

ACC AC 16/3/TN4 10000/148/1974 MESSINA FERRY - DIE
MAY 1944 - MAR 1945

148/1974 MESSINA FERRY - DIESEL STOLY
MAY 1974 - MAR. 1975

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CC/1c

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 843238 ✓
Ref. AC/20/16/3/Tn 4

16 March 1945

TO : Regional Commissioner, Sicily for Capt. Irvine Lynch
Regional Commissioner, Southern Region, for Capt. Boddy.

SUBJECT : Suggested additional Ferry service
Amendment in train services in Sicily to afford better
connections with mainland.

1. Reference letter AC/20/16/3/Tn 4 dated 14 March 45.
2. I.S.R. have advised that arrival time at Palermo, shown in para 2 b of translation attached to above letter, should read 1955 and not 1956.
3. Please amend copy forwarded to you.

O.H. LINDBERG
Lieut. Col. R.E.,
Chief, Rail Division.

4443

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Improvement
C.M.F.

Tel. 8432283
Ref: AC/20/13/3/Tn 4

14 March 1945

TO : Regional Commissioner Sicily for Capt. Irvine Lynch
Regional Commissioner Southern Region for Capt. Reddy

SUBJECT : Suggested additional ferry service.
amendment in train services in Sicily to afford
better connections with mainland.

1. Please see translation of a submission from I.S.R.
on the question of improving the connecting service from
Rome with Sicily, and let me have your comments.
2. The question of the additional operation of the ferry
boat in its present condition must be carefully considered.
It is due to go out of service for repairs towards the end
of April.

O.H. LINDBERG
Lt. Col. R.S.

For
MERRITT H. TAYLOR
Director TB Sub-Commission

4442

Ministry of Transports
TSR General Direction.

Rome, 10 March

M.210/2567/41-B

SUBJECT: Communications btw. Sicily and the Mainland.

TO: In S/Commission AC (Bails)

1. The operation of the new through-trains n°83 and 84 has considerably reduced the schedule btw. Rome-Napoli and Calabria, but of above improvement no advantage can be taken by the passengers bound for Sicily because even arriving at Reggio at 0825 instead of at 1430 hrs., they must still wait for the Ferry scheduled at 1615 hrs. and, upon arrival at Messina, only the passengers bound for Siracusa are in a position to carry on their trip, with Diesel AT 571 while Diesel AT 565 bound for Palermo leaves Messina at 1510.

2. As an extraordinary Ferry is often operated for freight, we suggest to establish a regular daily service with following schedule:

Messina	dep. 1200	Reggio	Arr. 1300
Reggio	dep. 1330	Messina	Arr. 1430

3. The communications btw. Sicily and the Mainland and vice-versa could thus be sensibly improved, with following alternations on the Island itself:

(a) Line Messina-Siracusa.

Train AT 574 anticipated with following schedule:

Siracusa	dep. 0730
Catania	arr. 0820
Messina	arr. 1034

Train 4966 ought to be anticipated from Vittoria at 0115 in order to arrive at Siracusa at 0645

Train AT 571 anticipated with following schedule:

Messina	dep. 1600
Catania	arr. 0810
Siracusa	arr. 1250

Train 4981 ought to be retarded leaving Catania at 1825, arriving at Caltagirone at 2215.

Having thus anticipated Train AT 571 an immediate connection at Catania with Train AT 562 arriving from Agrigento and Caltanissetta would be established.

(b) Line Messina-Palermo.

Train AT 564 anticipated with following schedule:

Palermo	dep. 0620
Messina	Arr. 1030

Train AT 565 retarded with following schedule:

Messina	dep. 1550
Palermo	Arr. 1855

4. Above alternations would enable to establish fast communications btw.

2441

2. As an extraordinary ferry in often operated for freight, we suggest to establish a regular daily service with following schedules:

Messina	dep. 1200	Reggio	Arr. 1300
Reggio	dep. 1330	Messina	Arr. 1430

3. The communications btr. Sicily and the Mainland and vice-versa could thus be sensibly improved, with following alterations on the Island itself:

(a) Line Messina-Siracusa.

Train AT 574 anticipated with following schedules:

Siracusa	dep. 0834
Catania	arr. 0820
Messina	arr. 1034

Train 4966 ought to be anticipated from Vittoria at 0415 in order to arrive at Siracusa at 0645

Train AT 571 anticipated with following schedule:

Messina	dep. 1600
Catania	arr. 1610
Siracusa	arr. 1950

Train 4981 ought to be retarded leaving Catania at 1825, arriving at Caltagirone at 2215.

Having thus anticipated Train AT 571 an immediate connection at Catania with Train AT 582 arriving from Agrigento and Caltanissetta would be established.

(b) Line Messina-Palermo.

Train AT 564 anticipated with following schedules

Palermo	dep. 0620	Messina	Arr. 1030
Messina	dep. 1550	Palermo	Arr. 1855

444

Train AT 565 retarded with following schedules

Messina	dep. 1550
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4. Above alterations would enable to establish fast communications btr. Rome-Napoli and the principal centres of the Island.

When establishing above schedules consideration has been given to the stays at both Reggio and Messina for police and sanitary formalities.

Please kindly investigate above suggestions which involve but the operation of a new daily ferry service which could be usefully utilized also for conveying freight stock btr. Sicily and the Mainland.

Sgt. DI PARENTO
Director General.

0899

16/3/42

TRANSLATION

Ministry of Transports
I.S.R. - General Direction
Movement Department

Rome Nov. 25th 1944
Ref. M.210/9080/41 B/I33A/1468/28

TO

ALLIED COMMISSION
Transportation S/Commission

ROMA

Subject:
Communications between Sicily and the Mainland

- 1) The High Commissioner for the Sicily has urgently pressed that speedy communications between Roma, Napoli and Sicily be operated.
- 2) Above request is fully justified; for the time being a better communication atleast between Napoli and the Sicily could be obtained by means of the new couple of through-trains operating from nov. 13th ult. between Napoli and Reggio Calabria.
- 3) In order to attain above purpose following alterations would be necessary:
 - a) to alter present timings of the automotrices operating between Palermo and Messina and btw. ~~Palermo~~ ^{Messina} and Siracusa, according to following approximate new schedule:

Palermo dep. 0640	Messina arr. 1050
Messina " 1755	Palermo " 2200
Palermo dep. 0730	
Siracusa dep. 0730	Messina arr. 1100
Messina " 1805	Siracusa " 2145
 - b) to operate a new couple of ferry-boats according following approximate schedule:

Messina dep. 1130	Reggio C. arr. 1230
Reggio C. " 1300	Messina " 1400
- 4) Above solution would not require a further allotment of both stock and fuel on the Sicily lines; as for the new ferry-service, the same boat, presently operating the ~~same~~ two other services, could be employed.

Director General U.S.R.

sgd. G. Di Raimondo

Copy to D.M.R.S.

2440

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
23 JULY 1944

SUBJECT: DIESEL CAR - REGGIO

TO: DQMG (M), HQ., A.A.I., APO 400

1. YOURS OF 18 JULY 1944, REFERENCE USE OF DIESEL CAR ON THE REGGIO DIVISION.

2. THERE IS ONLY ONE DIESEL CAR AVAILABLE AT REGGIO, AND AS WE ADVISED DIRECT TRANSPORTATION SUB-COMMISSION, 12 JULY, THIS BUSINESS CAR IS ASSIGNED TO THE CAPO DI COMPARTIMENTO OF THE CALABRIAN DIVISION FOR MOVEMENTS NECESSARY IN SUPERVISING THE OPERATION OF THE RAILROAD BY THE I.S.R. OFFICIALS.

3. IT IS NOT OUR VIEW THAT WE SHOULD GIVE TO THE MOVEMENTS REPRESENTATIVE AUTHORITY TO USE THIS CAR; HOWEVER, UNDER THE EXISTING SET UP, THE A.C.C. ARE CHARGED WITH OPERATION OF THE RAILROADS IN CALABRIA AND THEY WILL DETERMINE WHAT USE IS TO BE MADE OF THIS DIESEL.

CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - ~~LDY~~ SUB-COMMISSION, A.C.C., APO 394

4439

ACP/ct

Tel: 478 901

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref : ACC Tn/16/3/10

Date : 26 July 44

TO : Major W.F. BLAIR

SUBJECT : Use of Diesel Coaches.

1. Reference is to your Reg 1/0/33 of 15 July 44.
2. It is understood that Movements operate to an approved time table, and therefore para 3 of your letter is correct until such a time as Movements are withdrawn from your Division.

[Signature]
D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: USE OF DIESEL COACHES REF: REG I/O/33
TO: H.Q. A.C.C. Date 15 Jul 44
TN SUB-COMM
A.P.O. 384

1. Acknowledging your letter ACC TN/E/4 dated 10 Jul 44.
2. Diesel rail car No I902 was allotted by DEMRS to MOV & TN., Reggio who are using it to carry out the monthly inspection of their personnel at outlying points.
3. In view of your letter ACC TN/11/4 dated 8 Jul 44 appended "A" para 3 which reads "The responsibilities and functions of MOV Reggio remain unchanged," assume they are to continue its use.
4. Please advise if this assumption is correct.

W. F. Blair
W. F. BLAIR, MAJOR
DIV Supt. TN S/C

HEADQUARTERS

TO:

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

REF: R33 I/O/33

Date 15 Jul 44

1. Acknowledging your letter ACC TN/E/4 dated 10 Jul 44.
2. Diesel rail car No 1902 was allotted by DCMRS to MOV & TN., Reggion who are using it to carry out the monthly inspection of their personnel at outlying points.
3. In view of your letter ACC TN/11/4 dated 8 Jul 44 appen-
ding "A" para 3 which reads "The responsibilities and functions of MOV Reggion remain unchanged," assume they are to continue its use.
4. Please advise if this assumption is correct.

W. F. Blair

W. F. BLAIR, MAJOR
DIV SUPT. TN S/C

READ QUARTERS
24 JUL 1944

24 Jul C.O.
90

0904

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

SUBJECT:- Deisel car - Reggio - I.S.R. Division.

Comp 57
HEADQUARTERS US 78
Headquarters CUG 1944
Allied Armies In Italy.
MOV 3/111 A.C.C.

18 Jul 44.

To:- D.G.M.R.S.

Copy to D.Tn. Sub Commission, A.C.C.

1. It would appear from your letter of 12 Jul that some misunderstanding has arisen with regard to the use of a Deisel car in the REGGIO Division.
2. General Gray, on his first visit to REGGIO, agreed to the use of Deisel car 1907 by Captain McGuire and Captain Wombwell. It is impossible to exercise proper supervision over CALABRIA unless Movements and A.C.C. Tn have a call on a Deisel car, since the distances by road are so great that it is impossible to get round the area sufficiently quickly by road. It is understood that originally a second Deisel car was allotted to the Capo di Compartimento but that this was withdrawn to SALERNO two months ago on the orders of Colonel Hosack. It will, therefore, be appreciated if the instructions contained in your letter of 12 July may be amended.

R. W. Hollowes

Brigadier
D.Q.M.G.(M).

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
12 JULY 1944

SUBJECT: DIESEL CAR - REGGIO I.S.R. DIVISION
TO: DIRECTOR, TRANSPN SUB-COMM, ACC, APO 394

1. REFERRING TO YOUR LETTER 8 JULY IN REGARD TO CAPTAIN WOMBWELL, MOVEMENTS REGGIO, ORDERING DIESEL BUSINESS CAR ASSIGNED TO THE CAPO DI COMPARTIMENTO REGGIO DIVISION TO SICILY FOR TRIP ON SICILIAN RAILROADS.

2. THIS DIESEL BUSINESS CAR WAS ASSIGNED TO THE I.S.R. OFFICIALS AT REGGIO TO BE AT THE DISPOSAL OF THE CAPO DI COMPARTIMENTO FOR NECESSARY MOVEMENTS IN CONNECTION WITH OPERATION AND SUPERVISION OF THE RAILROAD, AND THERE HAS BEEN NO AUTHORITY GRANTED TO PLACE THIS CAR AT THE DISPOSAL OF INDIVIDUALS OTHER THAN I.S.R. OFFICIALS.

FOR THE DIRECTOR GENERAL:

Charles F. Dougherty
CHARLES F. DOUGHERTY
COLONEL, T. C.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - GENERAL DI RAIMONDO, UNDER-SECY ITALIAN STATE RAILWAYS
AND HIGHWAYS, BUILDING
ING. POMARICI, I.S.R. LIAISON OFFICER, BUILDING
D.Q.M.G. (MOVEMENTS), HQ, A.A.I.

Iph...
(This is the
letter on separate
subject)
15 JUL 1944



15 Jul
44

FPR/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

16/3/6
Our Reference : ACC Tn/16/166

Date : 8 July '44

TO : D.G.M.R.S.,
Naples.

SUBJECT : Diesel Car - Reggio I.S.R. Division.

1. Confirming telephone conversation Col. Dougherty-Major Richardson of 1 July '44. That Capt. Wombwell, Mov. Reggio was not permitted to take the Diesel car over the ferry from the mainland for use on the Messina-St. Agatha section of line in Sicily.
2. From above conversation it was gathered that the Capo Compartimento had authority to use the Diesel car over the I.S.R. Reggio division.
3. Will you kindly inform me if the Capo Compartimento has also authority to place this Diesel car at the disposal of individuals other than I.S.R. officials.


L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

66/4

CONFIDENTIAL.Sc - Sec (TNS.C)
S-4892Subject: Movement of Diesel Car on Ferry.Capt. Woodwell.
Movements, Reggio.
-----Headquarters,
Allied Armies in Italy.
MOV. 3/111.

28 Jun 44.

1st Col. Lindbergh, Transportation Sub-Commission ACC at
E. I., Region One, Palermo, has complained that you took over your diesel
car and ran it over the Sicilian Railways without his knowledge.

Please ensure that on future occasions when it is necessary
for you to use your diesel on the Sicilian system you will give adequate
notice to ACC Transportation Sub-Commission Palermo stating the route
and approximate timings required, so that the I.S.R. officials may be
instructed accordingly.

*pg 14 p. 8
has since prohibited
buses from being
taken over from the
mainland to Sicily*

Copy to :-

Director,
Transportation Sub-Commission ACC.

R. J. Holloway

Brig.
D. J. M. G. (Mov.)

*I would like the authority under
which Capt Woodwell is permitted
to travel over the M.P.S. in
a diesel car.*

19/6/44

Econ Sec (Tn Sec)

Subject: Movement of Diesel Car on Ferry.

Director,
Transportation Sub-Commission, ACC. (2)

Headquarters,
Allied Armies in Italy.
MOV. 3/111.

28 Jun 44.

Reference your ACC Tn/16/160 of the 21st June.

1. The visit of Capt Womwell, who is responsible for Movement Control duties in the Messina Area, was made to reconnoitre in connection with a possible large scale movement. It is agreed that he should have requested Transportation Sub-Commission ACC of Region One to arrange for the running of his diesel car over the Sicilian lines and instructions are being issued to him to this effect.

2. I cannot accept the statement made by Lt Col. Lindbergh that the ferry is so overcrowded and cannot take a diesel car. The time saved in reconnoitring stations, if a rail car is available, is considerable. The question of loss of revenue does not arise, as the Italian Government under the terms of the Armistice are bound to provide such transportation as may be required for military purposes.

3. Movements Regio are responsible for regulating movement over the ferry and for seeing that military commitments are met, even if this means arranging additional journeys. This does not constitute "interference" and I shall be glad if Lt Col. Lindbergh may be instructed regarding the position of Movements and the I.S.A. in connection with the ferry.

W. B. Bellows

Brig.
D.O.M. 1. (Mov).

4422

29 Jun 44

LEV/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tr/16/160.

Date : 21 June ' 44.

TO : D.Q.M.C. (Movements),
HQ. A.A.I., C.M.F.

SUBJECT : Movement of Diesel Car on Ferry.

1. I am sending herewith a copy of a report sent by Lt-Col. Lindberg, Transportation Sub-Commission Representative in Sicily. The officer referred to who took the Diesel over to Sicily from Reggio and travelled on the Sicilian Railways with it was Captain Wombwell, Movement Reggio.

2. It will be appreciated that if it is required by Movements to take Diesels over to the Island and travel over the Railway in Sicily that advanced information should be given to Lt-Col. Lindberg who is responsible for the supervision and control of the Sicilian Railways.

3. May I please be informed of the reason of the visit to Sicily of Capt. Wombwell?



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

14 June 1944

SUBJECT : Movement of Diesel Rail Car on Ferry.

TO : Director, Transportation Sub-Commission, ACC.
(for Lt. Col. Brown's attention)

Confirming telephone conversation with Lt. Col.
Brown on 12 inst.

I was informed by Dr. Tuccio that on the 12 inst.,
a British Officer (name unknown) arrived at Messina with
a Diesel Railcar, which he had brought over on the ferry.

He then travelled in it to San Agata and retur-
ned to Messina and had the coach put on the ferry for
Reggio.

The coach was driven by Railway personnel who
came with the coach from Reggio.

It is understood by Dr. Tuccio that the Officer
belonged to the Transportation Sub-Commission, A.C.C.

He asked for information from the Station-Masters
and indicated that he intended to send a steamer of coal
for the Railways to Messina.

He also stated he would be returning again shortly.
I knew nothing about this matter till Dr. Tuccio came in
to see me on the 12 inst.

I know you would ^{not} authorize an Officer to come
over to the Island with a Diesel, hence this report.

I have given instructions to the Railway, that
if the same happens again, the Diesel must remain in Messi-
na, until the officer in charge of it has communicated with
me.

It will be appreciated that the ferry is already
over crowded, and if a diesel is allowed to cross and re-cross
in a day, it will make the position, impossible, to say no-
thing of loss of revenue to the Railways.

Col Young
Officer in Charge Capt Wankwell,
per advice from Maj Street,

A. Lindberg, Lt. Col. 6620
O.H. LINDBERG, R.E.,
Lt. Col., Trans. Sub-Comm. ACC.,
Rep. at HQ. Region 1

*Type the
P.S. over the
page 11/520/6 See next page.*

(2)

P.S.-

Since writing the above, Lt.Col.Brown asked me by phone for further details from Dr.Tuccio.

Dr.Tuccio says the British Officer arrived at Messina about 1000 hours on 12th and proceeded to San Fratello in his diesel, and left there at 1335 hrs for Messina, and he left Messina at 1600 hours.

He stated he would return in 6 days time to inspect the Messina - Catania line as far as Scaletta.

Dr.Tuccio says his station Masters informed him that the Officer Concerned behaved in a very dominating manner, and that he also interferes with the working of the ferry, which was recently handed back to Railway management.

C.W.L.

1800 hrs, 14th June 1944.

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

16/3/2
16/2/2
Ref: F/OHL/2
Date: 12 May 1944

SUBJECT : Messina Ferry.

TO : Director, Transportation Sub-Commission,
HQ. Allied Control Commission,
Trans.Sub-Comm.APO 394

1. Your reference ACC Tn/16/109 6 May 1944. Noted.
2. I am well satisfied with the schedule of tarriffs as quoted and we are glad that the matter of charges for Transportation on the Messina Ferry has been established.
3. Noted and accomplished.

O.H. Lindberg, Lt. Col.
O.H. LINDBERG, R.E.,
Lt.Col.Tn.Sub-Comm.ACC.,
Rep. at HQ. Region 1

6429

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/16/109.

Date : 6 May 44.

TO : Lt.Col. O.H. Lindberg.
Tn.Sub-Comm. ACC Rep.,
C/o HQ. Region I (Palermo).

SUBJECT : Ferry Service Messina - Reggio.

1. For your information quotation is made of Minute 72, of 17th Meeting of Transportation Sub-Committee, held at HQ AAI, CMF., 1030 hours 4 May 1944.

"72. FERRY SERVICE MESSINA - REGGIO.

The Chairman reported that ACC had proposed to abolish passes on the Ferry Service and to charge a flat rate of lire 4.90 per journey. Considerable civilian traffic was already passing between Sicily and the mainland, and, in view of military requirements, he was not in favour of encouraging any increase of civil traffic.

He then submitted a scale of charges which had been put forward by Mov. (Reggio) in agreement with local ACC and ISM authorities, as under:-

FERRY FARES

single	20 lire
Students & Workmen	200 lire per month
Business Men	600 lire per month
Bicycle	30 lire
Baggage 20 kilos free per ticket - excess	20 lire per 10 kgs.
Motor cycles	60 lire
Motor cycles & side-car	100 lire
Baby car	100 lire
Medium car	200 lire
Vehicles up to 30 cwt.	300 lire empty 450 lire full
" " " 4 tons	400 lire empty 650 lire full
" over 4 tons	600 lire empty 850 lire full
Trailers - 2 wheel	250 lire empty 350 lire full
" - 4 wheel	300 lire empty 500 lire full
Dogs	20 lire
Mules	50 lire

4428

The Chairman asked the Meeting to agree to the above charges and to the maintenance of the PASS system.

Lt. Colonel Vining asked on what basis the rates had been decided. The Chairman replied that they had been agreed locally between Movements, ACC and the Italian railway authorities.

AGREED. that the charges be adopted forthwith and the PASS system maintained.

- 2 -

2. Any comments which you may have in new schedule of tariffs should be made promptly.
3. It is suggested that you bring Minute to attention of those who may be concerned in your area.

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L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Copy to :- Major W.F. Blair,
Th. Sub-Comm. Rep.,
C/o Movements, Reggio.

1127

0915