that said coaches belong to the stock of Medloc trains Marseille - Calais.

Owing to the quality of the damages, he is under the impression that said ~~prior~~ coaches were used for french civilian services prior to the restitution; however, the stock was under the jurisdiction of the Allied Authorities in Italy.

Lt. Col. Ping suggested to report the matter to the M.R.S. in order to make agreements with their financial Department; this because he thinks that the M.R.S. is responsible.

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

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Capt. Tritton asked the I.S.R. if they could give the numbers of said coaches.
Gen. Di Raimondo replied affirmatively and added that M.R.S. and E C I T O had been already interested in the matter.
Gen. Di Raimondo asked the Allies whether I.S.R. have to care for the maintenance of "Diesels" used by the military authorities.
Cap. Tritton confirmed that the answer of Col. Pottle was affirmative

675

2. As concerned the point 2 of the Agenda, Lt. Col. Laraman referred to the statement already made. ./.

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

Gen. Di Raimondo asked the Allies whether they have some comments on military movements and assured that all efforts will be made ~~xxxx~~ to run military trains according to the schedule.
Lt. Col. Laraman stated that in the whole this service was satisfactory. Proper steps are taken in order to eliminate the delays caused by R.T.Os, and which are effected by the shortage of skillful personnel.
Lt. Col. Kelly pointed out that the increased speed of train 88 connected with Trieste.
Gen. Di Raimondo stated that his firm intention is to improve more and more the railway services requested by the Allies, on a basis of perfect cooperation.
Lt. Col. Kelly thanked for this statement.

3. Lt. Col. Ting informed that from inquiries made by a representative of the French Railways, it results that some French cars, heavily damaged, were scrapped by I.S.R. instead to be returned to France.
Gen. Di Raimondo stated that this practice occurred also by suggestion of the Allies during the war and when the materials were scarce, however, at present, such cannibalizations are not permitted. Some cases were due to misunderstanding, but will no longer recur.
Mr. Gower stated that during the month of August 1946, will arrive in Italy many supplies of UNRRA, especially of coal. At Bagnoli, two ships are going to be unloaded, 60 cars per day are required.
Ing. Biondi replied that other services have been reduced in order to face the a/m requirements.

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

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Ing. Biondi replied that other services have been reduced in order to face the a/m requirements.

Mr. Gower added that in shorter time UNRRA will resume the dispatching of 500.000 tons of coal monthly; therefore it is necessary to prepare a plan for the acceptance and the movement of this fuel.

Gen. Di Raimondo assured that I.S.R. will make all efforts to face said commitments, but he pointed out that there are daily following bids:

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674

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

495 wagons for movements of recruits
300 " " " of rice-peelers
250 " " " of German W.P.
250 " " " from Allied Depots at Cancello (Naples)

Lt. Col. Laraman stated that a reduction of military movements is not expected; therefore he espressed the opinion, supported by Gen. Di Raimondo and Ing. Corbellini, that it is necessary to fix in advance the unloading ports. This in order to avoid long running of the trains and long "turn round" of cars. In this connection proper coal depots might be set up by the Port - Agencies of I.S.R. Capt. Fritton pointed out that the wagons situation has become worse due to the strikes.

The next meetings will be held on the last Monday of each month.

The Chairman

Rome 26 July 1946

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

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The Chairman

Rome 26 July 1946

No.30/7/cm.

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

1168

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
AFO 794
Transportation and Shipping Branch

AHS/fn

29 July 1946

AC/430/Tn.1

Subject : Release of Postal Vans.

To : Q. Mov. Liaison Officer Rome.
Att: Lt. Col. Lareman.

1.Reference the writers request at the last joint railway meeting.

2.This branch has now been advised to refer the matter to you.

3.It will be appreciated if every effort can be made to release some or all of these vans as soon as possible so that the gift parcel scheme can be augmented.

4.Copies of ravelant correspondence are attached and an early reply is requested.

A.H. STRUTT
Lt. Colonel
Director.

Copies : 1.- P 41. 354/CS of 10th May.
2.- AC/430/Tn.1 of 13th June and translation of letter from President Council of Ministers sent to Q.Mov.
3.- Reply from Q.Mov. AF. HQ.
4.- AC/430/Tn.1 of 19th July.
5.- Mov 3/362/1 of 26th July.

673

125

Declassified E.O. 12356 Section 3.3/NND No. 185021

Q (MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

Subject : Italian Postal Vans. Mov 3/362/1

To : HQ Allied Commission APO 794 FREEDOM 320
Transportation and Shipping Branch.

Reference your AC/430/Tn/ dated 19 July.

Please refer this matter to Q(Movements) Liaison Office Rome.

26 July 46.

C.F. CONSTABLE, Lt-Col.,
for Colonel,
Colonel Q(Mov).

672

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Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS
BARI LIAISON GROUP
ALLIED COMMISSION
C.M.F.

July 1946

Ref : LB/41

SUBJECT: Special form of ticket for use of Allied Commission personnel.

TO : Tptn. Sub-Commission AC,
(Rail Division),
c/o Tptn. (Br) Main, CMF.

1. Reference your AC/176B/Tn.4 dated 22 Oct 45.

2. On instructions received from HQ. ALLIED COMMISSION, this Liaison Group has ceased to function.

3. Herewith attached please find book of railway tickets allotted to this Liaison Group, which is returned to you.

Capt., RE
R.F. LEWIS
Executive Officer

RFL/fh

1241 176 Tn 4
430

In. Olfini, Bari
2238
29 OCT Recd

A/2

TRANSPORTATION SUB-COMMISSION AC,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238
Ref.: AC/176B/Tn.4

22, October 45

SUBJECT: Special form of ticket for use of Allied Commission personnel.

TO : (See distribution).

On and from 1 November 45, a special form of ticket will be introduced for use of Allied Commission personnel travelling by civilian passenger trains, and from that date no other form of ticket will be used for such personnel.

Purpose of the Ticket :-

(a) To enable personnel of Allied Commission to travel on duty between points in Italy by civilian passenger trains and to provide them with suitable documents for the journey.

(b) To safeguard the Italian Railways against abuse by persons producing documents and letters purporting to be authority for travel by civilian passenger train.

Personnel to whom the tickets will apply:-

Allied Commission Officers and RM/OR's on duty.
Allied Commission Allied civilian personnel on duty.
Allied Commission Italian civilian personnel on duty.

Tickets will not be issued to Allied civilian personnel not in the employ of Allied Commission. Any other organisation interested in the use of free travel such as UNRRA, WSA, MWT, etc. should be indicate to Transportation Sub-Commission, when the appropriate negotiations will be made with the Italian State Railways.

Authority for issue of ticket :-

issue

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

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Allied Commission officers and [illegible]/OR's on duty.
Allied Commission Allied civilian personnel on duty.
Allied Commission Italian civilian personnel on duty.

Tickets will not be issued to Allied civilian personnel not in the employ of Allied Commission. Any other organisation interested in the use of free travel such as UNRRA, WSA, PWT, etc. should so indicate to Transportation Sub-Commission, when the appropriate negotiations will be made with the Italian State Railways.

Authority for issue of ticket :-

The authority for issue of a ticket will be published travel orders for the person named thereon to travel between the points indicated by rail.

679

Tickets will NOT be issued for Italian personnel in whom Sub-Commissions may be interested, but who are not in the employ of the Allied Commission. Procedure in such cases is for the Sub-Commission concerned to give the person a written document indicating interest of Allied Commission in the journey of the passenger. This document should be produced at the railway booking office in order to obtain priority of booking a ticket at ordinary fares.

Description of Ticket :-

The ticket is printed on pink paper, and is in three sections (see Appendix "A"). It consists of a Biglietto, a Matrice, and a Contromatrice. The Biglietto and matrice when completed will be handed to the passenger, the contromatrice is retained in the book as record of issue.

A23

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

At the departure station, the railway official will detach the matrice and retain it for Railway recording purposes.

It is necessary for the traveller to have the ticket duly stamped at the departure station, and if used for a return journey, at the station from which the return is being made.

Validity of Tickets :-

The validity of single tickets is based on the distance to be covered.

For a distance of less than 200 Km., the ticket is valid for one day only, and for each 100 Km., or part of 100 Km. beyond that distance a further day's validity is given.

On a distance, say, of 600 kilometres, the validity is 5 days, from and including date on which ticket is authorized for travel and the journey can be commenced within that period of five days, but when the five days have expired, the ticket becomes out of date, irrespective of the actual date of commencement of the journey.

The over-all validity of a return journey ticket is 60 days, but the return journey is subject to the same conditions as a single ticket, i.e. once the date stamp of the departure station has been inserted, the ticket takes on a validity based on the distance to be covered.

Break of Journey :-

Break of journey is permitted en route if desired, within the validity of the ticket, on the following basis:-

Travel between	200 to 400 Km	one break
	401 to 600 "	two breaks
	601 to 800 "	three "
	801 to 1000 "	four "
	over 1000 "	five "

Cancelled tickets :-

If for any reason tickets are cancelled before use, the [illegible] and matrice should be clearly endorsed "Cancelled" and sent to Transportation Sub-Commission (Rail Division) HQ - AC, and not left in the book. The counterfoils should be [illegible]

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

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Cancelled tickets :-

If for any reason tickets are cancelled before use, the biglietto and matrice should be clearly endorsed "Cancelled" and sent to Transportation Sub-Commission (Rail Division) HQ - AC, and not left in the book. The contromatrice should be similarly endorsed and retained in the book for reference.

Preparation of Tickets :-

On production of the appropriate travel order specifying rail as one of the forms of permitted transport, ticket will be prepared in the following manner:-

At the top of the biglietto, matrice and contromatrice, after the "Mod" in the top right hand corner, the letters "AC" will be inserted.

At (1) the name of the issuing office will be inserted.

At (2) the rank, initials and surname of the person to whom the ticket is issued will be inserted. If a civilian, "Allied civilian" or "Italian civilian" will be inserted after the name.

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

At (3) the points between which the journey is to be made will be inserted. If only a single journey is to be made "Vice Versa" will be deleted.

At (4) Place and date of issue will be inserted.

At (5) Signature of issuing official will be inserted.

The official stamp of the issuing office will be placed on the Biglietto and the matrice in the circle marked "Bollo dell'Ufficio Emittente".

Use of tickets :-

It is not the idea to give unlimited free rail travel, but to facilitate the authorised movement of Allied Commission personnel, and tickets will be sparingly used. One compartment on all long distance trains is reserved for the use of Allied Commission personnel.

Books of tickets are of considerable value, and they must be safeguarded. As the Railways concerned will perform the accountancy, no documentation is necessary by issuing offices, but stubs of tickets and unused books must be kept in security. The stubs of completed books will be retained against any subsequent enquiry which may be made.

All travellers should be warned to carry identity cards with them and to produce them if and when requested by authorised I.S.R. personnel.

Books of tickets are being distributed as under :-

HQ Commandant AC		(2)
Regional Commissioner	Liguria	(2)
" "	Piemonte	(2)
" "	Lombardia	(2)
" "	Venezia	(2)
AC Advanced HQ		(2)
Liaison Naples Commune		(1)
" Bari "		(1)
" Sicily "		(1)
In Sub-Comm.Ad Echelon		(2)
In Officer Ancona		(1)
Bologna		(1)

669

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

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" "	Venezia	(2)
AC Advanced HQ		(2)
Liaison Naples	Commune	(1)
" Bari	"	(1)
" Sicily	"	(1)
Tn Sub-Comm.Ad Echelon		(2)
Tn Officer Ancona		(1)
	Bologna	(1)
	Florence	(1)
	Naples	(1)
	Bari	(1)
	Verona	(1)
	Rome	(1)

669

Acknowledgement of receipt is requested.

For the Chief Commissioner:

P.D.G. Bretherton
A/ Director.

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

DISTRIBUTION:

HQ Commandant	(2)
Regional Commissioner Liguria	(2)
" " Piemonte	(2)
" " Lombardia	(2)
" " Venezia	(2)
A.C. Advanced HQ	(2)
Liaison Naples Comunc	(1)
" Bari	(1)
" Sicily	(1)
In Sub-Comm. Ad Echelon	(2)
Tn Officer Ancona	(1)
Bologna	(1)
Florence	(1)
Naples	(1)
Bari	(1)
Verona	(1)
Rome	(1)

AFHQ G-4 Mov Tn	: 20
UNRRA Rome	: 2
WSA	: 2
MWT	: 2
MRS	: 3

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

1178

Declassified E.O. 12356 Section 3.3/NND No. 185021

Mod.....

VIAGGI CIVILI CONTO
ORGANIZZAZIONI ALLEATE

(1) .....

Serie A Foglio N° 0 4 5 1

CONTROMATRICE

(2) .....

.....

da .....(e viceversa

a .....((3)

(4) ..... li .....

(5) .....

.....

(1) Ufficio che rilascia il documento
(2) Cognome, nome e nazionalità del viaggiatore.
(3) Cancellare se non serve
(4) Luogo e data del rilascio
(5) Qualità e firma di chi rilascia il documento.

Mod.....

VIAGGI CIVILI PER CONTO
ORGANIZZAZIONI ALLEATE

(1).....

Serie A Foglio N° 0 4 5 1

M A T R I C E

(2) .....

.....

da.....(e viceversa)

a.....((3)

(4) ..... li.....

(5).....

.....

Questo tagliando deve essere consegnato insieme col biglietto alla stazione di partenza questa lo tratterrà e rilascerà al viaggiatore il biglietto munito del bollo a calendario.

Bollo acal. staz.Part.

Mod.....

VIAGG
ORGAN

(1) .....

Serie A F

B

Il Nominato

.....

addetto a qu
autorizzato a
da.....

a .....

(4)..

Bollo a Ca
staz.Part.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Mod.....

VIAGGI CIVILI PER CONTO
ORGANIZZAZIONI ALLEATE

(1).....

Serie A Foglio N° 0 4 5 1

M A T R I C E

(2) .....

.....

da.....(e viceversa)

a.....((3)

(4) ..... li.....

(5).....

.....

Questo tagliando deve essere consegnato insieme col biglietto alla stazione di partenza questa lo tratterrà e rilascerà al viaggiatore il biglietto munito del bollo a calendario.

Bollo a cal. staz.Part.

Mod.....

VIAGGI CIVILI PER CONTO
ORGANIZZAZIONI ALLEATE

(1) .....

Serie A Foglio N° 0 4 5 1

B I G L I E T T O

Il Nominato (2).....

.....

addetto a questa organizzazione è autorizzato a viaggiare in ..... cl.
da.....(e viceversa
a .....((3)

(4)..... li.....

(5).....

.....

Il viaggiatore trovato in treno con questo biglietto privo di bollo a calendario della stazione di partenza è considerato a tutti gli effetti come sprovvisto di biglietto.

Bollo a Cal. staz.Part.

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION.

FROM : MINISTRY OF TRANSPORT,
Director General of State Railways.

REF.No. : AC.312.15043.3

SUBJECT : Information.

TO : Transportation & Shipping Branch;
HQ.AC.Rome.

We forward the enclosed correspondence for your attention.Will you please notify this office if the travel permit issued by AC Catania ,to Carlo Pellegrino and Armando Barrochi , is valid as a free ticket.

Will you please return correspondence after consideration.

(Sgd) Illegible,

Director General.

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
Servizio Commerciale e del Traffico

Roma,.....
F. C.312/...../22

OGGETTO: Abbonamenti

Sig.....
.....

In esito alla vostra istanza del.....
si comunica che è stata autorizzata l'emissione a vostro favore di.....,
per il cui rilascio sono state impartite disposizioni alla stazione di.....

IL CAPO DEL SERVIZIO

666

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AMG/Tra
AFO 794
Transportation and Shipping Branch

AC/430/Tn.1 19 July 1946

Subject : Italian Postal Vans.

To : D.Q. MF (Mov.)
AF. HQ.

1. Reference your Mov 3/362/1 of 20th June.

2. May we be advised if it is now possible to release all or any of these Postal Vans.

3. Would it not be possible to use road transport for some of the British military mail as is done by the U.S. Army.

A.H. STRUBE
Lt. Colonel
Director.

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665

1183

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 19 July 1946

Subject : Travel Irregularities.

To : Director General I.S.R.
Ministry of Transport
Rome.

1.Reference your C.312/1278.3/Ioca/2164/28 of 15th May.

2.For your information attached is copy of letter received from G-5 A.F.H.Q.

A.H. STREET
Lt. Colonel
Director.

1-Encl.
Cpy of ltr.

119
684

1184

Declassified E.O. 12356 Section 3.3/NND No. 185021

TN-Br.

9389

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 992.11

16 July 1946

SUBJECT: Wrongful Use of Italian Civilian Passenger Trains by Military Personnel.

TO : Chief Commissioner,
Allied Commission,
(Attn: Transportation & Shipping Branch)
APO 794.

Reference your AC/430/Tn.1 dated 23 May 1946 and further to our G-5: 992.11 dated 8 June 1946.

1. Your attention is invited to letter from Displaced Persons and Repatriation Sub-Commission, reference DPR/11-1/RA of 18 June 1946 (copy attached for easy reference). With particular reference to para 3, this Headquarters agrees with the views mentioned therein. It should be pointed out to the Ministry of Transport that all DPs travelling legally on Italian Railroads are issued tickets by DP authorities. Should any person not have a ticket, it is the sole responsibility of the railroad officials to take appropriate action either to collect the fare or force that person to detrain. The Allied Military authorities will not entertain any claims by the railroads against civilian personnel.

2. Rail travel by military personnel on duty is normally restricted to military trains. Only in exceptional circumstances will authority be granted for such personnel to travel on civilian trains. Italian Railroads should refuse passage to military personnel except on production of proper orders or on prepayment of the fare.

3. In the case of specific complaints against Polish Military personnel instructions have been issued for the collection of 16,572 lire and the issuance of necessary regulations to ensure that such irregular travel will cease forthwith.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. HAMBLEN
Colonel, G.S.C.
Assistant Chief of Staff, G-5.

Incl:
as above.

194
C6.2

1185

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

CFF/ms

HEADQUARTERS ALLIED COMMISSION
APO 794
DISPLACED PERSONS AND REPATRIATION SUB COMMISSION

DPR/11-1/EA Tel.489081 Ext.239 (12) 18 June 1946

SUBJECT : Wrongful use of Italian Civilian Passenger Trains.

TO : G-5 Section, A.F.H.Q. (2) ✓

1. Reference your letter G-5 292.11 dated 9 June'46.

2. The two persons travelling from BOLOGNA to EBOLI may be traced at EBOLI camp. Would you take this up with G.1. The other individual who is stated to be a Polish National was evicted at CRTS and our camps will be circulated.

3. Unauthorised movement by Displaced Persons or Italians who travel by train without paying their fare is a question for the Italian State Railways. It is within their jurisdiction to refuse to allow such persons to travel or to hand over to the Italian Police if found on the train. Would you take up these cases with your informant and stress that Italian Railways Officials are responsible for the control of civilian passengers.

For the Director.

C.F. Fothergill

C.F. FOTHERGILL
Lt. Colonel
Deputy Director.

662

(118)

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
AFO 794
Transportation and Shipping Branch

AMS/fm

19 July 1946

Subject : Grain Sacks despatched from Naples to C.A.C. Rome.

To : Director Military Railway Services
Ministry of Transport
Rome.

Section I.S.R.

1. Copies of letters dated 24th January 1946 from Commercial and Movements Fran Federazione Italiana dei Consorzi Agrari dated 20th May and 12th July.

2. Any help you could give in assisting us to trace the disposal of the contents of these wagons would be appreciated.

A.M. STREET
Lt. Colonel
Director.

3-Encl.
Copies of Ltrs.

661

1187

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

Federazione Italiana dei Consorzi Agrari
FONDATA NEL 1892 – SEDE CENTRALE ROMA – REGISTRO IMPRESE ROMA

SERVIZIO APPROVVIGIONAMENTO
MATERIE UTILI ALL'AGRICOLTURA

Per telegrammi:
FEDERCONSORZI - ROMA
premettendo al testo la
parola "APPROVVIGIONAMENTO"
Telefono: 481531

On. Commissione Alleata
Sottp Commissione per l'Agricoltura
e l'Alimentazione
ROMA

e p. c. N/ Ufficio Interregionale
ROMA

Im ROMA 12 Luglio 1946
VIA XXIV MAGGIO 43 Casella Postale N. 1332

Attenz.Sign. Col. Snapp

SACCHI DA GRANO SPEDITI DA NAPOLI AL C.A.P. DI ROMA E NON GIUNTI A DESTINO

Non abbiamo tuttora ricevuto vostro riscontro alla nostra lettera del 20 maggiosc.con la quale vi abbiamo intrattenuti in ordine a cinque vagoni di sacchi nuovi vuoti da grano spediti dietro disposizioni del Capitano Bergensen l'11 agosto 1944 dalla Stazione di Napoli S.Giovanni Barra all'Indirizzo del Consorzio Agrario Provinciale di Roma Staz.Roma Tuscolana ma che non sono mai pervenuti a destino.-

Dalla stazione mittente non è stato possibile avere nessun documento comprovante la spedizione in quanto i vagoni suddetti da quanto ci è stato comunicato sarebbero stati agganciati ad un treno militare alleato che veniva a Roma. Alla Stazione d'arrivo indagini svolte presso la Direzione Generale delle Ferrovie hanno appurato che qualcuno dei vagoni portante il numero dei carri datici in nota come contenenti i sacchi,è giunto ma avrebbero contenuto delle "Gallette" anzichè sacchi,mentre per un altro non vi è alcuna indicazione di contenuto. I vagoni hanno viaggiato senza documenti e solo con etichette alleate con indirizzo A.M.Y e lo scarico sarebbe stato effettuato dalle Autorità Alleate.

Acclusa vi facciamo tenere una copia della nostra lettera sopra citata del 20 maggio sc. e dell'allegato alla stessa,per il caso non vi fosse pervenuta per disguido e vi saremo veramente grati se ci potrete fornire qualche indicazione su chi ha proceduto allo svincolo dei vagoni sopra citati per avere una traccia sulla sorte avuta dagli stessi.

Restiamo in attesa di vostre cortesi comunicazioni e con i nostri ringraziamenti anticipati porgiamo distinti saluti.

669

FEDERAZIONE ITALIANA DEI CONSORZI AGR
Un Procuratore Generale

ALLEGATO
N. 42691

AI LEGATI
№ 42691

On. Commissione Alleata
Sotto Commissione per l'Agricolt.

ROMA

lm 20 Maggio 1946

SACCHI DA GRANO SPEDITI DA NAPOLI E NON ARRIVATI A ROMA

Ci siamo interessati parecchio tempo fa di presenza presso Cod.Sotto Commissione in ordine a cinque vagoni di sacchi nuovi di canapa che sono stati spediti l'11 agosto 1944 da Napoli dietro disposizioni del Sign. Capitano Bergensen all'Indirizzo del Consorzio Agrario Provinciale di Roma.

Tali vagoni sono i seguenti:

N.1135537	di	50	colli	da	250	sacchi	pari	a	secchi	10.000.-
" 1020859	"	40	"	"	"	"	"	"	"	10.000.-
" 1129349	"	40	"	"	"	"	"	"	"	10.000.-
" 172379	"	30	"	"	"	"	"	"	"	7.500.-
" 1133715	"	55	"	"	150	"	"	"	"	8.250.-
id.	"	17	"	"	250	"	"	"	"	4.250.-
							Totale		"	50.000.-

Ci avete comunicato verbalmente che i vagoni sopra citati sono pervenuti regolarmente a Roma nei giorni immediatamente successivi a quello di spedizione,perciò, siccome il Consorzio destinatario ci ha ripetutamente confermato di non averli mai ricevuti, abbiamo fatto eseguire indagini presso le Ferrovie dello Stato allo scopo di conosce=

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

On. Commissione Alleata
Sotto Commissione per l'Agricolt.

ROMA

lm 20 Maggio 1946

SACCHI DA GRANO SPEDITI DA NAPOLI E NON ARRIVATI A ROMA

Ci siamo interessati parecchio tempo fa di presenza presso Cod.Sotto Commissione in ordine a cinque vagoni di sacchi nuovi di canapa che sono stati spediti l'11 agosto 1944 da Napoli dietro disposizioni del Sign. Capitano Bergensen all'Indirizzo del Consorzio Agrario Provinciale di Roma.

Tali vagoni sono i seguenti:

N.1135537	di	50	colli	da	250	sacchi	pari	a	sacchi 10.000.-
" 1020859	"	40	"	"	"	"	"	"	10.000.-
" 1129349	"	40	"	"	"	"	"	"	10.000.-
" 172379	"	30	"	"	"	"	"	"	7.500.-
" 1133715	"	33	"	"	150	"	"	"	8.250.-
id.	"	17	"	"	250	"	"	"	4.250.-
						Totale		"	50.000.-

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La Sezione Commerciale e del Traffico delle Ferrovie ha per altro risposto con la lettera della quale uniamo copia,che solo quattro dei vagoni sopra citati risultano giunti a Roma Tuscolana e di questi tre portavano l'indicazione del contenuto di "gallette" e non "sacchi" mentre uno non aveva alcuna indicazione di contenuto. La Ferrovia ha aggiunto che tutti i vagoni di cui sopra sono giunti sprovvisti di documenti ferroviari e muniti soltanto di etichette alleate con Indirizzo A.M.G. Del carro 1133715,che nella risposta della Ferrovia è stato

539

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

Commissione Alleata - Sotto Commissione
per l'Agricoltura ROMA

indicato,riteniamo per errore,col n. 1729349, non si è trovato trac=
cia.-

Le Sezione Commerciale delle FF.SS. ha precisato che lo scarico è stato fatto dall'Autorità Alleate senza alcuna ingerenza del perso= nale ferroviario e quindi senza che abbia avuto luogo lo svincolo contabile dei trasporti stessi.-

Come vi abbiamo comunicato di presenza, noi ci troviamo fortemen= te imbarazzati di fronte al Consorzio Agrario, non riuscendo a cono= scere la sorte che hanno avuto i vagoni suddetti, tanto più che detto Consorzio si rifiuta di riconoscerci l'importo dei sacchi da noi pa= gato e che è tuttaltro che indifferente.-

Noi vi preghiamo quindi di volervi cortesamente interessare pres= so l'A.M.Y.,al quale, secondo le indicazioni delle FF.SS.sarebbero sta= ti destinati i sacchi,per vedere se sia possibile trovare una traccia di chi ha provveduto allo svincolo ed al ritiro dei medesimi.

Occorre notare che non siamo neppure mai riusciti ad avere malgrado le piu attive indagini una conferma dalla Stazione di Napoli S. Giovanni Barra sulla spedizione dei carri di cui sopra,che da quanto ci è stato assicurato sono stati caricati su ordine del Capita= no Bergensen e probabilmente agganciati ad un treno militare Alleato. Ci occorrerebbe quindi avere da Cod. Sotto Commissione,insieme con la risposta su chi ha svincolato i carri a Roma una dichiarazione che i vagoni sono effettivamente partiti da Napoli da servire di appoggio alle eventuali ulteriori pratiche che dovessimo esperire.-

Siamo certi che ci concederete il vostro appoggio nei confronti di questa pratica ed in attesa di vostre cortesi assicurazioni vi porgiamo i nostri distinti saluti.-

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

nale ferroviario e quindi [illegible]
contabile dei trasporti stessi.-

Come vi abbiamo comunicato di presenza, noi ci troviamo fortemente imbarazzati di fronte al Consorzio Agrario, non riuscendo a conoscere la sorte che hanno avuto i vagoni suddetti, tanto più che detto Consorzio si rifiuta di riconoscerci l'importo dei sacchi da noi pagato e che è tutt'altro che indifferente.-

Noi vi preghiamo quindi di volervi cortesemente interessare presso l'A.M.Y., al quale, secondo le indicazioni delle FF.SS. sarebbero stati destinati i vagoni, per vedere se sia possibile trovare una traccia di chi ha provveduto allo svincolo ed al ritiro dei medesimi.

Occorre notare che non siamo neppure mai riusciti ad avere malgrado le piu attive indagini una conferma dalla Stazione di Napoli S. Giovanni Barra sulla spedizione dei carri di cui sopra, che da quanto ci è stato assicurato sono stati caricati su ordine del Capitano Bergensen e probabilmente agganciati ad un treno militare Alleato. Ci occorrerebbe quindi avere dal Col. Sotto Commissione, insieme con la risposta su chi ha svincolato i carri a Roma una dichiarazione che i vagoni sono effettivamente partiti da Napoli da servire di appoggio alle eventuali ulteriori pratiche che dovessimo esperire.-

Siamo certi che ci concederete il vostro appoggio nei confronti di questa pratica ed in attesa di vostre cortesi assicurazioni vi porgiamo i nostri distinti saluti.-

658

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

C O P I A

RACCOMANDATA

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
SEZIONE
COMMERCIALE E DEL TRAFFICO
R O M A

OGGETTO: Ricerche 5 carri sacchi vuoti

Roma 24/I/46
n° C. 2I.46.4I869.45

FEDERAZIONE IT. CONSORZI AGRARI
Ufficio Interregionale
ROMA

In riscontro alla vostra lettera del I5 novembre s.a., s'informa che le ricerche eseguite presso la stazione di Roma Tuscolana, per conoscere la sorte toccata ai 5 carri: II35537 - I020859 - II29349 - I729349 e I72379, che asserite contenevano complessivamente n. 50.000 sacchi nuovi di canapa, spediti in data II agosto I944 dalla stazione di Napoli S.Giovanni Barra e diretti al Consorzio Agrario di Roma, hanno dato il seguente esito:

I carri in parola, escluso il carro I729349, del quale non si è trovata traccia nelle poche registrazioni esistenti, che in quell'epoca venivano eseguite soltanto per iniziativa del personale ferroviario, in quanto la predetta stazione era gestita e controllata dalle sole Autorità Militari Alleate, risultano arrivati effettivamente in detta stazione e precisamente, in data I3 agosto I944 il primo carro e nel giorno successivo gli altri tre, tutti sprovvisti di documenti ferroviari e muniti soltanto di etichette alleate con indirizzi A.M.Y.

Detti carri vennero infatti scaricati dagli alleati il 7 agosto I944, senza alcuna ingerenza del personale ferroviario e quindi senza che abbia avuto luogo lo svincolo contabile dei trasporti stessi.

Si fa inoltre presente che, mentre delle predette

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

R O M A

OGGETTO: Ricerche 5 carri sacchi vuoti

Roma 24/I/46
nº C. 2I.46.4I869.45

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Ufficio Interregionale
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I carri in parola, escluso il carro I729349, del quale non si è trovata traccia nelle poche registrazioni esistenti, che in quell'epoca venivano eseguite soltanto per iniziativa del personale ferroviario, in quanto la predetta stazione era gestita e controllata dalle sole Autorità Militari Alleate, risultano arrivati effettivamente in detta stazione e precisamente, in data I3 agosto I944 il primo carro e nel giorno successivo gli altri tre, tutti sprovvisti di documenti ferroviari e muniti soltanto di etichette alleate con indirizzi A.M.Y.

Detti carri vennero infatti scaricati dagli alleati il 7 agosto I944, senza alcua ingerenza del personale ferroviario e quindi senza che abbia avuto luogo lo svincolo contabile dei trasporti stessi.

Si fa inoltre presente che, mentre dalle predette registrazioni risulta che i carri II29349 - I72379 e I020859 contenevano gallette, anzichè sacchi vuoti, nessuna merce è indicata per il carro II35537.

667

Nessuna altra notizia può fornirsi in merito e nessuna responsabilità ha assunto la ferrovia per detti trasporti eseguiti sotto regime militare alleato.

IL CAPO DELLA SEZIONE COMMERCIALE
E DEL TRAFFICO

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

1 1 9 4

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 HEADQUARTERS ALLIED COMMISSION AFS/fm
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 17 July 1946

Subject : Irregular Travel.

To : Headquarters
MEO U.S.A.
APO 512

1. Copies of letters received from the Director General I.S.R. are forwarded herewith.

2. If it is found that the persons named were travelling without duly authorised travel orders, will you please have the amounts claimed paid into the Italian State Railways at Naples.

A.H. STREET
Lt. Colonel
Director.

Copy to:-
Director General I.S.R.
Ref.your C512.17207.3 Icca 9750/28 of 15 July.

656

1951

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ministry of Transports
I.S.R. Direction General

Rome 15 LUG 1946
C.312.17207.3/Ten 9750/18

Subject:
Irregular travels

Allied Commission
Th. Sub - Commission
R o m e

For the action you may deem it necessary to be taken I forward to you the enclosed copies of reports concerning irregular travels made by Allied soldiers.

The Director General
Sgd. Di Raimondo

Ro.15/7/cm.

1196

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

Report 1089 - train 402 of 25 - 5 - 946

Mrs. Mooney A. Clelia wife of the American soldier Pfc. James J. Mooney belonging to the 36th Depot at Naples travelled, with her husband, from Palermo to Messina without any ticket.

Both asserted to be entitled to travel free of charge.

The lady was bearing a MTOUSA card A.F.3135.

Both, she and her husband refused to pay. They should be called to pay a total amount of L.11.916.-

The Controller Carrozza Luigi

Ro/15/7/cm.

Declassified E.O. 12356 Section 3.3/NND No. 185021

Report N. 1109 - train 80 of May 25, 1946

The American soldier Cigna William (id. card 13127451) belonging to the MTOUSA Hqs Command APO 512 U S Army Naples travelled from Villa S.Giovanni to Naples without any ticket and without the warrant 494.

He was in the Compartiment of IInd class reserved for the A.C. Personnel. He should be called to pay L.2205.-

The Controller Carrozza Luigi

Ro.15/7/cm.

1198

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma 11 LUG 1946 194

N. C 12.1.07.3/Zona 9750/28

Al N. del

OGGETTO: Irregolarità

All.2

COMMISSIONE ALLEATA
Sottocommissione Trasporti
R O M A

Per i provvedimenti che codesta Commissione riterrà opportuno di adottare si trasmettono le unite copie di rapporti relative a viaggi irregolari compiuti da militari Alleati.

IL DIRETTORE GENERALE

115 d

2798 - Tip. Litot. F. S. - Roma 3/1945

(1) Servizio.

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

Copia del rapporto redatto dal Controllore Carrozza di servizio treno AT 402 del 25.[illegible] 1946.

Rapporto N°1089

A carico Sig.a MOONEY A.CLELIA, moglie del militare americano Pfc.James J.MOONEY del 36^ Deposito Rep.NAPOLI.

Viaggiò da Palermo a Messina, inizialmente al marito, senza biglietto di viaggio. Tanto lei che il marito sostenevano di non doverne pagare. Era in possesso di una tessera TOUSA A.F.3135.

Non volle pagare nè lo volle il marito. Debbono.

L. 2256,00	N°2 big.di I^ classe tariffa n°I PALERMO=MESSINA.
L. 352,00	N° 2 supplementi 15% cl.I Paletmo Messina C.le.
L. 100,00	N°2 diritti prenotazione automotrice DD.
L. 8124,00	tre soprattasse pari viaggio senza big.treno con limiazione.
L.11916,00	Totale

IL CONTROLLORE VIAGGIANTE

F.to Carrozza

1201

Declassified E.O. 12356 Section 3.3/NND No. 185021

CP.433/158/32/286/18/46

RAPPORTO N.1109 TRENO 80 .- DEL 25/5/1946

VIAGGIO MILITARE AMERICANO.-
Da VILLA S.GIOVANNI a NAPOLI, sprovvista di biglietto e di Warrant 494, viaggiò il soldato americano CIGNA WILLIAM, matricola 13127451, addetto al HEADQUARTERS COMMAND MEDUSA = APO 512 U.S. ARMY=NAPOLI.-
Occupò posto nello scompartimento di 2ª classe riservato all'A.C. dove si trovavano altri militari - inglesi ed americani- muniti di regolare Warrant 494.- Non volle pagare.- Deve:

L. 1002, biglietto 2ª cl. tariffa I VILLA S.GIOVANNI + NAPOLI
" 1002, sopr.pari viaggio senza biglietto
" 201, art.8 p.10

TOTALE L.2205.-

IL CONTR.VIAGG.

BL

LUIGI CARROZZA

1201

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AHS/fm

17 July 1946

AC/430/Tn.1

Subject : Irregular Travel.

To : Director General I.S.R.
Ministry of Transport
Rome.

1. Reference your C312/179163/Icsa 9751/28 of 15 July.

2. As this complaint refers solely to Italian civilians it is a matter for the I.S.R. to deal with.

3. No civilians should be allowed to travel without the proper warrant.

A.H. STREET
Lt. Colonel
Director.

111

055

1202

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ministry of Transports(
I.S.R. Directio General

Rome 16 LUG 1946
C.312.17916.3 / Area 9751/28

Subject:
Irregular travels

Allied Commission
Tn. Sub Commission
R o m e

For the action you may deem it necessary to be taken I forward to you the enclosed copies of reports concerning the irregular travel of some women aboard the railcar TVAT 533 which is normally used on bejalf of Allied military forces.

The Director General
Sgd. Di Raimondo

Ro.15/7/cm.

(13)

To the Chief of Movement Section
P a l e r m o

On May 23 I escorted the train TVAT 533 from Catania to Augusta.

The consist of the a/s train is only a motorrailcar which is operate on behalf of the Allied military forces.

At the departing Station of Catania I saw that the railcar was crowded especially with women and children.

Together with the Conductor on duty I made a first check and I ascertained that a large number of the travellers were unprovided of the prescribed guest cards.

I asked the irregular travellers to detrain but they refused to comply with my request.

Then I applied to the Station Master and to the Chief Travelling Personnel and afterwards I called for the cooperation of the policemen.

The railcar always on stand - still - I began the checking but such work caused 18' of delay for the departure of the train.

The Station Master in order to avoid a further delay ordered the train to start and bid me to make the control of the tickets during the travel recording the names of the persons unprovided of it.

Owing to the short trip, and as the railcar was crowdedd I did not succeed to pick up all the names of the irregular

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

The consist of the a/s train is only a motorrailcar which is operate on behalf of the Allied military forces.

At the departing Station of Catania I saw that the railcar was crowded especially with women and children.

Together with the Conductor on duty I made a first check and I ascertained that a large number of the travellers were unprovided of the prescribed guest cards.

I asked the irregular travellers to detrain but they refused to comply with my request.

Then I applied to the Station Master and to the Chief Travelling Personnel and afterwards I called for the cooperation of the policemen.

The railcar always on stand - still - I began the checking but such work caused 15' of delay for the departure of the train.

The Station Master in order to avoid a further delay ordered the train to start and bid me to make the control of the tickets during the travel recording the names of the persons unprovided of it.

Owing to the short trip, and as the railcar was crowded I did not succeed to pick up all the names of the irregular travellers and I guess that most of them are false.

It seems that everybody pretending to be invited by the British personnel stationed at Augusta could ride - free of charge - on the motorailcar in question.

What above said is related to you for the proper action and in order to avoid this mispractice to get on.

Ro/15/7/cm.

654 ./.

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

Herein is the list of the persons that I succeeded to find out, travelling on the train unprovided of the guest card and of identification card.

Signed: The Conductor
Lo Baido Giuseppe

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

N. 3872 Catania May 27 1946

To the Traffic and Commercial Section

P a l e r m o

I forward to you a report drafted by the Chief Conductor Io Baido Giuseppe on duty on the train TVAC 533 of 23 inst.

I inform you that the consist of such train is only a motorailcar which is normally operated on behalf of the Allied military forces.

In such motorailcar many women are often travelling bound to Augusta to go to a dancing party.

The gratest part of these women (of bad reputation) are unprovided of any ticket and have not even identification cards.

In order to avoid irregular travels please intervene by the Allied Command.

Ro/15/7/cm.

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

List of the persons travelling on the train 533 -

May 24 - 1946, from Catania to Augusta and return and found out by the Controller without the prescribed Allied Command authorization.

1 - Taulla Mattea of Giovanni and Miceli Caterina, born 9 - 12 - 1910. residing at Catania - Via Plebiscito 184.

2 - Giuffrida Carmela of the late Vincenzo and Maria Carolina Geremia, born 31 - 8 - 1925, residing at Catania - Viale XX Settembre 158.

3 - Giuffrida Grazia of Nicolò and Maria di Marzo 19 years old, residing at Catania - Via Plebiscito 88.

4 - Mangeri Rosaria of the late Giuseppe and of the late Longo Giuseppina - fifty years old, residing at Catania - Via Francesco Crispi 18.

5 - Sanfilippo Sebastiana of the late Antonino and of the late Anna Zappalà fiftyone years old, residing at Catania, via Morgia 22.

6.- Crisafulli Maria of Giuseppe born 16 - 3 - 1926 and residing at Catania vua Luigi Capuana 16.

7 - Sovecchio Elena of Franco and Domenica Angela, born 26/11/928 residing at Catania Via Francesco Crispi 20.

8 - Maria La Silvia of Salvatore and Avellino Rosalia, born on 7-2-926 and residing at Catania, Via Garibaldi 16.

9 - Leomardi Concetta of the late Egidio and of the late Francesco Maria born in 1908 at Linguaglossa and residing at Catania Via Curia 56.

10 - Platania Elena of the late Angelo and of Borzi Maria born on 24 - 4 - 935 and residing at Catania Via dell'Oro 180, eleven years old.

11 - Privitera Giovanna of Rosario and Privitèra Concetta born 8 - 2 - 1895 and residing at Catania via Musumesi 22, fiftyone years old.

12 - Giustolizi Maria of the late Rosario and of the late Bonacorso Maria born on 18 - 3 - 1925 and residing at Catania Via Garibaldi 30.

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

3 - Giuffrida Grazia of Nicolò and Maria di Mauro 19 years old, residing at Catania - Via Plebiscito 88.

4 - Mangeri Rosaria of the late Giuseppe and of the late Longo Giuseppina - fifty years old, residing at Catania - Via Francesco Crispi 18.

5 - Sanfilippo Sebastiana of the late Antonino and of the late Anna Zappalà fiftyone years old, residing at Catania via Borgia 22.

6.- Crisafulli Maria of Giuseppe born 16 - 3 - 1926 and residing at Catania via Luigi Capuana 16.

7 - Sovecchio Elena of Franco and Domenica Angela, born 26/11/928 residing at Catania Via Francesco Crispi 20.

8 - Maria La Silvia of Salvatore and Avellino Rosalia, born on 7-2-926 and residing at Catania, Via Garibaldi 16.

9 - Leomardi Concetta of the late Egidio and of the late Francesco Maria born in 1908 at Linguaglossa and residing at Catania Via Curia 56.

10 - Platania Elena of the late Angelo and of Borzi Maria born on 24 - 4 - 935 and residing at Catania Via dell'Oro 180, eleven years old.

11 - Privitera Giovanna of Rosario and Privitèra Concetta born 2 - 2 - 1895 and residing at Catania via Musumesi 22, fiftyone years old.

12 - Giustolizi Maria of the late Rosario and of the late Bonacorso Maria born on 18 - 3 - 1925 and residing at Catania Via Garibaldi 30.

13 - Faro Grazia of the late Salvatore and of the late Coco Maria - born on 4 - 2 - 1914 residing at Catania Via Francesco Crispi 20.

14 - Marino Jolanda of Giuseppe for her daughter Giuseppeina ten years old, residing at Catania Via Crispi 5. 652

None of the above mentioned persons held identification cards:

I put down what I was verbally told.

Signed Marina Salvatore
Cond. Catania

Ro.15/7/cm.

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

1209

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma, 15 [illegible] 1945 194

N. C.312.17 6.3/Tecn 9751/28

Al N. del

OGGETTO Irregolarità

All.2

COMMISSIONE ALLEATA
Sottocommissione Trasporti

R O M A

Per i provvedimenti che codesta Commissione riterrà opportuno di adottare si trasmettono le unite copie di rapporti relative a viaggi di alcune donne nella littorina TVAT 533 effettuata per conto di militari Alleati.

IL DIRETTORE GENERALE
Carlo Ravanesi

651

(1) Servizio.

2798 - Tip-Lito F. S. - Roma X/1945

On.le Sig.Capo Sezione

Movimento Palermo

Di Scorta al treno TVAT 533 su Augusta del 23/5 littorina per conto allegati,in partenza di Catania notai che un'affluenza viaggiatori specie donne e una buona quantità di bambini occupava la littorina. D'unito il Cond.di Servizio volli vedere se detti viaggiatori fossero,muniti di biglietto d'invito ed accertari che una buona quantità era senza. Li invitai a scendere e visto che li rifiutavano mi recai dal CS Titolare e ne informai il dirigenete di Servizio come pure il Capo Personale Viggiante per sapere come dovevo regolarmi.

Chiesi l'intervento della Polizia e dopo che li era già principiata a fare a piedi fermo la controlleria,per evitare maggior ritardo,giacché se ne causarono 18',il CS Titolare ordinò di partire e di fare la controlleria in percorso riferendo i nominativi di quelle persone senza biglietto.

Non discuto gli ordini,ma il CS non ha pensato d'aver a che fare con gente di poca fama e conseguentemente tutti senza tessera d'indentità personale,quindi nomi data a casaccio,e con la littorina affollata ed il breve percorso riesce difficile.

Punto importante;viaggiano con biglietti d'invito senza nome,tutti sprovvisti di carta d'identità,e sembra con il pretesto degli inglesi chiunque possa servirsi di questa littorina.

Ne riferisco alla S.V.I.per i provvedimenti del caso,onde evitare ubisi.

Allego nominativi di quelli trovati sprovvisti di biglietto d'invito e senza carta d'identità accertati del conduttore di servizio Marino.

Con ogni osservanza,subordinato

C.Capo Lo Baido Giuseppe
Dp.v.Catania (162668)

Catania 27.5.46

F.3872
Catania 27.5.946
Alla Sezione Comm.le e del
Traffico
Palermo

Nel trasmettere questo rapporto redatto dal Cond.Capo Lo Baido Giuseppe di servizio al treno TV.AC.533 del 23and.Significo che si tratta di automotrice conto alleati e per il viaggio di parecchie donne che si recano ad Augusta per festa da ballo....

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

recai dal CS Titolare e ne informai il dirigenete di Servizio come pure il Capo Personale Viggiante per sapere come dovevo regolarmi.

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Catania 27.5.46

N.3872
Catania 27.5.946
Alla Sezione Comm.le e del
Traffico
Palermo

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La maggior parte di dette donne..allegre,sono sprovviste di quelsia si documento di viaggio e di identificazione personale.Poiché per tali viaggi non é stato dato nessuna disposizione,si prega intervenire,per evitare abusi.

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

Nominativi di viaggiatori viaggianti col treno 533 da Catania-Augusta e ritorno senza la prescritta autorizzazione del Comando Alleato il giorno 24.5.946

1)Taulla Matteo di Giovanni e di Miceli Caterina nata il 9.12.910 a Catania Via Plebiscito 184

2)Giuffrida Carmela fu Vincenzo di Maria Carolina Geremia nata il 31.8.925 a Catania Viale XX Settembre 158

3) Giuffrida Grazia di Nicolò e di Maria Di Marzo di anni 19 nata a Catania Via Plebiscito 88

4) Mangeri Rosaria fu Giuseppe fu Longo Giuseppina nata il 9.8.96 a Catania Via Francesco Crispi 19

50anni!

5) Sanfilippo Sebastiano fu Antonino e fu Anna Zappalà nata il 12.1.895. a Catania Via Morgia 22

51anni!

6) Crisafulli Maria di Giuseppe di Bruno Maria nata il 16.3.926 a Catania Via Luigi Capuana 16

7) Sovecchio Elena di Franco e di Domenica Angela nata il 26.11.928 Catania Via Francesco Crispi 20

18 anni!

8) Maria La Silvia di Salvatore e di Avellino Rosalia nata il 7.2.926 a Catania Via Garibaldi 16

9) Leonardi Concetta fu Egidio e fu Francesco Maria nata il 1908 a Linguaglossa e residente a Catania Via Curia 56 con la figlia Maria.

10)Platania Elena di Angelo e di Borzi Maria nata il 24.4.935 a Catania Via dell'Oro 180

11 anni!

11) Privitera Giovanna di Rosario e di Privitera Concetta nata il 2.2.895 a Catania Via Musumesi 22

51 anni!

12) Giustolizi Maria fu Rosario e fu Bonaccorso Maria nata il 18.3.925 nata il 18.3.926 a Catania Via Garibaldi 30

13) Faro Grazia fu Salvatore e fu Coco Maria nata il 4.2.914 a Catania Via Francesco Crispi 20

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

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13) Faro Grazia fu Salvatore e fu Coco Maria nata il 4.2.914 a Catania Via Francesco Crispi 20

14) Marino Iolanda di Giuseppe Via Crispi n.5 per la figlia Giuseppina di anni 10

049

Dette generalità presi tutti verbalmente perché nessuno in possesso di documenti d'identificazione.

Marino Salvatore
Cond.Catania

Catania 25.5.946

1130

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

1214

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

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPB/vr

AC/430/Tr.1

2 July 1946

Memorandum.

Subject : Repair of Railway Cars.

To : Acting Vice President
Economic Section.

1. Reference is made to your letter, Ref.ES/15.12/0, dated 27 June 1946, relative to repair of railway cars in Italy.

2. A meeting was held in the offices of ECITO in Rome on 27 June 1946. Present at the meeting were Brigadier Fellowes, of ECITO, a representative of I.S.R. and Lt. Col. Street of Transportation and Shipping Branch, Allied Commission.

3. The I.S.R. Representative stated that the delay in repair of railway cars was not due to a shortage of coal or any other material. It was determined after discussion that the delay in repair of railway cars was actually caused by poor organization on the part of the Italian State Railways.

4. The I.S.R. Representative promised to take immediate steps to improve and speed up the car repairs.

5. This office will keep you informed on the progress made by I.S.R.

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director.

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648

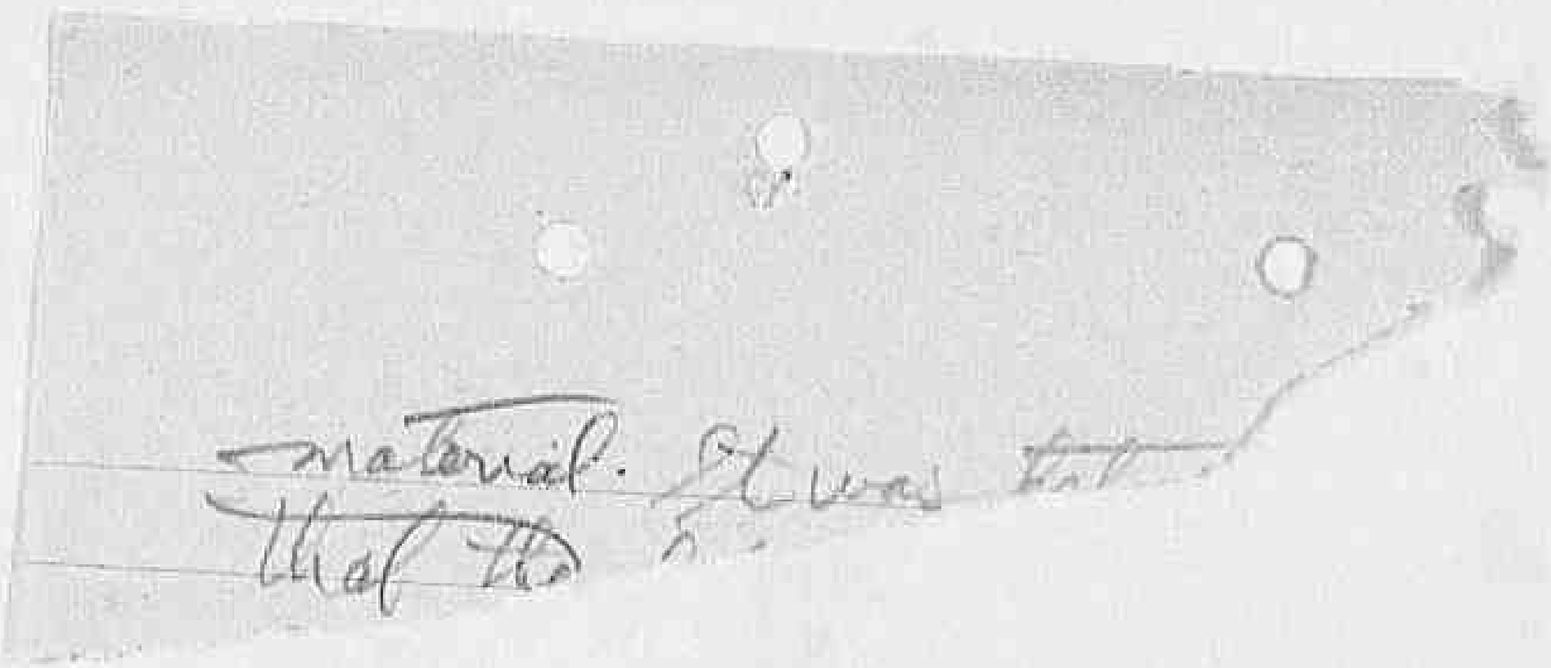
Declassified E.O. 12356 Section 3.3/NND No. 185021

45 Pth. 1

Memorandum

Subject

Declassified E.O. 12356 Section 3.3/NND No. 185021



Q(Movements)
GHQ CMF
Tel: FREEDOM 320

Mov 3/332/1

3 Jul 46

Q(MDV)WORKING INSTRUCTION NO. 44

DOCUMENTATION RAIL TRAFFIC

AMENDMENT NO. 1

1. Para 5. Separate warrants will always be made out for the following add:- Army Kinema Corporation (AKC).

2. Warrants issued for traffic for this organisation will be endorsed in Red "on repayment" and will be receipted by the AKC rep. who will retain one copy.

3. Such warrants will in due course, be transmitted by Finance Section, Transportation (Br) Main, ROME to FA (Br) GHQ CMF.

4. The same procedure will be adopted when personnel of the above organisation travel by rail in CMF.

C.F. CONSTABLE, Major,
for Colonel,
DQMG(M).

Distribution:-

Q (Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	25	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q (Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q (Mov) HQ BTA	12	PBS Main	2
Mov Polcorps	6	OC Train & Rly Gds ITALY	2

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

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for Colonel,
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Q (Mov) Liaison ROME	6	AC Tn Sub Comm for ECITO	6
HQ Movements NAPLES	25	HQ 3 District	6
RTO MILAN	2	HQ RAAC	4
Q (Mov) Rear XIII Corps	12	GHQ 2nd Echelon	2
Q (Mov) HQ BTA	12	FBS Main	2
Mov Polcorps	6	OC Train & Rly Gds ITALY	2
AC Tn Sub C. . ROME	10	AHQ RAF ITALY for Movements	10
Mov GENOA	1	HQ BTA	1
Rear HQ XIII Corps	1	AC AUSTRIA (Br) for Movements	6
Tn (Main) ROME	1		

647

Internal - GHQ CMF

"Q"	Mov 1/4	
"A"	DQMG(M) Sec (4)	
G(SD)		
FA(Br)		
Provost		
Med		
Welfare		

AFHQ

G-4 (MTOUSA)
G-4 (A)
G -5
UNRRA (DP Offr)

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

Declassified E.O. 12356 Section 3.3/NND No. 185021

Tes.

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC SECTION

Translation

Ref: ES/15.12/0

27 June 1946

TO: Lt. Col. Scoggins

MajGen. Hewer

1. Brigadier Dour, ECITO, has conferred with the Executive Commissioner regarding the car situation in Europe and in Italy.

2. He has pointed out that Italy is short 40,000 cars of an overall European shortage of 150,000 cars.

MajGen Hewer

3. ~~Brig~~adier Dour has stated that the Italian repair shops are in the best condition for repair work of any other country and has asked that ALCOM intercedes at any point which can be helpfull. He believes that the greatest need of Italy is an addition 10,000 tons of coal per month.

4. Will You undertake to further clarify this problem by appropriate contacts with ECITO, Rome and the Italian Agencies. Should it develope that the coal is needed, please confer with Major Laughlin in order that he takes appropriate steps. Should other raw materials be required, please, confer with appropriate agencies (UNRRA) and try to get commitments?

MajGen Hewer

5. ~~Brigadier~~ Dour is undertaking to obtain 3 sets of passenger equipment now operating in France.

Charles W Walton
CHARLES W. WALTON
Colonel AC
Acting Vice President

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMUNICATION
APO 794
Transportation and Shipping Branch

AIR

AC/430/Tn.1

Subject : Information.

To : Director General I.S.R.
Rome.

1. Reference your C.312.15043.3.

2. The travel order enclosed with your above quoted letter has been found to be in order, and is valid as a free travel warrant.

3. Correspondence herewith returned as requested.

A.H.STREET
Lt.Colonel,
Deputy Director.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION :

FROM : MINISTRY OF TRANSPORT ,
Direction General of State Railways.

REF.No. : C.312.15043.3

SUBJECT : Information.

TO : Transportation & Shipping Branch,
HQ.AC.Rome.

We forward the enclosed correspondence for your attention. Will you notify this office if the travel permit issued by AC Catania, to Carlo Pellegrino and Armando Barocchi, is valid as a free ticket.

Will you please return correspondence after consideration.

(Sgd) Illegible,
Director General.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION :

FROM : MINISTRY OF COMMUNICATIONS,
State Railways,
Commerc. & Communic. Sec.
P a l e r m o .

19 September 1944.

We submit a copy of report made by the Railway Movements Official on duty, on 18 September 1944 :

"Mr. Armando Barocchi, of the State Poligraphic Institute, Rome, and Dr. Carlo Pellegrino, Inspector General of the Ministry of Agriculture and Forests, were taken to my office by the chief-guard of the train TVAT.565, proceeding from Messina, as they were found in the train without tickets, during the trip from Messina to Palermo.

The a/m persons refused to pay the Lire 178 fare each, stating that the travel was on behalf of Allied Authorities, as it appears from the enclosed travel permit."

Head Station-Master.

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

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
Travel Control Division
APO.794, U.S. Army.

GBI.389-506/18-J-2 26 June 1946

SUBJECT : Travel from Italy to Austria.
- Signor Francesco BONMASSAR.

TO : The Austrian Consulate,
Via Bruno Buozzi, 113,
ROMA , ITALIA.

1. Attached herewith is Transportation and Shipping Branch, this Headquarters, letter and application forms in respect of the above-named Italian subject, whom the Italian State Railways desire to transit Austria.

2. Passed for necessary action in obtaining clearance to issue a transit visa.

E.J. BYE,
Colonel,
Acting Director.

ACB/mo.

Encls : As in para 1.

Copy to : Transportation and Shipping Branch
H.Q. Allied Commission,
(Your letter AC/200/Tn.1 dated 24 June 1946 refers).

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

ISR PAG Service

Rome June 13 - 1946

Subject: Nicolò Natale
Giavatta Gino

ref. PAG ... 42/16/152157/Inca 9449/30
reply is to your letter dated 7-Febr.1946

→ TO ALLIED COMMISSION + Transportation Rail

I have been very glad of having been informed of the aknowledgement of your HQ of the special services rendered by I class Station Master Nicolò NATALE and by "Manovale sussidiario" GIAVATTA Gino, working in accordance with the Liaison Office of Rimini Station.

To reward said agents, I disposed that a special bonus be given to them.

It was however impossible to comply with the request of "manovale sussidiario" Giavatta that wished to be appointed as a "guardiasala" as this qualification can only be given to agents on regular roster, following to a competition.

Kind regards

The Director General
sgd Di Raimondo

vg ng 13/6

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Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO PERSONALE

Roma, 13 GIU. 1946 194

PAG. N. 42/10/ 152157/Ass 9449/30

Al N. alla Vostra del 7-2 c.a.

OGGETTO

NICOLO' Natale
CIAVATTA Gino

ALLEGATI N.

Spett. COMMISSIONE ALLEATA PER I
TRASPORTI FERROVIARI IN ITALIA
R O M A

Prendo atto con vivo compiacimento del riconoscimento da parte di codesta Commissione degli speciali servigi resi dal Capo stazione di 1^ classe NICOLO' Natale e dal manovale sussidiario CIAVATTA Gino, in collaborazione con l'Ufficio di Collegamento della stazione di Rimini.

Per dare a detti agenti un segno di considerazione, ho disposto perchè sia accordata loro una speciale gratificazione.

Non è stato invece possibile aderire alla richiesta concessione per il manovale sussidiario CIAVATTA della nomina a Guardasala, in quanto detta qualifica viene conferita solo agli agenti di ruolo ed in seguito a risultato favorevole di esame di concorso.

Distintamente Vi saluto

IL DIRETTORE GENERALE

ap

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

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/Tm

21 June 1946

AC/430/Tn.1

Subject : Wrongful Use of Italian Passenger Trains.

To : Director General
Italian State Railways
Rome.

1. It is within the jurisdiction of the Italian State Railways to refuse to allow Displaced Persons or any other unauthorized civilian to travel on trains without paying the regular fare.

2. It is therefore requested that any future attempts by such unauthorized persons to travel on any of your trains without payment be refused and turned over to the Italian Police if found on the train.

WALTER P. SCOGGINS
Lt. Colonel, QMC.
Director.

FILE

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Declassified E.O. 12356 Section 3.3/NND No. 185021

CFF/ms

HEADQUARTERS ALLIED COMMISSION
APO 794
DISPLACED PERSONS AND REPATRIATION SUB COMMISSION

DPR/11-1/EA Tel.489081 Ext.239 18 June 1946

SUBJECT : Wrongful use of Italian Civilian Passenger Trains.

TO : G-5 Section, A.F.H.Q. (2)

1. Reference your letter G-5 902.11 dated 9 June'46.

2. The two persons travelling from BOLOGNA to EBOLI may be traced at EBOLI camp. Would you take this up with G.1. The other individual who is stated to be a Polish National was evicted at ORTE and our comps will be circulated.

3. Unauthorised movement by Displaced Persons or Italians who travel by train without paying their fare is a question for the Italian State Railways. It is within their jurisdiction to refuse to allow such persons to travel or to hand over to the Italian Police if found on the train. Would you take up these cases with your informant and stress that Italian Railways Officials are responsible for the control of civilian passengers.

For the Director.

CFF

C.F. FOTHERGILL
Lt. Colonel
Deputy Director.

Copy to : Transportation & Shipping Sub Commission A.C.
(Your AC/430/Tn/1 dated 14 June 1946).

638

430

Subject :- Documentation of Rail Traffic.

Q (Movements)
GHQ CMF
Tel : Freedom 320

Mov 3/317/3

14 Jun 46.

To :
HQ Mov NAPLES
HQ Mov BOLOGNA
HQ Mov GENOA
Q (Mov) Rear XIII Corps
Q (Mov) BTA
Q (Mov) Liaison Office ROME
Movements Polcorps
DMRS (I)
AC Tn Sub Commission ROME
AC Tn Sub Commission for HCITO
HQ 3 District
HQ Rome Allied Area Command
GHQ 2nd Echelon
FBS South
FBS Main
OC Train & Rly Gds Italy
MHQ RAF Italy for Movements
HQ BTA
Rear HQ XIII Corps
AC Austria (Br) for Movements

1. Further to this GHQ letter of even reference dated 11 Jun 46, not to all.

2. The number of axles per coach will also be shown, against each coach number, on all warrants covering personnel moves involving the use of complete troop trains.

3. Mov Areas to ensure full implementation of this instruction.

E.S. TRUSLER, Major,
for Brigadier,
DQMG (M).

INTERNAL DISTRIBUTION: GHQ CMF

'A' Welfare
'Q' Mov 1/6
G (SD)
Pro
Med

AFHQ

G-4 (AFTOUSA)
G-4 (A)
G-5

637

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

DARS (I)
AC Tn Sub Commission ROME
AC Tn Sub Commission for ECITO
HQ 3 District
HQ Rome Allied Area Command
HQ BTA
Rear HQ XIII Corps
AC Austria (Br) for Movements

---

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2. The number of axles per coach will also be shown, against each coach number, on all warrants covering personnel moves involving the use of complete troop trains.

3. Mov Areas to ensure full implementation of this instruction.

R.S. THUSLER, Major,
for Brigadier,
DAG (M).

INTERNAL DISTRIBUTION: GHQ CMF

'A' Welfare
'Q' Mov 1/6
G (SD)
Pro
Med

AFHQ

G-4 (AFTOUSA)
G-4 (A)
G-5

103

637

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

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Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Health Sub-Commission

AC/3033/8/PH

2 April 1946

Subject : - Italian Red Cross Hospital Train No.817

To : - Transportation and Shipping Section, Economic Section
(Attention Lt.Colonel Scoggins)

1. The above mentioned train has since last September been bringing sick and wounded Italians from Germany. The particular zone in which it was operating has now been evacuated of these cases and in consequence instructions have been issued by Hq.3rd U.S.Army (Munich) that the train should now stay in Italy until authorised to enter Germany once more. These instructions were issued to the Italian liaison officer with the above mentioned Army on the 22nd February,1946.

2. The Hq.of the Italian Red Cross has however received many urgent requests for the repatriation of sick and wounded former prisoners of war from other zones, particularly the neighbourhood of Prague and Frankfurt a/Oder, and these requests cannot be complied with owing to the order issued by the 3rd American Army.

3. On a humanitarian basis it is essential that these sick and wounded should be returned to their Country as soon as possible and it is requested therefore that steps should be taken to contact the necessary authorities in order that Hospital Train No.817 be allowed to enter all areas where there are sick Italians requiring repatriation.

4. It is considered that this matter is one of urgency and it would be appreciated if the most immediate action possible were taken.

G.M. FRIZELLE
Colonel,
Director,
Public Health Sub-Commission.

Copy to : Italian Red Cross, Rome
(Your C/842/1183 dated 2 April '46 refers)

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

123/32

Ext.482

HEADQUARTERS ALLIED COMMISSION
AFO 794
Transportation and Shipping Branch

14 June 1946

AO/450/Tn.1

Subject : Fraudful Use of Italian Civilian Passenger Trains.

To : Director, Displaced Persons
and Repatriation Sub-Commission
HQ. ACC.

1. There is attached, copy of letter G-5: 992.11 dated 8 June 1946, from Allied Force Headquarters, and copies of Reports Nos 427 and 2946 from the Italian State Railways.

2. The persons named in the reports travelled on Italian Civilian Trains without authorization and without payment.

3. It is requested that the necessary action be taken.

WALTER P. SCOGGINS
Lt. Colonel, GSC
Director.

Encl.-3
Copies of ltr and reports.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

JUN 10 [illegible]

Tptn S/C

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 992.11

8 June 1946

SUBJECT: Wrongful Use of Italian Civilian Passenger Trains by Military Personnel.

TO : Chief Commissioner,
Allied Commission, APO 794.

Reference your letter AC/430/Tnl dated 23 May 1946 and attached Reports No. 427 and 2946.

The attached cases apparently are charges against Displaced Persons and should be referred directly to Displaced Person and Repatriation Sub-Commission, who in turn will take one of the following actions, depending on the results of investigation:

a. Obtain money from DPs concerned;

b. Pay, or effect cancellation of, fares in question;

c. Recommend other appropriate action.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

for Lt Col. L.F.C.
A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5.

Incl:
as above.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.LR-2 /52

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 13 June 1946

Subject : Compartment reserved for A.C.

To : Italian State Railways
Italian Governate.

1. Reference attached letter and signals.

2. For the time being it is considered essential that a compartment on all trains should be reserved for the use of A.C. personnel.

WALTER P. COGGINS
Lt. Colonel, QMC
Director.

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

Ext.470 (HEADQUARTERS ALLIED COMMISSION AFO/VT
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 15 June 1946

Subject : Italian Postal Vans.

To : "Q" Lieutenants
A.F.H.Q.

1. Reference attached copy of translation of a letter from The President of the Council of Ministers, Italian Government, dated 6 June 1946.

2. Can information be furnished as to the possibility of returning the postal vans to the Director General of Postal Services.

For the Chief Czech Branch :

F.G. [illegible]
Lt. Colonel,
Deputy Director.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.482 HEADQUARTERS ALLIED COMMISSION EPS/vr
AMG 794
Transportation and Shipping Branch

AG 430/Tn.1 7 June 1946

Subject : Wagon-Lits Account No.597

To : Transportation (Br) Main
C.M.F.
Ministry of Communications Bldg.
Rome.

1. Reference is made to your letter, subject as above, Ref. Tn.A/F/29/6/115, dated 4 June 1946.

2. Your letter Tn.A/F/29/5/218, dated 8 February 1946, cannot be located in this office and it will be appreciated if a copy of same be forwarded in order that the necessary action may be taken.

FILE

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director.

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See 415/Tn. 4.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

ECONOMIC SECTION
Transportation Branch

HEADQUARTERS ALLIED COMMISSION
APO 794
Communications Sub-Commission WHG/ams

P.23.389/CS 1st June 1946

Subject: Gift Parcel Post for Austria, Czechoslovakia and Jugoslavia.

To : Director General Ministry of Posts and Telecommunications.

With reference to your 797675 S/7 Misc T of 25th May 1946 and to my F.23.373/CS of 7th May 1946.

1. The question of the railway facilities available for the transportation of gift parcel mails to the above-mentioned countries was discussed at a meeting held at U.N.R.R.A. Headquarters Venice on 20th May 1945.

2. Czechoslovakia. It was stated that any gift parcel service from the U.S.A. to Czechoslovakia should operate through Northern European ports.

3. Jugoslavia. Gift parcel mails from U.S.A. to Jugoslavia are apparently already in operation, when these mails are unloaded at Trieste they are sent forward under U.N.R.R.A. arrangements but the Post Office at Trieste is kept informed of such arrivals.

Please ask your Offices at all ports to notify you of any arrivals of parcel mails for Jugoslavia. If such mails are unloaded at ports other than Trieste they should be forwarded to Trieste and the U.S. Postal Administration should be approached as to the possibility of avoiding loading such mails on ships bound for other Italian ports.

4. Austria. There is no news of the commencement of a service from U.S.A. to Austria. It was agreed that if such mails are unloaded at Trieste there should be no difficulty in allocating the necessary railway waggons from those furnished by Austria to transport other supplies to that country.

In order to forestall any difficulties, will you please write to the U.S. Postal Administration (by Air Mail)

./.

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

requesting that if a parcel service is commenced to Austria, and if it is proposed to route such mails through the Mediterranean, they should be loaded only on ships bound for Trieste and not for any port in Italian Government territory.

W St Green
Lt Col

H.H.SCUDDER
Colonel, Sig.C.
Director.

Copies to:

Economic Section, Transportation Branch.
E.C.I.T.O.
Post Office Branch
Allied Commission for Austria
(British Element)
B.T.A. C.M.F.
Q Movement Liaison.
Communications Officer
A.M.G. Venezia Giulia.

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

FILE REF.: 13C/AMG/1/14/108

SUBJECT Irregular Travel - AMG Personnel.

Date 30 May 1945

TO [illegible], MC (Attention: G-1(B)).

1. Please see the attached copy report from L.C.M. Train Pilot Inspector concerning journeys made by Capt Vincenzo CALOGERO.

2. It would appear that this officer has been using an entirely unauthorised document for the purpose of various journeys throughout [illegible].

3. G (Mov) Room [illegible] 13 Corps have requested that the document in question be now withdrawn and that a report be submitted to them explaining the circumstances under which it was issued.

For the Senior Civil Affairs Officer.

[signature]
Major.

[illegible]-MOORE-EVANS,
Major, R.A., G-XI,
S.C. XI (CA).

MME/ap.

Copy to : G (Mov) Room [illegible] 13 Corps, (Your Mov2/8 of 27 May refers).
Transportation Sub-Commission, HQ, MC. ✓

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

COPY

Report No. 381 train 30 of 10/2/946.

The Military Chaplain Capt. Vincenzo Gallone belonging to A.M.G. Head Q.A.C. - APO 349 Transport Sub Comm. Ref/M/F/1573 - Trieste, travelled from Leghorn to Milan without any ticket. He was holding a document issued by the a/s HQs readings as follows:

"The military Chaplain Vincenzo Gallone has to travel for urgent and important duty reasons. He is authorised - in order to reach - within the shortest time his destination (Milan) - to ride, free of charge - on whatever civilian or military train.

It is kindly requested that the I.S.R. Controllers put down, every time, the train number, the date and their signatures."

The a/s worthless document endorsed by several Controllers most likely they did not even know what they signed. So it resulted that the Chaplain made in the past the following travels : from Trieste to Venice; from Venice to Turin; from Turin to Milan; from Milan to Bologna; from Bologna to Florence; from Leghorn to Rome; from Rome to Leghorn; and to-day the one from Leghorn to Milan.

The traveller refused to comply with my request to withdraw the document in question asserting that it was necessary to him.

Consequently I put down on the a/s document the following remarks: "The Chaplain is irregularly travelling as the document issued by the Allied Authority is not valid as a railway ticket.

Sgd. Luigi Carrozza

Ro. 18/5/cm.

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

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Trans.

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 922.11

31 May 1946

SUBJECT: Wrongful Use of Italian Civilian Passenger Trains by Military Personnel.

TO : Headquarters, Allied Commission, APO 794.

Reference your letter AC/430/Tnl dated 23 May 1946.

1. The matter of irregular travels by military personnel is being investigated by this Headquarters.

2. You will be informed as soon as the results of this investigation are known.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

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

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
Travel Control Division
APO 394, U.S.Army

GBI. 389-506/16-J-2 27 May 1946

SUBJECT : Travel from Italy via Austria to Czechoslovakia.

TO : G-5, A.F.H.Q.

1. Returned herewith for necessary action are letters AC/3033/8/PM of Civil Affairs Section and AC/430/Tn.1 of Transportation and Shipping Branch dated 13 May 1946 both of this Headquarters addressed to your section.

2. Both this Sub-Commission and G-2(CI3) of A.F.H.Q. are in a position to issue the necessary permits for the individuals, though this Sub-Commission is authorised to obtain clearance for the actual coach.

Baker-Fly
MPAF

H.J. BYE.
Colonel,
Acting Director.

AGB/af

Encls.: As in para 1.

Copies to: 1) G-2(CI3) A.F.H.Q.
2) Q (Movements) Liaison Office, Rome
3) Civil Affairs Section, H.Q. Allied Commission
4) Transportation & Shipping Branch, H.Q. Allied Commission.

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

Ext.482 HEADQUARTERS ALLIED MISSION WPS/vr
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 23 May 1946

Subject : Wrongful Use of Italian Civilian Passenger Trains by Military Personnel.

To : AFHQ for G-5 Section,
APO 512

1. Attached hereto is translation of a letter from the Director General, Italian State Railways, dated 15 May 1946, C.312.1278.3/Icca/2164/28, subject, Irregular Travels, attaching reports of military personnel and civilian personnel employed by military formations, travelling on civilian trains without authority.

2. It is noted that the violators are mostly Polish military personnel and it is requested that notification to the proper Unit Commanders be made.

For the Chief Commissioner:

WALTER P. SOGGINS
Lt.Colonel, CAC
Director.

Incl.- Trans. of ltr with incl.

Copy to: ISR - Rome.

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) .....

Roma, 15 MAG. 1946 194

N. C.312.12 8.3 Ecca 3164 28

Al N. ..... del .....

OGGETTO: Irregolarità di viaggio

All.un piego

COMMISSIONE ALLEATA
Sottocommissione Trasporti

R O M A

Per i provvedimenti che codesta Commissione riterrà opportuno di adottare, si trasmettono le unite copie di rapporti relative a viaggi irregolari compiuti da militari Alleati.

IL DIRETTORE GENERALE
Ludovico Ramenzoni

(93a)

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(1) Servizio.

Tip-Lito F. S. - Roma 3/1945

1244

Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 946.= TRENO 76 .= DEL 28/12.1945

SEGNALAZIONE.=

Da ROMA ad ORTE, dove fu fatto scendere, viaggiò senza biglietto il cittadino polacco TAPIERKOWSKI EDUARD, munito della tessera I 3079412 DELL'ALLIED EXPEDITIONARY FORCE = D.P.INDEX CARD.=

Riferisco per gli opportuni provvedimenti del caso.=

L. 88 bigl. III cl. tariffa 1 Roma Orte

" 264 tre sopr.pari viaggio senza bigl.

treno contingentato

" 36 art. 8 p.10.

L 388.

CONTR. VIAGG.

Luigi Carrozza.

936

D.R.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 941.= TRENO.76= DEL 29/12/1945

SEGNALAZIONE.=

Da ROMA ad ANCONA hanno viaggiato senza biglietto, muniti solo di un documento militare sul quale era stato apposto un timbro dell'M.T.O. che non stava ad indicare l'autorizzazione a fruire da questo treno contingentato, N.9 militari polacchi, capeggiati dal nominato NAZWISKO ROZOWSKI, appartenenti al O.TWO OWN 2 D.PANC.Hq. CMBLE=2 POLISH ARMD DIV.L.D.Z.=ANCONA.= L.294.Bi.l.III cl.tariffa 1 ROMA ANCONA + L. 882 tre sopr.pari senza bi.l. treno contingentato + L.118 ert. 8 p.p. = L.1294 ciascuno.

Pure da ROMA ad ANCONA, sprovvisti di biglietto, hanno viaggiato i polacchi RISTOS PAWEL e CIMALA FRANCISZEK, appartenenti al 2 POLISH CORP = 12 SZWADRON ZAUDARMERI POLISH PROVOST di stanza ad ANCONA.=

Come sopra xxxx xxxx xxx

DA TERNI ad ANCONA - dopo aver pagato per la relazione ROMA -TERNI = come da ci 204/R 98004 che si allega - ha viaggiato senza biglietto (non aveva denaro per pagare) il polacco KIZELLO JOSEF addetto al Hq.2 POLISH CORP residente in ANCONA.=

Riferisco per gli opportuni provvedimenti del caso, in margine ai viaggi abusivi di cui trattasi, significando che, invitati a scendere, non vollero aderire alla richiesta.

./. 930

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D.R.

1246

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

L. 184. bigl. ~~dd~~I cl.tariffa I Terni - Ancona
" 552. tre sopr.peri viaggio senza bigl. treno contingentato
" 74. art. 8 p.p.

L. 810

IL CONTR. VIGG.

Mi.i Carrozza.

1247

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

RAPPORTO N. 2954.= TRENO 75.= DEL 29/12/1945.=

SEGNALAZIONE.

Da ANCONA a TERNI viaggio, munito di un documento alterato nella destinazione e nella data, il polacco S.t. M. KULIN PIOTR, addetto Uff. 3° Corp Inf. Div.= L. 184+552+74= L. 810 per uso biglietto alterato.

Da ANCONA a ROMA viaggiarono, guidati dal caporal maggiore KIRUWINSKI WAC, N. 9 militari polacchi . Erano sprovvisti di biglietto L.294+882+118 = L.1294= ciascuno,biglietto Ancona Roma + 3 sopr. peri + art.8 p.1o.

Da ANCONA a ROMA Viaggiarono i militari polacchi PODINA ANTON;IVANICK ALEXANDER e BIAZOUSCK PIOTR, senza biglietto.- come sopra.

XXX XXX XXX

Da ANCONA a ROMA viaggiarono, senza biglietto, i Sergenti ROBOTYCKI STEFAN e PRZYCHODZKY HENRYK e WINSKI LEON, tutti e tre dipendenti dalla I sh Polish Corpo Pro Coyti

.= Con loro viaggiavano ancora PONA MARIAN e NAWAK, con altro militare.= Nessuno di tutti i militari di cui sopra volle pagare il biglietto.

Riferisco per gli opportuni provvedimenti del caso.=

CONFORME.
Il Carrozza

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

RAPPORTO N. 47.= TRENO 182.= DELLA 6/I/1946

VIAGGIO MILITARI ALLEATI.

Da VENEZIA S.L. a Milano viaggiarono in 2^ cl. e nell'apposito scompartimento riservato all'A.C., il militare alleato KOVAC BOGOMIL, matricola 3334 e due militari polacchi, di cui una donna, senza regolare biglietto VARRANT 494.= Produssi, nei di loro confronti , regolare rilievo.=

Riferisco per dovere di ufficio.=

L. 428. bigl. II cl. tariffa I VENEZIA S.L. MILANO

" 428. sopr. pari viaggio senza biglietto

" 86. arb. 3 p.20

L. 942. ciascuno

IL CONTROLLORE VIAGGIANTE

Luigi Carrozza

D.R.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 29.= TRENO 75.= DEL 16/I/1946

SEGNALAZIONE

Da ANCONA a ROMA, sprovvisti di biglietto, ma muniti di un pezzo di carta, una specie di foglio di viaggio dall'R.T.O. di ANCONA, viaggiarono i militari polacchi: PLESZCZYSKI STANISLAO e KLITOWSKI WITOLD, dipendenti dal HQ.2 POLISH di ANCONA. ed i polacchi:

WOLDAU MARIAN, nato 15.7.1923 (Index Card D.P. 3003918 ALLIED EXPEDITIONARY FORCE) e DZIRKO CZESAW, membro della C.R. Polacca.=

Non vollero pagare e non vollero scendere.

Riferisco per gli opportuni provvedimenti del caso in merito a questo viaggio senza WARRANT 494 e senza bigl. e contrassegno.=

L. 274 bigl. 3° cl. tariffa I ANCONA - ROMA

" 822 tre sopr. pari viaggio senza bigl.

treno contingentato

" 110.

L.1206. ciascuno.

IL CONTROLLORE VIAGGIANTE

Luigi Carrozza

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D.R.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 311.= TRENO I460.= DEL 9/2/I946

A carico militare polacco KOTAKOWSKI , matricola 35301, dipendente dal 7° Punh Ari.=

Viaggiò da VENEZIA S.L. a VERONA sprovvisto di biglietto, non volle pagare e non volle scendere.= Deve:

L. 186,-- biglietto 3° cl. tariffa I VENEZIA S.L. = VERONA

" 400;-- sopratassa minima per viaggio senza biglietto

" 59,-- art. 8. p.10. TOTALE L. 645,--

IL CONTROLLORE VIAGGIANTE

Luigi Carrozza

D.R.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 260.= TRENO 75.= DEL 7/2/1946

A carico militare americano ALFIO COLANGCCO, matricola 36963722, dell'U.S.ARMY.=

Viaggio da ROMA a BOLOGNA sprovvisto di biglietto. Non era in possesso del BON DE CHEMIN DE FER WARRANT 494.=

Riferisce per dover di Ufficio e per gli eventuali provvedimenti del caso.=

IL CONTROLLORE VIAGGIANTE

Luigi Carrozza

D.R.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO. 261.= TRENO 76.= DEL 7/2/1946

A carico ALAN RECCHIA di John, nato a Malia 11.9.1927, addetto all'R.T.O. di ROMA TERMINI.=

Viaggiò da ROMA a RIMINI sprovvisto di ogni biglietto . Aveva preso posto nello scompartimento riservato all'C.A. ed era anche privo di documenti personali di identificazione.= Dichiarato di essere diretto a FORLI'POPOLI quale interprete presso quel R.T.O.

Riferisco per gli opportuni provvedimenti del caso.=

IL CONTROLLORE VIAGGIANTE

Luigi Carrozzo.

.R.

93 616

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 427.= TRENO 725.= DEL 18.2.1946

A carico stranieri: SIMON ENDRE, nato 3.8.1924 (Index Card I 0223920) e TIHAUTI STEPHEN, nato 20.I.1924 (index card. I 00642853), dipendenti dal XII A.B.P/ ASSEMBLY CENTER di UDINE.=

Viaggiarono da Bologna ad ENTOLI - dove furono fatti scendere e mezzo polizia di scorta - sprovvisti di biglietto. Non vollero pagare =+Debbono 198;-- biglietto 3^ cl. tariffa I BOLOGNA = ENTOLI

594,-- tre sopr. pari viaggio senza bigl. treno contingentato

80,-- spr.f p.10 TOTALE L. 872,-- ciascuno.

Contr. Vigas.

Luigi Carrozze.

931

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D.R.

1254

Declassified E.O. 12356 Section 3.3/NND No. 185021

RAPPORTO N. 291.= TRENO L635.= DEL 9/2/1946

A carico militare Polacco MANKA KONRAD, nato 11.9.1923, matricola 293/M/923 III.= Di stanza a S. MICHELE AL TAGLIAMENTO.= Viaggiò da VENEZIA S.L. a VERONA sprovvisto di biglietto. Non volle pagare. Non volle scendere.= Riferisco per i provvedimenti del caso.= Dovrebbedi esigere: L. 186,--biglietto 3^ cl. tariffa I VENEZIA S.L. = VERONA

" 400;--sopr.minima per viaggio senza biglietto

" 59,--art.8 p.10 TOTALE L. 645,--

Contr. Viaggi.

Carrozza Luigi.

D.R.

G-614

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Declassified E.O. 12356 Section 3.3/NND No. 185021

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MAY.201600
PRIORITY

ALLIED COMMISSION LIAISON GP GENOA
HQ ALCOM FOR EXECUTIVE COMMISSIONER INFO: 59 AREA = NO 3 DIST NORTH DET = PUBLIC SAFETY SUB COMM = TRANSPORT COMM.

UNCLASSIFIED.
Ref our signal No. 1987 dated 17 May 46. Normal rail traffic accross Italo-French frontier was resumed as from 0030 hrs 19 May 46 situation tranquil.

AC DIST

ACTION EX COMM 2
INFO CHIEF CO MISSIONER
P.SAFETY
TN EX
FLOT 2
FILE

HEADQUARTERS
20 MAY 1946
A.F.H.Q.

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

JK/Ls

HEADQU..RTERS
ALLIED COMMISSION
LIGURIA LIAISON GROUP
CMF - APO 394

REF : LOP.555 17th May 46

SUBJECT : Suspension of Rail Traffic at Ventimiglia between Italy and France

TO : A.L.C.O.M.
Executive Commissioner

1. Reference our telegram N° 1897 of the 17/5/46, from enquiries it is learnt that refusal of the permit to the French Railway Inspector CARLE Giovanni, was made by the Commissario of Pubblica Sicurezza, Ventimiglia, on direct instructions from Ministry of the Interior Rome.

2. The reason is stated to be political.

3. French and Italian Railway officials are meeting the Prefetto of Imperia on the 17/5/46 to discuss the matter.

4. Submitted for your information.

For Chief Liaison Officer:

J. KANE
Major
Liaison Officer.

Copy : 59 Area
N° 3 District (M. Det.)
P.S. Sub Commission.
Transport Sub Commission
C.L.O. Liguria.

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SUBJECT : RAILWAY WORKING INSTRUCTION No. 14.

HQ TRAIN GUARD CONTROL, ITALY.
A.P.O. S 551 C.M.F.
TELEPHONES: ROME 66348 & 66049.

S/6/208.

16 May 1946.

Reference above Railway Working Instruction published under this H.Q. S/6/999 dated 30 Oct.45.

The following amendments are notified : -

Para 7 (c) delete existing sub-para and insert : -

(c) "O" Grn. Coy is responsible for the guarding of A.P.O. mail in accordance with instructions issued by D.A.P.S.

Para 8 - delete existing para and insert : -

(a) R.T.O.s or Rail Depot Officers where applicable, are responsible for calling forward guards to guard military freight trains starting from their Station. Station Duty N.C.O.s will ensure that close liaison is maintained between R.T.O.s, Rail Depot Officers, Military Railway Service, I.S.L., and Det. Comdrs, in order that the latter may receive the maximum notice in advance of the time the guard is required. The Train Guard next for duty will always be standing by.

(b) R.T.O.s are responsible for compiling Railway portion of C.M.F. 20 (combined Checkers Sheet and Train Gd Trip Report) in triplicate. Where no R.T.O. exists the Station Duty N.C.O. will be responsible for compiling C.M.F. 20. A letter S will be inserted against wagons requiring special attention by reason of the highly attractive nature of their contents. In entering particulars of wagons, details regarding the first wagon will be entered in the first column, and no spaces will be left blank. Finally a line will be drawn across the form directly under the number of the last wagon.
C.M.F. 20 will be disposed of as follows : -

Original (by hand of Train Guard) to R.T.O. at destination.
Duplicate (" " " ") to this Det. Comd. on return.
Triplicate retained by R.T.O. or Rail Depot Officer at departure Station.

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

dated 30 Oct.45.

The following amendments are notified : -

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Duplicate (" " " ") to this Det. Comd. on return.
Triplicate retained by R.T.O. or Rail Depot Officer at departure Station.

(c) As soon as the train is marshalled the Train Gd Comdr together with R.T.O. or Rail Depot Officer will inspect the train. All observations of this inspection noted on C.M.F. 20s will be identical on all three copies. Special attention will be paid to condition of wagons, sealing and labelling.

C.M.F.
TS 1/ADP.

Lt.-Col.
COND. HQ TRAIN GUARD CONTROL.
(T.S. EDNEY).

90

476

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

7251

TN BR

G.H.Q. C.M.F.

SUBJECT: Sealing of Railway Wagons conveying WD Stores.

8553/Q.1

16 May 46

HQ BTA
HQ 3 District
HQ RAAC
HQ XIII CORPS
HQ TnMain ROME
HQ Train Guard Control
C in C Med
AHQ RAF ITALY
HQ Movements BTA
HQ Movements Rear XIII Corps
HQ Movements North Italy
HQ Movements ANCONA
HQ Movements ROME
HQ Movements NAPLES
HQ Movements BARI
HQ Movements TARANTO

Reference 3712/Q(Maint) of 17 Dec 45 and subsequent addendums.

1. It is indicated by the heavy continuous demands being received for shackles, that these items are either being damaged during their removal or are not being returned to ORDNANCE for re-issue.

2. All used shackles will be returned to the appropriate ORDNANCE DEPOT through the normal supply channels, by the off loading service, who will as far as possible separate the unserviceable shackles from those that are serviceable.

3. Ordnance Depots will in turn re-issue all serviceable shackles. Shackles which are found to be unserviceable will be passed to the appropriate salvage depot.

I.D. FORSYTH, Major,
for Major General,

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

HQ Trn Main ROME
HQ Train Guard Control
C in C Med
AHQ RAF ITALY
HQ Movements BTA
HQ Movements Rear XIII Corps
HQ Movements North Italy
HQ Movements ANCONA
HQ Movements ROME
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I.D. FORSYTH, Major,
for Major General,
MGA.

IDF/vml.

Copy to: HQ Allied Commission ITALY (Tn Sub Commission)
HQ Allied Commission AUSTRIA
G-4 MTOUSA
PBS NORTH
PBS SOUTH
HQ NAFGD
DMRS (I)
HQ SIB
Prov Marshal (Br)
" " (A)
" " (MRS)
Q.1(a)
Q(Mov)
Engrs
ST
Med
Ord
REME
Postal
EFI
G-3 AFHQ

88 019

430

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

1261

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

28 H.Q.G5.

OTN. 831.

1897
MAY

W 3050
MAY 171430

PRIORITY

ALLIED COMMISSION LIAISON GP LIGURIA

AMG AIGOM FOR EXECUTIVE COMMISSIONER .INFO: 59 AREA 3DISTRICT NORTHERN LST TRANSPORTATION SUB COMM FORS

UNCLASSIFIED:

Railway traffic was suspended on the Italian French frontier Ventimiglia at 1400 hrs on 16/5/46.This followed a refusal by the Italian Authorities to extend a permit to the French railway inspector CARLE GIOVANNI to remain in Italy who returned to France.Other French railway personnel protested to the Italian Authorities and afterwards returned to France.Further information is being obtained and reports will be submitted.

AC LIST

ACTION - EX COMM 2

INFO - CHIEF COMMISSIONER

POLAD (A)

POLAD (B)

IN BR

ECON

FLOAT

FILE

609

430

1262

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

ACC 10000|148|245
(2 of 2 folders)

430/TN/1

RAIL GENERAL

AUG. 1944 – JAN. 1947

VO

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

L GENERAL VOL. II 2/2

1944 - JAN. 1947

1265

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

Tel. 478420

D:/lk

HEADQUARTERS ALLIED COMMISSION
APO 794
FOOD AND AGRICULTURE BRANCH

11 May 1946

43-3/FA

SUBJECT: - Special rations for Italian railway workers.

TO : - HQ AC Economic Section, Transportation and Shipping Branch. Attn: Lt. Colonel Street.

1. We are enclosing copy of our letter 40-3/FA dated 17 April to the Alto Commissariato dell' Alimentazione and the translation of their reply A/GAR/IX/15985 dated 2 May.

2. In our opinion the matter of special rations for Italian railway workers is solely within the jurisdiction of the Italian Government and as a result we plan to accept the decision of the Alto Commissariato and take no action on the matter.

R. J. Lemaire, by

V. R. A. COMPAIR.
Lt. Colonel.
Director FOOD AND AGRICULTURE.

Copy to: UNRRA, Italian Mission, Sub-Bureau for Relief Supply. Attn: Major Sinclair.

87
608

430

1266

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

Ref. A/CAR/IX/11985
N. 43/3/TA

Rome, 2 May 1946

FROM: Presidency of Council of Ministers
High Commissariate for Foods.

TO : Allied Commission
Sub Commission for Food & Agriculture
Rome.

SUBJECT : Special rations for Italian State Railway workers.

1. Referring to the a/m letter we are of the opinion that it would not be equitable to allot rations of biscuits and tinned fish or meat, in addition to the special rations which the railway workers doing heavy work receive, which are already much larger than those allotted to other workers doing heavy or very heavy work.

In fact, the workers doing very heavy work now receive altogether 400 grams of bread and 36.6 grams of generi da minestra per day, whilst the railwaymen receive 550 grams of bread and 88.8 of generi da minestra.

2. The present availabilities of tinned meat and fish are scarcely sufficient to cover the needs of those categories of people who receive special rations and those of the neediest part of the population.

3. Concerning the biscuits, the quantities already purchased from the I.S.R. can be distributed until they are finished, but it must be understood that no further quantities will be allotted.

THE HIGH COMMISSIONER
/S/ Illeg.

Action (2) RD

Chief of Mission
Sp. Asst. Govt. Liaison
Deputy Chief of Mission for F & A
" R S
" R D

807

1267

Declassified E.O. 12356 Section 3.3/NND No. 185021

Tel. 478420 KJO/lk

HEADQUARTERS ALLIED COMMISSION
APO 394
FOOD & AGRICULTURE BRANCH

43-0/FA 17 April 1946

SUBJECT: Rations for Italian State railway workers.

TO : Alto Commissariato dell'Alimentazione, Rome.

1. In the past it has been the custom to supply from AC blocked food stocks sufficient food to permit the ISR to give its train workers a daily ration of 4 ozs. of biscuits and 4 ozs. of meat.

2. As you know all our food stocks (except Dried Vegetables and Dehydrated Soup) has been handed over to you. It will therefore be your responsibility in the future to see that the ISR receives the needed supplies. As was pointed out by letter Ref. RCSP/310.1/Food dated 12 April from UNRRA to AFHQ copy to you, UNRRA supplies can not be used for the above purpose.

3. The ISR states that it has purchased sufficient biscuits to last for several months. The requirements for meat amount to about 15 tons per month divided more less equally among the Naples Rome and Florence compartments. The ISR can not use A & V in place of meat but can substitute canned salmon or other fish.

V.R.A. COWLES
Lt. Colonel
Director FOOD AND AGRICULTURE

Copies to UNRRA, Italian Mission, Sub-Bureau for Relief Supplies
Attn. Major Haydon

Capo Compartimento Ferrovie Stato, Rome, Via Regina Elena

606

1268

Declassified E.O. 12356 Section 3.3/NND No. 185021

Economic Sect.
Transportation
Branch

HEADQUARTERS ALLIED COMMISSION
APO 794
Communications Sub-Commission WHG/anns

P.23.373/CS 7th May 1946

Subject: Proposed Gift Parcel Services to Austria - Jugoslavia - Czechoslovakia - Rail Facilities for Conveyance from Italian Ports.

To : G Movements Liaison.

1. It is understood that the question of the institution of a gift parcel service from the U.S.A. and other countries to Austria is under active consideration.

2. Neither this Sub-Commission nor the Italian Ministry of Posts and Telecommunications have so far been consulted concerning the possibility of affording transit facilities for such parcel mails. It is possible, however, that such a scheme might be commenced without notice and it is therefore desired to know whether the position concerning the supply of rolling stock for the transport of such parcel mails from Italian ports to other countries is still as detailed in the enclosed correspondence.

3. It should be mentioned that there are serious objections from a Post Office point of view to any scheme which involves delaying and safeguarding parcel mails for another country until arrangements can be made for rolling stock to be sent specially from that country to collect the mails.

W H Green
Lt Col
for M.K.SCUDDER
Colonel, Sig.C.
Director.

Inc. :
Copy of 399/177/Tn 3 of 9th February 1946.
" " AG/36/1Tn 4 of 6th February 1946.

Copies to:
Economic Section, Transportation Branch. 605
E.C.I.T.O.
Ministry of Posts and Telecomms (ref.P.23.337/CS of 13th Feb.).
Post Office Branch
Allied Commission for Austria (British element) 430
B.T.A. C.M.F.

1269

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

IFC/ elc

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tel: 478701 9th February 1946

399/177/Tn 3

Subject: Parcels to Austria-Jugoslavia-Czechoslovakia.

To : Rail Division (Tn 4).

1. Reference your AC/36/1/Tn 4 dated 6th February 1946.

2. Commencing in February UNRRA supplies arriving for Austria, Jugoslavia, and Czechoslovakia, will be discharged and railed through the ports of Venice and Trieste.

3. The receiving countries will be sending their own rolling stock to these ports for collection.

4. It is therefore recommended that the Ministero delle Poste e Telecommunicazioni suggests to these three countries that additional stock be sent to collect their respective parcels which could be addressed via these ports.

5. Italian rolling stock should not at the present time be allocated for the movement of this traffic.

For Chief Movements Division

I.F. CLINGING
Captain, R.E.

Copy to: Communications Sub-Commission.

85
604

1270

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission WEG/ams

P.23.332/03

8th February 1946

Subject: External Parcels - Transit through Italy.

To : Transportation and Shipping Sub-Commission (Rail Division).

Reference your AC/36/1/Tn 4 dated 6th February 1946.

1. The question of transit of parcels through Italy had previously been raised by Great Britain and Switzerland in respect of parcel post to Jugo-Slavia. No estimate of the volume of traffic was given, but the British Post Office stated that traffic was expected to be slight. Enquiries in Milan and Trieste were made as to whether any objection was seen and it appeared there was none. It is believed that the Ministry of Posts and Telecomms has informed the British and Swiss Administrations that it will accept such parcels. The United States Administration has never put forward any proposals for such a service, but a number of parcels have arrived in Trieste by sea from America for Yugo-Slavia and have been forwarded to Ljubliana on U.N.R.R.A. trains.

2. The Austrian Administration at present only accepts letters up to a weight of 20 gr. They hope to raise this limit shortly, but it seems unlikely that any parcel post service will be inaugurated for some time.

3. Correspondence for Czecho-Slovakia is at present forwarded via Jugo-Slavia. When the Austrian Administration are able to raise their weight limit sufficiently correspondence for Czecho-Slovakia may be circulated via Austria.

4. It is not considered possible to formulate any estimate of the volume of traffic likely to result to Austria and Czecho-Slovakia. However, America is the only country operating a gift parcel service, and the only consignment of parcels from America to Transit Italy or Venezia Giulia was landed at Trieste in November last, totalling 1750 sacks. The traffic would probably not approach the volume of gift parcels from America for Italy.

M.E.SCUDDER
Colonel, Sig.C.
Director.

Copy to:
Transportation Sub-Commission, M.Q., A.C.
Movements Division.

841
603

1271

Declassified E.O. 12356 Section 3.3/NND No. 185021

Damaged Italian Rail Cars in American Occupied Zone in Germany.

1 13May	Cd. Walton A/Vice Pres. Econ.Sec.	1. Reference is made to the conversation of a few days ago with the Transportation Officer in the American Occupied Zone in Germany relative to the 16 Trains of damaged Italian Rail Cars they wish to return.	Tptn & Sh. Branch

2. Lt.Col.Street took this matter up with Lt.Col.Ping of ECITO and he advised that the difficulty is to get the wagons through the French Zone.

3. The I.S.R.have agreed to accept one train daily and they have one train (runners) of German cars ready for return.

4. ECITO have signalled their Headquarters in London to arrange for the passage of one train daily through the French Zone.

5. International traffic is an ECITO concern and we can do nothing direct.

6. You will be kept informed of the status.

WALTER P. SCOGGINS
Lt.Colonel, QMC
Director.

83 602 430

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

Ext.390

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

/fm

AC/430/Tn.1

13 May 1946

Subject : Request for Material.

To : Impresa Vareschi T.
Viale Risorgimento 31,
Mantova.

1. Reference your letter dated 6 May 1946 subject. Request for Material.

2. All surplus material and tools have been turned over to the Italian Government. It is suggested that you submit your request to the Italian State Railways, if they are unable to assist you in any way, you will have to obtain them from A.R.A.R or on the open market.

A.H. STREET
Lt. Colonel
Deputy Director

FILE

82

601

Impresa Vareschi Celemaco fu Gaetano

Viale Risorgimento, 31 - **MANTOVA** - Telefono N. 19.10

OPERE CIVILI - STRADALI - IDRAULICHE
NOLEGGIO COMPRESSORI

STABILIMENTI E CAVE PROPRIE

PIETRAME: DOMEGLIARA DI VERONA
GHIAIA: ROVERBELLA DI MANTOVA

PRODUZIONE EMULSIONI DI BITUME
S. SILVESTRO DI MANTOVA

OFFICINE E CANTIERI: MANTOVA

N. ..... Mantova li 6 Maggio 1946

Spett/le
TRANSPORTATIONE E SHIPPING
SUB-COMMISSIONE A.C
(RAIL DIVISION)
c/o Transportation (Br)Main
C.M.F.
R O M A

OGGETTO: Richiesta materiali.

Con riferimento alla Nota Tel:84)191/11 Ref. AC/Mat/45/8/Tn 4 di Codesta Spett/le Commissione, qui allegata in copia.

A seguito di regolare gara di appalto la sottoscritta Impresa ha assunto l'esecuzione dei lavori di ricostruzione del Ponte Ferroviario al Km.93+950 della Linea Mantova-Modena-Verona (Diga Masetti) per conto della Sezione Lavori Ferrovie Stato-Compartimento di Verona. I Lavori dovranno iniziarsi entro il mese di Maggio 1946.

Per quanto contenuto nella lettera di Codesta Spett/le Commissione preghiamo di volerci assegnare gli attrezzi richiesti con la nostra domanda del 2 Febbraio 1946 e cioè i seguenti:

a)= Seghe a catena da m.0,90 a m.1,00 (tipo Standard) n. 2
b)= Seghe circolari da m. 0,50 (tipo Standard) " 2
c)= Succhielli con apparecchio di comando dei medesimi, " 10
diametri assortiti

In attesa di conoscere il luogo dove dobbiamo prelevare gli attrezzi di cui sopra ed in attesa di cortese sollecito riscontro, ci distintamente salutiamo.

C.D.C. Mantova N. 8401

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

PRODUZIONE EMULSIONI DI BITUME
S. SILVESTRO DI MANTOVA

OFFICINE E CANTIERI: MANTOVA

C. P. C. Mantova N. 8401

Spett/le
TRANSPORTATIONE E SHIPPING
SUB-COMMISSIONE A.C.
(RAIL DIVISION)
c/o Transportation (Br)Main
C.M.F.
R O M A

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a)= Seghe a catena da m.0,80 a m.1,00 (tipo Standard) n. 2
b)= Seghe circolari da m. 0,50 (tipo Standard) " 2
c)= Succhielli con apparecchio di comando dei raddoppini, diametri assortiti " 10

In attesa di conoscere il luogo dove dobbiamo prelevare gli attrezzi di cui sopra ed in attesa di cortese sollecito riscontro, ci ringraziando sentitamente, ben distintamente salutiamo.

(82a)

Impresa VARESCHI TELEMACO
Opere Civili - Stradali - Idrauliche
MANTOVA

Si dichiara che l'Impresa VARESCHI Telemaco di Mantova deve eseguire i lavori surriferiti per conto della Amministrazione delle Ferrovie dello Stato.-

FERROVIE DELLO STATO
SEZIONE LAVORI
Riparto Lavori di MANTOVA
COMPARTIMENTO DI VERONA

Mantova, 9 Maggio 1946

Il Dirigente Il Riparto

Mod. V 85 d - 11-946 - 3000
TIPOGRAFIA MANTOVA

Declassified E.O. 12356 Section 3.3/NND No. 185021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.390 HEADQUARTERS ALLIED COMMISSION /vr
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 13 May 1946

Subject : Railway Coach Operated by I.R.C. for Prague, Czechoslovakia.

To : G-5,
A.F.H.Q.

1. Reference attached copy of letter from the Italian Red Cross.

2. It is requested that the necessary authorization be given for the coach and the accompanying staff to travel through occupied territory.

For the Chief Commissioner :

WALTER P. SCOGGINS
Lt.Colonel, QMC
Director.

599

Subject : Railway Coach operated by I.R.C. for Prague Czechoslovakia.

Q(Movements)
Liaison Office,
Rome.
Tel. Firebox 843191
Ext. 9302

To : Col. C.M. Frizelle,
Director
Public Health Sub-Commission
A.C.

MLR/281/109.
9/5/46.

1. Reference letter forwarded by Croce Rossa Italiana Comitato Centrale dated 2nd May '46 requesting service for special coach to Prague.

2. Authorisation for such a request can only be given by G 5, GHQ, this is necessary because :

(a) Coach is to travel through occupied territory;
(b) Individuals accompanying coach require special permit to cross frontier.

3. Under the circumstances would you please approach GHQ through normal channels and upon request from GHQ this office will arrange movement of the coach.

G.R.G. TONKS, Major R.E.
for A.Q.M.G.(M).

Copy to : Secretary General I.R.C. Ugo Theodoli
A.C. PW. Sub-Commission

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

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(b) Individuals accompanying coach require special permit to cross frontier.

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G.R.G. Tonks

G.R.G. TONKS, Major R.E.
for A.Q.M.G.(M).

Copy to : Secretary General I.R.C. Ugo Theodoli
A.C. TN. Sub-Commission

GRGT/elc

598

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

1278

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

HEADQUARTERS ALLIED COMMISSION
APO 794
Communications Sub-Commission

WHG/ems

P.41.355/CS

10th May 1946

Subject: Postal Railway Vehicles.

To : Director General for Posts and Telecomms.

With reference to your 797510 8/9 of 22nd April and 798386 8/9 of 23rd April.

1. Further representations have been made to the Military Railway authorities asking for the restoration of postal vehicles at present diverted to other purposes.

2. It is pointed out, however, that on a number of previous occasions this Sub-Commission has expressed the opinion that in view of the general shortage of rolling stock the case for the restoration of these particular vehicles would be far more likely to succeed if it were supported by concrete evidence demonstrating that the mail service is suffering through the lack of these vehicles. General statements as to a need for these vehicles do not carry much weight and the best course would be to indicate why and how many additional vehicles are needed and get the Italian State Railways to raise the matter with the Military Railway Service on the basis of this evidence if the I.S.R. has not the necessary suitable rolling stock available to meet your minimum requirements.

W.H.Green
Lt Col

for R.H.SOUDER
Colonel, Sig.C.
Director.

Copy to:
Q Movements Liaison.
Economic Section, Transportation Branch.

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1279

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

HEADQUARTERS ALLIED COMMISSION
APO 794
Communications Sub-Commission WHG/ama

P.41.354/03 10th May 1946

Subject: Postal Railway Vehicles Diverted to Military Use.

To : Q Movement Liaison.

1. During the campaign in this country and subsequently a great many representations have been made through the Transportation Sub-Commission to the Military Railway Services concerning the hampering effect on civil postal services caused by the diversion to military purposes of some of the postal vans which are the property of the Italian Post Office and were specially built for civil mails work.

2. The Post Office has under consideration the placing of contracts for the construction of new carriages for the replacement of the many vehicles lost owing to the war but in the meantime it is pressing strongly for the return of those used by the Allied Forces for various purposes. It quotes as examples carriages UZ 1303, 1311, 1317, 1318 and 1327 and UM 8215 and 8236 which are, it is believed, used on military trains, and W 6214 which is held at Porta Nuova, Verona.

3. It is understood that the Minister is considering making further representations in this matter at a high level.

4. In view of the fact that aslong ago as November last the M.R.S. promised to release the postal vans as soon as possible it is strongly urged that a consideration be given to the possibility of using less specialised vehicles for military purposes and restoring ~~all~~ to the Post Office all the civil postal vehicles at present withheld.

W.H. Green
Lt Col
for H.H. SCUDDER
Colonel, Sig.C.
Director.

To:
Economic Section - Transportation Branch.

49

596 430

1280

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

AHS/vr

Ext.470

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation and Shipping Branch

9 May 1946

AC/430/Tn.1

Subject : Ferry Siding.

To : Chief of Works Section
I.S.R.

1. Reference your N.L.bis/59063/C IV 240(34)12 of 3rd May.

2. Consent was given for the removal of above siding in our letter AC/430/Tn.1 of 29th April.

A.H. STREET
Lt.Colonel,
Deputy Director.

78
595

1281

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION :

FROM : MINISTRY OF TRANSPORTS ,
State Railw.Direction Gen.
Labour & Construction Sec.

REF.No. : N.L.8. bis/59063/C.IV.240(34)12 Rome,3 May 1946.

SUBJECT : Track for ferry discharge purposes at Porto di Olbia.

TO : Transportation & Shipping S/C,
HQ.AC. R O M E .

We take the liberty to apply for a favourable solution of the problem of removing the above track near Marina Vecchia,for which we enquired in our letter No.N.L.8.bis/41418 ,of 6 April 1946.

(Sgd) Illegible,
Chief of Section.

77
594

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

TRANSPORTATION Br

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI E COSTRUZIONI

Roma, li 3 Maggio 194 3

N.L.8.bis/52062/C.IV.240(34)12

Al N° del

OGGETTO

PORTO DI OLBIA - Binario per l'attracco di navi traghetto

ALLIED COMMISSION
Via Veneto

R O M A

Pregasi voler dare un cortese cenno di riscontro alla lettera N.L.8.bis/41418 in data 6 ~~corrente~~ aprile, di questo servizio, riguardante la demolizione del binario della Marina Vecchia del Porto di Olbia.

IL CAPO DEL SERVIZIO

(Ogor)

472

1283

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

Ext.470 HEADQUARTERS ALLIED COMMISSION BH/fm
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 9 May 1946

Subject : Circulation Permits for Allied Vehicles.

To : Ministry of Transport,
I.S.R. Stores Service
Italian Government
Rome.

1. Reference your letter Ref.A 27/9217/704.10(46)1004/9014/3 subject Circulation Permits for Allied Vehicles.

2. You are advised to submit a request for the necessary permits to Allied Commission Chief Liaison Officer, Bari.

A.H.STREET
Lt.Colonel
Deputy Director.

1693

1284

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

Subject : Transport for I.S.M. Stores Service

Transportation (Er) Main,
C.M.F.

Tel : Firebox 9374

Ref : Tn.A.1/223

6 May 1946

To : H.Q. Allied Commission,
Transportation & Shipping Sub-Commission
(Rail Division)

1. The attached letter A27/5217/704.10 (46)/Icca/9014/3 dated 30 April '46 has been received from the Director General, Italian State Railways and is forwarded for your attention.

Major, RE,
for Colonel,
Deputy Director of Transportation,
(J.L.D.CHRISTIE).

392

(75)

1285

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

Subject : Transport for I.S.R. Stores Service

Transportation (Br) Main,
C.M.H.

Tel : Firebox 9374

Ref : Tn.A.1/223

6 May 1946

To : H.Q. Allied Commission,
Transportation & Shipping Sub-Commission
(Rail Division)

1. The attached letter A27/5217/704.10 (46)/Icca/9014/3 dated 30 April '46 has been received from the Director General, Italian State Railways and is forwarded for your attention.

Major, RE,
for Colonel,
Deputy Director of Transportation,
(J.L.D. CHRISTIE).

392

(75)

(35)

Ministry of Transports
I S R Stores Service
Subject:

Circulation permit
for Allied trucks

Rome 30 APR 1946
A 27/5217/704.10 (46) Ecca/9014/3

to Military Rly Service
Office of Director

Rome

1) The Allied HQs put at the disposal of ISR Compartimento, Bari, the following nine trucks:

Hilmann	M	4776691
Bedford	L	4879838
	L	518221
	L	4879052
	L	4879073
	L	528150
	L	525777
	L	517811
	L	4881571

2) The British HQs of Bari Compartimento issued accordingly the circulation permit.

3) The a/m British Hqs was disbanded, and the Officer in charge of the Liquidation Office states that he cannot issue circulation permits being not authorized to do so.

4) Consequently, the a/s trucks can neither be operated nor fulfil the task for which they were granted. We beg you, therefore, kindly to issue the required circulation permits.

5) A prompt reply will be appreciated.

The Chief of Service

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

Bedford L 4879838
L 518221
L 4879052
L 4879073
L 528150
L 525777
L 517811
L 4881571

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5) A prompt reply will be appreciated.

The Chief of Service
sgd Bracci

na ng 30/4

591

45a

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

1288

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Approvv.

Roma 3 0 APR. 1946 1946

N° A27/5217/704.10 (46) Decar
9014/3

Al N° del

OGGETTO

Permesso circolazione autocarri alleati

ALLEGATI N.

TO MILITARY RAILWAY SERVICE ITALY
Office of the Director
R O M A

1- Al Compartimento ferroviario di Bari furono concessi in uso dal Comando Alleato, i seguenti nove autocarri:

Hillmann	M 4776691
Bedford	L 4879838
"	L.518221
"	L 4879052
"	L 4879073
"	L 528150
"	L 525777
"	L 517811
"	L 4881571

2°- Per tali autocarri, veniva rilasciato il permesso di circolazione dal Comando Inglese del Compartimento di Bari.

3°- Soppresso tale Comando, l'Ufficiale addetto all'Ufficio Stralcio ha dichiarato di non poter rilasciare i permessi di circolazione, non essendo a ciò autorizzato.

4°- Poichè gli autocarri non possono circolare, e rimangono quindi inoperosi, senza poter esplicare il compito pel quale sono stati concessi, pregasi codesto Comando di compiacersi rilasciare i relativi permessi di circolazione.

5°- Si gradirà sollecito cortese riscontro.

IL CAPO DEL SERVIZIO

4590

A.R.

TRANSLATION :

FROM : MINISTRY OF AGRICULTURE & FORESTS,
Direction of State Forests .

REF.No. : 2725/51/11 Rome, 29 April 1946.

SUBJECT : Timber ex Forest Taburno for Reconstruction of Calore River bridge.

TO : Firm "Umberto Perotta", BENEVENTO.

With reference to telephone coversation No.843209, Ref.AC/Tn/41/51/CE, by which the Transportation S/C, HQ.AC. Rome asked for authorization to fell 300 trees in Forest Taburno, for Calore River bridge rebuilding purposes to be carried out by your firm, we beg to inform you that only a few small rosiny trees are now available in the above forest, most of them unsuitable for felling and recently reafforested.

We add that this Ministry issued authorization for felling damaged trees in the a/m forest to the firm of Luigi Roggero in July 1945. We have been informed that among the trees, which are being felled, there are 200 trees suitable for bridge timber.

We suggest that you make arrangements with the firm of Luigi Roggero to obtain this timber.

(Sgd) Illegible,

Director.

COPY TO : Transportation & Shipping S/C, HQ.AC., R o m e ;
COPY TO : Command of R.C.F., B e n e v e n t o .

389

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

With reference to telephone coversation No.843209, Ref.AC/Tn/41/51/CE,by which the Transportation S/C,HQ.AC. Rome asked for authorization to fell 300 trees in Forest Taburno,for Calora River bridge rebuilding purposes to be carried out by your firm,we beg to inform you that only a few small rosiny trees are now available in the above forest,most of them unsuitable for felling and recently reafforested.

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We suggest that you make arrangements with the firm of Luigi Roggero to obtain this timber.

(Sgd) Illegible,

Director.

COPY TO : Transportation & Shipping S/C,HQ.AC.,R o m e ;
COPY TO : Command of R.C.F.,B e n e v e n t o .

589

(44)

430

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

C.S.

29 APR 1946

Roma, addì 29 APR 1946

Ministero dell'Agricoltura e delle Foreste

AZIENDA DI STATO PER LE FORESTE DEMANIALI

DIREZIONE

Alla Ditta UMBERTO PEROTTA

BENEVENTO

e p.c. TRANSPORTATION SUB-COMMISION A.C.

ROMA

Prot. N. 2125 Posiz. 51/11

Allegati

Risposta al foglio del 15-2-46

Tel 843209 AC/Tn/41/51/ce

Prot. N. Pos.

e p.c. al COMANDO GRUPPO R.C.F.

BENEVENTO

OGGETTO: Legname per il ponte (Foresta Taburno) sul fiume Calore.-

Con riferimento alla nota Tel.843209 Refac/Tn/41/51/CE della Transportation Sub Commission con la quale si pregava questo Ministero di rilasciare autorizzazione a codesta Ditta di tagliare circa 300 piante di abete nella Foresta Taburno occorrenti per la ricostruzione del ponte sul fiume Calore, si comunica che ormai sono rimasti in foresta soltanto pochi gruppi di piante resinose, tutte provenienti da rimboschimento, di piccole dimensioni e non ancora mature al taglio.-

Si fa presente ad ogni buon fine che nel luglio 1945 questo Ministero ha aggiudicato alla Ditta Luigi Ruggero di Benevento l'utilizzazione di un gruppo di piante danneggiate nella Foresta stessa. Ci viene ora segnalato che fra dette piante, in corso di utilizzazione, vè ne sono circa 200 atte a fornire legname da ponte.-

Codesta Ditta potrebbe interessarsi presso la suddetta Ditta Ruggero per l'eventuale fornitura degli assortimenti occorrenti.-

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

Allegati 1

Prot. N. 122 843209 Pos. AC/Tn/41/51/CE

e p.c. al COMANDO GRUPPO R.C.F.
BENEVENTO

OGGETTO: Legname per il ponte (Foresta Taburno) sul fiume Calore.-

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IL DIRETTORE

588

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

1293

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/vr
APO 794
Transportation and Shipping Branch

AC/430/Tn.1 4 May 1946.

Subject : Sanitary Coach Operated by I.R.C. for Prague.

To → Director Military Railway Service.
Q Movements Liaison Office.
Director General Italian State Railways.

1. Attached is copy of letter written by the I.R.C. to the Director Public Health Sub-Commission.

2. Will you please issue instructions to all concerned so as to ensure that no undue delay is caused to this vehicle.

A.H.STRENT
Lt.Colonel,
Deputy Director.

Copy to: Director Public Health Sub-Commission
Secretary General I.R.C. Ugo Theodoli
reference G 1126/1495 of 2nd May.

587

1294

Declassified E.O. 12356 Section 3.3/NND No. 185021

COPY

CROCE ROSSA ITALIANA
COMITATO CENTRALE

Il Segretario Generale
G-1126/1495

Roma, il 2 May 1946
Via Toscana 12

Col.G.M. Frizelle
Director
Public Health Sub-Commission
A.C

SUBJECT: Sanitary Railway Coach Operated by IRC for Prague Chekoslovakia.

1. This IRC headquarters have been requested to send Coach FCK 368535 to Prague, Chekoslovakia, to fetch Italian sick and wounded former POW to be collected there from neighbouring territories.

Barring unforeseen changes, the accompanying staff will include :

Chaplain Pietro BOCCHETTI
Doctor Generoso CASTILLO
Volunteer Nurse Elba BIANCHI
" " Luisa NARI

(Identity card numbers will follow later)

The Coach in question should be leaving Italy on or about May 25th.

2. In wiew of the great difficulties met with lately whenever an IRC Hospital Train or Sanitary Coach has gone abroad, resulting, in one case, in the coach being sent back, I will be grateful if Public Health Sub-Commission inform as to the various Allied Offices competent to give all necessary authorities for this Coach to proceed on its humanitarian mission.

(sgd) Ugo Theodoli
Sec.Gen.IRC

4386

1298

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

23/26
MAY 031430M

H/2633
MAY 041000
PRIORITY

AMG 13 CORPS
HQ ALCOM FOR ECONOMIC SECTION
INFO: AFHQ G-5

CONFIDENTIAL

CONFIDENTIAL.

REFERENCE IS MADE TO SIGNAL C 37653 OF 14 APRIL FROM AFHQ FROM G-5, QUOTING ACABIT SIGNAL IAM 463 OF 11 APRIL AND AFHQ SIGNAL C 37646 TO ACABIT DATED 12 APRIL. RESULTS OF DISCUSSIONS WITH ACABIT REPRESENTATIVES AS FOLLOWS:

1. REPRESENTATIVES OF ACABIT SUGGEST THAT THEY BE PERMITTED THE USE OF RAILWAYS AND PORT FACILITIES IN TRIESTE FOR WORLD TRADE, THAT NO IMMEDIATE PAYMENT BE MADE, BUT THAT A CREDIT WITH VENEZIA GIULIA BE BUILT UP WHICH AUSTRIA WILL LIQUIDATE AFTER 12 TO 18 MONTHS.
2. FINANCE AMG 13 CORPS REPLIED THAT THEY HAD NO AUTHORITY TO GRANT THIS CREDIT FOR SUCH A PERIOD AND THAT IT MIGHT BE LIQUIDATED MORE PROMPTLY BY SUPPLYING VENEZIA GIULIA WITH AUSTRIAN SURPLUS COMMODITIES.
3. ACABIT'S REPLY TO THIS PROPOSAL WAS THAT NO SURPLUS EXISTS.
4. YOU WILL BE INFORMED OF FUTURE DEVELOPMENTS.

AC DIST

ACTION: ECON 2
INFO: CHIEF COMMISSIONER
FINANCE
SN
FLOAT 2
FILE

HEADQUARTERS
4 MAY 1946
C.

CONFIDENTIAL

585

42

430

1296

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/vr
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 3 May 1946

Subject : Fishbolts.

To : Ingro Perrotta
Director Benevento-Cancello Railway.

1. Reference your letter of 27th April, enclosed is a letter for presentation to A.R.A.R. as requested.

A.H.STREET
Lt.Colonel,
Deputy Director.

71
584

1297

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/vr
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 3 May 1946.

Subject : Fishbolts for Cancello Benevento Railway.

To : A.R.A.R.

1. The directorate of the above railway require 4000 fishbolts type R.36.

2. It is understood that the above material is available having been released to you by the Military Railway service.

3. It is the considered opinion of this branch that the request of the above railway should be fulfilled.

FILE

A.H.STREET
Lt.Colonel,
Deputy Director.

471a

583

1298

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION:

FROM : ITALIAN SUBSIDIZED RAILWAY Co.
Rome.

27 April 1946

SUBJECT : Bolts for rail joint-plates on the Cancello-Benevento line.

TO : Transportation & Shipping S/C,
HQ.AC. ROME.

We are convinced that your intervention at the A.R.A.R. would assist in prompt allocation of the above bolts, and we apply to you to forward our demand of April 6th, 1946 to A.R.A.R.

With thanks for the information on the above subject communicated to us by your letter of 18 April 1946,

we beg to remain yours truly,

(Sgd) Illegible
Chairman.
Ital. Subsidized Railway Co

416
582
430

1299

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

SOCIETÀ ITALIANA PER LE STRADE FERRATE SOVVENZIONATE

ESERCIZIO FERROVIA: BENEVENTO - CANCELLO - NAPOLI

SEDE ROMA

VIA REGINA GIOVANNA, N. 5

TELEFONI

SEDE	487960
DIREZIONE (Benevento)	1548
STAZIONE APPIA	1121

Roma 27 Aprile 1946

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
Ramo dei Trasporti e della Marina Mercantile

R C M A

OGGETTO = FORNITURA BULLONI DI GARASCIE DI CONGIUNTURA PER LA FERROVIA CANCELLO - BENEVENTO -

Ringraziandovi di quanto comunicatoci con la V/ lettera del 18 Aprile c.a., e ritenendo più facile per la N/ Società ottenere i bulloni in oggetto tramite il V/ interessamento, Vi saremo grati se vorrete girare all'A.R.A.R. la N/ domanda del 6 Aprile c.a.

Distinti ossequi

SOCIETÀ ITALIANA
STRADE FERRATE SOVVENZIONATE
Il Presidente

4168

1301

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Sezione Lavori BOLOGNA

Bologna 10 April 1946 194

N 2376 /cs

Al N. del

To: Transportation Sub-Commission AC (Rail)
C.M.F. ROME

Copy to:
Major DADE H.Q.2I7 Area=Bologna=

OGGETTO: Repairs to Italian State Railway Vehicles-Military Type.

Referring to letter 2I7-ME-60 dated 2Ist. March'46, as by kind assistance of Major LEVY(H.Q.Movement and Transportation-Bologna-) who is acquainted with the urgency of this Work's Section for repairing the lorries necessary for transportation of the various materials required for the completion of works in progress; we wish to ask A.C. Transportation(Rail to instruct Major DADE to negotiate for repairing our lorries stating that payment will be effected in 8 days on receipt of invoice.With this object we beg to let us know the Office which will receive payment.

Il Capo della Sezione Lavori

70

580430

I. A. G. - BOLOGNA

1301

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

Sezione Lavori BOLOGNA

BOLOGNA li 6-4-46 194....

N. ...../GS

Al N. ..... del .....

To: Transportation Sub-Commission
(Rail) A.M.G. ZONE A
c.m.o. Major Lodge
H.Q. 217 Area =BOLOGNA=

OGGETTO: Riparazione ad automezzi di tipo militare delle FF.SS.

In riferimento alla lettera 217--S-60 del 21 Marzo 1946, in seguito a gentile interessamento del Major LEVY del M.G. Movement and Transp di Bologna, che constatando di persona l'urgenza che questa Sezione Lavori di Bologna ha di disporre dell'efficienza degli automezzi occorrenti per il trasporto dei materiali occorrenti per i lavori in corso;

Si prega Codesta A.G. Transportation (Rail) di volersi mettere in trattative con il Major BADER C.M.O. 217 Area-Bologna- per le riparazioni da eseguire agli automezzi di tipo militare, in dotazione alla Sezione Lavori di Bologna, specificando che il pagamento verrà effettuato entro 8 giorni dalla data della presentazione della fattura. A tale scopo pregasi indicare l'Ente al quale dovrà effettuarsi la rimessa.

Il Capo della Sezione Lavori

(40)

I. A. G. - BOLOGNA

1302

Declassified E.O. 12356 Section 3.3/NND No. 185021

AHS/vr

Ext. 470. HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

1 May 1946.

AC/430/Tn.1

Subject : Retirement of Dott.Venanzio Rolli

To : Senior Civil Affairs Officer
A.M.G. Venezia Giulia Region.

Enclosed are copies of letters Ref.RFM/291/5940 dated 29 April 1945, subject, Dott. Venanzio Rolli, from the Ministry of Transport, Italian Government.

FILE

A.H. STREET
Lt.Colonel,
Deputy Director.

Encl : 2 ltrs.

69
579

1303

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO DEI TRASPORTI
GABINETTO DEL MINISTRO
UFFICIO EPURAZIONE

Roma 29 APR 46

NEEM/291/5940

Risposta al N. AC.430/Tn1 dated 17 april 1946

OGGETTO: Dott.Venanzio ROLI

To: ALLIED COMMISSION
Transportatio and Shipping Branch

To the attention of Col. STREET

ROMA

Information is given to the a/m letter.

1° The Ispettore Capo Superiore dott.Venanzio ROLI was erroneusly included in the list of Officials exonerated under Decree Legislativo Luogotenenziale 9th Nov.1945 n.716 without considering that, to dott.Roli depending from the Compartimento of Trieste, could not be applied the above mentioned Decree.

2° Noted the error, this Ministry, since last April 15th, has taken up the matter with the Presidenza del Consiglio of Ministries to provoke the revocation of the retirement errounesly, as said above, deliberated.

THE CHIEF OF CABINET

69a
578

1302

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

MINISTERO DEI TRASPORTI

GABINETTO DEL MINISTRO

UFFICIO EPURAZIONE

Roma 29 APR 946

N. EFM/291/5940

Risposta al N. AC/430/Tn1 del 17 aprile 1946

OGGETTO: Dott.ROLI Venanzio

ALLA COMMISSIONE ALLEATA

Ufficio Trasporti

R O M A

In risposta alla nota suddistinta si comunica:

1) l'Ispettore Capo Superiore dott.Venanzio ROLI fu compreso fra i Funzionari esonerati in base al Decreto Legislativo Luogotenenziale 9 novembre 1945 n.716 non tenendo presente che, appartenendo egli al Compartimento di Trieste, non poteva essergli applicato il Decreto succitato.
2) Rilevato l'errore, questo Ministero, sin dal 15 aprile u.s. si è fatto parte diligente presso la Presidenza del Consiglio dei Ministri per provocare la revoca dell'esonero indebitamente deliberato come sopra si è detto.

IL CAPO DI GABINETTO

696

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1305

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

Ext.390

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

BN/vr

AC/430/Tn.1

29 April 1946

Subject : Removal of Track - Porto di Olbia

To : Ministry of Transport
I.S.R. Works and Construction Section,
Italian Government
Rome.

1. Reference your letter, NL 8 bis/41418/C IV 240(34)12, dated 6 April 1946.

2. This office has no objection to removal of track constructed for ferry discharge purposes at Porto di Olbia.

FILE

A.H. STREET
Lt.Colonel,
Deputy Director.

68
576.

1306

Declassified E.O. 12356 Section 3.3/NND No. 185021

Subject:- Porto di Olbia.

Transportation (Br) Main,
C.M.F.
Tel: Rome 843069.
Ref: TN.A.1/19.

27 April 1946.

To :- Deputy Director,
Transportation and
Shipping Branch,
H.Q. Allied Commission.

1. Your letter AC/430/Tn.1 dated 18 April 46 Refers.

2. As far as this Directorate is concerned; no objection is raised to the dismantlong of the railway track constructed on the quays of Porto di Olbia harbour for facilitating the ferrying of rolling stock from Sardinia to Italy.

K.J. Richards Major R.E.

Major R.E.
for Brigadier,
Director of Transportation.
(K.J. RICHARDS).

(67)
575

Declassified E.O. 12356 Section 3.3/NND No. 185021

Q(Movements)
GHQ CMF
Tel: FREEDOM 320

Mov 3/332/1

29 Apr 46.

Q(Mov) GHQ CMF Working Instruction 43.

Amendment No. 3.

1. The "BARI BELLE" combined military/civilian Passenger Service will operate on revised timings with effect from 5 May 46.

2. The attached Appendix 'A' will be substituted for Appendix 'A' to Working Instruction No. 43 dated 16 April 46.

K. SHANNON, Lt. Col.,
for Brigadier,
D.Q.M.G. (M).

DISTRIBUTION:

Same as for WI No. 43 dated 16 Apr 46.

EFFECTIVE 5 MAY 46

APPENDIX 'A'

THE 'BARI BELLE'

Eastbound (Mon - Wed - Sat)

NAPLES Central	dep 1455	
CASERTA	arr 1601 dep 1613	
BENEVENTO	arr 1757 dep 1910	Meal Halt
FOGGIA	arr 2128 dep 2145	
BARI Central	arr 0045 dep 0115	
BRINDISI	arr 0359 dep 0430	
TARANTO	arr 0620	

-=-=-=-=-=-

Westbound (Sun - Tue - Thu)

TARANTO	dep 2043	
BRINDISI	arr 2238 dep 2254	
BARI Central	arr 0140 dep 0200	
BARLETTA	arr 0313 dep 0318	
FOGGIA	arr 0458 dep 0515	
BENEVENTO	arr 0735 dep 0837	Meal Halt
CASERTA	arr 1025 dep 1049	

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

BARI Central	arr 0045 dep 0115	
BRINDISI	arr 0359 dep 0430	
TARANTO	arr 0620	

-=-=-=-=-=-=-

Westbound (Sun - Tue - Thu)

TARANTO	dep 2043	
BRINDISI	arr 2238 dep 2254	
BARI Central	arr 0140 dep 0200	
BARLETTA	arr 0313 dep 0318	
FOGGIA	arr 0458 dep 0515	
BENEVENTO	arr 0735 dep 0837	Meal Halt
CASERTA	arr 1025 dep 1049	
NAPLES	arr 1150	

-=-=-=-=-=-

65

430

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

1310

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

Q(Movements)
GHQ, CMF
Tel : FREEDOM 320

Mov 3/332/1

27 Apr 46

Q(MOV) WORKING INSTRUCTION NO 44

DOCUMENTATION RAIL TRAFFIC

Amendment No. 1

Add at end of para 12:-

"In the case of Warrants issued for personnel of CWWW it is essential that the name of the individual, together with the name of the actual society to which he/she belongs, is clearly stated on the Warrant."

K. SHANNON, Lt.Col.,
for Brigadier,
D.T.M.C. (M).

DISTRIBUTION:

As for Q(Mov) Working Instruction No. 44 dated 24 Apr 45.

6572

Q(Movements)
GHQ CMF
Tel : FREEDOM 320

Mov 3/332/1

24 Apr 46

Q(MOV) WORKING INSTRUCTION NO 64

DOCUMENTATION RAIL TRAFFIC

FREIGHT WARRANTS (AD 497A).

G-4 (Mov & Tn) Working Instruction No 30 dated 5 Sept 45 is cancelled and the information contained therein is superseded by the following:-

PREPARATION

1. All Allied Traffic, other than that initiated by AC, ANC or UNRRA, will be Freight warranted on AD 497A.

2. A separate warrant will be prepared for each destination station.

3. Different categories of stores for the same destination may be entered on the same warrant with the exception of those listed in para 5.

4. The loading station and depot of origin will be shown on the freight warrant.

5. Traffic for the British Army, RAF or RN may appear on the same warrant. Separate warrants will always be made out for the following:

US Army
ENSA
EFI
CVWW
LRCS
Dominion and Colonial Voluntary Organisations
Imperial War Graves Commission
Polish Forces and Polish Voluntary Organisations.

In such cases the name of the organisation will be inserted in the section "Chargeable to ....."

6. The weight of the contents of the wagon must be indicated. The

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

G-4 (Mov & Tn) Working Instruction No 30 dated 5 Sept 45 is cancelled and the information contained therein is superceded by the following:-

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US Army
ENSA
EFI
CVWW
ERCS
Dominion and Colonial Voluntary Organisations
Imperial War Graves Commission
Polish Forces and Polish Voluntary Organisations.

In such cases the name of the organisation will be inserted in the section "Chargeable to ....."

6. The weight of the contents of the wagon must be indicated. The number of axles must be shown against each wagon number in column 3.

7. All warrants will be numbered consecutively by the issuing RTO.

8. Civilian, AC ANP and UNRRA traffic will be documented by the Railways concerned, the railways being responsible for raising the appropriate charges against the civilian firm or organisation. AD 497A will NOT be used therefore, for any traffic other than that specified in paras 1 and 5. All other organisations are normally responsible for making their own arrangements with the Railway concerned, though it may be necessary to make exceptions in certain cases. Any case of doubt will be referred to this HQ.

571

Contd. sheet 2 .....

63

430

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

DISTRIBUTION.

9. AD 497A completed in respect of traffic originating from consignors listed in para 5 will be disposed as follows:

Copy No 1 will be handed to the Italian Station Master for retention.
Copy No 2 will be handed to the Italian Station Master for the Capo Trone
Copy No 3 will be sent RTO at destination by hand of the Train Guard or by the quickest means.
Copy No 4 will be retained by the RTO.

RTOs will despatch copies No 4 direct to Th Finance, Military Railway Service, CMF, once a week, each weekly bundle containing all warrants issued up to mid night Fridays/Saturdays, these bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing:

(a) Warrant No
(b) From
(c) To
(d) Total tons shown on that warrant.

10. RTO at destination will check wagons received with those listed on copy No 3, receipt the warrant and forward it to Th (F) for retention, noting the numbers of any wagons not received or reconsigned on the back of the warrant. Where wagons show signs of pilferage or of having been tampered with, the RTO will make an endorsement to this effect on the back of the warrant.

PERSONNEL WARRANTS (AB 494A).

PREPARATION.

11. The authority for the issue of AB 494A is a British Movement Order or American travel order. Warrants will not be issued unless such an order is obtained in exchange. Personnel warrants will be completed for all Allied Military personnel travelling by train.

12. Separate warrants will always be issued in respect of personnel of the organisations referred to in para 5 and will be endorsed by the issuing RTO that they are to be charged to the organisation concerned. Warrants may be similarly issued and endorsed for personnel of ECITO.

13. Warrants in respect of the travel of military families will be dealt

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

Copy No 4 will be retained by [illegible]

RTOs will despatch copies No 4 direct to Th Finance, Military Railway Service, CMF, once a week, each weekly bundle containing all warrants issued up to mid night Fridays/Saturdays, these bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing:

(a) Warrant No
(b) From
(c) To
(d) Total tons shown on that warrant.

10. RTO at destination will check wagons received with those listed on copy No 3, receipt the warrant and forward it to Th (F) for retention, noting the numbers of any wagons not received or reconsigned on the back of the warrant. Where wagons show signs of pilferage or of having been tampered with, the RTO will make an endorsement to this effect on the back of the warrant.

PERSONNELWARRANTS (AD 494A).

PREPARATION.

11. The authority for the issue of AD 494A is a British Movement Order or American travel order. Warrants will not be issued unless such an order is obtained in exchange. Personnel warrants will be completed for all Allied Military personnel travelling by train.

12. Separate warrants will always be issued in respect of personnel of the organisations referred to in para 5 and will be endorsed by the issuing RTO that they are to be charged to the organisation concerned. Warrants may be similarly issued and endorsed for personnel of ECITO.

13. Warrants in respect of the travel of military families will be dealt with as laid down in Q(Mov) WI No 40 of 19 Feb 1945. Civilians of AC AUSTRIA will be dealt with under arrangements at present in force and such matters will be dealt with between this HQ and HQ Mov DTA.

14. AD 494A will be prepared in respect of Ambulance Trains. The number of axles in the train must be clearly stated on the warrant e.g. "Ambulance Train - 50 axles". It is not necessary to show the number of casualties evacuated unless this is required for local record.

15. Warrants will not be issued to any of the personnel of any nationality unless they are in possession of a British or US Movement Order stating they are entitled to travel at Army Expense from 'A' Branch at Area, District or CHQ or from the Navy, RAF or American HQ sponsoring their movement. Movement orders from Units for other than [illegible] military personnel will NOT be accepted.

Cont'd. sheet 3 .....

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

Declassified E.O. 12356 Section 3.3/NND No. 185021

16. Train Warrants (AB 49GA) will not be used.

DISTRIBUTION.

17. Copy No 1 will be handed to the Italian Station Master. -
Copy No 2 will be handed to the traveller or the CC Party in lieu of the ticket and will be given up to the RTO at destination. These No 2 copies will be forwarded by the RTO to Tn (F) in accordance with para 8.
Copy No 3 will be retained by the Issuing RTO.

18. RTOs will despatch copies No 3 weekly to Tn (F) each weekly bundle containing all warrants issued up to midnight Fri/Sat, the bundles to be despatched on Saturdays.

Each weekly bundle will be accompanied by an abstract showing:

(a) Warrant
(b) From
(c) To
(d) Number of personnel (Officers & OR) travelling.

WAYBILLS.

19. Waybills or Issue and Receipt Vouchers will be prepared by the services for all loaded traffic. The copies of each waybill will be disposed of as follows:

Copy No 1 to be placed behind the wagon label.
Copy No 2 to be placed inside the wagon near the door
Copy No 3 to be despatched to the consignee by fastest means
Copy No 4 to be retained by consignor.

ITALIAN TROOPS

20. Italian troops will be in possession of their own travel documents, and will not be given British warrants.

K. STRIDGEN, Lt.Col.,
for Brigadier,
D.A.A.G. (21).

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

DISTRIBUTION:

2(Mov) Liaison Office ROME	(6)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN	(40)	GHQ 2nd Echelon	(2)
(incl 20 copies for distribution to Military Areas/Sub Areas)		MES South	(2)
		MES Main	(2)
2(Movements) Rear XIII Corps	(12)	OC Train & Railway Gds ITALY	(2)
2(Movements) DTA	(12)	AHQ RAF ITALY for Movements	(10)
Movements FOICOMS	(6)	HQ DTA	(1)
D/R/ITALY	(10)	Rear HQ XIII CORPS	(1)
AC Tn Sub Commission ROME	(10)	AC AUSTRIA (Br) for Movements	(6)

INTERNAL - GHQ CMF

'A'
'Q'
G(SD)
Provost
Mod
WO Pare
Adv 1/G

- APHQ

G-4 (LEFOUSA)
G-4 (A)
G-5
UNRRA (Disp Persons Offr)

Q(Movements)
GHQ CMF
Tel: Freedom 751

Mov 3/332/1

26 Apr 46

Q(MOVEMENTS) GHQ CMF WORKING INSTRUCTION NO 43

Combined Military/Civilian Passenger Train Services

Amendment No 2

1. Owing to the closing of MEDLOC Route D further reorganisation of the 'International' Passenger service will take place and three additional trains will be run weekly in both directions. The additional trains will be purely for military use, each with a capacity of 700 personnel.

2. The 'International' will therefore commence to run daily from NAPLES with effect from 1 May and the trainsfor military personnel only will depart NAPLES Tuesdays, Thursdays and Sundays. These trains will be utilised solely for 'MEDLOC' personnel.

In the reverse direction additional trains will commence to run from VILLACH with effect from 4 May. All trains from VILLACH may be used for returning leave personnel and normal movement and returning 'MEDLOC' personnel will not be confined to the purely military trains.

3. Consequent upon the opening of the BOLOGNA-FERRARA line (Line 65) the 'International' schedule will be retimed between BOLOGNA and VILLACH with effect from trains leaving NAPLES and VILLACH 5 May. The attached revised Appendix 'B' will be substituted for Appendix 'B' to Working Instruction No 43 dated 16 Apr 46.

K SHANNON, Lt Col,
for Brigadier,
DQMG(M).

DISTRIBUTION:

Q(Mov) Liaison Office ROME	(4)	AG Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN	(40)	GHQ 2nd Echelon	(2)
(incl 20 copies for distribution		PDS South	(2)
		PDS Main	(2)

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

'International' Passenger service will take place and three additional trains will be run weekly in both directions. The additional trains will be purely for military use, each with a capacity of 700 personnel.

2. The 'International' will therefore commence to run daily from NAPLES with effect from 1 May and the trainsfor military personnel only will depart NAPLES Tuesdays, Thursdays and Sundays. These trains will be utilised solely for 'MEDLOG' personnel.

In the reverse direction additional trains will commence to run from VILLACH with effect from 4 May. All trains from VILLACH may be used for returning leave personnel and normal movement and returning 'MEDLOG' personnel will not be confined to the purely military trains.

3. Consequent upon the opening of the BOLOGNA-FERRARA line (Line C5) the 'International' schedule will be retimed between BOLOGNA and VILLACH with effect from trains leaving NAPLES and VILLACH 5 May. The attached revised Appendix 'B' will be substituted for Appendix 'B' to Working Instruction No 43 dated 16 Apr 46.

K SHARMAN, Lt Col,
for Brigadier,
DQMG(M).

DISTRIBUTION:

Q(Mov) Liaison Office ROME	(2)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN	(40)	GHQ 2nd Echelon	(2)
(incl 20 copies for distribution to military Areas/Sub Areas)		FLS South	(2)
		FLS Main	(2)
Q(Movements) Rear XIII Corps	(12)	OC Train & Railway Guards ITALY	(2)
Q(Movements) DTA	(12)	AHQ RAF ITALY for Movements	(10)
Movements POLCORPS	(6)	HQ DTA	(1)
AC Tn Sub Commission ROME	(10)	Rear HQ XIII Corps	(1)
DMRS ITALY	(10)	AC AUSTRIA (Br) for Movements	(6)

INTERNAL - GHQ CMF

'A'
'Q'
G(SD)
Provost
Med
Welfare
Mov C/S

AFHQ

G-4 (BTOUSA)
G-4 (A)
G-5
UNRRA (Disp Persons Offr)

570
62
430

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

APPENDIX 'B'

OPERATING 5 MAY 46 — THE 'INTERNATIONAL'

NAPLES - VILLACH	Military connection to VIENNA. Civilian portion to VENICE and UDINE (Mon-Wed-Fri-Sat)	VILLACH-NAPLES	Military connection ex VIENNA. Civilian portion ex VENICE and UDINE (Mon-Tue-Thu-Sat)
DAILY		DAILY	
NAPLES	dep 1505	VILLACH	dep 2152
ROME	arr 2050 M dep 2215	TARVISIO	arr 2310 dep 2330
		UDINE Civilian portion joins	arr 0150 dep 0230
FOLIGNO	arr 0236 dep 0246		
JESI	arr 0514 dep 0515	MESTRE	arr 0615 dep 0738
FALCONARA	arr 0542 dep 0557	PADUA	arr 0809 M dep 1000
RIMINI	arr 0815 M dep 0910		
FORLI	arr 1037 dep 1042	BOLOGNA	arr 1330 M dep 1435
BOLOGNA	arr 1250 M dep 1350	FORLI	arr 1613 dep 1633
		RIMINI	arr 1730 M dep 1830
PADUA	arr 1722 M dep 1820	FALCONARA	arr 2105 dep 2125
MESTRE	arr 1958 dep 2020	JESI	arr 2159 dep 2204
		FOLIGNO	arr 0040 dep 0055

568

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

NAPLES	dep 1505
ROME	arr 2050 M dep 2215

FOLIGNO	arr 0230 dep 0246
JESI	arr 0514 dep 0515
FALCONARA	arr 0542 dep 0557
RIMINI	arr 0815 M dep 0910
FORLI	arr 1037 dep 1042
BOLOGNA	arr 1250 M dep 1350

PADUA	arr 1722 M dep 1820
MESTRE	arr 1950 dep 2020

UDINE Civilian portion terminates	arr 2359 dep 0040
TARVISIO	arr 0333 dep 0353
VILLACH	arr 0457

TARVISIO	arr 2310 dep 2330
UDINE Civilian portion joins	arr 0150 dep 0230
MESTRE	arr 0615 dep 0730
PADUA	arr 0809 M dep 1000

BOLOGNA	arr 1330 M dep 1435
FORLI	arr 1613 dep 1633
RIMINI	arr 1730 M dep 1830
FALCONARA	arr 2105 dep 2125
JESI	arr 2159 dep 2204
FOLIGNO	arr 0040 dep 0055

ROME	arr 0500 M dep 0600
NAPLES	arr 1140

Military Train Connection to VIENNA

VILLACH VIENNA	dep 2200 arr 0650

Military Train Connection ex VIENNA

VIENNA VILLACH	dep 2225 arr 0745

568

Declassified E.O. 12356 Section 3.3/NND No. 185021

APPENDIX 'B' (Contd)

'INTERNATIONAL' Combined Military/Civilian
Passenger Service.

Military Allocation.

Train No 1

250 Polish Leave } Train departing NAPLES every Wednesday
Return on train departing VILLACH every Tuesday

150 Duty & Casuals } Train departing NAPLES every Wednesday
Train departing VILLACH every Tuesday

Train No 2

100 British Leave } Train departing VILLACH every Thursday
Return on train departing NAPLES every Saturday

300 Duty & Casuals } Train departing VILLACH every Thursday
Train departing NAPLES every Saturday

Train No 3

150 British Leave } Train departing VILLACH every Saturday
Return on train departing NAPLES every Monday

250 Duty & Casuals } Train departing VILLACH every Saturday
Train departing NAPLES every Monday

Train No 4

400 Duty & Casuals } Train departing VILLACH every Monday
Train departing NAPLES every Friday

Train 5, 6, 7

700 MEDLOC personnel Trains depart NAPLES every Tuesday, Thursday, Sunday

700 Returning Leave, Duty etc. Trains depart VILLACH every Wednesday, Friday, Sunday.

Leave Allocation

British

Train departing VILLACH on Thursdays will carry following personnel:-

(i)	HQ DEA	VILLACH to ROME	10
(ii)	Rear XIII Corps	UDINE to ROME	55
	[illegible]	PALOMA to ROME	35

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

Train No 2

100 British Leave } Train departing VILLACH every Thursday
Return on train departing NAPLES every Saturday

300 Duty & Casuals } Train departing VILLACH every Thursday
Train departing NAPLES every Saturday

Train No 3

150 British Leave } Train departing VILLACH every Saturday
Return on train departing NAPLES every Monday

250 Duty & Casuals } Train departing VILLACH every Saturday
Train departing NAPLES every Monday

Train No 4

400 Duty & Casuals } Train departing VILLACH every Monday
Train departing NAPLES every Friday

Train 5, 6, 7

700 MEDLOC personnel — Trains depart NAPLES every Tuesday, Thursday, Sunday

700 Returning Leave, Duty etc. — Trains depart VILLACH every Wednesday, Friday, Sunday.

Leave Allocation

British

Train departing VILLACH on Thursdays will carry following personnel:-

(i)	HQ DTA	VILLACH to ROME	10
(ii)	Rear XIII Corps	UDINE to ROME	55
(iii)	HQ 3 District	FALCONARA to ROME	35

Train departing VILLACH on Saturdays will carry following personnel:-

(i)	HQ 2 District	PADUA to ROME	150

Poles

Train departing NAPLES on Wednesdays will entrain personnel at following points:-

FALCONARA to LEGHORN
FORLI to MESTRE

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

Q(Movements)
GHQ CMF
Tel: FREEDOM 751

Q(Movements) GHQ CMF Working Instruction No 43 — Mov 3/332/1

Amendment No. 1. — 19 Apr 46

1. Appendix 'C' to the above mentioned Working Instruction will be amended as follows:-

para 1. delete "HQ Movements NAPLES" and insert "Q(Movements) BTA"

para 14. delete "are available at RTO NAPLES Central" and insert "will be available at RTO VILLACH".

delete "HQ Movements NAPLES" and insert "Q(Movements) BTA".

K. SHANNON, Lt.Col.,
for Brigadier,
D.Q.M.G. (M).

DISTRIBUTION:

Q(Mov) Liaison Office ROME	(6)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN	(40)	GHQ 2nd Echelon	(2)
(incl 20 copies for distribution to military Areas/Sub Areas)		PDS South	(2)
		PDS Main	(2)
Q(Movements) Rear XIII Corps	(12)	OC Train & Railway Guards ITALY	(2)
Q(Movements) BTA	(12)	AHQ RAF ITALY for Movements	(10)
Movements POLCORPS	(6)	HQ BTA	(1)
DMRS ITALY	(10)	Rear HQ XIII Corps	(1)
AC Tn Sub Commission ROME	(10)	AC AUSTRIA (Br) for Movements	(6)

INTERNAL - GHQ CMF

'A'
'G'
G(SD)
Provost
Med
Welfare

AFHQ

G-4 (MFCUSA)
G-4 (A)
G-5
UNRRA (Disp Persons Offr)

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

para 1. delete "HQ Movements NAPLES" and insert "Q(Movements) BTA"

para 14. delete "are available at RTO NAPLES Central" and insert "will be available at RTO VILLACH".

delete "HQ Movements NAPLES" and insert "Q(Movements) BTA".

K. SHANNON, Lt.Col.,
for Brigadier,
D.Q.M.G. (M).

DISTRIBUTION:

Q(Mov) Liaison Office ROME	(6)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN (incl 20 copies for distribution to Military Areas/Sub Areas)	(40)	CHQ 2nd Echelon	(2)
		PDS South	(2)
		PDS Main	(2)
Q(Movements) Rear XIII Corps	(12)	CC Train & Railway Guards ITALY	(2)
Q(Movements) BTA	(12)	AHQ RAF ITALY for Movements	(10)
Movements POLCORPS	(6)	HQ BTA	(1)
DMRS ITALY	(10)	Rear HQ XIII Corps	(1)
AC Tn Sub Commission ROME	(10)	AC AUSTRIA (Dr) for Movements	(6)

INTERNAL - GHQ CMF

'A'
'G'
G(SD)
Provost
Med
Welfare
Mov 1/6

AFHQ

G-4 (MTOUSA)
G-4 (A)
G-5
UNRRA (Disp Persons Offr)

567

61

430

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

1325

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

Subject:- Repairs to Italian State Railway Vehicles - Military Type.

To:- OC,
Transportation Sub-Commission AC(Rail),
RCME.

R.E.M.E. Branch,
H.Q., 217 Area.
Vicksburg 117 & 15.
217/ME/60.
19 April 46.

Further to my letter of even reference dated 21 March 46.

Signor MONETTI, Italian State Railway, BOLOGNA, has again written to this office, in complete disregard to para 3 of the a/q letter.

The urgency of the matter is appreciated, as was intimated previously, but it is again stressed that the request for repairs, and the guarantee of payment, must come through AC channels.

Please inform this office of the method by which payment will be effected.

J. Cowley

Major,
REME,
H.Q., 217 Area.

GHF

Copy to:- G. MONETTI, Engineer,
Chief of Labour Section,
Ministry of Transport,
State Railway - Labour Section,
BOLOGNA.

60
430

Q(Movements)
GHQ CMF
Tel: FREEDOM 751

Q(Movements) GHQ CMF Working Instruction No 43

Amendment No. 1.

Mov 3/332/1

19 Apr 45

1. Appendix 'C' to the above mentioned Working Instruction will be amended as follows:-

para 1. delete "HQ Movements NAPLES" and insert "Q(Movements) BTA."

para 14. delete "are available at RTO NAPLES Central" and insert "will be available at RTO VILLACH".

delete "HQ Movements NAPLES" and insert "Q(Movements) BTA".

K. SHANNON, Lt.Col.,
for Brigadier,
D.Q.M.G. (M).

DISTRIBUTION:

Q(Mov) Liaison Office RCME	(6)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements RCME	(15)	HQ RCME Allied Area Command	(4)
HQ Movements MILAN (incl 20 copies for distribution to military Areas/Sub Areas)	(40)	GHQ 2nd Echelon	(2)
		PBS South	(2)
		PBS Main	(2)
Q(Movements) Rear XIII Corps	(12)	OC Train & Railway Guards ITALY	(2)
Q(Movements) BTA	(12)	AHQ RAF ITALY for Movements	(10)
Movements POLCORPS	(6)	HQ BTA	(1)
DMRS ITALY	(10)	Rear HQ XIII Corps	(1)
AC Tn Sub Commission RCME	(10)	AC AUSTRIA (Br) for Movements	(6)

INTERNAL - GHQ CMF

'A'
'C'
G(SD)
Provost

AFHQ

G-4 (MTOUSA)
G-4 (A)
G-5
INT/A (Disp Persons Offr)

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

be amended as follows:-

para 1. delete "HQ Movements NAPLES" and insert "Q(Movements) DTA"

para 14. delete "are available at RTO NAPLES Central" and insert "will be available at RTO VILLACH".

delete "HQ Movements NAPLES" and insert "Q(Movements) DTA".

K. SHANNON, Lt.Col.,
for Brigadier,
D.Q.M.G. (M).

DISTRIBUTION:

Q(Mov) Liaison Office ROME	(6)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(6)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN	(40)	GHQ 2nd Echelon	(2)
(incl 20 copies for distribution to military Areas/Sub Areas)		PBS South	(2)
		PBS Main	(2)
Q(Movements) Rear XIII Corps	(12)	CC Train & Railway Guards ITALY	(2)
Q(Movements) DTA	(12)	AHQ RAF ITALY for Movements	(10)
Movements POLCORPS	(6)	HQ DTA	(1)
DMRS ITALY	(10)	Rear HQ XIII Corps	(1)
AC Tn Sub Commission ROME	(10)	AC AUSTRIA (Dr) for Movements	(6)

INTERNAL - GHQ CMF

'A'
'C'
G(SD)
Provost
Med
Welfare
Mov 1/6

AFHQ

G-4 (MTOUSA)
G-4 (A)
G-5
UNRRA (Disp Persons Offr)

59566

430

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

1328

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
APO 394
TRANSPORTATION AND SHIPPING BRANCH

AC/430/Tn.1 20 April 1946

SUBJECT : Repairs to Italian State Railway Vehicles.
Military Type.

TO : Sezione Lavori Bologna.

1. Reference your Nº 12376/CS of 15th April.

2. Request for repair of I.S.R. lorries by R.E.M.E. on repayment must be submitted through the Director Italian State Railways to this office.

3. This office has no copy of letter 217-ME-60 of 21st March.

FILE

A.H. STREET
Lt. Colonel.
Deputy Director.

578
565

1329

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

Subject :- Covers Waterproof

DOS ORD GHQ CMF

2 Sub Depot
557 B.O.D.,C.M.F.

Ref :- 2/J/C/92/14
18 April 46.

1. Ref your DOS/1567/2(O RD 1) of 17 Jan. 46.

2. The 4000 Covers Waterproof have now been delivered direct to I.S. R. Warehouse Naples.

3. Please inform me if normal covering issue voucher is required or are these stores on Repayment.

W.B/TA
Copy to :- Transportation Sub Commission AC (Rail Div) c/o Transportation (Br) Main CMF).

Capt.
for O.C. 2 Sub Depot.

57
436

1330

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/vr
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 18 April 1946.

To : Director
M.R.S.

1. Enclosed is copy of letter received from the Works Section, I.S.R.

2. Will you please say if you have any objection to the siding being removed.

A.H. STREET
Lt.Colonel,
Deputy Director.

56

1331

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

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

AHS/vr

AC/430/TN.1

18 April 1946.

Subject : Fish bolts for Cancello-Benevento Railway.

To : Società Italiana per le Strade Ferrate Sovvenzionate
Via Regina Giovanna, 5
Rome.

1. Reference your letter of 6th April 1946.

2. As all material have now been declared surplus and have been handed over to the Italian Government it will be necessary for you to make application direct to A.R.A.R. for an allocation of these bolts.

3. Should you so wish, this office will endorse your application.

WALTER P. SCOGGINS
Lt.Colonel, QMC
Director.

56a

1332

Declassified E.O. 12356 Section 3.3/NND No. 185021

SOCIETÀ ITALIANA PER LE STRADE FERRATE SOVVENZIONATE

ESERCIZIO FERROVIA: BENEVENTO - CANCELLO - NAPOLI

SEDE ROMA

VIA REGINA GIOVANNA, N. 5

TELEFONI

SEDE 487960
DIREZIONE (Benevento) 1548
STAZIONE APPIA 1121

Roma 6 Aprile 1945

COMMISSIONE ALLEATA PER LE FERROVIE

Oggetto : Fornitura bulloni di ganasce di congiuntura per la Fer= rovia Cancello - Benevento -

In merito alla fornitura fatta alla suddetta Ferrovia da codesta Commissione Alleata comprendente rotaie e necessari acces= sori ferrosi (ganasce, chiavarde, caviglie, bulloni,) quale rispar= mio di 6 Km. di linea armata dalla 5° Armata Genio Ferrovieri per rifornire le Ferrovie dello Stato, teniamo far noto quanto segue: a causa della fretta di tale fornitura veniva a mancare il numero di bulloni necessario al montaggio delle ganasce di congiuntura e per la necessità di aprire subito la linea al traffico militare buona par= te delle ganasce di congiuntura venivano montate con 2 bulloni anzi= chè con 4.

Per poter mettere detta linea nella efficienza normale occorrono dunque 4.000 bulloni per ganasce tipo R.36.

SOCIETÀ ITALIANA
STRADE FERRATE SOVVENZIONATE
Il Presidente

563

566

(Movements)
GHQ MEF
Tel: Freedom 751

Mov 3/332/1

16 Apr 46

Q(MOVEMENTS) GHQ CMF WORKING INSTRUCTION NO 43

Combined Military/Civilian Passenger Train Services

Working Instruction No 36 is cancelled wef 19 apr 46. The following reorganisation of Combined Military/Civilian Passenger Train Services will take place wef 19 apr 46.

1. ROME-BARI-ROME Combined Military/Civilian Passenger Train will be withdrawn, making its last run Northbound on 17 apr 46 and Southbound 18 Apr 46.

2. The 'BARI BELLE' becomes a Combined Military/Civilian Passenger Service, with an allocation of three coaches for military use. This service will commence with the 'INTERNATIONAL' Combined Military/Civilian Passenger Service wef 19 apr 46.

Revised timings for this service are attached at Appendix 'A'.

3. The 'INTERNATIONAL' Combined Military/Civilian Passenger Service will be increased to run four times weekly. In addition the military allocation for each train will be increased to seven coaches. Wherever possible troops will be entrained on the basis of 4 officers and 6 OR per compartment.

Timings and allocations for this service are attached at Appendix 'B'.

Mov NAPLES will be responsible for allocation and booking of accommodation on the Northbound run and Mov BTA on the Southbound run. All applications for space will be made accordingly by Mov Areas/Sub Areas en route.

TCOs will be provided for this service and 'Instructions for TCOs' are attached at Appendix 'C'.

K SHANNON, Lt Col,
for Brigadier,
DQMG(M).

DISTRIBUTION:

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

plans wef 19 Apr 46.

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2. The 'BARI BELLE' becomes a Combined Military/Civilian Passenger Service, with an allocation of three coaches for military use. This service will connect with the 'INTERNATIONAL' Combined Military/Civilian Passenger Service wef 19 Apr 46.

Revised timings for this service are attached at Appendix 'A'.

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TCOs will be provided for this service and 'Instructions for TCOs' are attached at Appendix 'C'.

K SHANNON, Lt Col,
for Brigadier,
DQMG(M).

DISTRIBUTION:

Q(Mov) Liaison Office ROME	(6)	AC Tn Sub Commission for ECITO	(6)
HQ Movements NAPLES	(25)	HQ 3 District	(2)
HQ Movements ROME	(15)	HQ ROME Allied Area Command	(4)
HQ Movements MILAN	(40)	GHQ 2nd Echelon	(2)
(incl 20 copies for distribution to military Areas/Sub Areas)		FBS South	(2)
		FBS Main	(2)
Q(Movements) Rear XIII Corps	(12)	CO Train & Railway Guards ITALY	(2)
Q(Movements) BTA	(12)	AHQ R.F ITALY for Movements	(10)
Movements FOLCORPS	(6)	HQ BTA	(1)
D.R.S ITALY	(10)	Rear HQ XIII Corps	(1)
AC Tn Sub Commission ROME	(10)	AC AUSTRIA (Br) for Movements	(6)

INTERNAL - GHQ C.M.F

'A'
'A'
A(MD)
Provost
Med
Welfare
Mov 1/6

- AFHQ

G-4 (MTOUSA)
G-4 (A)
G-5
UNRRA (Disp Persons Offr)

5 6 2

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APPENDIX 'A'

THE 'BARI BELLE'

Eastbound (Mon - Wed - Sat)

NAPLES Central	dep 1500	
CASERTA	arr 1601 dep 1627	
BENEVENTO	arr 1810 dep 1904	Meal Halt
FOGGIA	arr 2123 dep 2145	
BARI Central	arr 0045 dep 0115	
BRINDISI	arr 0359 dep 0430	
TARANTO	arr 0623	

Westbound (Sun - Tue - Thu)

TARANTO	dep 1900	
BRINDISI	arr 2100 dep 2110	
BARI Central	arr 2345 dep 0010	
FOGGIA	arr 0310 dep 0340	
BENEVENTO	arr 0553 dep 0700	Meal Halt
CASERTA	arr 0855 dep 0928	

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

BENEVENTO	dep 1904
FOGGIA	arr 2123 dep 2145
BARI Central	arr 0045 dep 0115
BRINDISI	arr 0359 dep 0430
TARANTO	arr 0623

Westbound (Sun - Tue - Thu)

TARANTO	dep 1900
BRINDISI	arr 2100 dep 2110
BARI Central	arr 2345 dep 0010
FOGGIA	arr 0310 dep 0340
BENEVENTO	arr 0553 Meal Halt dep 0700
C.SERTA	arr 0855 dep 0928
NAPLES	arr 1020

561

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

APPENDIX 'B'

THE 'INTERNATIONAL'

OPERATING 14 APR 46

NAPLES - VILLACH	Military connection to VIENNA. Civilian portion to VENICE and UDINE.	VILLACH - NAPLES	Military connection ex VIENNA. Civilian portion ex VENICE and UDINE.

MON - WED - FRI - SAT				MON - TUE - THU - SAT		
NAPLES	dep 1340			VILLACH	dep 2128	
ROME	arr 2000 dep 2100	M		TARVISIO	arr 2225 dep 2245	
ORTE	arr 2312 dep 2320			UDINE Civilian portion joins	arr 0110 dep 0130	
FOLIGNO	arr 0143 dep 0200			TREVISO	arr 0434 dep 0444	
JESI	arr 0442 dep 0447			MESTRE	arr 0525 dep 0630	
FALCONARA	arr 0518 dep 0525			PADUA	arr 0712 dep 0830	M
RIMINI	arr 0820 dep 0920	M		VERONA	arr 1030 dep 1100	
FORLI	arr 1037 dep 1042			BOLOGNA	arr 1335 dep 1455	M
BOLOGNA	arr 1251 dep 1455	M		FORLI	arr 1613 dep 1633	
VERONA	arr 1735 dep 1810			RIMINI	arr 1730 dep 1830	M
PADUA	arr 2000 dep 2100	M		FALCONARA	arr 2105 dep 2125	
MESTRE	arr 2139 dep 2230			JESI	arr 2155 dep 2200	
TREVISO	arr 2255 dep 2307			FOLIGNO	arr 0040 dep 0055	
ORTE	arr 0210			ORTE	arr 0315 dep 0320	

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

	dep 2100	
ORTE	arr 2312 dep 2320	
FOLIGNO	arr 0143 dep 0200	
JESI	arr 0442 dep 0447	
FALCONARA	arr 0518 dep 0525	
RIMINI	arr 0820 M dep 0920	
FORLI	arr 1037 dep 1042	
BOLOGNA	arr 1251 M dep 1455	
VERONA	arr 1735 dep 1810	
PADUA	arr 2000 M dep 2100	
MESTRE	arr 2139 dep 2230	
TREVISO	arr 2255 dep 2307	
UDINE Civilian portion terminates	arr 0210 dep 0220	
TARVISIO	arr 0515 dep 0605	
VILLACH	arr 0658	

Military Train Connection to VIENNA

VILLACH	dep 2208
VIENNA	arr 0650

UDINE Civilian portion joins	arr 0110 dep 0130
TREVISO	arr 0434 dep 0444
MESTRE	arr 0525 dep 0538
PADUA	arr 0712 M dep 0830
VERONA	arr 1030 dep 1100
BOLOGNA	arr 1335 M dep 1435
FORLI	arr 1613 dep 1635
RIMINI	arr 1730 M dep 1830
FALCONARA	arr 2105 dep 2125
JESI	arr 2155 dep 2200
FOLIGNO	arr 0040 dep 0055
ORTE	arr 0315 dep 0320
ROME	arr 0500 M dep 0630
NAPLES	arr 1235

Military Train Connection ex VIENNA

VIENNA	dep 2225
VILLACH	arr 0745

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

APPENDIX

STANDING INSTRUCTIONS FOR TCOs ON 'INTERNATIONAL' MILITARY COACHING STOCK TRAINS

GENERAL

1. TCOs will accompany trains as directed by HQ Movements NATO.

2. TCO will be, at all times, in possession of the following, and will carry the train warrant and 'Record of Personnel Entrained'.

(a) Standing Instructions for Train Conducting Officers operating on the 'International' trains.
(b) Standing Orders for OsC Troop Trains.
(c) A time table of the 'International' trains.
(d) A detail prepared by RTO or originating Mov Area, showing troops to be entrained and detrained.

3. TCO will consider himself in the capacity of a travelling Movements Officer, available at all times to the OC Train if required, and will do everything in his power to make the journey as comfortable as possible for personnel travelling. He will act as liaison between OC Train and Railway Operating personnel or ESR staff at points where there is no RTO.

4. When travelling on an otherwise empty train the TCO will assume the duties of OC Train.

ENTRAINMENT

5. TCO will report to the RTO at entraining station at least one hour before the scheduled departure time of the train. He will take over the train from the RTO, having inspected it with him and noting any existing damage or deficiencies of train accommodation stores on the 'Train Handover and Receipt Form'. The RTO will retain one copy TCO will retain two copies.

6. TCO is responsible for the safe custody of accommodation stores until signed for by the RTO at detraining station.

7. TCO will assist at the entrainment and will make himself familiar with the allocation of personnel to the train. The RTO, will however, be responsible for the entrainment. RTO will ensure, in conjunction with the TCO, that parties are loaded by destinations and that accomodation reserved for personnel entraining en route is reserved.

8. TCO will assist RTOs at originating station and stations en route in the preparation and completion of the 'Record of Personnel Entrained' proforma and will hand same to the RTO on arrival at destination.

DETRAINMENT

9. At detraining stations en route TCO will ensure, in conjunction with

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

5. TCO will consider himself in the capacity of a travelling [illegible] officer, available at all times to the OC Train if required, and will do everything in his power to make the journey as comfortable as possible for personnel travelling. He will act as liaison between OC Train and Railway Operating personnel or ISR staff at points where there is no RTO.

4. When travelling on an otherwise empty train the TCO will assume the duties of OC Train.

ENTRAINMENT

5. TCO will report to the RTO at entraining station at least one hour before the scheduled departure time of the train. He will take over the train from the RTO, having inspected it with him and noting any existing damage or deficiencies of train accommodation stores on the 'Train Handover and Receipt Form'. The RTO will retain one copy TCO will retain two copies.

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7. TCO will assist at the entrainment and will make himself familiar with the allocation of personnel to the train. The RTO, will however, be responsible for the entrainment. The RTO, in conjunction with the TCO, that parties are loaded by destinations and that accommodation reserved for personnel entraining en route is reserved.

8. TCO will assist RTOs at originating station and stations en route in the preparation and completion of the 'Record of Personnel Entrained' proforma and will hand same to the RTO on arrival at destination.

DETRAINMENT

9. At detraining stations en route TCO will ensure, in conjunction with OC Train, that all personnel for the particular station are detrained and not overcarried.

10. At final destinations TCO and OC Train will report to the RTO who will give detrainment and dispersal instructions. In no circumstances will detrainment commence before the order is given by the RTO.

11. TCO, in company with OC Train and RTO, will inspect the train, noting any damage on the 'Train Handover and Receipt Form', paying particular attention to electric light bulbs and cushions. The TCO and RTO will sign both remaining copies of the 'Train Handover and Receipt Form', one copy being retained by the TCO and the other by the RTO.

Contd/

559

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

MEAL HALTS

12. TCO will aquaint himself of the various meal halts scheduled on each service, and ensure that OC Train is aware of these halts and the men are ready to detrain on arrival. At meal halts the TCO will assist the RTO and OC Train to control the troops during the meal, and ensure in conjunction with OC Train that the men queue up in an orderly manner and that all are duly fed.

EMERGENCY RATIONS

13. TCO will take on charge 24 hrs emergency rations for the capacity of the train. These rations will only be used in emergency and by authority of OC Train. TCO will obtain a receipt from the OC Train in event of the rations being used and will inform the Movements area at destination when they require replenishing or turning over.

REPORTS

14. TCO will make a report in duplicate in respect of each journey, using the Standard Report Form for 'International' trains, blank proformas which are available at RTO Naples Central. Both copies will be returned to HQ Movements Naples.

UNAUTHORISED TRAVEL

15. TCO will ensure that no unauthorised persons, either civilian or military, travel on the train.

DRESS

16. TCO will ensure that his staff is clean and properly dressed.

LIGHTING

17. (a) In order to conserve batteries TCOs will ensure that train lighting is switched off between 2200 hrs and 0600 hrs.

(b) To prevent the loss of electric light bulbs through pilferage, TCOs will collect bulbs from RTOs prior to the commencement of the journey and will issue them to each coach on entrainment. At the end of the journey TCOs will collect all bulbs and hand them [illegible]. Bulbs will not be left in empty coaching stock

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

1342

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSLATION

MINISTRY OF TRANSPORTS

State Railways, Gen. Direction
Work & Construction Section.

Ref: NL 8 bis/4[illegible]8/C IV 240(34)12 Rome, 6 April 1946

Subject : Rails for ferry discharge purposes at Porto di Olbia.

To : Allied Commission,
Rome.

1. The Porto di Olbia Harbour - Office enquires if it is possible to remove the track constructed on the quays for the purpose of transporting rolling-stock by ferries from Sardinia to the continent, as it constitutes a bar to the quay traffic, its position not being at the level of the quay area.

2. With reference to the letter NL 8 bis/21603 of 14 May 1945, we ask you to take these facts into consideration and to agree to our proposal of removing the a/m track.

Chief of Section.
/.....

5-1658

[3 4 3]

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

Fares - Italian State Railways.

1.	18/4/46	Colonel Walton, Economic Section	Attached are two books containing lists of fares for Italian State Railways. Fares for Trams and Buses are not yet on hand, as soon as they reach this office they will be forwarded to you.	Tptn&Shipp. Branch

B. Nash, Pte.
Chief Clerk
Tptn.& Shipp.Branch

553
430

1344

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/\
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 17 April 1946.

Subject : Retirement of Dott. Rolli.

To : The Minister of Transport
Rome.

1. Enclosed is copy of letter received from the Senior Civil Affairs Officer Venezia Giulia.

2. Will you please forward particulars of the investigations carried out and reasons for the suspension of Dott. Venanzio Rolli.

For the Director:

A.H.STREET
Lt.Colonel,
Deputy Director.

Encl: 1 ltr.

F 1/3

52

1345

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

AHS/vr

AC/430/Tn.1

15 April 1946.

Subject : Reconstruction Cancello-Benevento Line.

To : Società Italiana per le Strade Ferrate Sovvenzionate
Cancello-Benevento.
Via Regina Giovanna 5.
Rome.

1. Your letter of 7th April 1946.

2. As the 675 tons of coal were used on work and ballast trains for the reconstruction of the eight kilometres of track removed by the Military Railway Service, for the reconstruction of the Italian State Railway and as the track material was replaced free of charge, it is considered that the 675 tons of coal used for the above work should also be supplied under the same conditions.

This is of course subject to any adjustment account between your railway and the I.S.R.

WALTER P. SCOGGINS.
Lt.Colonel, QMC
Director.

555

SOCIETÀ ITALIANA PER LE STRADE FERRATE SOVVENZIONATE

ESERCIZIO FERROVIA: BENEVENTO - CANCELLO - NAPOLI

SEDE ROMA

VIA REGINA GIOVANNA, N. 5

TELEFONI

SEDE	487960
DIREZIONE (Benevento)	1546
STAZIONE APPIA	1121

Roma, 7 aprile 1946

On.le Commissione Alleata per Ferrovie
Italiane

R O M A

OGGETTO - ricostruzione Ferrovia Cancello-Benevento

Per la ricostruzione della Ferrovia Cancello-Benevento, al fine di aprirla subito al traffico militare alleato, codesta On.le Commissione, a mezzo del Ten.Col. Stritt e del Cap. Grin, che sorvegliava e dirigeva i lavori sul posto, fornì 8 km. di binario con tutto il materiale per l'armamento, a risarcimento degli 8 km. di linea asportati dal 5° Armata = Genio Ferrovieri =, per riparare la Ferrovia dello Stato tra Cancello e Caserta, ed in più 675 tonnellate di carbone estero occorrente al trasporto del pietrisco.

L'Ufficiale Inglese che dirigeva i lavori, Sig.Cap.Grin, comunicava poi al sottoscritto che le suddette forniture non venivano a noi addebitate.

Con n/ sorpresa il Servizio Approvvigionamenti delle Ferrovie dello Stato ci chiede ora il pagamento delle dette 675 tonnellate di carbone oppure una lettera di codesta On.le Commissione attestante, giusta quanto ci venne assicurato dal suddetto Cap.Grin, che siamo effettivamente esonerati del pagamento dell'accennato quantitativo di carbone.

Preghiamo, pertanto, codesta On.le Commissione Alleata di volerci cortesemente fornire tale lettera da esibire al suddetto Servizio Approvvigionamenti delle Ferrovie dello Stato per essere esonerati dal pagamento di cui trattasi.

In attesa, ci rassegnamo

SOCIETÀ ITALIANA
STRADE FERRATE SOVVENZIONATE
Il Presidente

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

TELEFONI
SEDE 487960
DIREZIONE (Benevento) 1548
STAZIONE APPIA 1121

Roma, 7 aprile 1946

On.le Commissione Alleata per Ferrovie
Italiane

R O M A

OGGETTO - ricostruzione Ferrovia Cancello-Benevento

Per la ricostruzione della Ferrovia Cancello-Benevento, al fine di aprirla subito al traffico militare alleato, codesta On.le Commissione, a mezzo del Ten.Col. Smith e del Cap. Grim, che sorvegliava e dirigeva i lavori sul posto, fornì 8 km. di binario con tutto il materiale per l'armamento, a risarcimento degli 8 km. di lamen esportati dal 5° Armata = Genio Ferrovieri =, per riparare la Ferrovia dello Stato tra Cancello e Caserta, ed in più 675 tonnellate di carbone estero occorrente al trasporto del pietrisco.

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Preghiamo, pertanto, codesta On.le Commissione Alleata di volerci cortesemente fornire la lettera da esibire al suddetto Servizio Approvvigionamenti delle Ferrovie dello Stato per essere esonerati del pagamento di cui trattasi.

In attesa, ci rassegnamo

SOCIETÀ [illegible]
STRADE FERR[illegible]
[illegible]

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519

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

In lieu of AF C2136

SIGNAL MESSAGE OUT

FROM : TN MAIN ROME TOO 11 1235 B.

TO : ACABRIT VIENNA (1)

INFO : TN VILLACH (2)
DDTN TRIESTE (3)
1 RLY OP GROUP (4)

Originator's No : 567/TN1 (.) UNCLAS (.)

FIRST (.) REFERENCE TN 29 OF 8 APRIL AND CONFIRMING TELEPHONE CONVERSATION FELLOWS/MCAULIFFE (.) FOLLOWING ITALIAN RAILWAY OFFICIALS WILL ARRIVE VILLACH ON MILITARY TRAIN 17 APRIL AT 0658 HOURS (.) READ (A) NAME (B) IDENTITY CARD NO (C) DATE OF BIRTH (A) DOTTORE BENIAMINO ARIAO (B) 30168 (C) 21/7/89 (A) DOTTORE ALFONSO PILONI (B) 5482 (C) 23/12/98 (A) ING EDOARDO DI TARSIA (B) 83423 (C) 16/7/97 (A) GIUGLIELMO FISCHER (B) 129852 (C) 10/9/91 (.)

SECOND (.) REQUEST TN VILLACH ARRANGE TO MEET THEM (.)

THIRD (.) HOW LONG IS CONFERENCE LIKELY TO LAST AND BY WHAT TRAIN ARE THEY EXPECTED TO RETURN (.)

FOURTH (.) SUGGEST AS CONFERENCE IS BEING CALLED BY ALLIED COMMISSION THAT ORGANISATION SHOULD ARRANGE REASONABLE RATIONS FOR PERSONNEL ATTENDING (.) SURELY UNREASONABLE EXPECT CIVILIANS TO CARRY RATIONS AS CIVILIAN SUPPLIES IN THIS COUNTRY ARE UNSUITABLE

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

Originator's No : 567/TN (.) UNCLAS (.)

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This message may be sent AS WRITTEN by any means including wireless.

Signed ..... Colonel

Originator's Instructions and degree of Priority

553

(1) (2) Limite
(Sgd) Rod .....

Internal Distribution:

D.G., I.S.R.
A.C. (Tn & Shipping Sub-Commission) ✓
Q(Mov) Liaison
ECITC
FILE : MS.1/65.

(5)

430

Declassified E.O. 12356 Section 3.3/NND No. 185021

1350

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

Ext.470 HEADQUARTERS ALLIED COMMISSION WPS/vr
APO 394
Transportation and Shipping Branch

AC/430/Tn.1 9 April 1946.

Subject : 76 Wagon Loads of Steel

To : Rear HQ., 13 Corps
CEM Section.

1. Reference your 1013/5/Q dated 22 March 46.

2. This office has no further information other than is contained in attached copy of letter A 13/10/3030/ICCA/8612/33 dated 20 March 46 from Ministry of Transport.

WALTER P.SCOGGINS
Lt.Colonel, QMC
Director.

Encl. - 1 letter

49

1351

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

SUBJECT:- 75 Waggonloads of steel.

Rear HQ 13 Corps
CRE Section
1013/5/Q

22 Mar 46

Transportation S/C., A.C.
Rail Division,
c/o Transportation (Er)Main, CMF.

1. Reference your AC/Mnt/1/106/Tn 4 dated 21 Feb 46 in reply to our 1013/Q dated 7 Feb.

2. May this HQ be informed please whether any further details regarding the disposal of the steel have been obtained.

J. Aylward
Major
for Brigadier
DA & QMG.

40a/

Ministry of Transport
I.S.R. Direction General
Stores Service

Rome 26 March 1946
A 13/10/3030/Icca/8612/33

Subject:
Release of steel
(76 wagons)

TRANSPORTATION AND SHIPPING
SUB.COMMISSION AC. (Rail Division)
C/o Transportation (Br) Main C.M.F.
R o m e

1. Ref. to your letter AC./Mat/I/105/Tn.4 dated Febr.11 last.
2. Following our letter A.13.10/1685/5/Icca 8325/33 dated Febr. 18 last.
3. All inquiries to trace the concerned 76 wagons of rolled and shaped steel have been unsuccessful, in spite of the information given by your letter AC/Mat/I/102/Tn.4 dated Nov. 14 last, stating that such wagons were lying at Mestre.
4. Capt Hardy (Allied HQs, Venice) who had got the a/m information, is in leave, and his Office is unaware of the matter.
5. It appears that the invention of Lt. Allen, whereof our letter Febr. 18, has been unsuccessful.
6. As it is, we are unable to acknowledge the reception of said materials.

The Chief of Service
Sgd. Bracci

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

(76 wagons)

R o m e

1. Ref. to your letter AC./Mat/I/105/Tn.4 dated Febr.11 last.
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4. Capt Hardy (Allied HQs, Venice) who had got the a/m information, is in leave, and his Office is unaware of the matter.
5. It appears that the invention of Lt. Allen, whereof our letter Febr. 18, has been unsuccessful.
6. As it is, we are unable to acknowledge the reception of said materials.

The Chief of Service
Sgd. Bracci

196

551

Na.20/3/cm.

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

1354

Declassified E.O. 12356 Section 3.3/NND No. 185021

Roma 18 Marzo 1946 - A.

N. A 13/10/3030 /5/Jcca 8612/33

Al N. del

MINISTERO
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Approvv.ti

OGGETTO

Sblocco di acciaio

(76 carri)

ALLEGATI N.

TRANSPORTATION AND SHIPPING
SUB.COMMISSION,AC (Rail Division)
c/o Transportation (Br)Main C.M.F.

R O M A

Iº) - Riferimento alla vostra lettera N.AC/Mat/I/I05 Tn.4 dell'11 febbraio I946.-

2º) - Seguito alla nostra lettera N.A.13.IO/I685/5 Jcca 8325/33 del I8 febbraio I946

3º) - Tutte le ricerche per rintracciare i noti 76 carri di laminati e profilati di acciaio sono riuscite vane, nonostante l'informazione dataci con vostra lettera N.AC/Mat/I/I02/Tn4 del I4 novembre I945 - punto 2 - che dovevano trovarsi a Mestre.

4º) - Il capitano Hardy della Zona di Venezia del Comando Alleato, che aveva pure ricevuto tale notizia, è andato in congedo e l'Ufficio al quale apparteneva non sa dare alcuna informazione.

5º) - L'intervento del Tenente Allen segnalato con la nostra lettera di cui sopra al punto 2) pare non abbia avuto esito positivo.

6º) - Così stando le cose, non riesce possibile accusare ricevimento del materiale e rilasciarne ricevuta.

IL CAPO DEL SERVIZIO

1356

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext.470 AHS/vr

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

8 April 1946

AC/430/Tn.1

Subject : Crane.

To : Transportation (Br) Main.

1. Reference your Tn.A2/127/4 of 28th March.

2. Please make direct arrangements with I.S.R. for return of the crane.

WALTER P. SCOGGINS
Lt.Colonel, QMC.
Director.

FILE

(48)

549

1356

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

Subject: Disposal of F.B.40 Crane No. 405.

Transportation (Br) Main,
C.M.F.
Tel. Firebox 9354.
Tn.A.2/127/4.
28 March.46.

To: H.Q. Allied Commission,
Tn. Sub-Commission,
(Rail Division)

Copy to: C.E. & D.W., G.H.Q. C.M.F. (Conversation Capts. Waldron-Reeder of today refers).

Ing. Renda,
Chief of Works Section,
(Through Ing. Bracci, I.S.R.,H.Q.)

1. Reference our letter of even file dated 12 March 46 to C.E. & D.W, G.H.Q. C.M.F., copy to you.

2. Will you please arrange with the I.S.R. Works Section concerned to despatch the above quoted crane to E.M.E.D., Bari.

3. Please notify all concerned full particulars of despatch and take every possible action to prevent pilferage en route.

J.H.REEDER, S/Capt.R.E.,
for Brigadier,
Director of Transportation.

548 48a

[3 5 7]

Declassified E.O. 12356 Sectic.a 3.3/NND No. 185021

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

AHS/vr

AC/430/Tn.1

8 April 1946.

Subject : Mobile Cranes.

To : I.G.R. Direction General
Stores Service.

1. Reference your A27/3483/704.10/ICCA/8666/33 of 23rd March.

2. Please deal direct with the Stores Section of M.R.S.

WALTER P. SCOGGINS
Lt.Colonel, QMC.
Director.

417

1358

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ministry of Transports
I S R Direction General
Stores Service

Subject: Mobile cranes

Rome, March 23 1946
Ref. à 27/3483/704.10/
IGA/ 8666 /33

To: Transportation & Shipping
Sub Commission -
c/o Tn.(Br) Main GHF
Attn. Maj. BARNES

1) We charged our Technicians to inspect the 16 unserviceable "Hoyster" mobile cranes and the other 7 serviceable ones, deposited at Modugno, whereof your letter 843191/II; dated 19 Jan. 1946.
2) . We beg you to let us know whether these cranes can be handed over to the IRS Administration, authorizing, in the affermative, the Officer in charge of Modugno Depot to deliver us those exceeding your requirements and communicating us the relative prices.

The Service Chief
sgd Bracci

cu ng 23/3

46 5/6

1354

Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO
~~DELLE COMUNICAZIONI~~
dei Trasporti
FERROVIE DELLO STATO
DIREZIONE GENERALE
Servizio Approvv.

OGGETTO
Gru mobili

ALLEGATI N.

Roma 23 MAR 1946 - 194 - A.

N. A27/3483/704.10/A Decca 8666/33

Al N. del

Sotto Commissione Trasporti e
Spedizioni- Divisione Ferroviaria
C/O Trasportation (Br) Main
C.M.F.
R O M A
(all'attenz. del Magg. Barnes)

1) Abbiamo incaricato i nostri Tecnici di visitare le note 16 gru mobili "Hyster" inservibili e le altre 7 servibili dello stesso tipo giacenti a Modugno, cui vostra lettera del 19 gennaio scorso N.843191/II.

2) Vi preghiamo farci conoscere se dette gru possono essere cedute a questa Amministrazione, dando in caso affermativo autorizzazione all'Uffiale comandante il deposito di Modugno di consegnarci quelle eccedenti ai v/ bisogni e comunicandoci poi i prezzi di addebito.

IL CAPO DEL SERVIZIO
ing. [illegible]

(46a)

A.R.

545

1360

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

1829
8A PR0940A

R/1765
8AER17008
PRIORITY OP

ACAERIT VIENNA

AIGOM INFOS USFA • IRLY OP GP HZ TRIESTE • DETH TRIESTE • SMRS ROME • TN VILLACH

UNCLASSIFIED.

REF YOUR 2043 OF 22 MAR AND ACAERIT GOIB/512 OF 3 APR.

1. REQUEST YOU ARRANGE ITALIAN RAILWAY OFFICIALS TO ARIVE VILLACH IN TIME FOR CONFERENCE ON 12 OR 13 APR. MAIN SUBJECT IS REINTRODUCTION OF NORMAL ARRANGEMENTS FOR WORKING GOODS TRAFFIC BETWEEN AUSTRIA AND ITALY INCLUDING ISSUE OF THROUGH INVOICES AND METHOD OF ACCOUNTING FOR FREIGHT CHARGES. PLEASE ADVISE JOINTLY AND URGENTLY NAMES OF ITALIAN AND OTHER OFFICIALS ATTENDING AND ETA VILLACH.

2. FOR TN VILLACH. ON RECEIPT OF ABOVE INFORMATION PLEASE ARRANGE ACCOMMODATION. FURTHER INSTRUCTIONS REGARDING CONFERENCE WILL FOLLOW.

AC LIST

ACTN: USFA
INFO: CHIEF COMMISSIONER
ECON REC 2
FILE 2
FLOAT

HEADQUARTERS
9 APR 1946
541

APR 9 1946

430

1361

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

ALCOM TPTN AFRO 31200

AFHQ FOR G-5

2276 UNCLASSIFIED

PARA ONE PD ITALIAN RED CROSS TRAIN NUMBER EIGHT ONE SEVEN SINCE LAST SEPTEMBER HAS BEEN BRINGING SICK AND WOUNDED ITALIANS FROM GERMANY PD THE PARTICULAR ZONE IN WHICH TRAIN WAS OPERATING HAS NOW BEEN EVACUATED OF THESE CASES AND IN CONSEQUENCE INSTRUCTIONS WERE ISSUED BY THIRD UNITED STATES ARMY TO ITALIAN LIAISON OFFICER THAT HEADQUARTERS ON TWO TWO FEBRUARY THAT THE TRAIN SHOULD REMAIN IN ITALY UNTIL AUTHORIZED TO ENTER GERMANY AGAIN PD THE AUTHORIZATION HAS NOT YET BEEN RECEIVED PD

PARA TWO PD THE HEADQUARTERS OF THE ITALIAN RED CROSS HAS RECEIVED MANY URGENT REQUESTS FOR THE REPATRIATION OF SICK AND WOUNDED FORMER PRISONERS OF WAR FROM OTHER ZONES CMA PARTICULARLY THE NEIGHBORHOOD OF PRAGUE CMA FRANKFURT AND ODER PD THESE REQUESTS CANNOT BE COMPLIED WITH OWING TO THE ORDER ISSUED BY THE THIRD UNITED STATES ARMY PD ON A HUMANITARIAN BASIS IT IS ESSENTIAL THAT THESE SICK AND WOUNDED SHOULD BE RETURNED TO THEIR COUNTRY AS SOON AS POSSIBLE PD

(PAGE 1)

44

543

430

1362

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

2276

PARA THREE PD IT IS REQUESTED THAT THE THIRD UNITED STATES ARMY BE ASKED TO AUTHORIZE HOSPITAL TRAIN NUMBER EIGHT ONE SEVEN TO ENTER ALL AREAS WHERE THERE ARE SICK ITALIANS REQUIRING REPATRIATION PD

COPY TO ECONOMIC SECTION

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

WALTER P.SCOGGINS
Lt.Colonel QMC.
Director

482

THURMAN OLIVER
Capt. Inf.
Actg.Asst.Adjt

43

542

1361

Declassified E.O. 12356 Section 3.3/NND No. 185021

ALLIED FORCE HEADQUARTERS

MOV & TN

Mov 1/6 - D/5

Tele FREEDOM 395

14 Feb 46.

SUBJECT : Glass for Italian State Railways

TO : HQ Allied Commission, ITALY
(for Transportation and Shipping
Sub-Commission)

Ref your AC/430/28/Tn.1 dated 22 Jan 46.

1. You will note that Engr Branch GHQ letter ref ENG/6443/PROD dated 11 Feb 46 is in answer to your reference letter.

2. Please inform us when satisfactory arrangements have been made.

430/Tn 1

T.L. BEAGLEY, Lt Col,
for Brigadier DQMG(M).

TLB/lwc

A2

1364

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

ENG/6443/PROD.

GHQ., CMF.

11 Feb. 46.

Subject:- GLASS EX VETRERIA RICCIARDI, VETRERIA-SUL-MARE.

To:- H.Q., A.C. Transportation & Shipping Sub-Comm.
H.Q., A.C. Industry Department.

Military glass requirements are at present under review and it is hoped to relinquish control of the above glass works almost immediately. Actual date of relinquishment of control will be notified to all addressees within a week.

P.V. CUNDY,
Captain, R.E.,
for Major General,
C.E. and D.W.

Int. Info:
Nov. & Tn. GHQ.
Q. GHQ.
G.5 GHQ.
INFO :- C.E. 3 District.

211 540

1365

Declassified E.O. 12356 Section 3.3/NND No. 185021

Subject: GLASS EX VETRERIA RICCIARDI, VEETRI-SUL-MARE.

ENG/6443/PROD.

GHQ., CMF.

16 Feb. 46.

To:- H.Q., A.C., Transportation & Shipping Sub-Commision.
H.Q., A.C., Industry Department.
C.E., 3 District.

Further to this office letter of even number dated 11 Feb. 46.

1. A small quantity of glass will be consigned to military users ex the above firm during the period 18 - 24 Feb. 46. This should have been produced already and merely awaits availability of transportation facilities.

2. As soon as this quantity has been moved no further control will be exercised by this Directorate over the firm's production.

3. The Directors of the firm have been notified to this effect.

P.V. CUNDY,
Captain, R.E.,
for Major General,
C.E. and D.W.

Int. Info: Mov. & Tn. GHQ.
Q. GHQ.
G.5. GHQ.

Gen.

P.V.C.

(40)

1366

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC.
(RAIL DIVISION)
c/o Transportation (Br) Main,
C.M.F.

Tel : 843191/11 W 80/5/1 8 February 1946

SUBJECT : Attached Minute of Conference at Nice.

TO : Col. P.D.G. BUCHANAN
Director Transportation Sub-Commission

Herewith translation from the French of the Minutes of Conference held at Nice on 14th to 16th Dec. 1945 between the I.S.R. and the French Railways, together with a translation from the Italian of the relevant Modus Vivendi.

S.R. Steel Lt.-Col.
Chief,
Rail Division.

39

13.67

Declassified E.O. 12356 Section 3.3/NND No. 185021

T R A N S L A T I O

MINUTES OF THE CONFERENCE HELD IN NICE FROM THE 14TH TO THE 16TH DECEMBER BETWEEN THE I.S.R. (F.S.) AND THE NATIONAL SOCIETY OF FRENCH RAILWAYS (S.N.C.F.)

Present :

For the S.N.C.F. :

Messrs DELACARTE, Chief Engineer - South-East region
GEMBAC, Chief Engineer - South-East Service V.B.
LONG, Chief Engineer - Central Service M.
MERMET, Chief Engineer - Central Service C.
SCHERER, Chief Engineer - Central Service C.
MATHEZ, Principal Engineer - Central Service C.
MARCHADIER, Principal Inspector - South-East region.
JUILLEN, Engineer - M.T.Service - South-East.
REBOUL, Assistant Principal Inspector - V.P.Service South-East.
BARBOT, Assistant Principal Inspector - Service of general Accounting for finances.
ROMANETTI, Divisional Inspector of Exploitation - South-East region.
MARQUET, Chief of Bureau - M.T. Service South-East.
ROGIER, Under-Chief of Bureau - Division G. South-East.
SIMONNOT, Assistant Representative for the S.N.C.F. in Italy.
CARLE, Exploitation Controler - South-East region.

For the Allied Commission in Italy :

Major BARNES, (Transportation Sub-Commission).
Major SYMONS, (Transportation Sub-Commission).

For the Italian Railways :

Messrs. Dr. LANDRA, Chief of Service, Commercial Service Rome
Eng. BIONDI, Chief of Service, Movement Service Rome
Eng. RENDA, Chief Inspector, Works Service Rome
Eng. CIRILLO, Chief Inspector, Movement Service Rome
Eng. STROCCHI, Chief Inspector, Traction Movement Florence
Eng. FANELLI, Chief Inspector, Traction Movement Florence
Dr. MARTANO, Chief Inspector, Commercial Service Rome
Acc. BETTINI, Inspector of 1st Class, Accounting and Finances Service in Rome.
MASINI, Inspector of 1st Class, Movement Service Rome
MORETTA, Station Master - Movement Service Genoa.

1368

Declassified E.O. 12356 Section 3.3/NND No. 185021

Mr DELACARTE, taking the Presidency of the Conference, welcomes the representatives of the Allied Commission as well as the Italian Deputies and expresses the hope that normal relations between the two administrations will soon be re-established, and that an agreement will rapidly be reached over the various questions that caused the gathering of the Conference

It is unanimously agreed to divide the examining of the different outstanding questions between several Sub-Commissions, composed of Representatives of the services interested in every Administration, so as to hasten the work of the Conference itself. After examining the propositions of the Sub-Commissions the two delegations held a full conference and the following resolutions have been made:

Question I - The settling of a temporary "modus vivendi" to put in order Ventimiglia Station and the corresponding section of lines -

A "modus vivendi" regarding the exploitation of Ventimiglia Station and the frontier section has been settled, starting from the date of movement of traffic, and is annexed to these Minutes.

Supplementary precise details are as under :

Article 2. - This article, according to the Treaty of 1934 has been modified in order to agree with Article 3 regarding the circulation of work trains.

Article 3. - When the section of lines have been put in operation, there will remain some work to complete between Ventimiglia and the frontier. The cost of this work is accepted for payment by the ISR and the work itself could be executed by them: but if not, ther SNCF will undertake.

Article 10. - The old article of 1934 has been modified because of the necessity of examining more carefully and completely the condition of the Railways, and to decide which work shall be executed.

Article 12. - It is made clear that the ISR had sent on 9 March 1934 a plan for the alteration of the Station of Ventimiglia. The S.N.C.F. agreed in principle on 16 June 1939 asking details of the proposed installations. Afterwards the ISR sent two papers on 28 November 1939 and 13 March 1939 respectively, but due to consequences of war, no reply was received. ISR must again send these two papers, in order that SNFC may examine and reply definitely.

During the war ISR have continued on their own account the work of alteration to the Ventimiglia Station, but the Station has suffered bombardments.

The destruction and alterations prevent the giving of a complete description of the particular use of each installation as was given in the old Treaty.

Notwithstanding, it is possible to establish a plan, fixing the respective zones to each Administration and to the Community.

Regarding the waiting rooms etc., an ultimate agreement will be given upon receipt of the definite approval of SNCF to the project of alteration to the Station. Regarding the immediate fixing of the rent, a provisional plan

536

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1369

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

giving the position of the various rooms is attached to the "modus vivendi".

Article 23 and 24 - The Italian Theme is that the reparations of War Damages falls upon the Government of the territory where the damaged institutions are found.

The F,S, as a result, do not intend to share the cost of the repair of the installations which have suffered war damage in France, whether it is for their personal use or for the communal use. They particularly have in mind the case of Modane and Breil.

That is why, in the case of Ventimiglia, they are willing to bear the cost of every expense that would be necessary on the condition that the very same dispositions will be taken regarding Modane.

The French Delegation wants the fact to be noticed that it is actually impossible to make a parallel between Ventimiglia and Modane. This latter Station, as a matter of fact, is far more damaged than Ventimiglia Station and, most probably, will never be re-established in its former state.

Therefore the SNCF will have the establish a plan to be approved by the ISR with a proposal regarding the assessment of costs to increase the patrimony. At the actual moment it is impossible to give more precise details. Regarding Breil there is nothing to object to in the Italian Theme.

In view of these conditions the Capital sum to be taken into consideration for the repair of the installations of common usage at Ventimiglia Station is the one corresponding to the situation at 10 June 1940 - altered on account of the works executed by the ISR in the common interest.

Article 14-28-29. - Following the request of the ISR the SNCF accepts for the Articles 14 (Customs) 28 (Common receipt) 29 (Consignment Taxes) the procedures drawn up confor;ing to the corresponding articles of the "Modus Vivendi" of Modane. It is anyway specified that this agreement does not prejudice what will be adopted at the time of the establishment of definite Treaties.

Article 16 - The ISR envisages the return pure and simple to the disposition of the Treaty of 1934 for the application of RIC and of RIN.

The SNCF indicate that under the circumstances (particularly the existence of important French material in Italy) this rule cannot be applied as it stands.

In any case, the SNCF could only accept a rule consisting of the restitution of, or compensation for, the material in the week following the one of the delivery in the common Station.

Under these conditions the two Administrations while waiting for the two interested Governments to come to an agreement regarding the conditions of exchange of rolling stock, will provisionally apply the following rules :

At the merchandise in transit at Ventimiglia Station, will be transhipped, on principle, at that station.

Anyway the two Administrations will come to a particular understanding

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1370

Declassified E.O. 12356 Section 3.3/NND No. 185021

in order to avoid the transhipment of certain materials. These understandings will give exactly the condition of the materials when they are handed over.

The charges will agree with the type of wagon used. Regarding the carriages, some agreements will fix in each particular case, under what conditions the materials furnished by one of the Administrations must be delivered and restituted.

All the technical conditions of the RIC and of the RIV will be maintained for everything that is not contrary to the preceeding dispositions.

Question II - The settling of a temporary "Modus vivendi" to put in order Modane Station and the corresponding Sections of Line.

The representatives of the SNCF consider that, in spite of interruption of the frontier lines, the "modus vivendi" of 1941 ruling the common Station of Modane, has never ceased to be applicable and has continued to remain in use.

The representatives of the ISR point out that they will be obliged to submit this question to their own Government as it is a matter over which they have no power to make a specific decision.

It is understood that, before the resumption of traffic via Modane, it will be necessary to bring the "modus vivendi" up to date with present day conditions, following the lines of what has been done at Ventimiglia.

Question III - Passengers and baggage traffic between France and Italy - Condition of resumption. Prescription of deduction and of liquidation.

As soon as the traffic is resumed on the line section Ventimiglia and the frontier, direct tickets will be issued at a provisional tariff between Ventimiglia and the SNCF Stations. (Travellers, accompanied baggage and dogs) which project has been given by the SNCF representatives to the ISR representatives. The ISR will make known without delay the taxes affecting the line between Ventimiglia and the frontier to be added to the tariff

The Ventimiglia Station will sell tickets only for the destinations - stations comprising those between the frontier and Nice inclusive indicated in the tariff.

Tickets for Ventimiglia will be obtainable in every SNCF Station.

The fact that Ventimiglia Station can sell tickets limited to Nice is justified by the non-equalisation that would result between the Italian quotas cashed in France and the french quotas cashed in Ventimiglia, without any possible compensation in the traffic via Modane, which certainly will not take place for a long time after that of Ventimiglia. It is understood that, as soon as the line of Modane will be open again to traffic, the question of limitation to Nice will be reexamined.

The amount of tickets sold by the bureau of Ventimiglia and the income of the registration of luggage will be credited in lire to the ISR Station fund. The ISR will credit the lire account, held in Florence. In counter-part the SNCF will credit the ISR with their own quota on the income of the tickets sold and registered luggage.

The Conference considers that it is necessary to establish rapidly a direct tariff that will allow-as soon as through trains circulate via Ventimiglia -

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1371

Declassified E.O. 12356 Section 3.3/NND No. 185021

direct tickets between Italian Stations and SNCF Stations. The ISR suggests to postpone the examining of this question to a Conference that could take place in Italy at the beginning of February; the SNCF will decide which date will be convenient.

It is recalled that in a conference held in Lugano on 22nd 23rd November 45 it was agreed that a direct tariff between France and Italy - via Switzerland - would be put into operation as rapidly as possible.

The rate of tariff as well as the rates of discount and liquidation have been studied by a Commission that has met in Berne on the 4th. December 1945 and on the following days.

Question 4 - Selling of Agency coupons by the ISR in France and by the SNCF in Italy, through the travel Agencies -

The payment to the interested Administration of the amount of the selling of SNCF coupons in Italy and of the ISR coupons in France will take place through the Railways Administration of the country where the issuing Agency is located.

This Administration is not supposed to control the accounts of the Agency which will render them direct to the creditor Administration. The rate of conversion to be applied by the Agency conforming to the decision of the UIC will be the one fixed by the Railway Administration of the country in which the Agency works.

The Administration acting as intermediary for the rulings will not run any risk because of this fact.

For this purpose the Creditor Agency will be credited by the Railway Administration acting as intermediary, in the same currency in which it has received the payment from the Travel Agencies.

These arrangements are agreed in principle immediately but will only be applied when the ISR judge it possible to commit again to Agencies, the selling of coupons on their lines.

The regime of admission of travellers on trains - which is actually in use in Italy - does not allow the sale of tickets through Agencies. In the French Italian traffic on direct lines or in transit for other countries, the SNCF will conform to the procedure adopted by the ISR in respect of the remittance of coupons to the Travel Agencies.

Question 5 - Traffic of goods between France and Italy - Conditions of renewal, prescription of deduction and liquidation.

1.) Traffic interchanged between France and Italy -

a) Traffic passing over the French-Italian frontier.

The conference approves the following rules : 533
Transportation will submit to the Rules of the International

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1372

Declassified E.O. 12356 Section 3.3/NND No. 185021

Convention concerning the transport of goods by Rail (CIM) and of its complementary uniform plans, taking into account, however, the following complementary rulings:

Transport obligations of the Railway (art. 5 of the CIM) -

Goods will only be accepted for transportation on complete wagons despatched by slow trains: transportation will only be accepted according to the existing possibilities of working.

Delays of delivering (art. 11 of the CIM).

The rules concerning the delay of delivering will not be applicable.

Payment of transport costs. (Art. 17 of the CIM).

Despatching will have to be carried out in both directions of the traffic, free of charge, to the French-Italian frontier.

Reimbursement of money advanced (Art. 19 of the CIM).

Reimbursement of money advanced will not be admitted.

Declaration of interest at the delivery (Art. 35 of the CIM).

Declaration of interest at the delivery will not be admitted.

Representatives of the SNCF point out that the ISR apply the CTM to transport exchanged between Italy and Switzerland. They ask the same applications to transport passing through the French-Italian frontier : in case application of the CTM would not take place, they would find themselves in the position to proceed to a contradictory verification at Ventimiglia and Modane; it is highly desirable to avoid this operation.

The ISR will examine the question and will publish the result with all speed.

From now on they are willing to accept that the CTM be immediately applied to transport proceeding from and to Ventimiglia. Until the decision of the ISR regarding traffic with the internal Italian Station is known, the acceptance of transport will be limited to traffic to and from Ventimiglia.

b) Traffic passing in transit through Switzerland -

The Conference would not object to apply to this Traffic the same rules of acceptation applied to traffic passing through the French-Italian frontier. Anyway, regarding the payment of transport-costs, the following rule will be applied:

Consignments will obligatorily be pre-paid to the frontier of the country they are coming from, and charges will be collected from the frontier to destination.

1373

Declassified E.O. 12356 Section 3.3/NND No. 185021

The disposition of the CTM would be applied.
The SNCF will apply the CFF of the question :

2.) Traffic interchanged between France and the other side of Italy.

Traffic will not be reinstituted for the moment.

3.) Traffic interchanged between Italy on one side and Luxembourg, Belgium, and Holland on the other side in transit through Switzerland.

The Conference would be inclined to apply, for this traffic, the same rules as for the traffic between France and Italy in transit through Switzerland. Anyway concerning the payment of transport costs the following rules will be applied :

Consignments will obligatorily be pre-paid to the Italian frontier and from then on in charges, to be collected.
The SNCF will inform on this question, all the other interested Railways who were not at the Conference.

Question 6- The transmission of documents for Allied Military transport interchanged between France and Italy.

The loan of transport in France in favour of the Allied Armies will be paid to the SNCF only on presentation by her of regular way-bills conforming to the pattern laid down by the Allied Military Authorities.
So, the SNCF gives great importance to the fact that transport coming from Italy must always be accompanied by these documents.

The representatives of the SNCF remits to the Representatives of the ISR a rough dreft of accounting instructions based on these principles.
The latter draws attention to the fact that they are willing to accept this draught if the Allied Authority puts them in the position to conform to it; but, up to now, Allied Transport in Italy has, most of the time, been effected without documents.
The two delegations desire to draw the attention of the Allied Commission (CMF Rome) Representatives that are present, on the necessity of Transport interesting the SNCF always being accompanied by the regular documents for one part of the distance.

Question 7 - The setting of provisional Agreements on the keeping of reciprocal accounts between SNCF and the ISR.

In accordance with the agreement reached on the 16th January 1941 and modified on 18 June 1941 and taking into account the experience acquired and the new situation, the SNCF and the ISR have decided that a new agreement regarding the keeping of their reciprocal account (agreement that must be put into effect as soon as the effective renewal of the traffic) that this renewal must take place at the French-Italian frontier points or in transit through Switzerland.

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

These agreements have been reached only after previous scrutiny of the reservations formulated by the Italian-Delegation, on the following three questions :

I - Article 6. The Italian Delegation wanted every reciprocal account to be kept in French francs, On the contrary, the French Delegation reckons that accounts must be kept in the original currency of the debt or credit, which implies - for every administration - at least the keeping of an account in French francs and an account in lire, since the putting in use of direct tariff, is based on the union of the French and Italian taxes.

It is the case that, on Dec. 4th and the following days a the Conference of Passenger and Baggage Traffic, through the Low countires, Belgium, Luxembourg and France to and from Italy, in transit through Switzerland the ISR have indicated their quota in lire in the price-list that is an integral part of the tariff that is being examined.

Nevertheless, if the ISR insist on requesting to be credited in every case in the local currency - and if this request is agreed by the S.N.C.F. and the French Office of Exchange, the agreements under discussion would not interfere with it, entries in lire account kept in Paris would be less numerous - but, also in this case - the keeping of accounts could not be avoided. Only the heading "ISR quotas" of internal SNCF tickets coging or going to Ventimiglia, and of direct tickets sold in France, appearing under II 1.b) of article 6 would be transferred under II 2.a)

II - Article 7. The Italian Delegation, arguing the actual difficult conditions of work for the ISR agents, requires the date of presentation of monthly accounts to be fixed on the 15th of the month (M + I) and not on the 10th of the month. The French Delegation declares it preferable not to modify the date foreseen by the project which is the same already admitted in the foregoing agreements with the SNCF and the other foreign Administrations. Considering the following request of the Italian Delegation, a delay of 5 days is agreed for the sending of the accounts until the conditions of work for the ISR agents will become normal again.

III - Article 9. The Italian Delegation is surprised by the clause foreseeing some interest in Arrears that appears for the first time in the Financial Agreements reached with other Railways Administrations and declares they are not able to accept this proposition until after having it submitted to its General Direction. On the other hand the French Delegation insist on inserting the above-mentioned clause - as it is considered by them as utterly general, and appers actually in every contract passed with French Public Administrations, Private Individuals.and Transport Administrations French and Foreign.

Question 8 - Liquidation of debts and credits in arrears entered in reciprocal Account -

The French Delegation presents a summary of arrears account, divided into two periods: prior to June 1940 and after June 1940.

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1375

Declassified E.O. 12356 Section 3.3/NND No. 185021

1.) - Period prior to June 1940 -

Total figures of the SNCF :	.....	7.777.839,57 lire
-to its debit	.....	5.355.970,21 f.fs.
Total figures of the ISR amounts :	.....	7.459.540.14 lire
		394.958.78 french francs
		114.741.97 gold "
		3.884.55 Belg. "
to the credit of the SNCF		120.125.72 lire
		4.317.420.21 french frs
		50.947.35 gold frs
		1.111.19.0 Pounds Stg.

The two Delegations agree, in order to make easy the necessary verification, to re-establish the SNCF figures in the original currency by a conversion inverted to the one previously made; this conversion not interfering in any way with the final regulations which will become effective after Government agreement.

Each administration will undertake the comparison of the list of accounts that it has received from its opposite number and will show, figure by figure, with balances and references the differences that it will have found out, in comparing the documents.

2.) - Period after June 1940 -

For all the amounts of which the extract of accounts has not yet been sent and approved, each Administration will send to its opposite number the detailed monthly accounts which have been postponed because of circumstances.

For the period during which the acceptance of accounts was still possible but the rulings were not applied, the procedure will be the same as for period 1.) as above. The differences to be explained are brought out by the following figures which amount to, according to the SNCF .

- to its debit :	19.140.851,23 lire
- to its credit :	40.280.067,55 ~~lire~~ french francs

and according to the ISR

- to the debit of SNCF	16.784,698,77 lire
- to the credit of "	34.900,034,34 french francs

It is clearly understood that the liquidation of accounts in arrears are totally independent from the accounts which will be originated by the re-opening of traffic between the two Countries.

On request of the Italian Delegation, it is decided that the definite settling of the accounts in arrears, outlined by correspondence, will be achieved by direct contact between the interested functionaries of the two Administrations.

1376

Declassified E.O. 12356 Section 3.3/NND No. 185021

Invoices of payment in kind for Traction and Accessories during the period from 10 September 1943 to 14 August 1944 -

During the period of 10 September 1943 to 14 August 1944 the SNCF after having retaken possession of the Menton Station has assured some trans-frontier transport between the frontier and Ventimiglia Station.

The Treaty of Ventimiglia Station having been cancelled following the express wish of Italy in 1940, and as the Ventimiglia Station, because of that, has lost its status of Communal Station, the representatives of the SNCF let it be known that they will render invoices on the base-price of kilometer-trains laid down in the Minute of Turin on the 18th June 1941, that is 36 french francs.

On the contrary the SNCF will accept from the ISR for the period under consideration, the invoices for water and coal that may have been furnished to machines of the SNCF at Ventimiglia station.

No other invoice is to be presented to the SNCF on the account of Ventimiglia station for the above period.

The representatives of the ISR answer that they are under the obligation to submit the question to their Government.

Question 8 Bis - Rates and calculations of the amount due per kilometer-train to be charged to the ISR for the section Ventimiglia-French Frontier.

The delegates of the two Administrations have fixed the following rates :

a)	for each Km-train (in French Francs)	122	Frs.
b)	" " " auto rail-car (in Fr. ")	47	"
c)	" " coupled auto rail car (in Fr. Frs)	88	"
d)	" " Km in auto-rail-car (" ")	95	"

Rates of dues to be deducted per hours of Shunting-Locomotives and Rail-Tractors at Ventimiglia Station -

The representatives of the two Administrations have agreed on the following rates :

a)	Shunting performed by engines (in French Francs)	300	Frs.
b)	Rail-Tractors " "	180	"

Question 9 - Reimbursement from the ISR of the value of furniture kits of tools, raw materials belonging to the SNCF and not to be found in Menton, Menton Garavan, Menton Saorge, Ventimiglia.

The French Representatives furnish the following information about these deductions :

528

1) - Menton

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1371

Declassified E.O. 12356 Section 3.3/NND No. 185021

Kits of tools	165.419	
Furniture	93.990	
Stores	71.000	
Total	330.409	330.409

2.) Fontan-Saorge

Kits of tools	93.559	

3.) Ventimiglia

Kits of tools	218.900	
Furniture	258.496	
Stores	1.495.000	
Total	1.972.396	1.972.396

4.) Platelayers stores	75.117	
Total	2.471.481 French Francs	

The SNCF will carry these amounts to the debit of the ISR in the reciprocal accounts.

The Italian Representatives call attention to the fact that this question does not fit completely with railways affairs and that, on the other hand, they do not have any element of competency to discuss the rights and wrongs of the request of reimbursement presented by the SNCF.

Question 10 - Fixing and payment of indemnities due for the utilisation of 42 SNFC machines taken to Italy and repaired in place of those taken to France .

The French representatives furnish to the meeting a Table giving the accounts of the sum of 6.213.617 French Francs for the 41 passenger locomotives and composed of the following items ;

- Repairing of the machines after restitution 386.297.-
- Owing for utilisation of materials 5.827.320

Besides, the SNCF will invoice the ISR on the same basis, the hiring of the locomotive 040 T.A.I. taken to Italy in Sept. 1944 and not yet restored to date. In case this locomotive has been destroyed, the hiring ceases from the day

527

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1878

Declassified E.O. 12356 Section 3.3/NND No. 185021

of the notification to the SNCF of the impossibility of restitution, and the value of the locomotive will be invoiced to the ISR as from that day.

The SNCF will carry these sums to the debit of the ISR in the reciprocal accounts.

The Italian representatives assume, on the question, the same attitude for Question 9.

Question 11 - Entries in reciprocal accounts and payments of cost of transport owed to the SNCF for the LATI goods.

Question withdrawn from the Minutes .

Question 12 - Payments of the Cost of Transport owed to the SNCF for the Italian Military Convoys in the unoccupied zone. (Application of the Menton Convention).

Transport may be divided in two categories :

1) - Passenger Transport .
2) - Goods Transport and Food Stuffs.

The Italian representatives point out that the ISR has already debited the cost of transport of the first category, the total amount of which amounts to, approximately 900.000 Fr. The exact figure will be determined and agreed between the two Administrations.

Regarding the transport in the second category, the French Delegation admits that these could not be charged to the ISR as they constitute, in reality, a credit to the Italian Government.

To allow the SNCF to accelerate in any measure possible, the regulation of that credit, the Representatives of the ISR agree to receive the documents in duplicate already presented to the Italian Government at the Commission in Turin, to verify them and to give officially the SNCF its agreement regarding the deduction so prepared and eventually rectified. The total amount of these charges is actually established at approximatly 820.000Fr.

Question 13 - Taxation of amount of charges due to the S.N.C.F. for the Italian Military Transport in France and Payment of these charges.

The Italian Delegation believes they are able to place at the disposition of the S.N.C.F. all accounts presented by the S.N.C.F. under this category after they have been passed as correct by an Italian expert. They can now state that it seems that the items "Complete trains Single Units, Materials, Single Wagons, and Rakes " the amount of which, according to the S.N.C.F., is of 90.579.400 francs, will be accepted as correct.

Regarding the sum of the rates of passenger traffic it amount

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1379

Declassified E.O. 12356 Section 3.3/NND No. 185021

according to the S.N.C.F. to 22.827.275 Francs, while the Italian expert has for the moment in his possession, only the deductions for a sum of approximately 4.000.000 Fr. It is important to discover the causes of this difference.

The ISR Delegation moreover point out that the amount of the cost of Goods Traffic, will have to be deducted from the amount of losses and damages before a Regulation is formulated. The details of these are no longer in the possession of the ISR or of the Italian Military Authorities.

The S.N.C.F. propose to proceed to the liquidation of these indemnities by lump sum, adopting a coefficient of reduction on the total amount of transport costs, this lump sum coefficient will be established for the period of one month which will be chosen by the Italian Authorities during a period in which the traffic may be considered as having been normal. The ISR engage to transmit this proposition to the Italian Authorities and to inform the S.N.C.F. of the decision that has been reached. It is clearly understood that the amounts finally due to the S.N.C.F. will be paid to the S.N.C.F. at the initiative of the interested Governments.

Each Administration will make it its business to submit to its own Government the questions for which agreement of the latter is necessary. The questions in which the Allied Commission has a particular interest will be submitted to the ISR for further examination by this Commission (which represents the Central Mediterranean Forces), before any application.

Six Copies of the Minute of the Conference must be sent to the "Transportation Sub-Commission" in Rome.

NICE the 16 December 1945.
For the Italian State Railways
Signed :- L A N D R A

For the S.N.C.F.
Signed : - DELACARTE.

TEMPORARY MODUS VIVENDI FOR THE REOPENING OF TRAFFIC VENTIMIGLIA STATION AND STRETCH OF LINE FROM THE STATION TO THE FRONTIER.

The I.S.R. and the S.N.C.F. (French National Railway Society) have agreed under the present temporary Modus Vivemdi to reopen to traffic the stretch of line from Ventimiglia Station to the Frontier.

When this stretch will be opened to traffic, this Modus Vivendi will be effective and remain so, until a new treaty will be signed after the peace treaty between the French and Italian Governments.

Any disputes which may arise due to the carrying out or interpretation of the present Modus Vivendi, will be submitted to the authority and judgement of three arbitrators, of whom one will be appointed by the I.S.R., the other by the S.N.C.F. and the third jointly by the interested parties, in case of disagreement, then by agreement by both the Governments concerned.

The financial expenditure of operation of the stretch of line from Ventimiglia to the Frontier will be entirely borne by the I.S.R.

Therefore, the revenue and the receipts of any kind, affecting the said stretch, will belong to the I.S.R., who assume for their own account, any expenditure in connection with the stretch.

On the other hand, the I.S.R. will hand over to the S.N.C.F. the complete operation of service of said stretch (maintenance of line, train service, etc.).

However, the maintenance of the viaduct over the Roia will be carried out by the I.S.R. The SNCF carry out the maintenance of track along the stretch of line from Ventimiglia to the Frontier situated on the viaduct.

Para I of the present Modus Vivendi has the object

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

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However, the maintenance of the viaduct over the Roia will be carried out by the I.S.R. The SNCF carry out the maintenance of track along the stretch of line from Ventimiglia to the Frontier situated on the viaduct.

Para I of the present Modus Vivendi has the object 524
to establish the following :

— on one side, the technical conditions for carrying out the service on the stretch on behalf of the SNCF;

— on the other side, the conditions and method of reimbursement of expenditure which the SNCF may have while acting for the I.S.R.

396

A R T I C L E I.

Regulations applicable on the Italian Territory.

In order to carry out operation along the stretch the S.N.C.F. will assume the responsibility towards the ISR, to conform with law and general regulations issued by or th

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

be issued concerning the operation of I.S.R. and follow all the special rules which the competent Italian Authority may deem opportune to establish for the said stretch. The I.S.R. will transmit to the S.N.C.F. the texts of any regulations which may be issued in the future.

However, subject to the approval of the competent Italian Authority, the Regulations of the S.N.C.F. will be applied to the Circulation and Make Up of Trains, the Maintenance and Technical Inspection of the Line as well as of Signal-Telephone Service.

Under the same reservation, Signal and Electric Apparatus, as well as the Safety Devices which the S.N.C.F. adopt will be utilized.

A R T I C L E 2.

Train service along the stretch from Ventimiglia to the Frontier.

The S.N.C.F. will provide their own personnel for Operation and Train Service along the Stretch from Ventimiglia to the Frontier.

The trains of the S.N.C.F. will arrive as far as Ventimiglia Station and will leave from there.

The I.S.R. are obliged not to operate any train, locomotive, trolley, or other kind of vehicle beyond Ventimiglia towards Mentone. Special agreement will be taken for any particular case concerning the Operation of Workstrain carried out by the I.S.R., necessary for Railway Reconstruction.

However, the I.S.R. can operate some trains in case the S.N.C.F. require any assistance, as provided for in Art.6.

A R T I C L E 3.

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

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A R T I C L E 3.

Reconstruction and additional works.

523

The reconstruction of track damaged due to the war will be the responsibility of the I.S.R. These could be carried out by the I.S.R. in mutual agreement with the S.N.C.F. The new works along the stretch from Ventimiglia to the Frontier will be carried out by the S.N.C.F., but only by previous arrangement with the I.S.R. and the approval of the Italian Ministry of Transport in accordance with the Italian regulations.

The projects have to be submitted for approval of the I.S.R.

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

A R T I C L E 4.

Maintenance and Inspection of the stretch and its works.

The S.N.C.F. has to inspect and maintain in good condition the stretch of line and all its works, excluding the viaduct on the Roia as foreseen in the preamble of para I.

The S.N.C.F. will submit to the I.S.R. for each section of track an estimate of maintenace works which should show the prevision of normal expenditure for personnel and material.

Any other work not included in the estimate will be carried out only with the consent of the I.S.R. with the exception of urgent cases, but the Railways will have to be informed as soon as possible.

The I.S.R. will have the right to inspect and verify the Maintenance Work by their own agents,who under the responsibility of the Railways themselves,are authorised to circulate along the stretch on foot or on an engine or in a luggage van of the trains as far as Mentone.

However, the said personnel cannot ride on an engine belonging to the S.N.C.F. without the particular authorisation, as per the Regulations of that Society.

A(R(T I C L E 5.

Removal of snow.

The removal of snow along the stretch will be carried out by the S.N.C.F. by their own means.

A R T I C L E 6.

Assistance .

In case of accidents along the stretch from Venti-

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

Any other work not included in the estimate will be carried out only with the consent of the I.S.R. with the exception of urgent cases, but the Railways will have to be informed as soon as possible.

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However, the said personnel cannot ride on an engine belonging to the S.N.C.F. without the particular authorisation, as per the Regulations of that Society.

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ARTICLE 6.

Assistance .

In case of accidents along the stretch from Ventimiglia to the Frontier, for which it will be necessary to send assistance, this will be supplied by the S.N.C.F.

However, whilst the I.S.R. have steam engines at Ventimiglia, these as far as possible, could be used for the assistance to the S.N.C.F. trains between Ventimiglia and Mentone.

322

In this case, the engine will be driven by I.S.R. personnel, but piloted along the stretch by an employee qualified by the S.N.C.F. who will take all safety measures. The technical conditions of this assistance will be regulated by mutual agreements between the concerned Regional Officers.

The cost arising through sending the means of assistance will be debited according to the regulations as laid down in the following Art.9.

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

A R T I C L E 7.

Tariff - Income - Taxes

Along the stretch from Ventimiglia to the Frontier the tariff of the I.S.R. will be applied.

As the income corresponding to the said stretch belong entirely to the I.S.R., the S.N.C.F. wil credit the account of the said Railway, both for the income from international traffic and the amount of revenue collected on said stretch by the S.N.C.F.

The S.N.C.F. will be responsible for any inexactness or error due to the application of the tariff, on condition that the differencies will be notified at least one month before the prescribed terms established by International Convention shall expire. The latter terms are not applicable to amounts reimbursed due to claims.

Taxes and contribution of any kind, applicable to the stretch from Ventimiglia to the Frontier will be the charge of the I.S.R., who will settle all claims with their own Government.

A R T I C L E 8.

Method of reimbursement of actual expenditure to the S.N.C.F.

I. The new works and eventually those of reconstruction carried out by the S.N.C.F. (Art.3) will be invoiced every two months to the I.S.R., by means of detailed accounts, which amount will be increased by 10% due to cost of Surveys, Management and Inspection.

2. The expenditure of Maintenance and Inspection of the stretch and its works including those of removal of snow and Rly Service Trains (Art. 4 & 5) will also be invoiced every two months to the I.S.R. in detail and will also be increased by 5% for general expenses. (I)

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

ternational traffic and the amount of revenue collected on said stretch by the S.N.C.F.

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2. The expenditure of Maintenance and Inspection of the stretch and its works including those of removal of snow and Rly Service Trains (Art. 4 & 5) will also be invoiced every two months to the I.S.R. in detail and will also be increased by 5% for general expenses. (1)

3. Any other expenses which the S.N.C.F. may sustain in order to carry out the Rly Services along the stretch (supply of Rolling Stock, Traction Expenses and Train Staff) will be reimbursed by the I.S.R. according to a basic price per Train Km. (2)

The basic price will be agreed between the two Rlys and may be revised on request of one of them. It will be effective on the date fixed previously by the two Rlys.

The basic price will be applied only to Commercial Trains (Freight Trains) accepted by Movement Services of both Rlys, excluding Rly Service Trains and Light Engines.

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521

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

(I) The expenses for personnel will be established as agreed in the following Art.24, para I, point I.

(2) The basic price will not include the expenses relative to the payment of indemnity due to delays, loss and damages to goods, which will be regulated in accordance with the Convention in force and special agreements on this subject.

The S.N.C.F. will send every two months to the I.S.R. the Compensation Accounts due for the mileage run by their trains. The length to be taken as basis, in order to calculate the runs, will be the distance existing between the axis of the Station Building and the Frontier, that is actually 7:309 km.

The amount as in points I, 2, 3 will be credited to the S.N.C.F. in the Monthly Reciprocal Current Account, during the month following that of the rendering of the said account. The eventual differencies will be adjusted by undercharge or overcharge and as soon as accepted, booked on the next current account.

The accounts have to be transmitted in the second fortnight of the third month following the two months period.

They have to be accepted with or without reservations in the month following presentation.

Each Contracting Rly will have the authority to examine, at the others offices, the vouchers concerning those accounts.

No request for rectification of accounts will be admitted after two years from the rendering of such accounts.

A R T I C L E 9.

Responsibility

The S.N.C.F. will assume responsibility for damage caused by accidents of any kind - including fire - third persons, personnel, material, animals, and to things along the stretch from Ventimiglia to the Frontier, excluding Ventimiglia station.

With exception solely :

a) Damage - including that caused by fire - derived through

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

Building and the Frontier, that is actually 7,000 km.

The amount as in points I, 2, 3 will be credited to the S.N.C.F. in the Monthly Reciprocal Current Account, during the month following that of the rendering of the said account. The eventual differencies will be adjusted by undercharge or overcharge and as soon as accepted, booked on the next current account.

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With exception solely :

a) Damage - including that caused by fire - derived through mere accident or force majeur, will be the charge of the I.S.R.;

b) Damage - including that caused by fire - due to the fact of common use of the station, will be a joint charge.

In case the circumstances of responsibility should be determined as Communal, the pecuniary consequences of the damage will be borne in equal shares by the responsible parties.

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

The damages for which responsibility might be doubtful will be substained in equal shares by both the Rlys.

In case the S.N.C.F. maintain that they should not bear the complete responsibility of the whole part of the damage, an inquire will be held by the Representatives of both the Rlys.

In case of no agreement, both the Rlys, will appoint a joint arbitrator to whom the dispute will be submitted.

A R T I C L E IO.

Inspection of Way and Works

Before the resumption of traffic, a joint inspection of the line and its works will be carried out.

A written agreement will be drawn up on the subject, in which the Reconstruction Works to be carried out will be stipulated.

A R T I C L E II.

Validity of Travel Permits, Free Passes and Tickets for Reduced Tariff Charges.

The Travel Permits and Tickets for Free Travel as also Coupons for Transport at reduced tariff issued by the S.N.C.F. to their employees and respective families will be valid on the stretch from the Frontier to Ventimiglia. The bearer of said documents will have the franchise admitted for their luggage on the stretch.
All the Travel Vouchers or Coupons for free transport or for reduced tariff, will also be valid as far as the Ventimiglia station.

PARA II - The common use of the Ventimiglia Station.

Ventimiglia station will be used by the I.S.R. and S.N.CF; but will be managed by the I.S.R. on account of both the Rlys.
All the personnel belonging to the joint service will be under

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

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PARA II - The common use of the Ventimiglia Station.

Ventimiglia station will be used by the I.S.R. and S.N.CF; but will be managed by the I.S.R. on account of both the Rlys. All the personnel belonging to the joint service will be under authority of the I.S.R. Stationmaster, who will be the Chief of the International Ventimiglia Station.

519

On the other hand, the S.N.C.F. will have at Ventimiglia station a special employee, called "Representative" whose special duty is to represent their commercial interests before the public which do not concern the Italian State Railways. This Representative will not be part of the joint staff at Ventimiglia.

The Para II of the present Modus Vivendi has the object to establish :

a) the conditions of carrying out the common service in the station;

b) the division of expenses and of common revenue and the method of their distribution.

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

A R T I C L E I2.

Delimitation of the common station.

The common station has an extension from km I46+050 to km I48+I42.

The station will include the ground and all buildings situated between these two points, with exception of buildings destined for material and traction service of each of the Rlys, which will be determined in the spirit of treaty of Ist August I934.

In the plan annexed to the present treaty are indicated with red ink the buildings of common use, with yellow ink those of exclusive use for the S.N.C.F. and with green ink those for exclusive use of the I.S.R.

A R T I C L E I3.

Execution of service in the station .

All the services in the Ventimiglia station, with exception of those in Article I8 and the service of Parcel Post will be considered as carried out in the common interest of both Rlys.

I. The employees of the I.S.R. will carry out the following operations :

a) dispatch and receive trains, preparation of corresponding documents and assignation of train staff; the Movement Branch employees should know the operation rules in force on the S.N.C.F. Rly and also the French language;

b) complete service of passengers, luggage and dogs, including the collection of taxes and the drawing up of accounts;

c) acceptance of goods outgoing from Ventimiglia to Italy, reconsignment of goods from Italy, including those destined for re-shipment and their custody in the storehouses;

d) assessment of goods shipped from and to Italy, as well as incoming or outgoing goods from Ventimiglia and in transit;

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

with red ink the buildings of [illegible] of exclusive use for the S.N.C.F. and with green ink those for exclusive use of the I.S.R.

A R T I C L E 13.

Execution of service in the station .

All the services in the Ventimiglia station, with exception of those in Article 18 and the service of Parcel Post will be considered as carried out in the common interest of both Rlys.

I. The employees of the I.S.R. will carry out the following operations :

a) dispatch and receive trains, preparation of corresponding documents and assignation of train staff; the Movement Branch employees should know the operation rules in force on the S.N.C.F. Rly and also the French language;

b) complete service of passengers, luggage and dogs, including the collection of taxes and the drawing up of accounts;

c) acceptance of goods outgoing from Ventimiglia to Italy, reconsignment of goods from Italy, including those destined for re-shipment and their custody in the storehouses;

d) assessment of goods shipped from and to Italy, as well as incoming or outgoing goods from Ventimiglia and in transit; collecting of Transport and other Charges, due to departure or arrival of shipments and account for(crediting or debiting) Transport and other charges concerning shipments in transit from and to Italy;

e) drawing up of Way bills concerning Shipments from and to Italy whether arriving at or departing from Ventimiglia, or in transit, and keeping record of these documents;

f) delivery to train personnel, documents and goods for all transportations destined to Italya and or France,

- receiving on arrival of trains, the documents and goods carried, whatever may be their place of origin;
- these operations cannot be invoked for distribution of Indemnities, as established in Article 25;

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218

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

g) the handling of luggage and goods which are put in the storehouse, Depositing, Labelling, eventual Lead Sealing work and locking of Wagons, Disinfection and Weighing, use of Loading Appliances and of Customs tools and manufacturing of Customs Packings;

h) acceptance of transport claims to and from Italy, Questions dispute instructions to be submitted to Italian judicial authority, representation at Court and settlement of said disputed;

i) marshalling of trains, including Coupling and coupling of intercommunicating bellows;

j) Movement and Shunting of rolling stock; it is understood that on request of the station, the locos of trains can carry out Shunting, these Shunts will be free of charge when their duration does not last more than half an hour, if for a longer period the charges will be debited to the common account,(art. 24, para I, 3°);

k) handling of Signals, Switch Points and other Mechanism;

l) Lighting, Cleaning and Supervision of Rooms and Tracks, Heating of Rooms;

m) maintenance of Buildings and Plant, including equipment of Overhead Electric Lines, Italian system;

n) supply of Water, for the Joint Service as well as for Private Services;

o) supply of Steam for heating of Trains after the re-establishment of corresponding installations;

p) guarding the Level Crossing in the station area;

q) all the other operations of common interest, excluding those concerning the S.N.C.F. personnel as in the terms of para II of the present Article.

For service operations from and to France(Movement, Passenger Service and Luggage, Accounts, Disputes, etc.) the employees of S.N.C.F. will observe the general and special rules of the S.N.C.F., as well as the Service Orders, Circulars and the Instructions which may be directed to the Stationmaster in Ventimiglia.

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

their duration does not last more [illegible] a longer period the charges will be debited to the common account, (Art. 24, para I, 3°);

k) handling of Signals, Switch Points and other Mechanism;

l) Lighting, Cleaning and Supervision of Rooms and Tracks, Heating of Rooms;

m) maintenance of Buildings and Plant, including equipment of Overhead Electric Lines, Italian system;

n) supply of Water, for the Joint Service as well as for Private Services;

o) supply of Steam for heating of Trains after the re-establishment of corresponding installations;

p) guarding the Level Crossing in the station area;

q) all the other operations of common interest, excluding those concerning the S.N.C.F. personnel as in the terms of para II of the present Article.

For service operations from and to France(Movement, Passenger Service and Luggage, Accounts, Disputes, etc.) the employees of S.N.C.F. will observe the general and special rules of the S.N.C.F., as well as the Service Orders, Circulars and the Instructions which may be directed to the Stationmaster in Ventimiglia.

II. The employees of the S.N.C.F. will carry out the following Operations : 517

a) acceptance of outgoing goods from Ventimiglia to France; re-delivery of incoming goods from France, including those destined to re-shipment and their custody in the storehouse;

b) assessment of Goods Shipment from and to France, the incoming as well as the outgoing from Ventimiglia and in transit; collecting Transport Charges and other Charges due to outgoing or incoming Shipments and charging up (crediting or debiting) the Transport charges and other dues which arise due to shipments in transit from and to France;

d) drawing up of Way bills concerning shipments from and to France, the incoming and outcoming from Ventimiglia, those in transit, and keeping accounts of those shipments, Direction and Supervision of laoding and off loading of

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

goods from and to France, including those re-shipped or those destined for re-shipment;

d) acceptance of claims concerning transportation from and to France;

e) service of Small Parcels from and to France.

ARTICLE 14.

Custom.

Each Rly. will have at Ventimiglia a Special Agency accredited by both Customs.

Each agency will be in charge of operations by the Custom of their own country and collect or apply the corresponding charges for goods in transit, originating or terminating at Ventimiglia or goods re-shipped to this station.

Exceptionally, the French agency will carry out at both Customs, the work arising from transport for the exclusive service of their own Administration on account of the S.N.C.F. employees living or detached in Ventimiglia Station, and also on account of the French Public Administrations. They will also draw up statements (off loading list) to be given back to the Italian Customs, after the arrival of trains coming from France. Moreover, the Administration who is in charge of Transport going astrwy, will have to execute the Regularization Operations for both interested Customs.

ARTICLE 15.

Telegraph and Telephone Service .

The telegraph and telephone service will be carried out by the I.S.R. personnel for communications to Italy.

These personnel will also be in charge of Telephone Communications between the French stations concerning the circulation of trains on the French lines.

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

Each agency will be in charge of operations by the Custom of their own country and collect or apply the corresponding charges for goods in transit, originating or terminating at Ventimiglia or goods re-shipped to this station.

Exceptionally, the French agency will carry out at both Customs, the work arising from transport for the exclusive service of their own Administration on account of the S.N.C.F. employees living or detached in Ventimiglia Station, and also on account of the French Public Administrations. They will also draw up statements (off loading list) to be given back to the Italian Customs, after the arrival of trains coming from France. Moreover, the Administration who is in charge of Transport going astrwy, will have to execute the Regularization Operations for both interested Customs.

A R T I C L E I5.

Telegraph and Telephone Service .

The telegraph and telephone service will be carried out by the I.S.R. personnel for communications to Italy.

These personnel will also be in charge of Telephone Communications between the French stations concerning the circulation of trains on the French lines.

The personnel of the S.N.C.F. will use the Apparatus and Telephone Circuits for Communications concerning the Service which they carry out for themselves.

516

A R T I C L E I6.

Inspection and Exchange of Rolling Stock .

The Inspection, Delivery and Re-delivery of Rolling Stock will be carried out in the common Ventimiglia station.

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

A R T I C L E I7.

Exchange of Goods .

Exchange of Goods will be carried out with the necessary Way bills between train personnel and station personnel, in accordance with the regular orders in force on the Rly, which transported them, or in accordance with the prescribed common orders of transport shipment of Goods in the International Rly Service by rail.

It is understood that the lack of remarks of any abnormalities during the exchange will not be entitlement to avoid distribution of indemnity as established in Article 25.

A R T I C L E I8.

Heating, Lubricating and Inspection of trains.

Each Rly willwith its own means, be responsable for Inspecting, Oiling, Cleaning and Washing its own trains.

The preheating of all trains leaving from the Ventimiglia station towards Italy or France will be provided by means of steam supplied from the existing fixed palnt in the station.

The connections between the vehicles and the Fixed Plant, in order to introduce the steam into the trains,will be carried out at the Care and Expense of each Rly for its own trains.

A R T I C L E I9.

Printed Matter.

The S.M.C.F. will supply the Printed Matter and Registers of any kind necessary for the carrying out of services, in conformity with their instructions, either by the S.M.C.F. personnel or I.S.R. personnel.

Similarly the I.S.R. will supply the printed matter and registers in conformity with their instructions.

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

avoid distribution of [illegible]

A R T I C L E I8.

Heating, Lubricating and Inspection of trains.

Each Rly willwith its own means, be responsable for Inspecting, Oiling, Cleaning and Washing its own trains.

The preheating of all trains leaving from the Ventimiglia station towards Italy or France will be provided by means of steam supplied from the existing fixed palnt in the station.

The connections between the vehicles and the Fixed Plant, in order to introduce the steam into the trains,will be carried out at the Care and Expense of each Rly for its own trains.

A R T I C L E I9.

Printed Matter.

The S.N.C.F. will supply the Printed Matter and Registers of any kind necessary for the carrying out of services, in conformity with their instructions, either by the S.N.C.F. personnel or I.S.R. personnel.

Similarly the I.S.R. will supply the printed matter and registers in conformity with their instructions.

Only the supply for the Common Service will be accounted on the expenses to be shared.

515

A R T I C L E 20.

Rooms and Offices will be at the disposal of the S.N.C.F. in the Ventimiglia Station to allow them to carry out the service handed over to them.

The I.S.R. will give to the S.N.C.F. personnel attached to the Ventimiglia Station, the Offices and Rooms necessary to carry out services (Art.I3-I4-I5 & I6).

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

The I.S.R. will also supply to the S.N.C.F. personnel arriving at Ventimiglia with French trains and whose duty is to escort trains departuring for France, a place in the Dormitory and Refectory. Moreover, they will put at their disposal a storehouse to store the necessary lighting material for trains.

A R T I C L E 21.

Discipline in the Joint Ventimiglia Station.

Only the I.S.R. Administration has the right of discipline at Ventimiglia station and its dependencies.

The senior employees of the traffic department of the S.N.C.F. will issue orders to the I.S.R. Stationmaster which can be transmitted either direct or through a Representative, but only regarding the operations which the I.S.R. are charged to carry out for the service with France.

The I.S.R. will apply to their own personnel attached to Joint Service the proper Disciplinary action, in case of Negligency or Carelessness of any kind, which the S.N.C.F. believes opportune to advise.

On the other hand, the S.N.C.F. will apply to their own personnel the discipline in use on their Rly network for Negligency, Violations of Disciplinary orders in the Station and for Carelessness of any kind which the I.S.R. believe opportune to advise. These rules are extended to all personnel of the S.N.C.F. on duty in the Station, including Engine and Train Crews.

The Stationmaster of Ventimiglia and the Senior I.S.R. Authority in agreement with the S.N.C.F. Representative will control any operations executed in the joint interests by S.N.C.F. personnel.

Similarly, the Representative and the Senior Agent of the S.N.C.F., in agreement with the Stationmaster at Ventimiglia, will control the operations executed in the joint interest by I.S.R. personnel.

The contracting Administrations give to the Senior Employees of both Rlys the right to verify in the Ventimiglia

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

discipline at Ventimiglia station and its dependencies.

The senior employees of the traffic department of the S.N.C.F. will issue orders to the I.S.R. Stationmaster which can be transmitted either direct or through a Representative, but only regarding the operations which the I.S.R. are charged to carry out for the service with France.

The I.S.R. will apply to their own personnel attached to Joint Service the proper Disciplinary action, in case of Negligency or Carelessness of any kind, which the S.N.C.F. believes opportune to advise.

On the other hand, the S.N.C.F. will apply to their own personnel the discipline in use on their Rly network for Negligency, Violations of Disciplinary orders in the Station and for Carelessness of any kind which the I.S.R. believe opportune to advise. These rules are extended to all personnel of the S.N.C.F. on duty in the Station, including Engine and Train Crews.

The Stationmaster of Ventimiglia and the Senior I.S.R. Authority in agreement with the S.N.C.F. Representative will control any operations executed in the joint interests by S.N.C.F. personnel.

Similarly, the Representative and the Senior Agent of the S.N.C.F., in agreement with the Stationmaster at Ventimiglia, will control the operations executed in the joint interest by I.S.R. personnel.

The contracting Administrations give to the Senior Employees of both Rlys the right to verify in the Ventimiglia station, as well as in the Control Offices the documents and account books, in order to verify the exactness of revenue accounted to the common credit (Art.28) and the revenue derived from the stretch from Ventimiglia to the Frontier (Art.7).

511

A R T I C L E 22.

Common Expenses.

The common expenses for the Ventimiglia Station include:

I. The Rent of Grounds, Buildings, Rails, Loading Ramps, Storehouses and all the other Service Plant constituting the Common Station according to Art. 12.

2. The expenses of working are detailed in Art.24.

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

A R T I C L E 23.

Rent of Common Plant - Use of Primery Equipment - New Works -

The rent will be calculated on the rate of 5% per annum on the total of any expenses of Primary Equipment or for New Works, or for the Purchase of Land, Earthworks, Buildings, Construction of Buildings, Cisterns, Conduits and Hydraulic Watercolumns for engine supply, Yard Tracks, Turntables, Loading Cranes, Weigh Bridges, Heating Plants, Electrical Installations, Signal and Switch Towers, Furniture and Accessories. With effect from I94S the charges will be raised to IC% owing to Survey, Management and Inspection Expenses.

The I.S.R. will furnish the capital for New Works, which it may be necessary to carry out in Ventimiglia station and concerning the Equipment in common use.

These expenses can be made only on previous Estimate agreed upon between both Rlys.

In conclusion :

I. The rent of the old installations and Transformation Works carried out as per agreement of I8-6-I939, for the period from Ist March I940 (date of the last account) to IO June I940, will be paid out of the common fund.

2. The common capital account, with effect from the validity of the present Modus Vivendi, will be that of June the IOth I940, increased by the amount due to works carried out after this date, on condition that they have been recognised as among those, for which the S.N.C.F. has given their agreement on the I8-6-I939.

In particular, this capital account will not include the expenses for temporary repairs to the Station Buildings.

A R T I C L E 24.

Working Expenses of the Rly:

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

Installations, Signal and Switch Towers, [illegible]
Accessories. With effect from 1943 the charges will be raised to 10% owing to Survey, Management and Inspection Expenses.

The I.S.R. will furnish the capital for New Works, which it may be necessary to carry out in Ventimiglia station and concerning the Equipment in common use.

These expenses can be made only on previous Estimate agreed upon between both Rlys.

In conclusion :

1. The rent of the old installations and Transformation Works carried out as per agreement of 18-6-1939, for the period from 1st March 1940 (date of the last account) to 10 June 1940, will be paid out of the common fund.

2. The common capital account, with effect from the validity of the present Modus Vivendi, will be that of June the 10th 1940, increased by the amount due to works carried out after this date, on condition that they have been recognised as among those, for which the S.N.C.F. has given their agreement on the 18-6-1939.

In particular, this capital account will not include the expenses for temporary repairs to the Station Buildings.

A R T I C L E 24.

Working Expenses of the Rly:

I. The Working Expenses will include : 513

I) The gross amount of Salaries and Competences Accessories of the Payrol paid to the I.S.R. and S.N.C.F. personnel, on duty or off duty owing to sickness, attached to the common Ventimiglia station, for the respective attribution as per Art.13-14-15-16 & 31; therefore, excluding the S.N.C.F. Representative, the Train Staff and those of the Material and Traction Services (1). The personnel attached to the registration and porterage of Parcel Post and porterage of correspondence transported on account of the Post Administration, their salary will not be included in the above expenses.

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

(I) In order to keep account of the Patronal Charges, (Pension Funds, Subsidies, Various Supplies, Medical Attendances, and Supply of Medicines, Social Insurance, Birth Premium, sharing School Expenses, Clothing, Administration, Messing, cooperative for Personnel, Expenses for Personnel in Hospitals, Sanatoria, etc.) the gross amount of these expenses and also the Drugs, etc. for such treatment, after deducting the transfer and removal indemnities will be raised on a Basic Charge of I2% for the Personnel enlisted in the Pension Fund and 4% for those who do not belong to it. These Basic Charges may be re-examined under the same conditions as established for train-km price.

2. The amount paid to the porterage firms for all operations carried out on account of the common service;

3. The shunting expenses carried out with engines, tractors, electric bollards, horses, etc.;
In order to calculate these charges, the rates agreed between both Rlys will be applied and eventually re-examined under the same conditions as established for the price of Train-Km;

4. The charges established for Factories with Sidings in the Ventimiglia Station and those for Shunting relative to the Concession of Loading and Off Loading on determined places in the station;

5. The charges of Inspection and Maintenance of all Equipment of the Common Station : Buildings, Storehouses, Yards, Loading Cranes, Tracks and their Accessories, Electric Equipment, Safety Devices, etc.(Art.I2);

- in these expenses will also be included those for carriage of Permanent and Way Construction Material;

- the charges for Rent, Renewal and Repair of Tools of the personnel in charge of Maintenance of the Equipment in joint use.
For these charges a basic rate has been included in the rate of 8% of the amount of corresponding expenses of Personnel, also including the increase of patronal charges, etc.;

All the charges have been raised 50% for general expenses.

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

2. The amount paid to the porterage firms for all operations carried out on account of the common service;

3. The shunting expenses carried out with engines, tractors, electric bollards, horses, etc.:
In order to calculate these charges, the rates agreed between both Rlys will be applied and eventually re-examined under the same conditions as established for the price of Train-Km;

4. The charges established for Factories with Sidings in the Ventimiglia Station and those for Shunting relative to the Concession of Loading and Off Loading on determined places in the station;

5. The charges of Inspection and Maintenance of all Equipment of the Common Station : Buildings, Storehouses, Yards, Loading Cranes, Tracks and their Accessories, Electric Equipment, Safety Devices, etc.(Art.I2);

- in these expenses will also be included those for carriage of Permanent and Way Construction Material;
- the charges for Rent, Renewal and Repair of Tools of the personnel in charge of Maintenance of the Equipment in joint use.
  For these charges a basic rate has been included in the rate of 8% of the amount of corresponding expenses of Personnel, also including the increase of patronal charges, etc.;
  All the charges have been raised 50% for general expenses.

6. The charges for Heating, Illumination of all the Site in the Common Station (Art.I2) and the Maintenance of Equipment, taking into consideration the eventual substitution, and small expenses of every kind, including the supply of writing materials and printed matter for joint use. 12

7. The charges concerning the working of equipment for the re-heating of trains (Art.I8);

8. The charges for water supply for the Joint Service;

9. The taxes on all buildings and grounds of the Joint Station;

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

I0. the Indemnities that are charged to the community for accidents, (Art.3 & 26) for abnormality (losses, thefts, damages, etc.) concerning the transported goods (Art.25) as well as the resulting Judicial Expenses;

II. the General Expenses - I0% - on the value of inventories articles and Expendable Material, Writing Material and Printed Matter supplied from the Operation Services;

I2. the expenses of Fuel Supplies, Oil, Petroleum, Furniture, Tools, Station Equipment and Transport carried out on account of the Joint Service, as well as the expenses for transport of Furniture and Station Equipment sent to be repaired or changed;

I3. the expenses of transport of Household Goods (to be considered as Transport Services) of the Personnel of the Joint Service;

- in arrival at the common station for the I.S.R. personnel;
- in departure from the common station for the SNCF personnel;

I4. all the other expenses which will be recognised - in agreement - as necessary for the joint Service and which are not expressly foreseen in para II of the present Article.

When the transport indicated in the preceeding points 5, I2 and I3 were carried out during the service, the resulting charges will be calculated on Basic Rates applying a Price per ton-km established by both Rlys and to be re-examined under the same conditions as established for train-km rate.

II. The following list of Working Expenses will not be debited to the Joint Account but will be borne by each Rly Administration.

I. the supply of Registers and Printed Matter of every kind destined to the Exclusive Service of each Rly (Art.I9);

2. the expenses concerning the Rent, Maintenance, Water Supply, and the Internal Service of Equipment reserved for the exclusive use of the Material and Traction Services of both Rlys (Art.33.);

3. the Shunting Charges made on account of both Traction Services, as well as the necessary Shunting for Trains running on the stretch, even if not recognised as necessary for the Commercial Service on the line (Art.8);

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

Joint Service;

- in arrival at the common station for the I.S.R. personnel;

- in departure from the common station for the SNCF personnel;

14. all the other expenses which will be recognised - in agreement - as necessary for the joint Service and which are not expressly foreseen in para 11 of the present Article.

When the transport indicated in the preceeding points 5, 12 and 13 were carried out during the service, the resulting charges will be calculated on Basic Rates applying a Price per ton-km established by both Rlys and to be re-examined under the same conditions as established for train-km rate.

II. The following list of Working Expenses will not be debited to the Joint Account but will be borne by each Rly Administration.

1. the supply of Registers and Printed Matter of every kind destined to the Exclusive Service of each Rly (Art.19);

2. the expenses concerning the Rent, Maintenance, Water Supply, and the Internal Service of Equipment reserved for the exclusive use of the Material and Traction Services of both Rlys (Art.33.);

3. the Shunting Charges made on account of both Traction Services, as well as the necessary Shunting for Trains running on the stretch, even if not recognised as necessary for the Commercial Service on the line (Art.8);

511

4. the Charges for Inspection, Lubrication and Cleaning of Trains (Art.18);

5. the resulting liabilities from Cash Deficiencies due to errors in the handling of money or through Misappropriation

A R T I C L E 25.

Responsibility - Distribution of Indemnities

Except for the agreed arrangements in Art.9, ~~the~~ for charging damages deriving from accidents happening on the stretch from Ventimiglia to the Frontier, the Indemnities will be divided as follow :

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

The Indemnities paid for damage concerning Carriage from or to France (Local and Transit Service) will be divided between both contracting Rlys, in conformity with dispositions and conventions concerning international Carriage by means of Rly.

The damages caused by Carriage in local service between Ventimiglia and Italy will be the exclusive charge of the I.S.R.

However, Damages due to Irregularity (Thefts, Losses, Damages, etc.) occuring in a way where blame can be determined in Ventimiglia Station through the fault of the Joint Service and ascertained with written Evidence will fall on the Joint Fund, with Deduction of the part which eventually could fall on third persons.

For those which have not been particularly detailed in the present Article, the above Agreements will hold.

A R T I C L E 26.

Accidents.

The consequences of accidents caused to Third Parties, to Personnel, to Material and to Animals and to things including those caused to the fixed Equipment and Electrification System will be :

a) at the sole charge of one of the Rlys, when these accidents were caused by any of its Private Equipment (Art.I2) or due to acts of the Operating Personnel or Material for their Private Service.

b) To divide the expenses between the two Rlys, when each of them has a responsible part in it, caused by their Private Equipment (Art.I2) or by the fact of Operating Personnel or Material for their Private Service without the common interests being involved.

c) At the charge of the Joint Fund and to be divided the same as the Working Expenses, when such accidents are caused from Equipment in Join use or due to Operating Personnel and Material for the Joint Service, or also when there is a doubt as to the determination of the cause of accident.

d) Divided between an Administration and the Joint Fund when the responsibility is divided between the Rly and the Joint Administration.

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

and ascertained with written Evidence [illegible]
Fund, with Deduction of the part which eventually could fall on third persons.

For those which have not been particularly detailed in the present Article, the above Agreements will hold.

A R T I C L E 26.

Accidents.

The consequences of accidents caused to Third Parties, to Personnel, to Material and to Animals and to things including those caused to the fixed Equipment and Electrification System will be :

a) at the sole charge of one of the Rlys, when these accidents were caused by any of its Private Equipment (Art.12) or due to acts of the Operating Personnel or Material for their Private Service.

b) To divide the expenses between the two Rlys, when each of them has a responsible part in it, caused by their Private Equipment (Art.12) or by the fact of Operating Personnel or Material for their Private Service without the common interests being involved.

c) At the charge of the Joint Fund and to be divided the same as the Working Expenses, when such accidents are caused from Equipment in Join use or due to Operating Personnel and Material for the Joint Service, or also when there is a doubt as to the determination of the cause of accident.

d) Divided between an Administration and the Joint Fund when the responsibility is divided between the Rly and the Joint Administration.

510

e) Divided into three equal parts between the Joint Fund and each of the two Rlys, if the Joint Fund and both the Rlys, have a part of the responsibility.

Regarding the damages caused to Rolling Stock, there will be taken into consideration only those which under the International Regulation Terms have a right of Indemnity.

The cause of Accidents and the Responsibility which is involved, will be determined by an Enquiry held by the Representatives of both Rlys.

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

In case of no Agreement, both the Rlys will appoint an Arbitrator and submit to him the case. The Court of Enquiry will not take place, when the amount of damage can immediately be established in a sum not greater than 12.000 French Francs and in this case, the consequence of the accident will be divided by both Rlys.

The settlement of Indemnities eventually due to Third Parties, not belonging to the Rlys, will be made by the Rly concerned in the accident in accordance with Para (a) and by the I.S.R., in agreement with the S.N.C.F., in all the other cases.

The settlement of Indemnities due to personnel working in the Joint Service but employed by one or the other Rly, will be settled by the concerned employee's Rly.

A R T I C L E 37.

F I R E

Each interested Rly bears the whole consequence of fire regarding damage to Buildings, to Equipment of Common Use, to Engines or other means of Traction, as well as to Vehicles arrived at the Common Station, Marshalled on Trains in Service or on Trains recognised as not necessary for the Commercial Service on the Stretch (Art.8) third para of point 3.

The Joint parties will be charged with the consequence of fire regarding damage caused to Buildings, Equipment and to Equipment of Common Use, as well as to Vehicles, excluding those detailed in the preceding para and to Goods in the Station, in Storehouses, in Wagons or on the Loading Ramp.

For damages suffered by Vehicles Marshalled on an arriving Train or Goods transported with such a Train; the Rly who provides the Traction will be the only party responsible for Damage, if it has been ascertained that the fire already existed in the train before its entrance into the Common Station.

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

The settlement of Indemnities due to personnel working in the Joint Service but employed by one or the other Rly, will be settled by the concerned employee's Rly.

A R T I C L E 27.

F I R E

Each interested Rly bears the whole consequence of fire regarding damage to Buildings, to Equipment of Common Use, to Engines or other means of Traction, as well as to Vehicles arrived at the Common Station, Marshalled on Trains in Service or on Trains recognised as not necessary for the Commercial Service on the Stretch (Art.8) third para of point 3.

The Joint parties will be charged with the consequence of fire regarding damage caused to Buildings, Equipment and to Equipment of Common Use, as well as to Vehicles, excluding those detailed in the preceding para and to Goods in the Station, in Storehouses, in Wagons or on the Loading Ramp.

For damages suffered by Vehicles Marshalled on an arriving Train or Goods transported with such a Train; the Rly who provides the Traction will be the only party responsible for Damage, if it has been ascertained that the fire already existed in the train before its entrance into the Common Station.

A R T I C L E 28.

Joint Revenue

The revenue to be credited to the Joint account will include :

I. the various collections cashed from the Factories with Sidings in the Ventimiglia Station and those which have the Loading or Off Loading Concession on determined places in said Station; however, the freight for Wagons brought into the Factories with Sidings will be assigned to the Rly who carry out the Transport.

2. the charges of Wagon Disinfection (Art.31.)

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

3. the charges for the rent of Station Refreshment Room, the recompense of the Newspaper Kiosks, Shops for the sale of Monopoly Goods; Exchange Office, Advertising, Distributor and Automatic Scales, etc.

4. the Rent of Premises and Area of any kind, including those destined to the Postal Administration.

Considering the minor importance of the Parcel Post Service in the Ventimiglia Station, the S.N.C.F. will not pay any Rent for the small Premises they occupy for such Service.

But it is understood that the Compensation, Subvention or Indemnity which are or could be granted by the French Government to the S.N.C.F. for the Parcel Post Service and Dispatch, belongs exclusively to the S.N.C.F.

5. The collection for Water Supply, Lights and Heating from the personnel living in the Buildings of Joint Use, from other Administrations and from third persons.

6. Finally all other accessory Revenues with the exception of :

- collected charges from Custom Operations;
- demurrage charges on Goods and Cloak Room charges for Registered or Un-registered Luggage;
- Weighing Charges;
- expenses for Tarpaulins and other Expenses for Custom Seals, which will go to the interested Administration, whether collected by themselves or by the other Administration.

A R T I C L E 29.

Cloak Room Charges for Luggage - Demurrage and Warehouse Charges for Goods. 508

The application of Cloak Room Charges for Luggage and Demurrage and Warehouse Charges will be carried out in conformity with the following dispositions :

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

Government to the S.N.C.F. for the Parcel Post Service and Dispatch, belongs exclusively to the S.N.C.F.

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A R T I C L E 29.

Cloak Room Charges for Luggage - Demurrage and Warehouse Charges for Goods. 508

The application of Cloak Room Charges for Luggage and Demurrage and Warehouse Charges will be carried out in conformity with the following dispositions :

1. Cloak Room Charges for registered or un-registered Luggage. The I.S.R. Personnel will apply for these charges the Italian tariffs. The collected charges for Luggage arrived from France will be paid in to the Private account of the S.N.C.F. and all the other Charges to the Private account of the I.S.R.

2. Charges for Demurrage (or Warehousing) from or to Ventimiglia including those to be re-shipped.

For Goods coming from France the demurrage (or Warehousing) will be applied by the S.N.C.F. in conformity with the Italian Tariff.

Only the demurrage (or Warehousing) is due to French Customs Operations will be paid according to the French Tariff.

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

For Goods Tariff emanating from Ventimiglia for France, the French will apply the Italian Tariff, in order to determine the demurrage (or Warehousing) : The same for re-shipped Goods, for demurrage (or Warehousing) due after the presentation of the relative Documents, the French personnel will apply the Italian Tariff. If the demurrage should be due for French Customs Operation, then the French Tariff will be applied. The S.N.C.F. will collect only the above mentioned Demurrage Charges.

3. Demurrage Charges (or Warehousing) on Transit Shipments. For Goods arriving from France, the French Transit Agent will apply the French Tariff in order to determine said Charges when the demurrage (or Warehousing) takes place before the Goods are delivered to the Italian Transit Agent or when it is due to French Customs Operations.

Goods arriving from Italy will be under French Tariff when the demurrage takes place after their delivery to the French Transit Agent or when it is due to French Customs Operations. Only the demurrage (or Warehousing) charges will be carried to the account under the above conditions of the S.N.C.F.

It is understood with exception of the above mentioned cases the demurrage (or Warehousing) charges collected by the I.S.R. personnel will be determined on the basis of Italian Tariff and will belong to the I.S.R.

A R T I C L E 30.

Luggage and Goods in Abeyance, Abandoned or not Collected.

The assets or liabilities resulting from the sale of Goods or Luggage in Abeyance, Abandoned or Not Collected, in the Ventimiglia station, will be given to the Contracting Administrations on the conditions established by the C.I.M.

A R T I C L E 31.

Disinfection Charges of Wagons.

507

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

it is due to French Customs Operations.

Goods arriving from Italy will be under French Tariff when the demurrage takes place after their delivery to the French Transit Agent or when it is due to French Customs Operations. Only the demurrage (or Warehousing) charges will be carried to the account under the above conditions of the S.N.C.F.

It is understood with exception of the above mentioned cases the demurrage (or Warehousing) charges collected by the I.S.R. personnel will be determined on the basis of Italian Tariff and will belong to the I.S.R.

A R T I C L E 30.

Luggage and Goods in Abeyance, Abandoned or not Collected.

The assets or liabilities resulting from the sale of Goods or Luggage in Abeyance, Abandoned or Not Collected, in the Ventimiglia station, will be given to the Contracting Administrations on the conditions established by the C.T.V.

A R T I C L E 31.

Disinfection Charges of Wagons.

507

The charges for Washing and Disinfection of Wagons will be determined according to Italian Tariff. They will be paid to the credit of the Joint Account when the operations of Washing and Disinfection are carried out on the Joint Plant and by communal personnel. When the wagons cannot be Washed or Disinfected at the Ventimiglia Station, and each Administration is obliged to Wash and Disinfect them in another Station, the Wagons coming from their own line, then the Charges in question will be on the basis of the Italian Tariff, and the Administration who carried out the work will acquire the right to cash them.

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

A R T I C L E 32.

Division of Joint Expenses.

The excess of Joint Expenses of Common Account will be divided between both Rlys.

A R T I C L E 33.

Rent - Maintenance - Operation of Plant in Private Use.

Each Rly, having in Ventimiglia Plant for its Exclusive Use (Art.12), will pay in full, the Rent and the Maintenance of Operation, (Art.24 para II-) due to this kind of service.

Consequently, the S.N.C.F. will have to pay to the I.S.R. the rent of said Plant, which will be calculated at the interest rate of 5% per annum, according to the Rules established in Art.23 for the Common Plant and should Reimburse the I.S.R. the whole amount of Expenses which they may have advanced for the Maintenance of said Plant.

The New Works which it may be necessary to carry out in the Ventimiglia Station, concerning the plant in Exclusive Use by the S.N.C.F., will be carried out by the I.S.R. on the basis of the project agreed by both Rlys. The I.S.R. will provide the necessary expenses concerning these Works. These expenses will be raised on the rate of 10% entitlement for Planning, Management and Inspection Expenses.

A R T I C L E 34.

Settlement of Accounts .

The I.S.R. will draw up every Two Months the Accounts for Rent and Operation Expenses advanced in the Ventimiglia Station on account of the Community, the Exclusive Services of the S.N.C.F. as well as the Collections on Joint Account cashed by them in the Station and will submit them to the S.N.C.F. for acceptance.

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

Each Rly, having in Ventimiglia Plant for its Exclusive Use (Art.12), will pay in full, the Rent and the Maintenance of Operation, (Art.24 para II-) due to this kind of service.

Consequently, the S.N.C.F. will have to pay to the I.S.R. the rent of said Plant, which will be calculated at the interest rate of 5% per annum, according to the Rules established in Art.23 for the Common Plant and should Reimburse the I.S.R. the whole amount of Expenses which they may have advanced for the Maintenance of said Plant.

The New Works which it may be necessary to carry out in the Ventimiglia Station, concerning the plant in Exclusive Use by the S.N.C.F., will be carried out by the I.S.R. on the basis of the project agreed by both Rlys. The I.S.R. will provide the necessary expenses concerning these Works. These expenses will be raised on the rate of 10% entitlement for Planning, Management and Inspection Expenses.

A R T I C L E 34.

Settlement of Accounts .

The I.S.R. will draw up every Two Months the Accounts for Rent and Operation Expenses advanced in the Ventimiglia Station on account of the Community, the Exclusive Services of the S.N.C.F. as well as the Collections on Joint Account cashed by them in the Station and will submit them to the S.N.C.F. for acceptance.

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Likewise the S.N.C.F. will undertake to draw up every Two Months the Accounts of Expenses advanced for Operations intrusted to them, as well as the Accounts of collections on Joint Account cashed by them and will submit them to the I.S.R. for acceptance.

The accounts have to be submitted in the Second Fortnight of the Third Month following the Two Month Period under consideration. They should be accepted, with or without reserve, in the month following their presentation. (I)

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

Each contracting Rly will have the right to verify at the Office of the other Rly, the Documents concerning such accounts.

The Setting of Accounts will take place in the month following that of presentation, by means of Reciprocal Monthly Current Account between both Rlys. (I)

Eventual Rectification on the presented Accounts will be included, for their settling in the above mentioned Current Account, immediately after their acceptance.

No right of Rectification will be accepted on Accounts presented more than 2 years ago.

A R T I C L E 35.

Register of Common and Private Plant Damaged due to the War.

The expense for rehabilitation of Common and Private Plant damaged due to War, will be the responsibility of the I.S.R.

A R T I C L E 36.

Approval.

The present Modus Vivendi will be submitted by each contracting Rly for the approval of its Government, if considered necessary.

Nice, 16 December 1945.

For the S.N.C.F. _____

For the I.S.R. _____

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

presented more than 2 years ago.

ARTICLE 35.

Register of Common and Private Plant Damaged due to the War.

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ARTICLE 36.

Approval.

The present Modus Vivendi will be submitted by each contracting Rly for the approval of its Government, if considered necessary.

Nice, 16 December 1945.

For the S.N.C.F.

For the I.S.R.

(1) Special temporary derogation may be allowed, in the event of one or both Rlys, under special circumstances, proving to have met particular difficulties preventing the carrying out of this Agreement.

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

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Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Tel. 376

430/Tn 1

24 January 1946

My dear General:

In reply to your letter COI/Segr. dated 22 December 1946 (presumably 22 January 1946 in fact) concerning the forthcoming International Railway meetings on 2 and 5 February 1946.

Both the Allied Commission and Allied Force Headquarters welcome the suggestion that the I.S.R. should send delegates to the two meetings in question, and it is hoped to arrange also for the military authorities to be suitably represented thereat.

Yours very sincerely,

P—. A

General di Raimondo
Director General I.S.R.
ROME

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Ministero dei Trasporti
Il Direttore Generale

Rome, December 22nd 1946

N° C 01/Segr.

The Allied Commission
Trasportation
Building

The Italian State Railways have received the invitation to attend the following meetings, from the International Union of Railways"Union International des Chemins de Fer" U.I.C. Paris and from the International Association for the Railways Congress "Association Internationale du Congrès des Chemins de Fer" Bruxelles:

Feb.2nd 1946- Permanent Committee for the Railway Congress;
" 5th and 7th 1946-Comité de Gérance and General Assembly of UIC.

Whilst we communicate what above to you, we beg you to grant your approbation for the attending of the ISR to above meetings,whereat the presence of delegates of your Commission would be very opportune and welcome.

The General Director
signed Di Raimondo

URGENT

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

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Feb.2nd 1946- Permanent Committee for the Railway Congress;

" 5th and 7th 1946-Comité de Gérance and General Assembly of UIC.

Whilst we communicate what above to you, we beg you to grant your approbation for the attending of the ISR to above meetings, where&t the presence of delegates of your Commission would be very opportune and welcome.

The General Director
signed Di Raimondo

U R G E N T

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

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Feb.2nd 1946- Permanent Committee for the Railway Congress;

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Whilst we communicate what above to you, we beg you to grant your approbation for the attending of the ISR to above meetings, whereat the presence of delegates of your Commission would be very opportune and welcome.

The General Director
signed Di Raimondo

URGENT

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

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Roma, - 4 22 DIC 1946

N°C.01/Segr.

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
S E D E

Questa Amministrazione ha ricevuto l'invito a partecipare alle seguenti riunioni indette dall'Union International des Chemins de Fer di Parigi (U.I.C.) e dall'Association Internationale du Congrès des Chemins de Fer a Bruxelles:

- 2 febbraio 1946 - Commissione permanente del Congresso delle Ferrovie

- 5 e 7 febbraio 1946 - Comitato di gerenza ed assemblea generale dell'U.I.C.-

Nel comunicare quanto sopra, prego codesta On.le Commissione farmi conoscere, con cortese sollecitudine, se nulla osta alla partecipazione delle F.S. alle predette riunioni nelle quali sarebbe però molto gradita ed opportuna la presenza di delegati di codesta Commissione.

IL DIRETTORE GENERALE
f.to D'Raimondo

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

AHS/af

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Br)Main,
C.M.F.

Tel : 843191
Ref : AC/Tn/8/332/C.E.

14 January 1946

SUBJECT : Glass allotment

TO : Director,
Tn Sub-Commission,A.C.

Herewith a letter from the Chief of Works Section Naples. Will you please take up this matter.

A. H. STREET, Lt. Col.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Tel. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

PDGB/mi

Our Ref : AC/430/28/Tn.1

22 January 1946

SUBJECT : Glass for Italian State Railways.

TO : G-4 (Mov & Tn) A.F.H.Q.

1. The Director-General, Italian State Railways, has reported that his Works Section, Naples Compartimento, has been able to draw less than half of an allotment of 10,000 square metres of glass, this allotment having been made by the Camera del Commercio at Naples, to be taken from the Vetreria Ricciardi (Glass foundry) of Vietri sul Mare. It is said that deliveries have now ceased, since the Allied Authorities have blocked supply to civilian organizations.

2. In view of the extreme shortage of glass on the railways, and the urgent necessity of its provision, it is requested that you will enquire with us this matter and arrange for the unblocking of the balance of this allotment if the facts are as stated.

P.D.G. BUCHANAN, Colonel
DIRECTOR

Copy to : Rail Division.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

MINISTERO
DELLE COMUNICAZIONI

DIREZIONE GENERALE
Compartimento di
Napoli
Sezione Lavori

OGGETTO
Prelievo vetri semplici

ALLEGATI N.

Napoli 6 Gennaio 1946 194 - A.

N. I/ 379

Al N. del

Servizio Lavori e Costruzioni
ROMA

Si porta a conoscenza che questa Sezione Lavori ha ritirato finora circa 4.700 mq. di vetri semplici dall'assegnazione di 10.000 metri quadrati avuta dalla Camera del Commercio di Napoli sulla Vetreria Ricciardi di Vietri sul mare.

Intanto la fornitura é stata sospesa da alcuni giorni, poiché gli Alleati hanno bloccato la fornitura per i civili.

Si prega quindi codesto Servizio di volere intervenire presso le Autorità Alleate onde poter completare la fornitura, che é di estrema necessità per i bisogni di questo Compartimento.

IL CAPO DELLA SEZIONE LAVORI
f.to Di Mauro

BM

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

AS/fl

TRANSLATION

Naples 6 Jan. 1946

Ref: 1/379

SUBJECT : Allotment Glass.

TO : Servizio Lavori e Costruzioni

- Rome -

We inform that our Sezione Lavori (Work Section), up to the present has withdrawn about 4700 m2 of pane glass out of the 10000 m2 allotted by the Camera del commercio at Naples, to be taken from the "Vetreria Ricciardi" (glass foundy) of Vietri Sul Mare.

Presently the delivery has stopped because the Allied have blocked the furnishing to civilians.

We therefore beg the a/m Servizio Lavori e Costruzioni, to request the Allied Authorities to permit the full delivery of the allotment since it is most necessary for this Compartimento.

Il Capo della Sezione Lavori
(Chief of the Work Section)

sgd Di Mauro

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Tel. 376

1 January 1946

130/Tn 7

General Di Raimondo
Director General I.S.R.
Rome

My dear General:

Thank you very much indeed for your letter of Christmas Eve conveying good wishes for Christmas and the New Year, which I heartily reciprocate.

It is, I think, most appropriate that I should reply to you on this, the first day of a New Year, a year which I trust will bring prosperity to Italy now that peace has been achieved.

I am confident that the I.S.R. will overcome all the problems of reconstruction with which they will be faced with the same determination that they have shown already, and will play their full part in the rebuilding of Italy. I am happy to think that this Sub-Commission has been able to give some slight assistance in this process, but the time is now rapidly approaching when we can no longer be of use. Until that moment arrives you may be sure that we have a common interest with you.

To the I.S.R. and all your staff, then, the very best wishes for 1946, and to you, General, my own personal ones in addition.

Yours very sincerely,

P. J. A

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

Il Direttore Generale
delle Ferrovie dello Stato

Roma, li
n° 3215

Signor Colonnello,

porgo a Lei, che con tanto interesse segue e seconda lo sforzo ricostruttivo dell'Amministrazione ferroviaria, sentiti auguri di buon Natale e di buon anno.

La Sua comprensione delle nostre necessità contingenti e lo spirito amichevole al quale si informano i Suoi atti nei riguardi di quest'Amministrazione suscitano nel mio animo un sentimento di gratitudine che si rafforza col tempo e col progredire dell'opera cui attendono le Ferrovie Italiane.

Voglia pertanto, Sig.Colonnello, ben gradire gli auguri che ho il piacere di rivolgerLe ed ai quali aggiungo i miei deferenti saluti

Suo affmo
Ugo Ravenna

Col. Buchanan
Direttore Sottocommissione Trasporti
R O M A

oi/

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Declassified E.O. 12356 Section 3.3/NND No. 185021

My Dear Colonel

I am happy to send to you, under
cover hereof, the following report relating to the
U. S. S. [illegible] and officers of her detachment,
they rendered valuable service during the
recent fire.

It appears that on the night in question
the guns on the wharf were fired, about [illegible]
minutes after the alarm was sounded, for the
purpose of [illegible].

Dear Colonel, please accept the
assurances of my highest regard & esteem
& believe me ever yours

Henry Ford

430/km 7

Allocation of Coal for railwaymen.

1	17-12	Coal Div. through Ind-Util S/c	Please see attached correspondence. Can you do anything to assist?	Transportation & Shipping S/c

P.D.G. Buchanan
Colonel
Director

495

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

1	17-12	Coal Div. through Ind-Util S/c	Please see attached correspondence. Can you do anything to assist?	Transportation & Shipping S/c

P.D.G. Buchanan
Colonel
Director

495

31

Declassified E.O. 12356 Section 3.3/NND No. 185021

TRANSPORTATION & SHIPPING SUB-COMMISSION, A. C.
(Rail Division)
& TRANSPORTATION (Br) MAIN, C. M. F.

Tel. 843209
Ref. AG/379/Tn4

27 November 1945

SUBJECT : International Trains.

TO : Director, Transportation Sub-Commission.

1. A meeting is to be held at Nice, France, 8th December between representatives of the Italian and French Governments to discuss agreements between Italian and French Railways for the restoration of international service on the Ventimiglia-Mentone railway line. Matters to be discussed concern personnel, inauguration of train services, custom houses and passport controls. Major G. S. Barnes (Br) is nominated to be the representative of the Rail Division of Allied Commission to attend this conference.

2. Listed below are representatives of the Italian Government nominated to attend the conference. These representatives will travel by rail between Rome and Ventimiglia and by road between Ventimiglia and Nice. It is requested that orders be obtained from AFHQ for these persons to travel by rail + road between Rome and Nice.

By Sleeper	ISR Personnel
Ing. Cirillo Mario	
Ing. Cappellini Mario	Mov. Service
Ing. Masini Vittorio	
Ing. Celli Sofocle	
Dott. Laloni Nicola	Commercial Service
Dott. Martano Giovanni	" "
Ing. Renda Bruno	Works Service
Cav. Testa Venceslao	" "

1st. Representative Comm. Crudele Sante
2nd. " " Dott. De Luca Davide

FINANCE MILITARY
General Direction
Custom House

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

TO : Director, Transportation Sub-Commission.

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Ing. Cappellini Mario	Mov. Service
Ing. Masini Vittorio	
Ing. Celli Sofocle	
Dott. Laloni Nicola	Commercial Service
Dott. Martano Giovanni	" "
Ing. Renda Bruno	Works Service
Cav. Testa Venceslao	" "

1st. Representative	Comm. Crudele Sante	FINANCE MINISTRY 494 General Direction
2nd. "	Dott. De Luca Davide	Custom House
1st. Representative	Comm. Gargiulo Attilio	Inter. Ministry
Costa SanSeverino Edoardo		Foreign Ministry

430/Tpt 30

R. P. Moss
R. P. MOSS
Chief, Rail Division

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

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Declassified E.O. 12356 Section 3.3/NND No. 185021

RPM/ic

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

430/Tn 4

Tel: 843209
Ref: AC/404/Tn 4

30 November 45

SUBJECT : Conference between French and Italian Government's representatives in Nice.

TO : Director
Tn Sub-Commission
HQ. AC.

1. Notification has been received from the Director General of the Italian State Railways that the conference between representatives of the French and Italian governments scheduled to be held at Nice France 8th December 1945 has now been postponed and will now be held 14th of December 1945 at Nice.

2. It is understood the agenda includes discussions concerning the opening to traffic of both the Ventimiglia-Mentone and the Turin-Modane lines, and problems relating thereto.

R. P. Moss

R.P.MOSS,
Chief, Rail Division

Copy to: DMRS - Bldg.

29

1437

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RPM/ic

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel: 843209
Ref: AC/356/Tn 4

29 November 45

430/41

SUBJECT : Organisation.

TO : Director
Transportation Sub-Commission

1. Effective 1st December 1945, the Mechanical Engineering Branch and the Supply Branch of the Rail Division will be consolidated and designated as Mechanical and Supply Branch - Rail Division.

2. Effective same date Major G.S.Barnes (B) will be in charge of the Mechanical and Supply Branch, assisted by Sgt. D.Hooten (B).

3. Effective 1st December 1945 Major C.M.Long is relieved as Chief of the Supply Branch - Rail Division.

R. P. Moss

R.P.MOSS,
Chief,
Rail Division

Copy to: DMRS
Chief Civil Engineering Branch
Chief Mechanical Engineering Branch
Chief Supply Branch

27

1438

Declassified E.O. 12356 Section 3.3/NND No. 185021

IL MINISTRO DEI TRASPORTI

430/En 1

Rome, 12 NOV. 1945

Ex 1/9946

Subject: REPAIR OF RAILWAY CARS.

Dear Col. Buchanan,

With pleasure I take notice of what you communicate to me with your letter of the 29th oct., contents of which were exactly what we intented doing.

Since the begining of october I have appointed one of My Administration staff, that with the aid of the directive personnel, will study the problem of hastening as much as possible the repair of cars.

In the first place, ascertained the possibility of obtaining a better efficiency from private workshops, we have decided to distribute more orders for the repair of cars then we distributed in october.

Second, ackonwledging the growing difficolties of allotment of material, we have decided to help the private firms, assisitng them with the authority to obtain allotments up to the necessities of the works.

Thirdly, we will organize, notwithstanding difficulties of proper personnel, a careful control and a more diffused technical guidance at the service of private industry.

The Consigliere, Prof. PESTARINI, in charge of these studies and ascertainments, toghether with Ing. CORBELLINI, Capo del Servizio Materiale e Trazione, have gone on many trips in northern Italy, and in a few days will present me with a complete report. It will be my care to keep you informed of the results of these investigations, which concearn the policy of the Administration, in regard to the rolling stock in the coming months, and also for the works of the next four or five years to come.

Yours truly

26

491.

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

IL MINISTRO DEI TRASPORTI

Roma, 12 NOV. 1945

F.X-1/9946

O G G E T T O
========

Riparazione carri ferroviari

Caro Colonnello,

prendo nota con piacere di quanto Ella mi comunica con la lettera del 29 ottobre perchè corrisponde a quanto noi siamo intenti a fare.

Fin dall'inizio del mese di ottobre ho incaricato uno dei miei Consiglieri d'Amministrazione di adoperarsi coll'ausilio del personale direttivo delle ferrovie per studiare il problema ed accelerare al massimo possibile la riparazione carri.

Ed in primo luogo, accertata la possibilità di un miglior rendimento delle Officine private, abbiamo stabilito di distribuire ordinazioni di riparazione carri per un numero ben superiore di quanto era in ordinazione nel mese di ottobre.

In secondo luogo, avvertita la crescente difficoltà di approvvigionamento materiale, abbiamo stabilito di venire in aiuto alle Ditte private assistendole presso le Autorità per ottenere assegnazioni commisurate alle necessità dei lavori.

In terzo luogo organizziamo, malgrado le difficoltà di personale adeguato, un più accurato controllo ed una più estesa guida tecnica al servizio dell'industria privata.

Il Consigliere incaricato di questi studi ed accertamenti, Prof. PESTARINI, insieme col Capo del Servizio Materiale e Trazione Ing. CORBELLINI, ha compiuto molti viaggi in Alta Italia e fra gior-

Sig. Colonnello BUCHANAN
Comando Commissione Alleata
Sotto Commissione Trasporti

R O M A
==========

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./. 490

1440

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ni presenterà un'ampia e documentata relazione. Sarà mia cura renderLe noti i risultati di tale indagine, che riguardano la politica dell'Amministrazione circa il matériale mobile nei prossimi mesi e anche nei prossimi 4 o 5 anni di lavoro.

1441

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RP%/lml

TRANSPORTATION & SHIPPING SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AC/510/Tn4

20 November 1945

SUBJECT : Attached Operating Statistics.

TO : Director, Transportation Sub-Commission.

1. Attached are Operating Statistics of the Italian State Railways for the last half of September 1945.

R. P. Moss
R. P. MOSS
Chief, Rail Division

Attachment: As stated above.

430/Tn-1

25

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BEST COPY POSSIBLE

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

PASSENGER & FREIGHT STATISTICS PERIOD 16-30 SEPT. 1

COMPARTIMENTO.	PASSENGER						MIXED					PRE
	Nº of passengers	Electr.	Coal	Nafta	Diesel Electr.	Total	Electr.	Coal	Nafta	Diesel Electr	Total	Electr
TORINO	1011240	85525	52474	15260	—	153259	3705	—	—	—	3705	29057
MILANO	1345032	164450	24082	12500	—	151132	—	—	—	—	—	28466
VERONA	449048	36072	20516	14619	—	80207	—	—	—	—	—	30749
FIRENZE	264416	—	32	35590	749	36371	—	—	—	—	—	—
TRIESTE	213148	20449	1336	—	—	21785	1200	—	—	—	4200	30489
PALERMO	458054	—	44065	48494	—	92559	—	—	—	3286	3286	—
NAPOLI	955204	43451	23747	—	—	67198	—	—	—	5885	5885	67873
VENEZIA	138195	—	15716	—	—	15716	—	—	—	12638	12638	—
GENOVA	658405	35227	5526	5794	—	46547	2040	—	—	3414	5454	39260
BOLOGNA	321577	—	—	36972	6510	43482	—	—	—	—	—	—
ANCONA	123500	12120	9336	8281	—	30337	9335	—	—	8799	4541	22676
ROMA	279052	—	27197	26739	—	53936	—	—	—	5412	5412	—
BARI	867914	—	74151	—	—	74151	—	—	—	8728	8728	—
REGGIO C.	317314	44134	23260	—	—	67394	—	—	—	2630	2630	30041
CAGLIARI	91107	—	3832	27490	—	31322	—	—	—	3032	3032	—
GRAND TOTAL	7691506	493428	338330	233139	9259	956062	16281	53324	4541	—	74146	330613

1444

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PASSENGER & FREIGHT STATISTICS PERIOD 16-30 SEPT. 1943.

PASSENGER				MIXED				FREIGHT					GRAND TOTAL
Coal	Nafta	Diesel Electr.	Total	Electr.	Coal	Nafta	Diesel Electr.	Total	Electr.	Coal	Nafta	Diesel Electr.	Total	
474	15260	—	15259	3705	—	—	—	3705	29957	53405	—	—	83362	241326
882	12600	—	15132	—	—	—	—	—	24716	29669	—	—	54385	207467
516	14619	—	30207	—	—	—	—	—	35749	64804	22771	—	126324	206531
32	35590	749	36637	—	—	—	—	—	—	2379	48007	2249	52635	89006
336	—	—	21785	1200	—	—	—	1200	30489	2647	—	—	33136	57121
065	48494	—	92559	—	3286	—	—	3286	—	53308	—	—	53308	149153
747	—	—	66198	—	5385	—	—	5385	67373	56510	667	—	124550	195133
716	—	—	15716	—	12638	—	—	12638	—	47292	—	—	47292	75646
826	5794	—	41947	2640	3414	—	—	5454	39260	40987	—	—	80247	126648
—	35972	6510	43482	—	—	—	—	—	—	7832	34879	12819	55630	105112
636	8281	—	30337	9336	8799	4541	—	22676	50298	40641	22357	—	113296	166309
197	26739	—	53936	—	5412	—	—	5412	—	7845	111538	—	119385	178873
951	—	—	74151	—	8728	—	—	8728	—	107208	—	—	107208	190087
230	—	—	63394	—	4630	—	—	4630	30041	34357	—	—	64398	135422
842	17430	—	31322	—	3032	—	—	3032	—	14637	—	—	14637	48991
330	233139	9259	956062	16281	57324	4541	—	74146	310613	544341	234219	15068	1114241	2177183

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SITUATION OF VEHICLES IN REPAIR ON TH~~E 30th Sept. 1945~~

COMPARTIMENT	COACHES			BAGGAGES			TOTAL COACHES & BAGGAGES	CARS			
	Light 2 or 3 axles	Heavy 4 Axles	TOTAL COACHES	Light 2 or 3 axles	Heavy 4 Axles	TOTAL BAGGAGES		Closed	Opened	Tanks	TOTAL CARS
TORINO	35	353	388	169	27	196	584	407	650	26	1083
MILANO	49	395	444	224	18	242	686	1303	1880	49	3232
VERONA	53	291	344	189	14	203	547	1226	1694	117	3037
FIRENZE	20	143	163	123	12	135	298	841	670	49	1560
TRIESTE	17	108	125	33	—	33	158	379	309	22	710
PALERMO	24	118	142	67	—	67	209	564	783	44	1751
NAPOLI	15	114	129	97	—	97	226	1205	1483	57	2745
VENEZIA	57	181	238	170	—	170	408	1229	1526	112	2867
GENOVA	13	262	275	77	5	82	357	305	394	63	762
BOLOGNA	32	104	136	41	10	51	187	1079	1203	181	2463
ANCONA	—	16	16	6	—	6	22	359	358	15	732
ROMA	13	182	195	107	—	107	302	766	695	50	1511
BARI	7	73	80	68	—	68	148	634	787	55	1676
REGGIO C.	7	58	65	62	—	62	127	827	567	54	1448
CAGLIARI	60	36	96	34	3	37	133	157	245	—	402
GRAND TOTAL	402	2434	2836	1467	89	1556	4392	11841	13244	894	25979

487

1446

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SITUATION OF VEHICLES IN REPAIR ON THE 30th Sept. 1945

	BAGGAGES			TOTAL COACHES & BAGGAGES	CARS				GRAND TOTAL
	Light 2 or 3 axles	Heavy 4 Axles	TOTAL BAGGAGES		Closed	Opened	Tanks	TOTAL CARS	
	169	27	196	584	407	650	26	1083	1667
	224	18	242	686	1303	1980	49	3232	3918
	189	14	203	547	1226	1694	117	3037	3584
	123	12	135	298	841	670	49	1560	1858
	33	—	33	158	379	309	22	710	868
	67	—	67	209	924	783	44	1751	1960
	97	—	97	226	1205	1483	57	2745	2971
	170	—	170	408	1289	1526	112	2867	3275
	77	5	82	357	305	394	63	762	1119
	41	10	51	187	1079	1263	181	2463	2650
	6	—	6	22	359	358	15	732	754
	107	—	107	302	766	693	50	1511	1813
	68	—	68	148	834	767	55	1676	1824
	62	—	62	127	827	567	54	1448	1575
	34	3	37	133	157	245	—	402	535
36	1407	89	1556	4392	11841	13244	894	25979	30371

1447

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30TH SEPT. 1945

LOCOMOTIVE SITUATION ON THE

COMPARTIMENTO	Locos Utilization.	EFFICIENT								UNDER REPAIRS								AWA
		In Service				Out of Service				Light repairs				Heavy repairs				Light re
		Steam	Coal	Nafta	Diesel	Steam	Coal	Nafta	Diesel	Steam	Coal	Nafta	Diesel	Steam	Coal	Nafta	Diesel	Steam
TORINO	1 (Pass.)	80	17	—	—	—	9	—	—		6	—	—	34	—	—	—	7
	2 (Freight)	59	27	—	—	—	5	—	—	3	6	—	—	38	11	—	—	9
	3 (Shunting)	1	33	—	—	—	2	—	—	1	4	—	—	—	5	—	—	3
	total	140	137	—	—	—	16	—	—	5	16	—	—	52	50	—	—	19
MILANO	1	55	54	—	—	5	68	—	—	4	7	—	—	5	17	—	—	1
	2	53	50	—	—	—	28	—	—	2	3	—	—	4	14	—	—	2
	3	8	37	—	—	3	56	—	—	6	—	—	—	—	6	—	—	—
	Total	79	151	—	1	8	177	—	—	6	10	—	—	5	37	—	—	3
VERONA	1	1	19	—	—	1	5	—	—	—	5	—	—	4	2	1	—	—
	2	18	19	7	—	—	1	—	—	—	2	—	—	1	—	—	—	1
	3	—	29	—	—	—	6	—	—	—	11	—	—	7	2	1	—	1
	Total	19	67	7	—	1	6	—	—	—	11	—	—	7	2	1	—	1
FIRENZE	1	—	9	—	—	—	—	—	—	—	—	—	—	—	8	—	—	—
	2	—	8	34	37	—	1	20	—	—	—	—	—	—	5	7	6	—
	3	—	12	—	—	—	1	—	—	—	—	—	—	—	4	—	—	—
	Total	—	29	34	37	—	2	20	—	—	—	—	—	—	17	7	6	—
TRIESTE	1	15	7	—	—	—	2	—	—	—	—	—	—	3	6	—	—	1
	2	7	18	—	—	—	4	—	—	3	1	—	—	2	3	—	—	—
	3	—	19	—	—	—	3	—	—	3	2	—	—	—	1	—	—	—
	Total	22	44	—	—	—	9	—	—	3	3	—	—	5	10	—	—	1
PALERMO PRINCIP. LINE	1	—	55	—	—	—	—	—	—	4	8	—	—	—	5	—	—	—
	2	—	96	—	—	—	—	—	—	22	22	—	—	—	9	—	—	11
	3	—	24	—	—	—	—	—	—	3	3	—	—	—	1	—	—	2
	Total	—	75	—	—	—	—	—	—	29	33	—	—	—	15	—	—	16
SYRACUSE LINE	1	—	21	—	—	—	8	—	—	6	—	—	—	—	4	—	—	—
	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3																	
	Total	—	21	—	—	—	8	—	—	6	—	—	—	—	2	—	—	—

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1448

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LOCOMOTIVE SITUATION ON THE 30TH SEPT. 1945

EFFICIENT					UNDER REPAIRS								AWAITING REPAIRS							
	Out of Service				Light repairs				Heavy repairs				Light repairs				Heavy repairs			
Diesel Electric	Steam	Coal	Nafta	Diesel Electric	Steam	Coal	Nafta	Diesel Electric	Steam	Coal	Nafta	Diesel Electric	Steam	Coal	Nafta	Diesel Electric	Steam	Coal	Nafta	Diesel Electric
	3	2	-	-		6	-	-		36	-	-		7	-	-		28	-	-
	3	6	-	-	3	6	-	-		38	-	-		9	-	-		9	-	-
	1	2	-	-	-	4	-	-	-	-	-	-	-	3	-	-		32	-	-
	1	12	-	-	5	16	-	-	1	52	-	-	2	9	-	-		65	-	-
	5	6	-	-	-	7	-	-	-	7	-	-	-	1	-	-		11	-	-
	1	28	-	-	2	3	-	-	-	4	-	-	-	2	-	-		23	-	-
	3	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-		3	-	-
	8	177	-	-	6	10	-	-	-	5	-	-	-	3	-	-		37	-	-
	1	-	-	-	-	5	-	-	-	3	-	-	-	-	-	-		20	-	-
	1	5	-	-	-	5	-	-	-	4	2	1	-	-	-	-		20	-	-
	1	1	-	-	-	2	-	-	-	-	-	-	-	1	-	-		20	-	-
	1	6	-	-	-	11	-	-	-	7	2	1	-	1	-	-		96	-	-
	1	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-		29	-	-
	1	1	30	-	-	-	-	-	-	-	5	7	6	-	-	-		28	2	-
	1	1	-	-	-	-	-	-	-	-	4	-	1	-	-	-		8	-	-
	1	2	30	-	-	-	-	-	-	-	7	7	6	-	-	-		65	2	-
	-	2	-	-	-	-	-	-	-	3	6	-	-	-	1	-		18	-	-
	-	4	-	-	-	1	-	-	-	2	3	-	-	-	-	-		34	-	-
	-	3	-	-	-	2	-	-	-	-	1	-	-	-	-	-		13	-	-
	-	9	-	-	-	3	-	-	-	5	10	-	-	-	1	-		63	-	-
	-	-	-	-	8	8	-	-	-	-	5	-	-	-	3	-		11	-	-
	-	-	-	-	22	22	-	-	-	-	9	-	-	-	11	-		31	-	-
	-	-	-	-	3	3	-	-	-	-	1	-	-	-	2	-		13	-	-
	-	-	-	-	33	33	-	-	-	-	15	-	-	-	16	-		75	-	-
	-	8	-	-	6	-	-	-	-	-	2	-	-	-	5	-		24	-	-
	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-		4	-	-
	-	8	-	-	6	-	-	-	-	-	2	-	-	-	5	-		24	-	-

1449

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

LOCOMOTIVE SITUATION ON THE

COMPARTIMENTO	Locos Utilisation.	EFFICIENT								UNDER REPAIRS									
		In Service				Out of Service				Light repairs				Heavy repairs				Light	
		Total	Coal	Nafta	Reserve	Total	Coal	Nafta	Reserve	Total	Coal	Nafta	Reserve	Total	Coal	Nafta	Reserve	Total	Coal
	1(Pass.)																		
	2(Freight)																		
	3(Shunting)																		
	total																		
	1																		
	2																		
	3																		
	Total																		
	1																		
	2																		
	3																		
	Total																		
	1																		
	2																		
	3																		
	Total																		
	1																		
	2																		
	3																		
	Total																		
	1																		
	2																		
	3																		
	Total																		
	1																		
	2																		
	3																		
	Total																		

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

LOCOMOTIVE SITUATION ON THE

EFFICIENT						UNDER REPAIRS								AWAITING REPAIRS							
vice ...		Out of Service				Light repairs				Heavy repairs				Light repairs				Heavy repairs			
afta	Diesel Elect.	Elect	Coal	Nafta	Diesel Elect.	Elect	Coal	Nafta	Diesel Elect	Elect	Coal	Nafta	Diesel Elect	Elect	Coal	Nafta	Diesel Elect	Elect	Coal	Nafta	Diesel Elect

1451

Declassified E.O. 12356 Section 3.3/NND No. 185021

LOCOMOTIVE SITUATION ON THE 30TH SEPT. 1945

COMPARTIMENTO	Locos Utilization.	EFFICIENT								UNDER REPAIRS											
		In Service				Out of Service				Light repairs				Heavy repairs				Light			
		Elect.	Coal	Nafta	Diesel Elect.	Elect.	Coal	Nafta	Diesel Elect.	Elect.	Coal	Nafta	Diesel Elect.	Elect.	Coal	Nafta	Diesel Elect.	Elect.	Coal		
REGGIO	1 (Pass.)		10	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	2 (Freight)		19	33	-	-	-	-	-	-	1	3	-	-	-	4	-	-	3		
	3 (Shunting)		-	20	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-		
	total		29	61	-	-	-	-	-	-	1	76	-	-	-	4	-	-	3		
CAGLIARI	1		-	12	-	-	-	-	-	-	-	-	2	-	-	2	-	-	-		
	2		-	18	-	-	-	1	-	-	-	-	2	-	-	4	-	-	-		
	3		-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Total		-	35	-	-	-	1	-	-	-	-	4	-	-	6	-	-	-		
GRAND TOTAL	1																				
	2	473	1270	205	42	35	243	20	27	76	408	23	-	111	209	21	16	60			
	3																				
	Total																				
	1																				
	2																				
	3																				
	Total																				
	1																				
	2																				
	3																				
	Total																				
	1																				
	2																				
	3																				
	Total																				
	1																				
	2																				
	3																				
	Total																				

787

1452

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

LOCOMOTIVE SITUATION ON THE 30TH SEPT. 1942

EFFICIENT					UNDER REPAIRS								AWAITING REPAIRS							
	Out of Service				Light repairs				Heavy repairs				Light repairs				Heavy repairs			
Diesel Electric	Electric	Coal	Nafta	Diesel Electric	Electric	Coal	Nafta	Diesel Electric	Electric	Coal	Nafta	Diesel Electric	Electric	Coal	Nafta	Diesel Electric	Electric	Coal	Nafta	Diesel Electric
						1	13				4			3	6				2	
							3								1					
						1	16				4			3	2				4	
							2				2				1				7	
			1				2				4				6				2	
																			4	
			1				4				6				7				3	
85	42	32	2	13	20	27	76	80	23	-	111	209	27	18	60	155	3	-	426	977	4	159

785

1453

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

TONNAGE OF FREIGHTS RECEIVED DURING THE PERIOD 16-30 SEPT. 19

COMPARTMENT	ALLIED FORCES ACCOUNT	A.C. ACCOUNT	ITALIAN FORCES ACCOUNT	CIVILI
TORINO	1448	375	497	282
MILANO	1666	7006	687	143
VERONA	38581	5239	8701	44
FIRENZE	85648	367	270	71
TRIESTE	42103	45010	10	31
PALERMO	1135	—	1538	73
NAPOLI	127658	20834	1978	101
VENEZIA	46161	31948	1260	29
GENOVA	51464	94373	7636	151
BOLOGNA	32506	2305	561	34
ANCONA	40111	3974	97	46
ROMA	8501	5410	2719	56
REGGIO C.	99370	4908	4385	63
CAGLIARI	12834	294	1042	54
	206	—	881	22
GRAND TOTAL	589392	222043	32262	1209

29% 11% 1% 6%

1453

1454

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

TONNAGE OF FREIGHTS RECEIVED DURING THE PERIOD 16-30 SEPT. 1945

RCES ACCOUNT	A.C. ACCOUNT	ITALIAN FORCES ACCOUNT	CIVILIAN ACCOUNT	TOTAL
48	375	497	282789	285109
66	7006	687	143174	152533
81	5239	8701	44938	97459
48	367	270	71410	157695
03	45010	10	31155	118278
35	—	1538	73331	76004
58	20834	1978	101449	251919
61	31948	1260	29055	108424
64	94373	7636	151116	304589
06	2305	561	34321	69693
11	3974	97	46961	91143
01	5410	2719	58307	74937
70	4908	4385	63954	172617
34	294	1042	54615	68785
06	—	881	22973	24060
92	222043	32262	1209548	2.053245.

1% 11% 1% 60%

1835

1455

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

C O A L S I T U A T I O N

COMPARTMENT	CONSUMED TONS 15-30 Sept.45	TONS IN RESERVE the 30th Sept. 1945.
GENOA	3567	7190
MILANO	4388	7440
VERONA	2950	90
PIACENZA	482	3654
TORINO	2465	3306
PADOVA	4395	3335
NAPOLI	8309	33995
VENEZIA	2954	16905
GENOVA	1739	5018
BOLOGNA	1075	582
MESSINA	2635	7635
ROMA	2338	14145
BARI	9021	37017
REGGIO C.	2166	4363
CAGLIARI	588	512
GRAND TOTAL	46.279	144.257

285

1456

Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

Ref. 430/24/Tn 1

27 November 1945

SUBJECT: Passenger Trains to Handle Military Traffic

TO: Chief, Supply Group

1. Reference your letter of 26 November concerning paragraph 1/4 of memorandum covering subject telephone call on above subject. No comments or recommendations, position has been noted.

P.D.G. BUCHANAN

P.D.G. BUCHANAN, Colonel
Director

24

1457

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

80

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

Ref. 26 November 1945

MEMORANDUM:

SUBJECT : Phone Call to Washington 1800 hours 19 November 1945
Participants: Mr. Holstein, Mr. Cleveland - Rome
Mr. Hunt, Mr. Treves, Mr. Heiser, Mr. Curtis, and Mr. Callahan - Washington FEA Offices

TO : Transportation S/C

1. Reference para 14 of memo covering subject telephone call:

"Mr. Cleveland called to Washington's attention the current controversy involving the allocation of 5 Italian passenger trains by the military to handle troop traffic between Dieppe and Toulan, France. Washington agreed that inquiries would be launched to ascertain why this move was necessary. Mr. Cleveland remarked that there was no objection when the passenger trains were used for shipment of Allied troops from Italy to the channel ports."

2. Request your comments or recommendations for appropriate action, report to be received at this office as soon as possible.

for CHARLES [illegible]. WALTON
Colonel, AC
Chief, Supply Group

23

480

1458

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

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (MR) MAIN, C. M. F.

430/Tn 1

Tel. 843238
Ref. AC/SB/Tn4

16 October 1945

SUBJECT : Difficulties of Transportation Sub-Commission.

TO : Mr. Edward Richards,
% Military Railway Service,
Florence.

1. I have received your letter of 11 October and note your additional report in regard to your accident.

2. Arrangements have already been made for a car to be sent to you from this Headquarters and by this time it should have reached you. I am afraid that it is not possible to send a closed car because there are so few vehicles available at Rome Headquarters capable of traveling any length of journey.

3. I might suggest that you talk with the Capo Compartimento with the idea of getting a local car requisitioned by the ISR through the Prefecturrs and assigned to you for your local use.

Ad. R.P. Moss
for Director

Copy for Lt. Col. Scoggins. — telephone conversation Lt. Col. Scoggins - may Ring up

22

1459

Declassified E.O. 12356 Section 3.3/NND No. 185021

RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AC/361/Tn4

30/Tn1

31 October 1945

SUBJECT : Materials for the Reconstruction and Rehabilitation of the Italian State Railways.

TO : Director, Transportation Sub-Commission.

1. In mid-August a requisition was submitted for materials for the Italian State Railways covering the last half of 1945 and the year 1946.

2. The reconstruction of the Italian State Railways is and has been seriously delayed for the need of certain vital materials, including rail and copper. In certain sections of Italy labor is not being fully utilized in the reconstruction work because of the lack of these two items and immediate action should be taken for their importation from the outside. The reconstruction of the electrical railway system between Rome and Naples via Formia is practically at a standstill for need of copper. The same applies to other sections where the reconstruction of the electrified system is being undertaken.

3. The rail rolling mills at Bagnoli and Piombino should be ready for the production of rail in early December. The rolling mills of the Falck and Breda plants in Milan are now in production but on a limited scale, due to inadequate allocations of coal. It is of vital importance that the rail producing mills be operated and that a high priority be given to them when allocation of coal is made each month. The procurement of materials and supplies necessary for the reconstruction and rehabilitation of the railways should be given immediate attention, and direct and concise action taken for the importation of at least sufficient supplies to keep the repair program going.

4. This matter should be handled immediately with the Vice-President of the Economic Section and his personal aid is solicited.

R. P. Moss

R. P. MOSS
Chief, Rail Division

478

1460

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

Ref. 430/20/Tn 1

November 1945

SUBJECT: Control of Timber.

TO : Supreme Allied Commander - A.F.H.Q.

1. It has been represented by the Italian State Railways that they are facing an extreme shortage of timber, both for sleepers and for other essential repair purposes, and that this shortage is likely to increase within the next few months.

2. The matter was recently raised in the proceedings of the Allied Railway Board, when it was suggested that this Commission should explore the possibilities of procurement of timber from Austria for the use of the U.S.R.

3. On the other hand, it would seem that timber should not be imported from outside this country so long as there is any possibility of obtaining it from indigenous resources. In this connection, it is pointed out that the U.S. Army has decontrolled the zones in which they were cutting timber in the Calabria and Bolzano areas. The British Forces, on the other hand, have not yet followed suit with their reserved areas in Calabria and Northern Italy.

4. While this state of affairs continues, the reconstruction and rehabilitation of the country's railway system is severely hampered. By contrast, many of the military depots are, it is understood, carrying large stocks of timber, while some of the most important timber cutting areas are still under military control.

5. It is requested that full consideration may be given to this question, with a view to the immediate decontrol of the remaining timber areas in this country still reserved exclusively for military use.

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

(20) 477

cc: Food & Agriculture S/C

Executive Officer
TW S C.

ALLIED COMMISSION TRANSPORTATION SUB-COMMISSION APO 394.
TRAIN SERVICE CIRCULAR N°36.

430/Tn 1

30 Nov. 1945

Effective 1 December the following additions and amendments to train services have been approved.

MORTARA - MILANO
Daily

0530		MORTARA	2010	
0738		MILANO	1800	

BRESCIA - VICENZA
Daily

	0500	BRESCIA	2058	
1805	0734	VERONA	1818	0725
1930		VICENZA		0600

PISA - LEGHORN
Daily

1400	0649	LEGHORN	1916	1300
1445	0734	PISA	1830	1215

METAPONTO-TARANTO
Daily

	0700	METAPONTO	1421	
	0825	TARANTO	1258	

ALESSANDRIA - ALBA
Daily

	0420	ALESSANDRIA	2125	
	0640	ALBA	1846	

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

MILANO 1800

BRESCIA - VICENZA
Daily

	0500	BRESCIA	2058	
1805	0734	VERONA	1818	0725
1930		VICENZA		0600

PISA - LEGHORN
Daily

1400	0649	LEGHORN	1918	1300
1445	0734	PISA	1830	1215

METAPONTO-TARANTO
Daily

0700	METAPONTO	1421	
0825	TARANTO	1258	

ALESSANDRIA - ALBA
Daily

0420	ALESSANDRIA	2125	
0640	ALBA	1846	

VERCELLI - NOVARA
Daily

0502	VERCELLI	2100	
0537	NOVARA	2020	

ROME - POGGIO MIRTETO
extended to STIMIGLIANO -Daily

0645	ROME	1105	1800
0840	STIMIGLIANO	0858	1605

28

476

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

Extension of present SULMONA-CORFINO Service
to include POPOLI (weekly)

0845	1522	POPOLI	0827	1507
0852	1529	CORFINO	0821	1501
0925	1600	SULMONA	0750	1430

Passenger service assigned to light locomotive
schedule. Daily.

0400		CARSOLI	1715
0443		MANDELA	1628
0819		S.MARZANOTTO	1756
0901		CASTAGNOLE	1630

Diesel Service- Daily-

0520		CROTONE	1720
0630		CATANZARO	1610

IVREA-CASTIGLIONE D.
Daily

0500		IVREA	2025
0646		CASTIGLION D.	1904

TORTONA - ARQUATA
Daily

1430		TORTONA	1710
1510		ARQUATA	1630

ALESSANDRIA - ARQUATA
Daily

1230		ALESSANDRIA	0850
1330		ARQUATA	0800

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

0440	CARSOLI	1715
0443	MANDELA	1623
0819	S.MARZANOTTO	1756
0901	CASTAGNOLE	1630

Diesel Service- Daily-

0520	CROTONE	1720
0630	CATANZARO	1610

IVREA-CASTIGLIONE D.
Daily

0500	IVREA	2025
0646	CASTIGLION D.	1904

TORTONA - ARQUATA
Daily

1430	TORTONA	1710
1510	ARQUATA	1630

ALESSANDRIA - ARQUATA
Daily

1230	ALESSANDRIA	0850
1330	ARQUATA	0800

LA SPEZIA - APUANIA C.
Daily

1810	LA SPEZIA	0800
1922	APUANIA C.	0645

ROME - COLLEFERRO
local extended to FROSINONE

1530	ROME	0745
1721	COLLEFERRO	0615
1817	FROSINONE	0513

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

1465

Declassified E.O. 12356 Section 3.3/NND No. 185021

TORTONA - VOGHERA
Daily

1913	1312	TORTONA	0657	1403
1940	1336	VOGHERA	0632	1338

Timings and details of all trains may be had by application to Capi Compartments or station Masters. No further train service circulars will be issued by this Sub-Commission.

For the Chief Commissioners:

ALLIED COMMISSION TRANSPORTATION SUB-COMMISSION. APO 394.

TRAIN SERVICE CIRCULAR N°32. 22 October 45.

Effective October 22nd the following additions and amendments to train services have been approved.

1130/Tn1

TARANTO - M.FRANCA (Sud-Est)
Daily except Sunday

0623	TARANTO	1734
0745	M.FRANCO	1630

MAGLIE - OTRANTO (Sud-Est)
Daily except Sunday

0755	MAGLIE	1511
0829	OTRANTO	1435

Bi-weekly service PAVIA-ALESSANDRIA increased to daily.

PAVIA - ALESSANDRIA
Daily

1859	(1273)	PAVIA	(1270) 0732
2115		ALESSANDRIA	0525

MILANO - BRESCIA Service extended to include VERONA.

MILAN - VERONA
Daily

0545	(1445)	MILAN	(1456) 2010
0810		BRESICA	1745
1025		VERONA	1515

Bi-weekly trains MILAN - ALESSANDRIA Via MORTARA increased to daily.

MILAN-ALESSANDRIA
Daily

1263	1253		1262	1264
1647	0538	MILAN	1014	2057
1854	0755	MORTARA	0822	1854
2015	1905	ALESSANDRIA	0702	1715

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

Daily except Sunday

0755	MAGLIE	1511
0829	OTRANTO	1435

Bi-weekly service PAVIA-ALESSANDRIA increased to daily.

PAVIA - ALESSANDRIA

Daily

1859	(1273)	PAVIA	(1270)	0732
2115		ALESSANDRIA		0525

MILANO - BRESCIA Service extended to include VERONA.

MILAN - VERONA

Daily

0545	(1445)	MILAN	(1456)	2010
0810		BRESCIA		1745
1025		VERONA		1515

Bi-weekly trains MILAN - ALESSANDRIA Via MORTARA increased to daily.

MILAN-ALESSANDRIA

Daily

1263	1253		1262	1264
1647	0538	MILAN	1014	2057
1854	0755	MORTARA	0822	1854
2015	1905	ALESSANDRIA	0702	1715

Extension of present NAPLES-SALERNO trains to include BATTIPAGLIA.

NAPLES-BATTIPAGLIA

Daily

1700	(1943)	NAPLES	(1940)	0810
2005		SALERNO		0520
2040		BATTIPAGLIA		0440

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(19)

474

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

NAPLES-CASERTA Service extended to include SPARANISE and trains formerly consolidated at CANCELLO to run into NAPLES on separate schedules.

SPARANISE-NAPLES
Daily

3827	3821		3824
0445		SPARANISE	2052
0550		CASERTA	1950
0610	0635	CANCELLO	1919
0650	0725	NAPLES	1835

FIRENZE - PONTEDERA Service extended to include PISA.

FLORENCE - PISA
Daily

1254	(1835)	PISA	(1832)	1145
1355		PONTEDERA		1055
1635		FIRENZE		0810

Local passenger service ROME - COLLEFERRO

ROME - COLLEFERRO
Daily

1530	(3629)	ROME	(3628)	0745
1716		COLLEFERRO		0615

Local Service NAPLES - CASERTA and FOGGIA
ARIANO Service extended to include BENEVENTO.
NAPLES - FOGGIA
Daily

3923	5057		5080	3924
0800		NAPLES		1845
0935		CASERTA		1728
1200	0500	BENEVENTO	1925	1500
	0620	ARIANO	1822	
	0800	FOGGIA	1640	

Tri-weekly service ARONA-NOVARA service

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

FIRENZE - PONTEDERA Service extended to include PISA.

FLORENCE - PISA

Daily

1254	(1535)	PISA	(1832)	1145
1355		PONTEDERA		1055
1635		FIRENZE		0810

Local passenger service ROME - COLLEFERRO

ROME - COLLEFERRO

Daily

1530	(3529)	ROME	(3628)	0745
1716		COLLEFERRO		0615

Local Service NAPLES - CASERTA and FOGGIA
ARIANO Service extended to include BENEVENTO.

NAPLES - FOGGIA

Daily

3923	5057		5080	3924
0800		NAPLES		1845
0935		CASERTA		1728
1200	0500	BENEVENTO	1925	1500
	0620	ARIANO	1822	
	0800	FOGGIA	1640	

Tri-weekly service ARONA-NOVARA service increased to daily.

ARONA - NOVARA

Daily

0646	(4013)	ARONA	(1444)	1910
0754		NOVARA		1800

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

Present PISA-PISTOIA and FLORENCE-LUCCA service extended to include FLORENCE and PISA

FLORENCE - PISA (Via Pistoia)
Daily

2351	2361		2356	2352
0310	1810	PISA	2125	0732
0405	1910	LUCCA	2025	0630
0605	2125	PISTOIA	1840	0430
0740	2300	FLORENCE	1715	0305

TORRE ANNUNZIATA-GRAGNANO
Daily

2100	(3921)	T.ANNUNZIATA	(3930)	2035
2145		GRAGNANO		2000

New-timings and increased service on ROME-AVEZZANO Line due to electrification ROME-CARSOLI.

ROME - CARSOLI
Daily

1859	1855	1853	1851		1852	1854	1856	1858
1623		0336		AVEZZANO	1100			2130
1840		0555	0445	MANDELA	0845		1626	1909
1917	1340	0619	0503	TIVOLI	0818	0925	1601	1842
2035	1455	0750	0635	ROME	0650	0800	1440	1720

TRENTO - VERONA
Daily

2107	2119		2109	2114
450	1820	TRENTO	0732	2100
0620	1950	ALA	0622	1955
0731	2101	VERONA	0450	1820

Diesel coach service ROME-NETTUNIA and ROME-TERMICENO.

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

Daily

2100	(3921)	T.ANNUNZIATA	(3930) 2035
2145		GRACIANO	2000

New-timings and increased service on ROME-AVEZZANO Line due to electrification ROME-CARSOLI.

ROME - CARSOLI

Daily

1859	1855	1853	1851		1852	1854	1956	1858
1623		0336		AVEZZANO	1100			2130
1840		0555	0445	MANDELA	0845		1626	1909
1917	1340	0619	0503	TIVOLI	0818	0925	1601	1842
2035	1455	0750	0635	ROME	0650	0800	1440	1720

TRENTO - VERONA

Daily

2107	2119		2109	2114
450	1820	TRENTO	0732	2100
0620	1950	ALA	0822	1955
0731	2101	VERONA	0450	1820

Diesel coach service ROME-NETTUNIA and ROME-FIUMICINO.

ROME - NETTUNIA

Daily

1815	(AT401)	ROME	(AT400) 0620
1938		NETTUNIA	0455

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

ROME - FIUMICINO
Daily

AT502	AT500		AT501	AT503
1600	0645	ROME	0825	1750
1645	0730	FIUMICINO	0740	1705

One Compartement reserved on all trains for Allied Commission personnel.

Intermediate timings and details of all trains may be had by application to Capo Compartimento or station Masters.

For the Chief Commissioner:

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

DISTRIBUTION:

M.R.S. (4)
I.S.R. (4)
AFHQ (G-5)
AFHQ (G-4 Mov & Tn)

Sub-Commission A.C.

Agriculture
Air Force
Army
Communications
Displaced Persons
Education
Finance
Food
Industry
Labour
Legal
Local Government
Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities.

Transportation Sub-Commission

Director
Deputy Director
Roads Division
Movements (Rail)

Rail : Chief,
Executive Officer
Operating Branch (2)
Mech.Engrs.
Civil Engrs.
Stores

War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-4 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner,
via Albannia 20, Milan (2).
Snr.Tn.Officer, Naples (3)

Regional Commissioner for Reg.Tn.Officers.

- Liguria (2)
- Piemonte (2)
- Lombardia (2)
- Venezia (2)

Tn.Sub-Comm.Officers.

- Reggio
- Bari
- Florence
- Ancona
- Rome
- Bologna

Movements:

- Foggia
- Naples
- Bari
- Taranto
- Rome
- Bologna
- N.E.Italy
- N.W.Italy

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

Education
Finance
Food
Industry

Transportation Sub-Commission

Director
Deputy Director
Roads Division
Movements (Rail)

Public Relations
Public Safety
Public Works & Utilities.

Rail : Chief,
Executive Officer
Operating Branch (2)
Mech.Engrs.
Civil Engrs.
Stores

War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-4 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner,
via Albannia 20, Milan (2).
Snr.Tn.Officer, Naples (3)

Regional Commissioner for Reg.Tn.Officers.

- Liguria (2)
- Piemonte (2)
- Lombardia (2)
- Venecia (2)

Tn.Sub-Comm.Officers.

- Reggio
- Bari
- Florence
- Ancona
- Rome
- Bologna

Movements:

- Foggia
- Naples
- Bari
- Taranto
- Ancona

- Rome
- Bologna

N.E.Italy
N.W.Italy

Minister of Transports

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

1475

Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

Ref. 430/19/Tn 1

9 November 1945

SUBJECT: Holdup of Train at Aversa, 5 November 1945

TO : Public Safety Sub-Commission

1. Your attention is drawn to the attached report on the holdup to the train near Aversa on 5 November 1945, by a band of outlaws.

P.D.G. BUCHANAN, Colonel
Director

1 Encl.
Report

18

479

1476

Declassified E.O. 12356 Section 3.3/NND No. 185021

RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AC/52/&258/1/Tn4

8 November 1945

SUBJECT : Accidents on Italian State Railways.

TO : Director, Transportation S/C.

1. Attached hereto are two reports of incidents which have occurred on the Italian State Railways within the last few days. Perhaps, you may desire to draw the attention of the Public Safety Sub-Commission to the incident at Aversa.

2. As to the accident in the Varano tunnel, it will be observed that the absence of glass in the windows caused the trouble. I have already drawn your attention to the export of Italian glass to Austria.

No. The drivers should use hoar sheets in the tunnel.

R. P. Moss
R. P. MOSS
Chief, Rail Division

Attachments:

As stated above.

(17)

1471

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ancona. Last night at 130 a passenger on train N° 467 coming from Ancona and going to Bari feeling ill pulled the alarm wire while the convoy was under the Varano tunnel. The train stopped and the tunnel thus got filled with smoke. Hell semmed to have been let loose in the tunnel with everybody shouting for help. The train was then made to go again by some people who volunteered and got out of the tunnel. It was noticed that due to the lack of panes in some of the cars the dense smoke had provoked in 15 persons serious symptoms of soffocation. They were removed to hospital at Ancona.
One passenger was found dead crushed by the wheels of the train. His name is Baldini Umberto,20 years old. It is believed that he fell from the train while it was still running.

17 a 469

1478

Declassified E.O. 12356 Section 3.3/NND No. 185021

Sup 9349

1502 DCK/jcm

Econ. Sec (5)

ALLIED FORCE HEADQUARTERS
APO 512

AG 531 TPH-O

1.18/2

17 October 1945

430/fn 1

SUBJECT: Operation and Control of the Italian Railways.

TO: All Concerned.

1. Transfer of Control - The traffic control and traffic operation of the Italian railway system including the maintenance of railway stock and the maintenance of permanent way will be handed over to the Italian State Railways effective 1 November 1945.

2. From that date the Italian State Railways will be fully responsible for the efficient working of the railways and the movement of all traffic.

3. Area of Responsibility.- The Italian railway system, for the purpose of this instruction, is defined as all railways in ITALY and SICILY except those in the present TRIESTE Compartimento and the line TRIESTE - UDINE - TARVISIO (the main British L of C into AUSTRIA). The latter will continue under the control of the Director, Military Railway Service, ITALY.

4. This headquarters retains the right to resume control or operation of any section of the Italian railways, if it considers it necessary for military reasons.

5. Military Traffic - The Italian State Railways will at all times give first priority to the movement of Allied military traffic, unless authority has been given in a specific case by this headquarters to alter the priority.

6. Movements and Transportation Section, AFHQ (or subordinate Movements/Transportation (US), headquarters as appropriate) will place demands for military movement on the Italian State Railways. The method of placing demands will be detailed in a separate instruction.

7. The Italian State Railways will nominate a senior official in each compartimento to be the link between the local Movements or Transportation (US) Headquarters and the railways.

8. The Director, Military Railway Service will remain responsible for insuring that Allied military traffic is being handled efficiently by the Italian State Railways. To this end he will retain the necessary supervisory staff at headquarters of Italian State Railways and representatives in those compartimenti, in which there is major military traffic moving.

9. As the Director, Military Railway Service is satisfied that control by the Italian State Railways is working smoothly, he may withdraw these representatives progressively from compartimenti. Prior notice of withdrawal will be given to this headquarters.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

10. The Director, Military Railway Service will also be responsible for carrying out, or supervising, as he considers necessary, such railway reconstruction and maintenance of permanent way as are required for the movement of Allied military traffic.

11. Civilian Traffic - It will be the responsibility of the Italian Government to co-ordinate bids for the movement by rail of essential civil traffic (in territory returned to its jurisdiction) and place demands for the movement of this traffic on the Italian State Railways.

12. Allied Commission will continue to give technical advice to the Italian State Railways on the reconstruction and operation for civil purposes of the railways so long as its technical staff remains.

13. Maintenance of Railway Equipment.- The Italian State Railways will be responsible for the maintenance of all railway equipment.

14. The Director, Military Railway Service, will be responsible for supervising the upkeep of US and British equipment being used by the Italian State Railways until disposal instructions for this equipment are issued.

15. Railway Stores - Separate instructions will be issued on the handover of control and future supply of railway stores.

16. Details of Transfer - The Director, Military Railway Service will be responsible for the detailed handover of control to the Italian State Railways.

BY COMMAND OF THE ACTING SUPREME ALLIED COMMANDER:

C. T. CHRISTENBERRY
Colonel, AGD
Adjutant General

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ALLIED CO[illegible]
OCT 24 1945
ECONOMIC SECTION
14 13 22 21 20 19 18 17 16 15 14

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 843233
Ref. AC/345/Tn4

ACP/lml
11 October 1945

The Minister
Ministry of Foreign Affairs
Rome.

Dear Mr. Minister:

Reference is to your memorandum 6/5705/1721 of 3 October 1945. The question of the return of railway freight cars to their proper countries has been discussed at a meeting of the Allied Railway Board at which the Director General of the Italian State Railways was present.

Information is awaited from the Headquarters of the European Central Inland Transport Organization as to any arrangements which may be made for a general census of rolling stock throughout Europe.

It is appreciated that there may be a number of Italian freight cars in other countries, but on the other hand, there is a large number of foreign vehicles available in Italy at the present time and it is quite possible that these would balance with those which have been transferred out of Italy.

The matter is being actively pursued in conjunction with the Director of Military Railway Service in order that a satisfactory decision may be made.

ALLIED COMMISSION
OCT 15 1945
ECONOMIC SECTION

Copy to: Economic Section
Military Railway Service

Walter P. Scoggins
Lt.Col., O.M.C.
Chief, Administrative Division

15 430 467

1481

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

DUPLICATE

6/3705/1121

ALLIED COMMISSION FOR THE ALLIED COUNTRY

Subject: Italian railway cars in Czechoslovakia.

1. The Italian Legation in Prague has recently reported to this Ministry that many railway cars belonging to Italy, which were found in Czechoslovakian territory, have been removed to the adjoining Pilsen district, at present under the control of the American Armed Forces.

2. The above named Legation has contacted, in the matter, the United States Embassy in Prague with a view of obtaining, through the interest of the American Command of Pilsen, a complete list of said cars in order to be in a position to have precise information on the situation.

3. The Allied Commission is well aware how an increase in the number of railway cars is needed in Northern Italy to facilitate the economic rehabilitation of the region, and the reconstruction work in Italy.

4. The Ministry for Foreign Affairs will appreciate greatly if the Allied Commission will take suitable action in order that the cars in question be possibly conveyed to Northern Italy.

5. The Ministry for Foreign Affairs will be very grateful to the Allied Commission for considering the matter as being urgent and thank them for their interest in this case.

Rome, October 3rd, 1945

466

Thanks To Ecom See prec
respond 15/10

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Flow Fr.

Tel. 376 HEADQUARTERS ALLIED COMMISSION PDGB/lr
APO 394
Transportation Sub-Commission

3 October 1945

SUBJECT : International Train Services.

Dear Dr. La Melfa,

1. The Allied Commission has been requested to send a military representative to a meeting to be held in Brussels on 10 October, under the auspices of ECITO, at which it is hoped to arrange for the starting up of a limited service of international passenger trains in Europe. The complete agenda for the meeting has not yet been received, but the following is an indication of the points which it is understood will be covered :

(a) Routes to be opened and dates of inauguration, taking into consideration relative importance and urgency;

(b) Frequency of service desired, weekly, daily or otherwise, and actual schedules;

(c) Supply of rolling stock, preferably from non-allocated stock, such as Allied Force Stock, and Wagon-Lits stock, so as to relieve the Allied national Administration from supplying from their internal depleted stock;

(d) Locomotive power required and any special measures of additional allocation of locomotives;

(e) The system of official travel orders and permits for limited use of the services;

(f) The control at national frontiers, zones, boundaries and other security control points;

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

Dear Dr. La Malfa,

1. The Allied Commission has been requested to send a military representative to a meeting to be held in Brussels on 10 October, under the auspices of ECITO, at which it is hoped to arrange for the starting up of a limited service of international passenger trains in Europe. The complete agenda for the meeting has not yet been received, but the following is an indication of the points which it is understood will be covered :

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(d) Locomotive power required and any special measures of additional allocation of locomotives;

(e) The system of official travel orders and permits for limited use of the services;

(f) The control at national frontiers, zones, boundaries and other security control points;

(g) The system of travel on vouchers and channels through which payments are to be affected;

(h) Other points which participating administrations may wish to see included.

2. Routes which have been suggested for consideration include :

(a) London - Calais - Brussels - Bad Oeynhausen - Berlin;
(b) London - Ostend - Brussels - Luxenbourg - Bale;
(c) Paris - Frankfurt - Nuremberg - Prague
(d) Paris - Brussels - Roosendaal - Tilburg - Nijmegen - Wesel - Hamburg - Copenhagen

465

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439/16

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

(e) Paris - Vallorbe - Lausanne - Domodossola - Milan - Trieste - Zagreb - Belgrade; and inter-connections.

You will note that only (e) above is of direct interest to Italy. I would suggest that service on this route might be weekly to begin with.

3. The present intention of ECITO is, apparently, that these trains should be available for Allied officials, military and civilian, who are required to travel on business between one country and another, particularly when flying conditions preclude the use of airplanes. It is hoped, however, as far as this country is concerned, to secure agreement to the principle that they should be available for any passengers sponsored by the Allied Commission (for so long as it may last) or by AFHQ. Later, presumably, the Italian Government would become the authorising agency in place of Allied Commission.

4. It is requested that you will consider the points mentioned in Paras 1 and 2 above, and I would like to discuss them with you before the end of this week, so that I may know your views on these questions, and can represent them at the meeting. It seems clear that I.T.S. will be asked to provide some at least of the following, and I would be glad if you would consider what you think is possible

(a) Rolling stock - perhaps one set of (say) ten coaches. I fancy sufficient Wagon-Lits stock could be made available?

(b) Locomotives power from Domodossola - Trieste.

(c) Customs and other facilities on the Italian-Swiss and Italian - Jugo Slav border.

5. I would also be glad of certain information from you as follows :

(a) What do you consider a suitable schedule from Domodossola - Trieste ?

(b) How many wagon-lit coaches there are in Italy?

(c) Are you generally in favour of the proposal?

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

between one country and another, [illegible] conditions preclude the use of airplanes. It is hoped, however, as far as this country is concerned, to secure agreement to the principle that they should be available for any passengers sponsored by the Allied Commission (for so long as it may last) or by AFHQ. Later, presumably, the Italian Government would become the authorising agency in place of Allied Commission.

4. It is requested that you will consider the points mentioned in Paras 1 and 2 above, and I would like to discuss them with you before the end of this week, so that I may know your views on these questions, and can represent them at the meeting. It seems clear that I.S.B. will be asked to provide some at least of the following, and I would be glad if you would consider what you think is possible

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(a) What do you consider a suitable schedule from Domodossola - Trieste ?

(b) How many wagon-lit coaches there are in Italy?

(c) Are you generally in favour of the proposal?

For the Director :

P.D.G. BUCHANAN
Colonel.

Dr. Ugo La Malfa
Minister of Transport

Copy to Rail Div.

464

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

1486

Declassified E.O. 12356 Section 3.3/NND No. 185021

AQF/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 44358
Ref. AC/46/Tn 4

3rd October 1945

SUBJECT : Return journey of Consultors to Italian Government.

TO : DCRRO - Brig.

1. Telephone conversation Sudbury-Brig and copy of letter AC/46/Tn 4 to Brig. Biondi 28 September 45 refers.

2. The following are final arrangements made in accordance with agreement reached:-

3 October 1945 one coach to Milan on train 6
one coach to Brindisi " 1911

4 October 1945 one coach to TORINO on train 6
one coach to VENICE " " 76
one coach to REGGIO CALABRIA on train 81

Brig. Biondi has advised all concerned.

For the Chief Commissioner :

[signature]
Director

Copy to: Economic Section (Col. Walton)
Director, Tn Sub-Commission
Public Relations Sub-Commission
Movements, Tn Sub-Commission
Minister of Transports Rome.

(12)

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[illegible]/Ac

[illegible]
[illegible] DIVISION
c/o Transportation (Br) Main
G.H.Q.

Tel. 64 5250
Ref. AG/376/Tn 4

3rd October 45

SUBJECT : Reduction of Supervisory Activities.

TO : Stores Branch,
Mechanical Engineering Branch,
Civil Engineering Branch,
Operating Branch of Rail Division.

1. In accordance with Allied Commission policy, it is necessary for Branches of Rail Division to change over from present supervisory tasks to work of an advisory character.

2. Documentary work will be reduced to a minimum, with I.R submitting a monthly report of activities to the Branch concerned.

3. STORES Branch will take steps to see that all Stores Indents and requests revert to I.R. The present method of I.R seeking Allied Commission approval for withdrawal of certain items from Stores should be amended, whereby I.R move the Stores and submit monthly (or weekly) report accordingly.

4. MECHANICAL ENGINEERING Branch will inform I.R that every help and assistance will be given in an advisory way, but that responsibilities for repairs, both by I.R and the private firms is now vested in the State Railways. An I.R travelling workshop inspector might be desirable, but monthly report should be submitted with information as to difficulties.

5. CIVIL ENGINEERING Branch will advise all Field Engineers that their work as supervisors will be terminated by 1st November, it being left with Chief of Division to leave men on temporary duty in selected points in a purely advisory capacity, with the idea of recalling to HQ any time after 1st November. Field Officers would then be available for inspection work of an advisory character as requested, but they will take no initiative without approach from I.R. Monthly reports to be submitted by I.R, instead of by Allied Commission Field engineers.

6. OPERATING Branch will continue to exercise some supervisory powers with I.R, and time-table conference will continue to meet to deal with additional services. Wagons control will be under chairmanship of I.R, and Allied Commission will advise I.R as to desirable action to maintain satisfactory distribution. This Branch will continue to act as liaison between Movements and MG/I.R.

7. Month of October should therefore be devoted to handing back to I.R as much work as possible, so that by 1st November the main functions of the Division

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

1. In accordance with Allied Commission policy, it is necessary for Personnel of Rail Division to change over from present supervisory tasks to work of an advisory character.

2. Documentary work will be reduced to a minimum, with I&R submitting a monthly report of activities to the Branch concerned.

3. STORES Branch will take steps to see that all Stores Indents and requests revert to I&R. The present method of I&R seeking Allied Commission approval for withdrawal of certain items from Stores should be amended, whereby I&R move the Stores and submit monthly (or weekly) report accordingly.

4. MECHANICAL ENGINEERING Branch will inform I&R that every help and assistance will be given in an advisory way, but that responsibilities for repairs, both by I&R and the private firms is now vested in the State Railways. An I&R travelling workshop Inspector might be desirable, but monthly report should be submitted with information as to difficulties.

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7. Month of October should therefore be devoted to turning back to I&R as much work as possible, so that by 1st November the main functions of the Division will be advisory to I&R. Letters to I&R Division Heads by the various Branches on the intended new procedure should be prepared for signature of Chief of Rail Division on behalf of the Director.

Copy to: Executive Officer, Tn Sub-Comm.

(Signed) R.F. MOSS
CHIEF, RAIL DIVISION

R.F. MOSS,
Chief,
Rail Division.

462
430/84

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

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/46/Tn 4

28 September 45

SUBJECT : Return Journeys of Consultors.

TO : Ing. Biondi
Italian State Railways.

1. The following arrangements are agreed with MRS:-

(a) Consultors to Venice

One Class Coach to be attached to train Rome-Ancona for working through on existing connections via Bologna and Verona, leaving Rome October 1st.

(b) Consultors to Milan and Turin

One Class Coach to be attached on through train from Rome to Turin on one day, to Milan the next day, departures dates to be advised.

(c) Consultors to Reggio & Bari

One Class Coach to be attached on Reggio Calabria train on one day, and on Reggio Calabria train the next day for through connection at Caserta to Bari, departure dates to be advised.

2. You will advise all concerned of the essential need of correct time-keeping to ensure connections on Venice service. No trains must be held back for connections.

3. Dates of departure to Milan, Turin, Reggio and Bari will be advised you by Council of Ministers as soon as possible. Please ensure immediate advice is given this Office and MRS when the coaches are to run.

4. Military coaching stock must not be used.

For the Chief Commissioner :

Director

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

1. The following arrangements are agreed with MRS:-

(a) Consultors to Venice

One Class Coach to be attached to train Rome-Ancona for working through on existing connections via Bologna and Verona, leaving Rome October 1st.

(b) Consultors to Milan and Turin

One Class Coach to be attached on through train from Rome to Turin on one day, to Milan the next day, departures dates to be advised.

(c) Consultors to Reggio & Bari

One Class Coach to be attached on Reggio Calabria train on one day, and on Reggio Calabria train the next day for through connection at Caserta to Bari, departure dates to be advised.

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4. Military coaching stock must not be used.

For the Chief Commissioner :

Director

Copy to: MRS - Lt.Col. Suddaby
Economic Section (Col. Walton)
Director Tn Sub-Comm.
Public Relations Sub-Comm.
Tn Sub-Comm. - Movements
" " Rail (Operations)
Minister of Transports.

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461

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

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Director, Trn. S.C
RHF/awm

~~CONFIDENTIAL~~

ALLIED FORCE HEADQUARTERS
APO 512

118

AF 757

AG 531/229 GDS-O

25 September 1945

SUBJECT: Administration of Railways in Venezia Giulia

TO: All Concerned

1. The administration of the railways in VENEZIA GIULIA will be carried out by the Director of Military Railway Service Italy and by the appropriate Jugoslav authorities in accordance with the attached directive.

2. The text of the directive is that which was recommended by the Joint Economic Committee for VENEZIA GIULIA and approved by the Jugoslav Government and this headquarters. This approval is recorded in Minute 31 of the Joint Economic Committee meeting of 10 August 1945.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

EDMUND R. SHUGART
Colonel, AGD
Asst Adjutant General

1 Incl
As Stated Above

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460

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Declassified E.O. 12356 Section 3.3/NND No. 185021

~~CONFIDENTIAL~~

ADMINISTRATION OF RAILWAYS IN VENEZIA GIULIA

1. The parts of Venezia Giulia administered by the Allied Military Government are designated zone 'A' and the part of Venezia Giulia administered by the Jugoslav Military Government is designated zone 'B'.

The railways in Zone A shall be under the administration of the Allied Military Government and the railways in Zone B under the administration of the Jugoslav Military Government.

2. For the coordination of the work of the railways in both zones a Joint Operating Committee (established in accordance with Appendix I, paragraph 1(b) of the Agreement of the 20th June 1945) shall be formed in TRIESTE, this Committe to be composed of three members from each side, with an interpreter and the necessary minimum number of clerical assistance.

3. The members of the Joint Operating Committee shall be named and authorized by the respective Military Governments of Zones A and B.

4. The Joint Operating Committee shall have the following functions:

a. To settle day to day problems in connection with the interchange of traffic between zones A and B.

b. To meet as a formal Committee as often as required, and not less than once a month, to deal with matters of common policy regarding operating, technical, traffic and tariff questions. Additional members as necessary may be co-opted by either side for formal meetings of the Committee. Records of proceedings shall be kept and submitted to the appropriate authorities.

c. To appoint transit (exchange) stations as necessary for new lines open to traffic across the demarcation line between Zones A and B.

5. Each Military Government shall be responsible for the supply of consumable stores and materials in its own zone. Where shortages of certain materials exist in Zone B which the Jugoslav Government is unable to obtain from its own resources, the Allied Government shall do its best to supply from Zone A or elsewhere, so that Zone A and Zone B shall be treated on an equitable basis regarding supplies. Questions of financial adjustment shall be for the ultimate settlement between the Governments concerned.

6. Electric locomotives in Zones A and B shall be used in common. Their equitable distribution shall be decided by the Joint Operating Committee. The Allied Military Government shall supply electrical energy to cover the requirements of electric traction in Zone B.

7. Where facilities, such as for the repair of rolling stock, exist in one Zone only, such facilities shall be available to cover the requirements of both zones.

8. Separate accounts shall be kept for all purposes for each zone: all services and materials supplied from one Zone to the other shall be recorded.

Inclosure No 1 to [illegible]Q ltr,
AG 531/229 GDS-Q [illegible]d 25 Sept 45

~~CONFIDENTIAL~~ CONFIDENTIAL

In Dub Comm. Hfrgd
Director

ALLIED COMMISSION TRANSPORTATION SUB-COMMISSION, APO 394.

TRAIN SERVICE CIRULAR Nº 23 — 21 September 45

Effective Sept. 24th the following additions and amendments to train services have been approved.

TORINO - MILANO
Daily

1500	(195)	TORINO	(180)	1040
1542		CHIAVASSO		0953
1622		SANTHIA'		0912
1732		NOVARA		0809
* 1850	(195)	MILANO	(180)	0706

COMPOSITION: 10 Coaches
1 Baggage Van
1 Mail Van

The present ROME-ANCONA service will operate daily instead of tri-weekly and is extended to Bologna.

ROME- BOLOGNA
Daily

2015	(76)	ROME	(75)	0650
2225		ORTE		0435
0515	(460)	ANCONA	(75)	2130
1050	(460)	BOLOGNA	(467)	1540

COMPOSITION: 1 Sleeper
7 Coaches
1 Baggage Van
1 Postal Van

Tri-weekly service NAPLES-BARI via POTENZA is increased to daily and extended to include LECCE.

NAPLES - LECCE
Daily

		NAPLES	(820)	0605

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

1500	(195)	TORINO	(180)	1040
1542		CHIAVASSO		0953
1622		SANTHIA'		0912
1732		NOVARA		0809
1850	(195)	MILANO	(180)	0700

COMPOSITION: 10 Coaches
1 Baggage Van
1 Mail Van

The present ROME-ANCONA service will operate daily instead of tri-weekly and is extended to Bologna.

ROME- BOLOGNA
Daily

2015	(76)	ROME	(75)	0650
2225		ORTE		0435
0515	(460)	ANCONA	(75)	2130
1050	(460)	BOLOGNA	(467)	1540

COMPOSITION: 1 Sleeper
7 Coaches
1 Baggage Van
1 Postal Van

Tri-weekly service NAPLES-BARI via POTENZA is increased to daily and extended to include LECCE.

NAPLES - LECCE
Daily

1930	(821)	NAPLES	(820)	0605
0855	(3602)	BRINDISI	(820)	1620
1000	(3609)	LECCE	(3608)	1450

COMPOSITION: 6 Coaches
1 Baggage
1 Postal Van.

459
430

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

Workers train ROME-CIVITAVECCHIA is discontinued and daily local passenger train established between ROME and PISA.

Daily

		ROME - PISA		
0720	(1072)	PISA	(1059)	1845
0830	(1039)	LIVORNO	(1030)	1805
1340		GROSSETO		1305
1658		CIVITAVECCHIA		0947
1925	(1039)	ROME	(1030)	0710

COMPOSITION: 7 Coaches
1 Baggage Van
1 Mail Van

Present tri-weekly service ORTE-AREZZO has been cancelled and replaced by daily local service ROME-ORTE-AREZZO.

Daily

		ROME-AREZZO		
2315	(3401)	AREZZO	(3400)	0515
0455		ORTE		2200
0740	(3401)	ROME	(3400)	1900

COMPOSITION: 6 Coaches
1 Baggage Van
1 Mail Van

Daily

		TRENTO-VERONA		
0800	(2109)	TRENTO	(2108)	1850
1100		VERONA		1540

COMPOSITION: 6 Coaches
1 Baggage Van.

Daily

		VERONA-ROVIGO		
1813	(2277)	VERONA	(2270)	0735
2130		ROVIGO		0415

COMPOSITION: 7 Coaches

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

COMPOSITION: 7 Coaches
1 Baggage Van
1 Mail Van

Present tri-weekly service ORTE-AREZZO has been cancelled and replaced by daily local service ROME-ORTE-AREZZO.

Daily
ROME-AREZZO

2315	(3401)	AREZZO	(3400)	0515
0455		ORTE		2200
0740	(3401)	ROME	(3400)	1900

COMPOSITION: 6 Coaches
1 Baggage Van
1 Mail Van

Daily
TRENTO-VERONA

0800	(2109)	TRENTO	(2108)	1850
1100		VERONA		1540

COMPOSITION: 6 Coaches
1 Baggage Van.

Daily
VERONA-ROVIGO

1813	(2277)	VERONA	(2270)	0735
2130		ROVIGO		0415

COMPOSITION: 7 Coaches
1 Baggage Van

Daily
IMPERIA-SAVONA

1532	(1417)	IMPERIA	(1400)	1126
1627		ANDORA		1034
1742		BORGHETTO		0922
1833		FINALE		0842
1923		SPOTORNO		0800
1955	(1417)	SAVONA	(1400)	0725

COMPOSITION: 7 Coaches
1 Baggage Van
1 Mail Van

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

BOLOGNA-S.PIETRO IN CASALE
Daily

0700	(1761)	S.P.CASALE	(1768)	1905
0745		BOLOGNA		1820

COMPOSITION: 3 Coaches
1 Baggage Van
1 Mail Van

Present local passenger service PISA-EMPOLI and FLORENCE-EMPOLI has been cancelled and two round trips daily substituted between PISA and FLORENCE

PISA-FLORENCE
Daily

1831	1837		1828	1836
0310	1800	PISA	0707	2106
0552	1957	EMPOLI	0500	1908
0720	2128	FLORENCE	0330	1725

Workers trains between FOLIGNO-TERNI and FABRIANO-FOLIGNO have been reclassified to operate as local passenger trains.

Daily

0517	(9647)	FOLIGNO	(9640)	1902
0616		SPOLETO		1822
0640	(9647)	TERNI	(9640)	1718
0624	(9623)	FABRIANO	(9638)	1921
0817	(9623)	FOLIGNO	(9638)	1738

Workers train CHIUSI-AREZZO is converted to civilian passenger train.

Daily
AREZZO-CHIUSI

1810	(3057)	AREZZO	(3056)	0723

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

Present local passenger service PISA-EMPOLI and FLORENCE-EMPOLI has been cancelled and two round trips daily substituted between PISA and FLORENCE

PISA-FLORENCE
Daily

1831	1837		1828	1836
0310	1800	PISA	0707	2106
0552	1957	EMPOLI	0500	1908
0720	2125	FLORENCE	0330	1725

Workers trains between FOLIGNO-TERNI and FABRIANO-FOLIGNO have been reclassified to operate as local passenger trains.

Daily

0517	(9647)	FOLIGNO	(9640)	1902
0616		SPOLETO		1822
0640	(9647)	TERNI	(9640)	1718
0624	(9623)	FABRIANO	(9638)	1921
0817	(9623)	FOLIGNO	(9638)	1738

Workers train CHIUSI-AREZZO is converted to civilian passenger train.

Daily
AREZZO-CHIUSI

1810	(3057)	AREZZO	(3056)	0723
1937		CORTONA		0658
2031	(3057)	CHIUSI	(3056)	0600

VENICE-PADOVA
Daily

1740	(1443)	VENICE	(1448)	0751
1905		PADOVA		0615

COMPOSITION: 6 Coaches
1 Baggage Van

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

PADOVA-MONSELICE
Daily

1820	(1757)	PADOVA	(1752)	0755
1901		MONSELICE		0715

COMPOSITION: 2 Coaches
1 Baggage Van

VENICE-FOSSALTA
Daily

0542	(1653)	VENICE	(1658)	2013
0728		FOSSALTA		1835

COMPOSITION: 3 Coaches
1 Baggage Van

CASARSA-TREVISO
Daily

0545	(3503)	CASARSA	(3506)	2053
0700		PORTOGRUARO		2000
1002		TREVISO		1700

COMPOSITION: 2 Coaches
1 Baggage Van

MONTEBELLUNA-PADOVA
Daily

0635	(2233)	MONTEBELLUNA	(2240)	1955
0803		PADOVA		1830

COMPOSITION: 4 Coaches

FELTRE-TREVISO
Daily

0515	(2213)	FELTRE	(2218)	2018
0658		TREVISO		1830

COMPOSITION: 4 Coaches
1 Baggage Van

Present workers train MESTRE-CASTELFRANCO converted

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

0543	(1653)	VENICE	(1658)	2013
0728		FOSSALTA		1835

COMPOSITION: 3 Coaches
1 Baggage Van

CASARSA-TREVISO
Daily

0545	(3503)	CASARSA	(3506)	2053
0700		PORTOGRUARO		2000
1002		TREVISO		1700

COMPOSITION: 2 Coaches
1 Baggage Van

MONTEBELLUNA-PADOVA
Daily

0635	(2233)	MONTEBELLUNA	(2240)	1955
0803		PADOVA		1830

COMPOSITION: 4 Coaches

FELTRE-TREVISO
Daily

0515	(2213)	FELTRE	(2218)	2018
0658		TREVISO		1830

COMPOSITION: 4 Coaches
1 Baggage Van

Present workers train MESTRE-CASTELFRANCO converted to a civilian passenger train and extended to include VENICE and CISMON DEL GRAPPA.

VENICE- CISMON DEL GRAPPA
Daily

0510	(2163)	CISMON DEL GRAPPA	(2174)	2024
0638		CASTELFRANCO		1857
0743		MESTRE		1752
0805	(2163)	VENICE	(2174)	1730

COMPOSITION: 5 Coaches
1 Baggage Van

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

One Compartment reserved on all trains for Allied Commission Personnel.

Intermediate timings and details of all trains may be had by application to Capo Compartimento or Station Masters.

For the Chief Commissioner:

F. Stanbridge
Major.

DISTRIBUTION:

M.R.S. (4)
I.S.R. (4)
AFHQ (G-5)
AFHQ (G-4 Mov & Tn)

Sub-Commission A.C.

Agriculture
Air Force
Army
Communications
Displaced Persons
Education
Finance
Food
Industry
Labour
Legal
Local Government
Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities

Transportation Sub-Commission

Director
Deputy Director
Roads Division
Movements (Rail)

Rail: Chief,
Executive Officer
Operating Branch (2)
Mech.Engrs.
Civil Engrs.
Stores

War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-4 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner,
Via Albannia 20, Milan (2)

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

Major.

DISTRIBUTION:

M.R.S. (4)
I.S.R. (4)
AFHQ (G-5)
AFHQ (G-4 Mov & Tn)

Sub-Commission A.C.

Agriculture
Air Force
Army
Communications
Displaced Persons
Education
Finance
Food
Industry
Labour
Legal
Local Government
Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities

Transportation Sub-Commission

Director
Deputy Director
Roads Division
Movements (Rail)

Rail: Chief,
Executive Officer
Operating Branch (2)
Mech.Engrs.
Civil Engrs.
Stores

War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-4 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner,
Via Albannia 20, Milan (2).
Snr. Tn.Officer, Naples (3)

Regional Commissioner for Reg.Tn.Officers.

- Liguria (2)
- Picmonte (2)
- Lombardia (2)
- Venezia (2)

Tn.Sub-Comm.Officers.

- Reggio
- Bari
- Florence
- Ancona
- Rome
- Bologna

Minister of Transports.

457

Movements:

- Foggia
- Naples
- Bari
- Taranto
- Ancona
- Rome
- Bologna

N.E.Italy
N.W.Italy

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

THIRD DRAFT | ALLIED FORCE HEADQUARTERS | CONFIDENTIAL

G-4(Mov & Tn) | 14 Sep 45

SUBJECT : Operation and Control of Italian State Railways - Future Policy

OBJECT

1. The object of this paper is to consider the method by which the operation and control of the Italian railway system can be handed over to the Italian State Railways and at what date and by what stages this handover can take place.

PRESENT SITUATION

2. The railways in ITALY are in fact already operated by the ISR, within the limits of the communications available to them. DMRS however exercised control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly as regards rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or by Allied Commission on civil account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the Italian State Railways, there will be the following division of responsibilities:-

(a) ISR, on behalf of the Italian Government, will be fully responsible for the efficient control and operation of the railways: this will include the responsibility for ensuring that the movement of military traffic is given first priority and that essential civil traffic is moved in accordance with priorities laid down by the appropriate Italian ministries.

(b) Transportation Sub-Commission, Allied Commission, will

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

Railways and at what date and by what stages this handover can take place.

PRESENT SITUATION

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(b) Transportation Sub-Commission, Allied Commission, will advise ISR and exercise such supervision as may be necessary to ensure the efficient operation of the railways by ISR; it will also advise the Italian Government on whether essential civil traffic is being moved in relation to its economic priority.

456

Continued/.. (c) ..

43 of 44

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

(c) DMRS, for as long as his organization remains, will be responsible for supervising the movement of military traffic only and ensuring that this traffic is being handled efficiently by the ISR.

MOVEMENT OF MILITARY TRAFFIC

4. When the handover takes place, G-4(Mov & Tn) AFHQ, will inform the ISR through DMRS the number of wagons required daily to be loaded on military account and the capacity required for military movement on each main line. (In some cases this will be done on a compartimento level from the Mov area or sub-area through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced. This should be discussed at regular meetings between reps of G-4(Mov & Tn), MRS, Transportation Sub-Commission and ISR.

5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allotted to the military on any line. There will, however, be unforeseen military commitments and the ISR should be warned that it may be necessary to interfere with the civilian programme from time to time.

6. There will be the following stages in the relaxation of control of the ISR by DMRS as regards movement of military traffic:-

Stage I From the date of handover, G-4(Mov & Tn) will as at present pass demands for military movement to DMRS who will give details to ISR. ISR will in turn issue the necessary orders through its own channels

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

4. When the handover takes place, G-4(Mov & Tn) Army, will inform the ISR through DMRS the number of wagons required daily to be loaded on military account and the capacity required for military movement on each main line. (In some cases this will be done on a compartimento level from the Mov area or sub-area through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced. This should be discussed at regular meetings between reps of G-4(Mov & Tn), MRS, Transportation Sub-Commission and ISR.

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6. There will be the following stages in the relaxation of control of the ISR by DMRS as regards movement of military traffic:-

Stage I — From the date of handover, G-4(Mov & Tn) will as at present pass demands for military movement to DMRS who will give details to ISR. ISR will in turn issue the necessary orders through its own channels to compartimenti. DMRS will retain the necessary staff alongside HQ ISR to ensure military requirements are being met and also MRS reps in the more important compartimenti to ensure technical operation of military traffic is satisfactory.

Stage II — As ISR control begins to work smoothly, DMRS will progressively withdraw his reps in the compartimenti and local Movement HQs will deal direct with the ISR regarding their day to day requirements.

455

Continued/.. Stage III ..

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

Stage III Finally DMRS will withdraw his supervisory staff from HQ ISR. Movements will then deal direct with ISR at all levels. (This stage cannot take place until either AFHQ moves to ROME or military requirements have fallen to small tonnages).

7. It must be the general rule that military traffic is given first priority and there should be no departure from this rule without the specific case being referred to a military authority.

MOVEMENT OF CIVIL TRAFFIC

8. By the date of handover there are likely to be three types of traffic other than Allied military traffic

(a) Italian military traffic

(b) essential civil traffic

(c) other civil traffic.

It will then be the responsibility of the respective Italian ministries to bid on ISR for movement of and to decide priorities for essential traffic. ISR will use such spare capacity as is left after meeting Allied military traffic requirements and traffic in (a) and (b) above to resume normal commercial services.

9. Allied Commission will supervise the priorities given for traffic by the Italian authorities and will ensure that the ISR is observing these priorities. Allied Commission will also give approval to the coal allocation for railway needs.

TECHNICAL SUPERVISION OF ISR

10. After the handover, the technical

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9. Allied Commission will supervise the priorities given for traffic by the Italian authorities and will ensure that the ISR is observing these priorities. Allied Commission will also give approval to the coal allocation for railway needs.

TECHNICAL SUPERVISION OF ISR

10. After the handover, the technical supervision of ISR operation except as regards military movement will be the responsibility of the Rail Division, Transportation Sub-Commission. As the staff of Allied Commission is reduced or if it is replaced by a governmental mission, it will have to be left more and more to the Italian Government to supervise the efficient working of its railways.

11. It will be desirable in order to ensure efficient liaison that the ISR should appoint a senior official in each compartimento to be the link between Movements and the ISR on all matters.

454

Continued/.. AREA OF CONTROL ..

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

AREA OF CONTROL

12. The above system of control and operation should apply to all the ISR network in ITALY except the TRIESTE Compartimento which comprises the Allied Zone of VENEZIA GIULIA, and the main rail L of C into AUSTRIA (line UDINE - TARVISIO). These will continue under control of MRS ~~with ISR acting as the Allied agent.~~

TIMING OF HANDOVER

13. The following factors affect the date by which control can be handed back to the ISR.

(a) It is the Allied policy to hand back the control of civil organizations incl public utility services to Italian authorities as soon as ~~possible~~ practicable.

(b) When control is returned to the ISR, Transportation Sub-Commission Allied Commission will initially supervise the ISR operations. It is possible that Allied Commission will be disbanded about end 45 or early 46 and even before that date their staff is being progressively reduced. Any Transportation mission which succeeds the Transportation Sub-Commission will not have the organization to carry out this supervision so efficiently. It is therefore desirable that the handover should take place as early as possible.

changed.

(c) Military Railway Service personnel are also becoming increasingly fewer and it will soon be difficult to retain efficiently the present system of control.

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TIMING OF HANDOVER

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changed

(c) Military Railway Service personnel are also becoming increasingly fewer and it will soon be difficult to retain efficiently the present system of control.

(d) The move of British formations into winter quarters is almost complete, but there are three divisions to be redeployed in the near future. No firm plans are available, but it is possible this redeployment movement will continue until end 45. Otherwise there are no planned formation moves before 46. US redeployment of formations is already largely completed and by November there 453 only likely to be units remaining grouped around port areas(except 88 Div). There will however be the closing out of PBS LEGHORN, about December.

Continued/.. (e) ..

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CONFIDENTIAL

(e) The balance between military and civil traffic moving over main routes is at present approximately two thirds military and one third civil. As Italian Army traffic will shortly be part of the civil bid and as military traffic is progressively reducing, present indications are that by November amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil traffic is definitely in the majority.

14. It is likely that up to November there will still be as much military traffic as civil moving and major formation moves will still be in progress, but in view of the close MRS supervision of military movement in Stage I(see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist ISR in the early stages, it is considered that the handover should begin as soon as possible. It is therefore considered that the railways SOUTH of BOLOGNA should be handed over to the control of ISR on 1 Oct 45 and plans should be made for handing over railways in NORTH ITALY on 1 Nov 45 (a decision on this date to be made to be made by 15 Oct). ISR should be consulted that these dates are feasible from their point of view. After 1 Nov 45 DMRS should withdraw his reps from compartimenti progressively (Stage II), as he is satisfied that ISR control is working efficiently. prior notice being given to G4 (Mov & Tn) AFHQ.

COMMUNICATIONS

15. DMRS has requested Signals to provide private lines between ROME and the main compartimento HQ for ISR use. Signals will be able to allot

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November amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil traffic is definitely in the majority.

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COMMUNICATIONS

15. DMRS has requested Signals to provide private lines between ROME and the main compartimento HQ for ISR use. Signals will be able to allot three private circuits NORTH of ROME, which should give adequate service to the Northern Compartimenti. There will be one private circuit SOUTH to NAPLES and a private link from NAPLES to BARI, but it will be necessary for ISR to use a common user line to REGGIO. It is considered that these arrangements should give ISR satisfactory communications.

Reggio to almost unobtainable in afternoons

It will be necessary for ISR to discuss with Base Commandant Naples the times when circuits will be free to ISR from Rome.

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FUTURE OF ALLIED MILITARY RAILWAY SERVICE

16. It is desirable, even under this new system of control, that the Military Railway Service should remain constituted on an Allied basis for so long as there are large tonnages of US military stores moving on the railways.

FUTURE OF ALLIED RAILWAY BOARD

17. When control is handed over and is no longer a military responsibility, it is desirable that the chairmanship of the Railway Board should pass to the Allied Commission. The terms of reference should be revised and the necessity for the Sub-Committees reviewed. The Traffic Sub-Committee should continue to meet to discuss military and civil requirements for movement. (See para 4 above).

CONCLUSIONS

18. It is concluded that

(a) the control of the Italian railway system should be handed over to the ISR as soon as possible and the Italian Government and ISR should assume full responsibility for the efficient working of the railways and the movement of all civil traffic.

(b) Allied Commission should supervise the technical operation of the railways in the early stages and ensure that essential civil traffic is being moved.

(c) DMRS should be responsible initially for ensuring that military traffic is being moved efficiently: this supervision to be relaxed in stages as ISR working becomes

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(a) the control of the Italian railway system should be handed over to the ISR as soon as possible and the Italian Government and ISR should assume full responsibility for the efficient working of the railways and the movement of all civil traffic.

(b) Allied Commission should supervise the technical operation of the railways in the early stages and ensure that essential civil traffic is being moved.

(c) DMRS should be responsible initially for ensuring that military traffic is being moved efficiently: this supervision to be relaxed in stages as ISR working becomes more efficient.

(d) The railways SOUTH of BOLOGNA should be handed over to ISR control on 1 Oct 45 and plans made to hand over control in NORTH ITALY on 1 Nov 45. These dates should be subject to agreement by ISR.

451

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

ALLIED COMMISSION TRANSPORTATION SUB-COMMISSION, APO 394.

TRAIN SERVICE CIRCULAR N°27 — 6 September 45

By arrangement with AFHQ/HRS/AC/ISR following additions and alterations to ISR services are approved. ISR to arrange operation and advise dates and details to all concerned.

Commencing 12 September through passenger service will be established between TORINO and VENEZIA and will operate on the following schedule:

TORINO - MILANO - VENEZIA

Daily

0605	(187)	TORINO P.S.	(182)	1855
0619		TORINO P.SUSA		1845
0645		CHIAVASSO		1813
0719		SANTHIA'		1738
0726		S.GERMANO		1724
0731		OLCENENGO		1715
0744		VERCELLI		1703
0751		BORGO VERCELLI		1650
0758		PONZANA		1640
0813		NOVARA		1627
0823		TRECATE		1607
0836		MAGENTA		1550
0842		VITTUONE		1541
0851		RHO		1531
a. 0910		MILANO CENTRALE		d. 1510
d. 1100				a. 1420
1304		BRESCIA		1225
1530		VERONA		1000
1650		VICENZA		0830
1739		PADOVA		0741
1824		VENEZIA MESTRE		0654
1840	(187)	VENEZIA S.LUCIA	(182)	0635

COMPOSITION: 10 Coaches

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

Daily

0605	(187)	TORINO P.S.	(182)	1855
0619		TORINO P.SUSA		1845
0645		CHIAVASSO		1813
0719		SANTHIA'		1738
0726		S.GERMANO		1724
0731		OLCENENGO		1715
0744		VERCELLI		1703
0751		BORGO VERCELLI		1650
0758		PONZANA		1640
0813		NOVARA		1627
0823		TRECATE		1607
0836		MAGENTA		1550
0842		VITTUONE		1541
0851		RHO		1531
a. 0910		MILANO CENTRALE		d. 1510
d. 1100				a. 1420
1304		BRSSCIA		1225
1530		VERONA		1000
1650		VICENZA		0830
1739		PADOVA		0741
1824		VENEZIA MESTRE		0654
1840	(187)	VENEZIA S.LUCIA	(182)	0635

COMPOSITION: 10 Coaches
1 Baggage Van
1 Postal Van
One Compartment reserved for AC personnel.

For the Chief Commissioner:

450
6
430/2

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

DISTRIBUTION:
M.R.S. (4)
I.S.R. (4)
AFHQ (5-5)
AFHQ (G-4 Mov & Tn)

Sub-Commission A.C.
Agriculture
Air Force
Army
Communications
Displaced Persons
Education
Finance
Food
Industry
Labour
Legal
Local Government
Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities

Transportation Sub-Commission
Director
Deputy Director
Roads Division

Rail : Chief,
Executive Officer
Mech.Engrs.
Civil Engrs.
Stores

War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-5 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner
16, Via Buonaparte - Milan -
Sup. Tn.Officer, Naples (3)
A.C. Tn.Officer, Bologna

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

Legal
Local Government
Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities

Transportation Sub-Commission
Director
Deputy Director
Roads Division

Rail : Chief,
Executive Officer
Mech.Engrs.
Civil Engrs.
Stores
War Materiels Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-5 (American)
Economic Section
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Office of the representative of the Chief Commissioner
16, Via Buonaparte - Milan -
Sup. Tn.Officer, Naples (3)
A.C. Tn.Officer, Bologna.

Regional Commissioners for Reg.Tn.Officers:
- Liguria (2)
- Piemonte (2)
- Lombardia (2)
- Venezia (2)

Movements:
- Foggia - Ancona
- Naples - Rome
- Bari - Bologna
- Taranto N.E.Italy
- Reggio N.W.Italy

Tn.Sub-Comm.Officers:
- Reggio
- Bari
- Florence
- Ancona
- Roma

Ministry of Transports.

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

1512

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

Tel. 390 HEADQUARTERS ALLIED COMMISSION RG/lr
APO 394
Transportation Sub-Commission

AC/430/1/Tn.1 6 October 1945

SUBJECT : Operation and control of the Italian State Railways.

TO : AFHQ, G-4 (Mov and Tn).

1. Reference your G-4 (Mov 1/6)D/5 of 26 September 1945.

2. Draft papers received and herewith agreed to by this Headquarters.

For the Chief Commissioner :

P.D.G. BUCHANAN, Colonel
A/Deputy Director.

449

T 5 2 0

Declassified E.O. 12356 Section 3.3/NND No. 185021

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn)

CONFIDENTIAL

G-4(Mov 1/6)D/5

Tele FREEDOM 395

26 Sep 45

SUBJECT : Operation and Control of the Italian State Railways

TO : DMRS ITALY
Allied Commission ITALY (for Transportation Sub-Commission)
G-3(Ops)
G-4
Log Plans
G-5
Signals

Ref our G-4(Mov 1/6)D/5 dated 14 Sep 45 (not to all).

1. As a result of comments by staff branches and discussions with DMRS and Allied Commission, the paper under reference on the above subject has been redrafted and the attached draft is forwarded for concurrence prior to submission to CAO.

2. It is to be noted that in the proposed handover of control no new functions will be undertaken by Allied Commission.

3. It is requested that concurrence or comments should be notified ... branch by 29 Sep 45.

T. L. BRADLEY, Major,
for Brigadier D(M)G(Mov & Tn).

TLB/dw

Copy to : COT

2/1

448

4

CONFIDENTIAL

FOURTH DRAFT | ALLIED FORCE HEADQUARTERS | CONFIDENTIAL

G-4 (MOV & TN) | 24 Sep 45

SUBJECT : Operation and Control of Italian State Railways

OBJECT

1. The object of this paper is to consider the method by which the traffic operation and traffic control of the Italian railway system including the maintenance of stock and permanent way can be handed over to the Italian State Railways and at what date and by what stages this handover can take place.

PRESENT SITUATION

2. The railways in ITALY are in fact already operated by ISR, within the limits of the communications available to them. DMRS however exercises control by orders issued through his HQ at ROME and through his representatives in the various compartimenti, particularly instructions on rolling stock and power. All rail capacity (based on wagon availability), except for certain areas in NORTH ITALY, is at present allotted either to traffic bid on military account or by Allied Commission on civil account.

RESPONSIBILITIES AFTER RETURN OF CONTROL TO ISR

3. When the control of the railways is returned to the Italian State Railways, there will be the following division of responsibilities:-

(a) ISR, on behalf of the Italian Government, will be fully responsible for the efficient control and operation of the railways: this will include the responsibility for ensuring that the movement of military traffic is given first priority and that essential civil traffic is moved

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

State Railways and at what date and by what stages this handover can take place.

PRESENT SITUATION

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(b) DMRS, for as long as his organization remains, will only be responsible for supervising the movement of military traffic and ensuring that this traffic is being handled efficiently by the ISR.

447

Continued/..(c)..

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

(c) Allied Commission will continue to advise the Italian Government on whether essential civil traffic by rail is being moved in relation to its economic priority.

MOVEMENT OF MILITARY TRAFFIC

4. After the handover Mov & Tn AFHQ, will inform ISR (initially through DMRS) the number of wagons required daily to be loaded on military account and the capacity required for military movement on each main line. (In some cases this will be done on a compartimento level from the Mov area/Tn (US) HQ through the MRS rep to the Capo compartimento or his rep). The wagon allocation and allotment of capacity by lines will be revised at regular intervals as military commitments are reduced.

5. It should be the general policy not to increase at any stage either the military wagon allotment or the capacity allotted to the military on any line. There will, however, be unforeseen military commitments and ISR should be warned that it may be necessary to interfere with the civilian programme from time to time.

6. There will be the following stages in the relaxation of control of ISR by DMRS as regards movement of military traffic:-

Stage I — From the date of handover, Mov & Tn will as at present pass demands for military movement through DMRS to ISR. ISR will issue the necessary orders through its own channels to compartimenti. DMRS will retain the necessary staff alongside HQ ISR to ensure military

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

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Stage I — From the date of handover, Mov & Tn will as at present pass demands for military movement through DMRS to ISR. ISR will issue the necessary orders through its own channels to compartimenti. DMRS will retain the necessary staff alongside HQ ISR to ensure military requirements are being met and also MRS reps in the more important compartimenti to ensure technical operation of military traffic is satisfactory.

Stage II — As ISR control begins to work smoothly, DMRS will progressively withdraw his reps in the compartimenti and local Movement/Tn (US) HQ will deal direct with the ISR regarding their day to day requirements.

446

Continued/..Stage III ..

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

Stage III — Finally DMRS will withdraw his supervisory staff from HQ ISR. Movements/Tn (US) HQ will then deal direct with ISR at all levels. (This stage cannot take place until either AFHQ moves to ROME or military requirements have fallen to small tonnages).

7. It will be desirable in order to ensure efficient liaison that ISR should nominate a senior official in each compartimento to be the link between Movements/Tn (US) HQ and ISR on all matters.

8. It must be the general rule that Allied military traffic is given first priority and there will be no departure from this rule without the specific case being referred through Mov/Tn (US) channels to AFHQ.

MOVEMENT OF CIVIL TRAFFIC

9. By the date of handover there are likely to be three types of traffic other than Allied military traffic :-

(a) Italian military traffic

(b) essential civil traffic

(c) other civil traffic.

It will then be the responsibility of the respective Italian ministries to bid on ISR for movement of and to decide priorities for essential traffic. ISR will use such spare capacity as is left after meeting Allied military traffic requirements and traffic in (a) and (b) above to resume normal

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

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TECHNICAL ASSISTANCE TO ISR

10. After the handover, Allied Commission will continue to give advice to ISR on technical matters for as long as sufficient technical staff remains.

11. Until disposal instructions are received for US and Brit equipment being used by ISR, DMRS will remain responsible for exercising sufficient control and supervision to ensure the upkeep of this equipment in accordance with Sect III para 2 of Gen Orders No 25 dated 25 Oct 44.

445

Continued/..AREA OF CONTROL ..

I 526

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

AREA OF CONTROL

12. The above system of control and operation should apply to all the ISR network in ITALY except the TRIESTE Compartimento, which comprises the Allied Zone of VENEZIA GIULIA, and the main rail L of C into AUSTRIA (line UDINE - TARVISIO). These will continue under control of DMRS.

TIMING OF THE HANDOVER

13. The following factors affect the date by which control can be handed back to ISR.

(a) It is the Allied policy to hand back the control of civil organizations incl public utility services to Italian authorities as soon as practicable.

(b) When control is returned to ISR, Allied Commission will continue to advise ISR on technical matters. It is possible that Allied Commission will be disbanded at an early date, and even now its staff is being progressively reduced. It is therefore desirable that the handover should take place as early as possible in order that Allied Commission technical personnel may be available to advise ISR in the early stages.

(c) Military Railway Service staff is also being progressively reduced and it will soon be difficult to retain efficiently the present system of control.

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

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(c) Military Railway Service staff is also being progressively reduced and it will soon be difficult to retain efficiently the present system of control.

(d) The move of British formations into winter quarters is almost complete, but there are three divisions to be redeployed in the near future. It is possible this redeployment movement will continue until end 45. Otherwise there are no planned Brit formation moves before 46. US redeployment of formations is already largely completed and by November there are only likely to be units remaining grouped around port areas (except 88 Div). There will however be the closing out of PBS LEGHORN about December.

Continued/..(e)..

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

(e) The proportions of traffic moving over main routes is at present approximately two thirds military and one third civil. As Italian Army traffic will shortly be part of the civil bid and as military traffic is progressively reducing, present indications are that by November amounts of civil and military traffic will be almost equal, but that it will be end 45 before civil traffic is definitely in the majority.

14. It is likely that up to November there will be still as much military as civil traffic moving and major formation moves will also be in progress, but in view of the close MRS supervision of military movement in Stage I (see para 6) and the desirability of handing over while Allied Commission and DMRS have sufficient personnel to assist ISR in the early stages, the handover should begin as soon as possible. It is therefore considered that the railways should be handed over to the control of ISR if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. ISR should be consulted that these dates are feasible from their point of view. After the date of handover DMRS should withdraw his reps from compartimenti progressively (Stage II), as he is satisfied that ISR control is working efficiently, prior notice being given to Mov & Tn, AFHQ.

COMMUNICATIONS

15. The date of handover is finally dependent on the provision of adequate signal communications for ISR. DMRS has requested Signals to provide private lines between ROME and the main compartimento HQ for ISR use. Signals will be able to allot three private circuits NORTH of ROME, which should give

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

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Continued/..FUTURE OF ALLIED MILITARY RAILWAY SERVICE

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

FUTURE OF ALLIED MILITARY RAILWAY SERVICE

16. It is desirable, even under this new system of control, that the Military Railway Service should remain constituted on an Allied basis for so long as there are large tonnages of military stores moving on the railways.

RAILWAY STORES

17. The transfer of responsibility to ISR for the control of civilian railway stores will be the subject of a separate paper.

CONCLUSIONS

18. It is concluded that

(a) the traffic control and traffic operation of the Italian railway system should be handed over to the ISR as soon as possible. ISR should assume full responsibility for the efficient working of the railways and the movement of all traffic.

(b) DMRS as long as his organization remains should be responsible for ensuring that military traffic is being moved efficiently. This supervision should be relaxed in stages as ISR working becomes more efficient.

(c) Allied Commission should advise ISR on the technical operation of the railways so long as the Commission exists.

(d) The railways should be handed over to ISR control if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. These

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

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(d) The railways should be handed over to ISR control if possible on 15 Oct 45 and at any rate not later than 1 Nov 45. These dates should be dependent on the provision of adequate signal communication and subject to agreement by ISR.

RECOMMENDATION

19. It is recommended that the policy of returning control to ISR as outlined above, be approved in order that the date of handover may be discussed with ISR, and the necessary directive published.

442

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

ACP/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

24 August 1944

TO : Undersecretary of State for Italian
Railways & Highways -
Min. of Comms. Bldg. - Rome -
(for General di Raimondo)

Dear

I have duly received your letter ICCA/241/42 of 17 August 1944, regarding the request for trains by the Holy Seat.

I have already been approached direct by the Vatican for the facilities you now mention, and the position has been fully explained through the Executive Commissioner ACC.

Firstly, we cannot permit the unauthorized movement of refugees' families. They are already giving us much concern, and are causing difficulties at railway stations. If we get a definite request for a specific train, and we are assured that the passengers will have accomodation waiting for them at the other end, we would see what could be done.

So far as special trains from the South to the Vatican are concerned, military control and demands as you know, do not permit us to move all the supplies we would like to move, and we share your concern already expressed at the wine amassed in Southern Italy.

Our Food Sub-Commission works to ensure an equitable distribution of Food throughout the country, and at the present time it is essential that they should control all distribution, especially to Rome, which has particular problems of its own.

All this has been fully explained to the Holy Seat,

I-533
Declassified E.O. 12356 Section 3.3/NND No. 785021

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All this has been fully explained to the Holy Seat, and you may rest assured that all such applications receive most careful consideration.

441

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

(3)

Copy :
D.G.M.R.S., Rome

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

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

Tels 476701

ACC/Sh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/Tn/3/42

SUBJECT : Shoes for Sicilian Railwaymen. Date : 23 August 44

TO : Undersecretary of State for Italian State Rlys & Highways.
for General Di Raimondo.

1. Reference is to your letter of 20 August 44.

2. Attached hereto is a Form No.39 dated 26 June 44, giving authority for the withdrawal of the first 500 pairs of shoes from A.C.C. Warehouse in Naples.

3. Please arrange for Dr. Tucci's representative to locate the Economics & Supply Division, A.C.C. Officer in Naples, and to make all arrangements for payment and withdrawal of subsequent supplies.

D.S. [illegible]
Colonel, C.M.
Tn. Sub-Comm.

Copy to: Commerce Sub-Comm.
Ref. ACC/3256 Com.

2

440

ACP/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Ref: ACC/Tn/30 B/2
21 August 1944.

TO : Vice President, Economic Section
HQ ACC.

SUBJECT: Tramways

1. It is desired to draw attention to the position in regard to tramways and methods of dealing with the managements of them.

2. It has always been the policy of Transportation Sub-Commission to regard tramways, whether purely urban or operating to some point outside the town (as in the case of the tram-route from Rome to Frascati via Cine Città) as a responsibility of the T.C.U. Division of the Region concerned, and in the main this has been quite satisfactory.

3. There is, however, the question of increase in fares which has arisen in the past and is now arising in Rome.

4. It is often desirable that for such systems of transport, it is preferable to increase fares on a basis of what the traffic can bear. That is to say, the fare may be increased on a short journey stage, but not on a long journey stage, or vice-versa. Similarly, it is sometimes expedient to shorten a fare-stage rather than to increase a fare.

5. In all cases, local conditions are decisive factors, and the Regional Commissioner should be able to effect suitable arrangements.

6. The point arises, however, that the Minister of Communications maintains a separate department to deal with Private Railways in Concession and Tramways. It seems obvious that

1536
Declassified E.O. 12356 Section 3.3/NND No. 765021

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5. In all cases, local conditions are decisive factors, and the Regional Commissioner should be able to effect suitable arrangements.

6. The point arises, however, that the Minister of Communications maintains a separate department to deal with Private Railways in Concession and Tramways. It seems obvious that he should therefore be consulted as to fare increases of local tramway undertakings, whether Municipal or Privately owned, and it seems undesirable that communications in such matters should be direct between Region and Ministry.

7. It should be pointed out that tramways, because of the cheapness of power, constitute a network of separate undertakings which would place a good deal of additional work on this Sub-Commission at a time when the expansion of the railway system is already demanding additional attention, but it is felt the position should be placed on a satisfactory footing, not only as to approach to the Ministry, but to ensure the legality of any increases which may take place.

439

D.S.ADAMS
Colonel,C.E.
Tn.Sub-Commission

153 7

Declassified E.O. 12356 Section 3.3/NND No. 765021

1538