

ACC AC 70/TN.4 10000/148/2125 PERM IT 543
AUG. 1944 - FEB.

000/148/2125

PERMIT SYSTEM - NAPLES DIVISION
AUG. 1944 - FEB. 1945

23/18

ACP/av

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

Tel. 843238
Ref. AC/23/Tn 4

28 February 45

TO : Director General,
I.S.R.

SUBJECT : Unione Italiana Vini. Ltd.Co.

1. Reference is your letter PAC/11/44558/ICCA/2869/4
of 22 February 45.

2. On your recommendation that it is desirable that
Mr. Giuseppe Bardelli of Unione Italiana Vini to proceed
from Rome to Bari to investigate repairs needed to wine
tank cars, this Sub-Commission has no objection to the
necessary approach being made to AMG at Lucera for supply
of Tyres to car PG 4491.

acting mag
O.H. LINDBERG
Lt. Col. R.E.
Chief, Rail Division

5428

23/17

ALLIED ~~XXXXXXXXXX~~ COMMISSION

NAPLES ZONE

(PROVINCES OF NAPLES, AVELLINO, BENEVENTO)

PREFETTURA, NAPLES

File NZ 22

3 January, 1944.

Subject: Control of Civilians at Naples Central Station.

To: H.Q. Movements West Italy, and
 Copy to: G4 (Mv & Tr) AFHQ
 HQ, A.C. Tr. Sub-Commission APO 394.
 HQ, A.C. Southern Region
 RTO Naples Central.

1. In reply to your G(3)R/164 of 24th December, the Northern end of the Naples Central Station suffered considerable war damage and a portion of the premises, some 350/400 yards, allows unrestricted movement to or from the Station. A five strand barbed wire fence along this section would control and assist in preventing unauthorized civilian movements. I suggest your H.Q. initiate steps to have the necessary material released when the railway authorities would erect the fence. Any bid for material submitted by this H.Q. or the I.S.F. would carry a very low priority.
2. To further control of civilians, this H.Q. has arranged to increase the Carabinieri from 19 to 46, and the Questura Agents from 36 to 50.
3. The Italian Station Officials have also been warned to observe more closely the issue of tickets and to take drastic action against any employees contravening orders.
4. Public convenience is also a matter for consideration. Military personnel have taken all the original accommodation and it is understood additional latrines are being provided. The railway engineers have been instructed to make provisions for civilian needs.
5. It is hoped these steps will improve the situation.

5427

H.B. Simon
 H. B. SIMON
 Lt. Col.
 Zone Commissioner.

0575

TRANSPORTATION SUB-COMMISSION REPRESENTATIVE
ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

23 / 16

SUBJECT : Naples Central and
Garibaldi stations.

To : Naples,
50050 Ex 12.

TO : Capo Compartimento
Naples Division I.S.R.

Ref : AC 5th/Na 7A/55h.
31st Dec, 1944

Supt, Movements Section
Naples Division I.S.R.

Hq, 701st Ry. Gd. Div. (RO)
M. R. S. (Building)

In Sub-Commission (Rlys)
c/o Transportation Increment. *C.M.F.*

Hq, Movements West Italy.

1. A strong complaint having been received from Military Authorities that the lack of control over civilians swarming dangerously all over a passenger train recently, resulted in delay to an important military train, you are requested : -

- (1) To ensure that the sale of tickets is limited to the available accommodation only.
- (2) To apply for additional civil police to control the number of passengers and remove those that climb on the outside and tops of passenger cars.

2. I understand from 701st Ry. Gd. Div, that you have already been requested to ask for more police for this purpose.
Allied Military Police are not available.

3. Kindly let me know that you have taken the desired action as soon as possible.

J. Bowers

Major
(V.R. Bowers)

5426

23/15

ACP/ic

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

Tel: 161238
Our Reference: AG/23/Ta

30 December 44.

TO : Gen. di Raimondo
General Director
ISR

SUBJECT : Control of Civilians at Naples Central Station.

1. The attached report reveals a very unsatisfactory state of affairs at Naples, and you will appreciate that it is most difficult for this Sub-Commission to press for additional services when control is not efficiently maintained.
2. It is realized that difficulties must occur over such period as Christmas, but it is felt these should be anticipated in advance.
3. Please let me know what action you propose.

acb
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

5425

Subject: Control of Civilians at
Naples Central Station

AC in Sub Commission Map,
c/o 701 Ky 6d Div (NO)

Copy to: G4 (Nov & In) AEM
HQ AC in Sub Commission APO 894
HQ AC Southern Region
RTO Naples Central

HQ Movements
West Italy
CNR

Q(M)E/18A
24 Dec 1944

1. It is necessary again to bring to your attention the appalling conditions created at Naples Central Station as a result of the lack of control over the movement of civilians.

2. The following is a brief account of a specific incident which occurred on 20 Dec in connection with Train 7002 (Naples Central to Reggio di Cal).

3. The RTO was approached by the Italian RCO and Cape Stations to provide Military Police to clear unauthorized civilians from this train which was dangerously loaded. People were swarming all over the train and were even walking on the roofs with live electric cables just over their heads.

4. The detention of the train was holding up other Allied traffic, and as a result of this an application was made to the AFM to send British MPs to the station: at 2045 hours 20 Dec, 4 MPs arrived and cleared the train prior to arranging an orderly loading but the mob merely rushed the train again.

5. Eventually, with the aid of ISR police the people were cleared away and the train left 1 1/2 hours late.

6. As a result several hours delay was caused to an important freight train conveying Mail, LFI and Ord Stores to Army Hailheads.

7. It is obvious that any control which ISR may be able to exercise over the issue of tickets is nullified by their failure to control entry of civilians onto the station platforms.

8. Effective measures are necessary to prevent the occurrence of these incidents.

9. You are requested to take up the whole question most strongly with the ISR and ensure

(a) That the issue of tickets is limited to the accommodation available.

5424

05781

1. It is necessary again to bring to your attention the appalling conditions created at Naples Central Station as a result of the lack of control over the movement of civilians.
2. The following is a brief account of a specific incident which occurred on 20 Dec in connection with Train 7002 (Naples Central to Reggio di Cal).
3. The RTG was approached by the Italian RTG and Capo Stations to provide Military Police to clear unauthorized civilians from this train which was dangerously loaded. People were swimming all over the train and were even walking on the roof with live electric cables just over their heads.
4. The detention of the train was holding up other Allied traffic, and as a result of this an application was made to the AFM to send British MPs to the station: at 2045 hours 20 Dec, 4 MPs arrived and cleared the train prior to arranging an orderly loading but the mob merely rushed the train again.
5. Eventually, with the aid of ISA police the people were cleared away and the train left 1 1/2 hours late.
6. As a result several hours delay was caused to an important freight train conveying Mail, EPI and Old Stores to Army Headquarters.
7. It is obvious that any control which ISA may be able to exercise over the issue of tickets is nullified by their failure to control entry of civilians onto the station platforms.
8. Effective measures are necessary to prevent the occurrence of these incidents.
9. You are requested to take up the whole question most strongly with the ISA and ensure
 - (a) That the issue of tickets is limited to the accommodation available.
 - (b) That the ISA introduces at once sufficient police to provide a reasonable degree of order on the station and trains.
10. Please inform this HQ early what action has been taken.

5424

b Ayer

(C. AYERS).
MAJOR.
PER L.V. COL.
A.S.M.S.(2).

Translation

Ministry of Communications
I-S R General Direction

Rome 20 Nov 1944 23/13
N. C.01/Segr./iceA/1392/28

Allied Commission
Headquarters M.R.S. Rome ..

Subject: forwarding of circular letters

For due knowledge we forward herewith attached copy of the circular letter dated 17 November file C. 213/4533/48, concerning movements in current account.

Director General
signed Di Raimondo

Ca/ng20

*attach
to Di Raimondo
file*

copy is file 30/

5423

hl

*22
11*

Ministry of Communications
R.S.R. General Direction
Commercial and Traffic Service

Rome 18 November 1944
M.C. 313/4535/48

Commercial and Traffic Sections

Florence - Ancona - Rome - Naples

Bari - Reggio C. - Palermo - Cagliari

Subject:

Transports in current account

According to Ministers Decree dated 31 October 1944, disposing the 100% increase of the tariffs, effective from 19 November, the following modifications are to be made at the Summary of dispositions in force concerning transport of passengers and commodities without immediate payment of incomes, herewith forwarded by circular of 20 October 1944, file as above, to be sent to all the stations:

at page 5 - para I B a 1 (travels of recruits), the income of lire 31,80 for each Royal Army recruit is increased up to lire 64. The income of lire 9 for each Italian Air Force recruit is increased up to lire 18. at page 5 - para I B a 2 (travels for leave), the income of lire 44 for each travel is increased up to lire 88.

at page 6 - para I B a 3 (travels of the re-called up men), the incomes of lire 70,80 - 39,60 - 19,20 are respectively increased to lire 142 - 80 - 39.

at page 11 - para II B b 1 (transports on behalf of the War Ministry), the income of lire 1200 for shipment is increased up to lire 2400, and the income of lire 3,50 per kilometer is increased up to lire 7. at page 12 - para II B b 2 (transports on behalf of the Navy Ministry), the incomes of lire 2800 for each express goods shipment and of lire 1200 for each ordinary goods shipment are respectively increased up to lire 4600 and 2400.

at page 13 - para II B b 3 (transports on behalf of the Air Ministry), the income of lire 850 for each shipment is increased up to lire 1700.

Please confirm.

Chief of Service

modifications are to be made at the Summary of dispositions in force concerning transport of passengers and commodities without immediate payment of incomes, herewith forwarded by circular of 20 October 1944, file as above, to be sent to all the stations:

at page 5 - para I B a 1 (travels of recruits), the income of lire 34,80 for each Royal Army recruit is increased up to lire 64. The income of lire 9 for each Italian Air Force recruit is increased up to lire 10. at page 5 - para I B a 2 (travels for leave), the income of lire 44 for each travel is increased up to lire 68.

at page 6 - para I B a 3 (travels of the re-called up men), the incomes of lire 70,80 - 39,60 - 19,20 are respectively increased to lire 142 - 80 - 39.

at page 11 - para II B b 1 (transports on behalf of the War Ministry), the income of lire 1200 for shipment is increased up to lire 2400, and the income of lire 3,50 per kilometer is increased up to lire 7.

at page 12 - para II B b 2 (transports on behalf of the Navy Ministry), the incomes of lire 2300 for each express goods shipment and of lire 1200 for each ordinary goods shipment are respectively increased up to lire 4600 and 2400.

at page 13 - para II B b 3 (transports on behalf of the Air Ministry), the income of lire 850 for each shipment is increased up to lire 1700.

Please confirm.

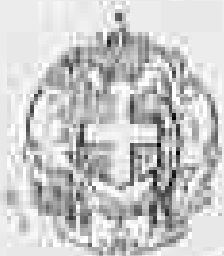
Chief of Service

Ca/20

5402

05821

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



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

Roma, 11

20 NOV 1944

193

A

N. C. 01/Segr/ICCA/1392/28

Al N.

del

OCCETTO: Invio circolari

— ALLA COMMISSIONE ALLEATA

ALLA DIREZIONE DEL MILITARY RAILWAY
SERVICE

R O M A

Per opportuna conoscenza si trasmettono le unite copie della
circolare C.213/4533/48 del 17 corrente relativa ai trasporti in
conto corrente.

IL DIRETTORE GENERALE

Adolfo Ramunno

5421

A. Chiana, Tivoli - 1944 XVI - Ord. 1116 - D. 75 - 41.5.16

(1) Servizio.

0583

Roma, 11 17 NOV 1944

N° 0 213/4533/44

MINISTERO DELLE COMUNICAZIONI
DIREZIONE GENERALE DELLE P.S.
Servizio Commerciale e del Fretto

SEZIONE COMMERCIALE - DAL TR. FRETTO

OGGETTO:

Trasporti in conto
corrente.

FIRLIZZI - ANCONA - ROMA - NAPOLI - FARI -
RAGGIOLO - FERRERO - CAGLIARI

In applicazione del Decreto Ministeriale in data 24 ottobre 1944 che dispone l'aumento delle tariffe nella misura del 100 % (aumento che decorre del 1° corrente) si dispone che nel "Riassunto della disposizione vigenti in ordine al trasporto di persone e di cose senza il pagamento immediato delle tasse", costi trascritto, per la distribuzione alle stazioni, con la circolare di pari numero del 20 ottobre u.e., vengono inserite le seguenti modificazioni:

- a pagina 5, punto I - a - 1 (viaggi delle reclute) il compenso di £ 31,80 per ogni recluta del R. Esercito è portato a £ 64.- ed il compenso di £ 9.- per ogni recluta della Aeronautica è portato a £ 18.-
- a pagina 5, punto I - b - 2 (viaggi per licenze) il compenso di £ 44.- per viaggio è portato a £ 88.-
- a pagina 6, punto I - b - 3 (viaggi dei richiamati) i compensi di £ 70,80; 32,60 e 19,20 sono portati rispettivamente a £ 142.-, 80.- e 39.-
- a pagina 11, punto II - b - 1 (trasporti per conto del Ministero delle Guerre) il compenso di £ 1.200.- per spedizione è portato a £ 2.400.- ed il compenso di £ 3,50 per sec - chilometro è portato a £ 7.-
- a pagina 12, punto II - b - 2 (trasporti per conto del Ministero

5429

OGGETTO:

Trasporti in conto
corrente.

SEZIONE D'AMMINISTRAZIONE - DEL TA. FIO

FIRMANZA - ANCONA - ROMA - NAPOLI - FARI -
RAGGIO, C. - FABIANO - CAGLIARI

L'applicazione del Decreto Ministeriale in data 31 ottobre 1944 che dispone l'aumento delle tariffe nella misura del 100 % (aumentato del 10 corrente) si applica che nel "Riassunto delle disposizioni vigenti in ordine al trasporto di persone e di cose senza il pagamento imprevisto delle tasse", così trasmesso, per la distribuzione alle stazioni, con la circolare di pari numero del 20 ottobre u.s., vengono inserite le seguenti modificazioni:

- a pagina 5, punto I-B- e - 1 (viaggi della recluta) il compenso di £ 34,80 per ogni recluta del R.Esercito è portato a £ 64.- ed il compenso di £ 9.- per ogni recluta della R.Aeronautica è portato a £ 12.-
- a pagina 5, punto I - 3 - a - 2 (viaggi per licenze) il compenso di £ 44.- per viaggio è portato a £ 68.-
- a pagina 6, punto I - D - a - 3 (viaggi dei richiamati) i compensi di £ 76,60; 39,60 e 19,20 sono portati rispettivamente a £ 142.-, 80.- e 39.-
- a pagina 11, punto II - E - b - 1 (trasporti per conto del Ministero della Guerra) il compenso di £ 1.200.- per spedizione è portato a £ 2.400.- ed il compenso di £ 3,50 per cosa - chilometro è portato a £ 7.-
- a pagina 12, punto II - E - b - 2 (trasporti per conto del Ministero della Marina) i compensi di £ 2.300 per spedizione - G.V. e di £ 1.200 per spedizione o P.V. sono portati rispettivamente a £ 4.600 e £ 2.400.-

cir

./.

- 2 -

- a pagina 12, punto II - F - b - 3 (trasporti per conto del Ministero dell'Aeronautica) il compenso di £ 850 per spedizione è portato a £ 1.700.-

Preggi confermare.

IL CAPO DEL SERVIZIO

[Handwritten signature]

ACP/hl

23/12

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 November 1944

Tel: 478701
Our Ref: AC/23/Tn

TO : Major V.R. Powers
Div.Supt. AC.
c/o Southern Region, HQ.

SUBJECT: Control of Travel Permits

1. The arrangements authorised by the I.S.R. have become standard for all trains under which control is necessary.

2. If there is any difficulty in super-imposing the new system on that already in force, please outline the exact trouble. The permit system as now authorised by I.S.R. meets the demands of M.R.S.

By Command of Commodore Stone

Signed JSA

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

5449

23/11

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

SUBJECT : Control Of psgrs Bari - Naples.

TO : Tn Sub-Commission
Allied Commission
Hq, A.C. A.P.O. 394.
C.M.F.

Tn Sub-Commission Representative
Allied Commission
Naples Division I.S.R.

ALLIED COMMISSION
SOUTHERN REGION
C.M.F.

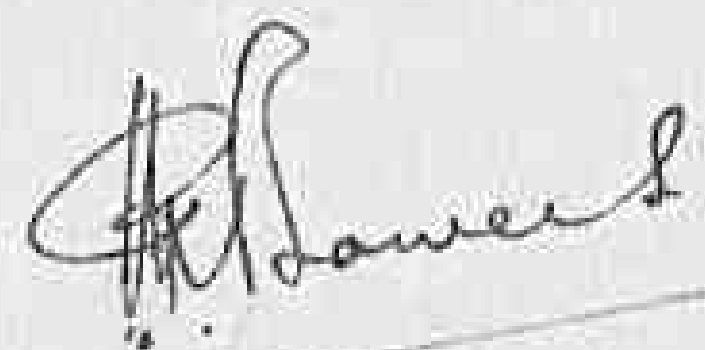
Ref : Ac Tn/Na 7A/170
Date : 15 Nov. 1944

1. Complete confusion seems to have arisen as a result of receipt of instructions for the control of psgrs on new Naples - Benevento - Bari trains, as outlined in letter from Ministry Of Communications M221 - 8904.224 R 211 C/IOCA 988/28 to this Sub-Commission.

2. Bari Compartimento has issued these instructions for the existing Naples train to be controlled by I.S.R. on the lines proposed, instead of the new train starting about 1 Dec.

3. The present train is controlled by Permits issued by Questura Naples and Bari (up to 200 a day) under orders from Regional Commissioner as per Southern Region signal S.R. 215 15 Sep 44 and tickets are not to be sold unless permit is presented.

4. Can Ministry of Communications clarify the situation to both Compartimenti explaining that the regulations issued are for the new train when it comes into effect.



Major
(V.R. Bowers)

5418

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Compartimento di Bari
Sezione Movimento

Bari 3 Novembre 1944.
n. 112.103.Z

OGGETTO:

Comunicazione Bari-Napoli e
viceversa.

C.S. da Bari C. a Foggia Cervero
D.C. Bari Capi Rd. Mov. Bari
Foggia Capi Personale Viaggiante
Controllo Viaggianti Depositi
Locomotiva Bari Barletta Foggia
Ispettore Trazione Reparto Traffico
Foggia p.n. Capo Compartimento
Sezione Trazione Lavori Commerciali
Ufficio I.E.S. Commissariato Comp.
di P.S. Delegazione Trasporti Militari
Circolo Ripartizione Tenente Pickering
Bari Sezione Movimento e Commerciale e
del Traffico Napoli Servizio Movimento
R O M A.

I treni TV3540.8242 ed 8235.TV3541, costituenti la comunicazione Bari Napoli e viceversa, e che si effettuano in tutti i giorni escluso il sabato in partenza da Bari e da Napoli, devono avere la seguente composizione:

2 postali-1 bagagliaio-5 carrozze per militari alleati-1 carrozza per militari italiani-2 carrozze (posti 160) per civili.

Il contingimento dei viaggiatori civili resta così fissato:

TRENO TV3540.8242:

10 posti a disposizione del personale ferroviario che viaggia per ragioni di servizio. 20 posti a disposizione dei viaggiatori in partenza da Bari e diretti a Benevento.

20 posti a disposizione dei viaggiatori in partenza da Benevento e diretti a Napoli. 130 posti a disposizione dei viaggiatori in partenza da Napoli diretti a Bari.

In conseguenza la vendita dei biglietti dovrà essere adeguata alla quantità dei posti disponibili come avanti precisato escludendo da entrambi i treni i viaggiatori muniti di biglietto di abbonamento di qualsiasi specie.

I biglietti da rilasciare per i detti treni dovranno essere nominativi ed i viaggiatori, sia all'atto della richiesta che all'atto della controlleria, dovranno esibire documenti idonei a provare la propria identità.

Per l'ammissione dei viaggiatori dovrà essere osservato il seguente ordine di precedenza:

- a)- Funzionari incaricati dell'AGO.
- b)- Funzionari dei Ministeri autorizzati dai rispettivi Gabinetti o Segretario.
- c)- Funzionari delle Pubbliche Amministrazioni che viaggiano per ragioni di servizio o risultanti da dichiarazioni rilasciate di volta in volta dai rispettivi Capi Ufficio.
- d)- Addetti a Ditte o Imprese che lavorano per le Pubbliche Amministrazioni con autorizzazione di volta in volta rilasciate dai Dirigenti delle Amministrazioni stesse;
- e)- Professionisti in genere che si spostano per incarichi attinenti alle Pubbliche Amministrazioni come da dichiarazioni rilasciate di volta in volta dalle Amministrazioni stesse;
- f)- Viaggiatori che non rientrano nelle categorie precedenti.

5/47

Le autorizzazioni e le dichiarazioni di cui ai punti precedenti dovranno essere presentate in doppia copia; una sarà trattenuta dalla biglietteria a giustificazione del biglietto emesso e l'altra sarà restituita al viaggiatore col timbro della stazione e gli estremi del biglietto rilasciato.

I viaggiatori di cui a b) c) d) e) dovranno prenotarsi sin dal giorno prece-

I treni TV3540.8242 ed 8235.TV3541, costituenti la comunicazione Bari Napoli e viceversa, e che si effettuano in tutti i giorni escluso il sabato in partenza da Bari e da Napoli, devono avere la seguente composizione:

2 postali-1 bagagliaio-5 carrozze per militari alleati-1 carrozza per militari italiani-2 carrozze(posti 160) per civili.

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20 posti a disposizione dei viaggiatori in partenza da Benevento e diretti a Napoli.
130 posti a disposizione dei viaggiatori in partenza da Napoli diretti a Bari.

In conseguenza la vendita dei biglietti dovrà essere adeguata alla quantità dei posti disponibili come avanti precisato escludendo da entrambi i treni i viaggiatori muniti di biglietto di abbonamento di qualsiasi specie.

I biglietti da rilasciare per i detti treni dovranno essere nominativi ed i viaggiatori, sia all'atto della richiesta che all'atto della controlleria, dovranno esibire documenti idonei a provare la propria identità.

Per l'ammissione dei viaggiatori dovrà essere osservato il seguente ordine di precedenza:

- a)- Funzionari incaricati dell'A.C.C.
- b)- Funzionari dei Ministeri autorizzati dai rispettivi Gabinetti o Segretario.
- c)- Funzionari delle Pubbliche Amministrazioni che viaggiano per ragioni di servizio o risultanti da dichiarazioni rilasciate di volta in volta dai rispettivi Capi Ufficio.
- d)- Addetti a Ditte o Imprese che lavorano per le Pubbliche Amministrazioni con autorizzazione di volta in volta rilasciate dai Dirigenti delle Amministrazioni stesse;
- e)- Professionisti in genere che si spostano per incarichi attinenti alle Pubbliche Amministrazioni come da dichiarazioni rilasciate di volta in volta dalle Amministrazioni stesse;
- f)- Viaggiatori che non rientrano nelle categorie precedenti.

Le autorizzazioni e le dichiarazioni di cui ai punti precedenti dovranno essere presentate in doppia copia; una sarà trattenuta dalla biglietteria a giustificazione del biglietto emesso e l'altra sarà restituita al viaggiatore col timbro della stazione e gli estremi del biglietto rilasciato.

I viaggiatori di cui a) b) c) d) e) dovranno prenotarsi sin dal giorno precedente la partenza; per gli altri viaggiatori non è ammessa prenotazione e i biglietti saranno rilasciati lo stesso giorno della partenza secondo l'ordine di presentazione allo sportello.

Per impedire che viaggiatori abusivi prendano posto clandestinamente nei treni, dovrà essere intensificato il servizio di sorveglianza e di polizia, disponendo che ogni carrozza viaggiatori sia permanentemente vigilata da un agente ferroviario con funzioni di controlleria.

In tutte le stazioni del percorso dovranno essere vigilati i passaggi d'ingresso e di uscita, ciascuno con un agente ferroviario e nelle stazioni non ammesse al servizio viaggiatori detti passaggi dovranno essere chiusi tempestivamente al transito dei treni.

I viaggiatori trovati a viaggiare abusivamente, dovranno farli discendere alla prossima stazione di fermata dopo di essere stati sottoposti al pagamento delle soprattasse e penalita' previste, nonche' a verbale di contravvenzione senza alcuna eccezione.

Il Commissario Comp. di P.S. e' pregato disporre perche' in ogni carrozza viaggiatori l'agente permanente di controlleria sia condivato da due agenti di polizia e che nelle stazioni del percorso ciascun passaggio di ingresso o di uscita sia vigilato oltre che da un agente ferroviario anche da 2 agenti di polizia.

C.S. ed Assuntori confermino per filo al rispettivo Capo di Movimento, questi ed i Capi Personale viaggiante confermino pure per filo al sottoscritto.

IL CAPO DELLA SEZIONE MOVIMENTO
(firma)

23/10
AGP/

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tele : 478701

18 November 1944

Our ref.: AC Tn/23/

TO : Ministry of Communications
(Attn. Undersecretary State)
I.S.R.

SUBJECT : Control of Civilian Passengers.

The attached copy of letter is sent you for information and report as to any action you take to ensure satisfactory control.

per R. C.
D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/O.

Enclosure : 1 (Copy of letter
re HQ Mov. West Italy)

5416

Translation

Subject: Sending of circulars

Encl.1

Rome

C 01/Segr. Dec / 1258 / 28 23/8

To Allied Commission

R o m e

to Direction of M.R.S.

R o m e

For your knowledge we send the attached copy of the circular letter C.312/3733/21 of 2nd inst. regarding abusive travels on trains.

The Director General

F.to DI RAMONDO

ng/mi17

F.630

Translation

Ministry of Communications
S.R. Direction General

Subject: Abusive travels

Rome 2nd November 1944

N. C. 312/2733/21

to Capì Compartimento of Florence - Rome

Ancona - Naples - Bari - Reggio C.

Palermo -

Chief Delegazione - Cagliari

copy to Allied Commission

Transp. Subcommission - Rome

Military Railway Service

H 2 Rome

(Re. Letter 20/10/44 Transport.)

Owing to the increasing quantity of abusive travels, effected by apportioned trains or by trains in which the public is not admitted, we point out, for uniformity of treatment, and pending new legislative dispositions now in progress of preparation, the rules to be applied for trespassers caught on such trains:

1st) Apportioned trains - The trespasser caught travelling without ticket available for such trains, shall be compelled to get out at the first stop, also if this stop is not effectuated for passenger service. Said traveller shall be considered as a trespasser and ordered to pay - as per Art. 8 para. 8, line 2 - a normal fare, besides a surtax equal to three times such fare, which at least must be of 50 Liras.

2nd) Goods trains (not military trains) - The trespasser provided or not with a ticket - caught travelling on such trains, will be treated as per para. 1st -

3rd) Trains (military) for workers of for exclusive railway operation. The trespasser caught travelling without ticket available for such trains, will be treated as per para. 1st.

4th) Military trains (passenger or goods) - The trespasser caught travelling on such trains will be treated as per para. 1st.

2nd) All said fares must be calculated for the distance as far as the actual station where the traveller is getting out, and not further whatever may be the final destination of the train.

It will be also written down the minutes of infraction to the Railway Police Rule for further law proceedings.

Finally, you are informed that the Director General of Allied Military Railway Service has already issued the necessary instructions to his personnel and to the Allied Military Railway Police, so that they ^{must} intervene in the inspection of our agents when

H Q Rome

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Finally, you are informed that the Director General of Allied Military Railway Service has already issued the necessary instructions to his personnel and to the Allied Military Railway Police, so that they do not intervene in the inspection of our agents when this is made rigorously within the rule limits.

I beg you to issue the opportune dispositions and to inform me hereto. At the same time let me know the quantity of minutes of infraction to the Railway Police Rules written down by the Agents of your Compartimento in the months from July to October 1944.

The Director General
Signed Di Raimondo

En. 17ng

05951

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



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1)

Roma, li 17 NE 193 - A

N. C. 01/Segr. /Dica /1259/28

Al N. del

OGGETTO: Invio circolari

— ALLA COMMISSIONE ALLEATA DI CONTROLLO —

ALLA DIREZIONE DEL MILITARY RAILWAY SERVICE

R O M A

=====

Per opportuna conoscenza si trasmettono le unite copie della circolare C.312/3733/21 del 2 corr. relativa ai viaggi abusivi sui treni.

IL DIRETTORE GENERALE

Udi Raimondo

A. Chiosa, Tivoli - Imp. S. V. - Off. 3314 - D. 75 - 41,5 x 16

(1) Servizio

0597

OTTO COLLETTA =
= FIORELLI = ROMA = L. COLA = MARCO =
= BATTI = EMILIO CALABRIA = PAVANO =
OTTO D. L. MICHIE = CALABRI =
a per conoscenza = COMMISSIONE ALIMENTA (L. S. C.)
Sottocommissione in sport
= 1011 =
= CARVINO MICHIE = MARCO = L. S. C.)
partire da Roma (L. S. C.) ROMA
(in seguito, lettera 25/7/44 - Traspor.
- Roma)
MICHIE NOVITTO = 1011 =

In considerazione del crescente numero di viaggi abusivi
con treni contingenti o dei quali non sia ammesso il pubblico,
si precisa, per uniformità di trattamento, e in attesa dell'ap-
provazione di nuove disposizioni legislative in corso di elabora-
zione, le norme da applicarsi per la re al rizzazione dei viag-
giatori abusivamente in detti treni:

1° = treni contingenti = Il viaggiatore, trovato a viaggiare
senza biglietto valevole per tali
treni, dovrà essere fatto scendere dal
treno alla prima stazione di fermata
dove si questa non si effettui per
servizio viaggiatori e regolarizzato,
quale viaggiatore abusivo, e norma del-
l'art. 1, par. 2; alinea 2° (un biglietto
to e tariffa intera più una soprattassa
pari e tre volte detto importo col mi-
nimo di L. 50=).

2° = treni merci (non militari) - Il viaggiatore, comunque trovato a viaggiare su tali treni, viene trattato come al No 1°.

3° = treni (militari) per operai - Il viaggiatore, trovato a viaggiare senza biglietto valevole per tali treni, viene trattato come al No 1°.

4° = treni militari viaggiatori
o merci

- Il viaggiatore trovato a viaggiare su tali treni, viene trattato come al No 1°.

Tutte le predette regolarizzazioni tariffarie devono essere conteggiate per il percorso fino alla stazione effettiva di discesa del viaggiatore, e non oltre, e ciò quale che sia la destinazione finale del treno.

Dovrà inoltre elevarsi verbale di contravvenzione al Regolamento di Polizia ferroviaria, per gli ulteriori procedimenti di legge.

Si avverte, infine, che il Direttore Generale del Servizio Ferroviario Militare Alleanza ha già impartito le necessarie istruzioni al proprio dipendente personale e a quello della Polizia militare ferroviaria Alleanza, perché esso non interferisca nell'opera dei nostri agenti di controllo se strettamente contingente nei limiti regolamentari.

Tregasi inviare le opportune disposizioni e darne con ferma, comunicandoci, con l'occasione, il numero dei verbali di contravvenzione al Regolamento di Polizia ferroviaria, che gli agenti dipendenti del vostro Compartimento hanno elevato ne li scorsi mesi di luglio/ottobre per infrazioni commesse dai viaggiatori.

IL DIRETTORE GENERALE

F.to Ing. G. di Ramona

0599

23/7

Subject: Control of Civilian Passengers
on Naples to Bari (via Benevento)
Military Passenger Train

RR Movements
West Italy
CMF
Q(M)P/13A
11 Nov 1944

AC Tr Sub Commission Rep,
c/o 701 Ry Cd Div (TC).

Copy to: G4 (Nov & Dec) AFHQ (with copy of Tr Sub Comm letter AC/Tr/NA7/126
AC Tr Sub Commission APO 394 of 1 Nov 44).

CO 701 Ry Cd Div (TC)
CG PDS
HQ 3 District
PTO Naples Central

1. Reference your letter AC/Tr/NA7/126 of 1 Nov 44.

2. PTO Naples Central reports that the ISR Stationmasters are still unable to control the bookings on the Naples to Bari (via Benevento) Military Passenger Train. It is stated that when the train leaves the platform there is a general rush by civilians who crowd on to, the civilian and Italian military accommodation. The Carabinieri are seldom present to check this undesirable practice or when they are available they are not capable of preventing it.

3. The general question of improving policing arrangements at Naples Central Station is the subject of other correspondence being conducted by this HQ with CG PDS and HQ 3 District; for your information representations are being made for a permanent Military Police post to be established at the Station, manned by Allied MP personnel who would directly control the Carabinieri.

Until such time as this arrangement is agreed and brought into force it is considered that there will be no effective control over civilian movement, both travelling personnel and the hawkers and children who continually frequent the station premises.

4. In the meantime, however, strong measures are necessary to ensure that the issue of tickets for trains does not exceed the accommodation allotted and you are requested to take up this feature again with the ISR.

5. It is suggested that a barrier be erected at the main platform entrance and an ISR employee detailed to be on duty there throughout the day and instructed to prevent all unauthorised civilians from entering the station; this, combined with an effective police patrol (see para 3 above) for curtailing the admission of civilians to the station by the various unofficial entrances, would considerably assist in maintaining a reasonable standard of discipline.

6. Your co-operation and early attention to this urgent matter would be appreciated.

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ITC/RF

5412

AC/TS/MA7/126
ACMC(M)
HQ Movements West Italy

BEST COPY POSSIBLE

0602

Subject:-Civilian Passengers at San Giovanni.

Ref:-
SGE/186;

To:-
Major Bowers,
A.C.C.Tr. Sub Commission,
c/o 701 Rly Grand Division,
U.S. Army.

1. Confirming conversation (Major Bowers - Lieut. Cole) of even date.
2. A survey of civilian passenger traffic at San Giovanni reveals that the Capostazione is unable to exercise any control over civilians who wish to travel on civilian passenger trains. These people, the vast majority of whom, never attempt to purchase a ticket, swarm all over the station premises, and even into the sidings, where the offloading and loading of freight traffic takes place;
3. It has been observed that there are two civilian guards, wearing brassards on duty at the station, but either these guards, are restricted as to authority over civilians, or alternatively, that if in possession of such authority, they do not wish to exercise it, no effort is made by them to ensure that civilians on the station, are actually in possession of railway tickets.
4. The ultimate result is that civilians roam at will, seriously causing obstruction on the station, and handicapping the Military guards, in charge of wagons.
5. It is further suggested that a large amount of the pilferage of British, American and A.C.C. traffic, is carried on, by civilians who throng the station, under the guise of passengers.
6. It is recommended that the following measures should immediately be put into effect:-
 - (a) The increase of guards from two persons to six.
 - (b) Full powers of arrest be given to such guards against all civilians found on station property, without satisfactory documents proving such civilian to be a bona-fide passenger.
 - (c) Such guards to be placed at all station exits and entrances.
 - (d) Suitably printed notices to be displayed, informing civilian as to penalties for offences as in para (b).
7. It is confidently assumed that if the above, were put into effect, the overcrowding of passenger trains would cease, as far as entraining civilians are concerned at this station, and would also result in a considerable decrease of pilferage of all the various freight traffic.

G.M.P.
27. Oct. 44.


Lieut. R.E.
R.T.O. San Giovanni.

Copy to:-
A.Q.M.G(M),
H.Q. Movement Control, West Italy.

5411

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C.M.F.

27. Oct. 44.

Copy to:-

A.Q.M.G(M),

H.Q. Movement Control, West Italy.

Lieut. R.E.

R.T.O. San Giovanni.

5441

0608

Comune of Frattamaggiore
671

10 October 1944

Subject : Transportation of workers from Naples to
Caserta and viceversa.

To : Lt Col SIMSON, Zone Commissioner, ACC.
Naples

This Town, with 21000 inhabitants and a population mostly composed of industrial workers, is lacking of transportation means, since September 1943, as the Railways and Tramways services have not yet been restored; what above causes a great trouble for the thousands of persons forced to travel, for reasons of work, from this Comune to Naples, Caserta, Aversa.

Even the automobile Service commenced by SITA, stopped functioning more than 20 days ago, after two weekly courses which lasted, regularly, only for 15 days.

Therefore, we beg you, to institute, with the greatest urgency, a transportation service for workers and employees, by two couples of trains in the morning and two in the evening, on the line Naples - Caserta and viceversa.

This population trusts in your help to be relieved from the actual impossible situation, above all in view of the coming Winter.

THE SINDACO
(Cav. Avv. Sossio Vitale)

MRS.

5410

701ST RAILWAY GRAND DIVISION
MILITARY RAILWAY SERVICE
NAPLES

23/5

SUBJECT: CONTROL OF PSORS ON
BENEVENTO-FOGGIA-BARI
TRAIN.

TO : REGIONAL COMMISSIONER
SOUTHERN REGION
(ATTN EDUCATION SECTION)
PUBLIC SAFETY.

TR SUB-COMMISSION REPRESENTATIVE
ALLIED COMMISSION
NAPLES DIVISION I.S.R.

H. SOUTHERN REGION
ALLIED COMMISSION
G.M.F.

REF: AC TN/RA 7/106
DATE: 1ST NOV 1964

FOR INF. DIRECTOR
TR TRANSPORTATION
S.O. S.O.
H. S.P.O. 554 G.M.F.
MOVEMENTS WEST ITALY.

1. THE FOLLOWING AGREED INSTRUCTIONS
HAVE BEEN GIVEN TO THE DIVISIONAL SPT I.S.R. IN WRITING TO DAY
"BENEVENTO-FOGGIA-BARI (VIA BENEVENTO) TRAIN"
DAILY (EXCEPT SUNDAY)

RETURNS TICKETS ONLY WILL BE SOLD UP TO 100 DAILY PER CIVILIAN
PSOR BOOTH IN THIS TRAIN, TO PERSONS IN POSSESSION OF SPECIAL
PERMIT ISSUED BY JUSTICE DEPT ON 3 RI, ON THE DAY OF TRAVEL.
SINGLE TICKETS MAY BE SOLD TO SCHOOL TEACHERS RETURNING TO THEIR
SCHOOL, IF, ALSO IN POSSESSION OF A GUARANTEE TO THIS EFFECT
FROM ALLIED COMMISSION

[Signature]

MAJOR
(V.R. BOWERS)

5409

Ministry of Communications
I.R.S. Direction General

23/4

Rome Oct. 21 / 1944

C 312/21 / 8cca / 1102/35

Capi Compartimento - Florence
Ancona
Rome
Naples
Bari
Reggio Calabria
Palermo

Capo Delegazione - Cagliari

for notif.
(with attached)

Allied Control Commission
Transportation Subcommittee

R O M E

I.R.S. Rome

Movement Service - Building

We forward, packed aside, public notices to be posted up at station ticket offices and railway coaches. Said notices forbid people to ride trains without being furnished with travel document and required authorization, and to ride trains not admitted to civil passengers traffic.

Please confirm.

Director General

L. Cigno

Ce/ng22

5438

21 OCT 1944

SECRET
 DEPARTMENT OF THE ARMY
 WASHINGTON, D. C.

5.172.21

MEMORANDUM FOR THE SECRETARY

SUBJECT: THE ARMY'S POSITION ON THE
 ISSUE OF THE ARMY'S POSITION ON THE

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At present, the Army is in a position to
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At present, the Army is in a position to

At present, the Army is in a position to

527

MINISTRY OF COMMUNICATIONS
ITALIAN STATE RAILWAYS
GENERAL DIRECTION

N O T I C E

It is severely forbidden to abusively ride:

- On trains which do not operate passenger service for the public
- On trains on which a pre-arranged number of passenger is authorised, after completion of said number.

In any case it is absolutely necessary to travel with all authorizations and other documents eventually required.

The transgressor will be compelled to get out of the train at any intermediate station and they will have to pay the fines established by tariff-conditions, as well as to suffer the penalties established by the laws.

THE GENERAL DIRECTOR

9072

HQ 701st RAILWAY GRAND DIVISION
Military Railway Service
Naples

DL
28/3

SUBJECT: Control of civil psgrs.

Tn Sub Commission Representative
A.C.C.
Naples Division
Southern Region

TO : Director
Transportation Sub Commission
Hq, A.C.C. A.P.O. 394 C.M.F.

Ref: ACC/Tn/Na/7/95
Date: 23 Oct. 1944.

(for inf.)
Regional Commissioner
Southern Region A.C.C.

1. I have received a complaint from RTO Torre A. that "instructions have not been received at this station for control of psgrs on Naples - Bari train.

IS.R. authorities state civilians are entraining without permit of tickets and effective control is not possible in the absence of specific instructions to ISR."

2. Your ACC Tn/42 22 Sept. to Minister of Communications is clear on the subject of proper control being put into effect, but this has not apparently been done yet.

3. If it is desired that I investigate the situation and have it controlled as I did the Benevento, Foggia, Bari train through the Regional Commissioner I will do so, but wish to have direction on the subject, in view of your letter referred to above. It would seem to be desirable to make this the responsibility of the Italian Govt to organize an effective system of control and put into effect immediately, rather than undertake the responsibility ourselves.

4. May I be advised on this subject please.

V.R. Bowers
Major
(V.R. Bowers)

5415

(H.B)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ACO 394

END/DA 23

Tele: 473701

27 September 1944

ACO Tn/42

SUBJECT : Civilian Passengers on
Naples-Foggia-Bari Military Train.

TO : Minister of Communications
(for General di Raimondo).

1. Reference by letter ACO Tn/42/67 dated 1 Sept. 44 (paragraph 7) in reply to your letter M/210/8791/41/13 of 22 August (paragraph 3a) with regard to the acceptance of a limited number of civilian passengers on the daily military train between Naples and Bari via Benevento and Foggia.
2. It is reported that considerable numbers of people are attempting to travel by this train, far in excess of the accommodation provided.
3. The Regional Commissioner, ACO, has issued orders to the stations at Naples and Bari as to the number of passes which can be issued daily authorizing travel by the train for priority passengers, but it is evident that the majority of those who board the train are not in possession of the requisite permit.
4. Unless strictest control can be exercised to prevent this overcrowding, there is the possibility that the military authorities will consider the withdrawing of the facility of allowing civilians to travel by these trains, and such steps should be taken by the Italian State Railways
 - (a) That suitable notices be exhibited at the stations warning intending passengers that nobody without the necessary permit is allowed to travel
 - (b) That instructions be given to the Booking Office staff that no ticket be issued except on production of the said permit

5404

(c) That authority be given to the train conductors and Station Staffs to remove from the train any person not in possession of a permit.

5. With regard to 4 (b) above, to prevent abuse the booking clerk should endorse the permit by means of a rubber stamp, when a ticket has been issued.

D. E. ADAMS,
Colonel, G.S.,
Director, Rptn. S.C.

Copy to Major General
ACC En. Sub-Commission Rep. HAPLES
Public Safety Sub-Commission
Regional Commissioner, Southern Region

BEST COPY POSSIBLE

TRANSMISSION

1/28
 Rome, 22 August 1944
 Our ref. N 110/8791/41/13

MINISTRY OF COMMUNICATIONS
 ITALIAN STATE RAILWAY
 GENERAL DIRECTION

To Allied Control Commission
 Transportation Sub-Commission

18.01.44

Copy to General Director
 A.C.C.

Salerno

Subject:

Passenger train
 programs

I. Passenger service situation, is at present, along the liberated Italy's lines, that resulting from the attached fascicle.

The following inconveniences are pointed out from such

situation

a) the communication between Naples and Reggio is, at present,

operated by:

- two daily trains between Naples and Salerno. Such trains have a stay at Salerno of 07.30 hrs in descending direction and of 08.12 in upward direction.

- two daily trains between Salerno and Reggio C. with trains-shipment at Sicile Mauro (about 8 km.) and stay in such locality of 10.00 hrs. in descending direction.

b) The daily train Naples-Salerno (Sunday excluded) operates the passenger service exclusively at the station of Naples, Salerno, Battipaglia, Stigliano, Potenza, Benevento, Avellino, Arzano, Bari.

Many passengers of the intermediate stations, especially along the station Potenza-Avellino, have no possibility to use said communication.

Such situation, besides to generate discontent, causes the civil population to ride on goods trains and some time to take place, abusively, on the cars passenger trains in these stations in which are no regular stops.

c) No communication are between Rome and its Province, and between Rome and other liberated Provinces, Northward of Rome and Southward), between Naples and North, between Naples and Benevento, Campobasso, Avellino, Foggia Provinces, among the Adriatic entered localities, and between Foggia and the Province displacing localities etc.

II. As for the enlargement of the liberated Italy's areas, and

from the effort which since the Nation to reorganize promptly the normal activity, although limited by war exigencies, is necessary such services

II. Taking for granted that the inconveniences (mentioned in the paragraph I-a) could be removed by the operation of the Naples-Reggio G. communication, proposed with the letter dated 7 August 1944 file N.M.810/8781/193-C, we propose you what follows to operate the needful connection between Rome and liberated areas, and the displacing of the population immigrated, especially from the Southern Italy, to Rome, by the war operations.

a) Rome-Naples line (via Formello) a couple of trains between Rome and Naples, composed, at least of 2 cars, 1 luggage wagon, 1 mail wagon in connection with the new couple of trains Naples-Reggio G., already proposed with dated 7 August 1944 file N.810/8781/193-C.

Rome	lv. 0700	arr. Naples	1400
Naples	lv. 1900	arr. Rome	1900

These trains will stop at Litteria, Formia, Villa Literno, Aveese.

b) Rome-Naples (via Cassino) line. A couple of trains composed of 6 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome	lv. 1117	arr. Naples	0045 (with line's
Naples	lv. 1930	arr. Rome	0735 (service

The benefit, to connect Rome with Southern Italy and to secure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, Sperandio, Capua, Sessate will be realized through such two communications.

c) To facilitate the removal from Rome of the refugees with the consequent evident benefit of the alimentary Rome supply, as generally the refugees live in the Southern Italy, we should deem advisable to utilize, soon, the military trains that run usually empty Southern.

d) Rome-Grosseto line. A couple of trains (three weekly) composed of 6 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for warmen, especially along the section Rome-Civitavecchia.

Rome	lv. 0700	Grosseto	arr. 1400
Grosseto	lv. 1730	Rome	arr. 1930

These trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 6 cars, 1 luggage wagon, and 1 mail wagon.

Rome	lv. 1630	Arezzo	arr. 0400
Arezzo	lv. 0900	Rome	arr. 0730

These trains will be stopped at the most important stations.

f) Rome-Feligno line. A couple of trains (three weekly) composed of 6 cars, 1 luggage wagon and 1 mail wagon.

Rome	lv. 0710	Feligno	arr. 1130	Feligno	arr. 1640
Feligno	lv. 0830	"	1110	"	1340
				Rome	arr. 1930

These trains will stop at Lissoria, Tormin, Villa Iserno, Averna.
b) Rome-Naples (via Cassino) line. A couple of trains
composed of 3 cars, at least, 1 luggage wagon and 1 mail wagon.

Rome lv. 1717
Naples lv. 1930
arr. Naples 0645 (with line)
arr. Rome 0735 (service)

The benefit to connect Rome with Southern Italy and to ensure communications to the whole intermediate area with Naples, Rome and the important towns of Frosinone, Cassino, Spagnole, Capua, Gaeta will be realized through such two communications.

c) To facilitate the removal from Rome of the refugees with the consequent evident benefit of the alimentary Rome supply, as generally the refugees live in the Southern Italy, we should deem advisable to utilize, soon, the military trains that run usually empty Southward.

d) Rome-Frosinone line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon, to be utilized partially, for workmen, especially along the section Rome-Frosinone.

Rome lv. 0900
Frosinone lv. 1130
Frosinone arr. 1450
Rome arr. 1630

These trains will stop at the most important stations.

e) Rome-Arezzo line. A couple of three weekly trains composed at least of 3 cars, 1 luggage wagon, and 1 mail wagon.

Rome lv. 1630
Arezzo lv. 2000

Arezzo arr. 0400
Rome arr. 0730

These trains will be stopped at the most important stations.

f) Rome-Foggia line. A couple of trains (three weekly) composed of 3 cars, 1 luggage wagon and 1 mail wagon.

Rome lv. 0710
Foggia lv. 1130
Foggia arr. 1840
Foggia lv. 0830
Rome arr. 1930

These trains will be stopped at the most important stations.

g) Foggia-Bari line. A couple of three weekly trains composed of 3 cars, 1 luggage wagon and 1 mail wagon.

Naples lv. 2000
Bari lv. 2000
Foggia arr. 0450
Foggia lv. 0830
Bari arr. 0900
Bari arr. 0730

By such trains, besides to operate a needful connection between Rome and Lucania's areas (by the shortest way) the connection should be carried out also between Naples and Foggia, Benevento, Avellino and Campobasso Provinces, at present, deprived of any railway communication.

IV. To improve Eugie's communications, at present very deficient, we propose:

a) Longue-Isle line. 1) A couple of trains between Ortona and Berl, composed of 5 cars, 1 luggage wagon and 1 mail wagon.

Ortona lv. 0700 Tomelli arr. 0800 Tomelli lv. 1800 Berl arr. 0900
Berl lv. 0800 " " 1830 " " 1830 Ortona arr. 1030

e) Prolongation between Fusine and Monopoli of the train:

F. 0704 Fusine lv. 0800
F. 1701 Fusine arr. 1800

b) Bathinella-Grindini line. 1) Transformation into mixed of the goods trains N. 0100 and 0107 - Potenza-Ferentino. (Potenza lv. 0800, Ferentino arr. 1100 - lv. 1800, Potenza arr. 1900) and N. 0200 (Ferentino lv. 0800, Potenza arr. 1100)

2) Taranto-Potenza

(Taranto lv. 0800, Potenza arr. 0800 - lv. 0815 Potenza arr. 1800)
To these trains will be added passengers cars.

3) Transformation into mixed of the trains:

N. 7000 Potenza lv. 0800 Potenza arr. 1100
N. 7005 Potenza lv. 1100 Potenza arr. 1800

To these trains will be allotted 2 passenger cars.

4) Operations on Saturday from Taranto to Potenza and on Sunday from Potenza to Taranto of a couple of trains that will be stopped at all stations to allow to the Taranto-Bay-Yard workers (about 500) to spend the festive rest with their family (as requested by Taranto Bay-Yard)

Taranto lv. 1700 Potenza arr. 1700
Potenza lv. 0100 Taranto arr. 0800

5) Prolongation between Taranto and Brindisi of the trains 4801 (Taranto lv. 0800) and 4802 (Taranto arr. 1100). In order to operate a daily communication between Taranto and Brindisi, especially requested by the Taranto lawyers to reach home, the appeal Court Seat, we propose to transform into daily of the Sala Consiliare Lyons and of the Taranto and other professional men to Brindisi.

6) Grindini-Potenza line. A couple of daily trains between Potenza and Brindisi in connection with the line already in operation between Brindisi and Potenza.

Grindini lv. 0800 Brindisi arr. 1800
Brindisi lv. 1800 Potenza arr. 1800

7) A couple of trains between Brindisi and Potenza (three weekly - Tuesday, Thursday, Saturday)

Brindisi lv. 0800 Potenza arr. 0800
Potenza lv. 1800 Brindisi arr. 1800

the above train N. 5130 and 5131 - Potomac-Toronto. (Potomac lv. 0800
 Toronto arr. 1114 - 11.1800 Toronto arr. 1114) and N. 5131 0810
 Toronto-Potomac

(Toronto lv. 0820 Hockessin arr. 0850 - lv. 0915 Potomac arr. 1000)
 To these trains will be added passenger cars.

2) Transformation into mixed of the trains

N. 7000 Potomac lv. 0800 Hockessin arr. 1114
 N. 7001 Hockessin lv. 1130 Potomac arr. 1200

To these trains will be added 2 passenger cars.

3) Operations on Saturday from Toronto to Potomac and on
 Monday from Potomac to Toronto of a couple of trains that will be
 stopped at all stations to allow to the Toronto Navy-Yard workers
 (about 500) to spend the festive rest with their family (as requested by
 Toronto Navy-Yard)

Toronto lv. 1700 Potomac arr. 1700
 Potomac lv. 0100 Toronto arr. 0800

4) Reorganization between Toronto and Hockessin of the
 trains 6001 (Toronto lv. 0400) and 6002 (Toronto arr. 1100). In order to
 operate a daily communication between Toronto and Hockessin, especially
 requested by the Toronto lawyers to reach home, the Appeal Court Seat.
 a) Reorganization between Toronto and Hockessin
 Not bi-weekly but daily, to allow the influx of the students to the
 John G. Kennedy Lyceum out of the lawyers and other professional men
 to Longwood Hospital.

4) Potomac-Toronto line. A couple of daily trains between
 Potomac and Hockessin in connection with the two trains already in
 operation between Hockessin and Toronto.

Potomac lv. 0800 Hockessin arr. 1000
 Hockessin lv. 1040 Potomac arr. 1040

5) A couple of trains between Hockessin and Potomac (three
 weekly - Tuesday, Thursday, Saturday)

Hockessin lv. 0800 Potomac arr. 0830
 Potomac lv. 1430 Hockessin arr. 1500

To the purpose to allow, in the same day, the going to and coming back
 from the chief towns

c) Potomac-Hockessin line. A couple of daily trains.

Potomac lv. 0930 Hockessin arr. 0950
 Hockessin lv. 1500 Potomac arr. 1530

2) Foggia-Lucera line. A couple of daily trains:

Foggia	lv. 0540	Lucera	arr. 0740
Lucera	lv. 1600	Foggia	arr. 1850

All the above mentioned trains (Foggia-Lucera line, Lucera-Foggia line and Foggia-Lucera line) should be composed each of 2 passenger cars and 1 luggage wagon, and they ought to be completed with goods-cars, to be operated as mixed trains.

The requests (mentioned in paragraph d)-1)-e) and f) are justified by the decentralization of the Foggia public Offices and by the population dispersing owing to the constructions operated by air-bombings.

3) Spinetto-Già della Valle line. A couple of mixed trains between Spinetto and Già della Valle, composed of two cars and one luggage wagon, to allow to the line workers to reach Bari and Taranto.

Spinetto	lv. 0800	Già della Valle	arr. 0845
Già della Valle	lv. 1600	Spinetto	arr. 1650

In all passenger trains the luggage wagon should be utilized also for goods (forwarded in small stock, by passenger trains, with payment of an additional additional fee and also for a long distance) in order to aid the several consumption business and to operate perishable goods carriage.

V. By the required measures 100 wheeled truck cars, or equivalent vehicles, 10 luggage wagons, 10 rail wagons should be used together with a daily average consumption of about 100 tons of coal.

The General Director
Sgs. M. Reissotto

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