

ACC AC/H2/TA24 10000/148/20003 EXTENSION OF PA
DEC. 1943 - OCT. 1944

2030 EXTENSION OF PASSENGER SERVICE
DEC. 1943 - OCT. 1944

IL MINISTRO DELLE COMUNICAZIONI

Rome, 2 novembre 1944

N.F./II/2/10097

Al N.AC/TN/42 del 30 october 1944

M: 10257 prot.

Dear Col. Adams,

I take good notice of your favour, received today dated 30 of oct. A.C./TN/42 . - *See 42/7*

I can assure you I am hastening all the informations necessary from the various Offices, and will send them to you as soon as I will have them at hand.

Yours sincerely

Francesco Cerabona

THE MINISTRY OF COMMUNICATIONS

Francesco Cerabona

1858

TRANSLATION

MINISTRY OF COMMUNICATIONS

CABINET

Ref. P/II/1/7788

Reply to : ACC/Tn/42 of Sept. 28th, 44

SUBJECT : Circulation of trains

TO: Col. Adams
Director, En. S/C. ACC.
R O M E

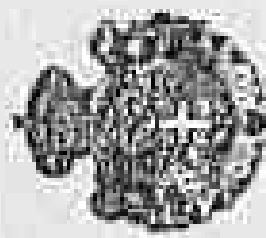
I am in receipt of your above favour for which I thank you very much; I will let you have, in due time, all requested informations and in the meantime I want to point out to you that I am quite sure that from this sincere and effective co-operation, there must necessarily derive useful and positive work, able to re-construct what is necessary to the life of the Italian population.

I want to assure you that I have given all necessary instructions to the concerned Departments in order that all plans requested by you be ready as soon as possible and that all informations and data requested be communicated according to your instructions.

The Minister

sgd. Cerabona

1657



MINISTERO DELLE COMUNICAZIONI
GABINETTO

Roma, 9 ottobre 1944

N. P/II/1/7788

Risposta al N. ACC/Tn/42 del 28/9/44

OGGETTO: Circolazione treni.

Colonnello ADAMS
Direttore Sottocommissione Trasporti

R O M A

Ringrazio per quanto gentilmente mi avete comunicato con la nota a riferimento e, nel mentre, faccio riserva di seguito al più presto per dare le chieste notizie, esprimo la certezza che da questa collaborazione sincera e fattiva non può se non scaturire una concreta e redditizia opera, capace di ricostruire quanto necessita alla vita del popolo italiano.

Vi assicuro di aver impartita le necessarie disposizioni ai dipendenti Uffici affinché vengano al più presto preparati i piani da voi richiesti, e comunicate, secondo le norme indicate, le notizie ed ogni dato occorrente.



IL MINISTRO

Francesco Cerabona

Francesco Cerabona

1656

OGGETTO: Circolazione treni.

Colonello ADAMS

Direttore Sottocommissione Trasporti

R O M A

Ringrazio per quanto gentilmente mi avete comunicato con la nota e riferimento a, nel mentre, faccio riserva di seguito al più presto per dare le chieste notizie, esprimo la certezza che da questa collaborazione sincera e fattiva non può scaturire una concreta e redditizia opera, capace di ricostruire quanto necessita alla vita del popolo Italiano.

Vi assicuro di aver impartite le necessarie disposizioni ai dipendenti Uffici affinché vengano al più presto preparati i piani da voi richiesti, e comunicate, secondo le norme indicate, le notizie ad ogni dato occorrente.



IL MINISTRO
Francesco Carabona
Francesco Carabona

1656

L.F.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

File
42
27

Tel : 478701

30 October 1944

Our Ref : AC/TN/42

TO : His Excellency,
Minister of Communications,
Rome

Dear, *Barabara*,

It is regretted no reply has yet been received in my office in response to my letter under reference ACC/TN/42 dated 28 September '44, requesting comprehensive details of your plan for repair and rebuilding of the railways in Italy, and also the order of priority in which repairs and new services shall be approached.

I am desirous of giving attention to this matter, which is of paramount importance, and would urge that you submit at your earliest convenience the necessary information.

Yours (*signed*) *D.S.A.*

D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm.

1655

TRANSLATION

Ministry of Communications
Cabinet

Rome- Oct. 15th 1944

Ref: F. II 2/3697

To : D.S. Adams - Col
Director En. S/comm
Rome

Sub.: Circulation of trains: line Rome-Cecina-
Leghorn.

This Ministry receives from private and public organisations several requests aiming to obtain travel permits for the lines north of Rome and especially for the coastal line up to Leghorn.

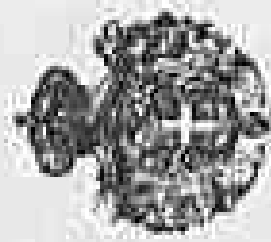
Above requests are sent on account of several reasons which can be summed up by saying that every day increasing quantity of people must move on, following the gradual revival of the economical life, especially towards Rome for all the questions of peculiar importance which cannot be dealt with but in the Capital.

We therefore ask that S/Commission to kindly investigate the possibility that a passenger-car or atleast, a box-car be attached every day to a freight-train up to Leghorn, or, should this be not possible, that a passenger service be instituted up to Cecina.

We await to know the decisions that S/Commission is going to take.

The Minister
sgd. Cerabona

1654



MINISTERO DELLE COMUNICAZIONI
GABINETTO

Roma, 15 OTT. 1944

N. F. II. 2 - 8687

Risposta al N.

OGGETTO: Circolazione treni
Roma Cecina - Livorno.

Colonnello D.S. ADAMS
Direttore della Sottocommissione Trasporti
presso Commissione Alleata

R O M A

Pervengono a questo Dicastero numerose richieste di Enti pubblici e privati tendenti ad ottenere un mezzo di trasporto su strada ferrata per le linee a Nord di Roma ed in particolare sulla linea Roma - Livorno.

Le richieste sono motivate da molte ragioni che si riassumono nella necessità inderogabile che le popolazioni hanno di muoversi, via via che riprende la vita economica del paese, ed in particolare per necessità di affluire alla capitale, per tutte le questioni di particolare importanza che si debbono forzatamente trattare in questa Sede.

1653

In relazione a quanto sopra si prega vivamente di voler esaminare la possibilità di concedere che una vettura per viaggiatori, o in mancanza un carro coperto, venga agganciata giornalmente ad un treno merci fino a Livorno, o, se non possibile, di stabilire un servizio fino a Cecina.

Si resta in attesa di conoscere le vostre determinazioni al riguardo.

OGGETTO: Circolazione treni
Roma Cecina - Livorno.

Colonnello D.S. ADAMS
Direttore della Sottocommissione Trasporti
presso Commissione Alleata

R O M A

Pervengono a questo Dicastero numerose richieste di Enti pubblici e privati tendenti ad ottenere un mezzo di trasporto su strada ferrata per le linee a Nord di Roma ed in particolare sulla linea Roma - Livorno.

Le richieste sono motivate da molte ragioni che si riassumono nella necessità inderogabile che le popolazioni hanno di muoversi, via via che riprende la vita economica del paese, ed in particolare per necessità di affluire alla capitale, per tutte le questioni di particolare importanza che si debbono forzatamente trattare in questa Sede.

1653

In relazione a quanto sopra si prega vivamente di voler esaminare la possibilità di concedere che una vettura per viaggiatori, o in mancanza un carro coperto, venga agganciata giornalmente ad un treno merci fino a Livorno, o, se non possibile, di stabilire un servizio fino a Cecina.

Si resta in attesa di conoscere le vostre determinazioni al riguardo.

IL MINISTRO

Carbony

ACF/ML

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

18 October 1944

Ref: 478701

Our Ref: ACC.TN/42/

TO : Director, Military Railway Service,
Rome

SUBJECT: Rehabilitation of Italian State Railways.

1. Reference is to your letter 15 October 1944.

2. It would appear that a misconception has been placed on the letter addressed to Minister Cerebioni, which was completely in accordance with the requirements of AFHQ, and which was based primarily on the need of the Italian Ministry getting down to a short and long term policy for careful consideration, instead of making a series of uncoordinated requests without any standard of priority.

3. Transportation Sub-Commission has never at any time failed to realize the position of M.R.S. and nor is there any intention to depart from procedure laid down.

4. As you are aware, the Transportation Committee, which was formed on instructions of AFHQ, consisting of representatives of AFHQ, M.R.S., ACC and others, decided at the last meeting that a greater measure of freedom should be granted in respect of the introduction of services in territories where military demands have diminished. The Secretariat of the Transportation Committee is maintained by ACC, in accordance with the decision of the first meeting of the body.

5. No suggestion has been made to the Minister of Communications that ACC has any jurisdiction over the operation of trains in territory north of Calabria, except where M.R.S. has advised ACC that it is not interested in a particular line, or ACC has first obtained sanction from M.R.S. to develop a line not required by M.R.S. The purpose behind the letter was to ensure that all relevant matters could be dealt with, such as economic demand, civilian needs, priority of

1652

SUBJECT: Rehabilitation of Italian State Railways.

1. Reference is to your letter 15 October 1944.
2. It would appear that a reconstruction has been placed on the letter addressed to Minister Ceratona, which was completely in accordance with the requirements of AMHQ, and which was based primarily on the need of the Italian Ministry getting down to a short and long term policy for careful consideration, instead of making a series of uncoordinated requests without any standard of priority.
3. Transportation Sub-Commission has never at any time failed to realize the position of M.R.S. and nor is there any intention to depart from procedure laid down.
4. As you are aware, the Transportation Committee, which was formed on instructions of AMHQ, consisting of representatives of AMHQ, M.R.S. ACC and others, decided at the last meeting that a greater measure of freedom should be granted in respect of the introduction of services in territories where military demands have diminished. The Secretariat of the Transportation Committee is maintained by ACC, in accordance with the decision of the first meeting of the body.
5. No suggestion has been made to the Minister of 1652 communications that ACC has any jurisdiction over the operation of trains in territory north of Calabria, except where M.R.S. has advised ACC that it is not interested in a particular line, or ACC has first obtained sanction from M.R.S. to develop a line not required by M.R.S. The purpose behind the letter was to ensure that all relevant matters could be dealt with, such as economic demand, civilian needs, priority of operation, etc., before the matter was submitted to M.R.S. The further intention was to centralize these demands through the Secretariat of the Transportation Committee, and then to submit to M.R.S. justification and ACC support, if forthcoming, for your consideration, based on the facts available, and in the event of any disagreement, to table the item on the Agenda of the Transportation Committee for subsequent discussion.

6. This is no departure from previous practice, and all requests for additional civilian rail facilities have always been dealt with in this way, passenger and freight, except that in the past it has been necessary to submit the items for consideration of the full Transportation Committee instead of arranging initially between M.R.S. and ACC.
7. With regard to your paragraph 3, no confusion has been caused by ACC in this matter, and it is felt that the full facts have not been put before you. The facts are, that ACC granted authority, after careful consideration and consultation with its Divisional Superintendent in Reggio Calabria, for the operation of a daily service Reggio-Taranto instead of the previous tri-weekly service, and this it had power to do under the agreement reached by M.R.S. and ACC as to the Reggio Calabria Division.
8. The I/S.R. officials pressed for the connecting trains Taranto-Metaponto to operate daily as well, for stock purposes alone, but ACC informed them that this could only be done with the sanction of M.R.S. and that representations would be made accordingly.
9. Telephonic contact was made between Lt.Col. Brown (M.R.S.) and Capt. King (ACC), and the former refused the increased service, not on the grounds it was not necessary, but because he felt Italian operation of the line by Naples - Rome was not satisfactory and by refusing additional train service, pressure could be brought on the I/S.R. Capt. King then approached Lt.Col. Vining, Chief of Rail Section, ACC for guidance. Lt.Col. Vining thereupon interviewed Lt.Col. Brown and our papers on the matter are endorsed as follows:-
- "Discussed this with Lt.Col. Brown this morning. He agreed trains being run daily, instead of tri-weekly between Metaponto and Taranto - in other words trains Nos. 9034 & 9035 being extended. The same stock should be used, and possibly the same locomotives, L.S.V.1/10".
10. It was also pointed out to Lt.Col. Brown that the trains in question run 4 1/2 hrs each way over the Calabria Division and the distance over the M.R.S. line was only 4 1/2 hrs each way.
10. It was to be presumed that M.R.S. would make any further representations to the railway from

1851

authority. After careful consideration and consultation with its Divisional Superintendent in Reggio Calabria, for the operation of a daily service Reggio-Taranto instead of the previous tri-weekly service, and this it had power to do under the agreement reached by U.R.S. and ACC as to the Reggio Calabria Division.

8. The I/S.R. officials pressed for the connecting trains Taranto-Metaponto to operate daily as well, for stock purposes alone, but ACC informed them that this could only be done with the sanction of U.R.S. and that representations would be made accordingly.

9. Telephonic contact was made between Lt.Col. Brown (U.R.S.) and Capt. King (ACC), and the former refused the increased service, not on the grounds it was not necessary, but because he felt Italian operation of the line SS Naples - Rome was not satisfactory and by refusing additional train service, pressure could be brought on the I/S.R. Capt. King then approached Lt.Col. Vining, Chief of Rail Section, ACC for guidance. Lt.Col. Vining thereupon interviewed Lt.Col. Brown and our payers on the matter and endorsed as follows:-

"Discontinued this with Lt.Col. Brown this morning.

He agreed trains being run daily, instead of tri-weekly between Metaponto and Taranto -- in other words trains Mon, W, F 5034 & 9035 being extended.

The same stock should be used, and possibly the same loco also, L.V.V.1/10".

1851

It was also pointed out to Lt.Col. Brown that the trains in question run 413 Km each way over the Calabria Division and the distance over the U.R.S. line was only 43 Km each way.

10. It was to be presumed that U.R.S. would make any arrangements they might consider necessary in the matter from such a decision, but I.S.R. at that time had no communication with their Divisional Officers, and ACC accordingly sent a signal (copy to U.R.S.) asking ACC representatives to inform the Capo Compartimenti, so that they could make such arrangements as were necessary from their angle. It is hoped your decision thereon, which presumably Lt.Col. Brown was in a position to make, will not be revoked at this late date.

11. It is earnestly desired that nothing should impair the harmonious working which exists between U.R.S. and ACC. It is

felt therefore, that if the existing practice, which was merely recapitulated to Minister Cerabons, is maintained, unnecessary overlapping will be avoided.

12. In effect, the procedure is still as laid down by the original Transportation Committee, in that the Minister should submit all requests for additional civil services to ACC, for consideration at the Transportation Meeting, and where possible for M.R.S. and ACC to agree as to the introduction of any such service beforehand, with suitable advice to AFHQ.

13. So far as rehabilitation of lines not essential to M.R.S. is concerned, it has been the practice of M.R.S. so to advise ACC, or for ACC to approach M.R.S. in respect of such lines. All that is sought is that the Italians themselves shall set out their own priorities for the reconstruction of such lines, and ACC will act as before with full consultation with M.R.S.

14. Confirmation is sought that the existing practice is not, the reverse likely to be disturbed, as it would create considerable difficulties, at such a stage. A copy of this letter is not being sent to I.S.R. as it is considered undesirable to advise them further before satisfactory agreement is reached.

Submitted per.

D.E. ADAMS
Colonel, G.S.
Director, M.Sab. Comm.

Copy to: AFHQ G - 4 NOV. & En.
G - 5
Economic Section

1650

13. So far as rehabilitation of lines not essential to M.R.S. is concerned, it has been the practice of M.R.S. so to advise AGO, or for AGO to approach M.R.S. in respect of such lines. All that is sought is that the Italians themselves shall set out their own priorities for the reconstruction of such lines, and AGO will act as before with full consultation with M.R.S.

14. Confirmation is sought that the existing practice is not, therefore likely to be disturbed, as it would create considerable difficulties, at such a stage. A copy of this letter is not being sent to I.S.R. as it is considered undesirable to advise them further before satisfactory agreement is reached.

Admitted per.

D.S. ADAMS
Colonel, G.B.
Director, Tn. Sub. Comm.

Copy to: AFHQ C - 4 Nov. & Tn.
C - 5
Economic Section

1650

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 400
15 October 1944

Subject: Rehabilitation of Rail Service

To : Transportation Sub-Commission, A.C.C., APO 394

ATTENTION: Colonel D. S. Adams, Director

1. It has come to our attention that instructions have been issued from A.C.C., over your signature, to Minister of Communications Cerabona, that A.C.C. must be contacted directly instead of M.R.S. in connection with rehabilitation and increase or decrease of rail service.

2. This is perfectly correct insofar as the Calabrian Division is concerned which was turned over some time ago to the supervision of A.C.C., but is out of order insofar as the territory north of Metaponto and Battipaglia is concerned which is still under the jurisdiction and supervision of M.R.S. who will take care of all matters in connection with the operation of railroads of Italy north of those two points to the front lines.

3. Instructions of this kind to the I.S.R. officials cause considerable confusion, for instance, you granted permission to the I.S.R. officials to inaugurate a daily train service between Reggio Calabria and Taranto. We refused them permission to increase to daily passenger train service between Metaponto and Taranto, which territory is under our jurisdiction and will remain so until such time as it is turned over to your jurisdiction. Railway officials have inaugurated the daily service between Metaponto and Taranto on your approval, contrary to our instructions. We will, of necessity, have to instruct them to discontinue it at once and let the passenger service remain as it was.

4. We will appreciate your cooperation in this matter so that we may keep distinct the spheres of jurisdiction and supervision to avoid confusion on part of the Italians by conflicting orders.


A. W. CAMPBELL
Colonel, T. C.
Director

cc - Commanding General, AFHQ, G-4 (M & TN)
General Di Raimondo, Building
Minister of Communications, Building
Chief, Movement Section, I.S.R.

1649

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

DSA/hl

ACC/TN/GRA-5

2 October '44

Tel: 220

SUBJECT: ADDITIONAL PASSENGER AND FREIGHT
FACILITIES FOR CIVILIAN TRAFFIC

TO : Economic Section

1. The letter of the Acting Chief Commissioner of 19 September, ref: A/CC 500, on the above subject, together with copy of letter of the Assistant Chief of Staff G-5.
2. In reply to this matter, wish to advise that additional passenger and freight facilities for civilian traffic are a matter of constant attention by this Sub-Commission in line with a general policy of improving facilities for civilian traffic as fast as the situation permits.
3. Attached is copy of letter of 28 September which bears on this subject.
4. Up to this time conditions have only permitted individual applications for this service, which, in some cases have been granted - other cases congestion of military traffic did not permit.

/sgd/ D.S. ADAMS,
Colonel, C.E.,
Director, Trans. S/C.

1648

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC. Tn/42

20 September 1944

TO : His Excellency Cerafona
Minister of Communications

Dear Cerafona

I want to reply first of all to your letter of 23rd September, reference NF.II/2/7181 in order to assure you that it is our desire to assist in the revival of Rail Services to meet the growing needs of the economic life in Italy.

It seems desirable that we should therefore lay down procedure to be followed in order that the most can be got out of any plans which may be prepared. I suggest that the following rules should be observed in order to save time and ensure due attention.

- (1) Instructions should be given to your Departments concerned with both State and Private Railways to communicate direct with this Sub-Commission on all matters relating to rehabilitation and increased services, and not with the Military Railway Services. Only the address at the top of this letter should be used.
 - (2) That you instruct immediate investigation of the need for rehabilitation of railways, based on priority demands and without preference for State or privately owned lines, and that such investigation should include all lines at present operating on single track, or not yet in operation.
- Your recommendations should be based
- (a) on short term policy
 - (b) on long term policy
- and include details of material requirements and financial estimates.
- For our part, we will do our best to meet your requirements subject to the availability of material.

1547

0807

I want to reply first of all to your letter of 23rd September, reference WL.II/2/7181 in order to assure you that it is our desire to assist in the revival of Rail Services to meet the growing needs of the economic life in Italy.

It seems desirable that we should therefore lay down procedure to be followed in order that the most can be got out of any plans which may be prepared. I suggest that the following rules should be observed in order to save time and ensure due attention.

(1) Instructions should be given to your Departments concerned with both State and Private Railways to communicate direct with this Sub-Commission on all matters relating to rehabilitation and increased services, and not with the Military Railway Services. Only the address at the top of this letter should be used.

(2) That you instruct immediate investigation of the need for rehabilitation of railways, based on priority demands and without preference for State or privately owned lines, and that such investigation should include all lines at present operating on single track, or not yet in operation.

Your recommendations should be based

- 1847
- (a) on short term policy
 - (b) on long term policy

and include details of material requirements and financial estimates.

For our part, we will do our best to meet your requirements subject to the availability of material.

(3) That immediate plans be made for a comprehensive overhaul of existing passenger and freight services, and that, on submitting improved proposed time-tables, you allow for development by stages, indicating priorities of need for introduction, for we shall not be able to concede at once all your requirements.

It is appreciated that this will take a little time, but it will save much time at a later date, for we shall know in advance how to proceed to meet your desires.

As my officers have are Railway men, they would appreciate copies of your train charts as well as the ordinary time-table proposals in order to examine the picture fully.

(4) It will, of course, be most desirable that you plan for repair and rebuilding of rolling stock and to that end I think you ought to take a pessimistic view of material which may be available in northern Italy.

(5) Finally, I would like you to make it quite clear to the various Directorates of Private Railways that all contacts with this Sub-Commission for operation and rebuilding, is through your responsible department. Their enthusiasm to get their lines fit for operation is understandable but it is undesirable that they should come individually to the officers of this Sub-Commission.

We have responsible Railway Engineers who will examine any track which you desire, in conjunction with your own Headquarters Engineers and the Engineers of the State and private Railways, and we have officers who can fully appreciate the operational difficulties, but we must work to a given plan, especially with the prospect of the freeing of so many private lines in the northern territory.

1848
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

plan for repair and rebuilding of rolling stock and to that end I think you ought to take a pessimistic view of material which may be available in northern Italy.

(5) Finally, I would like you to make it quite clear to the various Directorates of Private Railways that all contacts with this Sub-Commission for operation and rebuilding, is through your responsible department. Their enthusiasm to get their lines fit for operation is understandable, but it is undesirable that they should come individually to the officers of this Sub-Commission.

We have responsible Railway Engineers who will examine any track which you desire, in conjunction with your own Headquarters Engineers and the Engineers of the State and Private Railways, and we have officers who can fully appreciate the operational difficulties, but we must work to a given plan, especially with the prospect of the freeing of so many private lines in the northern territory.

1828

ss. D. Adams

D. S. ADAMS

Colonel, G.E.

Director, Tn. Sub. Comm.

42/1
42/98
JAG/Gwn
42/2HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner

19 September 1944

A/CG 500

Subject: Additional Passenger and Freight Facilities
for Civilian Traffic.To : Transportation Sub-Commission
(Through Economic Section)

1. The attached copy of letter from G-5 Section, AFHQ, dated 16 September 44, is passed to you to initiate the necessary action.

2. Your attention is called to the last paragraph which contains the reference of letter sent by Ministry of Communications to Brigadier General Carl Gray.

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

1 Incl:
as above

*Attach to our letter G
Quoting on
how done etc*

1645

42/20
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

16 September 1944

Dear Ellery:

I mentioned to you the letter which the Ministry of Communications wrote to Brigadier General Carl Gray on the subject of additional passenger and freight facilities for civilian traffic.

General Gray passed the note to the C.A.C., who is replying that while military priorities still absorb most of the traffic the government and ACC should be working toward a plan for resumption of greater civil traffic. It might be wise for someone in the Transportation Sub-Commission to take the initiative with the Italian Ministry.

The reference is letter of the Ministry of Communications dated 26 August, which bears the mark 00149/RIS.

Very truly yours,

CHARLES M. SPOFFORD
Colonel, G.S.C.
Asst. Chief of Staff, G-5

Capt Ellery W. Stone, USMR
Acting Chief Commissioner
Hq., Allied Control Commission
APO 194

1644

CONFIDENTIAL

67/19
G-4 MOV & TR
Allied Force Headquarters
Tel. No. Freedom 320

Nov. 3/307

CONTROL OF MOVEMENT IN ITALY BY RAIL, ROAD AND AIR

1. Subject to the general policy and priorities established by G-4 (Mov & Tr) AFHQ, the arrangement and control of movement by rail, road and air within the operational zone of Italy is the responsibility of Movements HQ AFHQ.
2. Outside the operational zone rear boundary, the arrangement and control of movement by rail, road and air is the direct responsibility of G-4 (Mov & Tr) AFHQ.
3. FOR THE PURPOSES OF RAIL MOVEMENT ONLY, THE REAR BOUNDARY OF THE OPERATIONAL ZONE IS AS FOLLOWS:-

Line 50 exclusive Olivetavegghin
Line 55 inclusive Orte
Line 85 inclusive Alconga

For all other purposes, including movement by road, the rear boundary of the operational zone is the northern boundary of the provinces of Viterbo, Rieti and Rome.

4. HQ Movements East Italy, HQ Movements West Italy, HQ Movements Rome Area and Movements SO MEIA are now directly responsible to G-4 (Mov & Tr) AFHQ. The northern boundaries of HQ Movements West Italy and HQ Movement Rome Area are extended to the rear boundary of the operational zone.

5. The above arrangements became effective 10th Sept. 1944.

6. G-4 (Mov & Tr) AFHQ will deal direct with the Director General Military Railway Service or his executive deputy in Rome in respect of the following.

(a) General allocation of resources for the development reconstruction and operation of railways in Italy, together with the tonnage capacities required on the various sections of the line.

(b) Proposals for transfer of sections of the Italian Railways to civilian operation under supervision of the Allied Control Commission.

1643

3. FOR THE PURPOSES OF RAIL MOVEMENT ONLY, THE REAR BOUNDARY OF THE OPERATIONAL ZONE IS AS FOLLOWS:-

Line 50 exclusive Divitevece
Line 55 inclusive Orto
Line 56 inclusive Ancona

For all other purposes, including movement by road, the rear boundary of the operational zone is the northern boundary of the provinces of Viterbo, Rieti and Roma.

4. HQ Movements East Italy, HQ Movements West Italy, HQ Movements Rome Area and Movements SO Italia are now directly responsible to G-4 (Mov & Tr) APMQ. The northern boundaries of HQ Movements West Italy and HQ Movement Rome Area are extended to the rear boundary of the operational zone.

5. The above arrangements became effective 10th Sept. 1944.

6. G-4 (Mov & Tr) APMQ will deal direct with the Director General Military Railway Service or his executive deputy in Rome in respect of the following.

.1643

(a) General allocation of resources for the development reconstruction and operation of railways in Italy, together with the tonnage capacities required on the various sections of the line.

(b) Proposals for transfer of sections of the Italian Railways to civilian operation under supervision of the Allied Control Commission.

7. HQ AAI are authorised to deal direct with the Director General Military Railway Service or his executive deputy in Rome on questions affecting priorities for the development and reconstruction of railways within the operational zone, together with the distribution of authorised tonnage capacities within that zone. G-4 (Mov & Tr) APMQ will, however, be kept currently informed of developments in such instances by movements HQ AAI.

8. Gen (Mort & Mm) AMO will coordinate and programme all through rail movement and will make the necessary arrangements direct with the Director General Military Railway Service or his executive deputy in Rome.

9. No Movements ROME Area will, on the direct request of Movements HQ AAF, or the Director General Military Railway Services or his executive deputy in Rome, make arrangements for the calling forward or adjustment of passenger traffic as may be found necessary. Where such adjustments affect rail movement north of Rome, HQ Movements AAF will first obtain authority through G-4 (Mov & Trn) AFHQ.

10. The Transportation Sub-Commission of the Allied Control Commission will deal direct with movements in AAI on matters affecting rail movement within the territory rear of 5th Army and 6th Army rear boundaries, but forward of the operational Zone rear boundary.

Questions affecting overall movement policy, and the arranging of rail movement additional to the current basic tonnage specifically allotted for the movement of CCC Traffic rear of the operational zone rear boundary will be referred by the Transportation Sub Commission of the Allied Control Commission to 2-4 (Mov & Tra).

ATTC direct.

12. Revised instructions for methods of maintenance, lodging of bids and establishment of priorities for rail movement were contained in ARKq Administrative Memorandum No. 37 dated 5th Sept. 1944.

12. The instruction issued under this heading and reference dated 12th July 1944 is rescinded.

17th September 1964.

Age 30-39 100.00

12-1-2011

6.18 (a) $\Delta \theta = 40^\circ$, $\theta = 40^\circ$

16.2

[illegible]

Completed

200

(10)

(U.S. 2, 405) 2, 405

top

1000



10

11

JULY 04

6-ADP

REV. 6
11-23 (0002)

13. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

100

NO. 107483

[illegible][illegible]

2000

• **COVARIATION** – the relationship between two or more variables

БЕЛОРУСЬ • БЕЛОРУССКАЯ

Information on 0243-0995

U.S. FAVORABLE

Registration 0381002

1. 3. 5.

10. The Transportation Sub-Commission of the Allied Control Commission will deal direct with movements HQ AAI on matters affecting rail movement within the territory rear of 5th Army and 8th Army rear boundaries, but forward of the operational zone rear boundary.

Questions affecting overall movement policy, and the arranging of rail movement additional to the current basic tonnage specifically allotted for the movement of 100 Tons to rear of the operational zone rear boundary will be referred by the Transportation Sub Commission of the Allied Control Commission to 2-4 (Nov & In) AHC Direct.

12. Revised instructions for methods of maintenance, loading of bids and establishment of priorities for rail movement are contained in AHC Administrative Memorandum No. 17 dated 5th Sept. 1944.

The instruction issued under this heading and reference dated 12th July 1944 is rescinded.

17th September 1944.

A.T. de RHIS MILLIPS

Brigadier

D.M.M.G. (Nov & In) 1642

INTERNAL

G.O. 1. (2)
D.M.M.G. (Nov & In)
D.M.M.R.S. Rep.
Nov. 1.
Nov. 2
Nov. 3
Nov. 4
Nov. 5
Nov. 6
G-3 (Ops)
G-3 (Ops)
G-4
G (Maint)
Pro
En. (H)
HQ. HAAF.
H.A.F. Movements (6)

EXTERNAL

Nov. HQ. A.A.I. (12)
HQ Nov. West Italy (12)
HQ Nov. East Italy (12)
HQ Nov. Rome Area (3)
Nov. G.O. Italia (2)
D.M.M.R.S. Rome (3)
Transportation Officer
S.O.S. MATOUSA (3)
Transportation Officer
P.D.S. (3)
HQ A.C.C. (6)

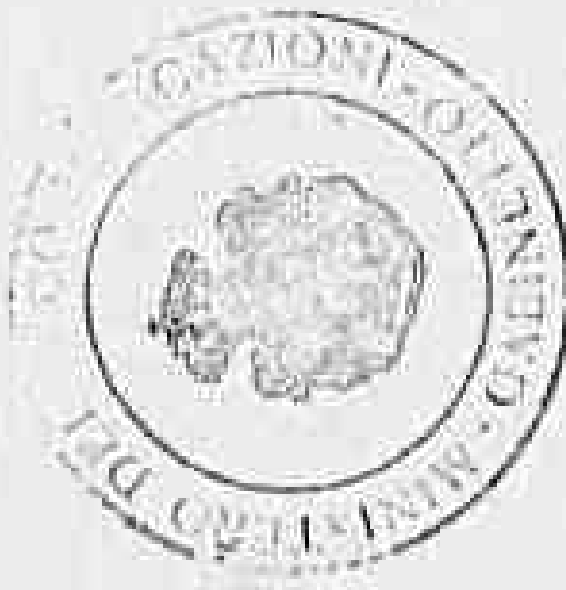


MINISTERO DELLE COMUNICAZIONI
GABINETTO

N. T/III/40/4706

Risposta al N.

OGGETTO: Trasporti civili.-
Civil Transports.-



Roma 8 Agosto 1944

T.N. SC

12/14

SOTTO-COMMISSIONE ALIBATA DI TRASPORTI CIVILI =

ALLIED CENTRAL COMMISSION - TRANSPORTATION SUB-COMMISSION

R O M A

Several public concerns and private persons urge our Ministry to ask the competent offices for a larger allowance of wagons for transportation of goods for civil uses.

Such requests are caused by many necessities of wares exchanges determined and increased by the revival of the economical life in the various economic activities.

The lack of the other kind of transport means has also its effects.

The scarcity of motor-cars and the high cost caused by the fact of only few motor vehicles being in operation, provokes many requests for railway transports, the only means of transportation still cheap, able to balance the various exchange necessities, and to determine a prices equalisation among the markets.

In consideration of what above, this Ministry, interpreting the population necessities, requests you after complying firstly with the military transport needs to report in

Da molti Enti pubblici e da privati pervengono sollecitazioni perchè questo Dicastero interceda presso gli organi preposti per una maggiore assegnazione di carri destinati a trasporti merci per uso dei civili.

Le richieste in parola sono motivate delle molteplici necessità di scambio, che il riprendere delle diverse forme di vita economica determinano ed incrementano.

A ciò si aggiunge la mancanza di merci di trasporto di altro genere. La scarsità di automezzi e l'alto costo che deriva dall'uso dei pochi esistenti in efficienza, determina una corrente di richieste per trasporti ferroviari, gli unici ancora a basso costo e capaci in un certo modo di equilibrare le molte necessità di scambio e a determinare un adeguamento dei prezzi tra i vari mercati.

In relazione a quanto sopra, questo dicastero, rendendosi interprete delle necessità della popolazione pregevole, prega di segnalare, tenendo conto

OGGETTO: Trasporti civili.-
Civil Transports.-

SOTTO-COMMISSIONE ALIMENTA DI TRASPORTI CIVILI =

UNITED CENTRAL COMMISSION - TRANSPORTATION SUB-COMMISSION

R O M A

Several public concerns and private persons urge our Ministry to ask the competent offices for a larger allowance of wagons for transportation of goods for civil uses.

Such requests are caused by many necessities of wares exchanges determined and increased by the revival of the economical life in the various economic activities.

The lack of the other kind of transport means has also its effects.

The scarcity of motor-cars and the high cost caused by the fact of only few motor vehicles being in operation, provokes many requests for railway transports, the only means of transportation still cheap, able to balance the various exchange necessities, and to determine a prices equalisation among the markets.

In consideration of what above, this Ministry, interpreting the population necessities, requests you after complying firstly with the military transports needs, to accept in the largest possible extent the requests for civil transports in a larger quantity.

Please to inform us about your resolutions.



FRANCESCO CARABONA
MINISTER

FRANCESCO CARABONA
MINISTRO

Da molti Enti pubblici e da privati pervengono sollecitazioni perché questo Dicastero interceda presso gli organi preposti per una maggiore assegnazione di carri destinati a trasporti merci per uso dei civili.

Le richieste in parola sono motivate dalle molteplici necessità di scambio, che il riprendere delle diverse forme di vita economica determinano ed incrementano.

A ciò si aggiunge la mancanza di mezzi di trasporto di altro genere. La scarsità di automobili e l'alto costo che deriva dall'uso dei pochi esistenti in efficienza, determina una corrente di richiesta per trasporti ferroviari, gli unici ancora a basso costo e capaci in un certo modo di equilibrare le molte necessità di scambio e a determinare un adeguamento dei prezzi tra i vari mercati.

In relazione a quanto sopra, questo dicastero, rendendosi interprete delle necessità della popolazione prega perché nei limiti del possibile, tenuto il dovuto conto delle esigenze militari, sia accolto un maggior numero di richieste di trasporto per conto dei civili.

Gradita conoscere in proposito le vostre determinazioni

Internal Transportation Sub-Commission, ACC.,
c/o Mov & Ad.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Our reference : ACC In/2/3

Date : 10 Feb 44.

TO : The Undersecretary of State for Railways and Highways.

SUBJECT : Programme of Transportation for the Provinces of Reggio, Catanzaro and Cosenza.

1. Enclosed is a letter and attachments addressed to you by the Inspectorate of Railways, Tramsways and Motor vehicles of Catanzaro, which has been forwarded to us by the Public Works and Utilities Sub-Commission. The documents comprise proposed services for buses and trains, also extra train services needed to meet the civilian requirements of the above-mentioned provinces.

2. Will you please review these proposals making such reductions as are possible, so as to ensure, that only services of vital necessity to the civilian population are operated, having in mind the urgent need to reduce the consumption, for civil purposes, to a minimum of all stores and materials, which are vital to the war effort.

3. The proposals include a request to run two passenger trains daily between Santa Eufemia and also on the Jonio railway. The question of the Santa Eufemia trains was dealt with by General Gray in his letter of 8th. Feb in reply to your letter M 13-c-De/1193 of 1st. Feb. It is not quite clear which part of the state railways are included under the title of "The Jonio Railways" and shall be glad if you will clarify this, so that we can study the question. As you are aware all train proposals should be submitted through the Transportation Committee.

4. On receipt of your review and reduced proposals as regards buses and tramsways the matter will be reconsidered. Please include in your revised and reduced proposals the following information in respect of the services which require the use of electricity.

(a) Estimated kilowatt hours per month.

(b) Estimated maximum number of kilowatts demand of power for the operations, peak load.

The estimated requirements should be shown separately for tramsways and railways.

1840

AS

A.A. SMITH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

to us by the Public Works and Utilities Sub-Commission, and also extra train services needed to meet the civilian requirements of the above-mentioned provinces.

2. Will you please review these proposals making such reductions as are possible, so as to ensure, that only services of vital necessity to the civilian population are operated, leaving in mind the urgent need to reduce the consumption, for civil purposes, to a minimum of all stores and materials, which are vital to the war effort.

3. The proposals include a request to run two passenger trains daily between Santa Eufemia and also on the Ionic railway. The question of the Santa Eufemia trains was dealt with by General Gray in his letter of 8th. Feb in reply to your letter M13-c-8e/1133 of 1st. Feb. It is not quite clear which part of the state railways are included under the title of "The Ionic Railways" and shall be glad if you will clarify this, so that we can study the question. As you are aware all train proposals should be submitted through the Transportation Committee.

4. On receipt of your review and revised proposals as regards buses and trains ways the latter will be reconsidered. Please include in your revised and reduced proposals the following information in respect of the services which require the use of electricity.

(a) Estimated kilowatt hours per month.

(b) Estimated maximum number of kilowatts demand of power for the operations, peak load.

18.10

The estimated requirements should be shown separately for tramways and railways.

BA

E.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

Enclosures: (6)

Letter from Ministero delle Comunicazioni.
Translation of letter from Ministero delle Comunicazioni.
Letter from Il Direttore dell'Escercizio.
2 attachments.

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

Prospetto delle autolinee già concesse da riattivare Provincia di CATANZARO

(Circolare Ministeriale No. 1567/P.A.G., del 3 Dicembre, 1943).

No.	DITTA Concessionare	Estremi della linea	Lunghez- za effetti- va Km.	No. delle coppie di corse	Percor- renza mensile Km.	Tipo degli autobus in esercizio	CC Benzina
1.	Bilotta Antonio <u>Martirano</u>	Martirano Lombar- Nocera Terinese	21 875	1 gior.	1320	Ansaldo 4 C	260
2.	Bilotta Giacomo <u>Saverio Martirano L.</u>	Nicastro-Nocera Teri- nese	34 215	" "	2052	Itala 61 Fiat 507 EA	450
3.	Bressi Raffaele <u>Badolato</u>	Badolato-Badolato staz.	7 000	" "	420	Bianchi S 5 O.M. 469	35
4.	Caruso Francesco <u>Filadelfia</u>	Filadelfia-Francavilla Angitola Staz.	14 630	" "	880	Fiat 503 F Fiat 507 F	190
5.	De Mardo Francesco <u>Satriano</u>	Satriano Staz. F.C.L.	2 400	" "	150	Fiat 520	55
6.	Foderaro Antonio <u>Cortale</u>	Cortale-Nicastro	36 500	" "	2190	Fiat 621 FL Spa 30	490
7.	Froio Giuseppe <u>Devoli</u>	Soverato-S.Sostene Staz.	18 180	" "	1100	Fiat 614	180
8.	Gatto e Giglio <u>Maida</u>	Maida-Staz. S. Pietro e Maida	12 000	" "	720	Fiat 503 F	140
9.	Gigiotti Rosario <u>Serrastretta</u>	Serrastretta-Stazione FF. CC. LL.	6 047	" "	360	Fiat 503	80
10.	Ierardi Francesco <u>Melissa</u>	Melissa-Torre Melissa Stazione	11 800	" "	710	Lancia Augusta	140

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

Stato delle autolinee già concesse da riattivare Provincia di CATANZARO
 (Circolare Ministeriale No. 1567/P.A.G., del 3 Dicembre, 1943).

Tramite della linea	Lunghez- za effetti- va Km.	No. delle coppie di corse	Percor- renza mensile Km.	Tipo degli autobus in esercizio	CONSUMI mensile			NOTE
					Benzina	Gesolio	Olio lubrif- Kg.	
Tramite Lombardo- Terinese	21 875	1 gior.	1320	Ansaldo 4 C	260	---	15	
Tramite Nocera Teri-	34 215	" "	2052	Itala 61 Fiat 507 HA	450	---	27	
Tramite Badolato staz.	7 000	" "	420	Bianchi S 5 O.M. 469	35	---	5	
Tramite Alfia-Francavilla Staz.	14 630	" "	880	Fiat 503 F Fiat 507 F	190	---	11	
Tramite Staz. F.C.L.	2 400	" "	150	Fiat 520	55	---	4	
Tramite Nicastro	36 500	" "	2190	Fiat 621 FL Spa 30	490	---	30	
Tramite Staz. S. Sostene Staz.	18 180	" "	1100	Fiat 614	180	---	10	
Tramite Staz. S. Pietro e	12 000	" "	720	Fiat 503 F	140	---	9	
Tramite Stretta-Stazione C. IL.	6 047	" "	333	Fiat 503	30	---	5	
Tramite Stretta-Torre Melissa Stazione	11 800	" "	710	Lancia Augusta 140	---	---	9	

11.	Iorfida Francesco <u>S. Andrea J.</u>	S. Andrea J.-S. Andrea Jonio Staz.	6 000	" "	360	O.M. 469	80
12.	Iorfida Raffaele <u>S. Caterina</u>	S. Caterina-S. Caterina Staz. FF.SS.	11 500	" "	690	O.M. 469	120
13.	Madia Angelo- <u>Cotronei</u>	Cotronei-Petilia Poli- castro	13 963	" "	540	O.M. 469 F	170
14.	Manente Liborio <u>Crucoli</u>	Crucoli-Staz. FF.SS.	7 612	" "	460	Fiat 522	90
15.	Maudente Antonio <u>Squillace</u>	Squillace-Squillace Staz. FF.SS.	14 350	" "	860	Fiat 503 F	180
16.	Montepaone Nicola <u>Guardavalle</u>	Guardavalle-Guardavalle Staz. FF.SS.	10 350	" "	651	Fiat 521	125
17.	Neri Vincenzo <u>Vibo Valentia</u>	Vibo Valentia-Nicotera Pizzo-Sera S. Bruno Vibo Valentia-Catanzaro	28 200 47 026 75 528	" "	1470 2450 4538	Bianchi Mediol Bianchi Miles Bianchi Mediol	---
18.	Nicoletti Luigi <u>Catanzaro</u>	Catanzaro-Tiriolo Catanzaro-Zagarise Catanzaro-Chiaravalle Chiaravalle-Febrizia Catanzaro-Curinga Catanzaro-Petilia Pol. Catanzaro-Albi Nicastro-Cicala Vibo Valentia-Serra S. Bruno	18 000 47 646 52 753 38 067 64 685 78 800 33 147 52 101 43 000	" "	1080 2860 3165 2285 3880 4728 2290 3130 2500	O.M. 6 F Spa 30 Fiat 653 RNL Fiat 635 RNL Fiat 621 RN Bianchi Mediol O.M. 469 Fiat 621 FN Fiat 621 RN	135 --- --- --- --- 480 --- ---
19.	Papa Carmela <u>Limbedi</u>	Limbedi-Staz. Nicotera	7 700	" "	462	Fiat 521	90
20.	Raspa Salvatore <u>Gasperina</u>	Gasperina-Staz. Montauro Zinga-Strongoli Savelli-Strongoli	9 200 33 777 65 000	" "	552 2026 3900	Fiat 505 F Fiat 618 Fiat 621 RN Fiat 507 EA	110 420 --- 400

rea J.-S. Andrea Staz.	6 000	" "	360	O.M. 469	50	---	5	
erina-S. Caterina FF.SS.	11 500	" "	690	O.M. 469	120	---	7	
oi-Petilia Poli-	13 963	" "	840	O.M. 469 F	170	---	10	
1-Staz. FF.SS.	7 612	" "	460	Fiat 522	90	---	6	
ace-Squillace FF.SS.	14 350	" "	860	Fiat 503 F	180	---	11	
alle-Guardevalle F.SS.	10 350	" "	651	Fiat 521	125	---	7	
lenticia-Nicotera	28 200	" "	1470	Bianchi Mediol	---	440	30	
era S. Bruno	47 026	" "	2450	Bianchi Miles	---	730	50	
lenticia-Catanzaro	75 623	" "	4538	Bianchi Mediol	---	1540	100	
ro-Tiriolo	13 000	" "	1080	O.M. 6 F	135	----	12	
ro-Zagerise	47 646	" "	2860	Spa 30	---	----	50	gassogeno a legna
ro-Chiaravalle	52 753	" "	5165	Fiat 653 RNL	---	1220	73	
alle-Febrizia	38 067	" "	2285	Fiat 635 RNL	---	750	47	
ro-Geringa	64 685	" "	3880	Fiat 621 RN	---	1100	65	
ro-Petilia Pcl.	78 800	" "	4728	Bianchi Mediol	---	1400	85	
ro-Albi	38 147	" "	2290	O.M. 469	480	----	30	
a-Cicula	52 101	" "	3150	Fiat 621 RN	---	900	50	
lenticia-Serra	43 000	" "	2500	Fiat 621 RN	---	800	45	
-Staz. Nicotera	7 700	" "	462	Fiat 521	90	----	6	Da rimandare alla riattivazione della Ferrovia S. Eufemia- Reggio Cal.
na-Staz. Montaurio	9 200	" "	552	Fiat 505 F	110	----	6	
Strongoli	33 777	" "	2025	Fiat 618	420	----	25	
Strongoli	65 000	" "	3700	Fiat 621 RN	---	580	35	1/2 percorrenza a
				Fiat 507 BA	400	----	24	gasolio e 1/2 a benzina

1.	<u>Fratelli Romano</u> <u>Strongoli</u>	Crotone-Belvedere Spinello Cariati-S. Giovanni in Fiore Bocchigliero-Campagna	37 350 50 710 21 000	" "	2240 4843 1260	Fiat 507 F Fiat 621 RN Fiat 618 Fiat 520	490 --- 500 230	----- 730 ----- -----
22.	<u>Spadafora Francesco</u> <u>Sersale</u>	Sersale-Cropani Staz.	19 000	" "	1140	Fiat 614 Fiat 582	225	-----
23.	<u>Tassone Giuseppe</u> <u>Isca</u>	Isca-Staz. S. Andrea	6 000	" "	360	O.M. 469 Fiat 520	75	-----
24.	<u>Villella Luigi</u> <u>Conflenti</u>	Conflenti-S. Bernado Stazione	15 000	" "	900	O.M. 665	180	-----
25.	<u>Sestito Salvatore</u> <u>Cile'</u>	Torre Passo-Cirio Staz. Ciro' Marina	40 797 11 500	" "	2448 690	Bianchi S 5 Fiat 621 RL	490 145	----- -----
Totali parziali					<u>69053</u>		<u>6855</u>	<u>10220</u>

Catanzero, li 31 DIC, 1943

per IL DIRETTORE COMPARTIMENTALE

2054.

vedere	37 350	" "	2240	Fiat 507 F	490	----	30	
Giovanni	50 710	" "	4843	Fiat 621 RN	---	730	45	1/2 percorrenza a gaso-
				Fiat 618	500	----	30	lio e 1/2 a benzina.
pro-Campagna	21 000	" "	1260	Fiat 520	230	----	15	
opani Staz.	19 000	" "	1140	Fiat 614	225	----	14	
				Fiat 522				
S. Andrea	6 000	" "	360	O.M. 469	75	----	5	
				Fiat 520				
S. Bernardo	15 000	" "	900	O.M. 665	180	----	12	
so-Cirio Staz.	40 797	" "	2448	Bianchi S 5	490	----	30	
ina	11 500	" "	690	Fiat 621 RL	145	----	9	
ziali			<u>69053</u>		<u>6855</u>	<u>10220</u>	<u>1084</u>	

per IL DIRETTORE COMPARTIMENTALE

2091

MINISTERO DELLE COMUNICAZIONI
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE
ISPETTORATO COMPARTIMENTALE DI CATANZARO.

Prospetto delle autolinee già concesse da riattivare nelle Provincie di COSENZA.

(Circolare Ministeriale No. 1567/P.A.G. del 3 Dicembre 1943)

No.	DITTA CONCESSIONARIA	Estremi della linea	Lunghe- za affetti va Km.	No. delle coppie di corse	Perfor- renza mensile Km.	Tipo degli autobus in esercizio	CONSUMI mensile		
							Benzina	Gasolio	Oil Lub.
							Kg.	Kg.	Kg.
1.	Società ASTI	Castrovillari-Belvedere Lungro-Spezzano Alb. Terranova-Sibari- <u>Castrovillari</u> Scalo-Spezzano Albanese S. Donato Ninea-Bivio S.S. 105.	91 100 20 319 13 900 3 300	1 gior. " " " " " "	5466 1220 334 198	Fiat 621 RN Fiat 507 FA Fiat 507 FA Fiat 503 F	--- 270 185 50	1420 ---- ---- ----	85 16 12 7
2.	Blasco Pasquale <u>Castrovillari</u>	Cerchiara-Torre Cerchia Cerchiara-Castrovillari	19 207 39 450	" " " "	1152 2367	Fiat 512 Fiat 618	250 570	---- ----	17 30
3.	De Capua Bruno <u>Crosia</u>	Cropalti-Stazione Mirto Crosia	31 000	" "	1360	O.M. 40 MF	410	----	25
4.	De Paola Eugenio <u>Belvedere</u>	Belvedere-Stazione Omenima	3 700	2 "	444	Fiat 614	100	----	6
5.	De Prezzi Raffaele <u>Paterno</u>	Cosenza-Paterno	17 800	1 "	1068	Fiat 505 F	260	----	15
6.	Filardi Lorenzo <u>Villapiana</u>	Platani-Villapiana Villapiana-Scalo FF. SS.	19 200 7 400	1 " 1 "	1152 444	Ansaldo 4 H Fiat 521	250 100	---- ----	6
7.	Fragommi Antonio <u>S. Marco Argent</u>	Staz. S. Marco Argent. Staz. Torano Letterico	53 557	1 "	2014	Fiat 507 F Fiat 507 a gasogenero	250	----	30
8.	Francesville Michele <u>Aprigliano</u>	Aprigliano-Stazione	4 648	2 "	358	Fiat 512	150	----	9

MINISTERO DELLE COMUNICAZIONI
 ORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE
ISPETTORATO COMPARTIMENTALE DI CATANZARO.

otto delle autolinee già concesse da riattivare nelle Province di COSENZA.

(Circolare Ministeriale No. 1557/P.A.G. del 3 Dicembre 1943)

Llo	Lunghes za affetti va Km.	No. delle coppie di corse	Percor- renza mensile Km.	Tipo degli autobus in esercizio	CONSUMI mensile			NOTE
					Benzina	Gasolio	Olio Lubrif	
					Kg.	Kg.	Kg.	
Belvedere	91 100	1 gior.	5466	Fiat 621 RN	---	1420	85	
o Alb.	20 319	" "	1220	Fiat 507 FA	270	----	16	
ri-								
Albenese	13 900	" "	334	Fiat 507 FA	185	----	12	
a-Bivio	3 300	" "	198	Fiat 503 F	50	----	4	
e Cerchia	19 207	" "	1152	Fiat 512	280	----	17	
rovillieri	39 450	" "	2367	Fiat 618	570	----	34	
one	31 000	" "	1860	O.M. 40 MF	410	----	25	
ione	3 700	2 "	444	Fiat 614	100	----	6	
mo	17 800	1 "	1068	Fiat 505 F	260	----	15	
iana	19 200	1 "	1152	Ansaldo 4 H	250			
lo Fr. SS.	7 400	1 "	444	Fiat 521	100	----	6	
Argent.	55 557	1 "	2014	Fiat 507 F	250	----	30	$\frac{1}{2}$ percorrenza con l'autobus a gassogeno
ettorico				Fiat 507 a gassogeno				
azione	4 648	2 "	558	Fiat 512	150	----	9	

Greco Francesco <u>Mandatoriccio</u>	Mandatoriccio-Campagna Stazione	13 510	1	"	810	Ansaldo 4 H Fiat 520	190	----	12
10. Greco e Parise <u>Cersiano</u>	Cosenza-Cerisano	10 000	1	"	600	Fiat 505 F	145	----	9
11. Soc. ITAS <u>Cosenza</u>	Camigliatello-S. Giovanni in Fiore	33 481	1	"	2009	Fiat 507 F	435	----	30
	Crotone-S. Giovanni in Fiore	74 652	1	"	4480	Fiat 507 FA	1100	----	66
	Cosenza-Grimaldi	33 500	1	"	2010	Fiat 507 F	485	----	30
	Cosenza-Staz. Acri Bisignano S. Demetrio Corone.								
	1) Via S. Sofia d'Epiro	62 424	1	"	3740	Fiat 505 F	900	----	54
	2) Via Acri	65 302	1	"	3918	Fiat 507 F	940	----	56
	3) Via Acri-S. Giacomo Acri	65 724	1	"	3943	Fiat 626 RNL	---	1190	72
12. Liguori Pasquale <u>Oriolo</u>	Oriolo-Amendolara Scalo	27 500	1	"	1650	Fiat 507 F	390	----	24
13. Locco Roldolfo <u>Tarsia</u>	Tarsia-Staz. Mongrassano Cervicati	11 850	1	"	711	Citroen 4 C	145	----	9
14. Pepe Luigi <u>Luzzi</u>	Luzzi-Staz. Acri-Bisignano- Cosenza	26 200	1	"	1572	Fiat 503 F	350	----	21
15. Fratelli Sante- <u>Cosenza</u>) 111	Cosenza-Marano Marchesato	18 043	1	"	1093	Fiat 507 F	260	----	16
16. Soc. SAVA <u>Vaccarizzo Alb.</u>	Corigliano-Rossano-S. Demetrio Corone	51 682	1	"	3101	Fiat 618	740	----	45
17. Soc. SASMI <u>Mormanno</u>	Scalea-Mormanno	45 631	1	"	2738	Fiat 507 F	655	----	40
18. Scola Giovanni <u>S. Sisto dei Vald</u>	Cosenza-S. Sisto Valdesi	29 800	1	"	1788	Fiat 507 F Fiat 618	430	-----	26
19. Servidio Tranqui <u>Fagnano Castello</u>	Fagnano Castello-Stazione Fagnano Castello	21 000	1	"	1260	Ansaldo 300	290	----	18
20. Soc. Star <u>Rossano</u>	Rossano-Longobucco Rossano-Rossano Staz.	48 600 6 000	1 2	" "	2916 720	Fiat 507 F Fiat 635 RG (gassogeno)	700 ---	----- -----	42 13

Spina	13 510	1	"	310	Ansaldo 4 H Fiat 520	190	----	12
	10 000	1	"	600	Fiat 505 F	145	----	9
Giovanni in	33 461	1	"	2359	Fiat 507 F	435	----	30
mi in Fiore	74 652	1	"	4480	Fiat 507 FA	1100	----	66
	33 500	1	"	2010	Fiat 507 F Fiat 603	485	----	30
ri Bisignano								
de.	62 424	1	"	3746	Fiat 505 F	900	----	54
l'Epiro	65 302	1	"	3918	Fiat 507 F	940	----	56
laconi Acri	65 724	1	"	3943	Fiat 626 RNL	---	1190	72
ra Scalo	27 500	1	"	1650	Fiat 507 F	396	----	24
grassano	11 350	1	"	711	Citroen 4 C	145	----	9
ri-Bisignano-	26 200	1	"	1572	Fiat 503 F	350	----	21
	18 043	1	"	1093	Fiat 507 F	260	----	16
sano-S.Demetrio	51 689	1	"	3101	Fiat 618	740	----	45
	45 631	1	"	2738	Fiat 507 F	655	----	40
o Valdesi	29 800	1	"	1788	Fiat 507 F Fiat 618	430	-----	26
llo-Stazione	21 000	1	"	1260	Ansaldo 300	290	----	18
bucco	48 600	1	"	2916	Fiat 507 F	700	----	42
no Staz.	6 000	2	"	720	Fiat 635 RG (Lassogeno)	---	----	13

21.	Scura Genaro <u>Corigliano</u>	Corigliano-Stazione Corigliano	5 000 2 "	600	Fiat 62 RN	---	200	12
22.	Trifilio Giuseppe <u>Fuscaldo</u>	Fuscaldo-Stazione. Omonima	6 000 2 "	720	Fiat 507 F	175	---	11
23.	Turco Luigi <u>Cetraro</u>	Cetraro-Stazione Omonima	5 000 2 "	360	Fiat 507 F	35	---	6
24.	Viteri Ernesto <u>Cosenza</u>	Cosenza-Amentes Cosenza-Bivio Cerzeto	52 687 1 " 55 387 1 "	3161 3223	Fiat 507 F Fiat 621 RL	755 860	---	15 50
25.	Zaccaria Antonio <u>Canna</u>	Nocera-Rocca Imperiale Scalo Rocca Imperiale-Scalo Omonimo	26 889 1 " 4 500 1 "	1613 270	Fiat 614 Citroen 4 C	340 55	---	20
26.	Nicoletti Luigi <u>Catanzaro</u>	Rogliano-Parenti	12 552 1 "	753	Fiat 61B	190	---	1
				<u>68532</u>	<u>13546</u>		<u>2810</u>	<u>10</u>

Catanzaro, 11 31 DIC. 1943

Per. IL DIRUTTORE COMPARTIMENTALE.

1634

Stazione	5 000	2	"	600	Fiat 62 FN	---	200	12	
Stazione.	6 000	2	"	720	Fiat 507 F	175	---	11	
Stazione	5 000	2	"	360	Fiat 507 F	85	---	6	
Montea	52 687	1	"	3161	Fiat 507 F	755	---	45	
Divio Cerzeto	55 387	1	"	3223	Fiat 621 RL	360	---	50	
cca Imperiale	26 889	1	"	1613	Fiat 614	340	---	20	
eriale-Scolo	4 500	1	"	270	Citroen 4 C	55	---	4	
Parenti	12 552	1	"	753	Fiat 618	190	---	12	
				<u>68532</u>			<u>13546</u>	<u>2810</u>	<u>1002</u>

Per. IL DIRETTORE COMARTMENTALE.

1634

MINISTERO DELLE COMUNICAZIONE
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE
ISPETTATO COMPARTIMENTALE DI CATANZARO
Prospetto delle autolinee già concesse da riattivare nella Provincia di REGGIO CAL.

(Circolare Ministeriale No 1567/P.A.G. del 3 December 1943).

No.	DITTA Concessionaria	Estremi Della linea	Lunghez- za effetti va Km.	No. delle coppie di corse	Percor- renza mensile Km.	Tipo degli autobus in esercizio	CONSUMI mensili		1
							Benzina Kg.	Gasolio Kg.	
1	Foresta Antonino Reggio Cal.	S. Cristina-Scido-Bagnara	49 680	1 gior.	2980	Fiat 635 RLN	---	1000	
		Rosarno-Ancora-Dinami	52 000	" "	3120	Fiat 635 RLN	---	1100	
		Laureana-Palmi-Reggio C.	94 090	" "	5645	Fiat 635 RLN	---	1975	
		Rosarno-Vibo Valentia	32 000	" "	1920	Fiat 614	384	---	
2	Federico Giuseppe Samo di Cal.	S. Agata-Bianconova Staz	12 000	" "	720	Fiat 520 Citroen 4 D	140	---	
3	Nucera Antonio Condofuri	Condofuri-Condofuri Staz	7 000	" "	420	Ansaldo 4 H	75	---	
4	Vitale Rocco Bova Sup.	Bova Sup.-Bova Marina	15 156	" "	910	Fiat 507 F	200	---	
5	Sorelle Delfino Reggio Cal.	Reggio Cal.- Orti Cerasi	29 300	" "	1758	Spa 25 C/10	420	---	
		Reggio Cal.- Cataforio- S. Salvatore.	11 450	" "	687	Spa 30.000	200	---	
		Reggio Cal.- Mosorrofa	10 950	" "	657	Alfa Romeo a basso peso	200	---	
		Prolungamento S. Salva- tore-Cardeto	9 000	" "	540		165	---	
6	Eusso e Principato	Bagaladi-Melito P.S. -			1012	Fiat 621 RN			
		Reggio Cal. con diram- zione S. Lorenzo	54 123	" "	2236	Fiat 635 RLN	---	1180	
7	Eredi Suraci Gallico Sup.	S. Stefano Aspromonte- Gallico-Reggio Cal.	32 784	" "	1957	Fiat 621 RN	---	580	
		Prolungamento stagiona- le S. Stefano Aspromonte Gamberie (1 Luglio 31 Ottobre)	9 200	1 gior. per 123 giorni	1132	Fiat 621 RN	---	330	

COPY.

MINISTERO DELLE COMUNICAZIONE

SPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE

ISPETTATO COMPARTIMENTALE DI CATANZARO

Prospetto delle autolinee già concesse da riattivare nella Provincia di REGGIO CALABRIA

(Circolare Ministeriale No 1567/P.A.G. del 3 December 1943).

Della	Lunghez za effetti va Km.	No. delle coppie di corse	Percor renza Mensile Km.	Tipo degli autobus in esercizio	CONSUMI mensili			NOTE
					Benzina Kg.	Gasolio Kg.	Olio lubrif Kg.	
a-Scido-Bagnara	49 680	1 gior.	2980	Fiat 635 RLN	---	1000	60	
oia-Dinami	52 000	" "	3120	Fiat 635 RLN	---	1100	65	
almi-Reggio C.	94 090	" "	5645	Fiat 635 RLN	---	1975	120	
bo Valentia	32 000	" "	1920	Fiat 614	384	---	23	
ianconova Staz	12 000	" "	720	Fiat 520 Citroen 4 D	140	---	9	
Condofuri Staz	7 000	" "	420	Ansaldo 4 H	75	---	5	
Bova Marina	15 156	" "	910	Fiat 507 F	200	---	12	
Orti Cerasi	29 300	" "	1758	Spa 25 C/10	420	---	25	
Cataforio-	11 450	" "	687	Spa 30.000	200	---	12	
re.								
Moscerrofa	10 950	" "	657	Alfa Romeo a basso giro	200	---	12	
nto S. Salva-	9 000	" "	540		165	---	10	
to								
elito P.S. -			1012	Fiat 621 RN	---	1180	70	
con diram-	54 123	" "	2236	Fiat 635 RLN	---			
orenzo								
Aspromonte-								
gio Cal.	32 784	" "	1957	Fiat 621 RN	---	580	35	
nto stagiona-								
no Aspromonte								
1 Luglio	9 200	1 gior. per 123 giorni	1132	Fiat 621 RN	---	330	20	

8.	Came Angelina	S. Roberto-Villa S. Gio- vanni-Reggio Cal.	26 400	" "	1584	O.M. 469 F A Fiat 507 F	365	---
9.	Cambrea Rocco <u>Palmi</u>	Palmi-Palmi Staz.	5 000	4 Gior.	1200	Citroen C 4 D	240	---
10.	Crea Bono Alberto <u>Stilo</u>	Monasterace-Bivongi	18 626	1 "	1120	Fiat 618	225	---
11.	Bruno Francesco <u>Ardore</u>	Ardore-Ardore Staz.	7 000	" "	120	Fiat 521	85	---
12.	Scaflione Felice <u>Gerace Sup.</u>	Locri-Gerace Locri-Cittanova	12 000 36 800	" " 2 Sett.	720 589	Fiat 505 F	150 120	---
13.	Greco Nicola <u>Caulonia</u>	Caulonia-Caulonia Staz.	9 500	1 Gior.	570	Fiat 507 F	115	---
14.	Turinetto Giacomo <u>Careri</u>	Bovalino-Careri-Plati	24 275	" "	1456	Fiat 621 RL Spa 25 C 10	350	---
15.	Purifaro Raffaelina <u>Mammole</u>	Mammola-Cinquefrondi	27 380	" "	1672	Ansaldo 4 H	335	---
16.	Gullaci Giuseppe <u>Canolo</u>	Canolo-Siderno-Locri	29 530	" "	1232	Fiat 618	270	---
17.	Panuzzo Francesco <u>Bovalino</u>	S. Luca-Bovalino-Locri	26 975	" "	1618	Fiat 614 Fiat 621 RL	375	---
18.	Eredi Buda Luigi <u>Oppido Mamert.</u>	Oppido Mamertina- Amato-Gioia Tauro	23 650	" "	1420	Fiat 507 F	325	---
19.	Vincelli Saulle <u>Rosarno</u>	S. Ferdinando-Rosarno- Rosarno Scalo	8 000	2 "	960	Citroen 10 C O.M. 469	200	---
20.	Azienda Municipale Autobus <u>Reggio Cal.</u>	<u>Autolinee urbane:</u>						
		Reggio Cal.-Gallico	11 200	4 "	2688	Autobus Lancia		
		Reggio Cal.-Bocale	17 800	3 "	3204	Pentajota ed		
		Calopinace-Tre Mulini	2 900	18 "	3132	Eptajota e		
		Piazza Duomo-Riformati	3 000	8 "	1440	passogeno a		
		Calopinace-S. Caterina	3 600	18 "	3888	legna, piu		
		Piazza Duomo-Aeroporto	5 000	11 "	3300	autobus Fiat 635 RLN e		
		<u>Autolinee extraurbane</u>						

Villa S. Gio- Cal.	26 400	" "	1584	O.M. 469 F A Fiat 507 F	305	---	22	
Staz.	5 000	4 Gior.	1200	Citroen C 4 D	240	---	15	La riattivazione di questo autoservizio e da rimandare alla riattivazione della ferrovia litoranea Tirrenica.
Bivongi	18 626	1 "	1120	Fiat 618	225	---	15	
e Staz.	7 000	" "	420	Fiat 521	85	---	6	
	12 000	" "	720					
ova	36 800	2 Sett.	589	Fiat 505 F	150	---	9	
					120	---	8	
lonia Staz.	9 500	1 Gior.	570	Fiat 507 F	115	---	7	
eri-Fletti	24 275	" "	1456	Fiat 621 RL Spa 25 C 10	350	---	21	
uefrondi	27 380	" "	1672	Ansaldo 4 H	335	---	20	
ao-Locri	20 530	" "	1232	Fiat 618	270	---	17	
lino-Locri	26 975	" "	1618	Fiat 614 Fiat 621 RL	375	---	23	
tina- Tauro	29 650	" "	1420	Fiat 507 F	325	---	20	
o-Rosarno- o	8 000	2 "	960	Citroen 10 C O.M. 469	200	---	12	
ene: Gallico-	11 200	4 "	2688	Autobus Lancia				L' A.M.A. per i servizi urbani ed extraurbani di Reggio Cal., oltre agli autobus a gassogeno, impiega, nelle ore di punta, un autobus Fiat 635 RLN a gasolio e due autobus Lancia Eptajota
Boccale	17 800	3 "	3204	Pentajota ed				
re Malini	2 900	18 "	3132	Eptajota a				
-Riformati	3 000	8 "	1440	gassogeno a				
.Ceterina	3 600	18 "	3888	legna, piu				
-Aeroporto	5 000	11 "	3300	autobus Fiat 635 RLN e				
extraurbane								

Bocale-Lazzaro	19 980	2 ferial.	2078	due autobus			
Reggio Cal.-Cannitello	17 600	1 domen.	1598	Lancia Eptajota			
		3 ferial	2754	a benzina			
		1 domen.	140				
Reggio Cal.-Catona	11 600	3 gior.	2088		1000	1800	1750
Reggio Cal.-Salice	13 500	3 "	2430				
			<u>68995</u>				
					<u>5939</u>	<u>7965</u>	<u>2423</u>

Catanzaro, li 31 DIC. 1943.

PER IL DIRETTORE COMPARTIMENTALE.

1631

		2 ferial.	2078	due autobus				a benzina per i quali
		1 domen.	1598	Lancia Ptajota				e stato tenuto conto
pitello	19 980	3 ferial	2754	a benzina				nei consumi di
	17 600	1 domen.	140					carburante.
ons	11 600	3 gior.	2083					
ice	13 500	3 "	2430		1000	1800	1750	
			<u>68995</u>					
					<u>5939</u>	<u>7965</u>	<u>2423</u>	

PER IL DIRETTORE COMPARTIMENTALE.

1631

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

El & Adm Div.
WML/cob

ACC/051/PWU

9 Feb 44

Subject: Internal transportation.

To : Transportation Sub-Commission. ✓

1. Enclosed proposed road, rail and tramway services are passed to you for necessary action.
2. The question of the supply of electricity for any of these services will be dealt with by the Electricity Allocation Committees in the area concerned. These committees are being formed in each military sub-area and they will arrange for allocations of energy in accordance with priorities.
3. As this energy is required for civilian uses you should make application to me in the first instance, when arrangements will be made for our representative to put the case forward at the Electricity Allocation Committees.
4. When making your application for electric power indicate the estimated KWH per month needed and also an estimate of the maximum KW demand of electricity for the operations.

W. M. Lapper

W.M. LAPPER,
Lieut-Colonel,
Chief, El & Adm Div.

Copy to: Director, Sub-Commission.

1630

HEADQUARTERS
OF THE MILITARY GOVERNMENT
REGION III215 095/
Clear See
42/9

Ref : Tpm/6/16

1 Feb 44

Subject : Internal Transportation

To : Public Works and Utilities, ✓
Sub-Commission, Headquarters, H.Q.
(for attention Lt. Col. Jerry)

Enclosed herewith are proposed road, rail and tramway services, which have been received at this Headquarters.

Schedules include omnibus schedules for the three (3) Calabrian Provinces, and detailed statistics concerning P.O.L. and spaces required for operation of same.

The railway and other details have been forwarded by Major Holladay to the Internal Transportation Sub-Commission, A.P.H.Q., with a request that the attached be forwarded to them after you have dealt with same.

Lt Col Hopper
will you please take this up with Transp. We are only interested in the electric current supply of which there is none, as far as I know, under our proposed rationing plan

J.H. McAffrey
J.H. McAffrey
Lt. Col., INF,
R.C.A.C.

7/2/4629

42/8

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. C. 400
26 January, 1944

Subject: Passenger Train Service

To: General Di Raimondo, Under-Secretary State, Italian Railways
and Highways

1. Your file 13 January 605/1.0/1 segs in connection with the above subject.
2. A check is being made of the operation of the workers' trains, the running of which you asked to be extended in your above file; but these runs will not be extended unless investigation develops that those extensions are absolutely necessary to the military effort.

For the Director General:

cc - Chief Transp. Int. Transp.
Comm., ACC, c/o MOW & TN.
AFHE Adv Admin Bldg, APD 400
Ing. Pomerio, Building

Daugherty
CHARLES F. DOUGHERTY
Colonel, P. C.
Assistant General Manager
Transportation Department

1628

42/7

Allied Force
 MILITARY RAILWAY SERVICE
 Office of Director General

A. P. O. 400
 26 January, 1944

Subject: Civilian Passenger Train Service

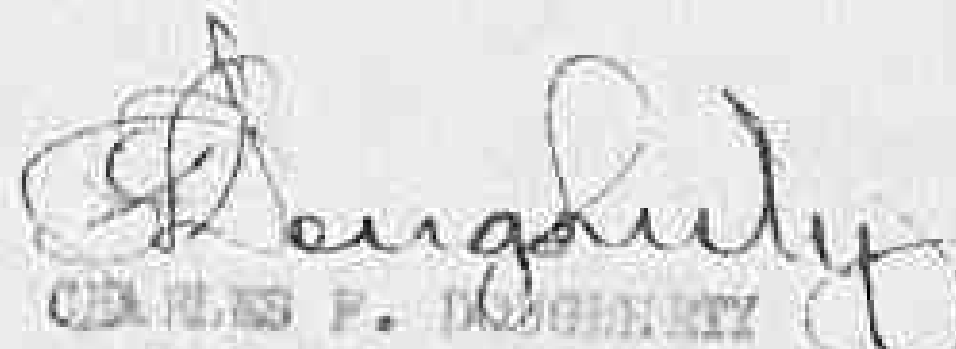
To: General Di Raimondo, Under-Secretary State, Italian Railways and Highways

1. Your 16 January file 658/1.1/5/seg in connection with the above subject.

2. Military requirements are such that it is impossible at this time to extend the bi-weekly civilian train between Naples and Bari to either tri-weekly or daily service.

3. Civilian travel must be held to an absolute minimum, and as you have been previously advised. The policing of this train is a railroad and Italian government responsibility.

For the Director General:


 CHARLES P. DOUGHERTY
 Colonel, T. C.

Assistant General Manager
 Transportation Department

cc - Chief of Transpn, Int. Transpn ✓
 Comm., AGO, c/o Nav & In,
 AFHQ Adv Admin Ech, APO 400
 Ing. Pesarici, Building

1627

Internal Transportation Information, 402.,
C/S by R.H.,
APHA Advanced Administrative Relations,
C.A.P.

Our reference : 100 TH/42/5

Date : 27 Jan 44.

TO : Major C.M. Holladay,
Transportation Officer,
Region II., ~~W.~~ HQ. Malaga.

SUBJECT: Extension of rail services.

1. Reference your 01/59/44 letter of 21 Jan. in which reached this office 25 Jan 44, transmitting request to put narrow gauge railroads in Calabria in operation.
2. Exhibits accompanying, and referred to in your para 4, indicate proposal of services estimated to require some 1160 tons of coal monthly, in addition to other critical supplies. There is no justification shown for establishment of services from standpoint of either military or civilian necessity, and it will be appreciated that, in view of coal and supply situation, there must be classification of this angle.
3. The Ministry of Communications Direccio di Catanzaro, who presented request to Region II, should be advised to review matter of necessity in detail, holding all proposals of new estimates to absolute minimum and justifying each service. They should then present their requests to Undersecretary for Railways, who is liaison with similar details to Region II. The Region may then advise this office direct of their opinion on necessity for any revised estimate of service.
4. In absence of any data, we are unable to offer suggestions on lines referred to in your para 3. Detailed report on actual conditions, from standpoint of Region II, may be helpful.
5. Upon receipt by this Sub-Comis ion we will reconsider matter referred to in your para 4.

1626

SUBJECT: Extension of rail services.

1. Reference your ECA/52/64 letter of 21 Jan 14 which reached this office 25 Jan 64, transmitting request to put narrow gauge railroads in Lauderia in operation.

2. Exhibits accompanying, and referred to in your para 1, indicate proposal of services estimated to require some 1160 tons of coal monthly, in addition to other critical supplies. There is no justification shown for establishment of services from standpoint of either military or civilian necessity, and it will be appreciated that, in view of coal and supply situation, there must be classification of this angle.

3. The Ministry of Communications (Ministero di Comunicazioni) who presented request to Region II, should be advised to review matter of necessity in detail, holding all proposals of new estimates to absolute minimum and justifying such service. They should then present their requests to Undersecretary for Railways, Gen di Ammondo with similar details to Region II. The Region may then advise this office direct of their opinion on necessity for any revised estimate of service.

4. In absence of any data, we are unable to offer suggestions on lines referred to in your para 1. Details report on actual conditions, from standpoint of Region II, may be helpful.

5. Upon receipt by this Sub-Commission we will reconsider matter referred to in your para 1.

1926

MS Colonel,
Internal Transportation Sub-Commission, ABC.

Enclosure - Exhibits of proposed services which accompanied your ECA/52/64 letter of 21 Jan 14. These may be returned with your further advices of necessity.

CALABRO-LUCANE RAILWAY
SERVICE GROUP
CATANZARO

42/5

TRANSPORTATION PROGRAM

LINE: CROTONE G. TO PETILIA POL.

1. ACTUAL DISTANCE 40.7 KM.
2. TOTAL DISTANCE (OPERATED) 117.3 KM.
3. GAUGE 0.95 metre (narrow)

4. TRIPS OF TRAIN

DAILY TRIPS-STEAM TRAIN-MIXED -- 1

" " - " " FREIGHT -- 1

" " - WITH MOTOR RAIL CARS -- 2

5. COMPOSITION OF MAXIMUM TRAINS

STEAM TRAIN-MIXED-1 locomotive; 1 baggage car;

3 passenger cars, 52 freight cars.

-FREIGHT- 105 freight cars.

TRAIN WITH RAIL CAR - 1 RAIL CAR

6. HANDLED WITH EQUIPMENT:

LOCOMOTIVES- 4 BAGGAGE CARS - 2

PASSENGER CARS- 5 FREIGHT CARS- 94

MOTOR RAIL CARS- 3

7. MONTHLY REQUIREMENT CONSUMABLE SUPPLIES

COAL - 90 TONS

Oil - loco - 180 Kg.; cars - 150 Kg; rail car - 100 Kg. = 430 Kg. ¹⁶²⁵

NB. Consumed by one trip of steam train.

Coal 1.5 tons Oil - 5 Kg.

Consumed by one trip with motor rail car.

Gasoline 40 kgm. Oil - 1.6 Kg.

8. AVERAGE DAILY PASSENGERS 1,000

9. QUANTITY AND TYPES OF FREIGHT:

TIMBER FOR THE ALLIED ARMIES; FOODSTUFFS;
CHARCOAL; FIREWOOD; CONSTRUCTION MATERIALS;
FERTILIZER; FORAGE TO A TOTAL MONTHLY
AVERAGE OF 4,000 TONS.

NB. TO REDUCE CONSUMPTION IT CAN BE REDUCED
FROM FREIGHT TRIP DAILY TO TRIWEEKLY.

TOTAL LINES.	MO. COAL
1- CROTONE C. TO PETILIA POL. ✓	90
2- VIBO VALENTIA TO MILETO ✓	80
3- TAURENSI ✓	180
3 - COSENTINE ✓ (CATUNZARA AREA)	750
4 - MAR. DI GIOIOSA - MAMMOLA ✓	2
5 - SOVERATO - CHIARAVALLE C. ✓	65
	1167

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION II

21 Jan 44

Ref: EGA/59/6A

Subject: Internal Transportation

To : Internal Transportation Sub-Comm. ACC, Atchd Mov & Tr.,
AFHQ Adv Admin Echelon (Naples)

1. Region II has received a request from the Ministry of Communications Circolo Di Catanzaro to put into operation the narrow gauge railroads of the Ferrovia Calabro-Lucane located in the three provinces of Calabria.

2. I am attaching exhibits submitted by the ministry showing the service they wish established on each line and the amount of fuel and equipment necessary to operate that service.

3. In addition the ministry requests that train service be reestablished on the "Jonica" line and on the S Eufemia-Sapri-Salerno line of the State Railways. No date is submitted with that request. It is my understanding a number of bridges are out on that line.

4. The same letter contained a request for establishing motor transport over a number of highways. This is being forwarded to Public Works & Utilities Sub-Commission AFHQ Naples, with the request that after they have considered it from the point of view of their highway reconstruction program it be passed on to you to consider from the operating point of view in line with ACC Tn Memorandum No. 1 Paragraph 9.

COLLIS H. HOLLADAY
Major, Spec Res
T.O. Region 2

Copy to: Capt Halstead

1623

To:
Col. Vining.
Int.T.N. Sub. Comm. A.C.C.
C/o Mov.+T.N.
A.P.H.Q. Adv. Adm. Echelon.
U.M.F.

Subject: Extension of local passenger Service from Acquaviva
to Gioia.

I. Your letter Ref.A.C.C. T.N./42/2/ recieved to day and Para.
No. 2 of your letter answers my request that this service be
extended to Gioia.

42/3
Int.T.N. Sub. Comm. Repr.
% Mov.

Hdq; No.2 District
Bari

Ref. M/H/4
Date 3/Jen/44

S.C.Hall Captain
Int.T.N. Sub.Comm. Repr.
Hdq. No.2 District.Bari

1622

① attach to file
+ put up
1/11
7/11
② file seen.
11/7/11

0848

Internal Transportation Sub-Commission, ACC
C/o Mov & Tr.,
AFHQ Advanced Administrative Echelon,
C.M.F.

Reference : ACC Tn/42/2
Date : 26 Dec 43.

TO : Capt. S.C. Hall,
Int. Tr. Sub.Comm. representative
C/o Movements,
HQ., No. 2 District,
BARI.

SUBJECT : Extension of local passenger service from Acquaviva to Gioia.

1. Your letter without number dated 23 Dec 43 was received by me today.

2. The I.C.M.F.S. has drawn up a basic schedule for trains which, when given effect to provides for the train running between Bari and Acquaviva being extended to Gioia.

You state that at present the train makes two trips daily.

3. You have suggested the starting times for the one trip from Bari and one from Gioia.

It is not clear from this whether it is meant that the service will consist of a train leaving Gioia at 0600 hours for Bari and remaining there the whole day and leaving at 1800 hours, or whether in addition to this service there will be a second trip, the timing of which you do not mention.

4. Will you please clear up this point and also say whether Movements Bari are interested in this matter, and if so whether they concur with the views expressed by you.

5. Please note the correct official address of this office and also that of your self is as shown at the top of this letter.

In another letter written by you, dated 24 Dec 43 you show your address as Allied Control Commission, C/o HQ No 2 District, and you have addressed this office as Movements, AFHQ, Adv. Adm. Ech.

Colonel,
Internal Transportation Sub-Commission, ACC.

1621

4211
Dec. 23/1943

To Col. Fitch Flambe

From Hall. Bari

Subject: Extension of local Pass. Serv. from Acquaviva to Gioia
For Transportation Committee.

At Present on orders of C.G.M.R.S. this train makes two trips from Bari to Acquaviva and ties up at Acquaviva.

It is desired to run this train to Gioia which is only eleven kms more and the reasons for this are many.

I am sure it is possible to eliminate the inconvenience of having the Eng. and Eng. and train personal returned to Bari with the result that in the morning fresh personnel are required to proceed to Acquaviva to start their days run, while by tying train up at Gioia the said personal can get rest and lodging there and there is a shed for the Eng. there and they will be there ready to go the next morning.

As can be seen the continuation on to Gioia is only a total of 22 Kms compared to 80 kms which is required to bring crew and Eng. back to Bari thereby saving coal and satisfying the passengers most of them employees and workers who come to Bari most of whom are obliged to reside at Gioia by the lack of apartments at Bari also account of the past and recent bombing at Bari.

There is no question of it not being good economy and in the interest of more economy would suggest you cancel train leaving Bari at 1420 hours and the one leaving Acquaviva at 1600 hours.

One train in the morning leaving Gioia at 0600 Hours and one train leaving Bari at 1800 hours would be quite sufficient, we would not only economize on coal but would also have more locos to use as the result.

Will you please see this given consideration by the transportation Committee at their next meeting.

De Hall
S.O. Hall

Capt. transportation
A.C.C. Bari. 1820

knfs more and the reasons for this are many.

I am sure it is possible to eliminate the inconvenience of haveing the Eng.and Eng. and train personal returnd to Bari with the result that in the morning fresh personal are required to proceed to Acquaviva to start their days run,while by tying train up at Gioia the said personal can get rest and ledging there and there is a shed for the Eng. there and they will be there ready to go the next morning.

As can be seen the continevation on to Gioia is only a total of 22 Kms compared to 80 kms which is required to bring crew and Eng. back to Bari thereby saving coal and satisfying the passengers most of them employees and workers who come to Bari most of whom are obliged to reside at Gioia by the lack of appartments at Bari also account of the past and recent bombing at Bari.

There is no question of it not being good economy and in the enterest of more economy would suggest you cancel train leaving Bari at 1420 hours and the one leaving Acquaviva at 1600 hours.

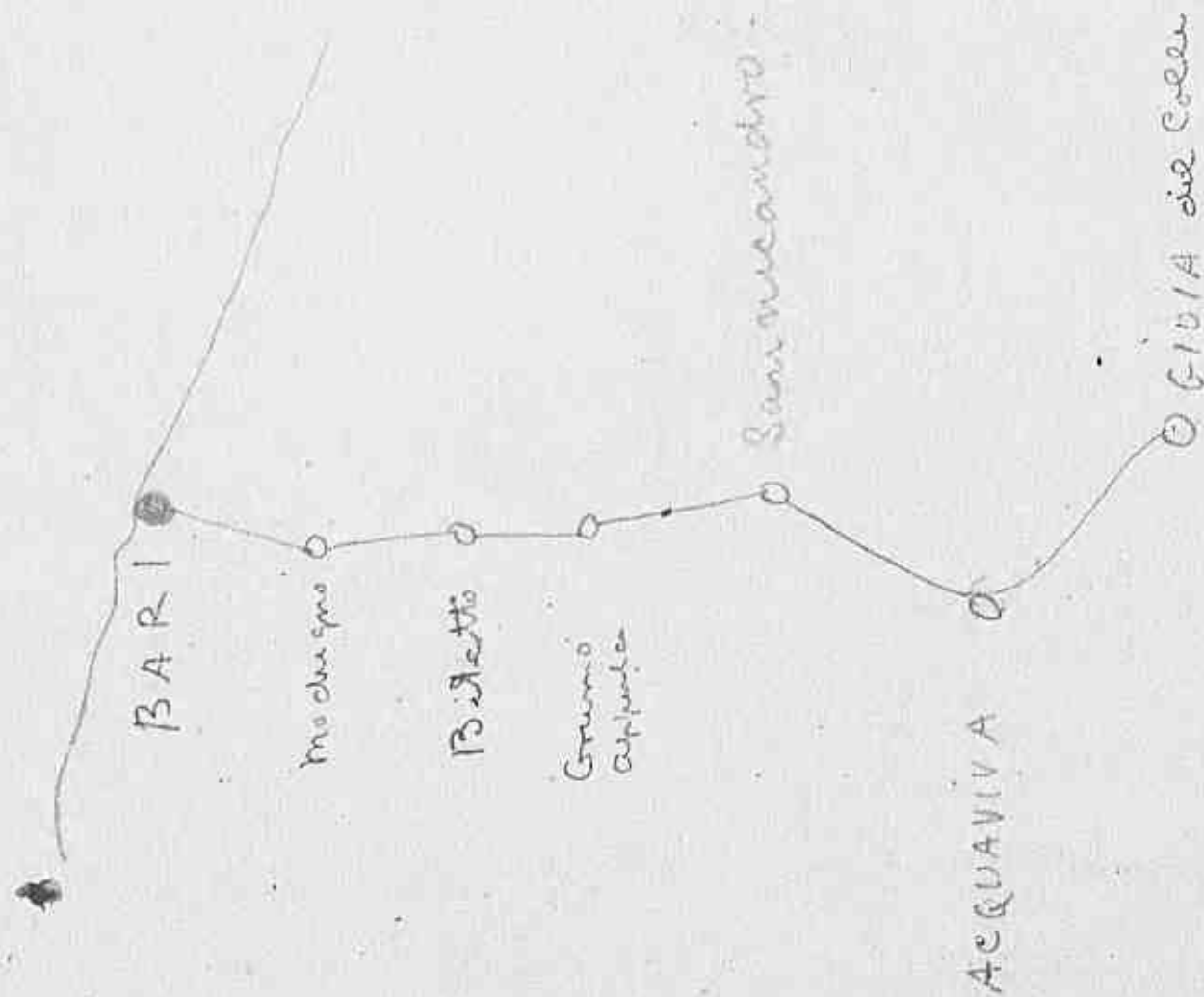
One train in the morning leaving Gioia at 0600 Hours and one train leaving Bari at 1800 hours would be quite sufficient , we would not only economize on coal but would also have more locos to use as the result.

Will you please see this given consoderation by the transportation Committee at their next meeting.

Handwritten notes:
plan from this
suggestion
examined and
found. would
be 1500000
on 14/12/54
next meeting
15.12.54
which will be
done before 15.12.54

Handwritten: Kent Hall

S.O. Hall
Capt. transportation
A.C.C. Bari. 1620



Suggested
 Train proceeds on from
 Acquaviva to **G. d. S.** **1619** KM.
 which is only a few

There is an engine shed
 a rest house for crew at
 G. d. S. - so that if the
 train ran on from
 Acquaviva to G. d. S.
 only 22 KM. is involved

At Present
 Two trips per day from
 Bari to Acquaviva.

As there are no facilities
 for engine crew at
 Acquaviva, the engine
 returns light to Bari
 making a total of
 22 KM. light miles

Grano
Appia

Sanvencandro

ACQUAVIVA

GIDIA di Colan

At Present:

Two trips per day from
Bari to Acquaviva.

As there are no facilities
for engine crews at
Acquaviva, the engine
return light to Bari
making a total of
80 km. light miles

majority of passengers
who are employed at
working home to reside
at Gioria due to lack
of accommodation at
Bari

Suggested

Train proceeds on from
Acquaviva to Gioria
which is only a few 1619 km

There is an engine shed
a rest house for crews at
Gioria - so that if the
train has on from
Acquaviva to Gioria
only 22 km. is involved

Train Service

Bari dep. 14.20 Acquaviva dep. 16.00

Substituta above for:-

Gioria dep. 06.00 Bari dep. 18.00

Above suggested alterations
would result in savings in costs
of coal.

CHART SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS FOR ARRANGING TRANSPORTATION

U.C.S. A.C.C. & A.M.C.

Int. Tn. S. Com.

(at Mov. & Tn. AFHQ. Adv. Adm. Ech).

Int. Tn. S. Com.
Representative

(Liaison with HQ. A.C.C.)
(Liaison with HQ. A.M.C.).

Int. Tn. S. Com.
Representative
(Mov. Reggio).

Int. Tn. S. Com.
Representative
(Mov. East Italy
Bari).

Int. Tn. S. Com.
Representative
(Mov. West Italy
and Tn. P.S.S.
Naples).

!
Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

Channels for arranging rail transportation over and above the capacity of the basic schedules:-

	For "bidding" and moves which cannot be agreed locally.	For special moves
(a) A.M.C. 15 Army Group.	Int. Tn. S. Com. at AFHQ Adv. Adm. Echelon.	Mov. East Italy, P.S.S. Bari.
(b) Regions 3 and 4.	A.M.C. 15 Army Group who will co-ordinate with (a) above.	
(c) A.C.C. (Puglia)	Int. Tn. S. Com. at AFHQ. Adv. Adm. Ech.	Mov. East Italy, P.S.S. Bari.
(d) Region 2.	-ditto-	Mov. East Italy, P.S.S. Bari, or Mov.

APPENDIX "B"

SHOWING ORGANIZATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHIEFS FOR
ARRANGING TRANSPORTATIONH.Q.s. A.C.C. & A.M.S.Int. Tn. S. Com.

(At Mov. S. Tn. Adv. Ech. Adv. Ech.).

Int. Tn. S. Com.
Representative
(Mov. Reggio).Int. Tn. S. Com.
Representative
(Mov. East Italy
Bari).Int. Tn. S. Com.
Representative
(Mov. West Italy
and Tn. P.R.S.
Naples).Int. Tn. S. Com.
Representative
(Mov. Reggio).Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

Arranging rail transportation over and above the capacity of the basic schedules:-

For "bidding" and
issues which cannot
be agreed locally.Int. Tn. S. Com. at A.M.S.
adv. Ech. Echelon.A.C.C. 15 Army Group who will
coordinate with (a) above).

Int. Tn. S. Com. at A.M.S. Adv. Ech. Ech.

-ditto-

For specific movements within
the agreed tonnage allocationsMov. East Italy A.P.I., or
Mov. West Italy, or
Tn. P.R.S. - Naples.

-ditto-

Mov. East Italy, Bari or
subordinate Mov. Offices as
shown on chart.Mov. Reggio, or Mov. East Italy
Bari, or Mov. West Italy Naples
or Mov. Reggio.

0 8 5 5 |