

0280

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

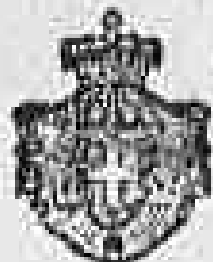
ACC AC 67/TN4 10000/148/2121 NATIONAL PERMIT A
NOV. 1942-JUN. 1944 CIVILIAN

42/2121

NATIONAL PERMIT AND CONTROL SYSTEM

NOV. 1942-JUN. 1944 CIVILIAN RAIL MOVEMENT

if/DR



NAPOLI, 3 Giugno 1944.

28762

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO
PER LE FERROVIE - LA MOTORIZZAZIONE
CIVILE E TRASPORTI IN CONCESSIONE

N. 2489/2.2/1 Segr.

di N.

OGGETTO: Permessi per viaggiare e gomme per appaltatori delle FF.SS.II.

LHR 4/6

Al Ten. Col. L.E. VINING

ACC. Direttore Sottocommissione Trasporti

N A P O L I

- 1°) - Riferimento foglio ACC/Tn/22/5 del 29 maggio c.a..
- 2°) - La S.A. Fonderie di Salerno ha effettivamente in corso la fornitura per conto delle FF.SS. di un rilevante quantitativo di zoccoli per freni per un ammontare di circa lire L. 5.000.000.
- 3°) - La predetta Fonderia è una delle più importanti dell'Italia meridionale, per cui i suoi dirigenti hanno necessità di recarsi presso gli uffici ferroviari per svolgere il loro lavoro.
- 4°) - Non conosco lo stato d'uso delle gomme e non posso quindi pronunciarmi sulla necessità urgente della loro sostituzione.

*1st ind. AGM Stores. MRS.
dated 27 June 1944 ACC ref.*

IL SOTTOSEGRETARIO DI STATO

5292

Naples, 3d of June 1944

FILE : No. 2489/2.2/1

SUBJECT: Permissions to travel and gums for Italian State Railways
contractor

TO : Lt.Col. L.E. Vining.

1. Reference to file ACC/Tn/22/5 dated May 29th 1944.
2. The A.S. Foundry of Salerno is working effectively at State Railways' reckoning for an important quantity of brake-blocks for a board of £. 5.000.000.
3. The above mentioned Foundry is one of the most important in Meridional Italy, and for this reason its Directors are obliged to go to Railways officers to develop their work.
4. I do not know the conditions of the gums and consequently I cannot declare myself about the urgent necessity of their substitutions.

THE UNDERSECRETARY OF STATE

5291

No. 122051

Ing. Borriello Mario
Chief Inspector of Italian State Railways.
27015

NAPLES ROME
through Formia
to NAPLES via CASSINO

Inspection trip by motor-car along the
railway lines.
Ispezione in viaggio con
motocar le lungo le linee ferroviaria
motor car.

15 July 1944.

NAPLES
23 June 1944.

ALLIED CONTROL COMMISSION.
DATE
TRANSPORTATION SUB-COM.

5290

The facts set forth in this pass
have been verified and the
provisions of letter HQ. ACC, file
316/76/CA, 26 Apr 44 have been
fully complied with.

Signed L. E. VINING
Lieut. Colonel
Signed Sub Comm. Acc



22/61

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
21 June 1944

Subject: AMG Circulating Pass for Italian State Railway Official.

To: Director Transportation Sub-Commission, ACC, APO 394.

1. Request that AMG pass be issued to Ing. Borriello Mario, Identification No. 27016, Chief Inspector of Italian State Railways to permit him to make an inspection trip by motor car along the railway lines from Naples to Rome through Formia and return to Naples via Cassino. *Expire 7/18/44*

2. This request has been made by the Office of Undersecretary of State for Italian Railways and Highways, and has the approval of the Director General, Military Railway Service.

For the Commanding General:

S. R. HOGGS
S. R. HOGGS
Major, T.C.
Adjutant

Incl:
Cpy of original request.

*Sgt Green -
Process and transmit to Secy Gen for sig.
Return to me for delivery*

WSE 22/6/44

See pass: 22051
led.



MINISTERO delle COMUNICAZIONI
SOTTOSCRIZIONE E STATO
Ferrovie - Poste e Telecomunicazioni
Napoli, li 16/6/1944

Napoli, li 16/6/1944

L. 1/1/4336

OGGETTO: Linea Formia-Roma e
Roma - Cassino.

AL GEN. BRIG.
CARL R. GRAY

Director General Military Rail-
way Service N A P O L I

1°)- Per poter avere esatta
cognizione dello stato in cui
si trovano le stazioni e gli im-
pianti ferroviari delle linee
Formia - Roma e Roma - Cassino, è ne-
cessario che si rechi sopra luogo
il Capo dell'Ufficio Centrale La-
vori di questo Sottosegretariato,
Sig. Ing. BORRIELLO Mario, Ispettore
Capo delle F. S.

2°)- Il detto Funzionario dovreb-
be recarsi quindi da Napoli a Roma
con automezzo passando per Formia
e ritornare da Roma a Napoli pas-
sando per Cassino.

3°)- Si prega voler comunicare
il benestare di codesta D.G.M.R.S.
alla A.C.C. - Sottocommissione Tra-
sporti Interni - per il rilascio del
necessario permesso di viaggio.

4°)- Il Signor Ing. Borriello Mario
abita a Napoli in Via Annella di Mas-
simo n° 130 ed è munito della tes-
sera ferroviaria di riconoscimento

Naples, 16/6/1944

L. 1/1/4336

Subject: Formia-Rome and Rome Cas-
sino Line.

GEN. BRIG.
CARL R. GRAY

Director General Military Railway
Service N A P O L I

1°)- In order to know exactly
the situation of stations and rail-
ways of Formia Rome, and Rome Cassi-
no lines it is necessary that the
Chief of Central Works Office of
this Undersecretaryship, Ing. Borriel-
lo Mario, Chief Inspector of I.S.R.
could visit then.

2°)- Above said Official ought
to leave Naples by motor car giving
to Rome via Formia, and coming back
to Naples passing through Cassino.

3°)- We beg therefore to be so
Kind to inform and ask D.G.M.R.S.
at A.C.C. Transportation Undercom-
mission, to give the necessary pass.

4°)- Ing. Borriello Mario lives
in Naples 130 Annella di Massimo
Street and his railroad card bears
the n° 27015 .-

L. 1/1/4336

OGGETTO: Linea Formia-Roma e
Roma -Cassino.

AL GEN. BRIG.
CARL R. GRAY

Director General Military Rail-
way Service N A P O L I

L. 1/1/4336

Subject: Formia-Rome and Rome Cas-
sino Line.

GEN. BRIG.
CARL R. GRAY

Director General Military Railway
Service N A P O L I

1°)- Per poter avere esatta
cognizione dello stato in cui
si trovano le stazioni e gli im-
pianti ferroviari delle linee
Formia -Roma e Roma-Cassino, è ne-
cessario che si rechi sopra luogo
il Capo dell'Ufficio Centrale La-
veri di questo Sottosegretario,
Sig. Ing. BORRIELLO Mario, Ispettore
Capo delle P.S.

2°)- Il detto Funzionario dovreb-
be recarsi quindi da Napoli a Roma
con automezzo passando per Formia
e ritornare da Roma a Napoli pas-
sando per Cassino.

3°)- Si prega voler comunicare
il benestare di codesta D.G.M.R.S.
alla A.C.C.-Sottocommissione Tra-
sporti Interni- per il rilascio del
necessario permesso di viaggio.

4°)- Il Signor Ing. Borriello Mario
abita a Napoli in Via Annella di Mas-
simo n° 130 ed è munito della tes-
sera ferroviaria di riconoscimento
n°...27015.....=

IL SOTTOSGREGARIO DI STATO

Carli Xarmy

1°)- In order to know exactly
the situation of stations and rail-
ways of Formia Rome, and Rome Cassi-
no lines it is necessary that the
Chief of Central Works Office of
this Undersecretaryship, Ing. Borriel-
lo Mario, Chief Inspector of I.S.R.
could visit then.

2°)- Above said Official ought
to leave Naples by motor car going
to Rome via Formia, and coming back
to Naples passing through Cassino.

3°)- We beg therefore to be so
Kind to inform and ask D.G.M.R.S.
at A.C.C. Navigation Undercom-
mission, to give the necessary pass.

4°)- Ing. Borriello Mario lives
in Naples 130 Annella di Massimo
Street and his railroad card bears
the n° 27015 . =

UNDERSECRETARY OF STATE FOR
ITALIAN RAILWAY & HIGHWAYS

Carli Xarmy

5283

28/60.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. F. O. 400
21 June 1944

Subject: AMG Circulating Pass for Italian State Railway Official.

To: Director Transportation Sub-Commission ACC, APO 394.

1. Request that AMG pass be issued to Ing. Taito Achille, Principal Inspector of Electrical and Signal Installations of the Italian State Railways, to travel from Bari to Rome in order to take over newly assigned duties.

2. This request has been made by the Office of Undersecretary of State for Italian State Railways and Highways and has the approval of the Director General, Military Railway Service.

For the Commanding General:


S. R. BEGG
Major, T.C.
Adjutant

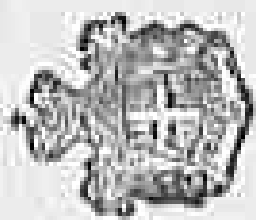
Incl:
Cpy of original request.

*Sgt Kuen -
"Bari to Rome" ~~and return~~ not return. Expire July 45
He process, transmit to Sec Gen for sig
& return to me for delivery LSW 26/44*

See pass : 22052.

l.b.

5287



MINISTERO delle COMUNICAZIONI

SOTTOSEGRETARIATO di STATO

Ferrovia - Motorizzazione Civile

Trasporti in concessione

UFFICIO CENTRALE LAVORI

L. 1/0/4337

L. 1/0/4337

OGGETTO: Ingegnere dell'Ufficio I.E.S. (Impianti Elettrici e di Segnalamento di Roma).=

SUBJECT: Ing. of I.E.S. (Electrical and Signals Installation of Rome).=

Napoli, li 16/6/1944.

Naples 16/6/1944.

n° L.1.0

n° L.1.0

AL GEN. BRIG.

AL GEN. BRIG.

CARL R. GRAY

CARL R. GRAY

Director General Military Railway Service - M A P O I I

Director General Military Railway Service - M A P O I I

=====

=====

1°)-L'Ing. TAITO Achille-Ispettore Principale dell'Ufficio I.E.S. di Roma-si trova attualmente a prestare provvisoriamente servizio presso l'Ufficio I.E.S. di Bari essendo rimasto ivi bloccato nel settembre 1943 per eventi bellici.

1°)-Ing. TAITO Achille-Principal Inspector of I.E.S. Office of Rome -actually makes his service at I.E.S. Office in Bari, as he was obliged to stay remain there after the war events of best September 1943.

2°)-Nell'Ufficio I.E.S. di Roma egli aveva la dirigenza del Gruppo Lavori Roma al quale era affidato l'esecuzione di tutti i nuovi impianti elettrici e segnalamenti delle stazioni di Roma.
L'Ing. Taito ha piena ed esatta conoscenza avendo curato i lavori fin dal loro inizio nel 1938; in più ha naturalmente una perfetta conoscenza del personale.

2°)-In I.E.S. Office of Rome he was the Director of the Works Group of Rome and was entrusted with the execution of all new electrical and signals installation of Rome stations.
Ing. Taito knows perfectly everything about them having begun these works in 1938, and knows perfectly the personnel too.

3°)-Si ritiene quindi che il suo ritorno all'Ufficio I.E.S. di Roma potrebbe essere in questo momento di grande utilità sia per quello che riguarda il ripristino dei servizi, sia per il recupero di quanto è stato danneggiato e potrà essere

3°)-It should be therefore of great utility in this moment both for the re activating of service and recovering of what has been damaged and in the future to be utilised for Rome and other installations.

~~~~~

Napoli, 11 16/6/1944.

n° L.1.0

AL GEN. BRIG.

CARL R. GRAY

Director General Military Rail-  
way Service

N A P O L I

1°)-L'Ing. TAITO Achille-Ispe-  
tore Principale dell'Ufficio I.E.  
S. di Roma-si trova attualmente  
a prestare provvisoriamente servi-  
zio presso l'Ufficio I.E.S. di Ba-  
ri essendo rimasto ivi bloccato  
nel settembre 1943 per eventi bel-  
lici.

2°)-Nell'Ufficio I.P.S. di Roma  
egli aveva la dirigenza del Grup-  
po Lavori Roma al quale era affi-  
dato l'esecuzione di tutti i nuo-  
vi impianti elettrici e segnalemen-  
to delle stazioni di Roma.

L'Ing. Taito ha piena ed este-  
sa conoscenza avendo curato i la-  
vori fin dal loro inizio nel 1938;  
in più ha naturalmente una perfet-  
ta conoscenza del personale.

3°)-Si ritiene quindi che il suo  
ritorno all'Ufficio I.E.S. di Roma  
potrebbe essere in questo momento  
di grande utilità sia per quello  
che riguarda il ripristino dei ser-  
vizi, sia per il recupero di quanto  
è stato danneggiato e potrà essere  
utilizzato in futuro per gli ste-  
si impianti di Roma e per altri im-  
pianti.

./././

~~~~~

Naples 16/6/1944.

n° L.1.0

AL GEN. BRIG.

CARL R. GRAY

Director General Military Rail-
way Service

N A P O L I

1°)-Ing. TAITO Achille-Principal
Inspector of I.E.S. Office of Rome
-actually makes his service at
I.E.S. Office in Bari, as he was
obliged to stay remain there after
the war events of best September
1943.

2°)-In I.E.S. Office of Rome he
was the Director of the Works Group
of Rome and was entrusted with the
execution of all new electrical
and signals installation of Rome
stations.

Ing. Taito knows perfectly eve-
rything about them having begun
these works in 1938, and knows per-
fectly the personnel too.

3°)-It should be therefore of
great utility in this moment both
for the reactivating of service
and recovering of what has been
damaged and in the future to be
utilised for Rome and other in-
stallations.

Ing. Taito speaks English
pretty well.

./././

4°) - Prego pertanto la S.V. voler concedere, a mezzo della competente autorità, permesso al prefato funzionario di rientrare a Roma. =

IL SOTTOSEGRETARIO DI STATO

Wolfgang

4°) - Vi ask therefore to be so kind as to allow above said Official to return to Rome. =

UNDERSECRETARY OF STATE FOR
ITALIAN RAILWAY & HIGHWAYS

Wolfgang

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

WSW/cg.

Our reference : ACC Tn/22/59
Date : 24 June 44

TO Security Branch,
HQ. ACC.

SUBJECT: Movement of Civilians.

1. Enclosed herewith book of official passes for civilians lent to this Sub-Commission.
2. Passes 9401 to 9409 (inclusive) have been used, remainder of passes i.e. 9410 to 9450 returned herewith.

L. E. Vining
L. E. VINING, 5285
Lieut-Colonel,

Director, Transportation Sub-Commission, ACC.

9401

Avv. Commendatore Salvatore Nisi
Chief Inspector of Italian State Railways
Naples.

ISR - 27597

Naples

Thirteen(13) towns
shown on reverse
side of this pass

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

on the Volturno

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Paying and computing the salaries
of civilian railway workers of
the ISR.

Private Auto

30 June 1944

See file In/rr/32

5284

0 2 7 5

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

The holder of this pass is authorized to make daily trips (Until date of expiration) from Naples to any of the following named thirteen (13) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways:-(1) Pignatelo (2) Sparanise (3) Teano (4) Riardo (5) Vairano (6) Torc (7) Maiorisi (8) Carinola (9) Cascano (10) Sessa-Superiore (11) Cancelli Arnone (12) Polciano e Mondragone (13) Sessa-Roccamonfina.

9402

Dott. Cavaliere Ufficiale Raffaele Vespasiano
Assistant Chief Inspector of Italian State
Railways at Naples.

ISR - 2715

Naples

Thirteen (13) towns
shown on reverse
side of this pass

XX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

on the Volturno

XX
XX

Paying and computing the salaries
of civilian Railway workers of
the ISR.

Private Auto

30 June 1944

See file Inf/r-1/32

5283

The holder of this pass is authorized to make daily trips (Until date of expiration) from Naples to any of the following named thirteen (13) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways: - (1) Pignataro (2) Sparanise (3) Teano (4) Riardo (5) Vairano (6) Torre (7) Maiorisi (8) Carinola (9) Cascano (10) Sessa - Superiore (11) Cancelli Arnone (12) Puloiano - Mondragone (13) Sessa - Roccamonfina.

9403

Cavaliere Emilio Benoffi
 Chief Accountant of Italian State
 Railways at Naples.

ISR - 23048

Naples

13 towns shown on
 reverse side of this
 pass.

XX

XX

on the Volturno

XX

Paying and computing the
 salaries of civilian railway
 workers of the ISR

Private Auto

30 June 1944

See file In/r v/3 v

5282

0 2 7 9

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

The holder of this pass is authorized to make daily trips (Until date of expiration) from Naples to any of the following named thirteen (13) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways: - (1) Pignataro (2) Sparanise (3) Tesse (4) Riarde (5) Vairano (6) Tori (7) Maiorisi (8) Carinola (9) Cascano (10) Sessa - Superiore (11) Cancelli Arnone (12) Polciano - Mondragone (13) Sessa - Roccamonfina.

Eavaliere Ennio Benoffi
Chief Accountant of Italian State
Railways at Naples.

IS^A - 23048

Naples

Twenty-one (21) towns
shown on reverse side
of this pass.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

on the Volturno

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Paying and computing the
salaries of civilian railway workers of the
ISF

Private auto

30 June 1944

CO
121
150

(9406)

The holder of this pass is authorized to make daily trips (Until date of expiration) from Naples to any of the following named twenty-one(21)localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways:-(1)Pignataro(2)Sparanise(3)Teano(4)Biarco(5)Vairano(6)Tora(7)Maiorisi(8)Carinola(9)Cascano(10)Sessa Superiore(11)Cancello Arnone(12)Falciano M.ondragone(13)Sessa-Roccamonfina(14)Minturno(15)Formia(16)Gaeta(17)Itri(18)Fondi(19)Mignano(20)Rocca d'Evandro(21)Cassino.

Dott. Cavaliere Ufficiale Raffaele Veapasiano
 Assistant Chief Inspector of Italian State
 Railways at Naples.

ISR - 27115

Naples

Twenty-one (21) towns

shown on reverse

side of pass

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

on the Volturno

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Paying and computing the salaries
 of civilian Railway workers of the
 ISR.

Private Auto.

30 June 1944

(#9405)

67

0 2 8 3

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

The holder of this pass is authorized to make daily trips (until expiration date) from Naples to any of the following named twenty-one (21) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways:- (1) Pignataro (2) Sparanese (3) Teano (4) Riardo (5) Vairano (6) Tora (7) Maiorisi (8) Carinola (9) Cascano (10) Sessa-Superiore (11) Cascello Arnone (12) Falciano Mondragone (13) Sessa Roccamonfina (14) Minturno (15) Formia (16) Gaeta (17) Itri (18) Mignano (19) Rocca d'Evandro (20) Cassino (21) Fondi)

Commendatore Salvatore Nisi
Chief Inspector of Italian State Railways
Naples.

ISR - 27597

Naples

Twenty-one(21) towns
shown on reverse side
of this pass

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

on the Volturno

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Paying and computing the salaries
of civilian railway workers of
the ISR.
Private auto

30 June 1944

(9404)

5279

0285

The holder of this pass is authorized to make daily trips (Until date of expiration) from Naples to any of the following twenty-one(21) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways:- (1) Pignataro (2) Sparanise (3) Teano (4) Riardo (5) Vairano (6) Tora (7) Maiorisi (8) Carinola (9) Cascano (10) Sessa-Superiore (11) Cancello Arnone (12) Falciano Mondragone (13) Sessa - Roccamonfina (14) Minturno (15) Formia (16) Ceeta (17) Itri (18) Fondi (19) Mignano (20) Rocce d'Evandro (21) Cassino.

0284

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

SA 1000 3000

5278

9407

shown on reverse side

on the Volturno

Nap 10a

17 June 44

5277

The holder of this pass is authorized to make daily trips (until date of expiration) from Naples to any of the following twenty-two (22) localities for the purpose of paying and computing salaries of civilian railway employees of the Italian State Railways: (1) Pignataro (2) Sparanise (3) Teano (4) Rieti (5) Vairano (6) Lora (7) Maiorisi (8) Carinola (9) Cascano (10) Sessa-Superiore (11) Cancelli Arnone (12) Paleiano (13) Sessa-Roccamonfina (14) Minturno (15) Formai (16) Gaeta (17) Itri (18) Fondi (19) Mignano (20) Rocca d'Evandro (21) Cassino (22) Roma.

Subject to any permits which may be required for entry into Rome.

CERTIFICATE

The facts set forth in this pass have been verified and the provisions of letter HQ. ACC. file 316/76/Ca. 26 Apr 44. have been fully complied with.

W.S. WALKER,
Major, T.O.

Transportation Sub-Commission, ACC.

9408

the order of this page is authorized to be used only
to the extent of the information (which is not to be
used for any other purpose) for the purpose of
the following: (1) to determine the status of
the Italian railway workers who are paid by
the Italian State Railways (ISR) at Naples
Cavaliere, Paolo Benoffi
Chief Accountant of Italian State Railways
at Naples
ISR - 29048
Twenty-two (22) items
shown on reverse side
of this page.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

on the Volturno
STATION
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
Paying and computing the salaries
of civilian railway workers of the ISR
Private Auto

30 June 1944

U.S. MARINE
C.O. 1st Lt.
Naples
17 June 1944

5276

8048

The holder of this pass is authorized to make daily trips (until date of expiration) from Naples to any of the following twenty-two (22) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways: (1) Pignatone (2) Sperandio (3) Teano (4) Vieste (5) Vairano (6) Torre (7) Maiorati (8) Carinola (9) Cassano (10) Cassa-Superiore (11) Cascello Arnone (12) Felciano (13) Cassa-Roccamonte (14) Minturno (15) Formia (16) Gaeta (17) Itri (18) Fondi (19) Mignano (20) Rocca d'Evandro (21) Cassino (22) Roma.

Subject to any permits which may be required for entry into Rome.

CERTIFICATE

The facts set forth in this pass have been verified and the provisions of letter HQ ACC, file 316/76/CA, 26 Apr 44, have been fully complied with.

APR 26 1944

W.S. WALKER,
Major, T.C.
Transportation Sub-Commission, ACC.
APR 26 1944

3722

9409

Dot. Cavaliere Ufficiale Raffaele Vespasiano
Assistant Chief Inspector of Italian State
Railways at Naples;

圖 - 27115

on the Volturno

17. Paying and computing the salaries of civilian Railway workers of the I.R.

Private Auto.

Maples

527

POST

The holder of this pass is authorized to make daily trips (until date of expiration) from Naples to any of the following twenty-two(22) localities for the purpose of paying and computing salaries of civilian Railway employees of the Italian State Railways: (1)Pignataro (2)Speranise (3)Teano (4)Riardo (5)Vairano (6)Torre (7)Majorese (8)Carinola (9)Cascano (10)Sessa-Superiore (11)Canale Arnone (12)Falciano (13)Sessa-Roccamonfina (14)Minturno (15)Formia (16)Casto (17)Itri (18)Fondi (19)Mignano (20)Rocca d'Evandro (21)Cassino (22) Rome"

Subject to any permits which may be required for entry into Rome.

CERTIFICATE

The facts set forth in this pass have been verified and the provisions of letter HQ.ACC. File 316/76/CA, 26 Apr 44, have been fully complied with.

W.S. WALKER
Major, T.O.
Transportation Sub-Commissioner ACC.

5723

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 94

CG/gfh

Our Reference : ACC Tn/22/58
Date : 19 June '44

TO : Adjutant,
D.G.M.R.S. APO 400.

SUBJECT : Passes for Railway Officials.

1. Reference your letter dated 14 June '44 on above subject.
2. Passes numbered 9404-05-06 have been cancelled and passes numbered 9407-08-09 are forwarded herewith.

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

5274

WSE/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFC 394

Our reference : ACC Tn/22/56.

Date : 20 June 44.

TO : Major R.E. Doe, ACC, Secretary General,
Hq. A.C.C.

SUBJECT : Permits for Members of Italian Government.

1. Passes Nos. 9407 - 08 - 09 are forwarded herewith for signature as per SP 014. 391 dated 6 May 1944.

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

5273

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A.P.O. 400
14 June 1944

Subject: Passes for Railway Officials

To : Director, Transportation Sub-commission ACC, APO 394

It is requested that the enclosed three passes, Numbers 9404 - 05 - 06, be cancelled and new ones issued to these same men to enable them to make periodical trips along the two Railroads running from Naples to Rome, one which runs through Cassino and the other through Formia.

For the Commanding General:

S. R. BEGGS
Major, TC
Adjutant

5272

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

C3E/FG

Our reference : ACC Ta/22/54.

Date : 17 June 44.

TO : Regional Commissioner, Region V, AMG.

SUBJECT : Italian State Railway Employees - Passes.

1. This letter will be presented by Engineer Antonio Carluccio, Identity Card No. 20923 of Italian State Railways "Sezione Lavori", who, with Engineers di Mauro, Card No. 20722 and Perone, 25557, are engaged in plans for reconstructing railway lines in your area.
2. Engineer Carluccio already carries number of identity cards and passes, which he will present on request. However, in order to travel along the railway lines he and the two (2) other engineers will require certain additional permits. Will you please arrange for issue of same, in accordance with prevailing instructions?
3. It is believed you will agree to desirability of getting railway line in service and any cooperation you may afford will be helpful.

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

5271

WSS/rab

3

HEADQUARTERS REGION IV
Allied Control Commission
APO 394

TO : Director, Transportation Sub-Commission,
ACC, (Main)

FROM : ACC Tn Rep. attached Region IV

SUBJECT: Civilian Travel Regulations, Rome.

REF : R4/ES/T14

DATE : 19 May 1944

The following extract from Radio Monitoring Report No. 193 dated 14 May 1944 is forwarded for your information.

"RADIO ROME IN ITALIAN TO ITALY 713Kcs. 1400 May 13"
Minister of Communications Defines Travel Regulations.

The Minister of Communications has issued directions to help travellers using auto-coaches. The following persons and conditions have precedence in booking places in advance:

- 1) - Workers on their way to work,
- 2) - Emergencies, where delay in travel would be dangerous,
- 3) - Travel for educational purposes,
- 4) - Travel in relation to agriculture, industry and trade.

Travellers conforming with the law concerning travel of October 2nd 1942, No. 1231, will be taken into consideration. Special regulations have been fixed with regard to booking in advance. Season tickets will be allowed up to 50 per cent of the available seats."

W. Stanley Smith
W. STANLEY SMITH
Capt., R.E.
Tn. Sub-Commission
Rep. att. Region IV

File

22/52

0

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
26 May 1944

Subject: AMG Circulating Passes for I.S.R. Officials.

To: Director, Transportation Sub-Commission ACC, APO 394.

Request that the attached three passes (Nos. 9401-2-3) be cancelled and new ones be issued for the same men but including the following 8 localities in addition to the original 13:

Minturno, Formia, Gaeta, Itri, Fondi, Mignano, Rocca d'Evandro, and Cassino.

For the Commanding General:

[Signature]
S. R. EGGS
Major, T.C.
Adjutant

3 Incls:
Passes for ISR Officials.

1st Ind.

WGW/rg

TRANSPORTATION SUB-COMMISSION, ACC. Reference: ACC Tm/22/51. - 27 May 44.

TO:- HQ. A.C.C. for Secretary General.

1. Request of D.G.M.R.S. in basic letter is concurred in. Passes (9401 - 2 - 3) were originally issued in response to recommendation, this Sub-Commission, reference ACC Tm/22/32, dated 4 Apr 1944.

2. New passes, Number 9404 - 5 - 6, (superseding 9401 - 2 - 3, returned for cancellation) have been prepared in accordance with request of D.G.M.R.S., and are submitted herewith for your signature.

[Signature]
for L.E. VINING,
Lieut-Colonel,

Director, Transportation Sub-Commission, ACC.

6 Incls:
passes for ISR Officials.

*Signed, by Major Lee, and handed to
Major Walker and by him delivered to
MRS. (Lt. Faith) 27 May 44*

WAW/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : AOC Tn/22/51

Date : 29 May 44

TO : General Si Raimondo,
Undersecretary of State for Italian Railways & Highways.

SUBJECT : Travel permits and tires for I.S.R. Contractors.

1. Will you please examine the statements made in the attached copy of letter, dated 15 May, '44 from S.I. FOMERIE DI SALERNO, and let me have your full comments on the representations there made; and your recommendations on the requests made, bearing in mind the extreme difficulty of fulfilling some parts of the request, particularly in respect of the tires.
2. The writer of reference letter has been told that the answer thereto will be made through your office.


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

5258

SAFS

FORNITORI DELLE
FERROVIE DELLO STATO

Conto Corrente Postale N.°

S. A. FONDERIE DI SALERNO

Stabilimento e Direzione: FRATTE di SALERNO - Tel. 11-55 - Filovia N. 2

Amministrazione: TORINO - Corso Vercelli, 121 - Tel. 21-312 - Capolinea Tram N. 15

N.° Cl.

FRATTE di SALERNO, //

15th May 1944

OGGETTO

SUBJECT: Request for tires,
gasoline and circulation
permit (auto 4539 SA)

To: Colonel Mc Padden, M.R.S.

N A P L E S

As You well know, from previous dealings, the undersigned Firm is manufacturing and supplying the demands of all the State Railways transactions met specifically for the locomotives repair-shops at Salerno and for the Railways Departments of Naples, Bari, Reggio Calabria and Palermo.

This Firm is only concern of its type in Southern and Insular Italy able to mass produce brake shoes, fire boxes grates, journal boxes, etc., for locomotives. At present this Firm has been called upon to supply materials in the amount of ~~ten~~ million liras by the Office of the Undersecretary of State, Supplying Department, Italian State Railways.

To maintain contact with their own various Offices and Departments, also with Allied Authorities and keep pace with the various technical difficulties that arise, This Firm must rely solely on one automobile with all tires worn out, an allotment of gasoline of 9 gallons per month (when the allocation was made by AMGOT the amount was approx 45 gallons).

In view of this it is requested:

- 1- That You kindly authorize us a special permit to travel in the provinces of Southern Italy and Sicily.
- 2- That You obtain for us a granting of 90 gallons of gasoline per month for the exclusive use of this vehicle.
- 3- That You take an interest about requesting that AMGOT a lot this machine 6 complete tires and inner tubes of the dimensions of 500 x 16 or 600 x 16.

This Firm is prepared to make cash payment. 5267
The plate of the car is 4539 SA.

Due to the commune purpose this activity is offering it is hoped that You give Your kind consideration to this matter.

S. A. FONDERIE DI SALERNO
IL DIRETTORE



15th May 1944

OGGETTO

SUBJECT: Request for tires,
gasoline and circulation
permit (auto 4539 SA)

To: Colonel Mc Padden, W.R.S.

N A P L E S

As You well know, from previous dealings, the undersigned firm is manufacturing and supplying the demands of all the State Railways transactions met specifically for the locomotives repair-shops at Salerno and for the Railways Departments of Naples, Bari, Reggio Calabria and Palermo.

This firm is only concern of its type in Southern and Insular Italy able to mass produce brake shoes, fire boxes grates, journal boxes, etc, for locomotives. At present this firm has been called upon to supply materials in the amount of six million liras by the Office of the Undersecretary of State, Supplying Department, Italian State Railways.

To maintain contact with their own various Offices and Departments, also with Allied Authorities and keep pace with the various technical difficulties that arise, this firm must rely solely on one automobile with all tires worn out, an allotment of gasoline of 9 gallons per month (when the allocation was made by ANGOT the amount was approx 45 gallons).

In view of this it is requested:

- 1- That You kindly authorize us a special permit to travel in the provinces of Southern Italy and Sicily.
- 2- That You obtain for us a granting of 90 gallons of gasoline per month for the exclusive use of this vehicle.
- 3- That You take an interest about requesting that ANGOT a lot this machine 6 complete tires and inner tubes of the dimensions of 500 x 16 or 600 x 16.

This firm is prepared to make cash payment. 5207
The plate of the car is 4539 SA.

Due to the common purpose this activity is offering it is hoped that You give Your kind consideration to this matter.

S. A. FONSECARE DI SALERNO

IL DIRETTORE

HEADQUARTERS
ALLIED DOMINION COMMISSION
Transportation Sub-Commission
APO 394

ACF/gfh

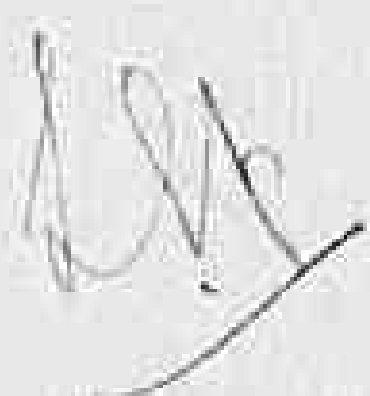
Our Reference : ACC Tn/22/49

Date : 27 May 44

TO : Vice President,
Economic Section, H.Q., ACC.

SUBJECT : Sale of Tickets

1. A case recently occurred where an ACC officer attached to a Region wrote to a stationmaster asking for preferential treatment in the issue of tickets on behalf of an owner of a land-tenement.
2. Our arrangements with the Military Authorities and the State Railways are such that any untoward incident of this kind, with the limited seating capacity available, may be liable to misconstruction and cause unnecessary difficulties in many ways.
3. In the circumstances, you may desire to issue an instruction that no preferential treatment can be permitted, and that ACC officers in the Regions have no authority to make such requests to the officials of the Italian State Railways.


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

5208

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A.P.O. 400
14 MAY 1944

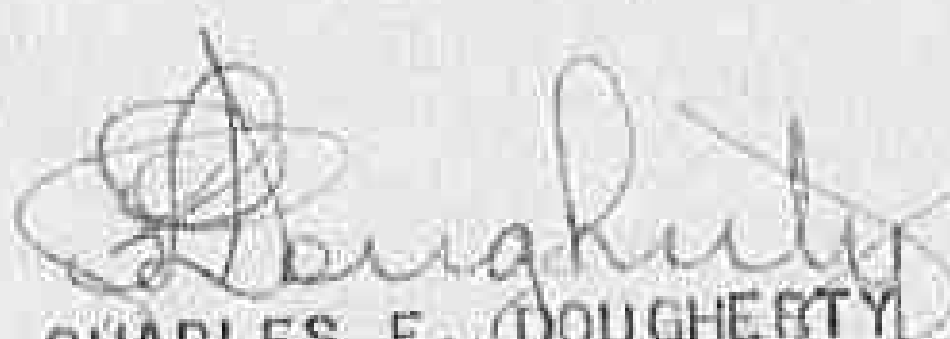
SUBJECT: SALE OF TICKETS

TO: GENERAL DI RAIMONDO

1. REFERRING TO YOUR LETTER 8 MAY 1944, FILE NO. 13.C.5/22,
REGARDING REQUEST OF ACC/AMG FOR ADVANCE SALE OF TICKETS.

2. YOUR UNDERSTANDING IS CORRECT, THERE SHOULD BE NO
DISTINCTION BETWEEN CIVILIANS AND THE TICKETS SHOULD BE SOLD ON
A 'FIRST COME, FIRST SERVED' BASIS, PUTTING ALL USERS ON AN EQUAL
FOOTING.

FOR THE DIRECTOR GENERAL:


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

CC - TRANSPORTATION SUB-COMMISSION,
ACC, APO 394, U S ARMY

YOUR ATTENTION IS DIRECTED TO
THE LETTER ABOVE AND COPY OF
A LETTER ADDRESSED TO THE
PRINCIPAL STATIONMASTER, TICKET
OFFICE, NAPLES, FROM MAJOR T. O. S. WHITE, REGIONAL AGRICULTURAL
OFFICER. THIS IS AN IMPROPER REQUEST, SHOULD NOT HAVE BEEN MADE,
AND PARTY MAKING REQUEST SHOULD BE TOLD OF HIS ERROR.

5235

COPY

HEADQUARTERS
REGION III, ALLIED CONTROL COMMISSION
APO 394, U S ARMY

13 APRIL 1944

TO: THE PRINCIPAL STATION MASTER
TICKET OFFICE, NAPLES

MR BOVE NICOLA, THE OWNER OF A LAND-TENEMENT 105 HECTARS
WIDE IN ALBANO DI LUCANIA (PROVINCE OF POTENZA) GROWN WITH CORN
AND OTHER CEREALS, IS IN NEED OF GOING OFTEN THERE TO SURVEY HIS
CONCERN.

WE BEG YOU TO RESERVE WITH A DAY ADVANCE THE TICKETS THAT
HE WILL ASK FOR HIMSELF, HIS PEOPLE AND HIS SUBORDINATE, AS PER
FOLLOWING LIST:

1. BOVE NICOLA FU VINCENZO
2. GIUSEPPINA ADAMO (WIFE)
3. BOVE ANTONIO (SON)
4. NICOLETTA FRANZONI (SECRETARY)
5. RIZZO FRANCESCO (EMPLOYEE)
6. MARE' VINCENZO FU LUIGI (WORKMAN)
7. RIZZO MARIO DI GENARO (WORKMAN)
8. FRAZONETTI ANDREA (WORKMAN)

WE BEG YOU TO RELEASE THESE TICKETS SEPARATELY TO EACH
PERSON WHENEVER THEY WILL BE REQUESTED AND UP TO JUNE 30TH, 1944,
GO AND RETURN.

OFFICIAL
ALLIED MILITARY GOVERNMENT
T.O.S. WHITE
MAJOR
K.R.R.C.
REGIONAL AGRICULTURAL OFFICER

5264

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

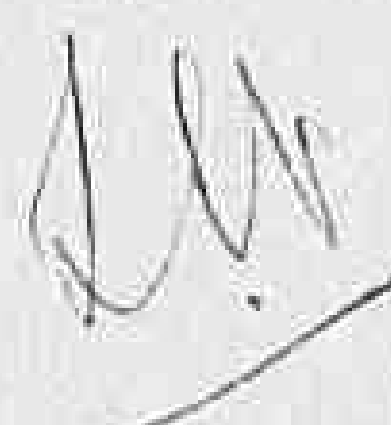
Our reference : ACC Tn/22/47.

Date : 27 May 44.

TO : Communications Sub-Commission,
Hq. A.C.C.

SUBJECT : Railway identification passes.

1. Reference is to your PS 16/9.41 of 23 May 1944.
2. It is not quite clear from your letter as to whether you require a pass for the Postal Inspectors to travel by rail, or if a pass is needed to establish their identity against challenges by Allied Personnel.
3. If the latter is the case, your attention is directed to paragraph 4f, letter HQ. ACC., RC & ME Section, Ref. 316/76/CA dated 26 April 44, and Circular SG 014.391 dated 6 May issued by Office of Secretary General HQ. ACC.
4. Please let me know in due course if such letters settle your needs.


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

REAR HQRS.
A. C. C.
Communications Sub-Commission

PS16/9.41.

23 May 1944

SUBJECT:- Railway identification passes.

TO:- Transportation Sub-Commission ✓

1. It has been represented by the Under Secretary of State for Posts and Telegraphs that travelling Postal Inspectors are frequently, in the course of their travelling duties, challenged by Allied personnel, and experience some difficulty in establishing their standing. As a result, it is stated, they are hindered in carrying out their duties effectively.
2. It is assumed that certain railway Inspectors are provided with passes permitting access to railway stations, and to "all train" travel, and something similar is very desirable for the Post Office Inspectors. If such can be provided, perhaps they will be supplied for the following:-

General Inspector of Postal Movements	Salerno - Cav. Uff. Pietro Corvisiero
Ispettore Generale del Movimento Postale	Bari - Dott. Umberto Ferrieri Caputi
Technical Inspector of Postal Movements	Palermo-Cav. Felice Autore
Ispettore Tecnico Movimento Postale	Reggio C. Sign. Diego Como
Technical Inspector of Postal Movements	Cagliari- Sign. Giuseppe Nicolli
Ispettore Tecnico Movimento Postale	Salerno - Various officials in rotation
Central Inspector of Postal Movements	Salerno - Various officials in rotation
Ispettore Centrale Movimento Postale	
Assistant Central Inspector of Postal Movements	
Aiuto Ispettore Centrale del Movimento Postale	

5202 *h. h. head*

S. H. HEAD

HEADQUARTERS

0-307

1. It has been represented by the Under Secretary of State for Posts and Telegraphs that travelling Postal Inspectors are frequently, in the course of their travelling duties, challenged by Allied personnel, and experience some difficulty in establishing their standing. As a result, it is stated, they are hindered in carrying out their duties effectively.

2. It is assumed that certain railway Inspectors are provided with passes permitting access to railway stations, and to "all train" travel, and something similar is very desirable for the Post Office Inspectors.

If much can be provided, perhaps they will be supplied for the following:-

General Inspector of Postal Movements Salerno - Cav. Uff. Pietro Corvisiero
Ispettore Generale del Movimento Postale

Technical Inspector of Postal Movements Bari - Dott. Umberto Ferriani Caputi
Ispettore Tecnico Movimento Postale

Technical Inspector of Postal Movements Palermo-Cav. Felice Autore
Ispettore Tecnico Movimento Postale

Technical Inspector of Postal Movements Reggio C. Sign. Diego Como
Ispettore Tecnico Movimento Postale

Technical Inspector of Postal Movements Cagliari- Sign. Giuseppe Niccoli
Ispettore Tecnico Movimento Postale

Central Inspector of Postal Movements Salerno - Various officials in
Ispettore Centrale Movimento Postale rotation

Assistant Central Inspector of

Postal Movements

Aiuto Ispettore Centrale del Movimento
Postale

Salerno - Various officials in
rotation

5262 *h. J. Head*

S. H. HEAD

Major,

Chief Postal Officer

HEADQUARTERS

25 MAR 1944

A. C. C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

LEV/cg.

Our reference : ACC Tn/22/41
Date : 23 May 44.

TO : D.Q.M.G.(M).,
HQ AAI.
CMF.

SUBJECT: Civilian Passenger Services.

1. Reference your MOV 3/96 dated 15 May 44.

2. I attach for your information a letter addressed to all Regional Commissioners and S.C.A.O's AMG 5th and 8th Armies from the Deputy Executive Commissioner, HQ ACC.


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

SUBJECT: Civilian Passenger Services

22/40

TO: H. Movimento REGGIO

Headquarters,
Allied Armies in Italy,
15 NOV 44
NOV 3/96

1. Instructions have been issued to all Stationmasters on the Italian State Railways to prohibit civilian passengers on Freight trains.
2. A report has been received by D.G.M.R.S. from the Comptroller Director of Reggio Calabria, that the Allied authorities at COSENZA have authorized civilian passengers to travel on Freight trains on the REGGIO-COSENZA and COSENZA - SILENT lines.
3. This authorization must be withdrawn immediately. Please investigate this matter at once and say who gave this authority.
4. Civilian passengers are only permitted to travel on mixed stores and passenger trains in such numbers as can be accommodated in the passenger equipment authorized for each service.
5. Please treat as urgent.

Th. J. F. Feltows

M/

Brig.
D.G.M.R.S. (NOV)

Copy to:- D.G.M.R.S.

Transportation Sub-Commission A/C
APO 394

5200

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/22/39a.

Date : 21 May '44.

TO : The Vice President,
Economic Section, HQ. ACC.

SUBJECT : Draft - Improper Authority for Travel.

1. Reference indorsement by Staff Officer, Economic Section, on my ACC Tn/22/36
2. The attached draft is submitted for approval and issue.


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

52-9

HEADQUARTERS
ALLIED CONTROL COMMISSION
RC & MG SECTION

CGB/rg

May '44.

ACC Tn/22/39.

TO : Regional Commissioners,
SCAOs AMG 5th & 8th Armies.

SUBJECT : Improper Authority for Travel.

1. In accordance with orders of operational forces, (D.G.M.R.S.), instructions were issued to Italian Railways by Undersecretary, General di Raimondo, prohibiting travel by civilians on freight trains. There have been numerous casualties, many of them fatal, in addition to which serious interference has been caused to movement of vital military and civilian goods, further there have been many thefts.
2. Advice has recently been received by Transportation Sub-Commission that some ACC Regional or Provincial Officers have issued authority to civilians to travel on freight trains.
3. The issue of permits to travel by freight trains is prohibited and all such permits which have been issued must be withdrawn and cancelled.
4. All ACC and AMG officers should be advised of these instructions to avoid further complaints from operational forces or Italian State Railways, of improper interference. *with Railway Operation.*


NORMAN E. FISKE,
Colonel,
Deputy Executive Commissioner.

5273

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ADO 394

Our reference : ACC Tn/22/38.

Date : 13 May '44.

TO : Main HQ ACC., Economic Section.

SUBJECT : Improper Letter by ACC Officer, Region III.

1. Control and regulation are major problems in obtaining transport for Italian civilians on railways.
2. Number of trains which may be run, as well as passenger seating capacity, are limited by military operational requirements as well as limited locomotives and coal available.
3. After careful study, arrangements were effected with operational forces and Italian State Railways whereby regularly scheduled passenger trains leave Naples on Tuesdays and Fridays over Naples-Bari line. There are spaces for 600 passengers; tickets being sold on day of departure on "First come, first served" basis. This plan had concurrence of Gen. di Raimondo and seems fairest which can be devised under existent conditions.
4. We are now in receipt of letter from Gen. di Raimondo, with documented evidence, (translated copies attached) showing that on 13 April 1944 Major T.O.S. White, Regional Agricultural Officer, Region III, addressed letter, in Italian, to Capo Stazione at Naples requesting reservation, in advance, of railway tickets for one BOVE, NICOLA, his family and employees - a party of 8 - to go and come from Naples to Potenza Prov., from date of letter until 30 June 1944.
5. You will readily appreciate implications of such a request - tickets were asked for individually - so that there was every opportunity for "scalping" or black market re-selling.
6. On receipt of Gen. di Raimondo's letter Major White was contacted on phone, in effort to determine whether letter might have been written in his office by a dishonest Italian employee, without his knowledge. Surprisingly, Major White admitted knowledge of, and having signed, letter.

Not sent.
5207

7. There are many difficulties in control of civilian traffic on railways, without having further contributions by ACC officers. It is, therefore, suggested that Major White be required to personally withdraw from Sr. BOVE - and his party, all papers purporting to give them special travel privileges, and to satisfy Transportation Sub-Commission that this has been done.
8. It is further suggested that Major White be unequivocally instructed that his duties with agriculture do not concern transportation of persons.
9. Transportation Sub-Commission requests advice as to corrective action taken in order that it may reply to Gen. di Raimondo.

L.E. VINING,
Lieut-Colonel,

Director, Transportation Sub-Commission, ACC.

CGB/rg

COPY TRANSLATION:

Central Movements Office
Naples, 8 May 1944
N° M13.C.5/22

Subject : Sale of Tickets on the Naples-Bari Train.

To : Military Railway Service and for knowledge of
Transportation Sub-Commission, ACC.

1° The Naples Central Station Master received from an
Officer of ACC, a request, copy herewith attached, for the reservation
of tickets, one day in advance, from Naples to Bari, for Mr. ROVE NICOLA,
his family and employees.

2° Your office fixed the number of tickets to be sold for these
trains at 600 and with letter dated 15 April, prohibited anyone from re-
serving tickets in advance but that a policy of first come first served
would be followed.

3° Following your instruction this office refused to fill the request so
as to be fair to all travellers, who, must wait in line, sometimes passing the
night before the departure of the train awaiting their turn.

We agree, following your orders covering all passengers, including
the military, that no exceptions should be made.

4° We would appreciate further information as to whether your orders are
to be followed or if an exception is to be made in the case of Mr. Rove.

The Undersecretary of State
/s/ di Raimondo

TRANSLATION COPY

HEADQUARTERS
REGION II ALLIED CONTROL COMMISSION
APO 394 U.S. ARMY

TO: Station Master - Ticket Office - Naples.

Mr. BOVE NICOLA, is the proprietor of 105 hectares of farmland in Albano di Lucania, Province of Potenza, producing cereals and grains. He finds it necessary to visit it so as to supervise its operation.

It is requested that tickets (8) be reserved for him, members of his family and certain employees, as per following list:-

1. BOVE, NICOLA fu Vincenzo
2. ADAMO, GIUSEPPINA (wife)
3. BOVE, ANTONIO (son)
4. FRANZENI, NICOLETTA (secretary)
5. RIZZO, FRANCESCO ((employee)
6. MARE, VINCENZO fu Luigi (laborer)
7. RIZZO, MARIO di GENNARO (laborer)
8. FRANZONETTI, ANDREA (laborer)

It is requested that round trip tickets be sold separately to each of the above persons anytime they desire them until June 30, 1944.

OFFICIAL
ALLIED MILITARY GOVERNMENT
T.O.S. WHITE
Major;
Regional Agricultural Officer

22/37

Central Movements Office
Naples, 8, May, 1944
N°M13.C.5/22

Subject: Sale of Tickets on the Naples-Bari Train
To: Military Railway Service and for knowledge of
Tr. Sub-Commission, ACC

1° The Naples Central Station Master received from an Officer of AMG, a request, copy herewith attached, for the reservation of tickets, one day in advance, from Naples to Bari; for Mr. BOVE NICOLA, his family and employees.

2° Your office fixed the number of tickets to be sold for these trains at 600 and with letter dated 15 April, prohibited anyone from reserving tickets in advance but that a policy of first come first served would be followed.

3° Following your instruction this office refused to fill the request so as to be fair to all travellers, who, sometimes must wait in line, sometimes passing the night before the departure of the train awaiting their turn.

We agree, following your orders covering all passengers, including the military, that no exceptions should be made.

4° We would appreciate further information as to whether your orders are to be followed or if an exception is to be made in the case of Mr. Bove.

The Undersecretary of State
Signed/Di Raimondo

5253

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Ufficio Centrale Movimento

Napoli 8 Maggio 1944

N. 13.0.5/22

Al N. del

OGGETTO:

Rilascio biglietti per il treno bisettimanale per viaggiatori fra Napoli e Bari.

ALLA DIREZIONE GENERALE DEL
MILITARY RAILWAY SERVICE
(Piazza Nicola Amore 2)

M A P O L I

P.e. ALLA COMMISSIONE ALLEATA DI
CONTROLLO
Dottacommissione Trasporti
Interni.

M A P O L I

1°- Al Capo Stazione di Napoli Centrale è pervenute, da parte di un Ufficiale dell'A.M.G., la richiesta di cui si rimette copia, di prenotazione con un giorno di anticipo di biglietti sul treno bisettimanale Napoli -Bari e favore del Sig. BOVE Nicola nonché per i suoi familiari e dipendenti?

2°- I posti del predetto treno nel numero di seicento sono stati contingentati in seguito a tassativa disposizione di codeste Direzione Generale, che tra l'altro, con lettere in data 13 aprile o.s. non solo ha vietato, nelle maniere più assolute, la prenotazione dei posti, ma ne anche stabilito che la vendita presso le biglietterie venga effettuata secondo il criterio "Primo venuto-primo venduto".

3°- Uniferaandosi alla Vostra disposizione, questo Sottosegretario non ha aderito alle richieste stesse anche per ragioni di principio e di equità rispetto a tutti i viaggiatori, i quali riescono ad acquistare il biglietto esclusivamente presso le biglietterie e dopo una lunga attesa fin del giorno precedente alla partenza e dopo una lunga attesa la notte all'apporto. Es, trascorrendo anche la notte all'apporto. Si deve convenire che dopo aver dato delle disposizioni categoriche e precise per l'emissione dei viaggiatori tutti, militari e civili, non riesce assolutamente possibile

Rilascio biglietti per il
treno bisettimanale per
viaggiatori fra Napoli e
Bari.

ALLA DIREZIONE GENERALE DEL
MILITARY RAILWAY SERVICE
(Piazza Niccolò Amore 2)

N A P O L I

p.o. ALLA COMMISSIONE ALLEATA DI
CONTROLLO

Sottocommissione Trasporti
Interni.

N A P O L I

1°- Al Capo Stazione di Napoli Centrale è pervenute, da parte di un
Ufficio dell'A.M.G., la richiesta di cui si rimette copia, di
prenotazione con un giorno di anticipo di biglietti sul treno
bisettimanale Napoli -Bari a favore del Sig. BOVE Nicola nonché
per i suoi familiari e dipendenti?

2°- I posti del predetto treno nel numero di seicento sono stati
contingentati in seguito a tassativa disposizione di codesta
Direzione Generale, che tra l'altro, con lettere in data 15 e-
prile c.s. non solo ha vietato, nella maniera più assoluta, la
prenotazione dei posti, ma ha anche stabilito che le vendite
presso le biglietterie vengano effettuate secondo il criterio

" Primo venuto-primo venduto..."

52-2

3°- Uniformandosi alle Vostre disposizioni, questo Sottosegretario
non ha aderito alle richieste stesse anche per ragioni di prin-
cipio e di equità rispetto a tutti i viaggiatori, i quali riesco-
no ad acquistare il biglietto esclusivamente presso le biglietterie
e dopo una lunga attesa fin del giorno precedente alla parten-
za, trascorrendo anche la notte all'aperto.

Si deve convenire che dopo aver dato delle disposizioni cate-
goriche e precise per l'ammissione dei viaggiatori tutti, milita-
ri compresi, ai predetti treni, non riesce assolutamente possibi-
le fare delle eccezioni senza provocare nel pubblico un senso di
diffidenza e di sfiducia.

4°- Vi prego di comunicarmi se le disposizioni date in conformità del

./.

Vostri ordini possono essere mantenute oppure se ritenute di fare un'eccezione per la famiglia BOVE per aderire alle richieste dell'...

IL SOTTOSGGERARIO DI S.L. CO

Fto Di Raimondo

COPIA

HEADQUARTERS
REGION III ALLIED CONTROL COMMISSION
APO 394 - U.S. ARMY

Per visione

Al Capo Stazione Principale
Ufficio Biglietteria di Ne-
poli.

13 Aprile 1944

Il Sig. DOVE Nicola, proprietario di un fondo agricolo di 105 Ettari in tenimento di Albano di Lucania (Provincia di Potenza) coltivati a cereali e grane, ha la necessità di recarsi spesso nel suddetto luogo per sorvegliare l'andamento dell'Azienda.

Si prega di prenotare con un giorno di anticipo i biglietti che egli richiederà per sé, per i componenti la sua famiglia e per i suoi dipendenti, come da elenco che segue:

- 1) DOVE NICOLA Fu Vincenzo
- 2) GIUSEPPINA ADAMO (moglie)
- 3) DOVE ANTONIO (figlio)
- 4) NICOLETTA FRANZONI (segretaria)
- 5) RIZZO FRANCESCO (impiegato)
- 6) MARE' VINCENZO Fu LUIGI (operaio)
- 7) RIZZO MARIO Di Gennaro (operaio)
- 8) TRAZONETTI ANDREA (operaio)

Si prega che i suddetti biglietti vengano rilasciati anche separatamente ad ogni persona, ogni volta che saranno richiesti e fino al 30 giugno 1944, andata e ritorno.

OFFICIAL
ALLIED MILITARY GOVERNMENT
T.O.S. WHITE
Major;
K.R.R.C.
Regional Agricultural Officer

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation SubCommission
APO 394

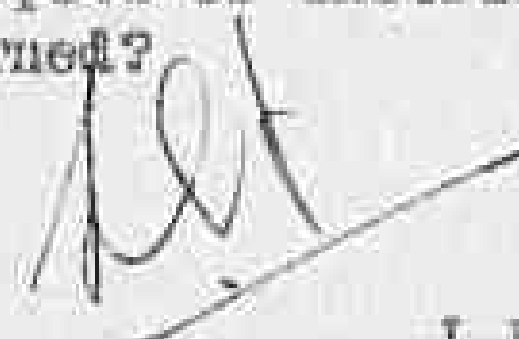
Our reference : ACC Tn/22/36.

Date : 11 May 44.

TO : HQ. ACC, Economic Section.

SUBJECT : Improper Grant of Authority.

1. In accordance with directions of operational forces, (DOMRS), instructions were issued to I.S.R. by Gen. di Raimondo, prohibiting travel by civilians on freight trains. This is highly desirable because of number of casualties, many of them fatal, which have occurred, and because of interference with movement of vitally needed products, including theft.
2. This Sub-Commission has received advice that some ACC officer at Cosenza has authorized civilians to travel on freight trains of the Paolo-Cosenza and Sibari-Cosenza lines. It is not known under what circumstances, or by what authority permits were issued. However, it is requested that action be taken to ensure that practice be stopped and that responsible officer collect at once all outstanding permits.
3. This is a most serious matter and it is suggested that formal instructions be issued, through ACC official channels, to all officers thereof, that they shall not issue permits or take any action affecting railways in any wise until matter has been presented to and approved by Transportation Sub-Commission. Any other course of action will result in complaint by military forces and confusion on part of I.S.R. employees.
4. May we expect prompt action, with copies of instructions issued, for transmittal to operational officers concerned?



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

Remarks by Capt. Hay:

It is agreed that instructions should be issued. Please draft a letter for signature by Executive Commission for issue to Reggio.

Sd. H. Hay.

5259

12 May 44. - See 22/39a.

22/35

Naples, 8 May; 1944
N°2213/1.0/1.4 Secy

Subject: Civilian Traffic on Calabrian Lines
To: Military Railway Service
Tn. Sub-Commission, ACC
Capo Compartimento I S R Reggio Calabria

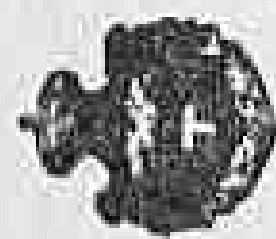
Conforming to dispositions issued by the Military Railway Service, I have given orders to all Station Masters to prohibit civilians from traveling on freight trains.

The Capo Compartimento at Reggio Calabria advises that Allied && Authorities at Cosenza have authorized civilian traffic on freight trains on the Paola-Cosenza and Sibari-Cosenza lines.

Instructions as to dispositions to be taken will be appreciated,

The Undersecretary of State
Signed/ Di Raimondo

5249



ba/DR

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli,, BARI, 8 Maggio 1944

al N.

del

OGGETTO:

Servizio viaggiatori sulle linee delle Calabrie.

all.

Alla Direzione Generale del Military Railway Service
= Pza Nicole Amore, 2 = NAPOLI
e, per conoscenza;

Alla Commissione Alleata di Controllo
= SOTTOCOMMISSIONE TRASPORTI INTERNI =

Al Capo Compartimento F.S. di

NAPOLIREGGIO CALABRIA

In conformità delle disposizioni date da cotesta Direzione Generale, ho dato ordine a tutti i Capi stazione di vietare l'ammissione di viaggiatori sui treni merci.

Il Capo Compartimento di Reggio Calabria mi segnala che le Autorità Alleate di Cosenza hanno autorizzato direttamente il servizio viaggiatori con i treni merci sulla linea Paola-Cosenza e Sibari-Cosenza.

Di tanto si è ritenuto necessario informare per le disposizioni che si ritenesse di dare, con preghiera di darne conoscenza anche allo scrivente.

IL SOTTOSEGRETARIO DI STATO

Luigi Einaudi

5248

0324



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli, 8 maggio 1941

N. 2213/10/41 seg

al N. del

OGGETTO:

Servizio viaggiatori sulla linea delle Calabrie.

all.

Alla Direzione Generale del Military Railway Service

NAPOLI

" Via Risorta Ancona, 2 "

e, per conoscenza

Alla Commissione Alleata di Controllo

NAPOLI

" SOTTOCOMMISSIONE TRASPORTI INTERNA "

RENGIO CALABRIA

Al Capo Compartimento F.C. di

In conformità delle disposizioni date da codesta Direzione Generale, ho dato ordine a tutti i Cepi stazione di vietare l'emissione di viaggiatori sui treni merci.

Il Capo Compartimento di Reggio Calabria mi segnala che la Autorità Alleata di Cosenza hanno autorizzato direttamente il servizio viaggiatori con i treni merci sulla linea Paola-Cosenza e Sibari-Cosenza.

Di tanto mi è ritenuto necessario informare per le disposizioni che si ritengono di dare, con preghiera di darne conoscenza anche allo scrivente.

IL SOTTOSEGRETARIO DI STATO
F.to DI RAIMONDO

5247



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli, li ~~May~~ 2 Maggio 1944

N. 40/8/2

al N. _____ del _____

Oggetto:

Provvedimenti per di-
sciplinare il traffico
civile. =

AL COL. F I C H T
SOTTOCOMIS. TRASP. INTERNI
NAPOLI
AL BRIG. G. CARL GRAY
DIRECTOR GENERAL MILIT. R.S.
NAPOLI

- 1°) - Per normalizzare e disciplinare il traffico ferroviario e per eliminare i gravi inconvenienti che attualmente si verificano, il Ministero degli Interni, d'accordo con le competenti autorità ferroviarie, ha disposto la istituzione di un apposito Corpo di Polizia Ferroviaria. =
- 2°) - In attesa che detto Corpo possa essere costituito e funzionare, mi è gradito comunicare che il Ministero degli Interni, ha disposto, tra l'altro, che siano istituiti adeguati servizi di CC.RR. nelle Stazioni di fermata della linea Napoli - Bari. =
- 3°) - L'Ufficio Trasporti dello Stato Maggiore del R. Esercito ha emanato opportune disposizioni agli Enti Militari affinché aderiscano ad eventuali richieste di rinforzi da parte dei Comandi CC.RR. per assicurare il servizio in parole. =

IL SOTTOSEGRETARIO DI STATO

F/to di RAIMONDO

526

22/34
Naples, 2 May, 1944
M/40/E/2

Subject: Civilian Traffic Discipline
To: Tn. Sub-Commission, ACC, and to
Brig. Gen. C. Gray, Director Military Ry. Operations

1. To better discipline civilian traffic and to eliminate many of the inconveniences now existing, the Minister of the Interior, in accord with Railway officials, has ordered the institution of a special Railway Police Force.

2. While the Special Police Force is being activated, the Minister of the Interior has ordered also that service at all stations on the Naples-Bari line be rendered by the Italian Carabinieri.

3. The transportation office of the Italian Army Hqs. has also given orders to the various commands to comply with any request from the Carabinieri in case they should need any help in maintaining order.

The Undersecretary of State
Signed/DI Railondo

5245

MEMO FOR FILE: ACC TN/22/

ACC TN/22/33.

R.C. & M.G. Sec. Letter, reference 316/76/GA dated 26 April 44, para 4(f) requires form of pass be prepared by sponsoring sub-commission for signature of Sec.Gen. ACC, (or Deputy). Major Doe, office of Sec.Gen. canvassed HQ ACC in effort to locate supply of forms. Information was received that there was no supply here. Probably at Salerno. One book of pass forms (nos. 9401 to 9450) borrowed and receipted for, from Security Branch, ACC. in order to take care of urgent requirement of D.G.M.R.S., re paymaster of I.S.R.

Sgt. Green, please take custody of book of forms (it needs to be kept in secure place) and write letter requesting two more books.

MAJOR WILLIAM S. WALKER.

C.C. Sgt. Green.

5/5/44

5244

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394.

Our reference : ACC Tn/22/32

Date : 4 May 44.

TO : Economic Section,
HQ ACC.

SUBJECT: Control of Civilian Movement.

1. Reference HC & MG Section letter 316/76/GA dated 26 Apr 44.

2. Subject letter indicated most desirable tightening up of civilian movement in certain areas, in accord with request of Military Security Services however, this tightening up has created a difficult situation for the officers of the Italian State Railways charged with payment of the railway employees in the Army and Corps area as well as AMG territories.

3. Lieut. Julius Fuith of office of DGMRS has visited this office today and explained the situation which manifestly is of material importance. There are many employees of the Italian State Railways operating important services in the zones to which restrictions are now being re-applied and unless Paymasters be permitted to proceed from the Naples ISR offices to pay these employees, material hardships will be effected in turn affecting efficiency of rail transport.

4. In paragraph 4 (f) of subject letter there is indication that passes to cover situations as referred to can be issued. Lieut. Fuith is fully conversant with the situation, and has the names of employees for whom passes are desired. Will you please arrange such further action as may be necessary to obtain issuance of passes?

5243

5. This Sub-Commission is extremely desirous of co-operating with both the DGMRS and Undersecretary of State for Italian Railways - Gen di Raimondo, and will appreciate prompt action in the matter.

[Signature]
L.E. VINING,
Lieut-Colonel.

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523

5. This Sub-Commission is extremely desirous of co-operating with both the DGMRS and Undersecretary of State for Italian Railways - Gen di Raimondo, and will appreciate prompt action in the matter.

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

See Gen. Sec. Altin Napoli doc.

Present & conversation, this date, there is now attached form of pass for indicated officers of 34 St. Rgs, dependent, in accordance with para 414 of previous letter of 16 Apr 44, for your signature:

1. Am. Comm. Salvatore Nisi. Pass No 9401
2. Dott. Vespisiano. " " 9402
3. Ennio Benoffi. " " 9403

St. Raimondo, Major TC
for dir. Gen. Sec. Altin Napoli doc.

May 4, 44

22/32

ALLIED FORCE
MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 400
19 April 1944

Subject: Passes for Railway Worker.

To : Commanding General, AMG, APO 394, U.S. Army

1. All Italian Railway operations have been placed in the control of the Director General, Military Railway Service, by General Order #60, AFHQ, dated 22 October 1943, which authorizes this command to direct railway employees wherever required.

2. Considerable difficulty has been experienced by paymasters and other employees of the Italian State Railways in their attempt to visit various railway installations in the forward areas by being stopped by sentries and forced to turn back, thereby not being able to complete their intended mission. This has occurred several times in spite of the fact that they carried Italian State Railway Employees Identification passes issued by this Headquarters and approved by the 5th Army Provost Marshal, and also letters of this office directing them to travel to a certain locality on official railway business.

3. It is requested that AMG issue a permanent pass or some other form of authorization to supplement passes issued by this Headquarters to permit the following five officials of the railway to visit outlying railway installations north of the Volturno and Calore rivers for the purpose of paying the salaries of the employees:

- a. Avv. Commendatore Salvatore Nisi (Chief Inspector) N^o 27597
- b. Dott. Cavaliere Ufficiale Raffaele Vespasiano (Chief Inspector) N^o 27115
- c. Cavaliere Ennio Benoffi (Chief Accountant) N^o 23048
- d. Dott. Eugenio Cerulli (Segretario Principale)
- e. Dott. Giovanni Abbato (Segretario)

For the Commanding General:

5242

JULIUS FUITH
2nd Lt. T.C.
Statistical Officer

1 Incl
for fr ISR in Italian

List of stations beyond riv. Volturno

LINEA NAPOLI-VAIRANO

PIGNATARO
SPARANISE
TEANO
RIARDO
VAIRANO
TORA

LINEA SPARANISE-MINTURNO

MAIORISI
CARINOLA
CASCANO
SESSA SUPERIORE

LINEA NAPOLI-MINTURNO

CANCELLO ARNONE
FALCIANO-MONDRAGONE
SESSA-ROCCAMONFINA

=====

ALLIED CONTROL COMMISSION
~~ALLIED MILITARY GOV. INVENT~~

328
Col Warner

II. Q. 28 VIA SIRTORI,
ST. MARIA G. V.
(REAR OF CATHEDRAL)

NORTHERN DIVISION,
NAPLES PROVINCE,
SANTA MARIA G. V.
30th April, 1944.

Subject - Passes for Railway Workers.
To - Lt.-Col. J. Warner, Naples Province.

With reference to the attached correspondence, the General Order 60 of 22nd October last year, referred to in the letter of 19th April from the office of the Director General, signed by 2/Lt. Faith, may be suspended or superseded temporarily in view of the decisive tightening of control over civilian movement in army zones. Indeed, that office may not be fully aware of the changed conditions.

The letter referred to above requests permanent passes and does not state any destination points. Army regulations state that passes of only seven days duration shall be granted together with destination and identity card numbers but none of these features are named in requesting passes.

The circular "Control of Civilian Movement" from ACC dated 26th April, para. 4, gives detailed instructions for the issue of passes into army areas. It also gives discretionary powers to Provincial Commissioners when urgent administrative, economic or other reasons may preclude time limits in procuring passes as described in the Circular.

Whether it is necessary for five civilians - Chief Accountant, Chief Secretary, Chief Inspector, etc., to cross into army zones to pay railway employees wages or not is a matter I am not entirely competent to decide upon although I doubt the necessity of high officials for such a purpose. I think that para. (f) of sect. 4 of the Circular covers adequately the authority for the issue of passes to Italian officials.

I have carefully considered the mass of instructions from 5 and 8 Armies and ACC on the subject and I do not feel I can properly issue these passes to unknown destinations and I consider the matter is one for decision at a higher level.

H.B. Linton

Major
Principal Provincial Officer.

5240

*I am enclosing
a copy of 8 Army
memoranda
on civilian movement.*
MB

ALLIED CONTROL COMMISSION

PRETURA,
VIA DUOMO N. 72
CAPUA

24 April 1944

TO: LT. COL. WARNER S. C. A. P. O.
NAPLES PROVINCE

Subject: Basic communications attached

1. You are advised that this office can issue permits only in accordance with 5 - & 8 - Army directives, such permits being subject to strict examination thruout the forward areas by Military Police, G.I.C., and F.S.S. personnel. Permanent permits, passes of more than seven days duration, and those permitting travel beyond the limits of Naples province, are not permitted to be issued by this Headquarters. The directives are quite specific on these points.

2. In view of the fact that the two Armies prevent compliance with the first request, no passes are enclosed for the officials concerned. A permit, to expire at least within seven days from the date your office puts it into effect, is attached for Grimaldi Marie. It should be valid only during the time required for necessary travel involved. The date, and his signature, will be necessary before it is honored.

R. M. Freeman
R. M. Freeman 1st Lt.
C. A. O. Capua
2299

0334

PRETURA,
VIA DUOMO N. 72
CAPUA
24 April 1944

To: LT. COL. WARNER S.C.A.P.O.
NAPLES PROVINCE

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R.M. Freeman
R.M. Freeman 1st LT.
C.A.O. Capua
5239

ALLIED CONTROL COMMISSION
~~ALLIED MILITARY GOVERNMENT~~

H. Q. 28 VIA SIRTORI.
ST. MARIA C. V.
(REAR OF CATHEDRAL)

NORTHERN DIVISION.
NAPLES PROVINCE.
SANTA MARIA C. V.

28th April 1944.

To : Major H.B. Simson.
Principal Provincial Officer.

Reference attached.

In view of the Orders of 5th and 8th Armies relating to Civilian Passes in Army areas it is not possible to issue permanent passes to circulate through these zones.

Directive No. 316/76/CA from HQ. ACC dated 26th April 1944 deals with passes to State Officials and it is suggested that the issue of these permits may be made by the Dept concerned at those Headquarters.

Alternatively the matter could be referred to AMG 5th and 8th Armies giving full particulars of places to be visited, Addresses, Identity Card Numbers and means of travel, also the dates required.



Major
Provincial Public Safety Officer.

828

ALLIED CONTROL COMMISSION
NAPLES PROVINCE

PUBLIC SAFETY DIVISION
Naples - April-20/th 1944

SUBJECT: Application for Travel Permit

TO : A. C. C. Capua

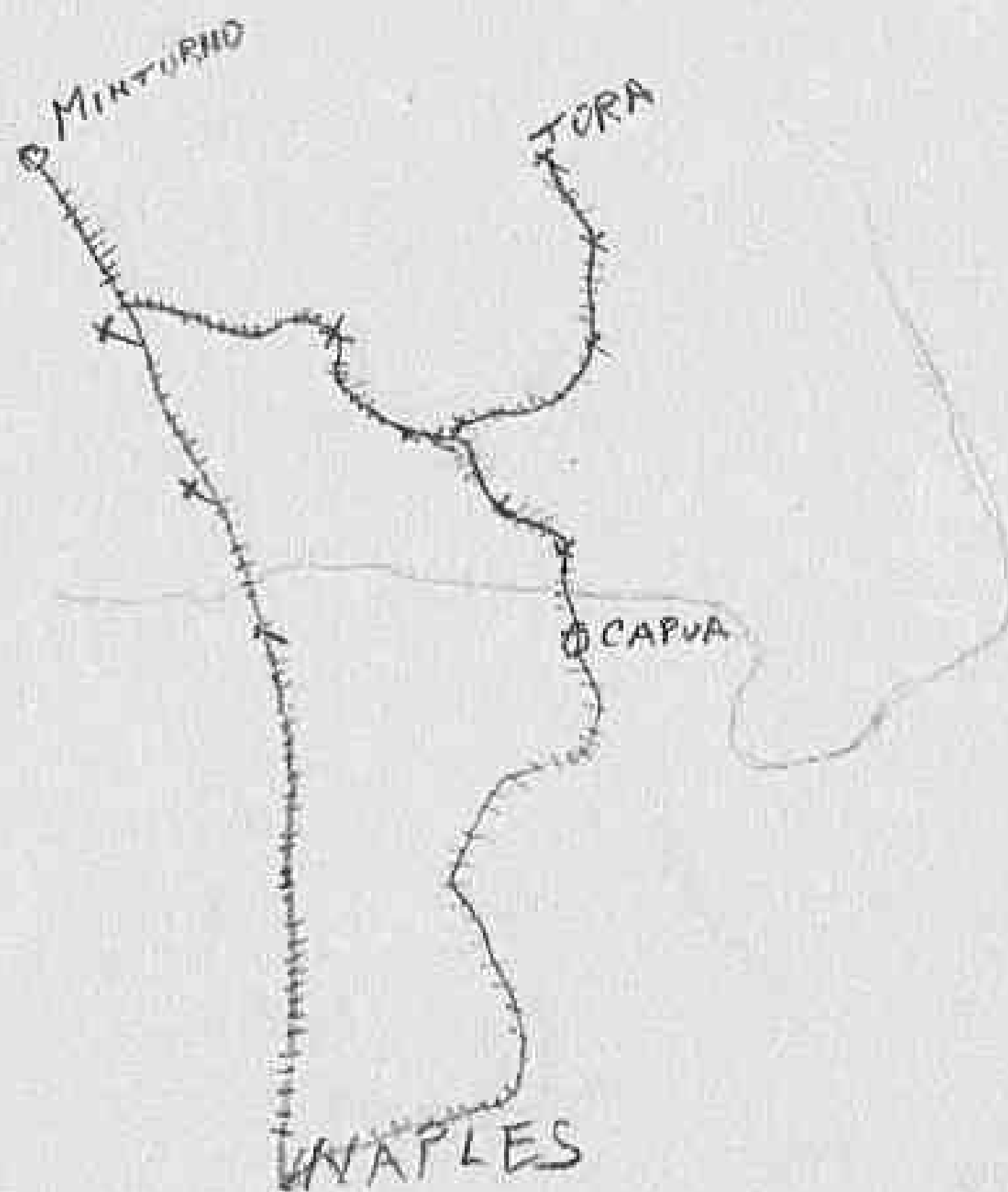
Attached application for permit to travel to Cross the Voltur-
has been received at this office. Will you please inform me if
you have any objection, and also return application? n o & Calore
rivers

S. B. Warner
For Lt. Col. Warner
S.C.A.P.O.

5237

03321

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



5236

Naples 15 Aprile 1944

HON. LIASON OFFICE

ITALIAN SOTTOSEGRETERIATO DI STATO ALLE COMUNICAZIONI

p.c.c.

ITALIAN CAPO COMPARTIMENTO

N A P L E S
=====

P. N/M.I.O

As it is well known to this Hon. Office, this Sezione Movimento (Traffic Section) is providing to the reorganization and to the relief of the whole staff and particularly of the employee's who still remaining in the plants damaged from war injuries, haven't got neither lodgings nor offices nor personal outfit.--

In order to provide to this service it is necessary to go by meter car several times for month to places situated beyond Volturno and Calore rivers and to the purpose a permit for another car has been asked.--

The Liason Office kindly provided of special passes the undersigned Chief of the Traffic Section, his deputy Doct. Vespasiano and the Chief of the Accountant's Office Cavaliere Benoffi.--

Notwithstanding the exhibition of these permits, the Volturno River Military Police always made objections to let us pass and sometimes we have been compelled to come back in Naples without having performed our task, sometimes we had to ask a permit to the Governor of Capua who granted it to us only in a very exceptional way.--

From what we vaguely could understand from the objections of the Military policemen to pass freely Volturno and Calore rivers is requested a yellow card at the purpose instituted by A.M.G.

At present the foretold service is going to increase not only for the exposed reasons, but also chiefly to let us take care of the working of the railways which are going to be committed to us, and that task is going to require more and more care for, as this Hon. Office knows, also Rome plants, as soon as they will be liberated, are to be absorbed, e

Beyond the permit requested for a second meter car, this Hon. Office is kindly begged to provide of special meter car circulation permits to be valid also beyond

and to the relief of the whole staff and particularly of the employee's who still remaining in the plants damaged from war injuries, haven't got neither lodgings nor offices nor personal outfit.--

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Beyond the permit requested for a second motor car, this Hon. Office is kindly begged to provide of special motor car circulation permits to be valid also beyond Volturno and Calore rivers:

1° the undersigned Avvocato Commendatore Salvatore Nisi,

Chief Inspector S.

2° His Deputy Doctor Cavaliere Ufficiale Raffaele Vespasiano, Chief Inspector;

3° The Chief of Accountant's Office Cavaliere Ennio Benoffi, Secretary Chief;

and besides, two assistants in order to avoid inconvenience.

e/e

5235

iences and embarrassments that in many cases delay the accomplishment of the task.

As this Hon. Office knows, the foretold officers beyond the charge of reorganization and relief, had to provide also to pay the persons of the staff still beyond the indicated rivers and for that task have to bring in the car values of a certain importance.

Because of the loss of time in passing ^{the} rivers and the remarkable distance of the places to get, we happen many times to come back late in the day and it would be cautious not to return in Naples in the hours of darkness.

For the above exposed reasons, this Hon. Office is begged to examine the situation in order to grant the above mentioned special permits for at the present conditions the service can't be accomplished and besides, getting the payments delay, the employee's are complaining and their complaints have also been accepted by the Allied Authorities which exhorted us to avoid complaints.

THE CHIEF OF TRAFFIC SECTION
(AVV SALVATORE MIST)

My

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Napoli li 15 aprile 1944



ON/LE UFFICIO COLLEGAMENTO
SOTTOSEGRETERIATO DI STATO ALLE COMUNICAZIONI

SIG. CAPO COMPARTIMENTO

N A P O L I
=====

Prot. N.M/10

Com'è noto a codesto On/le Ufficio, questa Sezione Movimento sta provvedendo alla riorganizzazione e ad elle assistenza del personale tutto e specialmente di quello rimasto negli impianti danneggiati delle offese belliche, senza ellogio, senza ufficio e senza più oggetti personali.

per provvedere a questo servizio a mezzo di autovetture, per cui si è chiesto anche un secondo permesso per un'altra macchina, occorre recarsi più volte al mese in località situate al di là del fiume Volturno e Calore.

L'Ufficio Collegamento gentilmente fornì di speciali permessi, il sottoscritto Capo della Sezione Mov.to, il suo coadiutore dott. Vespasiano ed il Capo dell'Ufficio Contabilità cav. Benoffi.

Malgrado l'esibizione di tali permessi la Polizia Militare del Fiume Volturno, ha sempre opposto delle resistenze al nostro passaggio, ed alcune volte si è astretti a rientrare a Napoli senza portare a compimento la missione, mentre altre volte si è dovuto chiedere il permesso al Governatore di Capua che lo ha concesso in via del tutto eccezionale.

Da quanto veramente si è potuto capire dalle obiezioni degli agenti della Polizia Militare, per passare liberamente i Fiumi Volturno e Calore, occorre un cartellino di color giallo appositamente istituito dall'A.M.G.

Ora il predetto servizio si va ad intensificare non solo per i motivi esposti, ma anche e principalmente per curare l'esercizio che ci sta venendo consegnato, cosa che acquisterà sempre maggior cura dato che, com'è noto, a conoscenza di codesto On/le Ufficio non essere assorbiti anche gli impianti del Compartimento di Roma meno mano che saranno liberati.

Oltre il Pass già chiesto per la seconda macchina, si prega la cortesia di codesto On/le di fornire di speciali permessi di circolazione in macchina anche al di là del Fiume Volturno e Calore,

- 1°- il sottoscritto avv. comm. NISI Salvatore Ispet. Capo S.
- 2°- il suo coadiutore dott. cav. Uff. VESPASIANO Raffaele
- 3°- l'ispettore Capo.
- 3°- il capo dell'Ufficio Contabilità cav. BENOFFI Ennio
- Secretario Capo

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ne ed alla assistenza del personale tutto e specialmente di quello rimasto negli impianti danneggiati dalle offese belliche, senza alloggio, senza ufficio e senza più oggetti personali.

Per provvedere a questo servizio a mezzo di automobile, per cui si è chiesto anche un secondo permesso per un'altra macchina, occorre recarsi più volte al mese in località situate al di là dei fiumi Volturno e Calore.

L'Ufficio Collegamento gentilmente fornì di speciali permessi, il sottoscritto Capo della Sezione Nov.to, il suo coadiutore dott. Vespasiano ed il Capo dell'Ufficio Contabilità cav. Benoffi.

Melcrado l'esibizione ai tali permessi la Polizia Militare del fiume Volturno, ha sempre opposto delle resistenze al nostro passaggio, ed alcune volte si è stati costretti rientrare a Napoli senza portare a compimento la missione, mentre altre volte si è dovuto chiedere il permesso al Governatore di Capua che lo ha concesso in via del tutto eccezionale.

Da quanto veramente si è potuto capire dalle obiezioni degli agenti della Polizia Militare, per passare liberamente i fiumi Volturno e Calore, occorre un cartello di color giallo appositamente istituito dall'A.M.G.

Ora il predetto servizio si va intensificando non solo per i motivi esposti, ma anche e principalmente per curare l'esercizio che ci sta venendo consegnato, cosa che acquisterà sempre maggior cura dato che, come è a conoscenza di codesto On.le Ufficio, debbono essere assorbiti anche gli impianti del Campartimento di Roma mano mano che saranno liberati.

Oltre il Pass già chiesto per la seconda macchina, si prega la cortesia di codesto On.le di fornire di speciali permessi di circolazione in macchina anche al di là dei fiumi Volturno e Calore,

- 1°- il sottoscritto avv. com. NISI Salvatore Ispet. Capo S.
- 2°- il suo coadiutore dott. cav. Uff. VESPASIANO Raffaele Ispettore Capo.
- 3°- il capo dell'Ufficio Contabilità cav. BENOFFI Ennio Segretario Capo

e due assistenti, onde evitare inconvenienti ed intorci che in molti casi ritardano l'espletamento della missione.

Dott. Benoffi
Benoffi

o/o

TRANSLATION:

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF THE STATE

NAPLES - 12 April 1944

Ref.N. M.10/G.

Railways - Civil Motorisation
Transport in Concession.

SUBJECT: Abusive Passengers on the
Freight Trains.

TO: CAPI COMPARTIMENTO NAPOLI- REGGIO C.
PALERMO SOVRINTENDENTE PER LE FERROVIE
DELLA SARDEGNA -BORORE (Cagliari)
SEZIONI MOVIMENTO-NAPOLI- BARI-REGGIO C.-
PALERMO.
SEZIONI COMMERCIALE E TRAFFICO-NAPOLI-BARI-
REGGIO C.-PALERMO.
p/n.MINISTERO DELL'INTERNO -P.M. 151
MINISTERO DELLE COMUNICAZIONI- Gabinetto-
Salerno-
Brig. General Carl A. Gray -Director General
Railway Military Service - Napoli - Piazza
Nicola Amore // 2.
Internal Transportation Sub-Commission.
Allied Control Commission.,Naples.

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Notwithstanding the taxable dispositions given in precedence,
still many passengers are secretly and unduly purchasing freight train
space.

The control on the part of the train and station personnel results
in inefficiency and ill-timing. of

I do in the absolute forbid ~~the~~ regularising the eventually surprised
passengers to take trips on the foretold trains and making them pay for the
tickets.

The Administration did not give formal regularisation, this accounting
for the undue travelling, to legalise an infraction to the vigorous regulation
of railway police and to assume the consequences of all the responsibility
that derives from such acts.

All the personnel must actively work together with the Allied Authority
to repress the abusers, of these, instead of doing away with, they are inclined
to increase them.

In regard to whatever relief there is, they should also be signaled
to this undersecretary for the ulterior practices to unfold with D.G.M.R.S.
and Internal Transportation Sub-Commission, A.C.C.

The Capi Compartimento in an address want to give precise dispositions
in this regard, they handle for the present that of every irregularity deducted,
in the face of that which the personnel (shall remain?) completely indifferent
or passive, shall be held responsible the heads of the stations and the heads of
the competent Distribution Movements.

Please acknowledge receipt.

The Undersecretary of State

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MINISTERO DELL'AMMINISTRAZIONE
Sottosegretario di Stato
per le Ferrovie
UFFICIO MOVIMENTO
NAPOLI

Regia Napoli 12 aprile 4

M. 10/6.

OGGETTO:

Vigilatori abusivi sui treni merci.

CAPIT. COMPARTIMENTI - NAPOLI - NARI - REGGIO C.
PALERMO - SOVIALENTI - NARI - REGGIO C.
VIA DELLA SARD. SNA - REGGIO C. (Cagliari) -
REGIONI MOVIMENTO NAPOLI - NARI - REGGIO C.
PAL. NARI
REGIONI COMMERCIO - NARI - REGGIO C. - NAPOLI -
NARI - REGGIO C. - PALERMO
COMMISSARI COMPARTIMENTI DI P. S. - NARI -
POLI - NARI - REGGIO C. - PALERMO -
MINISTERO DELL'INTERNO - P. S. 151 -
MINISTERO DELL'AMMINISTRAZIONE - Gabinetto -
E a l e r n o
TRIG. GENERALI GALL. R. GAY - Director General
Railway Military Services Napoli Piazza
Risole Amore n° 2 -
COMMISSIONE ALIATA DI CONTROLLO - Sotto-
Commissione Trasporti Interni - NAPOLI -

p/n.

Nonostante le tassative disposizioni date in precedenza, molti ancora usano i vigilatori che clandestinamente ed abusivamente prendono posto nei treni merci.

Il controllo da parte del personale di stazione dei treni risulta inefficace ed intempestivo.

Paccio assoluto divieto di regolarizzare i vigili interi eventualmente sorpresi a via di stazione nei predetti treni facendo loro pagare il biglietto.

L'Amministrazione non deve regolarizzare formalmente e consentendo l'abusivo viaggio, legalizzare una contravvenzione al vigente regolamento di "Polizia ferroviaria" ed assumere di conseguenza tutte le responsabilità che da tale atto derivano. Il personale tutto deve attivamente collaborare con le autorità Alleate per reprimere gli abusi i quali, invece di diminuire, tendono ad aumentare.

Nel caso in cui le infrazioni dovessero essere originate da compiacente autorizzazione da parte di militari delle Forze Armate Alleate, si dovranno fare subito le segnalazioni del caso agli enti competenti del Servizio Militare ferroviario degli Alleati stessi per i provvedimenti di competenza.

Ogni qualsiasi rilievo al riguardo dovrà essere pure segnalato al Servizio Rottosegretario per le ulteriori pratiche da svolgersi.

Viaggiatori abusivi sui treni merci.

PARLORO - COVINTI - PER LA FERRO-
VIA DELLA SARDEGNA - BORGHES (Cagliari) -
STAZIONI MOVIMENTO NAPOLI - BARI - REGGIO C. -
PALERMO -
SEZIONI COMMERCIALI E TRAFFICO - NAPOLI -
BARI - REGGIO C. - PALERMO -
COMMISSIONI CENSIMENTI DI P. E. - NA-
POLI - BARI - REGGIO C. - PALERMO -
P/N - MINISTERO DELL'INTERNO - P. M. 151 -
MINISTERO DELLA COMUNICAZIONI - Gabinetto -
E a l e r n o -
BRIG. GENERALE GALLI, R. GRAY - Director General
Railway Military Service - Napoli Piazza
Nicola Amore n° 2 -
COMMISSIONE ALIATA DI CONTROLLO - Sotto-
Commissione Trasporti Interni - NAPOLI -

Nonostante le tassative disposizioni date in precedenza, molti ancora sono i viaggiatori che clandestinamente ed abusivamente prendono posto nei treni merci.

Il controllo da parte del personale di stazione del treno risulta inefficace ed intempestivo.

Baccio assoluto divieto di regolarizzare i viaggiatori eventualmente compresi a viaggiare nei predetti treni facendo loro pagare il biglietto.

L'amministrazione non deve regolarizzare formalmente e concretamente l'abusivo viaggio, legalizzare una contravvenzione al vigente regolamento di Polizia Ferroviaria ed assumere di conseguenza tutte le responsabilità che da tale atto derivano.

Il personale tutto deve attivamente collaborare con le autorità Alleate per reprimere gli abusi i quali, invece di diminuire, tendono ad aumentare.

Nel caso in cui le infrazioni stesse fossero originate da compiacente autorizzazione da parte di militari delle Forze Armate Alleate, si dovranno fare subito le segnalazioni del caso agli enti competenti del Servizio Militare ferroviario degli Alleati stessi per i provvedimenti di competenza.

Ogni e qualsiasi rilievo al riguardo dovrà essere pure segnalato a questo Sottosegretario per le ulteriori pratiche da svolgere con la E.C.M.R. e la Sottocommissione Trasporti Interni dell'A.C.C.

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I Capì Compartimento in indirizzo vorranno dare precise disposizioni al riguardo, tenendo presente che di oggi irregolarità riscontrate, di fronte alla quale il personale rimarrà completamente indifferente o passivo, saranno chiamati responsabili i Capì Stazione ed i Capì Reparto Movimento competenti. -
Prego accogliere ricevuta. -



IL SOTTOSCRITTARIO DI STATO

TRANSLATION

Naples, 5 April 1944

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF STATE

No. M.13-5-2322

SUBJECT: Bi-weekly PASSENGER trains between Naples and Bari.

Compartment Chiefs
Movement Sections
Commercial and Traffic Sections
Compartment Commissariat of P.S.
Naples-Bari and Reggio Calabria

To the Allied Control Commission--Sub-commissariat Naples Concessions
Ministry of Interior
To the General Railway Military Service, Naples, Piazza Nicola
More No. 2.
Compartment Chief; Movement Section; Commercial and Traffic
section, Palermo.
Superintendency for the Sardinian Railroads, Borore (Cagliari)
Commercial Office Seat.

1. As a partial modification of what was previously established concerning the admission to passengers on the bi-weekly train, Napoli-Bari, the Allied Military Authorities have ordered as follows:

A. Passengers can take seats in the trains in questions without previous authorization of A.M.G.

B. The regulations concerning the costs of the seats will remain in effect, as is indicated in the circular p/n. of this under-secretariat under date of February 7 of the current year.

C. The task and consequent responsibility concerning the observance of rules upon the fares, for the seats and the maintenance of discipline and order of the passengers, either on the trains or in the stations, rests upon the ^{competent} ~~appropriate~~ Railroad Authorities of the Italian P.S., throughout the entire run of the train.

2. In relation to the above:

A. We confirm that the stations ^{to be used} ~~admitted~~ for passenger service are exclusively those of:
NAPOLI-SALERNO-PATTIPAGLIA-SICIGNANO-POTENZA-METAPONTO-TARANTO-BRINDISI-
and BARI.

B. In each of the aforesaid stations there shall not be sold for each of the admitted classes, a number of tickets greater than that prescribed in the above-indicated circular.

The table of fares shall be posted for the public in the passengers' room near the ticket office.

The sale of tickets shall be made exclusively at the ticket office.

The order of precedence with which the passengers present themselves at the ticket office shall be followed rigorously in the sale of tickets.

Favoritism shall not be allowed and reservations are not permitted.

The infractions of the present regulations shall be punished with particular rigor.

Any further controls shall be made on the part of the ticket controller.

The Compartment Chiefs and the P.S. Authorities shall give detailed orders in this regard, after previous agreements.

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C. With regard to the admission to the Metaponto Station of the contingent of 100 passengers coming from Calabria and Sicily, the Compartmental Chief of Reggio Calabria will issue dispositions, distributing the ~~100~~ seats among the dependent stations according to an impartial allocation of the local requirements.

3. The dispositions already given for the discipline of the passengers in the stations and on the trains shall remain in effect.

The Compartmental Authorities of P.S. will adopt appropriate measures to prevent overcrowding and abnormal flow of travellers in the stations, in which the train has made its stop..

Transgressors will be acted upon according to the rules in effect, bearing in mind that if the Italian Authorities of P.S. are not capable of maintaining order and discipline, the Allied Military Command will suspend the train services with the material and moral consequences which are obvious with regard to the same civil population.

4. The train shall stop at the pre-determined stations or any other stations which shall be from time to time necessary for reasons of the service.

Stops for the disposition of the station master are not permitted in reply to travellers' requests.

Any further initiatives in this respect under any form whatsoever: on the part of station or train personnel, even if it pertains justifiably to technical reasons, more or less controllable, shall be subject to rigorous control by the Dept. and Section Chiefs, who must give a complete report.

You are warned that any infractions shall be prosecuted with intransigence and rigor.

5. The controller service shall be extended to all the railroad cars which comprise the train and to all the travellers.

Persons without tickets having occupied the train illegitimately and having violated the regulations in effect, shall be requested to leave the train at the next stop.

They will be acted upon according to law.

The squad of P.S. for the train shall be properly reinforced.

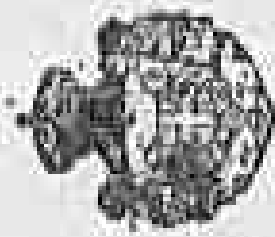
6. The Sezioni Movimento of Bari and Naples shall transmit for every train a detailed report indicating any unusual occurrences, proposals made in order to effect any changes in the service.

7. We await acknowledgment.

THE UNDERSECRETARY OF STATE

/s/

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MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

Treni bisettimanali viaggiatori
fra Napoli e Bari.

all.

p/c. ALLA COMMISSIONE ALLETTA DI CONTROLLO -Settecommissariato Cences-

sioni NAPOLI =

MINISTERO DELL'INTERNO = P.M. 151=

ALLA DIREZIONE GENERALE Railway Military Service-NAPOLI Piazza Nic-
ola Amore n° 2 =

CAPO COMPARTIMENTO = SEZIONE MOVIMENTO= SEZIONE COMMERCIALE E
TRAFFICO = PALERMO=

SOVRAINTENDENTE PER LE FERROVIE DELLA SARDEGNA -BOROME (Cagliari)
UFFICIO COMMERCIALE = S e d e =

1°)- A parziale modifica di quanto in precedenza fu stabilito circa
l'ammissione dei viaggiatori sul treno bisettimanale Napoli-Bari, l'Autore-
tà Militare Alleata ha disposte quanto segue:

a) I viaggiatori possono prendere posto nei cointesi treni senza preven-
tiva autorizzazione dell'A.M.G.-

b) Rimangono in vigore le disposizioni concernenti il contingentamento
dei posti, come risulta dalla circolare p/n. di questo Sottosegretariato in
data 7 febbraio u.s.-

c) Il compito e conseguente responsabilità circa l'osservanza delle nor-
me sul contingentamento dei posti ed il mantenimento della disciplina e del
ordine dei viaggiatori, sia nelle stazioni che sui treni stessi, sono at-
tribuiti alle competenti autorità ferroviarie e di P.S. italiane, per l'in-
tere percorso dei treni stessi.-

2°)- In relazione a quanto sopra:

a) Si conferma che le stazioni ammesse al servizio viaggiatori sono esol-
sivamente quelle di:

NAPOLI= SALERNO=BATTIPAGLIA=SICIGLIANO=POTENZA=NUOTAPONTO=TARANTO=BRINDISI e
BARI=

b) In ciascuna delle predette stazioni non potrà essere vendute per cie-
scuna delle classi ammesse, un numero di biglietti superiore a quello pre-
scritto dalla circolare sopraindicata.

La tabella di contingentamento dovrà essere esposta al pubblico nelle
stazioni del fabbricato viaggiatori in vicinanza dello sportello della bigli-

BARI Napoli 5 aprile 1944

U-4210

N. M. 13-5-2322

al N. = del =

CAPI COMPARTIMENTO

SEZIONI MOVIMENTO

SEZIONI COMMERCIALE E TRAFFICO

COMMISSARIATI COMPARTIMENTALI DI P.S.

NAPOLI= BARI E REGGIO C.=

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OGGETTO:

Treni bisettimanali viaggiatori
fra Napoli e Bari.

all.

CAPI COMPARTIMENTO
SEZIONI MOVIMENTO
SEZIONI COMMERCIALE E TRAFFICO
COMMISSARIATI COMPARTIMENTALI DI P.S.
NAPOLI-BARI E REGGIO C.

p/c. ALLA COMMISSIONE ALLEATA DI CONTROLLO -Settecommissariato Cences-
sioni NAPOLI =

MINISTERO DELL'INTERNO = P.M. 151-

ALLA DIREZIONE GENERALE Railway Military Service-NAPOLI Piazza Nic-
ola Amore n° 2 =

CAPO COMPARTIMENTO = SEZIONE MOVIMENTO= SEZIONE COMMERCIALE E
TRAFFICO = PALERMO=

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UFFICIO COMMERCIALE = S e d e =

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data 7 febbraio u.s.-

c) Il compito e conseguente responsabilità circa l'osservanza delle nor-
me sul contingente dei posti ed il mantenimento della disciplina e dell'
ordine dei viaggiatori, sia nelle stazioni che sui treni stessi, sono at-
tribuiti alle competenti autorità Ferrovie e di P.S. italiane, per l'in-
terse perorse dei treni stessi.-

2°)- In relazione a quanto sopra:

a) Si conferma che le stazioni ammesse al servizio viaggiatori sono esclu-
sivamente quelle di:

NAPOLI= SALERNO= BATTIPAGLIA= SICIGLIANO= POTENZA= MONTAPONTO= TARANTO= BRINDISI e
BARI=

b) In ciascuna delle predette stazioni non potrà essere vendute per ciera-
scuna delle classi ammesse, un numero di biglietti superiore a quelle pre-
scritte dalla circolare sopraindicata.

La tabella di contingente dovrà essere esposta al pubblico nelle
atrie del fabbricato viaggiatori in vicinanza dello sportello delle biglie-
teria.

La vendita dei biglietti dovrà essere fatta esclusivamente alle spor-
tello.

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napoli 84

Nella vendita dovrà essere seguita rigorosamente l'ordine di precedenza con cui i viaggiatori si presentano alle sportelle.

Devranno essere evitati favoritismi e non sono ammesse prenotazioni.

Le infrazioni alle presenti norme dovranno essere punite con particolare rigore.

Controlli saltuari dovranno essere eseguiti sull'operato delle biglietterie I Capi Compartimento e l'autorità di P.S. dovranno dare al riguardo disposizioni di dettaglio,previ accordi.

* c) Circa l'emissione nella stazione di Metoponte del contingente di 100 viaggiatori provenienti dalle Calabrie e della Sicilia darà disposizioni di dettaglio il Capo Compartimento di Reggio Calabria che riporterà i posti fra le dipendenti stazioni in base ad equa valutazione delle esigenze locali.

3°)- Rimangono in vigore le disposizioni già date per la disciplina dei viaggiatori nelle stazioni e sui treni.

L'Autorità Compartimentale di P.S. adatterà le misure di competenza per- chè sia evitato sovrappiù ed anormale afflusso di viaggiatori nelle sta- zioni, nelle quali il treno ha fermata di servizio.

Contro i trasgressori si dovrà agire a norma dei regolamenti vigenti te- nendo ben presente che nel caso in cui l'autorità di P.S. italiana non riuscisse a mantenere l'ordine e la disciplina, il Comando Militare Alleato sopprimerebbe il treno con le conseguenze di ordine materiale e morale che sono evvie nei riguardi della popolazione civile stessa.

4°)- Il treno dovrà fermare nelle stazioni previste ed in quelle altre che saranno di volta in volta necessarie per ragioni strettamente di servizio.

Non sono ammesse fermate per disposizione di Capi Stazione per aderire

a richieste di viaggiatori.

Eventuali iniziative al riguardo sotto qualsiasi forma,da parte del per- sonale di stazione e dei treni, anche se apparentemente giustificate da motivi tecnici, più o meno controllabili, dovranno essere sottoposte a rigorose centri- le da parte dei Capi Reparto e Capi Sezione, i quali dovranno esaurientemente riferire.

Avverto che mancanza ed infrazioni saranno perseguite con intransigenza e rigore.

5°)- Il servizio di controlloria dovrà essere esteso a tutte le vetture in composizione al treno ed a tutti i viaggiatori.

Le persone sprovviste di biglietti avendo occupato abusivamente il treno ed avendo contravvenuto alle disposizioni vigenti, dovranno essere invitati a discendere dal treno alla prossima fermata.

Nei loro riguardi si dovrà agire a norma di legge.

La squadra di P.S. del treno sarà convenientemente rafforzata.

6°)- Le Sezioni Movimento di Bari e di Napoli trasmetteranno per ogni treno una dettagliata relazione mettendo in evidenza eventuali inconvenienti verificatisi, provvedimenti attuati preposti intesi a modificare il servizio.

7°)- Si attende assicurazione.

IL SOTTOSCRITTO DI STATO

Luigi Einaudi

* c) Circa l'ammissione nella stazione di Metepente del contingente dei viaggiatori provenienti dalle Calabrie e della Sicilia darà disposizioni di dettaglio il Capo Compartimento di Reggio Calabria che ripartirà i posti fra le dipendenti stazioni in base ad equa valutazione delle esigenze locali.

3°)- Rimangono in vigore le disposizioni già date per la disciplina dei viaggiatori nelle stazioni e sui treni.

L'Autorità Compartimentale di P.S. adatterà le misure di competenza per-
chè sia evitata sovraffollamento ed anormale affluenza di viaggiatori nelle sta-
zioni, nelle quali il treno ha fermata di servizio.

Contro i trasgressori si dovrà agire a norma dei regolamenti vigenti te-
nendo ben presente che nel caso in cui l'Autorità di P.S. italiana non riuscisse
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sime nei riguardi della popolazione civile stessa.

4°)- Il treno dovrà fermare nelle stazioni previste ed in quelle altre che
saranno di volta in volta necessarie per ragioni strettamente di servizio.

Non sono ammesse fermate per disposizione di Capo Stazione per aderire
a richieste di viaggiatori.

Eventuali iniziative al riguardo sotto qualsiasi forma; da parte del per-
sonale di stazione e dei treni, anche se apparentemente giustificate da motivi
tecnici, più o meno controllabili, dovranno essere sottoposte a rigore centri-
le da parte dei Capi Reparto e Capi Sezione, i quali dovranno esaurientemente
riferire.

Avverto che mancanza ed infrazioni saranno perseguite con intransigenza
e rigore.

5°)- Il servizio di controlloria dovrà essere esteso a tutte le vetture in
composizione al treno ed a tutti i viaggiatori.

Le persone sprovviste di biglietto avendo occupato abusivamente il treno
ed avendo contravvenute alle disposizioni vigenti, dovranno essere invitate a
discendere dal treno alla prossima fermata.

Nei loro riguardi si dovrà agire a norma di legge.

La squadra di P.S. del treno sarà convenientemente rafforzata.

6°)- Le Sezioni Movimento di Bari e di Napoli trasmetteranno per ogni tren
una dettagliata relazione mettendo in evidenza eventuali inconvenienti verifi-
catasi, provvedimenti attuati preposte intese a modificare il servizio.

7°)- Si attende assicurazione.

IL SOTTOSCRITTARIO DI STATO

U. M. D'Amico

22/28

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
15 APRIL 1944

SUBJECT: CONTROL AND REGULATION OF CIVILIAN PASSENGERS -
BARI - NAPLES CIVILIAN PASSENGER TRAIN

TO: ADTN 3 (DR.) BUILDING
CO, 701ST RAILWAY GRAND DIV., APO 400
CO, 703RD RAILWAY GRAND DIV., APO 400
CO, 794TH MILITARY POLICE BN., BUILDING
CHIEF, INTERNAL TRANSP. SUB-COMMISSION, ACC,
C/O MOV. & TR., HQ, A.A.I. (ADMIN. ECH.)

1. REFERENCE IS MADE TO LETTERS OF THIS HEADQUARTERS DATED 16 MARCH 1944 ON CONTROL AND REGULATION OF CIVILIAN PASSENGERS AND CIVILIAN RAIL MOVEMENT.

2. INSTRUCTIONS HAVE BEEN ISSUED BY THE UNDER-SECRETARY OF STATE TO I.S.R. OPERATING PERSONNEL TO THE EFFECT THAT PASSENGERS CAN BOARD THESE TRAINS WITHOUT PRIOR AUTHORIZATION. ALLOTMENTS OF SPACE AS PER HIS CIRCULAR M. 13-5-2322 DATED 7 FEBRUARY 1944 WILL BE OBSERVED, AND THAT THE PRESERVATION OF DISCIPLINE AND ORDER AMONG PASSENGERS IN STATIONS AND ON TRAINS ARE THE RESPONSIBILITY OF THE I.S.R. AND THE ITALIAN POLICE. AMONG OTHER THINGS, IT IS REAFFIRMED THAT ONLY THE FOLLOWING STATIONS ARE PERMITTED TO HANDLE PASSENGERS FOR THESE TRAINS: NAPLES, SALERNO, BATTIPAGLIA, SICIGNANO, POTENZA, METAPONTO, TARANTO, BRINDISI, AND BARI.

3. THESE STATIONS MUST NOT SELL MORE TICKETS THAN THE NUMBER ALLOTTED. THE ALLOTMENT TABLE MUST BE POSTED TO THE PUBLIC IN TICKET OFFICES. TICKETS WILL BE SOLD AT TICKET OFFICE ONLY. SALE MUST BE MADE ON A FIRST-COME, FIRST-SOLD BASIS. DISCRIMINATION MUST BE AVOIDED AND RESERVATIONS ARE FORBIDDEN. TRESPASSERS WILL BE STRICTLY PUNISHED. INSTRUCTIONS FOR HANDLING OF PASSENGERS AT STATIONS AND ON TRAINS REMAIN IN EFFECT. THE POLICE WILL PREVENT OVERCROWDING AND OVER-RUNNING OF PASSENGERS AT STATIONS WHERE TRAIN STOPS ARE MADE.

4. PROMPT ACTION WILL BE TAKEN AGAINST TRESPASSERS ACCORDING TO REGULATIONS IN FORCE, WITH THE UNDERSTANDING THAT FAILURE TO MAINTAIN DISCIPLINE WILL RESULT IN DISCONTINUANCE OF THE SERVICE. TRAIN STOPS WILL BE MADE AT THOSE STATIONS WHERE TRAIN IS SCHEDULED TO LOAD OR DISCHARGE PASSENGERS, AND AT SUCH OTHER POINTS AS ARE NECESSARY FOR OPERATING REASONS. STOPS BY ORDER OF STATION MASTERS TO MEET PASSENGERS' REQUESTS WILL NOT BE ALLOWED. NO DEPARTURE FROM

THIS PROCEDURE WILL BE PERMITTED EXCEPT IN CASE OF EMERGENCY, WHEN A SATISFACTORY EXPLANATION OF THE ACTION WILL BE REQUIRED. ANY UNWARRANTED DEPARTURES FROM THE ABOVE WILL BE SEVERELY DEALT WITH. PASSENGERS WITHOUT TICKETS WILL NOT BE CARRIED, AND WILL BE PUT OFF THE TRAIN AT THE FIRST STOP, WHERE ACTION MUST BE TAKEN AGAINST THEM ACCORDING TO REGULATIONS.

5. IN VIEW OF THE SERIOUS HAZARDS CAUSED BY OVERCROWDING OF THESE TRAINS, THE INSTRUCTIONS SHOULD BE STRICTLY COMPLIED WITH AND REPORTS OF SPECIFIC INSTANCES OF FAILURE TO SO HANDLE SHOULD BE MADE TO THESE HEADQUARTERS, SO A FURTHER HANDLING MAY BE MADE WITH THE PROPER AUTHORITIES.

FOR THE DIRECTOR GENERAL:

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

CC - GENERAL DI RAIMONDO, UNDER-SECY
ITALIAN STATE RVS & HIGHWAYS
ING. POMARICI, BUILDING
ING. MORANDI, IL CAPO DI COMPARTIMENTO, NAPLES
ING. FRANZI, IL CAPO DI COMPARTIMENTO, BARI
ING. MANNO, IL CAPO DI COMPARTIMENTO, REGGIO

17 JAN 1944

1581
2/27
EWS/ums

In reply
refer to: Tg/21/4

16 January 1944

SUBJECT: Matters Involving Railroad Operations submitted by General di Raimondo.

TO : Director General Military Railway Service, A.P.O. #400.

1. Reference is made to attached inclosures.

a. Letter 491/1.6/2 from General G. di Raimondo to A.G.C. dated 5 January 1944 "Supplies of Calcium Carbide". (Incl. #1).

b. Letter, 602/0.1/31 Segr from General G. di Raimondo to A.G.C. dated 12 January 1944 "Civilians Travelling on Allied Trains". (Incl. #2).

c. Letter 605/1.0/1 sgr from General G. di Raimondo to A.G.C. dated 13 January 1944 "Limitation of Passenger Trains". (Incl. #3 with exhibit).

2. As indicated in your letter of 11 January to General di Raimondo, these are matters which should be handled by your office direct with the General.

3. We have requested General di Raimondo to refer such matters to you in the future.

3 Incls.

1. Ltr. #491/1.6/2
2. Ltr. #602/0.1/31 Segr
3. Ltr. #605/1.0/1 Segr.,
with exhibit.

cc: Internal Transportation Sub-Commission
AOC Adv Admin Echelon, AFHQ. ✓

frv
MILITARY W. STORM
Captain, USNR

Vice President
Communications Section

5226

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

22/26
A. P. O. 160
11 APRIL 1944

SUBJECT: POLICING OF TRAINS

TO: GENERAL DI RAIMONDO

1. REFERENCE YOUR LETTER 26 MARCH, REGARDING ALLEGED INTERFERENCE WITH CONTROLLERE ANDREA CASCOONE, SALERNO YARD, MARCH 14-15 BY MILITARY POLICE.

2. QUOTE EXCERPT FROM INVESTIGATING OFFICER'S REPORT, FROM WHICH IT WOULD APPEAR THERE IS SOME INCONSISTENCY IN CASCOONE'S CHARGES:

"ON INVESTIGATION OF RECORDS KEPT BY COMPANY B, 794TH MP BN AND THE 719TH RY OPR BN, THIS INVESTIGATOR FINDS THAT NO MILITARY TRAINS ARRIVED IN SALERNO FROM THE EAST OR BATTIPAGLIA BETWEEN THE HOURS OF 0800 AND 1600 14 MARCH 1944. THE LETTER REFERRED TO IN PARAGRAPH ONE STATES THAT CONTROLLERE, ANDREA CASCOONE, WAS MISTREATED BY TWO PRIVATES OF THE AMERICAN MILITARY POLICE, BUT ON BEING QUESTIONED, CONTROLLERE CASCOONE TOLD THIS INVESTIGATOR THAT HE WAS MISTREATED BY A SERGEANT AND A PRIVATE OF THE AMERICAN MILITARY POLICE. ON FURTHER INTERROGATION BY THIS INVESTIGATOR, CONTROLLERE CASCOONE STATED THAT HE WAS NOT SURE THAT THE TWO MEN WHO MISTREATED HIM ON 14 MARCH 1944 WERE AMERICAN MILITARY POLICE, AND THAT HE HAD NOT SEEN THE TWO MEN BEFORE NOR SINCE THE INCIDENT OCCURRED. HE FURTHER STATED THAT THE OFFICER WHO WITNESSED THE INCIDENT AS REFERRED TO HAS BEEN DISCHARGED FOR BEING A FASCIST. THIS INVESTIGATOR CONFRONTED CONTROLLERE CASCOONE WITH S/SGT PAUL P. SEEMAN, CO. B, 794TH MP BN, WHO WAS THE ONLY AMERICAN MILITARY POLICE SERGEANT ON DUTY BETWEEN 0800 AND 1600 HOURS, 14 MARCH 1944, AND CONTROLLERE CASCOONE STATED THAT S/SGT SEEMAN WAS NOT THE SGT WHO MISTREATED HIM. THIS INVESTIGATOR ALSO QUESTIONED T/5 DANIEL J. FRITZ, PFC RAYMOND G. CLAYTON AND PVT. RICHARD J. FOURNERAT, ALL OF CO. B, 794TH MP BN, WHO WERE ON DUTY WITH SGT. SEEMAN FROM 0800 TO 1600 HOURS, 14 MARCH 1944, AND ALL THREE STATED THAT THEY KNEW NOTHING OF THE INCIDENT."

2. APPARENTLY THE QUESTION OF COLLECTING FARES FROM TRESPASSERS AND PASSENGERS RIDING ON FREIGHT TRAINS HAS NOT BEEN CLARIFIED TO THE RANK AND FILE OF THE I.S.R. EMPLOYEES. AS PREVIOUSLY STATED, WE ARE NOT IN ACCORD WITH PASSENGERS OR TRESPASSERS BEING PERMITTED TO RIDE ON FREIGHT TRAINS UNDER ANY CIRCUM-

STANCES AND THE REGULATION PROVIDING FOR THE PAYMENT OF FARE AND CORRESPONDING PENALTY WHEN THEY DO RIDE SHOULD BE CHANGED TO CONFORM TO THE ABOVE POLICY AS IT IS OUR VIEW THAT THE COLLECTION OF FARE UNDER SUCH CIRCUMSTANCES ONLY TENDS TO SANCTION THE HANDLING OF PASSENGERS ON FREIGHT TRAINS.

Carl R. Gray, Jr.
CARL R. GRAY, JR.
BRIGADIER GENERAL, USA
DIRECTOR GENERAL

CC - INO. POMARICI, BUILDING
DIR., TN SUB-COMMISSION, ACC, MOV & TN,
HQ, A.A.I. (ADM ECH), C.M.F., APO 400

✓ REFERENCE YOUR LETTER
1ST APRIL, ACC TN/22/20.

5224

TRANSLATION

Minister of Communications
Undersecretary of State

Naples, 5 April 1944

SUBJECT : Civilian Trains.

TO : Col. S.A. Fitch - Chief of Transportation Sub-Commission.

Following letter No. 1357/1.1/3 of the 14th March, 1944 am transmitting text of bulletin which will be made public by radio and by the press in liberated Italy, to discourage the over-crowding of trains.

The Minister of the Interior announces :-

"In order to regulate civilian traffic, it has been decided that anyone not in possession of a railway ticket will ^{not} be allowed to travel on trains now in operation. The population is warned to understand the present situation and to co-operate with the authorities who will not tolerate any violations."

It is also warned that any violations to the above disposition will result in the suspension of civilian trains, aside from fines that may be applied against the transgressors.

Gen. Di Raimondo.

5223

PO/BR



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

Treni viaggiatori.

all.

AL COLONNELLO S.A. FITCH

Direttore Sottocommissione Trasporti Interni

A T H Q

N A P O L I

Nápoli 5 aprile 1944

N. 1713/1.1/3.1 segre

al N. del

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

Facendo seguito al fo n°1357/1.1/3.1/segre. del 14 marzo 1944, trasmetto il testo di un comunicato che sarà diffuso a mezzo radio e pubblicato su tutta la stampa dell'Italia liberata, per prevenire l'affollamento dei treni viaggiatori:

" L'Ufficio Stampa del Ministero dell'Interno comunica:

Allo scopo di disciplinare l'afflusso dei viaggiatori è stato stabilito che nessuno, che non sia fornito del regolare biglietto ferroviario, possa accedere sui treni attualmente in esercizio. Ad evitare incresciosi incidenti si fa appello allo spirito di disciplina e di comprensione della popolazione, la quale deve rigorosamente attenersi alla suocitata disposizione, che non ammette deroghe, per nessuna ragione.

Con l'occasione si avverte che, in caso di inosservanza alla disposizione stessa, le Autorità competenti sarebbero costrette a sopprimere le attuali concessioni di treni viaggiatori. Ciò indipendentemente dalle gravi sanzioni che potranno essere adottate nei confronti dei trasgressori."

5222

IL SOTTOSEGRETARIO DI STATO

Indi Ramond

OGGETTO:

Treni viaggiatori.

all.

AL COLONNELLO S.A. VINCH

Direttore Sottocommissione Trasporti Interni

A P H Q

M A P O L I

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5222

IL SOTTOSGREGARIO DI STATO

Adi. Kaimm

Transportation Sub-Commission, ACC.,
C/o Gov & Tn.,
HQ AAI (Adm Echelon),
C.M.F.

Our reference : ACC Tn/22/24

Date : 8 Apr 44.

TO : DQMG (T),
HQ AAI (Adm Echelon),
C.M.F.

SUBJECT: Movement of Italian Civilians.

1. Reference your Mov 1/401 dated 6 Apr 44.
2. In considering this matter it is necessary to bear in mind that apart from Sicily the control of all Italian State and privately owned railways is still governed by AFHQ General Order No. 60 dated 22 Oct 43 and AFHQ Administrative Memorandum No. 76 dated 9 Nov. 43.
3. As you are aware, the DGERS has issued various emphatic orders to Italian officials concerned. If the latter are not going as much as you consider necessary and practicable to control civilians at railway stations and to prevent illegal travel by civilians joining trains at operational stops between stations, you will no doubt arrange for further orders to be issued.
4. This Sub-Commission has repeatedly pressed the Italian Government to increase the number of civil police available for keeping order on railways and we are assured that this is being done to the greatest extent and as rapidly as possible.
5. The Italian Government point out however, that the main causes of the trouble are scarcity of food through shortage of transportation for civil supplies and the inadequacy of the Basic Schedule of trains, even when the trains run. They continually press for improved facilities and cannot guarantee really satisfactory control arrangements until this is done.
6. It is also stated that cases have occurred where Italian officials when endeavouring to carry out their duties have been prevented and sometimes subjected to rough treatment by members of the Allied Forces. General statements of this character have been referred back to the Italians for specific cases to be quoted and two such cases have recently been reported to the DGERS.

- 2 -

7. As regards the military trains referred to in para 1 of your letter, you may care to consider arranging for part of the personnel of each such train to be detailed to act as Train Guards to prevent civilians joining either at stations or at other intermediate points.

Pf

B.A. FITCH,
Colonel,

Director, Transportation Sub-Commission, ACC.

Subject:- Movement of Italian Civilians.

Internal Tn.
Sub Commission,
A.C.C.

Movements,
HQ.AAI (Adm Ech)
Mov 1/401

6 Apr 44.

1. It has been reported that Italian civilians are attempting to board military trains. This is causing considerable difficulty to Movements Staffs, so much so, that regular military passenger trains have to be cleared of civilians at each halt before any number of military personnel can be entrained.
2. It is pointed out that previous letters on this subject, regarding the absolute necessity for controlling civilians at all railway stations, have already been forwarded to you, but so far there has been little improvement. It is, therefore, requested that this matter may be considered and firm steps taken at the earliest opportunity to prevent such occurrences.

D. Q. M. G.
Col for
Brigadier
D.Q.M.G. (Movements)

Copy to:- HQ Movements, East Italy
Mov 3.

5220

Transportation Sub-Commission ACC.,
c/o Roy & Tn.,
H.Q., A.I.I. (Adm. Echelon),
S.M.S.

Our reference : ACC Tn/22/22

Date : 2 April 44.

TO : Rear Rq, ACC.
(for Public Safety Sub-Commission).

SUBJECT : Control of Civilian Travel by Rail.

1. Reference your ACC/14619/PS dated 29 March 44, to H.Q. M.G. Section, which has been endorsed to this Sub-Commission.
2. The necessity for better control to prevent overcrowding trains and stampeding at stations was brought to the attention of the Italian Railway Administration by this Sub-Commission by letter as early as 19 Dec 43, our reference ACC Tn/22/3. In the meantime there have been several conferences with Undersecretary of State for Railways, at which we have urged that steps be taken by the Italian Government to improve the situation.
3. These requests for better control undoubtedly precipitated the proposed institution of a "Railway Police Section", and information as to action taken on the proposal will be appreciated.
4. Other points on this subject set forth in Minister of Interior's letter (26 March 44) are under consideration by this Sub-Commission.

How
S.A. FITCH.
Colonel.
Director, Transportation Sub-Commission, ACC.

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Safety Sub-Commission
APO 394

29 March 1944.

AGG/ 14619 / PS.

SUBJECT : Civilian Railway Service

TO : HQ A IG Section

1. The attached letter dated 26th March 1944, from the Minister of the Interior has been received at this HQs.

2. The proposed institution of a Railway Police Section (marked "A") will be dealt with by the Public Safety Sub-Commission.

3. The remainder of the letter appears to concern the Internal Transportation Sub-Commission.

W. W. D. Cox 5218
PAUL G. KIRK *W. W. D. Cox*
Colonel, Inf.
Chief, Public Safety
Sub-Commission

96K/hgb

MINISTRY OF THE INTERIOR

Prot. N. 110011/3002

Salerno, 25 March 1944.

SUBJECT: Crowded Trains.

TO : REG.

A commission of technical and police officials met here on the 20th inst. with the aim of finding the means apt to remove the serious inconveniences affecting railway traffic under the present circumstances.

After a broad examination, it has been decided that the improvement of services at the most important railway stations in order to control the flow of travelers to the trains. Investigations to this regard have already been started.

It has also been decided that the institution of a Divisione Speciale di Polizia Ferroviaria (Special Railway Police Section) whose functions are as follows:

A. { The safeguard of all properties belonging to the Ferrovie dello Stato; the prevention and restraint of crimes within the limits of the stations; the regulation and control of traffic. The organization of said Police Section, in the matter of recruitment and tasks, will be absolutely different from the dissolved Milizia Ferroviaria (Railway Militia).

I think, however, that all this is not sufficient to solve such a serious problem, such as this one. A Thorough solution would require:

1. That the railway administration should know the exact amount of locomotive engines and trucks or cars at its permanent disposal.
2. That traffic should be increased by granting a daily train to every line.

As this problem deserves the best consideration also on your part, we would appreciate it if you would examine the possibility of granting more trains to every line, and allot, in a permanent way, the means necessary to carry out a regular service, which would be of no hindrance to the Allied Armed Forces, who could get such means at their disposal at any time after a mere short notice.

5217

The Minister.

Transportation Sub-Commission, ACC.,
C/o Nov & Tn/
HQ AAI (Adm Echelon),
C.M.F.

Our reference : ACC Tn/22/20

Date : 1 Apr 44.

TO : D.C.M.R.S.,
NAPLES.

SUBJECT : Control of civilian traffic on Basic Schedule of Passenger
and Mixed trains.

1. For some time past this Sub-Commission has been negotiating with Gen. di Raimondo with a view to more effective control measures being taken by the Italian authorities.

2. Some progress has been made, but the General repeatedly refers in general terms to cases where I.S.R. staff and Carabinieri are prevented by military personnel from carrying out the duties connected with the prevention of illegal travel, and that Italian officials are sometimes subjected to rough treatment with the result that they are now frightened to attempt to carry out their duties. Unless these matters can be put right the General intimates that it is practically impossible for the Italian authorities to introduce any really effective control measures.

3. The General has been informed on several occasions that specific cases should be reported to the appropriate authorities and he now informs this Sub-Commission that by letter dated 26 Mar 44 two specific incidents which occurred at Salerno on 14 Mar 44 have been reported to you.

4. Will you please let us know what action you have been able to take.

WLF
B.A. FITCH,
Colonel,
Director, Transportation Sub-Commission, ACC.

TRANSLATION

Dated 26 Feb. 44

22/19

RVT : 1560/0.0/1.1/Segr.

SUBJECT : Incidents between I.S.R. personnel & Allied Military personnel.TO : Col. Fitch.

I enclose a copy of a letter sent by me to the D.G.M.R.S. concerning incidents which occurred to a Controller of the I.S.R. regarding passengers illicitly riding on Military freight trains of the Allied Forces.

This refers to the conversations I have had with you on the subject of control of passenger traffic on the I.S.R.

It would be desirable that our agents would be enabled to apply to regulations existing in the I.S.R. regarding lawbreakers, and that their prestige and authority be upheld in the carrying out of their mission.

I must tell you that the agents themselves, in order not to expose themselves to such treatment as described (in the enclosed) prefer to keep out of the way other than carry out their duties.

The Undersecretary of State

Sgd; G di Raimondo.

5215

TRANSLATION

26 March 1944

File 1461/O.O/1.1/Segr.

SUBJECT : Incidents between I.S.R. personnel and Allied Military personnel.
TO : Brig. Gen. Carl Gray, D.G.M.R.S.

I consider it opportune to bring the following to your attention, for such action as you will see fit to take regarding the persons involved.

At about 1200 hours 14 March our travelling controller, Gascone Andrea found, on the platform of Salerno Station, two passengers who declared that they had come from Battipaglia, and that they had no tickets. Our agents invited these two individuals to pay their fares, but while he was accompanying them to the exit two American Military Police intervened. They obliged the controller to return the money to the passengers. Immediately afterwards, as the controller turned to leave they ran after him and kicked him, once on the leg and once on the posterior.

A similar action occurred the following day, involving the same agent, and witnessed by one of our officials. Two women travellers coming from Battipaglia with an Allied freight train arriving at Salerno at 11.30, without tickets were apprehended and obliged to pay the relative price of the fares. Also in this case two American M.Ps intervened, and obliged the agent to return the money and to invalidate the ticket issued, and as the agent tried to show them the legality of his actions, he was threatened with a firearm, by one of the soldiers.

The undersigned has, for some time, laid down that no travellers shall ride on freight trains, and that action be taken against those who apprehended doing so. One of the penalties prescribed in our regulations is to oblige such travellers to the payment of the fare and relative fines.

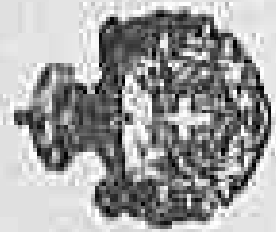
But the adoption of this system, which could be effective, is not allowed by the soldiers of the Allied Forces.

Furthermore, many of these travellers board these trains by permission of Allied soldiers, and our Carabinieri cannot oppose this.

I beg you to consider that these occurrences are known to the public, and that consequently our agents and Carabinieri have no prestige, and no authority to make themselves obeyed.

The Undersecretary of State

Sgd; G. di Raimondo. 5244



ts/dr

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Mezzogiorno

BARRE 26 MARZO

194 4

N. 1560/2.0/2.1/Segr.

al N.

del

OGGETTO:

Incidenti tra personale delle FF/SS. e personale militare alleato.

all. 1

AL COLONNELLO PITCH

- Capo Sottocommissione Trasporti Interni

Ne pol i
Soc. Navigaz. Tirrenica

Vi trasmetto copia di una lettera da me inviata alla D.G.M.R.S. circa incidenti occorsi ad un controllore delle FF/SS. nei confronti di viaggiatori ammessi abusivamente su treni merci militari delle FF. AA. Alleate.

Ciò in relazione alle conversazioni con voi avute in merito al controllo dei viaggiatori sulle ferrovie dello Stato.

Sarebbe desiderabile che i nostri agenti potessero applicare nei riguardi dei trasgressori i regolamenti in vigore sulle FF/SS. italiane e fosse loro assicurato prestigio ed autorevolezza per esplicare il proprio mandato.

Vi debbo comunicare che gli agenti stessi per non esporsi al trattamento segnalatovi, preferiscono eclissarsi anziché compiere il proprio servizio.

IL SOTTOSEGRETARIO DI STATO

Ugo Lombardi

5213

COPIA té/

N. 1461/0.0/1.1/Segr.

Napoli, 26 marzo 1944

OGGETTO: Incidenti tra personale delle FF/SS. e personale militare alleato.

AL BRIG. GEN CARL GRAY

- Direttore Generale del M.R.S.

N A P O L I
Piazza Nicola Amore 2

Ritengo opportuno portare a vostra conoscenza quanto appreso, per le disposizioni che riterrete di emanare al personale dipendente.

Verso le ore 12 del 14 corrente il nostro controllore viaggiante Cascone Andrea trovò sul piazzale della stazione di Salerno due viaggiatori, i quali dichiararono di essere provenienti da Battipaglia e di essere sprovvisti di biglietto. Il nostro agente invitò i due individui a pagare il biglietto, ma mentre li accompagnava all'uscita intervennero due soldati della Polizia Americana i quali, obbligarono il controllore a restituire il denaro ai viaggiatori. Subito dopo mentre si allontanava lo percorressero, dando un calcio alle gambe ed un'altro al sedere.

Identico fatto si è verificato il giorno seguente nei confronti dello stesso agente, alla presenza di un nostro funzionario. Due viaggiatrici provenienti da Battipaglia con un treno merci alleato in arrivo a Salerno alle ore 11,30, sprovviste di biglietto, vennero assoggettate al pagamento del prezzo relativo. Anche in questo caso intervennero due soldati della Polizia Americana che obbligarono il nostro agente alla restituzione dell'importo percepito ed all'annullamento del biglietto emesso e siccome il nostro agente cercava di dimostrare la regolarità del suo operato veniva da uno dei militari minacciato con il fucile.

Lo scrivente ha da tempo disposto che nessun viaggiatore può non dare sui treni merci e che a carico dei trasgressori siano presi provvedimenti. Una delle punizioni previste dal nostro regolamento è quella di assoggettare i viaggiatori al pagamento dell'importo del biglietto e relative multe.

Ma l'adozione di questo sistema, che pure avrebbe la sua efficacia non è ammessa dai militari delle FF/AA. Alleate.

Inoltre parecchi viaggiatori montano su questi treni per concessione di militari alleati stessi ed il nostro personale ed i nostri carabinieri non possono opporsi.

Vi prego di considerare che questi episodi sono noti al pubblico, e che di conseguenza i nostri agenti ed i nostri carabinieri non possono avere alcun prestigio ed alcuna autorevolezza per farsi ubbidire.

IL SOTTOSGREGARIO DI STATO

F.to Gen. G. di Raimondo

p.c.c.

5842

le disposizioni che riterrate di emanare al personale dipendente.

Verso le ore 12 del 14 corrente il nostro controllore viaggiante Cascone Andrea trovò sul piazzale della stazione di Salerno due viaggiatori, i quali dichiararono di essere provenienti da Battipaglia e di essere sprovvisti di biglietto. Il nostro agente invitò i due individui a pagare il biglietto, ma mentre li accompagnava all'uscita intervennero due soldati della Polizia Americana i quali, obbligarono il controllore a restituire il denaro ai viaggiatori. Subito dopo mentre si allontanava lo percorsero, dando un calcio alle gambe ed un'altro al sedere.

Identico fatto si è verificato il giorno seguente nei confronti dello stesso agente, alla presenza di un nostro funzionario. Due viaggiatrici provenienti da Battipaglia con un treno merci alleato in arrivo a Salerno alle ore 11,30, sprovviste di biglietto, vennero assoggettate al pagamento del prezzo relativo. Anche in questo caso intervennero due soldati della Polizia Americana che obbligarono il nostro agente alla restituzione dell'importo percepito ed all'annullamento del biglietto emesso e siccome il nostro agente cercava di dimostrare la regolarità del suo operato veniva da uno dei militari minacciato con il fucile.

Lo scrivente ha da tempo disposto che nessun viaggiatore può montare sui treni merci e che a carico dei trasgressori siano presi provvedimenti. Una delle punizioni previste dal nostro regolamento è quella di assoggettare i viaggiatori al pagamento dell'importo del biglietto e relative multe.

Ma l'adozione di questo sistema, che pure avrebbe la sua efficacia non è ammessa dai militari delle TP/AA. Alleate.

Inoltre parecchi viaggiatori montano su questi treni per concessione di militari alleati stessi ed il nostro personale ed i nostri carabinieri non possono opporsi.

Vi prego di considerare che questi episodi sono noti al pubblico, e che di conseguenza, i nostri agenti ed i nostri carabinieri non possono avere alcun prestigio ed alcuna autorevolezza per farsi ubbidire.

IL SOTTOSCRITTO DI STATO
F:to Gen. G. di Raimondo

R212

P.C.C.

IL SEGRETARIO PARTICOLARE

Per R



td/gR

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli BAR 26 marzo 1944

N. 1560/0.0/1.1.1/Segr.

al N. _____ del _____

OGGETTO:

Incidenti tra personale delle FF/SS. e personale militare alleato.

all. 1

AL COLONNELLO FITCH

- Capo Sottocommissione Trasporti Interni

Napoli
Soc. Navigaz. Tirrenica

Vi trasmetto copia di una lettera da me inviata alla D.G.M.R.S. circa incidenti occorsi ad un controllore delle FF/SS. nei confronti di viaggiatori ammessi abusivamente su treni merci militari delle FF. AA. Alleate.

Ciò in relazione alle conversazioni con voi avute in merito al controllo dei viaggiatori sulle ferrovie dello Stato.

Sarebbe desiderabile che i nostri agenti potessero applicare nei riguardi dei trasgressori i regolamenti in vigore sulle FF/SS. Italiane e fosse loro assicurato prestigio ed autorevolezza per esplicare il proprio mandato.

Vi debbo comunicare che gli agenti stessi per non esporri al trattamento segnalatovi, preferiscono eclissarsi anzichè compiere il proprio servizio.

IL SOTTOSEGRETARIO DI STATO
P.to Gen.G.di Raimondo

5241

COPIA td/

N. 1461/0.0/1.1/Segr.

Napoli, 26 marzo 1944

OGGETTO: Incidenti tra personale delle RR/SS. e personale militare alleato.

AL DAI. GEN CARL GRAY

- Direttore Generale del M.R.S.

N A P O L I

Piazza Nicola Amore 2

Ritengo opportuno portare a vostra conoscenza quanto appreso, per le disposizioni che ritenete di emanare al personale dipendente.

Verso le ore 12 del 14 corrente il nostro controllore viaggiante Cascone Andrea trovò sul piazzale della stazione di Salerno due viaggiatori, i quali dichiararono di essere provenienti da Battipaglia e di essere sprovvisti di biglietto. Il nostro agente invitò i due individui a pagare il biglietto, ma mentre li accompagnava all'uscita intervennero due soldati della Polizia Americana i quali, obbligarono il controllore a restituire il denaro ai viaggiatori. Subito dopo mentre si allontanava lo percorse, dando un calcio alle gambe ed un'altro al sedere.

Identico fatto si è verificato il giorno seguente nei confronti dello stesso agente, alla presenza di un nostro funzionario. Due viaggiatori provenienti da Battipaglia con un treno merci alleato in arrivo a Salerno alle ore 11,30, sprovvisti di biglietto, vennero assoggettati al pagamento del prezzo relativo. Anche in questo caso intervennero due soldati della Polizia Americana che obbligarono il nostro agente alla restituzione dell'importo percepito ed all'annullamento del biglietto stesso e siccome il nostro agente cercava di dimostrare la regolarità del suo operato veniva da uno dei militari minacciato con il fucile.

Lo scrivente ha da tempo disposto che nessun viaggiatore può montare sui treni merci e che a carico dei trasgressori siano presi provvedimenti. Una delle punizioni previste dal nostro regolamento è quella di assoggettare i viaggiatori al pagamento dell'importo del biglietto e relative multe.

Ma l'adozione di questo sistema, che pure avrebbe la sua efficacia non è sufficiente per i militari delle RR/AA. Alleate.

Inoltre parecchi viaggiatori montano su questi treni per concessione di militari alleati stessi ed il nostro personale ed i nostri carabinieri non possono opporsi.

Vi prego di considerare che questi episodi sono nati al pubblico, e che di conseguenza i nostri agenti ed i nostri carabinieri non possono avere alcun prestigio ed alcuna autorevolezza per farsi ubbidire.

IL SOGGERENTARIO DI STATO 5210

F.to Gen. G. di Rimondo

le disposizioni che riteneva di essere.

Verso le ore 12 del 14 corrente il nostro controllore viaggiante Cascone Andrea trovò sul piazzale della stazione di Salerno due viaggiatori, i quali dichiararono di essere provenienti da Battipaglia e di essere sprovvisti di biglietto. Il nostro agente invitò i due individui a pagare il biglietto, ma mentre li accompagnava all'uscita intervennero due soldati della Polizia Americana i quali, obbligarono il controllore a restituire il denaro ai viaggiatori. Subito dopo mentre si allontanava lo percosse, dando un calcio alle gambe ed un'altro al sedain.

Identico fatto si è verificato il giorno seguente nei confronti dello stesso agente; alla presenza di un nostro funzionario. Due viaggiatori provenienti da Battipaglia con un treno merci salpato in arrivo a Salerno alla ore 11.30, sprovvisti di biglietto, vennero assottate al pagamento del prezzo relativo. Anche in questo caso intervennero due soldati della Polizia Americana che obbligarono il nostro agente alla restituzione dell'importo percepito ed all'annullamento del biglietto stesso e siccome il nostro agente cercava di dimostrare la regolarità del suo operato veniva da uno dei militari minacciato con il fucile.

Lo scrivente ha da tempo disposto che nessun viaggiatore può montare sui treni merci e che a carico dei trasgressori siano presi provvedimenti. Una delle punizioni previste dal nostro regolamento è quella di esecutare i viaggiatori al pagamento dell'importo del biglietto e reiative multe.

Ma l'adozione di questo sistema, che pure avrebbe la sua efficacia non è amessa dal ministero delle FF.M. Alleate.

Inoltre parecchi viaggiatori montano su questi treni per concorsione di militari alleati stessi ed il nostro personale ed i nostri carabinieri non possono avere alcun prestigio ed alcune autorevolezze per farsi ubbidire.

Vi prego di considerare che questi episodi sono noti al pubblico, e che di conseguenza i nostri agenti ed i nostri carabinieri non possono avere alcun prestigio ed alcune autorevolezze per farsi ubbidire.

IL SEGRETARIO DI STATO

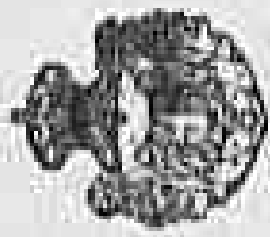
P.to Gen. G. di Reimondo



U.S. DEPARTMENT OF STATE
OFFICE OF THE SECRETARY OF STATE

G. di Reimondo

5210



Da/DR

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

NAPOLI, BARI, 21 marzo 194

N. 1462/10/13 Segr

al N. del

OGGETTO:

Controllo e disciplina dei viaggiatori civili sui treni.

all.

Al Gen. Le Carl R. Gray
Direttore Generale del M.R.S.

e, per conoscenza:

Alla Commissione Alleata di Controllo

- Sez. Comunicazioni -

Al Ministero dell'Interno

- Direzione Generale delle P.S. -

Al Capo Compartimento P.S. di

.....

Napoli

Napoli

Salerno

Napoli-Bari-Rossio Cal.

Risposta foglio del 16 marzo.

- 1.- Sono d'accordo con Voi sulla necessità di evitare il sovraffollamento dei pochi treni in circolazione e l'afflusso abusivo di viaggiatori sui treni merci, in modo da non compromettere la sicurezza dell'esercizio.
- 2.- Come Vi ho più volte comunicato, occorrerebbe concedere un maggior numero di trasporti per soddisfare la esigenza minima della popolazione civile, ma Voi mi avete sempre confermato che non vi è possibile aderire a questa mia richiesta.
- 3.- Il Ministero dell'Interno, sollecitato per una intensificazione del servizio di vigilanza e di controllo, ha dichiarato che non dispone per ora di una migliore forza di carabinieri e che provvederà a reclutare appositi agenti per assicurare il funzionamento di questo servizio.
- 4.- Ho pure interessato il Ministero dell'Interno perché attenga verso la radio e la stampa quotidiana sia richiamata l'attenzione del pubblico sul divieto di prendere posto sui treni senza biglietto e di astenersi dal viaggiare senza motivi plausibili.
Debo però confermare quanto ho avuto più occasione di dire sia a Voi, che al Generale Fellovers e al Colonnello Fitch, e cioè che le cause che spingono i cittadini a viaggiare sono per lo più dovute

OGGETTO:

Controllo e disciplina dei viaggiatori civili sui treni.

all.

Al Gen.le Carl R. Gray
Direttore Generale del M.R.S.
e, per conoscenza:
Alla Commissione Alleata di Controllo
- Sez. Comunicazioni -
Al Ministero dell'Interno
- Direzione Generale della E.S. -
Al Capo Compartimento M.S.S. di

Napoli

Napoli

SALERNO

Napoli-Bari-Reggio Cal.

Risposta foglio del 16 marzo.

- 1.- Sono d'accordo con VOI sulla necessità di evitare il sovraffollamento dei pochi treni in circolazione e l'effluvio abusivo di viaggiatori sui treni merci, in modo da non compromettere la sicurezza dell'esercizio.
- 2.- Come Vi ho più volte comunicato, occorrerebbe concedere un maggior numero di trasporti per soddisfare le esigenze minime della popolazione civile, ma Voi mi avete sempre confermato che non vi è possibile aderire a questa mia richiesta.
- 3.- Il Ministero dell'Interno, sollecitato per una intensificazione del servizio di vigilanza e di controllo, ha dichiarato che non dispone per ora di una maggiore forza di carabinieri e che provvederà a reclutare appositi agenti per assicurare il funzionamento di questo servizio.
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Debbò però confermare quanto ho avuto più occasione di dire sia a Voi, che al Generale Fellovers ed al Colonel Fitch, e cioè che le cause che spingono i cittadini a viaggiare sono per lo più dovute alla necessità di procurare per se e per i propri famigliari un mini-

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no di germi alimentari. Ciò, del resto, è confermato dal recente bando del Colonnello Poletti - Governatore della Regione 3 - che autorizza tutti i cittadini a viaggiare senza alcun permesso per procurarsi viveri.

5.- Con la forza attualmente disponibile, il Governo Italiano farà del suo meglio per eliminare gli abusi e gli inconvenienti lamentati. Disposizioni tassative sono state emanate e ribadite. Ho anche portato a conoscenza della Presidenza del Consiglio dei Ministri e degli altri membri del Governo quanto mi avete comunicato, e cioè che, nel caso in cui non si riuscisse a normalizzare l'affluenza a la disciplina dei viaggiatori, voi adattereste il provvedimento, assai grave per le conseguenze, che ne deriverebbero, di sopprimere i pochi treni programmati, compromettendo anche le possibilità di funzionamento della posta.

IL GOVERNATORE DI STATO

Indi Lanning

TRANSLATION:

MINISTRY OF COMMUNICATIONS
UNDERSECRETARY OF STATE.

REF.1442/10/1.3 Segr.

SUBJECT : Control of Discipline of Civilian Passengers on Trains.

TO : General Carl R. Gray, D.C.M.R.S.

COPY TO : A.C.C., Communications Section.

In answer to your file of 16 March.

1. I am in agreement with you on the necessity of avoiding the overcrowding of the few trains now operating, and the illicit flow of passengers of freight trains, in order not to jeopardise the safety of operations

2. As I have informed you several times, it would be necessary to allow a larger amount of transportation to satisfy the minimum requirements of the civilian population, but you have always stated the fact that it is not possible to grant this request of mine.

3. The Ministry of the Interior, on our request for an increase in policing and control measures, has replied that it does not have at present available a large number of carabinieri, and that it will take steps to recruit appropriate agents to insure the proper functioning of such services.

4. I have further suggested to the Ministry of the Interior that, by means of Radio and the daily press, the attention of the public be drawn to the fact that it is illegal to travel on trains without tickets, and that they should abstain from travelling without urgent reasons.

I must, however, repeat that I have on several occasions told both of you, Brig. Fellowes and Col. Fitch. That is, that the reasons which cause citizens to travel are mainly in order to obtain for themselves and their families a minimum of foodstuffs. This, more ever is confirmed by the recent order of Col. Poletti, Commissioner of Region 3, which authorise all citizens to travel with no permits in order to obtain foodstuffs.

5. With the means at its immediate disposal, the Italian Government will do its part to eliminate the abusers and the incidents complained about. I have also brought to the attention of the Presidency of the Council of Ministers, and the other members of the government what you told me, and that is; if it is not able to reduce the crowds to normal proportions, and maintain discipline of the passengers, you will be obliged to suppress the few trains now in operation, a step which would have grave consequences and which would also hamper the possibility of operating the mails.

THE UNDERSECRETARY OF STATE
/s/ G. di RAIMONDO

5208

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

22/17
A. P. O. 100
16 MARCH, 1944

SUBJECT: CIVILIAN RAIL MOVEMENTS

TO: IL CAPO DI COMPARTIMENTO, NAPLES, ING. MORANDI
IL CAPO DI COMPARTIMENTO, BARI, ING. FRANZI

1. CONFIRMING CONFERENCE WITH ING. POMARICI, REPRESENTING THE ITALIAN STATE RAILWAYS RELATIVE TO COLONEL POLLETTI, REGIONAL COMMISSIONER, UNDER PROCLAMATION DATED 8 MARCH, EFFECTIVE 10 MARCH, REMOVING THE RESTRICTIONS ON FREE CIRCULATION OF CIVILIAN POPULATION IN NAPLES PROVINCE.

2. COINCIDENT WITH THIS, ISSUANCE OF PERMITS TO CIVILIANS AUTHORIZING THEM TO PURCHASE TICKETS FOR TRANSPORTATION ON CIVILIAN PASSENGER TRAINS OPERATED BETWEEN NAPLES AND BARI, IS DISCONTINUED.

3. IT IS, THEREFORE, DEVOLVED UPON ITALIAN STATE RAILWAYS AND THE ITALIAN GOVERNMENT TO CONTROL AND REGULATE MOVEMENT OF CIVILIANS ON THESE TRAINS, IT BEING RECOGNIZED THAT AT PRESENT THERE IS NOT SUFFICIENT PASSENGER TRAIN SERVICE AVAILABLE TO HANDLE ANYTHING LIKE THE NUMBER OF PEOPLE DESIRING TO TRAVEL.

4. THE ALLOCATION OF SPACE ON THESE TRAINS FOR SALE OF TICKETS PLACED IN EFFECT 19 FEBRUARY 1944, A MAXIMUM PER TRAIN OF 600 PASSENGERS, MUST NECESSARILY BE RETAINED. THEREFORE, POSITIVE INSTRUCTIONS MUST BE ISSUED THAT IN SALE OF TICKETS FOR THESE TRAINS THE NUMBER OF TICKETS COVERING THE SPACE ALLOCATION TO ANY DESTINATION FOR EACH TRAIN WILL NOT BE EXCEEDED, AND IN THE SALE OF TICKETS THEY WILL BE SOLD "FIRST COME-FIRST SERVED" UNTIL MAXIMUM PERMITTED UNDER THE ALLOCATION IS ISSUED.

5. AS PER BY SEPARATE LETTER DATE, POSITIVE AND DETERMINED EFFORTS MUST BE MADE ON PART OF ALL CONCERNED TO RESTRICT NUMBER OF PASSENGERS ON THESE TRAINS TO THE AUTHORIZED MAXIMUM, AND PREVENT CIVILIANS OVER-CROWDING THE TRAIN AND RIDING ON THE LOCOMOTIVE, ON TOP THE CARS, AND OTHER PARTS OF TRAIN.

6. UNLESS THIS SITUATION CAN BE CONTROLLED, AS A MATTER OF SAFETY, TO ASSURE NON-INTERFERENCE WITH THE ALLIED EFFORT, IT MAY

BECOME NECESSARY TO DISCONTINUE OPERATION OF THESE CIVILIAN PASSENGER TRAINS.

FOR THE DIRECTOR GENERAL:


CHARLES F. DOUGHERTY
COLONEL, T. G.
ASSISTANT GENERAL MANAGER
TRANSPORTATION DEPARTMENT

CC - GENERAL DI RAIMONDO, UNDER-SECY.
ITALIAN STATE RAILWAYS & HIGHWAYS
ING. POMARICI, BUILDING
ACTN 3 (SA), BUILDING
CO, 701ST RAILWAY GRAND DIVN., APO 100
COL. S.A. FITCH, DIRECTOR INT. TRANSPN.
SUB-COMM, ACC, C/O MOV & TR, HQ
AGMF, CMF

Napoli, 13 MARZO 19 MARZO

1433/1.0/1 Segr.

Treni viaggiatori civili.

AL COL. S. A. FITCH
COMMISSION AIRLIFTA CONTROLLO
Sezione Comunicazioni.
AFHQ - Adv Adm. Lohelon

K A F O L I

MI riferisco al foglio ACC. TA/22/13 del 18 febbraio c.a. ed alle conversazioni con Voi avute sullo stesso argomento nei giorni 6 - 8 e 13 marzo c.a.

1°) - Convergo con Voi sulla necessità di avvisare la popolazione civile perché sia evitato l'affollamento dei treni estendendosi del viaggiare se non per motivi assolutamente giustificati.
Ho già interessato al riguardo il Ministero dell'Interno per comunicazioni alla radio e sulla stampa quotidiana.

2°) - Il controllo dei viaggiatori sui treni viene già eseguito e coloro che sono trovati senza biglietto dal personale delle FF.SS., assistito dal CC.BR. e da agenti di P.S., vengono puniti.
Non ho mancato di rappresentare al Ministero dell'Interno ed al Comando dei Carabinieri la necessità di intensificare il controllo.

3°) - Prendo atto della comunicazione circa la impossibilità da parte delle Autorità Ailcate di aumentare i treni per la necessità della popolazione civile.
Quelli concessi sono però, talmente esigui e la loro capacità di trasporto così al di sotto delle esigenze minime che non saprei quali indicazioni dare per limitare ulteriormente i trasporti.

Il trattamento del contingimento dei posti adottato per il trasporto dei viaggiatori civili.

AL COL. S. A. FITCH
COMMISSIONE ALLIATA CONTROLLO
Sezione Comunicazioni.
AFHQ - Adv Adm Echelon

R A P O R T

Si riferisco al foglio ACC. DN/22/13 del 18 febbraio c.e. ed alle conversazioni con Voi avute sullo stesso argomento nei giorni 6 - 8 e 13 marzo c.e.

1°) - Convergo con Voi sulla necessità di evitare la popolazione di vie perché sia evitato l'affollamento dei treni stazionandosi nel viaggiare se non per motivi assolutamente giustificati.

Ho già interesso al riguardo il Ministero dell'Interno per comunicazioni alla radio e sulla stampa quotidiana.

2°) - Il controllo dei viaggiatori sui treni viene già eseguito e coloro che sono trovati senza biglietto dal personale delle FF.SS., assistito dai CC.RR. e da agenti di P.S., vengono puniti.

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Quelli concessi sono però, talmente esigui e la loro capacità di trasporto così al di sotto delle esigenze minime che non saprei quali indicazioni dare per limitare ulteriormente i trasporti.

4°) - Il sistema del contingentamento dei posti adottato per il treno bisettimanale Napoli - Bari potrebbe essere esteso ad altre linee che interessano maggiormente i Comandi delle FF.SS. Alleate.

Occorre però, far rilevare che trattandosi di treni che hanno fermate in tutte le stazioni del percorso ed aventi in composizione un numero esiguo di carri per viaggiatori, il contingente sarebbe praticamente di attuazione assai difficile, come la esperienza insegna.

5°) - Sono d'accordo con Voi che migliorando il servizio postale molte necessità di viaggiare verrebbero immediatamente a cessare.

Il Governo Italiano considera di utilità essenziale l'attuazione di un più regolare servizio postale.

Ma perchè detto servizio possa svolgersi con una certa certezza, occorrerebbero altri treni, che mancano.

Basti pensare che una lettera di afficio fra Salerno e Napoli, a soli 55 Km. di distanza, impiega mediamente sei giorni e non meno di dodici delle Puglie e quindici per arrivare dalle Calabrie.

6°) - Il servizio di vigilanza nelle stazioni e sui treni verrà intensificato. Sono certo che miglioramenti sensibili verranno conseguiti nel mantenimento dell'ordine.

Tuttavia consentitemi di insistere sui concetti che Vi ho già espresso al riguardo.

Un adeguato aumento di treni, da un lato, ed un conveniente risparmio delle tariffe e delle punizioni a carico del trasgressore, dall'altro, potrebbero ben servire ad eliminare, quasi del tutto, gli inconvenienti lamentati.

Il Governo Italiano farà del suo meglio per collaborare anche in questo campo con le Autorità Militari Aliente ed disposto a sopportare oneri finanziari per acquisto di locomotive, combustibile ed altre materie di consumo per migliorare i trasporti civili. Ma però presente che ulteriori restrizioni ed in ultimo, il provvedimento, assai grave, di abolire i pochissimi treni ore in circolazione per gli usi civili, da Voi preannunciato, contribuirebbero a deprimere maggiormente il morale e ad inasprire l'animo della popolazione, la quale, da tempo, vive fra sofferenze e privazioni di ogni genere.

Sono fermamente convinto che la potenzialità delle nostre linee ripristinate e la disponibilità di materiale rotabile potrebbero consentire, solo che si aumenti di poco il rifornimento di carbone, di soddisfare, oltre le esigenze militari, le quali hanno e debbono avere la precedenza, anche quelle minime civili, che pure sono insopprimibili. Vogliate gradire, caro Colonello, i miei saluti più cordiali.

Firmato G. DI RAIMONDO

TRANSLATION

Ministry of Communications
Undersecretary of State

Subject : Civilian Passenger Trains.

To : Colonel S. A. Fitch.

File : M33/L.O/1 Regr.

Reference to your letter ACC Tn 22/13 of 18 February inst., and conversations held with you on the 6, 8 and 13 March.

1. I agree with you on the necessity to make the public conscious of the desirability of avoiding the over-crowding of trains, by abstaining from travelling, except for the most urgent and justifiable reasons.

I have already interested the Ministry of the Interior regarding announcements by radio and in the daily press.

2. Control of passengers on trains is already in effect, and all persons apprehended riding without tickets by the Railway Officials, aided by the Public Security agents and the Royal Carabinieri, are punished.

I have not failed to impress upon the Ministry of the Interior, and the Hq. of the Carabinieri, the necessity of intensifying such control.

3. I take note of the fact that it is impossible for the Allied Authorities to increase the number of civilian trains. However, those now allotted are so few in number, and their capacity so much below the minimum needs, that I do not know what suggestions I can make to limit their use.

4. The system of allotment of places, at present adopted on the tri-weekly train Naples-Bari could be adopted on the lines which effect the Allied Forces.

It must be pointed out, however, that since the trains stop at every station, and are made up of such a small number of passenger cars it will be very difficult to find a practical method of limiting the number of passengers, as experience has already shown.

5. I am in agreement with you that the improvement of the postal service would obviate the necessity of travel to a great extent.

The Italian Government considers the activation of a better postal service to be a matter of essential urgency.

But, to ensure that such a service operates with a certain degree of regularity, more trains would be necessary than at present.

It should be pointed out that a business letter from Salerno to Naples, (a distance of 55 kms.) takes on an average six days, one from the Puglia not less 12 and one from Calabria fifteen.

6. The guarding and patrolling of stations and trains will be increased. I am sure that a noticeable improvement in the maintenance of order will take place.

However, please allow me to reiterate the points I have already made on the subject.

hand
An adequate increase in the number of trains, on one ~~side~~, and an increase in tariffs and a sharpening of the penalties for law breakers on the other, might serve to eliminate, almost entirely the inconveniences which have caused complaints.

The Italian Government will do its best to collaborate in this field also, with the Allied Military Authorities, and it is willing to undertake financial burdens in order to acquire locomotives, fuel and other expendable supplies, in order to improve civilian transportation. It would point out, however, that further restrictions and above all, the very serious step of abolishing the few trains now in operation for civilian use, mentioned by you to me, would cause a further drop in morale of the population, and would sharpen its animosity, after it has for some time already lived amid suffering and privation.

I am firmly convinced that the potential capacity of our lines, if put in good repair, and the availability of rolling stock, would be sufficient to fulfill the requirements both of the military (which have all priority) and the civilians (which cannot be suppressed), if only the coal supply can be somewhat increased.

Accept, my dear Colonel, my most cordial greetings

Yours

/s/ G. di Raimondo

Internal Transportation Sub-Commission, ACC.,
C/O M. & Tn.,
R.S., A.A.I. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/22/15

Date : 18 March 44.

TO : Gen di Raimondo, Undersecretary of State for Italian
Railways and Highways.

SUBJECT : Permits for Travelling by Rail.

1. Reference our ACC Tn/22/13, dated 18 Feb 44, and our discussions of March 8 and 13 on the subject of control of civilian travel by train.
2. From the discussions referred to in para (1) above, it is understood that you agree that the problem is acute, and that its solution is a responsibility of the Italian Government.
3. It has been explained that (a) additional civilian passenger train capacity is not available at this time; and, (b) an increase in passenger fares cannot be introduced specifically as a travel deterrent because any such increase would have to be unconscionably high, in order to be effective. These two factors (a) and (b) will have to be treated as accepted conditions in dealing with the problem, although everything possible will be done by this Sub-Commission to improve (a) as soon as practicable without prejudice to the Allied war effort.

4. This Sub-Commission fully appreciates the extreme difficulties in the way of any solution to the problem. Nevertheless, it is felt that more can and should be done to improve the situation.

5. It is suggested that necessary action be taken promptly to prevent sale of tickets for any train in excess of the reasonable capacity of the train. Also, that further representations and renewed efforts be made to strengthen the Carabinieri at points of trouble. It is hoped that placement of more effective train guards may have immediate consideration.

6. It is understood from your letter of 14 March 44, reference 1357/1.1/3.1/segr. that the suggestion of an appeal to the public to restrict their travel demands to the most critical need is being explored; and, specifically, that you have requested the Ministry of Interior and President, Council of Ministers, to undertake an active programme along that line, by use of press and radio.

7. This Sub-Commission will always render any assistance possible in the solution of this very difficult, but all important problem. Please keep us fully advised of what steps have been taken and are to be taken to effect an improvement in the situation.

5233

0389

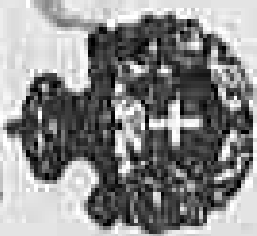
1. Reference our FCC TM/22/13, dated 18 Feb 44, and our discussions of March 3 and 13 on the subject of control of civilian travel by train.
2. From the discussions referred to in para (1) above, it is understood that you agree that the problem is acute, and that its solution is a responsibility of the Italian Government.
3. It has been explained that (a) additional civilian passenger train capacity is not available at this time; and, (b) an increase in passenger fares cannot be introduced specifically as a travel deterrent because any such increase would have to be unconscionably high, in order to be effective. These two factors (a) and (b) will have to be treated as accepted conditions in dealing with the problem, although everything possible will be done by this Sub-Commission to improve (a) as soon as practicable without prejudice to the Allied war effort.
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5. It is suggested that necessary action be taken promptly to prevent sale of tickets for any train in excess of the reasonable capacity of the train. Also, that further representations and renewed efforts be made to strengthen the Carabinieri at points of trouble. It is hoped that placement of more effective train guards may have immediate consideration.
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7. This Sub-Commission will always render any assistance possible in the solution of this very difficult, but all important problem. Please keep us fully advised of what steps have been taken and are to be taken to effect an improvement in the situation.

5293

Fitch

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

22/14
0390
P O / TRANSLATION



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

all.

SUBJECT: Passenger trains.-

TO COLONEL S.A. FITCH

Director Internal Transportation Subcommittee

N A P D E S

I refer to our conversation this morning about the arrangements able to reduce the number of travellers on the trains.

I send you copy of the letter which I wrote to the Ministry of Interior and to the Presidency of the Council of Ministers about the propaganda to develop through the radio and through the all-days press.

I reserve to talk again with you about this question, as it merits a most attentive consideration.-

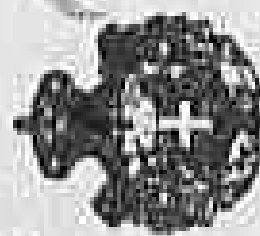
THE UNDERSECRETARY OF STATE

sig. Gen. G. di Raimondo

5212

N. 1357/1.1/3.1/segr.
del N. _____ del _____
Naples, 14 March 1944

po/DR



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

Treni viaggiatori.-

all.

AL COLONNELLO S.A. FITCH
Direttore Sottocommissione Trasporti Interni

A F H Q

N A P O L I

Taccio riferimento al colloquio con voi avuto stamane circa i provvedimenti intesi a limitare l'afflusso di viaggiatori sui treni.

Vi trasmetto copia della lettera da me inviata al Ministero degli Interni e della Presidenza del Consiglio dei Ministri per l'azione di propaganda da svolgere alla radio e sulla stampa quotidiana.

Sulla questione mi riservo di intrattenervi ulteriormente perchè essa merita il più attento esame.-

IL SOTTOSEGRETARIO DI STATO

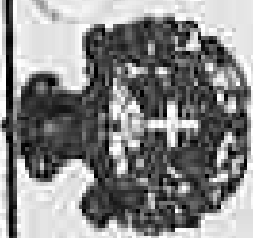
Indro Montanelli

~~DATA~~ Napoli, 14 marzo 1944

N. 1357/1.1.1/3.2/segr.

al N. del

DO/TRANSLATION



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

OGGETTO:

all.

SUBJECT: Overcrowding of trains.-

TO MINISTRY OF INTERIOR

attention to:

PRESIDENCY OF COUNCIL OF MINISTERS

MINISTRY OF WAR

HQ R. CARABINIERI OF FREE ITALY

SALERNO

SALERNO

LECCE

A.P.O. 67

~~FROM~~ Naples, 13 March 1944

N. 1334/1.1/3.1/segr.

al N.

del

The Allied Control Commission - Communications Section - has stated again that the afflux of travellers on the trains in operations must be disciplined, taking exceptional severe measures against the contraveners. The A.C.C. conferred also that it would be impossible to authorize more trains than those already allowed and that, if the number of travellers could not be held within the agreed limits by the Italian Government, they would be obliged to cancel all the services, even if there were a small number of these, authorized till now.

It is essential to re-establish the order in order to ensure the safety of operations and the continuity of allied military transportation.

The same representative of the A.C.C. suggests to make an appeal to the civil population, either through the radio, either through the quotidian newspapers, in order to let plainly understand that a reduction of the number of travellers is due to the particular war requirements and that everyone has to make some sacrifice to realize the most important design, and that is to win the war.

In agreement to the formal request made by the A.C.C. to this Undersecretaryship, I beg that Ministry to give the necessary instructions, seeing that the radio-communications will be periodically repeated and that the announcements in the papers will be printed in all the sheets of the provinces already under the Italian Government administration.

We'll be grateful if we could receive a conferm, in order to advise the representatives of the A.C.C.-

THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo

OGGETTO:

all.

SUBJECT: Overcrowding of trains.-

TO MINISTRY OF INTERIOR

attention to:

PRESIDENCY OF COUNCIL OF MINISTERS

MINISTRY OF WAR

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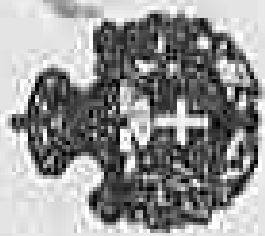
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THE UNDERSECRETARY OF STATE

sig. Gen. G.di Reimondo

po/DR



BARI, Napoli, 13 marzo 1944

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

N. 1334/1.1/3.1/seg.

al N. _____ del _____

OGGETTO:

L'affollamento treni.

all.

AL MINISTERO DEGLI INTERNI - Gabinetto - SALERNO
e, per conoscenza:
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI - Gabinetto - SALERNO
AL MINISTRO DELLA GUERRA - Gabinetto - LUCCA
AL COMANDO DEI CC.RR. DELL'ITALIA LIBERATA P.E. 67

La Commissione Alleata di Controllo - Sez. Comunicazioni - ha nuovamente chiesto che venga disordinato l'affollamento dei viaggiatori sui treni in circolazione, adottando provvedimenti di eccezione a carico dei responsabili.

La stessa A.C.C. ha pure confermato che non possono essere concessi altri treni oltre quelli finora ammessi e che nel caso in cui l'affollamento dei viaggiatori non venisse, a cura del Governo Italiano, opportunamente contenuto entro i limiti consentiti, si vedrebbe costretta a sopprimere le concessioni fatte, anche se minime.

E' indispensabile ristabilire l'ordine per la sicurezza dell'esercizio onde consentire con continuità la effettuazione dei trasporti per le I.V.A.A. Alleste.

Lo stesso rappresentante della A.C.C. suggerisce che, sia attraverso la radio, sia sulla stampa quotidiana, sia fatto appello alla popolazione civile di astenersi dall'affollare i treni e dal viaggiare facendo ben comprendere che le limitazioni imposte sono dovute alle particolari esigenze belliche e che tutti debbono fare sacrifici per raggiungere la prima capitale, quello cioè di vincere la guerra.

In adesione a richiesta formale rivolta in proposito a questo Sottosegretariato della A.C.C., prego codesto Ministero di voler dare le disposizioni di competenza, curando che i relativi comunicati radio siano periodicamente ripetuti e gli annunci sulla stampa vengano estesi a tutti i giornali delle provincie passate all'amministrazione del Governo Italiano.

Si gradirà un cenno di conferma, onde assicurare i rappresentati

della A.C.C.-

IL SOTTOSEGRETARIO DI STATO
f/to Gen. G. di Raimondo

0395

OGGETTO:

Affollamento treni.

all.

AL MINISTERO DEGLI INTERNI - Gabinetto -

e, per conoscenza:

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI - Gabinetto -

AL MINISTERO DELLA GUERRA - Gabinetto -

AL COMANDO DEL CC. RR. DELL'ARMATA LIGURIA

PARIGI

SALENTO

LEUCE

P. 1.67

La Commissione Alleata di Controllo - Sez. Commissionaria - ha nuovamente chiesto che venga disciplinato l'afflusso dei viaggiatori sui treni in circolazione, adottando provvedimenti di eccezione a carico dei responsabili.

La stessa A.C.C. ha pure determinato che non possono essere concessi altri treni oltre quelli finora ammessi e che nel caso in cui l'afflusso dei viaggiatori non venisse, a cura del Governo Italiano, opportunamente contenuto entro i limiti consentiti, si vedrebbe costretta a sopprimere le concessioni fatte, anche se minime.

È indispensabile ristabilire l'ordine per la sicurezza dell'esercizio onde consentire con continuità l'effettuazione dei trasporti per le F.F. AA. Alleate.

Lo stesso rappresentante della A.C.C. suggerisce che, sia attraverso la radio, sia sulla stampa quotidiana, sia fatto appello alla popolazione civile di astenersi dall'affollare i treni e dai viaggiare facendo ben comprendere che le limitazioni imposte sono dovute alle particolari esigenze belliche e che tutti debbono fare sacrifici per raggiungere l'obiettivo principale, quello cioè di vincere la guerra.

In adesione a richieste formate rivolta in proposito a questo Sottosegretario della A.C.C., prego codesto Ministero di voler dare le disposizioni di competenza, curando che i relativi comunicati radio siano periodicamente ripetuti e gli annunci sulla stampa vengano estesi a tutti i giornali della provincia parente all'amministrazione del Governo Italiano.

Si predirà un cenno di conferma, onde assicurare i rappresentanti della A.C.C. -

IL SOTTOSGEGREGARIO DI STATO
f/to Gen. C. di Raimondo

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

Our reference : AGO TN/22/13

Date : 18 Feb 44.

TO : General di Balimondo,
Undersecretary of State for Railways and Highways.

SUBJECT : Permits for travelling by rail.

1. Reference is made to your letter of 19 Jan 44 (660/1.0/1 SEAT) which was in response to ours of 19 Dec 43, 3 Jan 44, and 13 Jan 44.

2. As you are aware it has been decided that railway passenger fares should not be increased for the time being, because such a step would be contrary to the general financial and economical policy. Even if this were not so, it is considered that to deter passenger traffic appreciably by an increase in fares the fares would have to be so high that an unjust discrimination in favour of the wealthy would result.

3. For the reasons outlined in your letter this Sub-Commission agrees that it is impracticable to introduce a railway passenger travel permit system to effectively apply to every civilian train operation at all stations throughout all Italy free of German occupation.

4. However, it is essential that steps be taken promptly to minimise the acute overcrowding which is now taking place on some trains.

5. It is considered that the problem is one to be solved by the Italian Government and the following lines of approach are suggested.

(i) Emphasise upon the whole of the Italian civil population in the areas concerned that travel by railway for non-essential purposes hinders the war effort and will be regarded as a serious offence. At the same time, essential civil travel should be defined as that required for workers engaged on war industries or to meet vital civil needs.

(ii) Institute a system of spot-checks on travellers and take strict punitive action in each case where persons are found making non-essential journeys. The public should be informed that spot-checks will be made by the appropriate Italian Government officials without prior notice of the time or place being given.

2. As you are aware it has been decided that railway passenger fares should not be increased for the time being, because such a step would be contrary to the general financial and economical policy. Even if this were not so, it is considered that to deter passenger traffic appreciably by an increase in fares the fares would have to be so high that an unjust discrimination in favour of the wealthy would result.

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(ii) Institute a system of spot-checks on travellers and take strict punitive action in each case where persons are found making non-essential journeys. The public should be informed that spot-checks will be made by the appropriate Italian Government officials without prior notice of the time or place being given.

(iii) As the civil train service is likely to continue to be very meagre, (even on lines of small or no operational importance) owing to the necessity for strict economy in the use of motive power, coal, etc., each civil train service should be subjected to a close study by the Italian authorities to ascertain the true measure of the problem in each case. Such examinations may show (a) that no further action, beyond (i) and (ii) above is required in certain localities or (b) that a strictly local permit or control system is necessary.

- 2 -

5. (Contd).

(iv) Make every effort to reinstitute more fully the Italian letter post and communications system. This would cut out many cases where travellers now consider their journeys to be essential because of lack of news of relatives etc.

6. The necessity for prompt action is emphasised. If you consider that a conference between yourself and the undersigned would be helpful, please nominate an early date, time and place for the meeting.

7. Meanwhile, immediate emergency measures should be taken to minimise the dangers that result from the acute overcrowding of certain trains. It may be considered that additional train guards on certain trains and more control and police supervision at certain stations is required.

S.A.

S.A. FITCH,
Colonel,

Director, Internal Transportation Sub-Commission, ACC.

Copy to:
Main HQ. ACC.
(For Economic Section).

5193

18 FEB 1944

MEMO FOR FILE:

I found that there was no one at Main HQ ACC representing "Public Safety" when I called there 16/2/44 in an effort to ascertain what existing instructions there were, on Security or Public Safety grounds, governing travel or circulation of the civilians. "Security and Intelligence" office said that they had nothing to do with the subject, and suggested the matter came under Public Safety in charge of Col. Kirk whose entire office was at Salerno, but recommended that Reg. III, Public Safety, Lt.Col. Warner, would have all the orders and directions on the subject. I filled appointment with Lt.Col. Warner at 0930 hrs. 17/2/44. He states that so far as he knows there are no published orders, no written instructions on the subject, for any area except the proclamations of which only No. 2, dated 25 Aug. 43, makes orders on civilian travel as follows: (A II para 43)

"Any person who:"

Until further orders of AMG travels more than 10 Km beyond his own home without a permit issued by a civil police officer" (offense punishable by fine or imprisonment).

Lt.Col. Warner's office is presently handling the matter of permits for travel from Naples. He states as his opinion that an over all permit system is absolutely impracticable and that the problem is one that should be handled by the Italians.

5108

HEADQUARTERS ALLIED CONTROL COMMISSION LDD/mar

APO 394

In reply refer to:

31 January 1944

Tn/21/345
AG 200.2

Subject : Permits for Civilians by Rail

To : Internal Transportation Sub-Commission, A C C
c/o Mov & Tn AFHQ Adv Adm Ech C M F
Naples

1. Reference is made to letter from above addressee ACC/Tn/22/8 to Hq ACC, dated 27 Jan 44 relative to above subject and relative to letter 660/1.0/1 Segr. from the Under Secretary of State for Railroads, Italian Government dated 19 Jan 44.

2. In reply to General di Raimondo's suggestion that an increase in railroad passenger rates would help reduce the passenger traffic, your letter ACC/Tn/22/8 states "it has already been decided that fares should not be increase for the time being because such a step would be contrary to the general financial and economic policy." Our only official information with respect to such decision was a letter from the Central Economic Committee dated 31 December 1943 to the effect that at the meeting of the Committee held 27 December the proposed increased of 100% in passenger tariffs in occupied areas of the Italian mainland was not approved and that the increase should not be made effective in the territory under the jurisdiction of the Italian Government. It was indicated that additional information had been requested and that the matter was to receive further consideration at the next meeting of the Committee. Has it been finally determined that increase in passenger rates will not be authorized? If such is the case the Commission should be advised in order that proper information can be given to General di Raimondo.

3. It appears that both your Sub-Commission and General di Raimondo are in agreement that the introduction of a permit system for the whole of occupied Italy is impracticable, notwithstanding agreement shown in minute 6 of Transportation Committee meeting 11 Dec 43. In considering this problem is it proper for the Italian Railway Administration to assume that ACC-AMG permits to travel will not be required? It would seem that some form of permit will be necessary for travel from territory under the Italian Government and that under military control. In any event the permit matter, if not already determined, should be made clear.

Ltr to Intern. Trans. Sec. Comm dtd 31 Jan 44

31 JAN 1944

2262

4. In letter ACC/Tn/22/8 no mention was made with reference to letter 659/1.1/5 Segr. from Gen. di Raimondo dated 18 Jan 44 to AFHQ Military Railway Service, Director General Office, Naples, copy of which was sent to you. In that letter, Gen. di Raimondo, as a partial solution of the problem, suggested an increase in the number of authorized passenger trains. Has a decision been made with respect to such suggestion? In your letter it is stated that the civil train service is likely to continue to be very meagre owing to the necessity for strict economy in the use of motive power, coal, etc. Will it not be necessary for the Italian Railroad Administration to know within a reasonable degree of certainty the amount of train service that can be diverted for civilian use? If only those in the basic schedule can be considered then the problem will have to be worked out on that base, and such fact made known to General di Raimondo.

5. In General di Raimondo's letter of 18 Jan (659/1.1/5 Segr) discusses the matter of punitive action and control. He indicates that "it is necessary to admit that it is not possible to handle the thousands of people who, although not being authorized, try to take space on the trains."

6. With respect to the re-establishment of the Italian mail service progress is being made and will continue to be made, however, the biggest problem in this regard is that of transportation.

7. While it is agreed that the problem is essentially one for the Italian Government to solve and the suggestions made by you are well worthwhile, yet it is not felt that the question can be submitted for Italian solution in its present status.

8. It is suggested that definite answers must be first given with respect to the question of increased passenger rates, necessity for ACC-AMG permits and whether or not schedule of trains may be increased. With these questions answered it would seem that a conference with General di Raimondo at which the entire matter was discussed might be helpful in providing the General with necessary facts and assistance with which to tackle the problem.

Ellery W. Stone

ELLERY W. STONE
Captain, USNR
Vice-President
Communications Section

cc: Hq ACC/AMG (for Economic Section)
Naples

5196

Internal Transportation Sub-Commission, ACC.,
C/O of ACC.,
ACC. Advanced Administrative Labelon,
T.A.I.

Our reference : ACC/Tn/22/8

Date : 27 Jan 44.

TO : HQ. ACC.
For Communications Section.

SUBJECT: Permits for civilians travelling by rail.

1. Reference letter dated 19 Jan 44 from Gen di Raimondo (under his reference ACC/L.O/1 Sept.) to this Sub-Commission, copy of which was sent to you.

2. Part of minute of Transportation Committee of 11 Dec 43, at which Gen di Raimondo was present, reads as follows :-
"AGREED The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and AG in conjunction with the appropriate Italian Government representative. Col. Pich will take the initiative immediately Gen di Raimondo's proposals are received. The above representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity and picking up and setting down places of the trains it is proposed to run in the Basic System."

On 19 Dec 43, therefore, this Sub-Commission wrote to Gen di Raimondo requesting him to let us have his proposals as soon as possible. The request was repeated on 3 Jan 44, and 11 Jan 44. The letter referred to in para 1 above is Gen di Raimondo's reply.

3. Gen di Raimondo's letter can be summarized briefly as follows:-
(a) The introduction of a railway passenger travel permit system for the whole of occupied Italy is not practicable.
(b) that a reduction in passenger travel could be achieved by increasing the fares "adequately".

4. As regards para 3 (b) above: it has already been decided that fares should not be increased for the time being because such a step would be contrary to the general financial and economic policy. If this were not so, it is considered that to deter passenger travel appreciably the fares would have to be raised to such a high level that the result would be a most unjust discrimination against the Italian public.

2. Part of letter of Transportation Committee of 11 Dec 43, at which Gen di Raimondo was present, reads as follows :-

"AGREED. The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by AGO and AGS in conjunction with the appropriate Italian Government representatives. Col. Pich will take the initiative immediately Gen di Raimondo's proposals are received. The Italian representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity and picking up and setting down places of the trains it is proposed to run in the Permit System."

On 15 Dec 43, therefore, this Sub-Commission wrote to Gen di Raimondo requesting him to let us have his proposals as soon as possible. The request was repeated on 1 Jan 44, and 13 Jan 44. The letter referred to in para 1 above is Gen di Raimondo's reply.

3. Gen di Raimondo's letter can be summarised briefly as follows:-

(a) The introduction of a railway passenger travel permit system for the whole of occupied Italy is not practicable.

(b) That a reduction in passenger travel could be achieved by increasing the fares "adequately".

4. As regards para 3 (b) above, it has already been decided that fares should not be increased for the time being because such a step would be contrary to the general financial and economic policy. If this were not so, it is considered that to deter passenger travel appreciably the fares would have to be raised to such a high level that the result would be a most unjust discrimination in favour of the more wealthy members of the Italian public.

5. As regards para 3 (a) above, for the reasons given in Gen di Raimondo's letter, this Sub-Commission agrees that it is impracticable to introduce a railway passenger travel permit system to apply at every station by every civilian train throughout the whole of occupied Italy. It is, however, essential that something be done to minimise the acute overcrowding which is now taking place on some trains.

- 2 -

6. As the greater part of occupied territory is likely to be handed over for administration by the Italian Government in the near future and as practically no civil passenger trains are likely to be run in the comparatively small portions of territory which will then be under Allied Military Government conditions, the problem is essentially one for the Italian Government to solve. It is submitted for consideration that the Italian Government should be so informed and requested to tackle the problem on the following lines:

(i) Emphasize upon the whole of the Italian civil population in the areas concerned that travel by railway for non-essential purposes hinders the war effort and will be regarded as a serious offense. At the same time, essential civil travel should be defined as that required for workers engaged on war industries or to meet vital civil needs.

(ii) Institute a system of spot-checks on travellers and take strict punitive action in each case where persons are found making non-essential journeys. The public should be informed that spot-checks will be made by the appropriate Italian Government officials without prior notice of the time or place being given.

(iii) As the civil train service is likely to continue to be very meagre, (even on lines of small or no operational importance) owing to the necessity for strict economy in the use of motive power, coal, etc., each civil train service should be subjected to close study by the Italian authorities to ascertain the true measure of the problem in each case. Such examinations may show (a) that no further action, beyond (i) and (ii) above is required in certain localities or (b) that a strictly local permit or control system is necessary.

(iv) Make every effort to re-institute more fully the Italian letter post and communications system. This would cut out many cases where travellers now consider their journeys to be essential because of lack of news of relatives etc.

7. If you agree to this line of action perhaps you will please pursue the matter accordingly with the Italian Government. It should be noted that the principles involved and the action required extend beyond the scope of the Department of the Undersecretary of State for Railways and Highways.

5194

Colonel,
Chief of Internal Transportation Sub-Commission, AGC.

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5194

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

Copy to ACC (for Economic Section).

PO/TRANSLATION

reference 660/1.C/1/segr.

SUBJECT: Permits for civilian travellers on railways.

To Colonel S.A. Fitch

Chief of Internal Transportation Sub-Commission, ACC

C/o Mov. and Tr.

ATHQ - Advanced Administrative Echelon, O.M.F. = N.A.P.L.E.S.

and, for information:

To Grand'Officiere EMERY W. STONE

Allied Control Commission -

B E I N D I S I

I answer your letter reference ACC/Tn/22/26 dated 13 January 944.

I examined and left examine with care the proposals to introduce a system for the reduction of the travellers on the trains of the whole railway system.

The question is to establish:

- a) - for each line and for each train the highest number of people who can travel;
- b) - for each station, admitted to the passenger service, the number of people who can take space on each train for the different destinations;
- c) - establish the representatives of the ACC or of the AMG qualified for each line or portion of line, in order to issue the authorization to travel, specifying train, date and station for the destination locality, either for the travel to go or for the return;
- d) - procedure to follow by the concerned in order to be able to submit the requests and to get the answer before the day fixed for the start.

In quality of General Director for railway transportation, sea- and air- transportation during the War, I had several times to meet the problem of limiting overcrowding of railways and motorcar-lines in public service, owing to the always higher difficulties, arisen in all Countries and especially in Italy, owing to lack of motorcars, to military needs and to air attacks. It has been always unanimously admitted that a system for the reduction of travellers, on the whole railway system and on all trains, was not practically to be effected, considering the points which have a part in the problem, mentioned at underpara a), b), c), d) and that which necessary are to be resolved if the control will have an effective value.

A reduction has been made for travellers who had to go from the mainland to Sicily and from Sicily to the mainland, through the Messina strait.

It seemed easy and possible, as all travellers had to take space on the ferry-boats, and therefore all had to come at only one point and that is at the embark-kay.

However the results after a week of service with the established reductions were not satisfying.

SUBJECT: Permits for civilian travellers on railways.-

To Colonel S.A. Fitch

Chief of Internal Transportation Sub-Commission, ACC

C/o Mov. and Tr.

AFHQ - Advanced Administrative Echelon, C.M.F. - K A P L E S

and, for information:

To Grand'Ufficiale ELLERY W. STONE

Allied Control Commission -

B R I N D I S I

I answer your letter reference ACC/Tr/22/26 dated 13 January 344.

I examined and left examine with care the proposals to introduce a system for the reduction of the travellers on the trains of the whole railway system.

The question is to establish:

- a) - for each line and for each train the highest number of people who can travel;
- b) - for each station, admitted to the passenger service, the number of people who can take space on each train for the different destinations;
- c) - establish the representatives of the ACC or of the AMG qualified for each line or portion of line, in order to issue the authorization to travel, specifying train, date and station for the destination locality, either for the travel to go or for the return;
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It has been always unanimously admitted that a system for the reduction of travellers, on the whole railway system and on all trains, was not practically to be effected, considering the points which have a part in the problem, mentioned at underneath a), b), c), d) and that which necessary are to be resolved if the control will have an effective value.

A reduction has been made for travellers who had to go from the mainland to Sicily and from Sicily to the mainland, through the Messina strait.

It seemed easy and possible, as all travellers had to take space on the ferry-boats, and therefore all had to come at only one point and that is at the embark-key.

However the results after a week of service with the established reductions were not satisfying.

The difficulties would be much more if the system would be extended to all the trains running through the mainland and to all the travellers starting

./...

ting from the different stations for the different destinations.

It would be essential also to institute AMG or ACC offices in the greatest part of the towns which have a railway station, or the persons would have to travel to go to ACC or AMG in order to get the authorizations.

We have only to think how many difficulties would arise organizing the system of reduction on the line Reggio-Calabria-Metaponto-Taranto, which have 68 stations, in order to be persuaded that practically the established rules would not be respected by all people, causing that a great number of infractions and a general discontent.

What is the case for the bi-weekly train Naples-Bari and what gives a great experience in regard.

This Ministry thinks that it would be possible to reduce the number of passengers only increasing adequately the actual rates, which are very low.

If desired, however, to introduce a control system and obtain reduction of passengers, the only thing to do would be to extend to the other lines the arrangements already taken, with scarce efficacy, on the bi-weekly train Naples-Bari, leaving to that Sub Commission the care to establish the different ACC or AMG offices qualified to give the permits dividing them for the different stations.

This Ministry must honestly confirm its doubt about the success of the trying because in order to let observe everywhere the rules, it would be necessary to organize a police service so numerous that it would request a strong disponibility of carabinieri and agents, which lacks. Moreover it is not to neglect that it is very difficult to value the reasons of necessity and urgency of the travel, as the value-judgement changes from an official to another of the ACC or AMG representatives.

THE UNDERSECRETARY OF STATE

SIG. GEN. G. di Raimondo

Prot. N. 660/1.0/1- Segret.

P.M. 151, 19 gennaio 1944

OGGETTO: Permessi per viaggiatori civili sulle ferrovie.

Al Col. S.A. Fitgn

Chief of Internal Transportation Sub-Commission ACC

C/o Mov. e Tr.

AFHQ Advanced Administrative Echelon C.M.F.

W A P C I I

(Palazzo della Soc. Nav. "Tirrenia")

e, per conoscenza:

Gr. Uff. E. W. Stone

Commissione alleata di Controllo

BRINDISI

~~~~~  
Rispondo alla vostra lettera n° ACC/Tr/22/25 di prot. in data 13 corr.-  
Ho esaminato e fatto esaminare attentamente la proposta di introdurre  
un sistema di contingimento dei viaggiatori da ammettere nei treni della  
intera rete.

Si tratta di stabilire:

- a) - per ciascuna linea e per ciascun treno il numero massimo di viaggiatori  
che possono viaggiare;
- b) - per ciascuna stazione, ammessa al servizio viaggiatori, il numero del-  
le persone che possono salire in ciascun treno per le varie destinazioni.
- c) - stabilire l'organo della Commissione Alleata di Controllo o dell'A.M.C.  
competente per ciascuna linea o tronco di linea a concedere l'autorizza-  
zione a viaggiare, fissando treno, data e stazione di partenza per la lo-  
calità di destinazione, sia per il viaggio di andata che per quello di ri-  
torno.

d) - procedura che i singoli interessati debbono seguire per inoltrare la do-  
manda ed averne la risposta prima del giorno fissato per la partenza.

Nella mia qualità di Direttore generale dei trasporti ferroviari, marit-  
timi ed aerei durante la guerra, più volte ho dovuto affrontare il problema  
di limitare l'afflusso di viaggiatori civili sulle ferrovie e sugli autovei-  
coli in servizio pubblico, per difficoltà via via crescenti, sorte in tutta  
i paesi ed in Italia in particolar modo, a causa della scarsità dei mezzi, del-  
le esigenze militari e della offesa aerea.

Fu sempre concordemente ammesso e riconosciuto che un sistema di contin-  
gentamento dei viaggiatori, esteso a tutta la rete ed a tutti i treni, non era  
praticamente attuabile, tenuto conto dei fattori che entrano in gioco nel pro-  
blema, citati nelle precedenti lettere a), b), c), d) e che è necessario risol-  
vere se si vuole dare al controllo valore effettivo.

Un contingimento fu attuato per i viaggiatori che si dovevano recare dal  
continente alla Sicilia e viceversa, attraverso lo stretto di Messina.

Al Col. S.A. Fitch

Chief of Internal Transportation Sub-Commission ACC

C/o Mov. e Trn.

AFHQ Advanced Administrative Echelon C.M.F.

M A P C E I

(Palazzo della Soc.Nav. "Tirrenia")

e, per conoscenza:

Gr.Uff. E. W. Stone

Commissione alleata di Controllo

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calità di destinazione, sia per il viaggio di andata che per quello di ri-  
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Un contingentamento fu attuato per i viaggiatori che si dovevano recare dal  
continente in Sicilia e viceversa, attraverso lo stretto di Messina.

Esso sembrava possibile e facile dato che tutti i viaggiatori dovevano pren-  
dere posto sulle navi-traghetto, e quindi tutti dovevano presentarsi in un so-  
lo punto, e cioè all'imbarcadere.

• / •

- 2 -

Tuttavia i risultati ottenuti dopo una settimana di servizio con le restrizioni stabilite non furono soddisfacenti.

Le difficoltà risulterebbero di gran lunga maggiori quando il sistema venisse esteso a tutti i treni in circolazione nel continente ed a tutti i viaggiatori in partenza dalle singole stazioni per le destinazioni le più svariate.

Occorrerebbe poi istituire sedi dell'A.M.G. o della ACC nella maggior parte delle città aventi stazione ferroviaria, a meno da non obbligare gli individui a mettersi in viaggio per recarsi alla sede dell'A.M.G. o della ACC per procurarsi il permesso e potere poi prendere il treno.

Basta pensare a quali e quante difficoltà sorgerebbero per attuare il sistema sulla linea Reggio Calabria-Metaponto-Taranto, che ha 68 stazioni, per convincersi che praticamente le norme fissate non verrebbero da tutti osservate, dando luogo ad un numero grande di infrazioni e creando un malcontento generale.

Quanto si verifica per il treno bisettimanale Napoli-Bari dà una larga esperienza al riguardo.

Questo Ministero è del parere che soltanto con un adeguato aumento delle tariffe attuali, che del resto sono molto basse, si potrebbe riuscire a diminuire l'afflusso dei viaggiatori.

Volendo tuttavia e ad ogni costo introdurre un sistema di controllo e di contingimento, non rimarrebbe che estendere alle altre linee i provvedimenti adottati, con scarsa efficacia, nei treni bisettimanali Napoli-Bari, lasciando a codesta Sottocommissione fissare le sedi della ACC e dell'A.M.G. competenti a dare i permessi ripartendoli per stazione e per destinazione.

Questo Ministero deve clementemente confermare il proprio dubbio sulla riuscita del tentativo in quanto per fare osservare ovunque la prescrizione occorrerebbe un servizio di polizia talmente esteso e numeroso, da richiedere una forte disponibilità di carabinieri e di agenti, che manca. Non va inoltre trascurato il fatto che ben difficile riesce la valutazione dei motivi di urgenza e di necessità del viaggio, diverso potendo essere il criterio di valutazione da un rappresentante all'altro della ACC. e dell'A.M.G. -

Fig.



IL SOTTOSegretario DI STATO

*Luigi Raimondo*

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

Our reference : ACC Tn/22/26

Date : 13 Jan 44.

TO : Gen. di Raimondo,  
Undersecretary of State for Italian Railways & Highways.

SUBJECT: Permits for civilians travelling by rail.

1. As requested in your letter of 10 Jan 44 reference 525/1.0/1 Segr., I attach hereto copy of my letter dated 19 Dec 43, reference ACC Tn/22/3.
2. Copy of Minute 6 of Transportation Committee Meeting held on 11 Dec 43, is also attached.
3. Will you please let me have your reply as soon as possible.

*PAH*  
Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

5193

ne/



MINISTERO DELLE COMUNICAZIONI

# SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 525 / 1.0/1 Segr.

Allegati N. \_\_\_\_\_

OGGETTO: Permessi per civili  
viaggianti in ferrovia.

P.N. 151 , 10 genn. 1944

Risposta al foglio N. \_\_\_\_\_

del \_\_\_\_\_

AL COL. S.A. FITCH

Capo Sottocommissione Interna Trasporti, ACC NAPOLI

\*\*\*\*\*

Riferimento foglio n° ACC/Tn/22/4 del 3 gennaio, giunto

qui il giorno 7.

Questo Sottosegretariato non ha ricevuto la vostra lettera n° ACC/Tn/22/3 del 19 dicembre 1943.

Vi prego inviarmene copia tramite il latore della presente.

Vi ringrazio.

5188

IL SOTTOSEGRETARIO DI STATO

*Luigi Raimondo*

17/18  
2/1  
22/5

DO/TRANSLATION

MINISTERO DELLE COMUNICAZIONI



## SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE - MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 525 / 1.0.11/seg.

Allegati N. \_\_\_\_\_

Trinidisi, li 20 January 1944

OGGETTO: \_\_\_\_\_

Risposta al foglio N. \_\_\_\_\_

del \_\_\_\_\_

SUBJECT: Permits for civilians travelling by trains.-

TO : Col. S.A. Witch  
Chief of Internal Transportation Subcommittee, ACC

N A P L E S

~~~~~

I refer to your letter file ACC/Tn/22/4 dated 3d January 1944, which arrived on the 7th of January.

This Undersecretaryship didn't receive your letter file ACC/Tn/22/3 dated 19 December 1943.

I beg you to send me a copy of it through the bearer of this letter.

I thank you

THE UNDERSECRETARY OF STATE
sig. Gen. V. di Reimondo

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

Our Reference : ACC Tn/22/4
Date : 3 Jan 44

TO : Gen. di Raimondo,
Undersecretary of State for
Railways & Highways.

SUBJECT : Permits for civilians travelling by rail.

1. Reference this Sub-Commission letter ACC Tn/22/3 dated 19 Dec 43.
2. Will you please let me have a reply as a matter of urgency.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

5128

*Del. to Netto Angola
at 1530, 4 Jan 44*

Internal Transportation Sub-Commission, ACC..
C/o Mov & Tn.,
HQ Advanced Administrative Echelon,
C.M.F. 22/3

Our reference : ACC Tn/22/3

Date : 19 Dec 43.

TO : Gen. di Raimondo,
Undersecretary of State for Railways & Highways.

SUBJECT: Permits for civilians travelling by rail.

1. Reference last paragraph of Minute 6 of Transportation Committee Meeting held 11 Dec 43.
2. Will you please let me have your proposals as soon as possible.

 Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

*Delivered to General's office in DEPTARS' office
by Mr. Hale 20 Dec.*

5187

COPY.

EXTRACT OF MINUTE 6 OF TRANSPORTATION COMMITTEE
MEETING OF 11 DEC 43.

PERMITS FOR CIVILIANS TRAVELLING BY RAIL.

Lt.Col. Wynne Davies stated that HQ ACC had instructed the Italian Government to submit their proposals for introduction of a system for limiting and controlling the number of passengers who could travel by rail. Gen. di Raimondo still had the matter in hand.

Lt.Col. Donaldson pointed out the seriousness of civilians travelling uncontrolled and stated that the entire shunting at Salerno was recently stopped for several hours owing to the masses on the line trying to jump trains to further destinations.

Col. Dougherty emphasised that the Naples - Bari bi-weekly trains have only 600 seats each. He will inform Col. Fitch of the maximum number of passengers per train to be permitted to travel from each station concerned in order that Regions may be requested to arrange for the number of passengers to be restricted accordingly.

Col. Fitch stated that AMG Region 3 had already been requested to introduce a local permit system for the Naples area, commencing with the Naples - Bari civilian train scheduled to run on Wednesday 15 Dec 43.

AGREED. The introduction of a permit system for the whole of occupied Italy is essential. This should be arranged by ACC and AMG in conjunction with the appropriate Italian Government representatives. Col. Fitch will take the initiative immediately Gen. di Raimondo's proposals are received. The D.G.M.R.S. representative will inform the Internal Transportation Sub-Commission as soon as possible of the detailed passenger carrying capacity and picking-up and setting-down places of the trains it is proposed to run in the Basic System.

*Handed to Gen Taylor on behalf
of myself & Lt. Col. Raymond Davis
2 Nov 43*

WD/ecn

DRAFT LETTER TO MARSHAL BADOGLIO

26 November 1943.

It is apparent that, for some time to come, the closest possible control and most rigid economy in the use of railroad transportation is necessary, not only to ensure that military requirements are met in full but also to conserve fuel for power and traction which will always be in short supply.

It is equally apparent that at the present time there is an excessive amount of movement on the railroads of civilian passengers and that some form of restriction should be applied, possibly by introduction of a system of permits without which it would be impossible to purchase a ticket and which would limit the volume of movement, making it possible only for those persons to travel who have adequate reason for so doing.

It is desired that you should, as soon as possible, make the necessary arrangements to effect this limitation on rail transport of passengers for the Provinces under your control. On hearing the details of what you propose to do, similar arrangements will then be made by this Commission throughout the rest of the country.

518

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