

Civil Traffic-Rome Division

2295

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

5107

100001148/1041
July '44

Naples, July 5th 44

FILE M13 A

SUBJECT : Time-table improvements

We send enclosed sheets 3-5-5bis-6-7-8-9-11-12-16-27-28-29-30-33-34-35-35bis-36-38, which annul and substitute the correspondent of the fascicle concerning passengers service time table, sent to your commission with letter dated May 5th 1944.

Moreover, we inform you that, because of service days change of the trains T.V. 9072 from Gioia Tauro to Battipaglia and T.V. 4742 from S. Eufemia Lamezia to Catanzaro Marina, it is necessary to modify the time-table as it follows:

- 1) p. 17 Reggio C. Battipaglia line
train TV. 9072 is suspended on Monday, instead on Sunday.
- 2) p. 22 S. Eufemia - Catanzaro Marina line
train TV. 442 is suspended on Monday instead on Sunday.

Consequently, the 2° index page, we enclose, has been modified.

By order of the Undersecretary of the State
Gen. Di Raimondo.

HEADQUARTERS
ALLIED COMMUNICATION
Industry Sub-Commission on
Hemp Division
AFQ 394

Tel: 474176
Ref: HCC/1409/W

FROM: Hemp Division Industry Sub-Commission.

TO : Public Safety Sub-Commission, (attn. Col. Chapman)

SUBJECT: Theft of Tarns and other Hemp products from Railway Wagons.

JS/CS

2nd November 1944

that

1. In view of the fact there have been several recent cases of pilfering from railway wagons, between Brattamagore and Bari, Brattamagore and Sarno, Sarno and Naples etc., the Hemp Division of the Industry Sub-Commission proposes to sponsor the information of a small corps of Hemp Railway Guards (about twelve reliable men in all) on the part of the Consorzio Nazionale Canapa. It is mentioned for your guidance that the present value of raw Hemp is controlled. Prices are not less than £115.- per ton, while Hemp yarns are worth at least £200.- per ton. Black market prices being at least twice these amounts.

2. Leaving on one side the question of monetary loss, in order to ensure that the production of essential material for Service needs is not prejudiced, it is absolutely necessary that the Consorzio Nazionale Canapa should be able to move its raw and semi-manufactured material by rail with a reasonable possibility of its arriving at destination intact.

3. In order that these Civilian railway guards may carry out their duties, it will be necessary for them to have an authority which will enable them to travel on Military and on Civil controlled lines, and it is hoped that such a formation will be recognised by ALLIED and Railway Authorities and that every facility will be given to these men who should be armed.

Copy to: Q. Movements

Transportation Sub-Commission
Economic Section

for

J. SCHLIE

W.S. VAUGHAN
Director

2297

1/22

220/16

FROM: Hemp Division Industry Sub-Commission.
 TO : Public Safety Sub-Commission. (attn. Col. Chapman)

SUBJECT: Theft of yarns and other Hemp products from Railway Wagons.

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Copy for: 2. Movements
 Transportation Sub-Commission
 Economic Section
 Naples Office

for

J. SCHLIE
 W.S. VAUGHAN
 Director
 Industry Sub-Comm.

File

ALLIED MILITARY GOVERNMENT

ANCONA PROVINCE

10 February 1945

REF : ANO/9/45/14B

SUBJECT : Salt Losses

TO : Food Sub-Commission A.C.

1. - Reference your 70-20/41/Tood of 1 February 1945

2. - The following table shows losses in transit of salt railed from Civitavecchia to Ancona and Pesaro Provinces.

DATE	CAR. N	DESTINATION	TONS LOADED	TONS ARRIVED	LOSS IN TRANSIT
11 Jan	188062	Jesi	15	10.985	4.015
12 "	676173	"	15	13.004	1.996
12 "	34869	"	15	13.226	1.774
14 "	201682	"	15	13.444	1.556
11 "	1014624	Fabriziano	17	14.202	2.798
13 "	113308	"	13	11.085	1.915
11 "	117386	Ancona	15	9.712	5.288
11 "	1012850	"	15	9.983	5.001
12 "	128952	"	15	10.491	4.509
12 "	113097	"	15	11.185	3.815
13 "	64442	"	12	0	12. -
13 "	190699	Ancona	15	0	15. ++
13 "	10000131	Senigallia	15	12.477	2.523
15 "	180027	"	15	11.679	3/321
11 "	1025582	Pesaro	17	0	17. -
12 "	1010106	Pesaro	15	12.703	2.297
13 "	1006040	Pesaro	18	14.963	3.037
12 "	77195541	Senigallia	15	12.025	2.975
13 "	32740	Senigallia	15	12.943	2.057
13 "	77193024	Senigallia	10	7.479	2.521
12 "	36340	Fano	15	12.963	2.637
13 "	1004802	Fano	17	14.442	2.558
12 "	1008675	"	15	12.723	2.277
13 "	2657	"	18	15.081	2.919
15 "	113383	"	15	13.055	1.945
13 "	112189	Pesaro	19	16.261	2.739
			396	285.517	110.483

3. - The will be noted that three cars are not reported to have reached their destination.

4. - The difference in weight between what is reported to have left Civitavecchia and what is reported to have arrived here is due to:

a) - probability weights at Civitavecchia are estimates

b) - Natural losses in transit

c) - Theft. Pesaro reports that all seals on the wagons were broken.

Civitavecchia to Ancona and Pesaro Provinces.

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13 "	113308	"	13	11.085	1.915
11 "	117386	Ancona	15	9.712	5.288
11 "	1012850	"	15	9.929	5.001
12 "	128952	"	15	10.491	4.509
12 "	113097	"	15	11.185	3.815
13 "	64442	"	12	0	12.000
13 "	190699	Ancona	15	0	15.000
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For the Provincial Commissioner

Copy: to R.C. Region V (Attn: R.S.O.)

Movements HQ 61 Area

Transportations Sub-Commission

Carl Lardley, Major
Prov. Supply Officer

REPORT ON TRAINS NO. 791 of 26 JAN. 1945 ROME -
NAPLES and NO. 792 of 27 JAN. 1945 NAPLES - ROME

1. TRAIN No. 791 of 26 Jan. '45 was made up of :

- 10 - 3rd Class passenger coaches
- 1 - Baggage coach
- 1 - Mail coach
- 1 - Heating coach

TRAIN No. 792 of 27 Jan. '45 had only 8 - 3rd Class passenger coaches.

Both trains were hauled by an American operated oil burning engine between Rome and Caserta, and by an Italian operated coal burning engine between Caserta and Naples.

2. The loadings were as under :-

SOUTHBOUND			NORTHBOUND		
OFF	ON	PASSENGERS	STATION	PASSENGERS	ON
		523	Rome Terminal		
		546	Frosinone	477	--
		521	Roccasecca	498	30
		513	Valrano	494	10
		496	Sperrinise	498	7
		463	Capua	502	5
		423	Caserta	504	69
			Naples C.	442	

3. Arrangements at Rome Terminal were satisfactory. The platform was roped off and tickets are examined at the barrier. This is not the case at Naples Central. There is no barrier and tickets and documents are examined on the train before departure.

Unauthorized passengers are much more troublesome to remove from a train than to prevent passing a barrier.

4. Under present arrangements Allied soldiers are able to travel on the trains with or without a document of any kind.

It seems desirable that there should be a barrier at Naples and Rome and that Allied Military Police should examine Allied soldiers authority to travel.

It is presumed that the only Allied personnel authorized to travel on these trains are AC Officers and EN/ONS on duty.

Italian railway employees and police do not know what this authority is, and, in any case, are not in a position to control Allied personnel.

They are evidently not familiar with the procedure laid down for the surrendering of warrants by AC personnel.

5. The arrangements at intermediate stations were satisfactory. Unauthorized passengers were prevented from boarding or removed from the train.

2. The loadings were as under :-

SOUTHBOUND			NORTHBOUND		
OFF	ON	PASSENGERS	STATION	PASSENGERS	ON
		523	Rome		
			Termini		
		546	Proseleone	477	--
		521	Procassacca	438	39
		513	Veirano	494	10
		496	Sprenise	498	7
		483	Capua	502	5
		423	Caserta	504	69
			Naples C.	442	

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5. The arrangements at intermediate stations were satisfactory. Unauthorized passengers were prevented from boarding or removed from the train.

6. The water system was operating - an amenity not always taken advantage of by the passengers. The heating system does not warm the last three or four coaches. As there is no glass in any of the compartment doors it is none too warm at times. The electric lighting system does not work. The last 12 hours or so of the journey being spent in darkness adds considerably to its tedium.

7. It is suggested that the carriages reserved for AC personnel should be more clearly labelled i.e., labels stuck on windows and not hanging on door handles. At present they are not easy to see from the platform.

8. Timings as under :-

SOUTHBOUND					NORTHBOUND				
RUNNING TIME		SCHEDULED TIME			ROME TO NAPLES STATIONS	SCHEDULED TIME		RUNNING TIME	
	0732*		0730	0	ROME	2000		1846	
1041	1135	1130	1135	85.5	FROSINONE	1630	1635	1557	1633
1246	1345	1305	1335	121.0	ROCCASECCA	1435	1505	1337	1455
1525	1554	1550	1555	169.9	VAIRANO	1210	1215	1212	1220
1628	1640	1635	1640	189.3	SPARANISE	1115	1120	1058	1120
1702	1710	1705	1710	204.6	CAPUA	1030	1035	1025	1035
1726	1808	1738	1808	215.7	CASERTA	0930	1000	0944	1009
1935		1930		248.85	NAPLES		0800		0800

INTER OFFICE MEMORANDUM

IFC/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tele : 478701

25 February 1945

322/59/ta.3.

SUBJECT : Passenger Train Service, Rome to Gioia TauroTO : Major C.A. Worthington

1. I have today spoken to Major Ping re complaints an allotment of seats on the above service, and he gave the following information:-
2. Since inauguration seats have been allotted weekly against ISR forecasts.
3. It has been necessary to increase the seat allotment for South of Naples passenger weekly and they are now in the majority.
4. Articles have been appearing from time to time in the newspapers but these are brought to the immediate notice of Col. Carabona for discussion.
5. A circular will be coming out tomorrow giving the trains allocation of seats for the new programme beginning 6 March, but this again is subject to weekly change of seat allotment in agreement with the ISR.

AF
I.F. CLINGING.
Captain.

J. 13

COMMISSION - TRANSFORMATION SUB-COMMISSION, A.P.O. 394.
SERVICE CIRCULAR No 5.

y arrangement with AFHQ/MRS/AC/ISR, the following additions and
ations to ISR services are approved. ISR to arrange operation
to advise dates and details to all concerned.

Commencing Monday 5 March 45.

Commencing Monday 5 March 45.

NEW THROUGH CIVILIAN PASSENGER

NEW THROUGH CIVILIAN PASSENGER

SERVICE:

SERVICE:

ROME-REGGIO VIA CASSINO.

ROME-REGGIO VIA FORMIA.

Outward on Return on

Outward on Return on

Mon. Wed. Fri.

Tues. Thurs. Sat.

Tues. Thurs. Sat. Mon. Wed. Fri. Sun.

Train No 783.

Train No 784.

Train No 83.

Train No 84.

0800	d	ROME TERMINAL	a	1720
0950	a	COILIERRO	d	1547
0955	d		a	1542
1040	a	FROSINONE	d	1455
1045	d		a	1450
1150	a	ROCCASECCA	d	1350
1210	d		a	1330
1240	a	CASSINO	d	1241
1245	d		a	1235
1410	a	VAIRANO	d	1115
1415	d		a	1113
1455	a	SPARANISE	d	1033
1500	d		a	1030
1523	a	CAPUA	d	1001
1525	d		a	0956
1545	a	CASERTA	d	0936
1600	d		a	0921
1700	a	NAPLES CENTRALE	d	0820
1800	d		a	0710
2025	a	SALERNO	d	0400
2040	d		a	0340
0500+	a	GIOIA TAURO	d	1835+
0655+	d	Km. 350	a	1658+
0825	a	REGGIO (Calabria)	d	1600

NOTE:

+Amended timing between GIOIA TAURO and Km. 350 agreed with MRS.
Three compartments to be reserved for AC personnel ROME-NAPLES,
and two compartments from NAPLES to REGGIO; and vice versa.

Composition:

Composition:

- Loco
- 1 Baggage Car, Rome-Naples
- 1 Coach for passengers Rome-Caserta, Italian military
- 1 Coach for passengers Rome-Naples, Italian military

- Loco
- 1 Baggage car Rome-Naples
- 2 Coaches for passengers Home-Naples, Italian military
- 3 Coaches for passengers Rome-Naples and Naples-Reggio.

2-306

785021

Outward on		Return on	
Mon. Wed. Fri.		Tues. Thurs. Sat.	
Train No 783.		Train No 784.	
0800 d	ROME TERMINAL	a	1720
0950 a	COLLEFERRO	d	1547
0955 d		a	1542
1040 a	PROSINONE	d	1455
1045 d		a	1450
1150 a	ROCCASECCA	d	1350
1210 d		a	1330
1240 a	CASSINO	d	1241
1245 d		a	1235
1410 a	VAIRANO	d	1115
1415 d		a	1113
1455 a	SPARANISE	d	1033
1500 d		a	1030
1523 a	CAPUA	d	1001
1535 d		a	0956
1545 a	CASERTA	d	0936
1600 d		a	0921
1700 a	NAPLES CENTRALE	d	0820
1800 d		a	0710
2025 a	SALERNO	d	0400
2040 d		a	0340
0500+ a	GIOIA TAURO	d	1835+
0655+ d	Km. 350	a	1658+
0825 a	REGGIO (Calabria)	d	1600
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Three compartments to be reserved for AC personnel ROME-NAPLES, and two compartments from NAPLES to REGGIO; and vice versa.			

Composition:

- Ø Loco
- 1 Baggage Car, Rome-Naples
 - 1 Coach for passengers Rome-Caserta, Italian military Naples-Reggio
 - 1 Coach for passengers Rome - Naples, Italian military Naples-Reggio.
 - 3 Coaches for passengers Rome-Naples and Naples-Reggio.
 - 3 Coaches for passengers Rome-Reggio.
 - 1 Mail van Rome-Reggio.
 - 1 Baggage car Naples-Reggio

NOTE: Ø Position of Loco reversed from NAPLES.

Ref: AC Tn/100/90.

Composition:

- Ø Loco
- 1 Baggage car Rome-Naples
 - 2 Coaches for passengers Rome-Naples, Italian military Naples-Reggio
 - 3 Coaches for passengers Rome-Naples and Naples-Reggio.
 - 3 Coaches for passengers Rome-Reggio.
 - 1 Mail van Rome-Calabria
 - 1 Baggage car Naples-Reggio

NOTE: Ø Position of Loco reversed at CAMPOLEONE and again at NAPLES.

Ref: AC Tn/100/89.

Commencing Monday 5 March 45.

NEW CIVILIAN PASSENGER TRAIN SERVICE:

ROME - CAPRANICA.

Mon. Thurs. Sat.	Mon. Thurs. Sat.	Train No.	Train No.
0640	a	ROME	1845
0647	a	ROME	1836
0648	a		1835
0654	a	ROME	1827
0655	a		1826
0658	a	ROME	1822
0700	a		1821
0712	a	ROME S. PIETRO	1813
0713	a		1812
0730	a	ROME	1759
0731	a		1758
0739	a	OTTEVIA	1750
0740	a		1749
0753	a	LA STORTA F.	1737
0754	a		1736
0807	a	CESANO DI ROMA	1719
0808	a		1718
0816	a	ANGUILLARA	1710
0817	a		1709
0833	a	CROCILOCCHIE	1658
0834	a		1657
0843	a	VIGNA DI VALLE	1648
0844	a		1647
0857	a	BRACCOTINO	1636
0902	a		1631
0919	a	MANZIAMA	1618
0920	a		1617
0937	a	ORTOLO	1605
0938	a		1604
0948	a	BASSANO SUTRI	1552
0949	a		1551
1000	a	CAPRANICA	1540

NOTE: NO OTHER TRAINS CAN BE OPERATED ON THIS LINE ON DAYS WHEN ABOVE TRAINS RUN.

Commencing Monday 5 March 45.

TRAIN CANCELLATIONS:

Trains Nos. 781 and 782, between ROME and NAPLES via CASSINO. (See Train Service Circular No. 3)

Ref. AC Tn/100/90

Commencing Monday 5 March 45.

TRAIN CANCELLATIONS:

Trains Nos. 81 and 82, between NAPLES and REGGIO. (See Train Service Circular No. 1)

Ref. AC Tn/100/92

Commencing Monday 5 March 45.

TRAIN CANCELLATIONS:

Trains Nos. 9451, 8046, 8978 and 8043, 9459, conveying ISR workers between ROME and AVERSA.

POSTAL TRAFFIC ROME-LEGHORN

Existing mail vans between Rome and Leghorn on Mondays and Thursdays will be withdrawn effective Monday 26 February. Postal traffic will be carried in large baggage car in addition to 5 Army Supplies. No alteration in timing will be made, and travelling postal officers will be permitted to continue to travel with the mail.

Ref: AC Tn/36.

SPECIAL NOTE

THE QUICKER FREIGHT CARS ARE PUT BACK INTO SERVICE, THE MORE TRAFFIC CAN BE CONVEYED. ENSURE A SPEEDY TURN ROUND OF WAGONS. DO NOT ALLOW THEM TO BE USED AS WAREHOUSES.

Ref: AC Tn/100/257

COMPOSITION: 2 Box Cars for

Commencing Monday 5 March 15.

TRAINING OBJECTIVES:

Trains No. 61 and 62, between
TUPLES and BENGIO.

(See Train Service Circular no.1)

Tel.: 07 47 190/92

Commencing Monday 5 March 45.

THE NEW YORK PUBLIC LIBRARY

Ilipains Nos. 9451, 9046, 8978
and 8643, conveying ISR
workers between DOE and AVERSA.

POSTAL TRAFFIC ROME-LECHORN

Existing mail vans between Rome and Leghorn on Mondays and Thursdays will be withdrawn effective Monday 26 February. Postal traffic will be carried in large Baggage Car in addition to 5 Army Supplies. No alteration in timing will be made, and travelling postal officers will be permitted to continue to travel with the mail.

• 95/100 07 10/36.

SEMI-ANNUAL

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PUT BACK INTO SERVICE, THE
MORE TRAFFIC CAN BE CONVENED.
ENSURE A SPEEDY TURN-ROUND OF
WAGONS. DO NOT ALLOW THEM TO
BE USED AS WAREHOUSES.

0649	a	ROMA	1845
0647	a	ROMA	1836
0648	d		1835
0654	a	ROMA OSTIENSE	1827
0655	d		1826
0658	a	ROMA TRASTEVERINA	1822
0700	d		1821
0712	a	ROMA S. PIETRO	1813
0713	d		1812
0730	a	ROMA OTTO MAGNA	1749
0731	d		1758
0739	a	OPPEVIA	1750
0740	d		1749
0753	a	LA STORTA P.	1737
0754	d		1736
0807	a	CELSANO DI ROMA	1719
0808	d		1710
0816	a	ANGUILLARA	1710
0817	d		1709
0833	a	CROCIOSCHE	1658
0834	d		1657
0843	a	VIGNA DI VAILE	1648
0844	d		1647
0857	a	BRIGLIANO	1636
0902	d		1631
0919	a	MANZIANA	1618
0920	d		1617
0937	a	ORIOLIO	1605
0938	d		1604
0948	a	BASSANO SUTRI	1552
0949	d		1551
1000	a	CAPRANICA	1510

NOTE: NO OTHER TRAINS CAN BE OPERATED ON THIS LINE ON DAYS WHEN ABOVE TRAINS RUN.

Ref: 40 Tn/100/257

EQUIPMENT: 2 FOX CARS FOR
THE OFFICE-PASSENGERS.

[illegible]

Commencing Monday 5 March 45
SPECIAL PERISHABLE FREIGHT TRAIN
CALABRIA DISTRICT - ROME

This train will convey civilian perishable traffic as first priority, other civilian traffic within tonnage available. Train will run direct to ROME (Ostienze) Station for market. PERISHABLE TRAFFIC SHOULD BE SO LABELLED.

Train No	POTENZA	d	0505	Train No	CONTINUED
TM 7000	BATTIPAGLIA	a	1730	SS	TORRE CENTRAL
8728	REGGIO (Calab)	d	2032		TORRE GRECO
8518	CATANZARO	a	0316		S. GIOVANNI B.
		d	0350		NAPLES F.G.
	S. EUFEMIA	a	1117		NAPLES CAMP. F.
TV 9074	GIOIA TAURO	d	2020		GIULIANO
1962M	RICOTERA	a	2045		VILLA LIGERNO
	S. EUFEMIA	a	0808		FAICIANO
8816	S. EUFEMIA	d	1155		FORNIA
	PAOLA	a	1354		FONDI
	SAFRI	d	1529		FOSSANOVA
		a	1835		SEZZE R.
	AGROPOLI	d	1938		CAMPIONE
		a	2006		ROME TUSCOLANA
		d	2308		ROME OSTIENSE
	BATTIPAGLIA	a	0008		
SS	BATTIPAGLIA	d	0510		1219
	SALERNO	a	0746		1300
	NOCERA INF.	d	0830		1333
		a	0946		1400
	PAGANI	d	1015		1431
	ANGRI	a	1020		1520
		d	1043		1536
	SCAFATI	a	1052		1550
		d	1115		1614
		a	1126		1635
		d	1152		1725
					1740
					1756
					1830
					1902
					1922
					2035
					2040
					2142
					2156
					2301
					2315
					2344
					2358
					0200
					0212
					0415
					0420
					0430

New daily train is "SS" from BATTIPAGLIA. For information, existing freight trains into BATTIPAGLIA, now in operation, are shown.

PERISHABLE TRAFFIC BARI - ROME.

Satisfactory train service exists from BARI for perishable traffic to reach ROME MARKETS in reasonable time.

Advice must be given at BARI to MRS - Movements' Operating Office of all perishable traffic to be moved, and every effort made to ensure that no delay is occasioned by perishable traffic being left to be moved with ordinary merchandise.

Ref: AC Tn/100/94/92/287/89.

785021

8728	8518	TV 9074	1962M	8816	SS
EATTIPAGLIA	EATTIPAGLIA	S. EUFEMIA	S. EUFEMIA	S. EUFEMIA	EATTIPAGLIA
REGGIO (Calab)	CATANZARO	GICIA TAURO	GICIA TAURO	PAZIA	SALERNO
a	a	a	a	a	a
2032	0316	2020	0505	1155	0510
d	d	a	d	a	a
2032	0350	2045	0808	1354	0746
a	a	a	a	a	a
1730	1117	2020	0808	1529	0830
a	a	d	a	a	a
1333	1431	2020	0808	1830	0946
d	d	a	a	a	a
1400	1520	2045	0808	1938	1015
a	a	a	a	a	a
1431	1536	2045	0808	2006	1020
d	d	a	a	a	a
1520	1550	2045	0808	2308	1043
a	a	a	a	a	a
1536	1614	2045	0808	0008	1052
d	d	a	a	a	a
1550	1635	2045	0808	a	1115
a	a	a	a	a	a
1614	1725	2045	0808	a	1126
d	d	a	a	a	a
1635	1740	2045	0808	a	1152
a	a	a	a	a	a
1725	1756	2045	0808	a	a
d	d	a	a	a	a
1740	1830	2045	0808	a	a
a	a	a	a	a	a
1756	1902	2045	0808	a	a
d	d	a	a	a	a
1830	1922	2045	0808	a	a
a	a	a	a	a	a
1902	2035	2045	0808	a	a
d	d	a	a	a	a
1922	2040	2045	0808	a	a
a	a	a	a	a	a
2035	2142	2045	0808	a	a
d	d	a	a	a	a
2040	2156	2045	0808	a	a
a	a	a	a	a	a
2142	2301	2045	0808	a	a
d	d	a	a	a	a
2156	2315	2045	0808	a	a
a	a	a	a	a	a
2301	2344	2045	0808	a	a
a	a	a	a	a	a
2315	2358	2045	0808	a	a
d	d	a	a	a	a
2344	0200	2045	0808	a	a
a	a	a	a	a	a
2358	0212	2045	0808	a	a
a	a	a	a	a	a
0200	0415	2045	0808	a	a
d	d	a	a	a	a
0212	0420	2045	0808	a	a
a	a	a	a	a	a
0415	0430	2045	0808	a	a
d	d	a	a	a	a
0420		a	a	a	a
a		a	a	a	a
0430		a	a	a	a
a		a	a	a	a

New daily train is "SS" from BATTIFAGLIA. For information, existing freight trains into BATTIFAGLIA, now in operation, are shown.

PERISHABLE TRAFFIC BARI - HOME.

Satisfactory train service exists from BARI for perishable traffic to reach ROME MARKETS in reasonable time.

Advice must be given at EARI to MRS - Movements' Operating Office of all perishable traffic to be moved, and every effort made to ensure that no delay is occasioned by perishable traffic being left to be moved with ordinary merchandise.

Ref: AC Tn/100/94/92/287/89.

By command of Rear Admiral STONE:

W. C. Perry May
for MERRITT H. TAYLOR,
Director.

DISTRIBUTION:

A.C. Internal only.

63/1r

TRANSLATION

CIVIL CENSORSHIP GROUP
Telephone - Rome

Comment. UMSATISFACTORY RAILROAD SERVICE

Caller : Ing. Sottile. I am Dott. Giordano.
 Callee : Well, Giordano
 Caller : Has Cav. Berardelli told you anything about workmen trains?
 Callee : No.
 Caller : Listen, Major Bower of the AC has send us a letter of this tenor: "I have been informed by my office that northbound trains workmen are not operating satisfactorily". What do you think of this note?
 Callee : That on the train for workmen are travelling also civilians and they do not want to permit this.
 Caller : But then we should have an exorbitant police unit.
 Callee : Contact with police.
 Caller : Here the personnel is complaining, they want a train all by themselves to change the turns of work.
 Callee : The personnel is travelling on all the goods trains
 Caller : But they want to travel comfortably, the goods train is not good, it is too irregular, how can we arrange this for changing the turns of work?
 Callee : Let them travel well.
 Caller : And for the sons of the railway men who are going to school? They want a train.
 Callee : The sons of the railway men are equals to the sons of the doctors and lawyers. These are the conditions of trains in Italy. We are travelling in such bad conditions!
 Caller : Can you not form a train on the line 89? For the personnel who is returning from work? Here the personnel threatens to abandon the work. At the end of the month it will also end the train of the Cassino line.
 Callee : The Allies have suggested to hitch wagons to the empty convoy.
 Caller : To the empty ones? They they will be insufficient.
 Callee : No, no.
 Caller : We must have a train on the line of Formia.
 Callee : Very well; good bye
 Caller : Good bye.

Caller : Ing. Sottile, I am Dott. Giordano.
 Callee : Well, Giordano
 Caller : Has Cav. Berardelli told you anything about workmen trains?
 Callee : No.
 Caller : Listen, Major Bower of the AC has send us a letter of this tenor: "I have been informed by my of ice that northbound trains workmen are not operating satisfactorily". What do you think of this note?
 Callee : That on the train for workmen are travelling also civilians and they do not want to permit this.
 Caller : But then we should have an exorbitant police unit.
 Callee : Contact with police.
 Caller : Here the personnel is complaining, they want a train all by themselves to change the turns of work.
 Callee : The personnel is travelling on all the goods trains
 Caller : But they want to travel comfortably, the goods train is not good, it is too irregular, how can we arrange this for changing the turns of work?
 Callee : Let them travel well.
 Caller : And for the sons of the railway men who are going to school? They want a train.
 Callee : The sons of the railway men are equals to the sons of the doctors and lawyers. These are the conditions of trains in Italy. We are travelling in such bad conditions!
 Caller : Can you not form a train on the line 89? For the personnel who is returning from work? Here the personnel threatens to abandon the work. At the end of the month it will also end the train of the Cassino line.
 Callee : The Allies have suggested to hitch wagons to the empty convoy.
 Caller : To the empty ones? Then they will be insufficient.
 Callee : No, no.
 Caller : We must have a train on the line of Formia.
 Callee : Very well; good bye
 Caller : Good bye.

Comment by
 Monitor 156

Reviewed by
 E.C. Austin
 Capt. I.C.

Copy to
 AC INF

This matter has been
 taken up by Perry with Bowers & is reported
 answered. The the mention of no action is being
 taken as it is
 not altogether correct. 24/3



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO COMMERCIALE E DEI TRAFFICI

OGGETTO

Irregolarità trasporti
stazione Livorno S/Marco.

Alla Commissione Alienta
Sottocommissione Trasporti

R O M A

=====

- A - 1.- Il giorno 5 giugno c.m. nella stazione di Livorno S.Marcello, all'insaputa dei dirigenti, in un binario disabitato, venne imballato il carico di una partita di talco nel carro n° 112738I.
- 2.- Appena saputo a conoscenza del fatto, il personale di stazione fece sospendere il carico in attesa di accertare il nominativo dell'autorità che aveva autorizzato il trasporto.
- 3.- Poco tempo dopo si presentò negli Uffici di Gestione della predetta stazione un capitano della 719th Railway, accompagnato da un interprete, il quale dichiarò apertamente che di certe cose il nostro personale non doveva ingerirsi.
- 4.- Il carico venne ultimato ed il carro senza documenti nè etichette venne inoltrato per destinazione ignota che poi risultò essere Roma Trastevere.
- 5.- Infatti in data 12 giugno quest'ultima stazione segnalò alla stazione di Livorno S.Marcello l'eccedenza del carro sopra descritto. Dopo accurate ricerche fu possibile stabilire che il trasporto apparteneva ai Sigg. Della Pace e Antonelli Astolfani residenti a Livorno.

2314

785021

OGGETTO

Irregolarità trasporti

stazione Livorno S/Marco.

Alla Commissione Alleata

Sottocommissione Trasporti

R O M A

=====

A - 1.- Il giorno 5 giugno c.a. nella stazione di Livorno S.Marcello, all'insaputa dei dirigenti, in un binario disabitato, venne iniziato il carico di una partita di talco nel carro n° 1127381.

2.- Appena venuto a conoscenza del fatto, il personale di stazione fece sospendere il carico in attesa di accertare il nominativo dell'Autorità che aveva autorizzato il trasporto.

3.- Poco tempo dopo si presentò negli Uffici di Gestione della predetta stazione un capitano della 719th Reylway, accompagnato da un interprete, il quale dichiarò apertamente che di certe cose il nostro personale non doveva ingerirsi.

4.- Il carico venne ultimato ed il carro senza documenti nè etichette venne inoltrato per destinazione ignota che poi risultò essere Roma Trastevere.

5.- Infatti in data 12 giugno quest'ultima stazione segnalò alla stazione di Livorno S.Marcello l'eccezione del carro sopra descritto. Dopo accurate ricerche fu possibile stabilire che il trasporto apparteneva ai Sigg. Della Pace e Antonelli Astolfano residenti a Livorno.-

6.- I suddetti vennero invitati presso la gestione allo scopo di stabilire se la spedizione doveva essere considerata privata o militare. Essi si affrettarono a comunicare tutto ciò alla 719th Reylway e più precisamente all'interprete addetto a tale comando il quale a regolarizzazione del trasporto, composto da kg. 15.000 talco presentò il mod. 497A (non regolamentare) in cui figura come mittente la 719th

1.1.1. Titled Accredit PE SS - Roma 9/10/35 AM

Sm.

./.

Raylway e come destinatario la Soc. Rondina di Roma;aggiungendo che le tasse di porto non dovevano essere applicate.-

7.- La stazione di Livorno,dovette accettare lo stampato, benchè irregolare, e lo inviò a Roma Trastevere per la sistemazione del trasporto. Benchè la stazione di Roma Trastevere ha respicato per sapere se trattasi di trasporto privato o trasporto militare.

8 - Si segnala inoltre che in data 14.6.45 il Reparto Movimento di Livorno inviò alla stazione di Livorno S.Marco il seguente telegramma: "Capo stazione S.Marco.Metta disposizione un carro da 22 tonnellate chiuso per carico materiale militare,diretto Napoli ordine Comando Alleato M.R.S. lo carica la ditta Della Pace,indirizzo Soc. Rondina Napoli".

Il carro venne caricato.La stazione rifiutò l'applicazione delle etichette trattandosi di trasporto non contingentato. Le etichette vennero applicate dalla R.T.O. di Bivio Galabrone e la stazione cominciò, in presenza dell'interprete,il mod. 497 A in cui figura come mittente Antonelli Astolfano e come destinatario Soc.Rondina di Napoli.

Si sottopongono i due casi all'attenzione di codesta Commissione con preghiera di comunicare se essi debbono essere considerati trasporti militari oppure, come sembra a questa Amministrazione,trasporti civili.

IL DIRETTORE GENERALE

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED CONTROL COMMISSION
PROVINCE OF REGGIO IN CALABRIA

SUBJECT: BIDS ALTEREDTO: REGIONAL COMMISSIONER
SOUTHERN REGION A.C.REF: REG. 2/1/45
REGGIO CAL.
I MAR 45

1. Attached is I.S.R. letter CC.B.417 dated 28 Feb 45 reporting alleged unauthorized alteration of civilian bids.
2. Investigation has shown that alterations were made in this office and although absolute proof cannot be obtained as to who did the altering, suspicion has fallen upon one of the staff and her services have been dispensed with.
3. It is deeply regretted that this has happened but the shortage of Allied Officers here makes it impossible to check every label against the bid sheets before signing.
4. Advise if any further action is considered advisable against the former employee. Absolute proof would be impossible to obtain for a court conviction.

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

COPYH.Q. A.C.
TN SUB-COMM
A.P.O. 394

See folio H2.
CH

HDQS TRANSPORTATION OFFICER "RAIL"

Date 9 July 1945

Ref. Tsc/RD/4/2

SUBJECT: Weekly Tonnage report

TO: A.C. "Rail Branch"

330/ 10/10/2

- I. The total amount of Bids received in this Office for the week of 16 to 22 July was 13,008 Tons.
Of this amount 11,707 was accepted for movement.
2. The wagon shortage continues to be serious on account of the heavy movement of troops and refugees.
Effective at once the Port of Civitavecchia will be supplied with empties to load from the north instead of Rome and an improvement is anticipated in the supply of wagons at this Port.

P. C. Hall

S. C. HALL, Capt. E.G.,
A.C. RAIL T.N. OFFICER,
Rome DIV.

ALLIED COMMISSION

Transportation and Commission Bureau
Home Division

Date 12 December 1944

Reference ISC/HD/4

Ing. Marin

Capo-Compartimento

Ferrovie dello Stato

ROMA

Subject :- Transportation of "A.C." and Civil Traffic by Rail

Many requests are being received from civilian firms, co-operative societies, etc in the Home Area for rail conveyance of various commodities. I am setting out below the method to be adopted in connection with these applications.

As all rail lines north of Naples are still controlled by the Military Railway Services so far as the conveyance of supplies is concerned, any movement required has to be authorised by Military "Movements", and all applications have therefore to be submitted to them for consideration.

So far as traffic originating in the Home Compartimento Area is concerned, as there are no civil freight trains operating all civil traffic has to be conveyed by Military trains

After Military requirements have been met, any tonnage remaining over the various sections, is allocated to meet civil requirements. Certain commodities, such as wheat, flour, olive oil, lignite, essential foodstuffs controlled by "A.C." have priority of movement over ordinary civil traffic, and applications for movement of these commodities are made either directly by "A.C." or by the official bodies (Conservios etc) authorised and sponsored by the A.C. Supply Officers

Applications for the movement of other civil traffic should be made either to your Headquarters or to the Station Master at the point from which the traffic is to be consigned. Applications received by the Station Master should be sent to you, and these together with any requests you may have received direct, should be collated, numbered, and the list submitted to me each Monday for forwarding to my Headquarters for submission to Military "Movements"

Date 12 December 1944

Reference: TSC:LD/4

Ing. Marin

Capo-Compartimento

Ferrovie dello Stato

ROMA

Subject :- Transportation of "A.C." and Civil Traffic by Rail

Many requests are being received from civilian firms, co-operative societies, etc in the Rome area for rail conveyance of various commodities. I am setting out below the method to be adopted in connection with these applications.

All rail lines north of Naples are still controlled by the Military Railway Services so far as the conveyance of supplies is concerned, any movement required has to be authorised by Military "Movements", and all applications have therefore to be submitted to them for consideration.

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Card

*For
F. P. P.*

Card

Request Number	Commodity	Tonnage	Consignor	Despatching Station	Consignee Station
-------------------	-----------	---------	-----------	------------------------	----------------------

The attached copy of our loading programme shows clearly how the list should be set out

The lists, which must be received by me on Mondays, will be for movement required during the week commencing the following Monday week (i.e. 14 days in advance).

The applications (military term - "bids") will then be submitted to the military authorities for their consideration and you will be advised as to what traffic has been authorised to move, and the necessary labels, of which a specimen is attached, will then be issued for forwarding to the station Master concerned.

It must be clearly understood that "bids" must only be submitted for traffic starting from a station in your area. Any merchant wishing to bring produce from the Naples, Bari or Reggio Area, must arrange for his representative at that end to make the application at the despatching station.

If there are any points on which you are not clear, I shall be happy to give you any further explanation you may desire.



Capt.

Capt. Boddley } for info
Capt. Day

2 3 2 1