

Lignite mines - Miniere Tiberine

23171
Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/1022
' Feb '45

54

TRAINING AND RELOCATION

UNPLACED PERSONS AND RELOCATION AND COMMISSION

DATE: 2/6-11(17) 201.0001 Ext. 504 11 December 1945

SUBJECT: Special Trainee.

TO: 1. Directorate.

1. Refers to the following as specified hereunder for period 24-30 December 1945. All trains to be 1050 unless otherwise specified.

1. 1050-1051

- 1. Trainee to be in 1050-1051 from 1400 to 1050-1051 from 1050-1051.
- 2. Trainee to be in 1050-1051 from 1050-1051.
- 3. Trainee to be in 1050-1051 from 1050-1051.
- 4. Trainee to be in 1050-1051 from 1050-1051.

11. 1050-1051

1. Trainee to be in 1050-1051 from 1050-1051. Trainee to be in 1050-1051 from 1050-1051. Trainee to be in 1050-1051 from 1050-1051.

3464

1050-1051

Can. 1050-1051. 1050-1051. 1050-1051.

For the Director.

11. 1050-1051

1. Trainee to be in 1050-1051 from 1050-1051. Trainee to be in 1050-1051 from 1050-1051. Trainee to be in 1050-1051 from 1050-1051.

3. 10-10-44. Routine Request to specified personnel for period
10-10-44 to 10-10-44. All copies are for 1000 and 1000 specified.

1. 10-10-44

- 1. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 2. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 3. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 4. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 5. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 6. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 7. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 8. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 9. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 10. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.

2. 10-10-44

- 1. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 2. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 3. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 4. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 5. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 6. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
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- 8. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 9. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 10. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.

3461

For 10-10-44.

(Handwritten signature)

10-10-44.
10-10-44.
10-10-44.

3. 10-10-44

- 1. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 2. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 3. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
- 4. 10-10-44. Routine Request to specified personnel for period 10-10-44 to 10-10-44.
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TRANSPORTATION SUB COMMISSION
FLORENCE

16 Jul. 45

Reference : Tn/FL/Z31

Subject : Weekly report 2-15 Jul. 45

To : Tn Sub-Comm. A.C.
Rail Section-A.P.O. 394

1. TRAFFIC. Following tonnage was authorised to move during week:-

	<u>In</u>	<u>Out</u>	<u>Internal</u>
Florence	-	557	1096
H.Q. A.C.	1934	2109	2909
Naples	No programmes received.		
Bari	278	-	-
Reggio	558	-	-

2. REPORTING. Forms XB for period 2-8 Jul. indicate that 15341 tons were bid and 7056 moved or 46 percent. This low figure is caused by 3620 tons bid from Piombino but no movement took place as ships did not arrive. However 3521 tons which was on quayside did move and if this is applied against bid tonnage a better figure of 60 percent results. One third of bid tonnage from Giuncarico moved due to shortage of cars.

3. SCREENING. A meeting was held on 11 July in the office of Major Blair for the purpose of screening bids for movement week 23-29 July. Signor CIULLINI represented the Movement Section of the I.S.R. 1474 tons were bid and accepted.

W. F. Blair, Major

W.F. BLAIR, Major
Tn/Officer (Rail)
Tptn. SC. AC.

COPY.

FORWARD HEADQUARTERS
AND EXPEDITIONARY FORCE
Mission (France)
G-5 Division
EPRW Section.

KPO 887
1 Jun 1947

77.1

SUBJECT: Conference on Repatriation Problems in Italy:-
French POWs and DPs from Italy to France,
Italian DPs from France to Italy.

TO : Lt Colon 1 Wille.

1. Present at the conference:

Col. Jacques Vernet, Mission Italia, Ministry of PDR.
Col. Jacques Collini, Direction du Repatriement, Ministry of PDR.
Lt. Gerard Molinari, Mission Italia, Ministry of PDR.
Lt. Col. K. B. Nick, AFHQ, Displaced Persons Division
Lt. Col. G. R. Fothergill, Allied Commission, Italy, DP Sub Commission.
Major G.R. Worthington, Allied Commission, Italy, Transportation.
Lt. Col. R. P. Visto, CHAF Mission (France), G-5, EPRW Section.
Major Milton Gordon, CHAF Mission (France), G-5, Transportation.
Lt. R. L. Criles, CHAF Mission (France), G-5, EPRW Section.

2. Estimates of the numbers of French POWs and DPs in Italy vary; however, there appears to be approximately 14,000 French POWs in the Southern area, a considerable concentration of POWs and DPs in Northern Italy, with scattered pockets elsewhere. There is a possible maximum of 30,000 DPs and POWs.

3. In view of the almost total lack of available rail transport in Northern Italy, with little chance of improvement before August, it was agreed that it would be advisable to close the Austrian-Italian frontier, and to route all French POWs and DPs now in Austria via Switzerland or route North of Switzerland.

4. The possibilities of air-lifts are being explored by AFHQ, but it seems improbable that more than a small proportion can be repatriated by this means. It appears that the numbers which can be repatriated by air will be very limited and at irregular intervals.

5. Repatriation from Naples to France is to be effected by sea, probably Naples to Marseille; the possibility to be explored for possible Italian and French vessels which can perform a two way shuttle service between these two ports.

6. The most practical means of repatriation from Northern Italy to France seems to be by road transport by the following routes:

a. Coast road, Ventimiglia - Villefranche.

1 b. Mt. Cenis highway, Suse - St. Jean-de-Maurienne.

- (1) Ventimiglia and Suse are proposed by the French authorities as assembly centers, from which truck convoys would be organized to rail-heads at St. Jean-de-Maurienne and Villefranche.
- (2) Processing center at Villefranche to function at the rate of 1500 capacity per day; St. Jean-de-Maurienne to be rail-head for rail shipments to Reception Center at Annecy, which has a daily capacity for 2,000 (of which 1000 is normally to be reserved for repatriation movements from Italy and 1000 from Switzerland).
- (3) AFHQ to be responsible for movements to assembly centers to be established at Ventimiglia and Suse; SHARP Mission and the Ministry of PDE to work out the means of road transport from assembly centers to the French rail-heads.

7. As supplementary means of transportation from Northern Italy to France, the French Ministry of PDE is exploring the possibility of utilizing small boats which can dock in fishing ports (San Remo and others in Northern Italy) and Villefranche or Marseille in France.

8. Colonel Vernes is to leave immediately with his party of 24 persons to join the French Mission of Repatriation in Italy. He is to report to AFHQ at Caserta to discuss the assignment of his personnel in Italy, and to return to France to report to the Ministry of PDE (and to give relevant information to SHARP Mission). His party has been called forward by G-1 but the French staff works with all Frenchmen regardless of whether G-1 or PDE.

9. In principle, repatriation movements will be two way movements of French from Italy on movements sent and Italians to Italy on return movements, to make the fullest use of the means of transportation available. Italians are to be screened as to destination before departure so that those destined for the South of Italy return by boat or plane to Naples or Sicily, and only those destined for Northern Italy to be repatriated by road transport or small boats to Northern Italy.

10. French acceptance of Non-French Eastern Europeans is agreed to on same basis as from Germany. AFHQ, or the appropriate military formation, must give notice to this Mission of the movements of such Non-French Nationals to France in order to permit coordination of their movement to destination.

11. AFHQ and other military formations will provide information copies to this Mission of all cables on matters affecting France or operations in France.

12. The French Border Reception Centers with their capacities on the French-Swiss and the French-Italian Borders are as follows:

a. French-Swiss Border.

<u>Center</u>	<u>Daily Processing Capacity</u>
Annecy	2,000 *
Annemasse	1,000
Swiss	1,000

b. French-Italian Border

<u>Center</u>	<u>Daily Processing Capacity</u>
Villefranche	1,000

* 1,000 of which are available for French Repatriates from Italy.

R. L. CHERRY
Int Lt., GMP.

TRANSPORTATION DEPT. ISR.

21 September 1945
M.233/411/M

SUBJECT: Movement of DPS.

To: Tn. Sub Commission A.C.

- 1.- It concerns the movement of displaced persons.
- 2.- Milan DPS Committee informs that there are over there 2.000 DPS to be moved weekly southward.
- 3.- Are requested two couples of trains weekly between Milan and Rome. On the return voyage the stock could eventually be utilized. We remain in waiting to know your decision on the matter.

The Chief of Tn. Dept.
Sgd. Biondi

3456

Provisione dei trasporti ferroviari di massa vergine
per lo scorcio della campagna 1944 - 45.

COMPARTIMENTO DI BARI

Stazioni di arrivo a	Calle Provincia di										
	BARI	FOGGIA	POTENZA	POTENZA	INDRA	MATERA	TARANTO	TARANTO	INDRA	BRINDISI	
	FF. SS. C.L.	F.T.M. FF. SS.	FF. SS.	C.L.	FF. SS.	C.L.	FF. SS.	C.L.	FF. SS.	FF. SS.	
BARI	50,000	48,000	3,000	1,500	-	12,500	-	1,500	-	-	16
BITONTO	-	17,000	-	-	-	-	-	-	-	-	17
BONGIORNI	-	3,500	-	-	5,000	-	500	-	1,000	1,000	12
TAVIATO	-	-	2,500	-	-	-	0000	-	-	-	12
CRIVOLI	-	-	11,000	-	-	-	-	-	1,000	4,000	16
CRIVOLI M.	-	-	1,000	-	-	-	-	-	-	1,500	2
S. SEVERO	-	2,500	-	-	-	-	-	-	-	-	2
TERMOLE	-	2,000	-	-	-	-	-	-	-	-	2
MISOGIANS	-	-	-	-	-	-	-	-	1,000	-	1

COMPARTIMENTO DI NERIO CALABRITA

TARANTO	-	-	-	-	15,000	-	-	-	-	-	15
CRIVOLI M.	-	-	-	-	4,000	-	-	-	-	-	4
TOTALE	50,000	73,000	17,500	1,500	24,000	12,500	0000	1,500	3,000	6,500	200

Provisione dei trasporti ferroviari di linea vergine
per lo scoglio della campagna 1944 - 45.

COMPLETAMENTO DI BARI

Galle Provincia di

STAZIONE	POTENZA	MATERA	AMERA	TARANTO	TARANTO	INCHI	ARIFOLI	TOTALE
	C.L.	FF.SS.	C.L.	FF.SS.	C.L.	FF.SS.	FF.SS.	
00	1,500	-	12,500	-	1,500	-	-	16,500
	-	-	-	-	-	-	-	17,000
	-	5,000	-	500	-	1,000	1,000	11,000
	-	-	-	6,000	-	-	-	12,500
00	-	-	-	-	-	1,000	4,000	16,000
00	-	-	-	-	-	-	1,500	2,500
00	-	-	-	-	-	-	-	2,500
	-	-	-	-	-	-	-	2,000
	-	-	-	-	-	1,000	-	1,000

COMPLETAMENTO DI NERVO CALABRIA

	-	15,000	-	-	-	-	-	15,000
	-	4,000	-	-	-	-	-	4,000
00	1,500	24,000	12,500	10,000	1,500	3,000	6,500	200,000

PROGRAMMA DEI TRASPORTI DI SABBIA VERGINE DI COMPIGNON
DEL COMPARTIMENTO DI BARI (22.00. E Sud - Est)

PROV. DI BARI

Stazione di arrivo: BARI

Quantità in q/ll

	1°	2°	3°	4°	5°	Tot.
da BARIETTA	20	20	20	19	---	99
SPINAZZOLA	3	3	3	1	---	10
MINEVINO	5	5	4	4	2	20
CAROSA	30	30	20	20	10	110
BISOGNIN	10	10	10	10	4	44
ALB. ONZANO	3	2	2	2	2	11
PUGNANO	1	1	1	---	---	3
AREZZO	2	2	2	2	---	8
GRAVINA	1	---	---	---	---	1
CONVERANO	4	4	4	4	---	16
MOLETTA	1	1	1	---	---	3
GLIOIA	2	2	---	---	---	4
ORLANDO	2	2	2	2	---	8
ALFANO	1	1	1	---	---	3

Totale 70.000 35 35 70 60 10 306

da BARBERA	14.000	30	30	20	15	33	35
SPINAZZOLA	1.500	3	3	3	1	10	10
MINERVINO	3.000	5	5	4	4	2	20
CAROSA	16.500	30	30	20	20	10	110
BISCIONE	6.500	10	10	10	10	4	44
ALBE OBELLO	1.700	3	3	2	2	2	11
PULIGNANO	400	1	1	1	---	---	3
ARELLA	1.200	1	1	1	2	---	5
GRAVINA	200	1	---	---	---	---	1
CONVERSANO	2.400	4	4	4	4	---	16
MOLFETTA	400	1	1	1	---	---	3
GIOLA	500	1	1	---	---	---	4
CASTRONUOVA	1.100	2	2	3	2	---	8
ALFAMURA	400	1	1	1	---	---	3
Totali	50.000	95	95	70	60	18	336

344

PROGRAMMA DEI TRASPORTI DI SANSA VARGHE DI COMPETENZA
DEL COMPARTIMENTO DI BARI (FF.SS. - Ferrovia Garganica)

PGV. DI FOGGIA

Stazione di arrivo : BARI

	Quantità in g/14						No. VAGONI PER SETTIMANA
	1.	2.	3.	4.	5.		Totale
da ASCOLI	1	1	1	1	1	5	5
BOVINO	6	6	6	6	6	30	30
CARPINO	5	5	5	5	5	25	25
CARINOLA	1	1	1	1	1	5	5
CASERILUCCIO S.	1	1	1	1	1	5	5
CERIGNOLA	20	20	20	20	20	100	100
FOGGIA	4	4	4	4	4	20	20
ISCHITELLA	8	8	8	8	8	40	40
MODI	4	4	4	4	4	20	20
VICO	5	5	5	5	5	25	25
LUCERA	5	5	5	5	5	25	25
MANTOVANA	10	10	10	10	10	50	50
ORBARA	2	2	2	2	2	10	10
ORTANOVA	2	2	2	2	2	10	10
TROIA	4	4	4	4	4	20	20
S. AGATA	1	1	1	1	1	5	5
TOTALI	75	75	73	57	40	320	320

Stazione di arrivo : BIRCHIO

da BOVINO	2	2	2	2	2	10
ISCHITELLA -VAR	8	8	8	8	8	40
CERIGNOLA	2	2	2	2	2	10
PERCHICI	3	3	3	3	3	15
VICO	10	10	10	10	10	50
MANTOVANA	2	2	2	2	2	10
TOTALI	27	27	27	21	12	114

Stazione di arrivo : MANTOVANA

da CARPINO	3	3	3	3	3	15
CERIGNOLA	2	2	2	2	2	10
LUCERA	2	2	2	2	2	10
TOTALI	7	7	7	7	7	35

Stazione di arrivo : S. AGATA

da LUCERA	4	4	4	4	4	20
TOTALI	4	4	4	4	4	20

Stazione di arrivo : TROIA

da CHINUSI	2	2	2	2	2	10
ERRACAPICOLA	1	1	1	1	1	5
TOTALI	3	3	3	3	3	15

transición al arte : INTENCIO

	1	000	7
OZ BEVING	1	4	1
TSCHEITTEL -VAR	5	89	6
CESLERCLA	2	92	7
PRESCHIGL	2	92	7
VICO	7	000	7
SANT'ONIA	4	000	7

274702

Unguento di iodio : ALKOPOL

da CARPINO	1.500
CHEIGN CUA	1.000
LACURA	1.000
Totale	<u>3.500</u>

statione di arrivo: S. CAVALLIO

Ca. KUONRA	2,500	3	3	17
	<u>2,500</u>	4	3	17
Total	2,500	4	3	17

sempione di arrivo : "PICCOLI

da CLIENTI SERRAVALLOTTA	1.000
PAGATO IMPERIALIS	<u>1.000</u>
Totale	2.000

75.000

3442

PROGRAMMA DEI TRASPORTI DI BASE VERGINE DI COMPETENZA.

DEL COMANDAMENTO DI BARI (FF.SS.)

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PROV. DI POTENZAStazione di arrivo: BARI

	Quantità in Q/Li					N° vagoni per settimana				
	1°	2°	3°	4°	5°	Totale	1°	2°	3°	Totale
da MELFI	5	5	5	5	2	22				
Totale	5	5	5	5	2	22				

Stazione di arrivo: MESSAPICO

da RIONERO	2	2	2	1	--	7				
Totale	2	2	2	1	--	7				

Stazione di arrivo: BARANTO

da BELLIA	1	1	--	--	--	2				
BARANTO S. GERVASIO	2	2	2	1	--	7				
PICERNO	1	--	--	--	--	1				
CANTOMAGIONE	2	2	2	1	--	7				

Totale	6	5	4	2	--	17				
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Stazione di arrivo: OSTUNI

da VIGILIO	2	2	2	2	--	8				
OSTUNI	2	2	2	2	--	8				
BARANTO	1	1	1	--	--	3				
BALIVANO	1	1	1	--	--	3				
BARILLE	1	1	1	--	--	3				
VENOSA	1	1	1	1	--	4				
MURO	1	1	1	--	--	3				
PIETRACASSA	2	2	2	2	--	8				
MELFI	2	2	2	1	--	7				
P.S. GERVASIO	4	4	4	3	--	15				

Totale	21	22	21	12	--	76				
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Totale						121				
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PROGRAMMA DEI TRASPORTI DI SANSA VERBALE DI COMPTONICA
DEL COMPARTIMENTO DI BARI (22.03. e 9.04.1981)

PROV. DI MATERA

Stazione di arrivo : MONOPOLI

	Quantità in Kg/Li	N. giorni per settimana				
		1	2	3	4	5
San CALCIANO	600	1	1	1	1	4
CARABINO	200	1	-	-	-	1
GRASSANO	1.600	3	2	2	2	11
GROTTONE	1.000	2	2	2	1	7
SALANDRA	600	1	1	1	1	4
TRICARICO	1.000	2	2	2	1	7
	5.000	10	8	8	6	34

2528

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Stazione di arrivo: Ajaccio

	Quantità in q.li	M. bagoni per settimana				
		1	2	3	4	5
CA CALOLANO	600	1	1	1	1	1
CARAGUSO	200	1	-	-	-	-
GRASSANO	1,600	3	2	2	2	2
GROTTOLIS	1,000	2	2	2	1	-
SALANDRA	600	1	1	1	1	-
TRICARICO	1,000	2	2	2	1	-
	5,000	10	8	8	6	2
						34

3441

PROGRAMMA DEI TRASPORTI DI SINISTRA VARIANTE DI CORRISPONDENZA
DEL COMPARTIMENTO DI BARI (FF.SS. e Sud-Est)

PROV. DI TARANTO

Stazione di arrivo : MONOFOLI

	Quantita' in g/14	N. v. per ogni				
		1	2	3	4	5
da PALAGIANELLO	500	1	1	1	-	-
Totale	500	1	1	1	-	-

Stazione di arrivo : TARANTO

da MOTTOLA	1.100	2	2	2	1	-
CASCELLANITA	7.400	10	10	10	10	10
PALAGIANO	1.200	2	2	2	2	-
Totale	10.000	14	14	14	13	10
	10.500					

25301

Declassified E.O. 12356 Section 3.3/NND No. 735021

PROV. DI TARANTO

Stazione di arrivo : MONOPOLIA

	Quantità in Q/Li	N. v. di per settimana				
		1	2	3	4	5
da PALACCIANILLO	500	1	1	1	-	-
Totale	500	1	1	1	-	-

Stazione di arrivo : NAPOLITANO

da MONTEOLA	1.400	2	2	2	1	-
CASIMIRANZANA	7.400	10	10	10	10	10
PALACCIANO	1.200	2	2	2	2	-
Totale	10.000	14	14	14	13	10

10.500

PROGRAMMA DEI TRASPORTI DI SANCA VERDE DI
COMPETENZA DEL COMPARTIMENTO DI NARI (R.F. SS e Sud - Nat)

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PROV. DI LECCE

Stazione di arrivo : GIUGLIANO

Quantita' in w/11		No w/oni per sett.				
1	2	3	4	5	Totale	

da SALICE	1.000	2	2	2	1	=	7
Totale	1.000	2	2	2	1	=	7

Stazione di arrivo : MONOPOLI

da TREPUGGI	500	1	1	1	=	=	3
da QUINZANO	500	1	1	1	=	=	3
Totale	1.000	2	2	2	=	=	6

Stazione di arrivo : OSTUNI

da TREPUGGI	1.000	2	2	2	1	=	7
Totale	1.000	2	2	2	1	=	7
Totale	3.000						20

Stazione di arrivo : MESELOMO

Quantita' in kg

No. mucchi per catt.

1 2 3 4 5 Totale

da GALLON 1.000

2 2 2 1 = 7

Totale 1.000

2 2 2 1 = 7

Stazione di arrivo : MONTEGOMI

da TRAPUZZI 500

1 1 1 1 = 3

da GALLON 500

1 1 1 1 = 3

Totale 1.000

2 2 2 1 = 5

Stazione di arrivo : OSTUNI

da TRAPUZZI 1.000

2 2 2 1 = 7

Totale 1.000

2 2 2 1 = 7

Totale 3.000

20

PROGRAMMA DEI TRASPORTI DI CARICA DI COMPETENZA
Della COMUNITA' DI BARI (P. 2.55.)

PROV. DI BRINDISI

Stazione di arrivo: MONOTOLI

	Quantita in $\sqrt{11}$	N° vagoni per settimana				
		1°	2°	3°	4°	5°
da ULLA	1.000	2	2	2	1	2
Totale	1.000	2	2	2	1	2
Stazione di arrivo: <u>OSTUNI</u>						
da MESSAGNE	2.000	3	3	3	2	2
OLIA	1.000	2	2	2	1	2
BRINDISI	1.000	2	2	2	1	2
Totale	4.000	7	7	7	5	6

Stazione di arrivo: OROLOGIE MESSAGGIO

da S. PANCRAZIO	1.500	2	2	2	2	2
Totale	1.500	2	2	2	2	2
Totale	5.500					

da ORLA	1.000	4	2	2	1	7
Totale	1.000	2	2	2	1	7
Stazione di arrivo: OSTUNI						
da MESSONE	2.000	3	3	3	3	14
ORLA	1.000	2	2	1	1	7
BRINDISI	1.000	2	2	1	1	7
Totale	4.000	7	7	5	2	28
Stazione di arrivo: ORSATELLA						
da S. RAOUL	1.500	2	2	2	2	10
Totale	1.500	2	2	2	2	10
Totale	6.500					45

PROGRAMMA DEI TRASPORTI DI BARRA VERGINE
DI COMPARTIMENTO DEL COMPARTIMENTO DI ARI(Culla ro - Lucane)

PROV. DI TARANTO

Stazione di arrivo : BARI

Quantità in v.li	No vagoni per sett.				
	1	2	3	4	5
da GINOSA (Staz. Montescaglioso prov. di Matera)	3	3	3	1	= 10
Totale	3	3	3	1	= 10

PROV. DI MATERA

Stazione di arrivo : BARI

da PISTICOI	5	5	4	4	4	2	20
GRACE	1	1	1	1	1	=	3
IRSIHA	2	2	2	2	2	=	7
MIGLIORICO	3	3	4	4	4	2	20
MONTALBANO	5	5	4	4	4	2	20
MONTESCAGLIOSO	1	1	1	1	1	=	3
POMARICO	3	3	3	3	3	=	10
Totale	12	12	15	14	6		63

PROV. DI POTENZA

Stazione di arrivo : BARI

da GENZANO	2	2	2	1	=	7
LAURIA	2	2	2	1	=	7
Totale	4	4	4	2	=	14
Totale						107

2536

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

Stazione di arrivo : BARI

	Quantita' in v/11					No vagoni per sett.				
	1	2	3	4	5	Totali				
da GINOSA (Staz. Montescaglioso prev. di Matera)	3	3	3	1	=	10				
Totale	3	3	3	4	=	10				

PROV. DI MATERA

Stazione di arrivo : BARI

da PIETROCI	3.000	3	3	4	4	2	20
GRACCI	500	1	1	=	=	=	3
IRACINA	1.000	2	2	1	=	=	7
MIULIONICO	3.000	3	3	4	4	3	20
MONTALBANO	3.000	3	3	4	4	2	20
MONTESCAGLIOSO	500	1	1	=	=	=	3
POMARICO	1.500	3	3	3	1	=	10
Totale	12.500	22	22	19	14	6	83

PROV. DI POTENZA

Stazione di arrivo : BARI

da GENZANO	800	2	2	3	1	=	7
LAURIA	700	2	2	2	1	=	7
Totale	1.500	4	4	4	2	=	14
Totale	15.500						107

3437

PROGRAMMA DEI TRASPORTI DI DANSA VERGINE
DI COMPETENZA DEL COMPARTIMENTO DI REGGIO CALABRIA (22.55.)

PROV. DI MATERA

Stazione di arrivo : TARANTO

Quantità in u/lit	No vagoni per settimana					
	1	2	3	4	5	6 Totali
da POLICORO - TURSI	5	5	5	5	5	27
S. BASILIO DI PISTOCCI	2	2	2	1	=	7
MONTALFANO	5	5	5	5	5	25
NOVA-SIRI	5	5	5	5	5	25
SCANDANO	2	2	2	1	=	7
Totale	20	20	20	18	15	101

Stazione di arrivo : CROCE VERDE.

da POLICORO - TURSI	2	2	2	1	=	7
M. STALANO	4	4	4	4	4	20
Totale	6	6	6	5	4	29
Totale	130					

2538

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

Stazione di arrivo : TARANTO

Quantità in 4/11

No vagoni per settimana

	1	2	3	4	5	Totale
da POLICORO - TURSÌ	5	5	5	5	2	27
S. PASQUALE DI PISTOCCO	2	2	2	1	=	7
MONTALANO	6	6	6	5	4	33
NOVA-SIRI	5	5	5	5	2	27
SCARANO	2	2	2	1	=	7
	20	20	20	18	8	101

1411

Stazione di arrivo : ORLIE MARS.

Stazione di arrivo - TURSÌ	2	2	2	1	=	7
MONTALANO	4	4	4	4	2	22

Totale

4.000	6	6	6	5	4	29
-------	---	---	---	---	---	----

Totale

13.000						130
--------	--	--	--	--	--	-----

3436

Transport (Rail)

Transportation Sub-Comm(Rly
Allied Commission
c/o Movements East Italy
Ref : M/I2/154
Date : 19 Feb.45

SUBJECT : Movement of Sansa
Vergine by Rail

TO : HQ AC for Tn. Sub-Comm.
(Movements Div - Rail)

295/31

Reference 295/I7/Tn 3 dated 23 Jan 45 and
this office AC/Tn/BL/M/I2/94 dated 2 Feb.45.

1. Attached herewith is detailed programme for
movement of Sansa V in this Div which has been
examined by an Officer of Movements East Italy
who stated that he had no objection to it except
that the considered care should be taken that as
much Sansa V as possible should be moved into
BARI by the GALABRO-DUCANES Railway and that as
little as possible should be moved through BARI
Station.

2. The two points mentioned are being investigated.

3. Movement of Sansa is now being bid for on the
new programme.

W. G. Taylor - RA.

W. G. TAYLOR Major R.A.

AC Tn. Sub-Comm
Bari Div

3435

COPY TO :

MOVETT

Regional Commissioner SOUTHERN Region ✓

AC

BEST COPY POSSIBLE

TRANSLATION

Consorzio Nazionale
Degli Industriali Produttori
di Olio dalle Sanse.

Rome 15th D

Rome
132 Via Tomacelli

Tele : 64.341

Ref: 3521

TO : Allied Commission
Transportation Sub-Commission
Rome

SUBJECT : Transports of olive-husks during the
present olive oil campaign.

Reference our letter R. 3519, dated 13th December 1944, we send you the plan concerning the transports by rail in Sicily of olive-husks, during the present olive oil campaign.

We point out again the importance and the urgent necessity to transport the olive-husks from the places of production to the factories in order that that Commission will instruct the regional Commissions about the above mentioned transports.

We would appreciate very much a reply.

The Director
(s.d. G. Coppola)

Copy to : Food Sub-Commission
HQ. AS.
Rome

3434

Firms requesting transport	Despatching Station	Total Load	Date of Transport	N. of requested wagons of 150 tons	Station of arrival
Oliera Etnea Catania	Caltanissetta	2.000	Dec-Jan.	13	Catania ed Acquicella
	S. Cataldo	500	" "	3	" "
	Villarosa	300	" "	2	" "
	Enna	1.000	" "	6	" "
	Pirato	1.000	" "	6	" "
	Caltagirone	1.000	" "	6	" "
	Bronte (Circum-Etna)	1.000	" "	12	" Borgo
	Adrano	500	" "	5	" "
S.P.E.R.O. Siracusa	Campobello-Ravanusa	500	December	3	Siracusa
	Licata	8.000	"	40	"
	Canicatti	750	"	5	"
	Porto Empedocle	3.000	"	20	"
S.P.E.R.O. Pozzallo-Ragusa	Comiso	1.000	December	7	Pozzallo
	Vittorio	1.000	"	7	"
Vaccarino G. & S. Giammoro (Messina)	Tusa	6.000	December	30	Giammoro
	Carabio	6.000	Jan. 945	40	"
	Acquedolci	8.000	Feb. "	60	"
	S. Agata M.	1.200	Gen. "	80	"
S.A. Bonaccorsi & Lucifero Milazzo	Tusa	4.500	Dec. Jan. February	30	Milazzo
	Carano	3.000	" "	20	"
	Acquedolci	4.500	" "	30	"
	S.A. Militello	4.500	" "	30	"
	Giampieri	600	" "	4	"
	S. Teresa	600	" "	4	"
	Messina	3.000	" "	20	"
	Galati	600	" "	4	"

24/1x

209/146

Transportation Sub-Commission

Transportation Sub-Commission

8 April 1945

MEMORANDUM FOR THE TRANSPORTATION SUB-COMMISSION

TO : Industry and Commerce

The following cargoes have been accepted for shipment by subject to the outstanding question of purchase and freight rates being settled. Please ensure that containers are in a position to effect prompt loading and discharge of any ship set up, and confirm to this sub-commission that all plants are in a position to accept.

All figures in U.S. tons.

	Quantities	Prices
Crotone	1,500	1,300
Berlato	1,500	800
Porto Cavadole	1,500	2,200
Palermo	1,500	1,000
Alghero	750	500
Catania	1,500	1,300
Madeto	1,700	1,700
Cagliari	1,500	1,200
Pisabino	1,500	1,100
Alghero	1,500	1,000
Unidentified	1,500	1,000
Bagnoli	1,500	1,000
	15,000	14,700
		3,100

3,100

14,700

Approved by Director

Transportation Sub-Commission

Replies to : Continental Co., Via Salaria 117, Rome

High Commissioner for Sicily

Senior In. Officer, at Naples

at Bari

Rev. from Italy

Copy being sent to

R.C. Sicily for info

The following shipments have been accepted for purchase and freight rates being settled. Please ensure that discharges are in a position to effect prompt loading and that all plants are in a position to accept.

All figures in U.S. tons.

Oronome
Barlette
Zorro Fawdoodle
Palermo
Alarago
Gatania
Liocta
Cagliari
Pisabino
Belerno
Ovittavechia
Bagnoli

Estimated	Existed
1,500	1,500
1,500	950
1,200	1,200
1,300	1,000
750	500
1,500	1,300
1,700	1,500
1,700	1,700
1,700	1,400
1,000	1,000
1,000	1,000
12,500	14,900
	3,400

John P. ...
Director

Transportation Sub-Commission

Copies to: Continental Co., Via Salandra 11, Rome

High Commissioner for Italy

Senior En. Officer, Ad Naples

Ad Bari

Gov. West Italy

Gov. East Italy

Gov. S.O. 100 Sub-sec

Gov. Div. (Rail)

Port and Harbours Div.

Maritime Section

Refd by sent to

KC ...

...

File
7/14
72

JWB/gfb

INTER OFFICE MEMORANDUM

Tele : 478704

19 March 1945

366/3/Tn 3

SUBJECT : Central Umbria Railway - Line 436.

TO : Rail Division, Transportation Sub-Commission

1. The question of developing the Roneno di Sotto lignite mines (just south of Perugia) is being discussed. Other projects are also being considered.
2. Can it now please be stated when the Central Umbria Railway will be able to operate traffic north of Todi, to connect with line 244 at Ponte S. Giovanni?

M. J. Stief
 M. J. STIEF, Colonel
 Chief, Movements Division.

Copy to : File 310/Tn 3

Reg. Buag No support yet available
[Signature]

Col. Rosignoli Called T April re handling
 of train company policy at
 0100, re going into operation
 with cost 200,000 + will write
 in file *[Signature]*

3131

Vulcan S.A.

per l'Unione Consumatori di Carboni



SEDE SOCIALE E DIREZIONE CENTRALE GENOVA
 FILIALI: MILANO - VIA DEL GALLO N° 6
 ROMA - VIA S. MARIA IN VIA N° 38

IMPORTATORI ESCLUSIVI PER L'ITALIA DEI PRODOTTI
 DELLE MINIERE DELLO STATO OLANDESE
 MINIERE EMMA MAURITS, HENDRIK, WILHELMINA

Tel. 49422

TELEFON N° 53.679 - 53.791
 TELEGRAMMI VULCAAN - GENOVA
 CODICI: SCOTT'S 10TH ED. 8 ADD.
 BENTLEY'S FIRST ED.
 NEW BOX CODE

Genova Rome 28th February 1945.
~~Ministere~~ Via C. Carducci 4/10.

To:
 Colonel Sieff,
 Transport S/C,
 R O M E.

310/1

Re: Lignite Mines, Miniere Tiberine.

Dear Sir,

During our conversation I informed you that the above Mines would be very interested to start to send lignite in Rome. They only need, a certain amount of help, to overcome present difficulties.

I enclose you translation of the letter they wrote to me which will give you a clear sight of the position.

The lignite is very good and I expect it is the only Italian lignite which was exported into Switzerland.

I think that the fact that at the stations of S. Maria degli Angeli and Todi empty wagons could be found, is interesting.

Copy of this letter I am sending to the Coal Section.

Hoping you will be able to help the Miniere Tiberine and at your disposal for any further information I remain, Dear Colonel Sieff

Sincerely Yours

VULCAAN, S. A.

Director
[Signature]

N° 5 Encl.

310/1

Copy of this letter was forwarded to the relevant departments

"VULCAAN", S. A.

N.

Miniera Tiberina
Firenze.

Torgiano (Perugia) 18th February 1945.

To:
Vulcan S.A.,
Via G. Carducci 4/10,
Rome.

Following our last conversation:

In normal times the transport of lignite from the Miniera Tiberina to Rome used to take place at the railway station of S. Martino in Campo (Perugia).

- 1° Via Ponte S. Giovanni (State Railways)
- 2° Via Terni (Railway Centrale Umbra)

The first line is interrupted between Ponte S. Giovanni and Bastia, the second between Todi-Fratte Tordinona.

To be able to arrange normal traffic a certain number of bridges have to be replaced and other repairs to be effected, none of which has yet been started.

The transport by road to Rome would be expensive and the amount which could be carried would be negligible.

If railway transport is obtainable the transport by road could be reduced considerably and lorries would be needed only to transport the lignite from the mines to the nearest stations which are: for the State Railways S. Maria degli Angeli, 19 km distant, - for the Centrale Umbra Railway, Todi 40 km away.

A lorry could make daily three or four trips from the Mines to S. Maria whereas only two could be made to Todi.

It should be taken into consideration that both Railway stations are termini and consequently a large proportion of wagons arrive fully loaded; these, when emptied, could be used on the return journey for the transport of lignite.

As we point in the enclosure we need a small number of lorries.

We have at present a few thousand tons of sized and small lignite in stock which were produced before June 1944.

We remain, Dear Sirs,

Yours

"VULCAAN", S. A.

Enclosure N° 1

Industrial REORGANISATION

N.

Comma 1° = requirements.

(referring to our letter 6.1.45. annexure 1 to: Comit. Ricostr. Industriale with following paragraphs):

1. = Electric Power: We obtained two assignments, for together 30 Kw. (Our consumption is 50 Kw.)
2. = Timber: An allotment of 50 c.m. is being obtained. (Our consumption is 240 c.m. in 4 months).
3. = Calcium Carbide: We obtained the release of our stocks and an assignment of 40 qls. for 3 months. (Our normal consumption is 75 qls. in 4 months).
4. = Explosives: We obtained an assignment which in quantity would be sufficient, if the quality was the type B.P.L. (Bombrini, Parodi e Delfino, Rome); a minor quantity would be sufficient if it were nitroglycerine.
- " Explosive capsules (fuses): We obtained an assignment from a very distant source (Cava dei Tirreni, Salerno) but have no means of transport to bring it here.
5. = Cement: Nothing.
6. = Chalk: Nothing (but we could produce it ourselves had we the means of transport).
- " Bricks: Nothing. (We could manufacture them ourselves if we had the authority and security against eventual requisitions.)
- " Iron materials: We obtained an insufficient allotment from a very distant source (Naples), but we have no means of transport to fetch them.
7. = Electrical materials: Nothing.
8. = Utensiles and Tools: The very little which is found on the local market is insufficient and obtainable only at prohibitive prices; for ex. 100 gr. of nails cost Lit. 70.==; a three edged file L. 180/20 ect.
9. = Motors, machinery and spareparts: Nothing.
10. = Leatherbelts for transmissions: Nothing.
11. = Lubrificants: Nothing.
12. = Carburants: Nothing.
13. = Shoes and shoe repair materials for workers' shoes: Nothing.
14. = Tires: Nothing.

Remarks:

The reception of part of our requests proves their legitimacy and the wish to help us in the reconstruction; the procedures must however be improved in a way that the allotments be complete and effective, giving the possibility to transport the materials.

Without adequate means of transport, it is difficult to get things from nearby sources and it is almost impossible to get in possession of materials from distant sources, such as

"VULCAAN", S. A.

N.

S.A. Minière Tiberine

Memorandum

The Minière Tiberine could produce about 3.500 tons of lignite per month. The war has done a considerable amount of damage to the whole industrial organisation and it is therefore almost impossible to obtain 5000 tons per month which was the prewar production.

In order to reach the above mentioned 3.500 tons of monthly output we require:

- 1) Help to reorganise our industrial plant (see encl. 1)
- 2) Reorganisation of transport not only for the lignite in itself but also for other industrial requirements connected with the Mines (see encl. 2)
- 3) The reorganisation of the Government control under which the Mines operate. (see encl. 3).

3428

"VULCAAN", S. A.

N.

mentioned under para 4° (Explosives) and 6° (a modest part of iron materials). For para 5°, the Cement is indispensable for the construction of the pit roofs. Together with the Cement, a certain minimum quantity of chalk and bricks are needed. We could produce ourselves the chalk as well as the bricks but we need the authority to manufacture them for our use and protection against requisitions.

We don't lack of initiative, but there are so many restrictions which do not encourage initiative.

The paragraphs 6° to 14°, are all indispensable necessities for the reorganisation and they are not all. Without their full range, it is impossible to produce, or better the machinery, the spare parts, the means of operating them are instruments of production.

Without leather shoes, the workmen cannot and do not want to work in the mines. Without bicycles they cannot move from and to their distant homes; not as much are the workmen without bicycles as the bicycles without tires.

The Mine possesses a lorry in very bad state and a car without tires.

The Italian market is impoverished and devoid of everything. Never such immense ruin has been seen and therefore it will need the same vigour of humanity in order to assemble the vital energies and recompose them in a way to give work to whom does want to work. Only the import of what can reorganise the work would have the virtue of reconstruction. The tonnage involved for the import of these materials is very modest and would in no way damage the supply of the Allied Armies.

"VULCAAN,, S. A.

Enclosure No 2

N.

S.A. Miniere Tiberine

Reorganisation of Transport .

The Province of Perugia has very little transport and the distribution is poor. It is therefore necessary to reorganize and augment this.

The Consorzio Trasporti has granted four or five lorries to the mines of Pietrafitta. Our Mines have so far received no transport facilities, although we frequently applied for it.

Our own managers cannot use a car which is essential for them in order to reorganize the industrial and commercial side of our undertaking.

25521

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

"VULCAAN," S. A.

Enclosure No 3

N

S.A. Minière Tiberine

Reorganisation of Governmental Control

The whole system of Control on the part of the Government should be reorganised and unnecessary waste of time and energy should be avoided.

At the present time local authorities have the right to requisition and lock up etc. of materials and they have not sufficient understanding of the situation to make these decisions. On the other hand if we require the release of certain materials or the permission to carry a certain work, endless time is wasted in obtaining the necessary authority (We ourselves waited four months to obtain an authority of this nature).

In view of this we feel that it is absolutely essential that a Central Commission be formed with full powers to make decisions independently of local authorities.

2553